Grantee: New York

Grant: B-12-DT-36-0001

October 1, 2017 thru December 31, 2017 Performance

Grant Number:
B-12-DT-36-0001

Obligation Date:

Award Date:

Grantee Name:
New York

Contract End Date:

Review by HUD:
Original - In Progress

Grant Award Amount:
$71,654,116.00

Grant Status:
Active

QPR Contact:
No QPR Contact Found

LOCCS Authorized Amount:
$71,654,116.00

Estimated PI/RL Funds:

Total Budget:
$71,654,116.00

Disasters:

Declaration Number

FEMA-4031-NY
FEMA-4020-NY

Narratives

Disaster Damage:

Hurricane Irene and Tropical Storm Lee caused major flooding and storm damage in 38 Counties of New York State between August 29, 2011 and September 8, 2011. The storms devastated many communities in upstate New York's Catskill, Adirondack, and Hudson Valley regions, and caused severe damage on Long Island. According to data provided by FEMA, total permanent damage to infrastructure statewide was estimated to be around $880 million, with the most impacted counties being Broome, Greene, Orange, Schoharie, and Tioga. The storms caused significant damage to infrastructure and housing and highlighted the need for mitigation to protect vulnerable areas from future storm events and ensure that public systems like power, clean water, roads and transportation are operational faster following future storm events. Damage to public infrastructure includes, but is not limited to, damage to wastewater treatment facilities and collection systems, drinking water treatment plants and distribution systems, water storage tanks, storm water collection systems, and bridges, roads, and other transportation networks that have been severely compromised or destroyed.

Recovery Needs:

Following Irene and Lee, HUD, through PL 112-55, provided the State with $71,654,116 in CDBG-DR for recovery efforts from those storms. Following Superstorm Sandy which caused unprecedented damage to the State. PL 113-2 made $16 billion in CDBG-DR funds available for the State's recovery from Irene, Lee and Sandy. To streamline its efforts, for the Irene/Lee allocation, the State has adopted a functionally equivalent set of disaster recovery programs that have been developed under its PL 113-2 allocation. These programs are outlined in the State's PL 113-2 Action Plan and Amendments and are designed to address unmet needs arising from the storms. Following HUD's methodology, there is approximately $3.49 billion in unmet needs to repair and mitigate New York's housing, business and infrastructure. With HUD's high construction cost multiplier factored in, unmet needs are estimated at $4.27 billion. Additional analysis estimates approximately $14.44 billion in outstanding recovery housing, business and infrastructure repair and recovery-related mitigation needs not currently funded by federal programs. Infrastructure: Using HUD methodology, infrastructure unmet need is estimated at $1.72 billion. The State, through various new data sources, estimates a figure of $12.67 billion. Community Reconstruction and Infrastructure estimated unmet need using HUD methodology is $5.68 billion, and $6.85 billion with the high construction cost multiplier. These figures do not account for infrastructure needs not currently funded by federal programs Round I of the Community Reconstruction Program developed over $883 million in priority projects proposed for CDBG-DR funding. CDBG-DR funding has only been identified for $557 million, leaving a gap of over $320 million, a figure included in the State's broader assessment of infrastructure unmet needs. In addition to the priority projects proposed, NYRCR Planning Committees selected 275 additional unfunded projects, estimated at $1.6 billion. The largest unmet need is in infrastructure, $3 billion when using HUD methodology and almost $14 billion considering all identified unmet needs. Mitigation costs are roughly 30% of damage costs for structures with major to severe damage, and are reflected in the unmet needs. Economic Revitalization: The State calculated unmet business needs as businesses that were denied an SBA loan. HUD adjusted this number to account for businesses that didn't apply for assistance. The unmet need is estimated at $711.31 million. Mitigation costs are roughly 30% of the damage costs. When combined, unmet business needs is $826.1 million. The State used lost profit due to business interruption as a proxy for estimating unmet needs beyond repair. In census tracts with at least one foot of flooding, there were an estimated 77,902 small businesses suffering losses of about $197.6 million. Housing: The storms impacted an estimated 80,878 owner-occupied homes and 16,943 occupied rental units statewide (excluding NYC). The cost to repair or replace, including mitigation, is estimated to be $7.2 billion. Subtracting FEMA grants, SBA loans, and insurance proceeds, estimated unmet need is $3.97

billion. When NYR Housing Program funds are considered, an estimated $1.29 billion in unmet need remains. Based on HUD methodology, the 8,147 damaged rental units occupied by renters with annual income below $30,000 define the rental propertiesunmet need. Total damage is estimated at $519.68 million (excluding mitigation). Unmet need is estimated to be $389.76 million, 75% of total damage. Combined with mitigation, there is an unmet need of $695.27 million. For multifamily assisted housing stock, the State surveyed properties in its assisted housing portfolio to identify damage and uncovered losses and found high levels of insurance coverage. The State determined that immediate needs had been met and continues to assess resiliency needs.

Public Comment:

Overall	This Report Period	To Date
Total Projected Budget from All Sources	N/A	$18,887,719.60
Total Budget	$0.00	$18,887,719.60
Total Obligated	$0.00	$4,022,300.80
Total Funds Drawdown	$0.00	$4,022,299.80
Program Funds Drawdown	$0.00	$4,022,299.80
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$4,022,299.80
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Progress Toward Required Numeric Targets

Requirement	Target	Actual
Overall Benefit Percentage (Projected)		11.21%
Overall Benefit Percentage (Actual)		48.69%
Minimum Non-Federal Match	$0.00	$0.00
Limit on Public Services	$10,748,117.40	$0.00
Limit on Admin/Planning	$14,330,823.20	$0.00
Limit on State Admin	$3,582,705.80	$0.00
Most Impacted and Distressed Threshold (Projected)	$0.00	$20,914.77

Overall Progress Narrative:

