

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION 2023-21

A RESOLUTION OF THE UNALASKA CITY COUNCIL COMMITTING TO PROVIDE A 24.04% CONTRIBUTION, ESTIMATED TO BE \$3,162,462, OF THE TOTAL PROJECT COST OF \$13,155,000 FOR THE COMMUNITY TRANSPORTATION PROGRAM CAPTAINS BAY ROAD PAVING PROJECT IF SELECTED BY DOT&PF TO SUPPORT

WHEREAS, the Alaska Department of Transportation & Public Facilities (DOT&PF) sponsors the Community Transportation Program (CTP), a competitive surface transportation grant program soliciting community input, nomination and project sponsorship; and

WHEREAS, Captains Bay Road is a vital roadway that connects major onshore seafood processing plants to export facilities which serve domestic and international markets in the nation's busiest fishing port, the International Port of Dutch Harbor; and

WHEREAS, Captains Bay Road is frequently in poor condition due to the gravel surface, heavy truck traffic, frequent precipitation events and mountainous terrain, which produces hazardous conditions for both vehicles and pedestrians, and increases travel times; and

WHEREAS, the Unalaska City Council has identified Captains Bay Road as a legislative funding priority every year (except 2017) since 2013; and

WHEREAS, the Unalaska City Council approved the FY24 Capital and Major Maintenance Plan through Resolution 2023-16, that includes \$3,161,147 for the Captains Bay Road Paving Project; and

WHEREAS, the City of Unalaska has applied to the Community Transportation Program to upgrade the existing 1.4 miles of Captains Bay Road, from the intersection to just past Westward Seafoods, by providing two 13-foot paved travel lanes, 2-foot shoulders, a 6-foot separated paved multi-use pathway, curb and gutter, and drainage improvements for a total estimated cost of \$13,155,000.

NOW THEREFORE BE IT RESOLVED that the Unalaska City Council commits to provide a 24.04% contribution, estimated to be \$3,162,462, of the total estimated project cost of \$13,155,000 for the Community Transportation Program Captains Bay Road Paving Project if it is selected by DOT&PF to support.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on May 9, 2023.

Vincent M. Tutiakoff, Sr.
Mayor

ATTEST:

Marjie Veeder, CMC
City Clerk

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Scott Brown, Director of Public Works
Through: Bil Homka, Acting City Manager
Date: May 9, 2023
Re: Resolution 2023-21: Committing to provide a 24.04% contribution, estimated to be \$3,162,462, of the total estimated project cost of \$13,155,000 for the Community Transportation Program Captains Bay Road Paving Project if selected by DOT&PF to support

SUMMARY: During the Work Session on November 10, 2022, regarding the Captain's Bay Road Development Plan, it was decided that in order to maximize the possibility of being supported by the Community Transportation Program (CTP) through the Alaska Department of Transportation and Public Facilities (DOT&PF) the City would commit to funding 24.04% of the proposed project cost.

In February 2023, City staff submitted a CTP application to upgrade the existing 1.4 miles of Captains Bay Road, from the intersection to just past Westward Seafoods, by providing two 13-foot paved travel lanes, 2-foot shoulders, a 6-foot separated paved multi-use pathway, curb and gutter, and drainage improvements. In this CTP application the City committed to providing 24.04% of the project cost, which match is estimated to be \$3,162,462 based on a total estimated project cost of \$13,155,000.

Through Resolution 2023-16 Council approved the FY24 Capital and Major Maintenance Plan which included \$3,161,147 for the Captains Bay Road Paving Project. The attached resolution is being requested by DOT&PF to codify the City's continued commitment to provide 24.04% of the project costs for the proposed Captains Bay Road Paving Project as outlined in the February 2023 CTP application. The DOT&PF Project Evaluation Board (PEB) meets on May 30 and 31 to decide which CTP applications the Department will support. If this project is selected by the PEB, a cooperative agreement will be executed between DOT&PF and the City of Unalaska. Through the CTP, DOT&PF delivers the project (design, contracts and constructs) with the City taking ownership upon completion.

PREVIOUS COUNCIL ACTION:

- FY19 Capital Budget, Ordinance 2018-04, approved and adopted on May 22, 2018, initiated the Captain's Bay Road Project with \$250,000.
- Budget Amendment, Ordinance 2018-08, passed on July 24, 2018, provided an additional \$1,000,000.
- Ordinance 2019-07, the FY20 Capital Budget, provided a further \$750,000.
- The FY23 Capital Budget, approved and adopted on June 28, 2022, appropriated an additional \$564,556.
- Since 2013 Council has identified the Captains Bay Road project as a legislative funding priority every year except 2017. Most recently, Resolution 2023-04 adopted on January 10, 2023 identifies the Captains Bay Road project as the number one state funding priority.

BACKGROUND: In recognition of the importance of the Captains Bay Road project, City staff have assisted in submitting multiple grant applications to multiple granting agencies. In 2022 grant applications were submitted to USDOT through the RAISE and RURAL grant programs to pave 2.6 miles of Captains Bay Road from the intersection of Airport Beach Road to the northern OSI property boundary (end of City ROW) along with a paved multi-use pathway and drainage improvements. Both of these applications were unsuccessful. After debriefing with the USDOT on the failed applications, it was decided to reduce the scope of the project to terminate at Westward Seafoods (roughly 1.4 miles), instead of paving all of the way to the end of City ROW, to increase our chances of being successfully funded. Coincidentally, around this same time DOT&PF released the NOFO for the Community Transportation Program which had a maximum grant amount of \$15 million. This grant maximum fits nicely with a paving project that ends at Westward Seafoods. In the Spring of 2023, City staff assisted in the submission of a FY24 RAISE grant application to USDOT and a CTP application to DOT&PF for the Captains Bay Road Paving Project from the intersection of Airport Beach Road through Westward.

