

OR-4258-PW-00068(0)	
Applicant Name:	Application Title:
MILWAUKIE	ST0265 - Kellogg Creek Bridge
Period of Performance Start:	Period of Performance End:
02-17-2016	08-17-2017

Subgrant Application - Entire Application

Application Title: ST0265 - Kellogg Creek Bridge
Application Number: PA-10-OR-4258-PW-00068(0)
Application Type: Subgrant Application (PW)

Preparer Information	
Prefix	Mr.
First Name	Anthony
Middle Initial	
Last Name	Sawney
Title	Document Integrity Unit
Agency/Organization Name	OEM
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Address 2	
City	Salem
State	OR
Zip	97309
Email	julie.slevin@oem.state.or.us
Is the application preparer the Point of Contact?	No

Point of Contact Information	
Prefix	Mr.
First Name	Charles
Middle Initial	
Last Name	Eaton
Title	City Engineer
Agency/Organization	Milwaukie
Address 1	6101 SE Johnson Creek Blvd.
Address 2	
City	Milwaukie
State	OR
ZIP	97206
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Fax	
Email	eatonc@milwaukieoregon.gov

Alternate Point of Contact Information	
Prefix	
First Name	
Middle Initial	
Last Name	

Title	
Agency/Organization	
Address 1	
Address 2	
City	
State	
ZIP	
Phone	
Fax	
Email	

Project Description	
Disaster Number:	4258
Pre-Application Number:	PA-10-OR-4258-RPA-0105
Applicant ID:	005-48650-00
Applicant Name:	MILWAUKIE
Subdivision:	
Project Number:	ST0265
Standard Project Number/Title:	399 - Road System Damage
Please Indicate the Project Type:	Neither Alternate nor Improved
Application Title:	ST0265 - Kellogg Creek Bridge
Category:	C.ROADS & BRIDGES
Percentage Work Completed?	5.0 %
As of Date:	04-15-2016
Comments	
Permanent repair of Bridge over Kellogg creek. See associated Cat B for temp repairs PW Ref # 264. Applicant will be replacing bridge. Project will require a 50% rule calculation, preliminary calculation from the applicant show replacement to be cost effective. Applicant will be pursuing an improved project in either case to add additional functionality. Applicant has a cost estimate prepared for repair and will develop a cost estimate for in-kind replacement. Applicant is currently accepting bids for replacement of the project and expects to award the contract on May 17. Applicant has an existing USACE permit for work in the area and will be revising it to include the bridge replacement. Anthony Wright - PDM 6/7/16 DAS Review complete, Applicant will develop scope of work and cost for this project; RM.	
Attachments	

Damage Facilities (Part 1 of 2)								
Facility Number	Facility Name	Address	County	City	State	ZIP	Site Previously Damaged?	Action
1	Kellogg Creek Bridge	Riverfront Park	Clackamas	Milwaukie	OR	97206	Yes	

Comments	
The applicant has completed extensive repairs under Category B ST0264 work. The bid documents and permits for the temporary work are attached as they assisted in the site inspection. The ST0265 USA Corp permit states that the temporary repairs covered will be allowed until a new bridge is designed and built. ST0266 is a geographically associated project to repair lost stabilization around a manhole on the south side of Kellogg Creek. The cone of influence for the existing bridge and sewer facility overlap. The applicant indicates the work may be bid together which may suggest the two projects be combined within EMMIE at some future date. This project DDD has been developed independently at this time. 5/4/2016 Don Markle Site Inspector.	

Attachments						
User	Date	Document Type	Description	Hard Copy File Reference	File Name	Action
ANTHONY SAWNEY	04-18-2016	Site Damage Document	ST0265 - PDA Summary	ST0265 - PDA Summary	ST0265 - PDA Summary.pdf (178.59 kb)	View
ANTHONY SAWNEY	04-18-2016	Additional Information	ST0265 - Categorical Checklist	ST0265 - Categorical Checklist	ST0265 - Categorical Checklist.docx(47.93 kb)	View
DONALD MARKLE		Environmental/Historic Document			ST0265 USACorp Temporary Permit.pdf(2.50 Mb)	View

	05-04-2016		Temporary Work USACorp Permit			
DONALD MARKLE	05-04-2016	Environmental/Historic Document	Oregon Dept of Lands Temporary Work Permit		ST0265 Oregon DSL Temporary permit.pdf(2.23 Mb)	View
DONALD MARKLE	05-04-2016	Contract Document	Temporary Work Bid Documents		ST0265 Temporary Repair Kellogg Bid Documents_March 16.pdf(3.29 Mb)	View
DONALD MARKLE	05-06-2016	Site Damage Document	Site Inspection Report		ST0265 PA Category C Bridge Inspection Report 030916.pdf (409.07 kb)	View
DONALD MARKLE	05-06-2016	Site Damage Document	Site Inspection signed sheet		ST0265 Site Inspection Signed Sheet.pdf(104.80 kb)	View
DONALD MARKLE	05-06-2016	Photos	Photo - location - drawings		ST0265 Photos - location - drawings.pdf(2.64 Mb)	View
DONALD MARKLE	05-06-2016	Photos	Applicant supplied Photos		ST0265 Applicant supplied storm and repair Kellogg Cr. Photos.pdf(3.79 Mb)	View
DONALD MARKLE	05-06-2016	Project Worksheet	DDD		ST0265 DDD.pdf(98.40 kb)	View
DONALD MARKLE	05-06-2016	Additional Damages Document	State Bridge Inspection - Preexisting damage		ST0265 Kellogg Creek Bridge #22142 State Inspection Report.pdf(589.81 kb)	View
DONALD MARKLE	05-06-2016	Additional Damages Document	2016 underwater damage report		ST0265 Kellogg Bridge Underwater Investigation.pdf (5.81 Mb)	View
ANTHONY SAWNEY	05-17-2016	Site Damage Document	ST0265 - Site Inspection Report	ST0265 - Site Inspection Report	ST0265 - Site Inspection Report 4-29-2016.pdf(1.10 Mb)	View
CLAUDINE BRYANT	07-05-2016	Additional Information	0265 - Email	0265 - Email - Acknowledgement - zero dollar project worksheet - Kellogg Creek	0265 - Email - Acknowledgement - zero dollar project worksheet - Kellogg Creek Bridge PW00068.pdf (165.35 kb)	View

Facility Name:	Kellogg Creek Bridge
Address 1:	Riverfront Park
Address 2:	11211 Mc Loughlin Blvd.
County:	Clackamas
City:	Milwaukie
State:	OR
ZIP:	97206
Was this site previously damaged?	Yes
Percentage Work Completed?	5.00 %
Location:	PA-10-OR-4258-PW-00068(0): Riverfront Park 11211 Mcloughlin Blve. Milwaukie, Oregon 97206 North 45.441860, -122.642290 South 45.41734, -122.642300
Damage Description and Dimensions:	PA-10-OR-4258-PW-00068(0): The Kellogg Creek Bridge (GPS = North 45.441860, -122.642290; South 45.41734,