The State's Irene Lee Action Plan outlines the distribution of $71,654,116 of Community Development Block Grant – Disaster Recovery (CDBG-DR) funding (Irene Lee allocation) towards meeting the unmet needs of communities impacted by Hurricane Irene and Tropical Storm Lee. The State commits to the requirement that a minimum of 80 percent of allocated funds, or $53,011,323, must be expended in the most-impacted counties; Broome, Greene, Orange, Schoharie, and Tioga.
In an effort to streamline recovery efforts, for the State's PL 112-55 allocation, the State has adopted a functionally equivalent set of disaster recovery programs that have been developed and implemented under its more recent PL 113-2 (Superstorm Sandy) allocation. These programs are outlined in the HUD approved Action Plan and subsequent Amendments related to both the State's PL 112-55 and PL 113-2 grants and can be viewed at http://stormrecovery.ny.gov/action-plans-and-amendments. Additional information on these programs and detailed quarterly programmatic updates can be found in the appropriate program narratives in this QPR.

Staff levels are being maintained as programs progress. At the end of the 4th quarter of 2017 GOSR totaled 219 employees working throughout the state. Staff levels will continue to meet the needs of the recovery programs.

Project Summary

Project #, Project Title	This Report Period	To Date	
	Program Funds Drawdown	Project Funds Budgeted	Program Funds Drawdown
1042DR4-12, Schoharie County	$0.00	$25,644,324.00	$1,723,336.67
1142DR5-12, Tioga County	$0.00	$14,364,650.00	$356,014.24
135DR1-12, Broome County	$0.00	$14,805,900.00	$306,841.71
317DR2-12, Delaware County	$0.00	$7,651,424.00	$280,650.57
477DR3-12, Greene County	$0.00	$8,896,676.00	$1,355,456.61
9999, Restricted Balance	$0.00	$0.00	$0.00

Activities

Project # / Title: 1042DR4-12 / Schoharie County

Grantee Activity Number:	**1042DR1040A-12**
Activity Title:	**Debris Removal**

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Schoharie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,034.05
Total Budget	$0.00	$3,034.05
Total Obligated	$0.00	$1.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4JX-12 PA-02-NY-4020-PW-01082 PA-02-NY-4020-State-0013(14)
The applicant used force account labor and equipment and three contractors to remove: trees and limbs from town roads; debris from blocked culverts and creeks; and C & D and household goods from one road.
Town crews expended a total of 175 hours of force account labor including 9 hours of overtime. The Town used 175 hours of force account equipment time. The majority of the force account effort was used to remove gravel from Stony Brook Creek where it had accumulated along a Town road and inside of a box culvert on Stony Brook Road (42.64232, -74.31410). The applicant utilized two contractors (Lawton Const. and All Weather Const.) to provide an excavator to dig out gravel and a dozer to spread gravel. Excess gravel from Stony Brook Creek was trucked by town forces to Smith Road (42.70550, -74.32300) to repair a large erosion. Town forces also cut up woody debris at Terrace Mountain Road (42.67410, -74.32830) and Karker Road (42.69790, -74.31560). Large pieces of wood were left by the roadside for the public to use as firewood. Branches where chipped and blown into the Town right-of-way (see attached force account record summaries and contractor invoices). Household debris was removed from the Town right-of-way on Karkerdorf Road (42.70550, -74.32100) by a contractor (Superior Housing, LLC) and transported to the Schoharie Transfer Station (2805 Route 7, Howes Cave,

NY 12092; 42.68178, -74.40194) which is operated by the Montgomery-Otsego-Schoharie Solid Waste Management Authority under DEC permit 4-4326-00054/00001. (See attached contractor invoice and DEC permit). It is estimated that the amount of debris removed is approximately 30 CY.
The timesheets and work logs were examined to validate the force account hours submitted.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1512	1735	3247	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1040C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Schoharie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$34,673.57
Total Budget	$0.00	$34,673.57
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4QK-12 Town Roads PA-02-NY-4020-PW-00345 PA-02-NY-4020-State-0005(5)
The applicant utilized force account labor, force account equipment, purchased materials, and materials from inventory to complete the following work at 5 of the 6 sites.
SITE 1: Smith Road
The applicant used Town forces to import creek gravel and crusher run gravel to restore and reform the road base and perform the following repairs. Work at SITE 1 not complete.
Gravel Shoulder Repaired = 1440 feet L x 6 feet W x 2 sides x 0.33 thick = 5702 CF / 27 = 211 CY.
Temporary pavement repair, placed cold patch = 15 feet L x 18 feet W = 270 SF.
SITE 2: Rack Road
The applicant used Town forces to import creek gravel, large and medium stones, and crusher run gravel to restore the ditch and shoulder and perform the following repairs. Work at SITE 2 is 100% complete.
Shoulder and ditch, severe erosion, 2 plcs repaired = 90 feet L total x 4 feet H x 5 feet W = 1800 CF / 27 = 67 CY.
Ditch Scour Repaired = 230 feet L x 2 foot deep (avg) x 3 foot wide (avg) = 1380 CF/27 = 51 CY.
Gravel shoulder repaired = 1700 LF x 2 sides = 3400 LF of Shoulder / 3 = 1133 LF affected x 3 feet W x 0.33 feet thick = 1122 CF / 27 = 42 CY.
SITE 3: Engle Road
The applicant used Town forces to import medium stones and crusher run gravel to restore the ditch and shoulder and perform the following repairs. Work at SITE 3 is 100% complete.
Gravel Shoulder repaired = 360 feet L x 3 feet W x 0.33 feet Thick = 356 CF / 27 = 13 CY.
Ditch Scour repaired = 360 feet L x 1 foot deep (avg) x 1 foot wide (avg) = 360 CF/27 = 13 CY.
SITE 4: Terrace Mtn Road
The applicant used Town forces to import creek gravel and crusher run gravel to perform the following repairs.