DISCUSSION: In order to maximize the City's chances of obtaining funding support for the Captains Bay Road Paving project it was decided to commit to providing 24.04% of the total project cost. The Community Transportation Program requires a minimum contribution of 9.03% of the total project cost, however, additional points are given for contributions above this minimum. Two points are given for additional contributions between 1-5%, three points for additional contributions between 5-10%, four points for additional contributions 10-15% and five points for additional contributions greater than 15% above the minimum contribution of 9.03%. Thus, by committing to contributing 15.01% above the minimum contribution level of 9.03% for a total of 24.04%, the City is maximizing the points given for this category. During the CMMP process and in Resolution 2023-16, 24.03% (9.03%+15%) of the estimated project total, \$13,155,000, was requested, which equals \$3,161,147. However, it was determined that we needed to contribute more than 24.03% to get maximize points awarded in this category. Thus it was decided to commit to contribute 24.04% of the total estimated project cost in the CTP application which was submitted in February of 2023. The difference between the CMMP amount requested (\$3,161,147) and the CTP application commitment (\$3,162,462) is 0.01% or \$1,315. This difference in funds is available from the unencumbered funds in the Captains Bay Road Project Budget. Currently there are over \$720,000 in unencumbered funds in this project budget.

This is a very competitive selection process. DOT&PF estimates that 25 projects will be supported statewide. Our region, one of three regions, alone has forwarded 20 projects to the PEB for consideration. We should be notified in early June 2023 as to whether our project was selected for support or not. Later in June, we should be notified by USDOT as to whether our RAISE grant application was successful or not. The differences between the RAISE and the CTP applications relate to scope, delivery method and cost share. Under the RAISE project, the scope is slightly reduced from the CTP program. Under RAISE the paving terminates at the entrance of Westward instead of through Westward for CTP. Under RAISE the match requirement was zero and no additional points were given for additional contributions, so no matching contribution was committed to. Under RAISE the City would deliver the project (design, contract and construct) while under CTP, DOT&PF delivers the project themselves with the City taking ownership upon completion.

Under both projects a USACOE permit is required due to placement of fill below the high tide line. Based on the 65% design drawings, the City obtained a USACOE permit for the complete project (terminating at the end of ROW) except the first 750' from the intersection with Airport Beach Road. This first 750' requires some additional consultation and research regarding the known and potential cultural resources in this area that may be impacted by the project. This consultation is

scheduled to start later this summer. The current mitigation plan associated with the USACOE permit in hand proposes the removal of the boats at Agnes Beach and completing the Iliuliuk causeway culvert project as a way to mitigate for the estimated 8.55 acres of fill placed below the high tide line based on the 65% plans for the entire project. Since the project has been reduced in length, it is now estimated that the fill below high tide line will be less than 4.5 acres, and there is a good possibility that the amount of fill will be significantly less than this since there will be less realignment of the road profile in the final plans compared to the 65% design plans. Thus, at this point, the exact amount of fill that has to be mitigated for is unknown. When the design gets closer to final, the mitigation plan can be modified to mitigate for actual impacts. Additional funds will be required to fulfil the obligations stipulated in the mitigation plan, however, the amount is unknown. A Hazard Mitigation Grant application is in the process of being prepared to cover at least 70% of the Iliuliuk causeway culvert project costs. It is likely that if this application is successful the amount already appropriated for this project will be sufficient to cover the match requirements for the Hazard Mitigation Grant. If the mitigation credits associated with the Iliuliuk causeway culvert project are sufficient to mitigate for the reduced fill below high tide line then no additional funds will be needed other than the funds already appropriated to complete this project. However, if the project needs additional mitigation credits then the USACOE mitigation plan may stipulate the removal of some or all of the boats at Agnes Beach or get an alternate project approved in a modified mitigation plan.

ALTERNATIVES: The City could decide to rescind its CTP application and no longer have it evaluated by the Project Evaluation Board.

FINANCIAL IMPLICATIONS: If the resolution is adopted, the City is committing to providing an estimated \$3,162,462 to DOT&PF to support the construction of the Captains Bay Road Paving Project as described in the attached CTP application based on an estimated total project cost of \$13,155,000.

LEGAL: None.

STAFF RECOMMENDATION: Staff recommends the adoption of Resolution 2023-21.

PROPOSED MOTION: I move to adopt Resolution 2023-21.

CITY MANAGER'S COMMENTS: I support the Staff Recommendation.

ATTACHMENTS:

- [CTP Application](#)
- [Scope, Schedule, Estimate Confirmation](#)

Alaska Statewide Community Transportation Program (CTP) Application



Department of Transportation and Public Facilities
Division of Statewide Planning & Program Development
PO Box 112500, 3132 Channel Drive, Room 200, Juneau, AK 99811.2500

Timeline

Responding to community needs is important to DOT&PF and the state. The Call for Projects will be broken into two phases. It is required to submit an NOIA in Phase One to be eligible for the Phase Two Call for Projects.

