

**Legislative Request
Planning Estimate
Scope, Schedule and Estimate Confirmation**

Project Name: Kodiak: Bayside/Pasagshak Curve Realignment Alignment A1

Project Nomination Scope:

<i>Project Nomination Estimate:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering							
Utilities							
Right-of-Way							
Construction							
Total (1000s)							

Scope: Realign horizontal curves near MP9.5 of Pasagshak/Bayside Road on Kodiak Island. Alignment A1 closely follows the existing alignment increasing the radii of several curves at the MP9.5 switchback, utilizing the minimum radii (115ft) for 20 mph design speed.

<i>Project Costs:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering	\$340						\$340
Utilities		\$110					\$110
Right-of-Way	\$210						\$210
Construction		\$4,510					\$4,510
Total (1000s)	\$550	\$4,620					\$5,170

Environmental Considerations:

Type of Document Anticipated: PCE CE EA EIS

4(f) Involvement: Yes No State Checklist

Time to prepare Environmental Document: 6-9 Months

Permits Required: USACE Sec 404 if Wetland impacts, ADEC Letter of non-objection, Eagle Permit, NOI (APDES), and SHPO Consultation

Right of Way Considerations: Preliminary research indicates property in vicinity of the proposed work is all state owned land (DNR) so no acquisitions would be required. Estimate includes costs for survey, mapping, certification and close-out.

Utility Considerations: Preliminary review indicates relocation work would likely be needed. Potential impacts to overhead electric lines.

KS

Scope, Schedule & Estimate prepared by: Carol J. Roadifer *CR* 4/3/12
Date

Scope, Schedule & Estimate approved by: Kenneth M. Morton *KM* 4/3/12
Preconstruction Engineer Date



PRELIMINARY PROJECT ESTIMATE

State of Alaska

Department of Transportation and Public Facilities

Project Name: Kodiak: Bayside/Pasagshak Curve Realignment Alignment A1

CDs Route Number: 67000 Highway or Region Kodiak Island

Project Length: 0.6 miles City/Village Kodiak

CDS Milepost: From: 9.40 to: 10.00 PD&E ID# pde639

From: _____ to: _____

Functional Class: 8 Rural Minor Collector Current State FC
 Assumed

Existing Speed: _____ Units _____ Based on posted speed

Proposed Speed: 20 Units mph Assumed

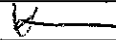
Program/Funding: NHS CTP TRAAK TE Safety Other PSF

Purpose of Project & Origin of Request:

Regional Director requested preliminary cost estimate to realign two sections of Pasagshak/Bayside Road to allow for longer vehicles and loads to be transported.

Type of funding not specified, estimate assumes GF funding.

Prepared By: Carol J. Roadifer Date: 4/3/12

Checked By: Kenneth V. Morton  Date: 4/3/12

Attachments:

Typical Sections

Request For Estimate

- Phase Estimates:
- Planning (Included in Construction Cost)
 - Environmental (Included in Construction Cost)
 - Design
 - Utilities
 - ROW
 - Construction
 - Construction Admin. (Included in Construction Cost)

Design Features

Issues & Assumptions

3R 4R Other PSF

Construction: MP 9.5 Alignment A1

Design: Proposed horizontal alignment is being evaluated to improve the curves to allow larger vehicles/longer loads to access the launch pad. Alignment A1 closely follows the existing alignment increasing the radii of several curves at the MP9.5 switchback, utilizing the minimum radii (115ft) for 20 mph design speed.

Environmental: State Checklist for GF funding.
Preliminary review indicates a historic site eligible for National Register adjacent to both sides of the roadway located just prior to proposed beginning of work, approximately MP9.4. Other potentially eligible sites are in the area, recommend a survey.

Maintenance: Significant groundwater issue exists in the vicinity of the MP9.5 curves. Existing alignment has steep slopes and tight curves due to mountainous terrain. Previous projects installed french drains to handle groundwater and maximized the ditch, which remains inadequate to handle drainage.

Materials:

Planning: Several previous projects (53446, 55131, 56638 & 57735) on Pasagshak Road were completed between 1999 to 2006. Work included paving, drainage, and spot repair work from MP 0.2 to MP 13.6.

Right-of-Way: Preliminary research indicates property in vicinity of the proposed work is all state owned land (DNR) so no acquisitions would be required. Estimate includes costs for survey, mapping, certification and close-out.

Traffic: Roadway provides access to residential properties, ranch properties and the missile launch pad at the end of road. Switchbacks are currently signed with warning 10MPH.