Work at SITE 4 is 100% complete.
Embankment repaired = 15 feet L x 10 feet W x 3 feet deep = 450 CF / 27 = 17 CY.
Gravel shoulder repaired = 70 feet L x 2 feet W x 0.33 deep = 46 CF / 27 = 1.7 CY.
SITE 5: Enders Road
The applicant used Town forces to crusher run gravel to perform the following repairs. Work at SITE 5 not complete.
Gravel Shoulder repaired = 20 feet L x 6 feet W x 2 feet Deep = 240 CF / 27 = 9 CY.
SITE 6: Westfall Road
No work has been completed at SITE 6.

SITE 1: Smith Road
The applicant proposes to have the following work completed by contract.
Mill out and place asphalt pavement = 15 feet L x 18 feet W = 270 SF.
Guide Rail repair 850 LF. Reuse existing materials where possible.
Install new steel “I” posts were = 35 EA.
Install new steel railing = 180 LF.
SITE 5: Enders Road
The applicant proposes to have the following work completed by Force Account.
Stone Headwall, install= 22 feet L x 3 feet W x 8 feet H = 528 CF / 27 = 19.5 CY.
Embankment, repair = 3 feet W x 8 feet H x 12 feet L = 288 CF / 27 = 11 CY.
SITE 6: Westfall Road
The applicant proposes to have the following work completed by Force Account.
Ditch scour, repair = 270 feet L total x 2 foot deep (avg) x 2 foot wide (avg) = 1080 CF / 27 = 40 CY.
PROJECT COSTS
For work completed, the applicant provided force account labor and equipment data (see attached Force account summary sheets); and invoices for purchased materials (see attached invoices) and cost basis for materials removed from inventory. The total cosfor force work and materials is $33,653.52 (see attached force account summary sheet).
PROJECT COSTS
Basis for cost estimates: Contract work based on contractor’s proposal; Force account labor and materials costs based on applicant’s costs and invoices submitted for this project worksheet; equipment costs based on FEMA cost codes; Asphalt pavement costs based on historic costs for similar work.
SITE 1: Smith Road
(1) Mill out and place asphalt pavement = 15 feet L x 18 feet W = 270 SF x 0.33 feet thick = 89 CF / 27 = 3.3 CY x 2.025 ton per CY = 6.7 tons AC.
Price for similar work in Schoharie County = $113.40 per ton.
Pavement repair cost = 6.7 tons AC x $113.40 per ton = $759.78.
(2) Guide Rail repair 850 LF total. The applicant received a proposal for the repair of the guide rail from a contractor (Chemung Supply Corp., see attached proposal). The proposal gives an estimate of total crew time for the repair and unit costs for certain items. Contractor to reuse existing materials where possible.
Install new steel “I” posts were = 35 posts x $22.85 EA = $799.75.
Install new steel railing = 180 LF / 12 ft per section = 15 sections x $46.50 EA = $697.50.
Splice nuts and bolts = 850 LF rail / 12 ft per section = 70 splices x 8 bolts per splice = 560 bolts x $1.12 per set = $627.20.
Post nuts and bolts = 850 LF rail / 12 ft per section = 70 posts x 1 bolt per post = 70 bolts x $1.04 per set = $72.80.
Crew Time = 24 hours x $268.00 per hour = $6432.00.
Total Estimated Guide Rail Cost = $799.75 x $697.50 x $627.20 x $72.80 x $6432.00 = $8629.25.
Total estimated cost to complete Smith Road repairs = Contract = $759.78 + $8629.25 = $9389.03
SITE 5: Enders Road
The applicant proposes to have the work completed by Force Account.
Estimated F/A Labor = 3 men x 8 hours = 24 hours x $36.79 per hour = $882.96.
Backhoe = 8 hours x $33.00 per hour (8572) = $264.00.
Dump Truck = 2 trucks x 8 hours = 16 hours x $60 per hour (8722) = $960.00.
Estimated F/A Equipment total = $264.00 + $960.00 = $1224.00.
Stone Headwall, stackable stones = 19.5 CY x 1.5 tons per CY = 29.3 tons x $27.70 per ton = $811.61.
Embankment repair, crusher run gravel = 11 CY x $6.50 per ton = $71.50.
Estimated Materials Total = $811.61 + $71.50 = $883.11.
Total estimated cost to complete Enders Road repair = $882.96 + $1224.00 + $883.11 = $2990.07.

SITE 6: Westfall Road
The applicant proposes to have the work completed by Force Account.
Estimated F/A Labor = 3 men x 8 hours = 24 hours x $36.79 per hour = $882.96.
Backhoe = 8 hours x $33.00 per hour (8572) = $264.00.
Dump Truck = 2 trucks x 8 hours = 16 hours x $60 per hour (8722) = $960.00.
Estimated F/A Equipment total = $264.00 + $960.00 = $1224.00.