September 1 - October 3, 2022	Public Comment Opportunity for Project Evaluation Criteria
September 1 - October 31, 2022	Phase One - Intent to Apply - Communities wishing to apply must submit a NOIA form. Applicants will be asked to provide project title, location/termini, scope, short justification, and answer eligibility screening.
November - February 2023	Phase Two - Call for Projects - DOT&PF will use preliminary project information to determine eligibility and prepare a Scope, Schedule, and Estimate. Communities develop full project applications for eligible projects.
March - April 2023	Pre-screening and project package development by DOT&PF for projects to compete at PEB (highest scoring projects).
April 2023	Statewide Project Evaluation Board (PEB) Meeting
May 2023	Project Awards Announced

Overview

Infrastructure Investment and Jobs Act (IIJA) requires the State to have a competitive process to allow eligible entities to submit projects for funding.

The Community Transportation Program (CTP) is a competitive surface transportation program held every 3 years and administered by the Alaska Department of Transportation & Public Facilities (DOT&PF). The CTP solicits community input, nominations, and project sponsorship. Development of projects includes identifying needs through public outreach and involvement, evaluating and scoring eligible projects by a board, and prioritizing and selecting projects to award. Awarded projects will be developed and managed by DOT&PF. This program does not issue grants to communities directly.

Examples of CTP projects would be ones that make new or maintain or improve existing surface transportation facilities, enhance travel and tourism, reduce wildlife-vehicle collisions, improve air quality, and projects that connect different types of transportation such as roads and trails.

Application Instructions

The scoring criteria is included on the application solely to help applicants provide the most useful information in their responses. Applicants should focus their responses on information directly related to determining how their project meets the criteria. Applicants should **not** indicate anywhere on the application how they think their response should score under any criteria.

Urban / Rural vs. Remote Project Criteria

Applicants determined by DOT&PF to be eligible under the *Remote* criteria will be informed of that designation by DOT&PF. All other communities are considered Urban and Rural.

Projects will not advance unless the local community provides federally required match. The DOT&PF Match Policy 09.01.040 may allow for a reduced match amount for routes with a higher functional classification.

We are expecting to award close to \$110 million for CTP for this award cycle.

CTP Projects are limited to two project submissions per public entity with a not-to-exceed federal share amount of \$15,000,000 per submittal, as determined through a DOT&PF certified estimate using recent unit costs and bid tabs from successful bids. DOT&PF is an eligible sponsor for CTP community roads.

Alaska Community Transportation Program 2022 Application

Project Name
Project Location
Project Sponsor

Applicant Information:

Agency/Organization:

Name:

Title:

Email:

Phone:

Address:

City, State, Zip:

Sponsor Information (if applicable):

Agency

Name:

Title:

Email:

Phone:

Address:

City, State, Zip:

Dunns#:

Please include **ALL** relevant attachments with this application, including the following required documents:

- Budget worksheet (provided in application)
- Map of project
- Letters of support/resolution
- Relevant pages from supporting plans/documents

Project description and purpose:

Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features.

Proposed project work already completed:

Please describe any work already completed (planning, pre-design, design, construction).

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Land use within a quarter of a mile of your project (select all that apply):

	Residential
	Employment / Retail Center
	Schools Elementary Middle High College
	Recreation Center
	Federal Public Land
	Other:

1. Economic benefits

Economic benefits analysis shall not consider benefits due to project construction.

A public plan may include an economic development plan, or other plans such as a comprehensive plan, transportation plan, or documented public testimony with language on economic development and must include documented public involvement. Economic benefits may be realized from new roads, road improvements (design additions or changes) or preservation/rehabilitation of existing infrastructure.

Source for disadvantaged and low-income population may come from latest US Census Data or from the Environmental Justice Screening and Mapping Tool, <https://ejscreen.epa.gov/mapper/>.

Standard	(5)	(3)	(1)	(0)
1. Economic Benefits	This project meets two of the following: 1) is supported in a public plan with a specific economic development section; 2) provides new accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) is supported in a public plan with a specific economic development section; 2) provides improved accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) supports minimal, speculative, or temporary economic opportunities; 2) benefits or provides non-crucial benefit to existing economic activity.	The project does not support economic development.

Please describe the economic benefits of your project.

2. Health and quality of life

Health & Quality of Life is a 'holistic' focus in the following areas: improves multiple modes of travel such as active transportation and transit, provides or improves access to everyday destinations, key facilities and recreational opportunities, improves social equity, improves air quality, removes impacts to environment, enhances neighborhood continuity, increases community cohesion and connects communities.

A definition of a “measurable contribution” to health & quality of life may include: the number and type of facilities accessible by a new road or improved infrastructure, an estimated reduction in vehicle use (due to increased bike and pedestrian activity), a measure of improving health of a stream or wildlife habitat along a road, an estimated number of residents connected by a new road, a measure of demographically diverse or disadvantaged persons able to use the new or improved infrastructure, etc.

A “significant” contribution is one where it addresses three or more areas in the definition above. For example, a project that improve multiple modes of travel, provides access to key facilities and promotes active transportation is a significant contribution.

A “moderate” contribution is one where the project addresses two or less areas in the definition above.

A “minor” contribution is one where the project addresses one area in the definition above.

Standard	(5)	(3)	(1)	(0)
2. Health & Quality of Life	This project provides a significant (addresses 3 or more areas in the definition) measurable contribution to improved health & quality of life.	This project provides a moderate (addresses 2 areas in the definition) measurable contribution to improved health & quality of life	This project provides a minor (addresses 1 area in the definition) measurable contribution to health & quality of life.	This project provides no measurable contribution to health & quality of life.

Please describe how your project addresses health and quality of life.

3. Safety

A project may meet a documented strategy in the Alaska Strategic Highway Safety Plan (SHSP), a community/tribal highway safety plan or is addressed in a public transportation plan as a safety concern.