	<p>-122.642300 was damaged as a direct result of flood waters from FEMA-4258-DR-OR, occurring during December 06, 2015 - December 23, 2015. High and turbulent flood waters along Kellogg Creek eroded the toe of the engineered slope along the west downstream side of creek undermining the south abutment, damaging the pavement and curbing of the approach. The water also undermined the North abutment on the west downstream side and the resulting pressure rotated the south half of secondary wing wall at a preexisting crack. Specific damages are:</p> <p>Eroded materials on engineered slope around south abutment and approach:</p> <ol style="list-style-type: none"> 1. Soil and erosion control plants on the protective slope: 1FT deep x 25FT wide x 35FT long 2. Class 700 rip rap base: 7FT deep x 35FT long x 25FT wide 3. Toe of engineered slope: 135FT (L) x 49FT (Face) x 35FT (H) is presently unstable (also listed in ST0266) 4. Asphalt/pavement 2 x 6IN (D) x 26FT (L) x 8FT (W) 5. Aggregate Base 4FT (D) x 26FT (L) x 12FT (W) 6. Concrete Curb 6IN x 6IN x 27FT <p>North Abutment</p> <ol style="list-style-type: none"> 7. Class 700 rip rap base: 10 FT (L) 42IN (W) x 36IN (H) 8. 20FT(L) x 6IN(W) x 16.5FT(H) secondary wing wall pre-existing crack widened when primary abutment was under-mined flexing and rotating south half of wing wall 1.5IN. 9. Steel Hand rail 20FT (L) x 1IN (D) x 4FT (H) crimped when wing wall rotated. <p>There have been temporary repairs made to this damage as part of Category B emergency project ST0264 to protect the bridge. Permit for temporary work requires removal of materials when new bridge is installed. Final design of repair for this repair of Category C project ST0265 will include final design for Category F project ST0266 for a manhole which was exposed adjacent to the west to the bridge.</p>
<p>Scope of Work:</p>	<p>PA-10-OR-4258-PW-00068(0): WORK COMPLETED</p> <p>The Subrecipient utilized contract resources to perform a geotechnical engineering evaluation of Kellogg Creek Bridge. The contractor, HartCowser, completed this study and presented their findings in a paper dated January 5, 2016. This paper is included in backup. At the time of PW formulation, the Subrecipient was unable to locate the invoice for this work performed. FEMA recognizes this geotechnical engineering evaluation as eligible work, but without an invoice, FEMA will not obligate funding toward this scope item. When the Subrecipient locates and submits these costs, FEMA may prepare a version to capture these eligible costs.</p> <p>The Subrecipient utilized contract resources to perform an underwater investigation of Kellogg Creek Bridge. The contractor, Marine Industrial Construction, LLC, completed this study and presented their findings in a paper dated February 10, 2106. This paper is included in backup. At the time of PW formulation, the Subrecipient was unable to locate the invoice for this work performed. FEMA recognizes this underwater investigation as eligible work, but without an invoice, FEMA will not obligate funding toward this scope item. When the Subrecipient locates and submits these costs, FEMA may prepare a version to capture these eligible costs.</p> <p>WORK TO BE COMPLETED</p> <p>***** Version 0 *****</p> <p>This version 0 is written to reimburse the applicant for:</p> <ol style="list-style-type: none"> 1. A&E cost as documented on PW00068 Cost Estimated Format (CEF); in kind bridge replacement. Engineering cost are derived from the scope of work documented on this project version 0. 2. Incidental A&E costs for the emergency work as documented on PW00241. <p>Version 0 – in kind Bridge replacement, engineering cost (CEF) and Engineering cost Emergency Work.</p> <p>CEF Part C1 \$200,149.00 CEF Part H1 \$18,476.00 CEF Part H2 \$196,867.00 Emergency Work Engineering cost PW241 \$30,539.00</p>

Total A&E for this version 0 = \$446,031.00

Notes:

A&E cost listed above are for the bridge replacement in kind only.

Costs associated to the scope of work documented on this project version 0 will be capture on project version 1.

In addition to the bridge replacement scope, the following improvements will be included in the final project scope.

1. Widen structure to accommodate wider travel lanes and installation of 8 FT sidewalk on downstream side connecting both parking lots.

2. Include an architectural allowance to provide for features to have the structure better integrated into the park settings.

a. A&E cost for the bridge improvements are not included in the costs listed above.

The Subrecipient will utilize contract resources to restore Kellogg Creek bridge (GPS 45.441860,-122.642290) to pre-disaster condition.

Based on the extent of disaster-related damages sustained to Kellogg Creek bridge, the Subrecipient requested FEMA to prepare a repair/replacement (50% rule) calculation. Per Pgs. 96-98 of the Public Assistance Program and Policy Guide, the repair cost (numerator) is the cost of repairing disaster-related damage only and includes costs related to compliance with standards that apply to the repair of the damaged elements only. The numerator does not include costs associated with:

- Upgrades of non-damaged elements even if required by standards (e.g., elevation of an entire facility triggered by repair)
- Demolition beyond that which is essential to repair the damaged elements
- Site work
- Soft costs
- Contents
- Hazard mitigation measures
- Emergency Work

The replacement cost (denominator) is the cost of replacing the facility on the basis of its predisaster design (size and capacity) and function in accordance with applicable standards. The denominator does not include costs associated with:

- Demolition
- Site work
- Soft costs
- Contents
- Hazard mitigation measures
- Emergency Work

Although certain costs are not included in the 50% Rule calculation to determine whether the facility is eligible for replacement, the costs may be eligible for PA funding subject to all other eligibility requirements.

In a memorandum dated July 22, 2016, the Subrecipient listed the scope of work to repair Kellogg Creek Bridge and the scope of work to replace Kellogg Creek Bridge:

REPAIR

- Construct a drill soldier pile wall extending the south abutments wing wall 25 feet
- Reconstruct the impact panel for the structure that was partially removed for the temporary repairs
- Reconstruct a portion of the north abutment wing wall
- Reconstruct the north impact panel that will need to be partially removed to construct the wing wall
- Repair both approaches as necessary due to construction activities
- Reconstruct stream bank along base of structure to provide for support of structural footings undermined during event
- Install structural TOE protection to mitigate future damage and restore foundation stability
- Repair rail damaged by structural failures. Rail not in compliance with current federal requirements and any work on the rails will trigger replacement to meet current crash and safety regulations
- Restore and mitigate for disturbances to natural resources and water quality requirements per current regulations
- Provide fish protection for ODFW in accordance with the Endangered Species Act

- Replace and construct sighting and protective fencing
- Provide all engineering design, environmental permitting, construction management and inspection of competitive bid project

REPLACEMENT

- Construct new structure long enough to have abutments outside of the scour influence of Kellogg Creek (90 FT recommended length per Geotech report). Bridge includes new structure, impact panels, bridge rails, wing walls, etc. for complete project
- Reconstruct approaches to allow new structure elevation requirement to elevation of FEMA Floodplain Mapping. Approach reconstruction includes: reconstruction of roadway (curbs, asphalt, etc.), draining, illumination, and pedestrian facilities as well as restoration of traffic signal infrastructure, restoration and mitigation for disturbance to natural resources and water quality requirements
- Remove old structure and embankments restoring streambanks to natural condition
- Provide fish passage protection per ODFW and Endangered Species Act Regulations during construction
- Construction of protective fencing and installation of required signing
- Provide all engineering design, environmental permitting, construction management, and inspection of competitive bid project