Estimated Materials = Medium Stone Fill = 40 CY x 1.3 tons per CY = 52 tons x $9.50 per ton = $494.00.
Total estimated cost to complete Westfall Road repair = $882.96 + $1224.00 + $494.00 = $2600.97.
Estimated F/A Labor Cost = $882.96 + $882.96 = $1765.92.
Estimated F/A Equipment Cost = $1224.00 + $1224.00 = $2448.00.
Estimated Material Cost = $883.11 + $494.00 = $1377.11.
Estimated Contract = $9389.03.
Estimated Work to Be Completed Total (all sites) = $1765.92 + $2448.00 + $1377.11 + $9389.03 = $14,980.06.
1042D4L-12 Frisbieville Road Culvert PA-02-NY-4020-PW-03188 PA-02-NY-4020-State-0038(39)
To return the culvert to pre-disaster function, design, and capacity perform the following work. Erosion from under pipe, replace = 9 feet W x 2 feet H x 5 feet deep = 90 CF / 27 = 3.3 CY. Erosion of creek bed downstream of culvert, replace = 35 feet W x 40 feet L x 6 feet deep = 8400 CF / 27 = 311 CY. Erosion at sides of culvert, replace = 2 sides x 3 feet W x 3 feet L x 10 feet H = 180 CF / 27 = 7 CY. The applicant proposes to place flowable concrete fill under the culvert where it was mined out. This is considered a good construction practice since placing and compacting gravel bedding under the culvert would not be practicable. The applicant proposes to install medium stone fill in the stream bed immediately downstream from the culvert to act as a splash block. The applicant proposes to install a stackable stone headwall at the downstream end of the culvert. The splash block and stone headwall were not present prior to the disaster and are considered hazard mitigation and are addressed in the attached hazard mitigation proposal. The applicant submitted a proposal for the repair work from a contractor (All Weather Construction) in the amount of $17,650.00. The lump sum proposal includes costs for the splash block and stone headwall. The costs of these items are calculated below and subtracted from the proposal price to yield the estimated cost of the repair. Medium stone fill in the stream bed to act as a splash block = 35 feet W x 12 feet L x 3 feet deep = 1260 CF / 27 = 47 CY x $75.00 per CY = $3525.00. Stream bed in-kind repair at splash block, place stream gravel = 35 feet W x 12 feet L x 3 feet deep = 1260 CF / 27 = 47 CY x $20.00 per CY = $940.00. Difference in price for the above stream bed work = $3525.00 – $940.00 = $2585.00. Stone headwall = 24 feet L x 6 feet H x 3 feet W = 432 CF / 27 = 16 CY x $160.00 per CY = $2560.00.
Estimated Repair Cost = proposal price – hazard mitigation costs = $17,650.00 - $2585.00 - $2560.00 = $12,505.00.
1042DR4QM-12 Colby Road Culvert PA-02-NY-4020-PW-03151 PA-02-NY-4020-State-0038(39)
To return the culvert to pre-disaster function, design, and capacity perform the following work.
Erosion from under culvert, replace bedding material = 6 feet W x 2 feet H x 5 feet deep = 60 CF / 27 = 2.2 CY.
Northwest gabion basket headwall, undermined and leaning, remove and replace = 10 feet L x 8 feet H x 4 feet W = 320 CF / 27 = 12 CY.
Base material under northwest gabion basket headwall, eroded away, place base material = 10 feet L x 2 feet thick x 4 feet W = 80 CF / 27 = 3 CY.
Stacked concrete slabs at west end of northwest gabion basket headwall, replace = 8 feet x 8 feet x 3 feet thick = 192 CF.
Scouring and loss of soil at west end of northwest gabion basket headwall, replace = 10 feet L x 10 feet H x 5 feet W = 500 CF / 27 = 18.5 CY.
Base material under northeast gabion basket headwall, eroded away, place base material = 10 feet L x 2 feet thick x 4 feet W = 80 CF / 27 = 3 CY.
Erosion of creek bed splash blocks (medium stones) downstream of culvert, replace = 35 feet W x 12 feet L x 4 feet deep = 1680 CF / 27 = 62 CY.
Erosion of creek bed downstream of culvert less the amount for splash blocks listed above, place creek gravel and cobles = (35 feet W x 35 feet L x 6 feet deep) - (35 feet W x 12 feet L x 4 feet deep = 7350 CF – 1680 CF = 5670 / 27 = 210 CY.
It is proposed to place flowable concrete fill under the culvert where the bedding was mined out. This is considered a good construction practice since placing and compacting gravel bedding under the culvert would not be practicable.
The cost to return the facility to pre-disaster design was estimated using data from R.S. Means and from other cost estimates prepared by the applicant's engineer (see attached cost estimate for detail). The estimated cost of the repair is $17,294.50.
The applicant proposes to install a stackable stone headwall at the downstream end of the culvert in lieu of gabion baskets. The stone headwall was not present prior to the disaster. The proposal does not change the function or capacity of the facility, but uses a material that is preferred by the applicant (stackable stones rather than gabion baskets). The applicant submitted a proposal for the repair work using stackable stones from a contractor (All Weather Construction) in the amount of $16,275.00. For the purposes of this project worksheet the contractor's proposal is considered a viable lesser cost option and proposal price is used as the estimated cost for this project worksheet.
1042DR4QN-12 Stony Brook Road Repair PA-02-NY-4020-PW-03384 PA-02-NY-4020-State-0038(39)
SITE 1 -
Bank Run cobles, replace using local material = 70 feet L x 8 feet W x 2 feet H (avg) = 1120 CF / 27 = 42 CY.
Stacked stone wall, 3 feet H, rebuilt = 40 feet L.
SITE 2 (near box culvert) -
Shoulder, repaired = 2 sides x 300 feet L x 2 feet W x 1 foot deep = 1200 CF / 27 = 44 CY.
Ditch Line, reshaped = 100 feet L.
SITE 3 (at Colby Road) -
Shoulder at intersection of Colby Road, repaired = 150 feet L x 4 feet W x 1 foot deep = 600 CF / 27 = 22 CY.

Shoulder on Colby Road, repaired = 140 feet L x 2 feet W x 1 foot deep = 280 CF / 27 = 10 CY.

SITE 4 -
Intermittent shoulder damage over 1100 foot length, estimated at 35%, repaired = 385 feet L x 2 feet W x 1 foot deep = 770 CF / 27 = 29 CY.
Intermittent ditch clogging and scour, ditch reshaped = 1100 feet L.

SITE 5 (west of Rack Road) -
Intermittent shoulder damage over 333 foot length, estimated at 30%, repaired = 100 feet L x 2 feet W x 1 foot deep = 200 CF / 27 = 7 CY.
Intermittent ditch clogging, ditch reshaped = 100 feet L.