Communities proposing new roads shall address the safety design standards and how the project proposes crash mitigation which is recognized in practice to address safety issues. The Crash Modification Factors Clearinghouse can be used to determine and provide guidance on safety design standards and crash mitigation applications. A CMF is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. Examples of countermeasures include installing a traffic signal, increasing the width of edge lines, and installing a median barrier.

Prior crash history may be used to support mitigating measures. Crash data is available from [Alaska Highway Safety Office](#), Crash Data Manager. Crash data can include crashes between all modes (vehicle to vehicle, vehicle to bicycle, bus to vehicle, etc.). If data is unavailable, other crash data may come from authoritative sources such as local care facilities or clinics, emergency response agencies or public documented materials.

If no crash data exists applications shall include documented crash potential or risk and/or include how the improvement addresses a documented emphasis area in the SHSP or other plans as listed above. Crash data for other locations, other than the project location will **not** be accepted as a documented history of crashes.

For “new roads” maximum points is 3 where the project must emphasize safety design standards that mitigate crashes. If project does not emphasize the safety design standards or they are minimal the maximum point is 1.

Standard	(4-5)	(3)	(0)
3. Safety	This project meets three of the following (5 pts) or two of the following (4 pts): A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues.	This project meets one of the following: A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues. For new roads (max. 3 pts) the project must emphasize safety design standards that mitigate crashes.	No mitigation is demonstrated to address a crash problem or potential. No demonstrated traffic conflicts between modes. For new roads, the project minimally emphasizes or does not emphasize safety design standards recognized by safety & design engineers to mitigate crashes.

Please describe how your project addresses safety.

4. Improves intermodal transportation or lessens redundant facilities

Intermodal refers to roadways providing a connection between “major” intermodal facilities in order to reduce capital investment or reduce operating costs. Examples of intermodal facilities include roads airports, ports/harbors, bus feeder services, and rail or transit facilities. Bike/Pedestrian facilities are not considered “major” but may score up to 3 points if the project improves connection to or from a bike/pedestrian facility.

Reducing the burden on another mode or adjacent facility may include reducing the financial burden or capacity on another mode or facility.

Standard	(5)	(3)	(1)
4. Improves intermodal transportation or lessens redundant facilities.	This project meets two of the following: 1) improves connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility.	This project meets one of the following: 1) improves or preserves the connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility. Improves connection to/from a bike/pedestrian facility (Max 3pts)	This project has minimal impact or does not impact another "major" mode(s) or adjacent facility.

Please describe how your project addresses intermodal transportation or lessens redundant facilities.

5. Local, other agency, or user contributions to fund capital costs

The required match (9.03%) is based on the DOT&PF engineer’s estimate, not the project sponsor’s estimate. Contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for 3-5 additional points.

Example 1: City has committed to a contribution \$745,000 or 21.6% of the total project cost (\$3,440,000). Contribution is 12.97% more than the federal aid match minimum (9.03%). Project nomination receives 4 points.

Example 2: City has committed to a contribution of \$550,000 or 11.57% of the total project cost (\$4,750,000). Contribution is 2.54% more than the federal aid match minimum (9.03%). Project nomination receives 2 points.

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required. Cost estimates must be prepared or approved by DOT&PF.

Does this project have a contribution of cash matching funds? If so, list the percent of project costs in excess of the required Federal aid match.

Standard	(4-5)	(2-3)	(0)
5. Local, other agency or user contribution to fund capital costs.	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is >10 - 15% (4 pts) and >15% (5pts).	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is 1 - 5% (2pts) and >5 - 10% (3pts)	Contribution covers no contribution beyond required federal aid match commitment of 9.03%.

Please describe how your project meets or exceeds the match requirements.

6. a. Local, other agency or user contribution to fund M&O costs (for non-DOT&PF sponsored projects)

Does this project have a sponsor that will assume ownership and management responsibilities if currently a DOT&PF facility, or will the sponsor assume ownership of another DOT&PF facility of similar M&O cost? Will there be continued sponsor ownership and management responsibility of locally owned facility and the community currently assumes management of greater than 90%, or between 60% and 90% of routes functionally classified as minor collectors or local?

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required.

Standard	(5)	(3)	(0)
6a. Local, other agency or user contribution to fund M&O costs (For non-DOT&PF facilities).	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility of similar M&O cost.	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for less than 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility with lesser M&O costs.	The local entities continue ownership of and maintenance and operations responsibility. No change.

Please describe.

6. b. Departmental M&O costs and priority (for DOT&PF sponsored projects)

Does this project have significant or moderate M&O priority? Transferring of management responsibility to a local government will be considered a significant priority.

Standard	(5)	(3)	(0)
6b. Departmental M&O costs and priority (For DOT&PF sponsored projects).	The project results in significant M&O priority, e.g., project results in a transfer of ownership of and maintenance and operations responsibility to a local government.	The project results in a moderate M&O priority, e.g. local government assumes partial responsibility.	The local government does not assume ownership of and maintenance and operations responsibility.

Please describe.

7. Public support

A resolution is required for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a “strong” public record of support is required where a large portion of population served by the facility (>50%) is supportive of the project.

Capital Improvement Program (CIP) and similar lists adopted by resolution will be considered as a resolution. Any document for which the sponsor would like to have considered as a ‘plan’ must include documentation of public involvement.

Standard	(5)	(3)	(1)	(0)
7. Public support	This project meets all of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project meets one of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project has some support but is not identified as a high priority.	No resolution or public record of support or project is not identified in state, tribal or local plans.

Please describe the public support for your project.

8. Environmental approval readiness

Projects must include a recent environmental document where the project scope matches the environmental document. Does this project have an approved environmental document? Or will the environmental approval likely be a categorical exclusion (CE) document, environmental assessment (EA), or environmental impact statement (EIS)?