The Subrecipient provided both an estimate for repairs to Kellogg Creek Bridge and an estimate for replacement. These estimates are included in EMMIE backup, listed as "0265 – Kellogg Creek Bridge FEMA Estimates". FEMA utilized both repair and replacement estimates as the baseline for calculation of the 50% rule, with noted exceptions:

1. Unit cost of riprap geotextile type 2 was reduced from \$10/SY to \$3/SY.
2. Unit cost of loose riprap, class 700 was reduced from \$125/CY to \$75/CY.
3. Unit cost of loose riprap, class 2000 was reduced from \$200/CY to \$125/CY.
4. Repair cost of Wall #3 (North Bank) was not included in the repair cost as this section of the bridge was deemed to have pre-disaster damages (see above Damage Description and Dimension item #8)

With these adjustments, and following the definitions of the numerator and denominator of the 50% rule calculation, the results are:

$$\text{Repair/Replacement} = \$583,084 / \$1,048,789 = 56\%$$

At a repair/replacement ratio of 56%, the damaged Kellogg Creek Bridge is eligible for replacement. Please refer to the EMMIE attachment "0265 City of Milwaukee Kellogg Creek Bridge Eval" for details of this 50% rule calculation.

Since this project is a large project, is a permanent work project, and is less than 90% complete at the time of project formulation, FEMA will implement the forward-pricing methodology referred to as the Cost Estimating Format (CEF). The CEF provides a worksheet, called Part A, that allows the user to estimate the base construction costs. The user then applies a series of factors (Parts B through H) that represent the non-construction costs. These expenses can reasonably be expected to occur because they are construction-related costs usually encountered during the course of construction. These factors are applied to the Part A base construction costs to estimate the total cost of completing the project. This "forward-pricing" methodology provides an estimate of the total eligible funding at the beginning of the project. This estimate, which is used to obligate the funds for the project, allows the applicant to more accurately manage the budget with a greater degree of confidence.

The total estimated cost of replacing the Kellogg Creek Bridge, as determined by the CEF, comes to \$2,123,850. Please refer to the EMMIE attachment "0265_CEF" for details of the CEF.

POTENTIAL FOR IMPROVEMENTS THAT ARE INELIGIBLE FOR PA FUNDING

Also in their memorandum dated July 22, 2016, the Subrecipient suggested they may elect to add improvements to the replacement bridge scope of work (also referred to as "FULL BUILD"). These listed improvements include:

- Widen structure to accommodate wider travel lanes and installation of 8FT sidewalk on downstream side connecting both parking lots
- Include an architectural allowance to provide for features to have the structure better integrated into the natural park setting

These improvements are not required by code or other regulation and are not eligible for FEMA funding. If the Subrecipient wishes to pursue these improvements, the Subrecipient must formally submit a letter to the Grantee requesting an Improved Project.

DIRECT ADMINISTRATIVE COSTS (DAC)

At the time of project formulation, the Subrecipient did not claim DAC costs. FEMA estimates the DAC activities needed to process this grant. DAC activities include performing site visits, gathering receipts/invoices, meeting with FEMA staff to review

	documentation. FEMA estimates a commitment of 150 hours at an average rate of \$30/HR for DAC. This amounts to \$4,500.00 of DAC costs.
	ATTACHMENTS Contractor - Preliminary Geotechnical Evaluation FEMA Hazard Mitigation team Site Inspection Report Photos FEMA Site Inspection Report Contractor - Bridge Underwater Investigation Subrecipient - Memorandum: Scope of work and request for repair/replacement calculation FEMA 50% rule calculation FEMA Cost Estimating Format

Hazard Mitigation Proposal		
Is effective mitigation feasible on this site?	No	
If you answered Yes to the above question, the next question is required		
Will mitigation be performed on this site?		
If you answered Yes to the above question, the next question is required		
Do you wish to attach a Hazard Mitigation Proposal?		
If you answered Yes to the above question, the next two questions are required		
Please provide the Scope of Work for the estimate: <small>(maximum 4000 characters)</small>		
Would you like to add the Hazard Mitigation Proposal as a cost line item to the project cost?		
GIS Coordinates		
Project Location	Latitude	Longitude
11211 McLaughlin Blvd. Milwaukie, OR 97206	45.44186 45.441734	-122.64229 -122.6423

Special Considerations	
1. Does the damaged facility or item of work have insurance coverage and/or is it an insurable risk (e.g., buildings, equipment, vehicles, etc)?	Unsure
2. Is the damaged facility located within a floodplain or coastal high hazard area and/or does it have an impact on a floodplain or wetland?	Unsure
3. Is the damaged facility or item of work located within or adjacent to a Coastal Barrier Resource System Unit or an Otherwise Protected Area?	Unsure
4. Will the proposed facility repairs/reconstruction change the pre-disaster conditions (e.g., footprint, material, location, capacity, use of function)?	Unsure
5. Does the applicant have a hazard mitigation proposal or would the applicant like technical assistance for a hazard mitigation proposal?	Unsure
6. Is the damaged facility on the National Register of Historic Places or the state historic listing? Is it older than 50 years? Are there more, similar buildings near the site?	Unsure
7. Are there any pristine or undisturbed areas on, or near, the project site? Are there large tracts of forestland?	Unsure
8. Are there any hazardous materials at or adjacent to the damaged facility and/or item of work?	Unsure
9. Are there any other environmental or controversial issues associated with the damaged facility and/or item of work?	Unsure
Attachments	

For Category C, D, E, F, and G Projects only	
Is effective mitigation feasible on this project?	Yes
If you answered Yes to the above question, the next question is required	
Will mitigation be performed on any sites in this project?	Yes
If you answered Yes to the above question, the next question is required	
Do you wish to attach a Hazard Mitigation Proposal?	No

If you answered Yes to the above question, the next two questions are required	
Please provide the Scope of Work for the estimate:	
Would you like to add the Hazard Mitigation Proposal as a cost line item to the project cost?	No

Comments

Attachments

User	Date	Document Type	Description	Hard Copy File Reference	File Name	Action
ANTHONY SAWNEY	04-18-2016	Mitigation Document	ST0265 - Preliminary Geotech Evaluation	ST0265 - Preliminary Geotech Evaluation	ST0265 - Preliminary Geotech Evaluation.pdf(6.88 Mb)	View
SANFORD BENDER	05-02-2016	Mitigation Document	Recovery Scoping Meeting-Riverfront Park, Milwaukie, OR		RSM City of Milwaukee, Clackamas County 041216 RSM Form.pdf(53.36 kb)	View
SANFORD BENDER	05-03-2016	Mitigation Document	Site Inspection Report-Riverfront Bridge, Milwaukie		Riverfront Park Bridge - City of Milwaukee, Clackamas County 042916 Site Inspection Report.pdf(1.78 Mb)	View

Cost Estimate

Is this Project Worksheet for	
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(Preferred) Repair									
Sequence	Code	Material and/or Description	Unit Quantity	Unit of Measure	Unit Price	Subgrant Budget Class	Type	Cost Estimate	Action
*** Version 0 ***									
Work Completed									
1	9001	Contract	1	LS	\$ 446,031.00	CONTRACTUAL	Work Completed	\$ 446,031.00	
Direct Subgrantee Admin Cost									
2	9901	Direct Administrative Costs (Subgrantee)	1	LS	\$ 4,500.00	INDIRECT CHARGES	Direct Subgrantee Admin Cost	\$ 4,500.00	
								Total Cost :	\$ 450,531.00