SITE 6 (1500 feet east of Rack Road)
Shoulder damage, repaired = 100 feet L x 2 feet W x 1 foot deep = 200 CF / 27 = 7 CY.
Ditch clogged, ditch reshaped = 75 feet L.

SITE 7 (1100 feet west of Engle Road) -
Shoulder damage, repaired = (60 feet L + 180 feet L) x 3 feet W x 1 foot deep = 720 CF / 27 = 27 CY.

SITE 8 (1950 feet north of Engle Road) -
Shoulder damage, repaired = 100 feet L x 2 feet W x 1 foot deep = 200 CF / 27 = 7.4 CY.
The applicant completed the above work by force account, except for repairing the stone wall (see attached force account record summary for detail). For the stone wall repair the applicant utilized a contractor (All Weather Construction). The contractor submitted an invoice for the work in the amount of $745.00 (see attached invoice).
1042DR4QO-12 Stony Brook Road Repair PA-02-NY-4020-PW-01490 PA-02-NY-4020-State-0087(86)
The applicant retained a engineer (Lamont Engineers, P.C.) to: visit the site and develop a simple plan and cost estimate for the installation of the stacked stone wall (see attached plan and estimate).
The following damaged areas will be restored to pre-distaster condition. The work will be completed by the Town of Schoharie using an independent contractor hired in accordance with the town procurement policy.
1. Replace a section of the roadway embankment within the right-of-way 100 feet L x 12 feet W x 12 feet deep x 1/2 (triangle shape) = 7,200 CF / 27 = 267 CY .
Cost Estimate for roadway embankment replacement (Work to be Completed - Item 1 above):
1. Mobilization & Demobilization (RS Means 015436500020) 1 days @ $261.00/Day = $261.00
2. Furnish and Install temporary Silt fence (RS Means312514161100) 120 LF @ $1.15/LF = $138.00
3. Excavation for reshaping roadway embankment (RS Means 312316420200) 100 ft x 17 ft x 0.5 ft (ave.) = 850 CF/27 = 31.5 CY @ $2.51/CY = $79.07.
4. Furnish and Install roadway embankment material 100 ft L x 12 ft W x 12 ft deep x 1/2 (triangle shape) = 7,200 CF / 27 = 267 CY x $25.00/CY (FEMA Cost Code 3310) = $6,675.00
5. Hydro-seeding (FEMA cost code 3390) 100 ft x 17 ft = 1,700SF/9 = 189 SY @ $3.00/SY = $567.00
Total Cost = $7,720.07
Note: Some items in the above cost estimate were developed using RS Means with the Settings as follows: Title - Heavy Construction, Master Format 2010, Schenectady NY, Wage Rate - Union. The Division Reference Number for each item is in parenthesis. Costs for the remaining items were developed using FEMA Cost Codes.
(See HMP)
Direct Admin Costs (From "Estimated Values of Subgrantee Direct Administrative Costs" Pursuant to DAP 9525.9, dated March 12, 2008, Page 7 of 8) = $284.00
1042DR4QP-12 Old Stone fort rd PA-02-NY-4020-PW-06545 PA-02-NY-4020-State-0093(92)
Work needed to restore the bridge to the pre-disaster design, function and capacity will include; Building a cofferdam with water diversion along the face of the North Abutment and backfilling the 10 Ft x 2 FT x 2 FT undermined area with treme concrete. Removing the cofferdam. Providing a lift to access the timber plank fascia's on the East and West sides of the bridge, backfilling the eroded embankments at all four corners of the bridge and armoring the embankments and the face of both abutments with heavy stone rip-rap. Applciant propoes to have a Contractor perform this work,
The date of original construction is unknown but records indicate the bridge being in place prior to 1955. The bridge was originally constructed as a reinforced concrete deck arch bridge with open spandrels and is approximately 115 FT long x approximately 15 FT wide. In 1982 the Town elected to install fascia boards and a faux covering to resemble a "Town Lattice" covered bridge. The bridge is closed to vehicular traffic and has been for some time.

EAST SIDE TIMBER PLANK FASCIA - Comprised of vertical, 1 IN thick x 6 IN wide x varying length timber planks.
Remove and replace the 10 FT x 6 FT (60 SF) area of timber plank fascia boards located adjacent to the South Abutment.
Remove and replace the 6 Ft x 2 FT (12 SF) damaged timber plank fascia boards located at mid-span.
Remove and replace the 3 FT x 4 FT (12 SF) damaged timber plank fascia boards located approimately 10 FT North of mid-span.
Remove and replace the 3 FT x 3 FT (9 SF) damaged timber plank fascia boards located approximately 25 FT North