Standard	(4-5)	(3)	(0)
8. Environmental approval readiness	The projects meets one of the following: A) Environmental approval complete (5 pts); B) Environmental approval likely with a categorical exclusion (CE) document (4 pts).	The project meets one of the following: A) Environmental approval likely with an Environmental Assessment (EA); B) Environmental approval likely with an Environmental Impact Statement (EIS).	Environmental approval unlikely or not provided.

Please describe.

9. Corrects Deficient Roadway (width/grade/alignment)

URBAN AND RURAL PROJECTS: Is this project primarily an asset management preservation project? Is this a route with significant, moderate, or no deficient w/g/a relative to standards impacting system reliability? Does a portion of the project rehabilitate subgrade, appurtenances, or other infrastructure such as sidewalks? Is this project primarily major reconstruction or addresses long-range rehabilitation?

Projects that address a situation where there is a demonstrated traffic demand indicating the current number of lanes is deficient for projected design year capacity, project should be scored as if having at least 2 of 3 substandard w/g/a features.

Reference: The DOT&PF Highway Preconstruction Manual, Chapter 11

Prior coordination with the DOT&PF, Regional Design & Engineering Services will help determine if a project corrects w/g/a.

For bridge widening projects may be included if improving capacity for a max of 3 pts.

Standard	(5)	(3)	(0)
9. Corrects deficient roadway width/grade/alignment (w/g/a)	This project corrects a route with at least 2 substandard w/g/a.	This project corrects a route with at least 1 substandard w/g/a. For new roads (max 3pts), the w/g/a must meet design standards. Bridge widening projects that improve capacity (3 pts).	Does not correct deficiency. For new roads the design standards are not met.

Please describe how your project address roadway deficiencies.

10. Will project provide new and/or improved access?

Access refers to people’s ability to reach desired services and activities, which is the ultimate goal of most transport activity. Project nominations that address improved access to water sources, landfills, sewage lagoons, sanitary waste disposal sites, health care, airports, subsistence harvest sites, or a river or ocean access shall be considered for points.

Standard	(5)	(3)	(0)
10. Access	The project includes 'new' access to two or more uses; OR 'improves' access to two or more services or activities.	The project includes 'new' access to one use; OR 'improves' access to one service or activity.	The project includes no access or no new access.

Please describe if your project addresses new and/or improved access.

11. Cost effectiveness

URBAN AND RURAL PROJECTS: The cost effectiveness uses the following algorithm:

Cost (in thousands)/Route Length (miles)/Annual Average Daily Traffic (AADT). Example:

- Project cost = 8,500,000; Route length = 2.5 miles; AADT = 545
- $8500/2.5/545 = \$6.23$
- Score = 3 pts

The DOT&PF, Transportation Data Programs section will provide an actual or estimated Average Annual Daily Traffic (AADT) for current and new roads. In addition, the DOT&PF will calculate the cost effectiveness. If the project includes only bridge work, the bridge will have an assumed length of 1 mile. If the project includes only an intersection, the intersection will have an assumed length of .5 mile.

Standard	(4-5)	(2-3)	(0-1)
11. Cost Effectiveness (Cost divided by length divided by AADT)	\$0 - \$3.50 = 5 \$3.51 - \$5.00 = 4	\$ 5.01 - \$6.50 = 3 \$8.00 = 2	\$6.51 - \$8.01 = 1 \$8.01 - \$10.00 = 1 >\$10.00 = 0

REMOTE PROJECTS: The Cost Effectiveness uses the following algorithm:

Cost/persons whom facility provides essential services. Example:

- Project cost = 8,078,514; Population = 2,382
- $8,078,514/2382 = \$3,391.48$
- Score = 4 pts

Population is available on the State of Alaska Commerce, Community and Economic Development, Certified Population Counts or going to the U.S. Census Bureau.

Standard	(4-5)	(2-3)	(0-1)	(-1)
11. Cost Effectiveness Total project cost/persons whom facility provides essential services and benefits.	5pts – If per capita cost is \$3,000 or less. 4pts – If per capita cost is \$3,001-\$6,000.	3pts – If per capita cost is \$5,001 - \$8,000. 2pts – If per capita cost \$8,001 - \$11,000.	1pt – If per capita cost is \$11,001 - \$14,000. 0pt – If per capita cost is \$14,000 - \$25,000.	If per capita cost is >\$25,000

Please describe.

12. Deficient Bridges

URBAN AND RURAL PROJECTS: A 'deficient bridge' is a bridge that has at least one bridge condition rating of the deck, superstructure, or substructure in poor condition (rating is 4 or less).

The DOT&PF, Design & Engineering Services, Bridge Section maintains a database of bridges and condition information. The Bridge Section can check the bridge management system (BMS) if the nomination includes a bridge in the BMS. If the bridge is not in the BMS, the Project Sponsor shall coordinate with the Bridge Section (via a DOT&PF Regional Planner) on the condition rating prior to submitting their nomination.

Example: A bridge is fracture critical and it has at least one bridge condition rating in poor condition rating, the project receives 4 points (3 points + Extra Point).

Standard	(5)	(4)	(3)	(2)
12. Deficient Bridges	5 pts- All three bridge condition ratings (deck, superstructure, substructure) are in poor condition (Rating 4 or less).	4 pts- If two bridge condition ratings (deck, superstructure, substructure, or culvert) in poor condition (Rating is 4 or less). Extra point if bridge is functionally obsolete, fracture critical or has hydraulic issues.	At least one bridge condition rating (deck, superstructure, substructure, or culvert) is in poor condition (Rating is 4 or less). Extra point if bridge is functionally obsolete, fracture critical or has hydraulic issues.	Bridge or culvert that has inadequate lane or shoulder widths, is load posted, are fracture critical, or has hydraulic issues (scour, overtopping), has inadequate vertical or horizontal clearances, is poorly aligned with the roadway.