Insurance Adjustments (Deductibles, Proceeds and Settlements) - 5900/5901									
Sequence	Code	Material and/or Description	Unit Quantity	Unit of Measure	Unit Price	Subgrant Budget Class	Type	Cost Estimate	Action
								Total Cost :	\$ 0.00

Total Cost Estimate: <i>(Preferred Estimate Type + Insurance Adjustments)</i>	\$ 450,531.00
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Comments

Attachments

User	Date	Document Type	Description	Hard Copy File Reference	File Name	Action
CEDRIC WILLIS	07-25-2016	Contract Document	0265 - Bid Booklet 1	0265 - Bid Booklet - Milwaukie Riverfront Park Bridge Scour Repair 1.pdf	0265 - Bid Booklet - Milwaukie Riverfront Park Bridge Scour Repair 1.pdf(893.33 kb)	View
CEDRIC WILLIS	07-25-2016	Contract Document	0265 - Bid Booklet 2	0265 - Bid Booklet - Milwaukie Riverfront Park Bridge Scour Repair 2.pdf	0265 - Bid Booklet - Milwaukie Riverfront Park Bridge Scour Repair 2.pdf(517.25 kb)	View

CEDRIC WILLIS	07-25-2016	Contract Document	0265 - Bid for Public Improvement	0265 - Bid for Public Improvement - Kellogg Special Provisions.pdf	0265 - Bid for Public Improvement - Kellogg Special Provisions.pdf(601.74 kb)	View
CEDRIC WILLIS	07-25-2016	Contract Document	0265 - Bid Summary	0265 - Bid Summary and estimate Kellog Creek Bridge #22142.pdf	0265 - Bid Summary and estimate Kellog Creek Bridge #22142.pdf (2.41 Mb)	View
CEDRIC WILLIS	07-25-2016	Additional Information	0265 - Emergency Exemption from Competitive Bidding	0265 - Emergency Exemption from Competitive Bidding - Bridge Replacement #22142.	0265 - Emergency Exemption from Competitive Bidding - Bridge Replacement #22142.pdf (645.21 kb)	View
CEDRIC WILLIS	07-25-2016	Additional Information	0265 - Memorandum - Bridge Replacement	0265 - Memorandum - Bridge Replacement.pdf	0265 - Memorandum - Bridge Replacement.pdf(327.98 kb)	View
CEDRIC WILLIS	07-29-2016	Additional Information	0265 - Estimate of Repairs	0265 - Kellogg Creek Bridge FEMA Estimates.pdf	0265 - Kellogg Creek Bridge FEMA Estimates.pdf(7.45 Mb)	View
JAMES LEONARD	08-23-2016	Calculation Sheet	ST0265_Repair_Replace_Calc	ST0265_Repair_Replace_Calc	0265+-+CITY+OF+MILWAUKIE-KELLOGG+CREEK+BRIDGE-EVAL+jwledits.xlsx(15.10 kb)	View
JAMES LEONARD	08-23-2016	Calculation Sheet	ST0265_CEF	ST0265_CEF	ST0265_CEF.xls(480.51 kb)	View
CLAUDINE BRYANT	09-27-2016	Invoice	0265 - Invoices - April 2016	0265 - Invoices - D22-7512-HartCrowser011-13APR16.pdf	0265 - Invoices - D22-7512-HartCrowser011-13APR16.pdf (4.45 Mb)	View
CLAUDINE BRYANT	09-27-2016	Invoice	0265 - Invoices - MAY 2016	0265 - Invoices - D22-7512-HartCrowser011-19MAY16.pdf	0265 - Invoices - D22-7512-HartCrowser011-19MAY16.pdf (1.97 Mb)	View
CLAUDINE BRYANT	09-27-2016	Invoice	0265 - Invoices - June 2016	0265 - Invoices - D22-7412-HartCrowser-22JUN16.pdf	0265 - Invoices - D22-7412-HartCrowser-22JUN16.pdf(2.57 Mb)	View

Existing Insurance Information						
Insurance Type	Policy No.	Bldg/Property Amount	Content Amount	Insurance Amount	Deductible Amount	Years Required

Comments
Attachments

Comments and Attachments		
Name of Section	Comment	Attachment
Preparer Information		ST0265 - DAS QA Checklist Complete.xlsm (06-20-2016)
Project Description	Permanent repair of Bridge over Kellogg creek. See associated Cat B for temp repairs PW Ref # 264. Applicant will be replacing bridge. Project will require a 50% rule calculation, preliminary calculation from the applicant show replacement to be cost effective. Applicant will be pursuing an improved project in either case to add additional functionality. Applicant has a cost estimate prepared for repair and will develop a cost estimate for in-kind replacement. Applicant is currently accepting bids for replacement of the project and expects to award the contract on May 17. Applicant has an existing USACE permit for work in the area and will be revising it to include the bridge replacement. Anthony Wright - PDM 6/7/16 DAS Review complete, Applicant will develop scope of work and cost for this project; RM.	
Damage Facilities	The applicant has completed extensive repairs under Category B ST0264 work. The bid documents and permits for the temporary work are attached as they assisted in the site inspection. The ST0265 USA Corp permit states that the temporary repairs covered will be allowed until a new bridge is designed and built. ST0266 is a geographically associated	ST0265 - PDA Summary.pdf (04-18-2016) ST0265 - Categorical Checklist.docx (04-18-2016)

Comments and Attachments		
	<p>project to repair lost stabilization around a manhole on the south side of Kellogg Creek. The cone of influence for the existing bridge and sewer facility overlap. The applicant indicates the work may be bid together which may suggest the two projects be combined within EMMIE at some future date. This project DDD has been developed independently at this time. 5/4/2016 Don Markle Site Inspector.</p>	<p>ST0265 USACorp Temporary Permit.pdf (05-04-2016)</p> <p>ST0265 Oregon DSL Temporary permit.pdf (05-04-2016)</p> <p>ST0265 Temporary Repair Kellogg Bid Documents March 16.pdf (05-04-2016)</p> <p>ST0265 PA Category C Bridge Inspection Report 030916.pdf (05-06-2016)</p> <p>ST0265 Site Inspection Signed Sheet.pdf (05-06-2016)</p> <p>ST0265 Photos - location - drawings.pdf (05-06-2016)</p> <p>ST0265 Applicant supplied storm and repair Kellogg Cr. Photos.pdf (05-06-2016)</p> <p>ST0265 DDD.pdf (05-06-2016)</p> <p>ST0265 Kellogg Creek Bridge #22142 State Inspection Report.pdf (05-06-2016)</p> <p>ST0265 Kellogg Bridge Underwater Investigation.pdf (05-06-2016)</p> <p>ST0265 - Site Inspection Report 4-29-2016.pdf (05-17-2016)</p> <p>0265 - Email - Acknowledgement - zero dollar project worksheet - Kellogg Creek Bridge PW00068.pdf (07-05-2016)</p>
Mitigation		<p>ST0265 - Preliminary Geotech Evaluation.pdf (04-18-2016)</p> <p>RSM City of Milwaukee, Clackamas County 041216 RSM Form.pdf (05-02-2016)</p> <p>Riverfront Park Bridge - City of Milwaukee, Clackamas County 042916 Site Inspection Report.pdf (05-03-2016)</p>
Cost Estimate		<p>0265 - Bid Booklet - Milwaukie Riverfront Park Bridge Scour Repair 1.pdf (07-25-2016)</p> <p>0265 - Bid Booklet - Milwaukie Riverfront Park Bridge Scour Repair 2.pdf (07-25-2016)</p> <p>0265 - Bid for Public Improvement - Kellogg Special Provisions.pdf (07-25-2016)</p> <p>0265 - Bid Summary and estimate Kellogg Creek Bridge #22142.pdf (07-25-2016)</p>