Utilities: Preliminary review indicates relocation work would likely be needed. Potential impacts to overhead electric lines.

BAYSIDE/PASAGSHAK - CURVES MP9.5, ALIGNMENT A1

Estimate Date 4/2/12	Unit	Quantity	Cost	
Preliminary Engineering				
Design				
ICAP (4.79%)	0.0479	0.1	\$320,000	
TOTAL Pre-Construction				\$340,000
Right-of-Way				
Survey Work			\$100,000	
Mapping & Certification			\$100,000	
ICAP (4.79%)	0.0479		\$10,000	
TOTAL Right-of-Way				\$210,000
Utilities				
Review			\$100,000	
ICAP (4.79%)	0.0479		\$5,000	
TOTAL Utilities				\$110,000
Construction				
Construction Contract MP10.5				
Bid Contingency (5%)			\$3,180,000	
Change Order Contingency (15%)		0.05	\$160,000	
Construction Engineering (15%)		0.15	\$480,000	
SUBTOTAL			\$4,300,000	
ICAP (4.79%)	0.0479		\$210,000	
TOTAL Construction				\$4,510,000
PROJECT TOTAL (GF)				\$5,170,000

BAYSIDE/PASAGSHAK MP 9.5 CURVES
ALIGNMENT A1

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	UNIT PRICE	AMOUNT
201(3A)	CLEARING AND GRUBBING	ACRE	6	7,500	45,000
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	8,000	3	24,000
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	60,000	25	1,500,000
203(6A)	BORROW, TYPE A	TON	36,600	15	549,000
301(1)	AGGREGATE BASE COURSE, GRADING D-1	TON	4,600	30	138,000
401(1)	ASPHALT CONCRETE, TYPE II; CLASS B	TON	1,550	110	170,500
401(2)	ASPHALT CEMENT, GRADE PG 52-28	TON	90	600	54,000
603(24)	24 INCH CMP	LINEAR FOOT	350	120	42,000
605(3-12)	12-INCH PERFORATED PIPE UNDERDRAIN	LINEAR FOOT	1,000	100	100,000
606(5)	REMOVE AND REPLACE GUARDRAIL	LINEAR FOOT	1,000	10	10,000
610(1)	DITCH LINING	CUBIC YARD	1,000	50	50,000
630(2)	GEOTEXTILE, STABILIZATION	SQUARE YARD	5,000	5	25,000
640(1)	MOBILIZATION & DEMOBILIZATION	LUMP SUM	ALL REQUIRED	200,000	200,000
641(1)	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	20,000	20,000
641(2)	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED	20,000	20,000
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	10,000	10,000
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	10,000	10,000
643(25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED	10,000	10,000
644(1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED	5,000	5,000
644(2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED	5,000	5,000
644(8)	VEHICLE	EACH	2	10,000	20,000
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	5,000	5,000
			95% ANTICIPATED ITEMS		\$ 3,020,000
			5% SUPPLEMENTAL ITEMS		\$ 151,000
			BASIC BID		\$ 3,171,000

Timeline
Pasagshak Road/Bayside Drive Estimate
Kodiak Island, beyond Pasagshak Bay

27Mar12 Received request from Regional Director for realignment of three curves on Bayside Drive to allow larger design vehicle. Estimate needed within 1 week.

27Mar12 Requested preliminary ROW estimate .

28Mar12 Discussed project with Paul Janke, significant groundwater issues in this area. Also, just before the switchback there is a significant archeological site and a stream that would require a large culvert installation if realignment section began sooner.

28Mar12 Requested preliminary Environmental information.

28Mar12 Requested preliminary Utilities Estimate.