If your project proposal includes bridge work, please explain why the bridge work is necessary and the current condition of your bridge.

13. System preservation of existing facility

REMOTE PROJECTS: System preservation consists of work that is planned and performed to improve, restore or sustain the condition of the transportation facility in a state of good repair. Preservation activities generally do not add capacity or structural value, but do restore the overall condition of the transportation facility. This may include pavement and bridge preservation, including unpaved roads that need preservation treatment.

Standard	(5)	(3)	(1)
13. Preserves an existing facility	Rehabilitation or reconstruction work to completely restore the road or bridge to an improved (strengthened) or restored condition.	Preventive maintenance work to sustain the road or bridge in its current condition.	New paved or gravel roads and bridges (Max 1 pt)

Please describe how your project addresses system preservation.

14. Functional classification

URBAN AND RURAL PROJECTS: Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. All public roads in Alaska are functionally classified. Functional classification can be verified in the DOT&PF's Geographic Information System maps, see: Functional Class Maps.

If project nominations include a new road, the functional class assignment will need to be recommended by a DOT&PF Regional Planner based on the DOT&PF functional classification criteria.

- Minor arterial = 5
- Major collector = 3
- Minor collector = 2
- Local roads / streets or unclassified = 0

Standard	(4-5)	(2-3)	(0)
14. Functional classification.	Arterial (5 pts); Major Collector (4 pts)	Minor Collector (3 pts); Local Road (2 pts)	N/A

Please provide any supporting information.

15. Is this a joint project?

REMOTE PROJECTS: Project nominations that include a joint project with other entities will receive additional points. Projects must include a commitment from the other entity or entities by a letter of agreement or other formal plan in order to receive points.

Partners may include a federal, state, or local government entity.

Standard	(5)	(3)	(1)
15. Joint Project The project is coordinated with another federal, state or local government entity.	Yes - includes letter of agreement or other formal document showing commitment from joint entity.	N/A	No - does not have a joint entity to support project. Does not have a letter of agreement or other formal document showing commitment from joint entity.

Please describe any project coordination.

16. Other factors not specified

Other factors include projects that contain unique, innovative or creative ways to accelerate project delivery, fund, or meet its intended purpose. Some examples include local bond package to support funding, partnerships to support funding and/or infrastructure improvements, or access to other grants and funding sources.

Standard	(5)	(3)	(1)	(0)
16. Other Factors	This project includes more than two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes one innovative, resilient, creative or unique benefit not otherwise rated.	Project exhibits no innovative, resilient, creative or unique benefits not otherwise rated.

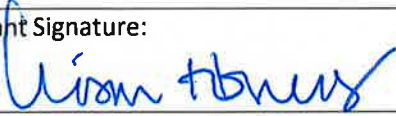
Please describe.

Budget

Total Project Cost: \$		
Project delivery phase (design, construction, environmental, etc.)	Federal amount requested (up to 90.97% of total project cost)	Local match (at least 9.03% of total project cost)
	\$	\$
	\$	\$
	\$	\$
	\$	\$
	\$	\$
States requirement of ICAP (7.18%) eligible for Federal funding	\$	\$
TOTAL PROJECT COSTS	\$	\$
TOTAL FEDERAL FUNDS REQUESTED		

By signing this application below, your agency/organization is agreeing to the following stipulations should your project/program be selected for CTP or other Federal Transportation funding:

- **Matching contributions are required for any approved overruns, and these overrun funds are subject to approval by the DOT&PF.**
- Any facility constructed with federal transportation funds must be maintained by the local government and must be open to the public for at least twenty-five (25) years.
- You have consulted with your DOT&PF Regional Planner and identified (after project completion) who will assume ownership including operations and maintenance costs.

Applicant Signature:	
Title:	CTP MANAGER
Date:	2-28-23

Please submit this application along with attachments and any additional supporting documentation to:

Email: dot.state.programs@alaska.gov
Please include in your subject line **CTP Application**

Mail: Attn: Maren Brantner
Department of Transportation and Public
Facilities Program Development Office
PO Box 112500
3132 Channel Drive, #200
Juneau, AK 99811-2500

Scope, Schedule, Estimate (SSE) Confirmation

Project Name	Unalaska Captains Bay Road Paving Project		
DATE	17-Nov-22	CATEGORY	Modernization
NEED ID	32904	REASON	<input checked="" type="radio"/> New Project <input type="radio"/> Update SSE

PLANNING SSE

PROPOSED SCOPE

This project will pave the existing alignment from Airport Beach Road (milepoint 0) to the Westward Seafoods Complex (approximately milepoint 1.4), improve drainage, and provide pedestrian improvements. The project will provide 1.4 miles of 13' travel lanes, a 2' shoulder on the landward side, a 2' shoulder, curb and gutter, and a 6' paved pedestrian pathway between WSI and the beginning of the road on the bayside.

Estimate below is the communities original estimate which was for a longer length. Planning estimate is ~11.5M for construction.