Comments and Attachments		
		<p>0265 - Emergency Exemption from Competitive Bidding - Bridge Replacement #22142.pdf (07-25-2016)</p> <p>0265 - Memorandum - Bridge Replacement.pdf (07-25-2016)</p> <p>0265 - Kellogg Creek Bridge FEMA Estimates.pdf (07-29-2016)</p> <p>0265+-+CITY+OF+MILWAUKIE-KELLOGG+CREEK+BRIDGE-EVAL+jwiedits.xlsx (08-23-2016)</p> <p>ST0265_CEF.xls (08-23-2016)</p> <p>0265 - Invoices - D22-7512-HartCrowser011-13APR16.pdf (09-27-2016)</p> <p>0265 - Invoices - D22-7512-HartCrowser011-19MAY16.pdf (09-27-2016)</p> <p>0265 - Invoices - D22-7412-HartCrowser-22JUN16.pdf (09-27-2016)</p>
Form 90-91		0265 - Form 90-91 Signed DDD.pdf (05-31-2016)

Bundle Reference # (Amendment #)	Date Awarded
PA-10-OR-4258-PW-00068(302)	11-03-2016

Subgrant Application - FEMA Form 90-91

Note: The Effective Cost Share for this application is 75%

FEDERAL EMERGENCY MANAGEMENT AGENCY
PROJECT WORKSHEET

DISASTER	PROJECT NO.	PA ID NO.	DATE	CATEGORY
FEMA 4258 - DR -OR	ST0265	005-48650-00	06-20-2016	C

APPLICANT: MILWAUKIE	WORK COMPLETE AS OF: 04-15-2016 : 5 %
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Site 1 of 1

DAMAGED FACILITY: Kellogg Creek Bridge	COUNTY: Clackamas
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LOCATION:	LATITUDE:	LONGITUDE:
PA-10-OR-4258-PW-00068(0): Riverfront Park 11211 Mccloughlin Blve. Milwaukie, Oregon 97206 North 45.441860, -122.642290 South 45.41734, -122.642300	45.441734 45.44186	-122.6423 -122.64229
Current Version:		

DAMAGE DESCRIPTION AND DIMENSIONS:

PA-10-OR-4258-PW-00068(0):
The Kellogg Creek Bridge (GPS = North 45.441860, -122.642290; South 45.41734, -122.642300) was damaged as a direct result of flood waters from FEMA-4258-DR-OR, occurring during December 06, 2015 - December 23, 2015. High and turbulent flood waters along Kellogg Creek eroded the toe of the engineered slope along the west downstream side of creek undermining the south abutment, damaging the pavement and curbing of the approach. The water also undermined the North abutment on the west downstream side and the resulting pressure rotated the south half of secondary wing wall at a preexisting crack. Specific damages are:

Eroded materials on engineered slope around south abutment and approach:
1. Soil and erosion control plants on the protective slope: 1FT deep x 25FT wide x 35FT long

- 2. Class 700 rip rap base: 7FT deep x 35FT long x 25FT wide
- 3. Toe of engineered slope: 135FT (L) x 49FT (Face) x 35FT (H) is presently unstable (also listed in ST0266)
- 4. Asphalt/pavement 2 x 6IN (D) x 26FT (L) x 8FT (W)
- 5. Aggregate Base 4FT (D) x 26FT (L) x 12FT (W)
- 6. Concrete Curb 6IN x 6IN x 27FT

North Abutment

- 7. Class 700 rip rap base: 10 FT (L) 42IN (W) x 36IN (H)
- 8. 20FT(L) x 6IN(W) x 16.5FT(H) secondary wing wall pre-existing crack widened when primary abutment was under-mined flexing and rotating south half of wing wall 1.5IN.
- 9. Steel Hand rail 20FT (L) x 1IN (D) x 4FT (H) crimped when wing wall rotated.

There have been temporary repairs made to this damage as part of Category B emergency project ST0264 to protect the bridge. Permit for temporary work requires removal of materials when new bridge is installed. Final design of repair for this repair of Category C project ST0265 will include final design for Category F project ST0266 for a manhole which was exposed adjacent to the west to the bridge.

Current Version:

SCOPE OF WORK:

PA-10-OR-4258-PW-00068(0):
WORK COMPLETED

The Subrecipient utilized contract resources to perform a geotechnical engineering evaluation of Kellogg Creek Bridge. The contractor, HartCowser, completed this study and presented their findings in a paper dated January 5, 2016. This paper is included in backup. At the time of PW formulation, the Subrecipient was unable to locate the invoice for this work performed. FEMA recognizes this geotechnical engineering evaluation as eligible work, but without an invoice, FEMA will not obligate funding toward this scope item. When the Subrecipient locates and submits these costs, FEMA may prepare a version to capture these eligible costs.

The Subrecipient utilized contract resources to perform an underwater investigation of Kellogg Creek Bridge. The contractor, Marine Industrial Construction, LLC, completed this study and presented their findings in a paper dated February 10, 2106. This paper is included in backup. At the time of PW formulation, the Subrecipient was unable to locate the invoice for this work performed. FEMA recognizes this underwater investigation as eligible work, but without an invoice, FEMA will not obligate funding toward this scope item. When the Subrecipient locates and submits these costs, FEMA may prepare a version to capture these eligible costs.

WORK TO BE COMPLETED

***** Version 0 *****

This version 0 is written to reimburse the applicant for:

- 1. A&E cost as documented on PW00068 Cost Estimated Format (CEF); in kind bridge replacement. Engineering cost are derived from the scope of work documented on this project version 0.
- 2. Incidental A&E costs for the emergency work as documented on PW00241.

Version 0 – in kind Bridge replacement, engineering cost (CEF) and Engineering cost Emergency Work.

CEF Part C1 \$200,149.00
 CEF Part H1 \$18,476.00
 CEF Part H2 \$196,867.00
 Emergency Work Engineering cost PW241 \$30,539.00

Total A&E for this version 0 = \$446,031.00

Notes:

A&E cost listed above are for the bridge replacement in kind only.

Costs associated to the scope of work documented on this project version 0 will be capture on project version 1.

In addition to the bridge replacement scope, the following improvements will be included in the final project scope.

- 1. Widen structure to accommodate wider travel lanes and installation of 8 FT sidewalk on downstream side connecting both parking lots.
- 2. Include an architectural allowance to provide for features to have the structure better integrated into the park settings.
 - a. A&E cost for the bridge improvements are not included in the costs listed above.

The Subrecipient will utilize contract resources to restore Kellogg Creek bridge (GPS 45.441860,-122.642290) to pre-disaster condition.