of mid-span.
Remove and replace the 3 FT x 6 FT (18 SF) damaged timber plank fascia boards located adjacent to the North Abutment.
Damaged Timber Plank Fascia Boards - East Side = 111 SF
WEST SIDE TIMBER PLANK FASCIA - Comprised of vertical, 1 IN thick x 6 IN wide x varying length timber planks.
Remove and replace the 20 FT x 25 FT (500 SF) area of timber plank fascia boards located adjacent to the South Abutment.
Remove and replace the 10 Ft x 25 FT (250 SF) damaged timber plank fascia boards located adjacent to the North Abutment.
Damaged Timber Plank Fascia Boards - West Side = 750 SF
NOTE: The timber framework, to which the timber plank fascia boards are attached, appear to be loose and damaged in the locations identified above. The extent of the damages will need to be determined when the fascia boards are removed. Repair locations as needed. Estimated approximately 20, 2 x 4's of the timber framework damaged.
NORTH ABUTMENT:
Install a 40 FT x 4 FT x 2 FT sand bag cofferdam in front of the North abutment footing, dewater the cofferdam area. Install 20 FT x 3 FT formwork to fill the undermined area with treme concrete. Remove the formwork and install heavy rip rap along the face of the North Abutment. Approximately 25 FT x 4 FT x 3 FT. Backfill the 12 FT x 12 FT x 3 Ft deep scour area in front of the North abutment with heavy rip rap.
Formwork - 20 x 3 = 60 SF + 2 x 3(2) = 12 SF - 72 SF total
Treme Concrete - 20 x 3 x 2 = 120 CF/27 = 4.4 CY
Rip Rap - 25 x 4 x 3 = 300 CF/27= 11 CY + 12 x 12 x 3 = 432 CF/27 = 16 CY
NORTH EMBANKMENT:
Backfill the 20 FT x 15 FT x 6 FT embankment erosion areas at the Northeast and Northwest corners with suitable fill and armor the areas with 20 FT x 15 FT x 3 FT deep with heavy rip rap.
20 x 15 x 3 = 900 CF/27 = 33 CY(2) = 66 CY
SOUTH ABUTMENT:
Install heavy rip rap along the face of the South Abutment. Approximately 25 FT x 4 FT x 3 FT.
25 x 4 x 3 = 300/27 = 11 CY
SOUTH EMBANKMENT: Backfill the 20 FT x 15 FT x 6 FT embankment erosion areas at the Southeast and Southwest corners with suitable fill and armor the areas with 20 FT x 15 FT x 3 FT deep with heavy rip rap.
Backfill - 20 x 15 x 6 = 1800 CF/27 = 67 CY
Rip Rap - 20 x 15 x 3 = 900 CF/27 = 33 CY (2) = 66 CY
Total Backfill - 67(2) = 134 CY
Total Rip Rap - 170 CY x 2700 LBS/CY = 459000/2000 = 230 Tons
DOCUMENTATION REVIEW: 20% or more sampling of the documentation was reviewed/validated and found to be complete and reasonable by the FEMA project specialist. If applicable, copies of applicant's pertinent pre-disaster policies, invoices, cancelled checks (or other proofs of payment) were reviewed and samples of payroll data are attached.
PROCUREMENT: If applicable to this project, The applicant is required to adhere to State Government Procurement rules and regulations and maintain adequate records to support the basis for all purchasing of goods and materials and contracting services for projects approved under the Public Assistance program, as stated in 44 CFR 13.36. The applicant has advised they have/will follow their normal procurement procedures.
PERMITS: The applicant must obtain all required federal, state, and local permits prior to the commencement of work.
HAZARD MITIGATION MEASURES: No mitigation measures identified since bridge will be built to current codes and standards.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1512	1735	3247	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1041A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Schoharie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$40,033.31
Total Budget	$0.00	$40,033.31
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Multiple PW	Multiple Bundle
PA-02-NY-4020-PW-00648(0)	PA-02-NY-4020-State-0015(12)
PA-02-NY-4020-PW-00580(0)	PA-02-NY-4020-State-0016(15)
PA-02-NY-4020-PW-00953(0)	PA-02-NY-4020-State-0016(15)
PA-02-NY-4020-PW-00652(0)	PA-02-NY-4020-State-0016(15)
PA-02-NY-4020-PW-02320(0)	PA-02-NY-4020-State-0038(39)
PA-02-NY-4020-PW-03614(0)	PA-02-NY-4020-State-0061(60)
PA-02-NY-4020-PW-06465(0)	PA-02-NY-4020-State-0063(62)
PA-02-NY-4020-PW-06745(0)	PA-02-NY-4020-State-0063(62)
PA-02-NY-4020-PW-07168(0)	PA-02-NY-4020-State-0092(91)
PA-02-NY-4020-PW-09118(0)	PA-02-NY-4020-State-0121(121)

The Village of Schoharie used force account labor & equipment (pick up truck and dump trailer and a 12CY dump truck to transport village wide debris from the villages curbside to the villages temporary transfer station located at the Old Great American store site at 218 Main St. (Rt 30) (N42. 39.997/W74. 18.586) - copy of temporary Schoharie temporary transfer station use permit by NYSDEC is with the PW. The transfer site is private property and the Village of Schoharie was authorized to use the site by the property owner (Mark Van Woeart). Copy of letter from Mr. Woeart allowing temporary use to deposit village wide debris collected and a right of entry on private property form prepared by the owner is attached to the PW. The village provided oversight of all debris removal and the gravity of the event caused emergency debris removal to exceed the normal 70 hours allowed under FEMA requirements. Jim Cook was hired as a TEMPORARY VILLAGE EMPLOYEE by the Village of Schoharie at $14.23/hr for this event therefore his regular hours is eligible. Willard LaMont normally is a crossing guard and works 9 hours per week at $7.25/hr. He worked with Jim Cook doing debris hauling during the incident period. Willard Lamont's excess time