PLANNING ESTIMATE

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>	500,000	300,000									800,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>				18,400,000							18,400,000
TOTAL	500,000	300,000	-	18,400,000							19,200,000

CONFIRMED SSE

CONFIRMED SCOPE

SCOPE: This project is 1.4 miles long, between Airport Beach Road and the south end of the Westward Seafoods Complex. Work on the existing gravel road includes widening the road to 13-ft lanes with 2-ft shoulders, base & various areas of embankment reconstruction, new asphalt pavement, and new 6-ft paved separated multi-use path. Project includes selective replacement of storm drain pipes & inlet structures. Utilities are ineligible for the CTP Grant.

ENGINEERS CONFIRMED

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>	300,000	180,000									480,000
<i>Utilities</i>											-
<i>Right of Way</i>		65,000									65,000
<i>Construction</i>			12,610,000								12,610,000
TOTAL	300,000	245,000	12,610,000	-							13,155,000

Scope, Schedule, Estimate (SSE) Confirmation

Project Name	Unalaska Captains Bay Road Paving Project		
DATE	17-Nov-22	CATEGORY	Modernization
NEED ID	32904	REASON	<input checked="" type="radio"/> New Project <input type="radio"/> Update SSE

CONSIDERATIONS

SSE	Value	Comments
<i>Basis for Estimate</i> <i>Field Review or Recon</i> <i>List Assumptions & Unknowns</i>	Detailed Estimate	Unit costs & quantities from City's Engineering Consultants.
	No	
	SSE based on information in planning estimate produced by HDR consultants. Included a 10% contingency assuming 2025 construction start.	

ENVIRONMENTAL	Value	Comments
<i>Anticipated Environmental Doc</i> <i>Environmental Doc Prep Time</i> <i>4(F) Involvement</i> <i>Permits Required</i> <i>List Assumptions & Unknowns</i>	CE	
	12 months	
	No	
	Yes	ADF&G, USACE, DEC, USFWS assumed
	USFWS for bald eagle nests (not known locations), assume there are fish pipes (?) for ADF&G permit. USACE assumes there's more than 1-acre of ground disturbance. DEC for storm drainage.	

ROW	Value	Comments
<i>Confidence in ROW Estimate</i> <i>List Assumptions & Unknowns</i>	Moderate	Not certain of ROW sources, but assume HDL has researched.
	Estimate assumes all excavation can be used/placed within ROW.	

UTILITY	Value	Comments
<i>Confidence in Utility Estimate</i> <i>List Assumptions & Unknowns</i>	High	
	No utilities are included - not eligible for CTP Grant.	

OTHER	Value	Comments
<i>Impacts to Annual M&O</i> <i>Bridge Work Included</i> <i>Geotech Considerations</i> <i>List Assumptions & Unknowns</i>	Yes	Drainage improvements & new pavement.
	No	
	Typical subgrade cores for evaluating reconstruction design alternatives.	
	Including funds for full design by DOT staff.	

CERTIFICATION & APPROVAL

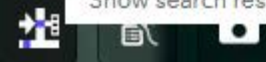
Please adjust comment boxes to fit all text before converting to PDF

Confirmed SSE Prepared By	Joel Osburn, PE <small>Name DocuSigned by:</small> 	2/8/23 <small>Date</small>
Confirmed SSE Pre-Construction Approval	 <small>Signature, Pre-Construction Engineer</small>	2/8/2023 <small>Date</small>
Confirmed SSE Planner Approval	Marie Heidemann <small>Name DocuSigned by:</small> <small>Signature, Planning Chief</small>	2/10/2023 <small>Date</small>



SOUTH CHANNEL UNALASKA X

Show search results for SOUT...



SOUTH CHANNEL UNALASKA, 1386



BOP = MPt 0.0

EOP = MPt 1.4

Route ID: 6061002X000
Milepoint: 1.403
CDS Number: 070830
Route Name: Captains Bay Road
Total Length: 4.808 miles

1000ft
-166.558560 53.856589 Degrees



SSE Estimate

State of Alaska - Department of Transportation and Public Facilities

Southcoast Region

Project Name: Unalaska Captains Bay Road Paving Project

Project Number: Unassigned

SCOPE: This project is 1.4 miles long, between Airport Beach Road and the south end of the Westward Seafoods Complex. Work on the existing gravel road includes widening the road to 13-ft lanes with 2-ft shoulders, base & various areas of embankment reconstruction, new asphalt pavement, and new 6-ft paved separated multi-use path. Project includes selective replacement of storm drain pipes & inlet structures. Utilities are ineligible for the CTP Grant.

