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| **DDIR/DSR Number:** |  |
| **Disaster Number:** |  |
| **Route Name, Number and Mile Post(s):** |  |
| **Functional Classification** |  |
| **NTTFI or NFLTFI Number:** | **Instructions:**Federal Land Management Agencies need to identify if the facility is on the NTTP or NFLTF Inventory. |
| **Latitude/Longitude (beginning and end)** |  |
| **Description of Repair or Reconstruction Alternative** | ***Instructions:*** *a) For isolated damage repair in-kind or repair to "as-built" condition. For extensive damage reconstruct to current standards for the type and volume of traffic the facility will receive over its design life.* *b) Document engineering design standards for repair or reconstruction.* |
| **Estimated cost of the Repair or Re-construction Alternative** | **Instructions:** a) Provide lump sum dollar amount here.*b) Provide in a separate attachment a preliminary detailed cost estimate that includes Preliminary Engineering (NEPA, environmental clearance, design, and contract preparation), Construction, and Construction Engineering. Provide estimated quantities and unit prices for all major construction items.**c) Use attached Preliminary Cost Estimate form.* |
| **Description of Betterment Alternative** | ***Instructions:****a) Describe the project scope of work.* *b) Describe engineering design criteria and expected design life.* |
| **Estimated cost of the Betterment Alternative** | **Instructions:** a) Provide lump sum dollar amount here.*b) Provide in a separate attachment a preliminary detailed cost estimate that includes Preliminary Engineering (NEPA, environmental clearance, design, and contract preparation), Construction, and Construction Engineering. Provide estimated quantities and unit prices for all major construction items.**c) Use attached Preliminary Cost Estimate form.* |
| **Describe current damage and cause of damage.** | ***Example:*** *a) The inlet of a 10-foot diameter culvert inlet plugged with logs and debris. Water overtopped the road and scoured out 1000 CY of embankment and the culvert was a total loss.* *b) Flood waters that exceeded the Q100 (USGS Sta. No.XXX) scoured out 5,000 CY of the bridge approach embankment.* *c) Saturated soils and high pore water pressure resulted in a large embankment failure with a 15-foot high head scarp at road centerline.* *d) Historic slide moved significantly during this event. The road profile dropped 24-inches for 1,000-feet.* |
| **Describe past damage and repairs including dates** | ***Example:****a) Twice in the past 20-years damage similar to the current damage has occurred.* *b) Damage has not occurred here in the past.* *c) Rock fall frequently requires periodic removal from traveled way in this area.**d) Road failed and was re-located away from the river 10-years ago due to impinging flow.* |
| **Describe design features of the Betterment Alternative that will reduce future damage** | ***Example:****a) The road surface will be elevated 3-feet above the 100-year flood elevation which includes an allowance for debris to prevent overtoppping.* *b) A debris rack and over flow culvert will be added to prevent plugging the culvert and overtopping the road.* |
| **Describe future damage and estimate repair costs for the Repair/Reconstruction Alternative after future events** | ***Instructions:****a) Provide a description of damage and estimated cost to repair (attach detailed preliminary cost estimate) after future events (25-year, 50-year, 100-year, and 200-year Storm/Flood Frequency).**c) Use attached Preliminary Cost Estimate form.* |
| **Describe future damage and estimate repair costs for the Betterment Alternative after future events** | ***Instructions:****a) Description of damage and estimated cost to repair (attach detailed preliminary cost estimate) after future events (25-year, 50-year, 100-year, and 200-year Storm/Flood Frequency).**c) Use attached Preliminary Cost Estimate form.* |
| **Is ROW needed or Utility relocation?** | ***Instructions:****a) Describe the aspect of project that requires ROW or Utility relocation and the extent of the ROW and Utility relocation.* |
| **Environmental or socioeconomic issues that are a part of the project** | ***Instruction:****a) List known environmental constraints, economic impacts, and public interest in the project.* |
| **Sustainability of the route including interconnectivity with other routes** | ***Instructions:****a) Describe long term sustainability issues of the route as a whole. Is route re-location or are other measures needed to provide a sustainable route?* |

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| **Preliminary Cost Estimate** |
| Fill-in estimates for appropriate items. Add items as needed. Use Current Unit Prices. |
| **Quantity** | **Item** | **Unit Price** | **Unit** | **Total** |
|  | Temporary Erosion Control |  | Lump Sum |  |
|  | Temporary Traffic control |  | Lump Sum |  |
|   | Clearing and Grubbing |   | Acres |   |
|   | Removal of Structures and Obstructions |   | Lump Sum |   |
|   | Roadway Excavation |   | Cubic Yards |   |
|   | Imported Borrow |   | Cubic Yards |   |
|   | Sub-Excavation |   | Cubic Yards |   |
|   | Rip Rap & Slope Protection |   | Cubic Yards |   |
|   | Retaining Walls |   | Square Feet |   |
|   | Roadway Aggregate |   | Cubic Yards |   |
|   | Asphalt concrete pavement |   | Tons |   |
|   | Bridges |   | Square Feet |   |
|   | Minor Culverts |   | Each |   |
|   | Major Culverts |   | Each |   |
|   | Underdrain |   | Linear Feet |   |
|   | Re-vegetation |   | Acres |   |
|   | Roadside Safety (barriers, guardrail) |   | Linear Feet |   |
|   | Traffic Control |   | Lump Sum |   |
|   | Utility Relocation |   | Lump Sum |   |
| **Subtotal** |   |
|   | Mobilization (As percentage of Sub-Total) | Lump Sum |   |
|   | Contingencies (As percentage of Sub-Total) | Lump Sum |   |
| **Total Estimated Construction Cost** |   |
| Estimated Preliminary Engineering Costs(As a percentage of the Total Estimated Construction Cost) |   |
| Estimated Right of Way Costs |   |
| Estimated Construction Engineering Costs(As a percentage of the Total Estimated Construction Cost)  |   |
| **Sub-Total** |   |
| **Total Project Costs** |   |