Based on the extent of disaster-related damages sustained to Kellogg Creek bridge, the Subrecipient requested FEMA to prepare a repair/replacement (50% rule) calculation. Per Pgs. 96-98 of the Public Assistance Program and Policy Guide, the repair cost (numerator) is the cost of repairing disaster-related damage only and includes costs related to compliance with standards that apply to the repair of the damaged elements only. The numerator does not include costs associated with:

- Upgrades of non-damaged elements even if required by standards (e.g., elevation of an entire facility triggered by repair)
- Demolition beyond that which is essential to repair the damaged elements
- Site work
- Soft costs
- Contents
- Hazard mitigation measures
- Emergency Work

The replacement cost (denominator) is the cost of replacing the facility on the basis of its predisaster design (size and capacity) and function in accordance with applicable standards. The denominator does not include costs associated with:

- Demolition
- Site work
- Soft costs
- Contents
- Hazard mitigation measures
- Emergency Work

Although certain costs are not included in the 50% Rule calculation to determine whether the facility is eligible for replacement, the costs may be eligible for PA funding subject to all other eligibility requirements.

In a memorandum dated July 22, 2016, the Subrecipient listed the scope of work to repair Kellogg Creek Bridge and the scope of work to replace Kellogg Creek Bridge:

REPAIR

- Construct a drill soldier pile wall extending the south abutments wing wall 25 feet
- Reconstruct the impact panel for the structure that was partially removed for the temporary repairs
- Reconstruct a portion of the north abutment wing wall
- Reconstruct the north impact panel that will need to be partially removed to construct the wing wall
- Repair both approaches as necessary due to construction activities
- Reconstruct stream bank along base of structure to provide for support of structural footings undermined during event
- Install structural TOE protection to mitigate future damage and restore foundation stability
- Repair rail damaged by structural failures. Rail not in compliance with current federal requirements and any work on the rails will trigger replacement to meet current crash and safety regulations
- Restore and mitigate for disturbances to natural resources and water quality requirements per current regulations
- Provide fish protection for ODFW in accordance with the Endangered Species Act
- Replace and construct sighting and protective fencing
- Provide all engineering design, environmental permitting, construction management and inspection of competitive bid project

REPLACEMENT

- Construct new structure long enough to have abutments outside of the scour influence of Kellogg Creek (90 FT recommended length per Geotech report). Bridge includes new structure, impact panels, bridge rails, wing walls, etc. for complete project
- Reconstruct approaches to allow new structure elevation requirement to elevation of FEMA Floodplain Mapping. Approach reconstruction includes: reconstruction of roadway (curbs, asphalt, etc.), draining, illumination, and pedestrian facilities as well as restoration of traffic signal infrastructure, restoration and mitigation for disturbance to natural resources and water quality requirements
- Remove old structure and embankments restoring streambanks to natural condition
- Provide fish passage protection per ODFW and Endangered Species Act Regulations during construction
- Construction of protective fencing and installation of required signing
- Provide all engineering design, environmental permitting, construction management, and inspection of competitive bid project

The Subrecipient provided both an estimate for repairs to Kellogg Creek Bridge and an estimate for replacement. These estimates are included in EMMIE backup, listed as "0265 – Kellogg Creek Bridge FEMA Estimates". FEMA utilized both repair and replacement estimates as the baseline for calculation of the 50% rule, with noted exceptions:

1. Unit cost of riprap geotextile type 2 was reduced from \$10/SY to \$3/SY.
2. Unit cost of loose riprap, class 700 was reduced from \$125/CY to \$75/CY.
3. Unit cost of loose riprap, class 2000 was reduced from \$200/CY to \$125/CY.
4. Repair cost of Wall #3 (North Bank) was not included in the repair cost as this section of the bridge was deemed to have pre-disaster damages (see above Damage Description and Dimension item #8)

With these adjustments, and following the definitions of the numerator and denominator of the 50% rule calculation, the results are:

Repair/Replacement = \$583,084/\$1,048,789 = 56%

At a repair/replacement ratio of 56%, the damaged Kellogg Creek Bridge is eligible for replacement. Please refer to the EMMIE attachment "0265 City of Milwaukee Kellogg Creek Bridge Eval" for details of this 50% rule calculation.

Since this project is a large project, is a permanent work project, and is less than 90% complete at the time of project formulation, FEMA will implement the forward-pricing methodology referred to as the Cost Estimating Format (CEF). The CEF provides a worksheet, called Part A, that allows the user to estimate the base construction costs. The user then applies a series of factors (Parts B through H) that represent the non-construction costs. These expenses can reasonably be expected to occur because they are construction-related costs usually encountered during the course of construction. These factors are applied to the Part A base construction costs to estimate the total cost of completing the project. This "forward-pricing" methodology provides an estimate of the total eligible funding at the beginning of the project. This estimate, which is used to obligate the funds for the project, allows the applicant to more accurately manage the budget with a greater degree of confidence.

The total estimated cost of replacing the Kellogg Creek Bridge, as determined by the CEF, comes to \$2,123,850. Please refer to the EMMIE attachment "0265_CEF" for details of the CEF.

POTENTIAL FOR IMPROVEMENTS THAT ARE INELIGIBLE FOR PA FUNDING

Also in their memorandum dated July 22, 2016, the Subrecipient suggested they may elect to add improvements to the replacement bridge scope of work (also referred to as "FULL BUILD"). These listed improvements include:

- Widen structure to accommodate wider travel lanes and installation of 8FT sidewalk on downstream side connecting both parking lots
- Include an architectural allowance to provide for features to have the structure better integrated into the natural park setting

These improvements are not required by code or other regulation and are not eligible for FEMA funding. If the Subrecipient wishes to pursue these improvements, the Subrecipient must formally submit a letter to the Grantee requesting an Improved Project.

DIRECT ADMINISTRATIVE COSTS (DAC)

At the time of project formulation, the Subrecipient did not claim DAC costs. FEMA estimates the DAC activities needed to process this grant. DAC activities include performing site visits, gathering receipts/invoices, meeting with FEMA staff to review documentation. FEMA estimates a commitment of 150 hours at an average rate of \$30/HR for DAC. This amounts to \$4,500.00 of DAC costs.

ATTACHMENTS

- Contractor - Preliminary Geotechnical Evaluation
- FEMA Hazard Mitigation team Site Inspection Report
- Photos
- FEMA Site Inspection Report
- Contractor - Bridge Underwater Investigation
- Subrecipient - Memorandum: Scope of work and request for repair/replacement calculation
- FEMA 50% rule calculation
- FEMA Cost Estimating Format

Current Version:

Does the Scope of Work change the pre-disaster conditions at the site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Special Considerations included? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Hazard Mitigation proposal included? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Is there insurance coverage on this facility? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

PROJECT COST

ITEM	CODE	NARRATIVE	QUANTITY/UNIT	UNIT PRICE	COST
		*** Version 0 ***			
		Work Completed			
1	9001	Contract	1/LS	\$ 446,031.00	\$ 446,031.00

		Direct Subgrantee Admin Cost			
2	9901	Direct Administrative Costs (Subgrantee)	1/LS	\$ 4,500.00	\$ 4,500.00
				TOTAL COST	\$ 450,531.00
PREPARED BY Anthony Sawney			TITLE Document Integrity Unit	SIGNATURE	
APPLICANT REP. Charles Eaton			TITLE City Engineer	SIGNATURE	