over his normal 9 hrs/week WAS NOT BUDGETED BY THE VILLAGE OF SCHOHARIE therefore his time is being added to this PW. (minus $699.06 (includes regular benefits) for 54 hours-9hrs/week times 6 weeks work budgeted). Total labor from force account sheets= $4,811.38 minus $699.06 (Lamonts already budgeted time by the village) = $4112.32.
The Village of Schoharie used contractors to provide debris removal services and transport that debris to the village's temporary transfer station at the Old Great American store site located on 218 Main St. (Rt 30) in the village (LAT- 42.92694/LONG -74.46278). The transfer site is private property and the Village of Schoharie was authorized to use the site by the property owner (Mark Woeart). Copy of letter from private property owner allowing temporary use to deposit village wide debris collected and a right of entry on private property form prepared by the owner are attached to the PW. The village contracted with Lancaster Development who used labor and equipment to remove village wide debris. A copy of the contract for debris removal costs with this contractor is being supplied with PW. (Debris removal period 9/6 thru 9/12, 2011). The Village of Schoharie provided oversight of all debris removal and the gravity of the event caused emergency debris removal to exceed the 70 hours normally allowed under FEMA requirements
The Village of Schoharie used contractors to pride debris removal services and transport that debris to the villages temporary transfer station at the Old Great American store site located on 218 Main St. (Rt 30) in the village (LAT- 42.92694/LONG -74.46278).
The transfer site is private property and the Village of Schoharie was authorized to use the site by the property owner (Mark Woeart). Copy of letter from private property owner allowing temporary use to deposit village wide debris collected and rights of entry on private property form prepared by the owner are attached to the PW. The village contracted with Robert Lawyer who used labor and equipment to remove village wide debris. A copy of the contract for debris removal costs with this contractor is being supplied with PW. (Debris removal period 9/6 thru 9/15, 2011). The Village of Schoharie provided oversight of all debris removal and the gravity of the event caused emergency debris removal to exceed the 70 hours normally allowed under FEMA requirements.
The Village of Schoharie called upon the Town of Schoharie's labor and equipment to provide debris removal services and transport that debris to the village's temporary transfer station at the Old Great American store site located on 218 Main St. (Rt 30) in the village (LAT- 42.92694/LONG -74.46278). The Town of Schoharie has provided the Village of Schoharie with an invoice for their services (debris removal period 9/3 thru 9/10, 2011). The transfer site is private property and the Village of Schoharie was authorized to use the site by the property owner (Mark Van Woeart). Copy of letter from private property owner allowing temporary use to deposit village wide debris collected and a right of entry on private property form prepared by the owner is attached to the PW. The Village of Schoharie provided oversight of all debris removal and the gravity of the event caused emergency debris removal to exceed the 70 hours normally allowed under FEMA requirements. The Town of Schoharie is a separate FEMA PA applicant but provided debris removal services to the Village of Schoharie and that time is being treated like contract costs therefore all regular and OT time is being considered eligible. Daniel Weidman DPW department head supervised field personnel and his regular and OT time can be charged.
On 9/3/2011, 2 OT hours appear on labor sheets for Nicklaus Schoneker as he did his normal required 8 hours in the town of Schoharie, and was called upon for 2 hours of OT to perform debris removal services. On 9/4/2011, Dan Weidman supervised volunteers and contractors doing debris removal at the request of Mayor John Burst of the Village of Schoharie. On 9/5/2011, (3) Town of Schoharie employees were assigned to the Village of Schoharie to do debris removal with Dan Weidman as a field supervisor and as such, both regular and OT should be considered as eligible. On 9/6, 9/7, 9/8, 9/9, and 9/10-Dan Weidman supervised volunteers and contractors doing debris removal at the request of Mayor John Borst of the Village of Schoharie. On 12/6/2011 Dan Weidman spent 4 hours preparing the data to bill the Village of Schoharie The benefits sheet along with the force account labor & equipment sheets have been changed to the Town of Schoharie to justify costs within this PW. The sub-grantee is requesting direct administrative costs that are directly chargeable to this specific project. Associate eligibility work is related to administration of this PA project only in accorace with 44 CRF 13.22. These costs are treated consistently and uniformly as direct cost in all federal awards and other sub-grantee activities and are not included in an approved indirect cost rates. See line item costs.
The Village of Schoharie used contractors to provide debris removal services and transport that debris to the villages temporary transfer station at the Old Great American store site located on 218 Main St. (Rt 30) in the village (LAT- 42.92694/LONG -74.46278). The transfer site is private property and the Village of Schoharie was authorized to use the site by the property owner (Mark Van Woeart). Copy of letter from private property owner allowing temporary use to deposit village wide debris collected and a right of entry on private property form prepared by the owner are attached to the PW. The village contracted with Spencer Mottsman who used labor and equipment to remove village wide debris. A copy ot the contract for debris removal costs with this contractor is being supplied with PW. (Debris removal period 9/6 thru 9/14, 2011). The Village of Schoharie provided oversight of all debris removal and the gravity of the event caused emergency debris removal to exceed the 70 hours normally allowed under FEMA requirements.
Applicant utilized contractor R. D. Gaige Trucking and Excavating for contract services to remove flood debris consisting of C&D and vegetative debris from streets and public right of ways to insure safety for the local residents. The debris was hauled to a temporary transfer station located at 218 Main Street, Schoharie (GPS Lat: 42.65976 Long: -74.31539). Transfer site was given a temporary registration for a solid waste management facility # 48R99 (attached). At the transfer site, approximately 345 tons of C&D debris was taken by the contractor for final disposal at the MOSA Solid Waste Facility located at 2783 Route 7, Howes Cove, NY (GPS Lat: 42.68258 Long -74.40485). Using the USACE conversion factor of 1 ton = 2 CY of C&D, 345 Tons of C&D is