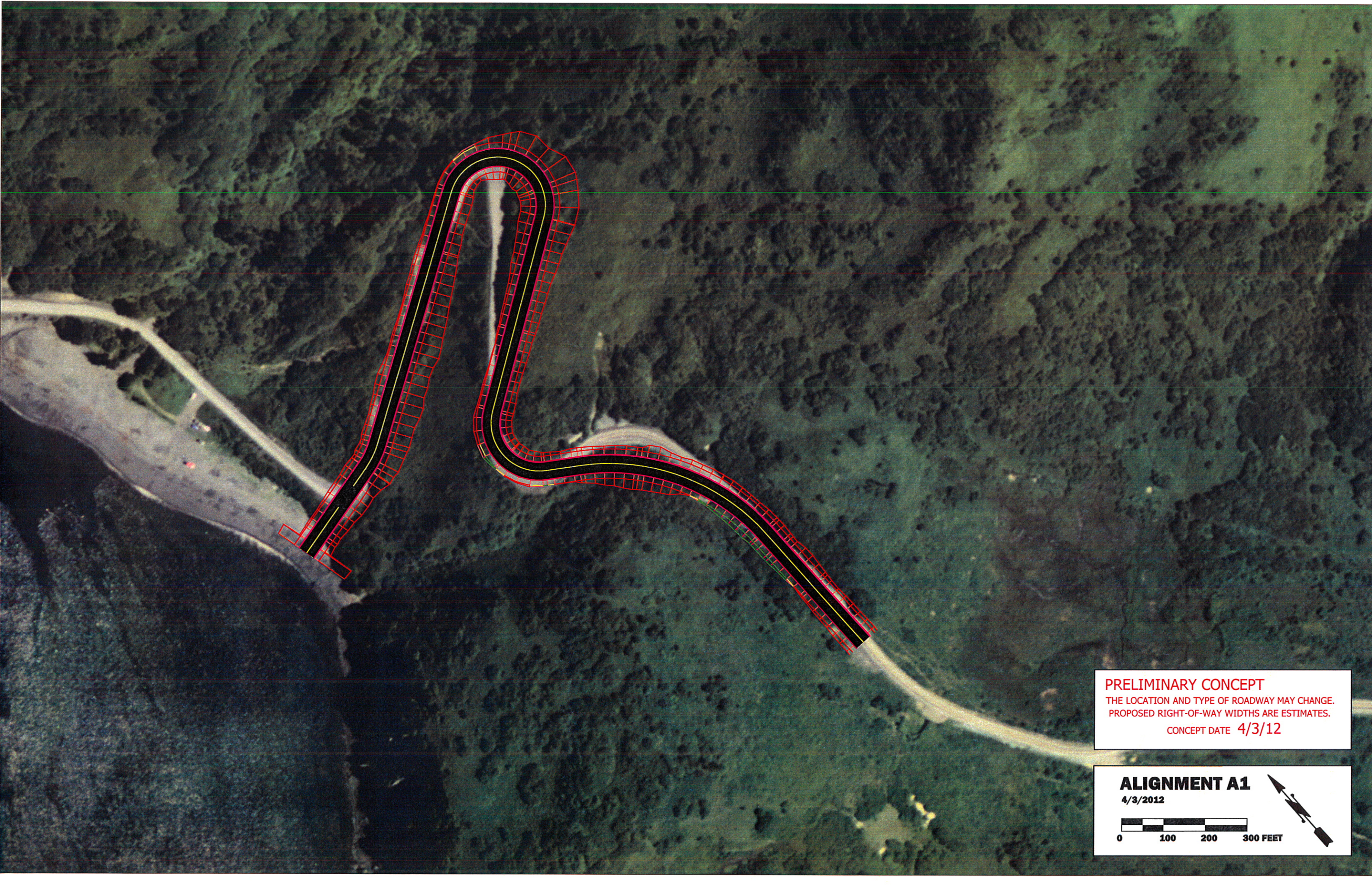
28Mar12 Discussed ROW information, Al Burton received information from Eric F. and assigned to Bruce S. The corridor needs to be mapped, there is an existing subdivision (Pasagshak River Subdivision) just prior to project location. Previous projects did not map the ROW because work was within the existing 100ft ROW. They will begin researching current property ownership in the vicinity of the curves.

28Mar12 Received Environmental information on historic site noted in 2005 plans.

30Mar12 Developed an alternative alignment for switchback in addition to the conceptual alignments provided for the switchback at MP9.5 and curve at MP10.5.

2Apr12 Discussed ROW estimate for each alignment with Al Burton and Bruce S. All property beyond the beach subdivision located just prior to the proposed work area is state land owned by DNR. Estimated ROW costs for both MP9.5 and MP10.5 is approximately \$400,000, including survey, mapping, certification and close out costs. The costs would be approximately equal for each location since the lengths are similar. The ROW cost for Alignment A1 and A2 would be basically the same, so each estimate should include \$200K for ROW.

2Apr12 Discussed Utility estimate with Jay Lane. Preliminary review indicates the only facility impacted would be the overhead electric line in the vicinity of the switchback curve. The estimated cost for relocations is approximately \$100,000. There are no impacts anticipated for the MP10.5 curve, so the estimate includes a small placeholder for reviews.



PRELIMINARY CONCEPT
THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.
PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.
CONCEPT DATE 4/3/12

ALIGNMENT A1
4/3/2012