MILWAUKIE : PA-10-OR-4258-PW-00068					
Conditions Information					
Review Name	Condition Type	Condition Name	Description	Monitored	Status
Final Review	Other (EHP)	Standard Condition #2	This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal, state and local laws. Failure to obtain all appropriate federal, state and local environmental permits and clearances may jeopardize federal funding.	No	Approved
Final Review	Other (EHP)	Standard Condition #3	If ground disturbing activities occur during construction, applicant will monitor ground disturbance and if any potential archeological resources are discovered, will immediately cease construction in that area and notify the State and FEMA.	No	Approved
Final Review	Other (EHP)	Standard Condition #2	This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal, state and local laws. Failure to obtain all appropriate federal, state and local environmental permits and clearances may jeopardize federal funding.	No	Approved
Final Review	Other (EHP)	Standard Condition #1	Any change to the approved scope of work will require re-evaluation for compliance with NEPA and other Laws and Executive Orders.	No	Approved
Final Review	Other (EHP)	NEPA Condition	NEPA Condition: Any subsequent versions of this project require an additional EHP review	No	Approved
Final Review	Other (EHP)	NEPA Condition	NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review.	No	Approved
Final Review	Other (EHP)	NEPA Condition	NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review.	No	Approved
Final Review	Other (EHP)	Standard Condition #1	Any change to the approved scope of work will require re-evaluation for compliance with NEPA and other Laws and Executive Orders.	No	Approved
Final Review	Other (EHP)	Standard Condition #3	If ground disturbing activities occur during construction, applicant will monitor ground disturbance and if any potential archeological resources are discovered, will immediately cease construction in that area and notify the State and FEMA.	No	Approved
EHP Review	Other (EHP)	Standard Condition #3	If ground disturbing activities occur during construction, applicant will monitor ground disturbance and if any potential archeological resources are discovered, will immediately cease construction in that area and notify the State and FEMA.	No	Recommended
EHP Review	Other (EHP)	Standard Condition #2	This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal, state and local laws. Failure to obtain all appropriate federal, state and local environmental permits and clearances may jeopardize federal funding.	No	Recommended

MILWAUKIE : PA-10-OR-4258-PW-00068					
Conditions Information					
EHP Review	Other (EHP)	Standard Condition #1	Any change to the approved scope of work will require re-evaluation for compliance with NEPA and other Laws and Executive Orders.	No	Recommended
EHP Review	Other (EHP)	NEPA Condition	NEPA Condition: Any subsequent versions of this project require an additional EHP review	No	Recommended
EHP Review	Other (EHP)	NEPA Condition	NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review.	No	Recommended
Insurance Review	Conditions (Grant Specific)	Insurance	No insurance requirements are mandated for Category C (Roads and Bridges) work; as these items are generally uninsurable for the peril of flood.	No	Recommended

Internal Comments				
No.	Queue	User	Date/Time	Reviewer Comments
18	Final Review	PRITCHETT JR JACKIE	10-28-2016 03:47 PM GMT	Project is approved a zero until a time the eligible scope and costs have been submitted with a version request. The North abutment prior to the event was in disrepair. JDP 7/19/16. Project is for engineering only for bridge replacement 10/28/16 JDP
17	EHP Review	STEWART JESSICA	10-28-2016 03:21 PM GMT	<p>NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review. - kbrakens - 06/21/2016 22:32:41 GMT</p> <p>NEPA: Milwaukie, Clackamas County, (45.441860, -122.642290) Cat C. Riverfront park, the applicant will use contract resources to restore Kellogg Creek Bridge. Replace soils and eroded plants, replace riprap base, stabilize toe of engineered slope, replace asphalt, aggregate base and concrete curb, on North abutment, replace riprap base, repair wing walls and steel hand rails. Mitigation will be relook in to in finalization of project. Any subsequent versions of this project require an additional EHP review - jbright2 - 09/08/2016 15:15:26 GMT</p> <p>This version 0 is written to reimburse the applicant for: A&E cost for in kind bridge replacement. Engineering cost are derived from the scope of work documented on this project version 0. Incidental A&E costs for the emergency work as documented on PW00241. A final SOW will be prepared in version 1 of this PW, and will be resubmitted to EHP for review.</p> <p>- jstewa27 - 10/28/2016 13:52:32 GMT</p> <p>EO 11990: Per review of the USFWS National Wetlands Inventory (NWI) mapper, accessed 9/7/2016, the project is not located in a wetland. - jbright2 - 09/07/2016 21:50:30 GMT</p> <p>ESA: USACE, as lead federal agency for this project, is using their programmatic biological opinion with NMFS (SLOPES) to assess compliance with ESA, see attached USACE permit. - jbright2 - 09/07/2016 21:39:55 GMT</p> <p>****disregard previous comment**** - jbright2 - 10/28/2016 15:17:09 GMT</p> <p>MBTA: Although the project area may be in a flyway zone, the scope of work does not have the potential to take migratory birds. - jbright2 - 09/07/2016 21:41:10 GMT</p> <p>MSA: USACE, as lead federal agency for this project, is using their programmatic biological opinion with NMFS (SLOPES) to assess compliance with MSA, see attached USACE permit. - jbright2 - 09/07/2016 21:43:14 GMT</p> <p>*****disregard previous comment***** - jbright2 - 10/28/2016 15:18:29 GMT</p> <p>EO 11988: Facility/structure is located in the 100-year floodplain as shown on FIRM panel 41051C0360H, dated 12/18/2009. FEMA has applied the 8-step decision-making process per 44 CFR 9.6, and has determined that the project will not result in short or long-term adverse effects. See attached 8-step checklist. The Initial Disaster Public Notice was</p>

Internal Comments				
No	Queue	User	Date/Time	Reviewer Comments
				published in 14 newspapers throughout the declared counties and statewide between March 16, 2016 and March 23, 2016. - jbright2 - 09/07/2016 21:49:13 GMT This project will be capped and become an improved project at a later date. The project, as described, falls within the Program Comment for Common Post-1945 Concrete and Steel Bridges as posted in the Federal Register in November 2012. See attached memo. - wmmorrow - 09/01/2016 21:00:04 GMT Please disregard previous comment. NHPA: Per Stipulation II - Applicability of the NHPA Section 106 Programmatic Agreement V.3/1/11-Oregon, FEMA has determined that some types of assistance or activities are undertakings that do not have the potential to cause effects to historic properties, and FEMA has no further NHPA responsibilities, pursuant to 36 CFR part 800.3(a)(1). This SOW meets Stipulation II.A.2. - jstewa27 - 10/28/2016 13:46:32 GMT
16	Initial Review (EHP Rework)	RIVERA HECTOR	10-25-2016 07:21 PM GMT	Version 0 is written to reimburse the applicant for: 1. A&E cost as documented on PW00068 Cost Estimated Format (CEF); in kind bridge replacement. Engineering cost are derived from the scope of work documented on this project version 0. 2. Incidental A&E costs for the emergency work as documented on PW00241. 3. A&E cost documented on version 0, are for the bridge replacement in kind only. 4. Costs associated to the scope of work documented on this project version 0 will be capture on project version 1. H. Rivera 10-25-2016
15	EHP Review	STEWART JESSICA	10-25-2016 05:51 PM GMT	NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review. - kbrakens - 06/21/2016 22:32:41 GMT
14	EHP Review	STEWART JESSICA	10-25-2016 05:51 PM GMT	NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review. - kbrakens - 06/21/2016 22:32:41 GMT
13	Initial Review (EHP Rework)	RIVERA HECTOR	10-24-2016 10:49 PM GMT	Version 0 is written to reimburse the applicant for: 1. A&E cost as documented on PW00068 Cost Estimated Format (CEF); in kind bridge replacement. Engineering cost are derived from the scope of work documented on this project version 0. 2. Incidental A&E costs for the emergency work as documented on PW00241. 3. A&E cost documented on version 0, are for the bridge replacement in kind only. 4. Costs associated to the scope of work documented on this project version 0 will be capture on project version 1. H. Rivera 10-24-2016
12	EHP Review	KLEIN ADAM	09-15-2016 08:36 PM GMT	NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review. - kbrakens - 06/21/2016 22:32:41 GMT
11	Final Review	PRITCHETT JR JACKIE	08-24-2016 06:30 PM GMT	Due to the 50% rule calculation and based on previous bridge inspection reports along with the damages documented by the even to the undermining and scour of the south abutment, the repair costs to that particular abutment is one that would warrant the replacement of the structure. JDP 8/24/16. The project is being sent back to EHP for compliance review.
10	Final Review	HARRIS WILLIAM		