ITEM No.	Pay Item	Pay Unit	Quantity	Unit Price	Amount
201.0002.0000	Grubbing	LS	ALL REQ'D	\$ 5,300.00	\$ 5,300.00
202.0001.0000	Removal of Structures and Obstructions	LS	ALL REQ'D	\$ 36,339.45	\$ 36,339.45
202.0002.0000	Removal of Pavement	SY	785	\$ 15.00	\$ 23,550.00
202.0003.0000	Removal of Sidewalk	SY	63	\$ 15.00	\$ 2,190.00
202.0004.0000	Removal of Culvert Pipe	LF	1,455	\$ 20.00	\$ 29,100.00
202.0006.0000	Removal of Manhole	EA	14	\$ 1,500.00	\$ 21,000.00
203.0003.0000	Unclassified Excavation	CY	18,800	\$ 35.00	\$ 658,000.00
203.0006.000A	Borrow, Type A	TON	35,000	\$ 40.00	\$ 1,400,000.00
203.2017.0000	Obliteration of Roadway	SY	3,270	\$ 5.00	\$ 16,350.00
205.0001.0000	Excavation for Structures	CY	3,654	\$ 30.00	\$ 109,620.00
205.0004.0000	Porous Backfill Material	CY	57	\$ 30.00	\$ 1,710.00
205.0006.0000	Structural Fill	CY	3,367	\$ 30.00	\$ 101,010.00
301.0001.00D1	Aggregate Base Course, Grading D-1	TON	14,000	\$ 60.00	\$ 840,000.00
401.0001.002A	HMA, Type II; Class A	TON	6,514	\$ 300.00	\$ 1,954,200.00
401.0004.5228	Asphalt Binder, Grade PG 52-28	TON	403	\$ 1,100.00	\$ 443,300.00
401.0014.0000	Joint Adhesive	LF	7,100	\$ 3.00	\$ 21,300.00
406.0002.0000	Rumble Strips	STA	142	\$ 100.00	\$ 14,200.00
501.0011.0000	Concrete Retaining Wall	LF	320	\$ 1,200.00	\$ 384,000.00
602.0002.0000	Structural Plate Pipe-Arch 10 Gauge	LF	100	\$ 2,500.00	\$ 250,000.00
603.0009.0018	Corrugated Aluminum Pipe 18 Inch	LF	650	\$ 200.00	\$ 130,000.00
603.0009.0024	Corrugated Aluminum Pipe 24 Inch	LF	990	\$ 225.00	\$ 222,750.00
603.0009.0025	End Section for Corrugated Aluminum Pipe 24 Inch	EA	10	\$ 650.00	\$ 6,500.00
604.0001.0000	Storm Sewer Manhole, Type I	EA	15	\$ 8,000.00	\$ 120,000.00
604.0005.0000	Inlet, Type A	EA	2	\$ 6,000.00	\$ 12,000.00
604.0017.0000	Tideflex Valve	EA	11	\$ 6,000.00	\$ 66,000.00
606.0006.0000	Removing and Disposing of Guardrail	LF	471	\$ 75.00	\$ 35,325.00
608.0006.0000	Curb Ramp	EA	2	\$ 2,000.00	\$ 4,000.00
609.0002.0001	Curb and Gutter, All Types	LF	9,540	\$ 90.00	\$ 858,600.00
611.0002.0001	Riprap, Class I	TON	223	\$ 180.00	\$ 40,140.00
615.0001.0000	Standard Sign	SF	80	\$ 100.00	\$ 8,000.00
615.0006.0000	Salvage Sign	EA	9	\$ 250.00	\$ 2,250.00
618.0002.0000	Seeding	ACRE	2	\$ 9,000.00	\$ 18,000.00
620.0001.0000	Topsoil	SY	8,700	\$ 3.00	\$ 26,100.00
639.0006.0000	Approach	EA	4	\$ 2,000.00	\$ 8,000.00
670.0001.0000	Painted Traffic Markings	LS	ALL REQ'D	\$ 109,850.00	\$ 109,850.00

Subtotal **\$7,978,684.45**

640.0001.0000	Mobilization & Demobilization	LS	All Req	10%	\$797,868
641.0001.0000	Erosion, Sed & Poll. Control Admin	LS	All Req	\$75,000	\$75,000
641.0003.0000	Temp. Erosion, Sed & Poll. Control	LS	All Req	2.0%	\$159,574
641.0005.0000	Temp. Erosion, Sed & Poll. Control by Directive	CS	All Req	10%	\$15,957
641.0006.0000	Withholding	CS	ALL REQ'D	\$ -	\$ -
641.0007.0000	SWPPP Manager	LS	ALL REQ'D	0.5%	\$39,893
642.0001.0000	Construction Surveying	LS	All Req	3.5%	\$279,254
642.0003.0000	Three Person Survey Party	HR	150	\$ 300.00	\$45,000
643.0002.0000	Traffic Maintenance	LS	All Req	1.5%	\$119,680
643.0003.0000	Permanent Construction Signs	LS	All Req	0.6%	\$47,872
643.0025.0000	Traffic Control	CONTINGENT SUM	1	1.5%	\$119,680
643.0032.0000	Flagging	CONTINGENT SUM	1	1.5%	\$119,680

Subtotal \$9,798,142

Contingency 10% \$979,814

CE @ 10% \$979,814

Subtotal \$11,757,770

ICAP @ 7.18% \$844,208

Phase 4 Total \$12,601,978

Rounded Phase 4 Total \$12,610,000

Unalaska Captains Bay Road Paving Project

This project is 1.4 miles long, between Airport Beach Road and the south end of the Westward Seafoods Complex. Work on the existing gravel road includes widening the road to 13-ft lanes with 2-ft shoulders, base & various areas of embankment reconstruction, new asphalt pavement, and new 6-ft paved separated multi-use path. Project includes selective replacement of storm drain pipes & inlet structures. Utilities are ineligible for the CTP Grant.

PHASE COST SUMMARY			
Phase 2	Start @ 3% of Ph4	\$378,300.00	Assume full design. Uncertain of work done by
	Geotech	\$50,000	consultant/City.
	Environmental	\$50,000	
	TOTAL =	\$480,000.00	300k to CE, 180k to ATA
Phase 3	Placeholder @ 0.5% of Ph4	\$65,000.00	To establish the potential for ROW needs
Phase 4	Rounded total	\$12,610,000.00	
Phase 7	No public utilities on project	\$0	Utilities not eligible for CTP Grant.
Phase 2, 3, 4, and 7 total cost		\$13,155,000.00	

PHASE TIME SUMMARY (months)		
Phase 2		
	Design Start (PDA 0)	0
	Prelim Design (approx 25%)	4
	Env Document	6
	PIH Review	2
	PSE Review	4
	Anticipated Bid Advertisement	2
	TOTAL =	18
Phase 4		
	Anticipated Duration	18