Internal Comments				
No.	Queue	User	Date/Time	Reviewer Comments
			08-24-2016 04:17 PM GMT	Project is approved a zero until a time the eligible scope and costs have been submitted with a version request. The North abutment prior to the event was in disrepair. JDP 7/19/16
9	<u>Final Review</u>	LEONARD JAMES	08-19-2016 08:48 PM GMT	Project is approved a zero until a time the eligible scope and costs have been submitted with a version request. The North abutment prior to the event was in disrepair. JDP 7/19/16
8	<u>Final Review</u>	PRITCHETT JR JACKIE	08-19-2016 07:56 PM GMT	Project is approved a zero until a time the eligible scope and costs have been submitted with a version request. The North abutment prior to the event was in disrepair. JDP 7/19/16
7	<u>Final Review</u>	PRITCHETT JR JACKIE	08-19-2016 07:44 PM GMT	Project is approved a zero until a time the eligible scope and costs have been submitted with a version request. The North abutment prior to the event was in disrepair. JDP 7/19/16
6	<u>Final Review</u>	PRITCHETT JR JACKIE	07-19-2016 11:59 PM GMT	Project is approved a zero until a time the eligible scope and costs have been submitted with a version request. The North abutment prior to the event was in disrepair. JDP 7/19/16
5	<u>Grantee Review</u>	SLEVIN JULIE	06-22-2016 05:56 PM GMT	Jay please hold for SOW and costing - JS 6/22/16
4	EHP Review	WINTON HOLLY	06-21-2016 10:48 PM GMT	NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review. - kbrakens - 06/21/2016 22:32:41 GMT
3	<u>Mitigation Review</u>	HIGGINS GEORGE	06-21-2016 09:46 PM GMT	06/21/2016--SOW and Cost-estimates are being determined by Applicant. PW should be resubmitted to Mitigation when PW is finalized. Thomas Higgins, 406-Mitigation Specialist
2	<u>Insurance Review</u>	SILER ALBERT	06-20-2016 08:45 PM GMT	06/20/2016 -- No insurance issues have been identified with the road work / slope repair identified on this project worksheet. As a result no insurance proceeds are anticipated for these damages. Currently a \$0 project. Don Siler, Insurance Specialist FEMA
1	<u>Initial Review</u>	GOMES ANN	06-20-2016 04:43 PM GMT	6/20/2016 - ZERO\$ PW, applicant will provide SOW and Costs - agomes

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project ID: PA-10-OR-4258-PW-00068

Title: ST0265 - Kellogg Creek Bridge

NEPA DETERMINATION

Non Compliant Flag: No	EA Draft Date:	EA Final Date:
EA Public Notice Date:	EA Fonsi Date:	Level: STATEX
EIS Notice of Intent Date:	EIS ROD Date:	

Comments: NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review. - kbrakens - 06/21/2016 22:32:41 GMT

CATEX CATEGORIES

Catex Category Code	Description	Selected
	No Catex Categories were selected	

EXTRAORDINARY CIRCUMSTANCES

Extraordinary Circumstance Code	Description	Selected ?
	No Extraordinary Circumstances were selected	

ENVIRONMENTAL LAW / EXECUTIVE ORDER

Environmental Law/ Executive Order	Status	Description	Comments
Clean Air Act (CAA)	Not Applicable	Project will not result in permanent air emissions - Review concluded	
Coastal Barrier Resources Act (CBRA)	Not Applicable	Project is not on or connected to CBRA Unit or otherwise protected area - Review concluded	
Clean Water Act (CWA)	Not Applicable	Project would not affect any water of the U.S. - Review concluded	
Coastal Zone Management Act (CZMA)	Not Applicable	Project is not located in a coastal zone area and does not affect a coastal zone area - Review concluded	
Executive Order 11988 - Floodplains	Not Applicable	No effect on floodplain/flood levels and project outside floodplain - Review concluded	
Executive Order 11990 - Wetlands	Not Applicable	No effects on wetlands and project outside wetlands - Review concluded	
Executive Order 12898 - Environmental Justice for Low Income and Minority Populations	Not Applicable	No Low income or minority population in, near or affected by the project - Review concluded	

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project ID: PA-10-OR-4258-PW-00068

Title: ST0265 - Kellogg Creek Bridge

Environmental Law/ Executive Order	Status	Description	Comments
Endangered Species Act (ESA)	Not Applicable	No listed species and/or designated critical habitat present in areas affected directly or indirectly by the federal action - Review concluded	
Farmland Protection Policy Act (FPPA)	Not Applicable	Project does not affect designated prime or unique farmland - Review concluded	
Fish and Wildlife Coordination Act (FWCA)	Not Applicable	Project does not affect, control, or modify a waterway/body of water - Review concluded	
Migratory Bird Treaty Act (MBTA)	Not Applicable	Project not located within a flyway zone - Review concluded	
Magnuson-Stevens Fishery Conservation and Management Act (MSA)	Not Applicable	Project not located in or near Essential Fish Habitat - Review concluded	
National Historic Preservation Act (NHPA)	Not Applicable	Not type of activity with potential to affect historic properties - Review concluded	
Wild and Scenic Rivers Act (WSR)	Not Applicable	Project is not along and does not affect Wild and Scenic River - Review concluded	

CONDITIONS

Special Conditions required on implementation of Projects:

NEPA: No EHP review was performed on Version Zero (0) because this is a \$0 project. Any subsequent versions of this project require an EHP review.

Source of condition: NEPA Determination

Monitoring Required: No

Standard Conditions:

Any change to the approved scope of work will require re-evaluation for compliance with NEPA and other Laws and Executive Orders.

This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal, state and local laws. Failure to obtain all appropriate federal, state and local environmental permits and clearances may jeopardize federal funding.

If ground disturbing activities occur during construction, applicant will monitor ground disturbance and if any potential archeological resources are discovered, will immediately cease construction in that area and notify the State and FEMA.