equal to 690 CY. The unit cost for the debris removal and dispsoal is $24,090.50/690 = $34.91 per CY, which is consistent with local historic costs for debris removal throughout Schoharie County. Location of the Temporary Transfer Station and final disposal facility are referenced on attached location and aerial maps, with GPS readings logged at the facilities Debris collection and disposal was monitored during the first few weeks, to insure only flood related debris was being processed. Site monitoring was done randomly and unannounced, to ensure site personnel were diligent on the type of debris processed (C&D, vegetative and white goods). All asbestos related debris was handled on a case by case basis at the MOSA facility, in conjunction with EPA requirements. MOSA Solid Waste Management complies with all necessary regulations for waste disposal. Copies of right of entry on private property, and the temporary transfer station registration are attached (218 Main Street, Schoharie). Due to the time urgency of this project, the applicant utilized contractor R. D. Gaige Trucking and Excavation, on a time and materials contract containing a not to exceed clause for this project. Copies of contract, activity logs, invoices, and insurance requirements are attached. The Village of Schoharie provided oversight of all debris remova ad the gravity of the event caused emergency debris removal to exceed the 70 hours normally allowed under FEMA requirements.
At GPS coordinates Lat. 42.68138 / Long. -74.28457, work will consist of the Village of Schoharie removing approximately 15 trees from the Young Spring water supply source. At this location, 13 of the 15 trees blocking the water supply source flow are approximately 10 inches in diamater and approximately 40 feet or longer. The remaining 2 trees are slightly larger, approximately 12-14 inches in diamater and are also 40 feet or longer each. There are approximately 8-10 cubic yards of scattered branches and limbs blocking the water supply source, in addition to approximately 2 cubic yards of gravel debris that will need to be removed to allow the facility to achieve its normal flow capacity of water into the facility's wet well. LaMont Engineers of Cobleskill was hired by the Village of Schoharie due to their local knowledge of the facility to prepare the attached cost estimate for the Village of Schoharie to remove all of the debris to bring the facility back to its pre-disaster function and capacity. The project specialist reviewed and validated the engineer's estimates using FEMA Cost Codes, and they were found to be a reasonalbe cost for the work captured.
Applicant utilized 238 hours of temporary force account labor and 476 hours of force account equipment to remove approximately 3,510 CY (195 loads at approximately 18 CY each) of flood contaminated debris consisting of C&D and vegetative debris from streets and public right of ways to insure safety for the local residents. Equipment time exceeded labor time due to two pieces equipment being used at the same time by one employee. The debris was hauled to a temporary transfer station located at 218 Main Street, Schoharie (GPS Lat: 42.65976 Long: -74.31539), on private property owned by Mark Van Woeart. A copy of the letter from Mr. Van Woeart allowing temporary use to deposit village wide debris collected and a right of entry on private property form prepared by the owner are attached to this subgrant application. The transfer site was issued a temporary registration for a solid waste management facility # 48R99 (attached). Lation of the Temporary Transfer Station, Village Hall, and the final disposal facility at MOSA Solid Waste Management are referenced on attached location and aerial maps, with GPS readings logged at the facilities Debris collection and disposal was monitored during the first few weeks, to insure only flood related debris was being processed. Site monitoring was done randomly and unannounced for the rest of the event, to ensure site personnel were diligent on the type of debris processed (C&D, vegetative and white goods). All asbestos related debris was handled on a case by case basis at the MOSA facility, in conjunction with EPA requirements. MOSA Solid Waste Management complies with all necessary regulations for waste disposal. Copies of right of entry on private property, and the temporary transfer station registration are attached (218 Main Street, Schoharie). Due to the time urgency of this project, the applicant utilized a temporary force account laborer, James F. Cooke (at $14.23 per hour) to remove flood related C/D debris from public right of ways throughout the Village of Schoharie to protect public health and safety, and to keep roads clear for emergency vehicles. Regular time force account hours for temporary employees are eligible for reimbursement for emergency work, Category A. Copies of activity logs, force account labor and equipment timesheets are attached. The Village of Schoharie provided oversight of all debris removal and the gravity of the event caused emergency debris removal to exceed the 70 hours normally allowed under FEMA requirements
Dumpster debris removal costs for 4/1/2012 thru 4/30/2012 totaled $2,829.47 (Voucher, load tickets, and the Village of Schoharie's account summary statement attached). The voucher total is for $2,668.19, as the Village of Schoharie had a payment credit against their account of ($161.28) for a monthly total of $2,829.47 to dispose of approximately 37.39 tons of flood related debris, that was taken to the MOSA Solid Waste Facility located at 2783 Route 7, Howes Cove, NY (GPS Lat: 42.68258 Long -74.40485). Using the USACE conversion factor of 1 ton = 2 CY of C&D, 37.39 Tons of C&D is equal to 74.78 CY. The unit cost for the debris removal and disposal is $2,829.47/74.78 = $37.84 per CY, which is reasonable and consistent with local historic costs for debris removal throughout Schoharie County The Village of Schoharie estimates ongoing monthly flood related debris removal costs of approximately $2800.00 per month for May, June, July, and August, 2012, until the extension period for flood related debris removal expires.
$2800.00 x 4 months = $11,200.00. Location of Schoharie Village Hall, and the final disposal facility at MOSA Solid Waste Management are referenced on attached location and aerial maps, with GPS readings logged at the facilities Debris collection and disposal will be monitored during the coming months (through August, 2012), to insure only flood related debris is being processed. Site monitoring will be done randomly and unannounced for the rest of the event, to ensure the type of debris processed (C&D, vegetative and white goods), is flood related. All asbestos related debris will be handled on a case by case basis at the MOSA facility, in conjunction with EPA requirements. MOSA Solid Waste Management complies with all necessary regulations for waste disposal.
Copies of load tickets, voucher, and account summary statement for the month of April, 2012 are attached. The

Village of Schoharie will provide oversight of all debris removal, as the gravity of the event caused debris removal to exceed the time normally allowed under FEMA requirements (see attached extension letter from the New York State Office of Emergency Management [NYSOEM]).
To remove the imminent threat posed by the debris the applicant will be using own force account to remove and dispose vegetative and sediment debris (1540cy) at 4,488 liner feet approximately of the footage of Spring Brook within Village of Schoharie. The debris removal operation included, cleaning 8 pipe culverts to avoid future flooding at the area, this amount of debris was included at the cubic yard debris removal total. The operation will be a (hard) difficult to remove the debris at the stream. No picture attached at this PW. The applicant will remove the debris at the village stream. They retains copies of permits at it's offices and will produce them on demand

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	465	513	978	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1041B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Schoharie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,013.25
Total Budget	$0.00	$9,013.25
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4MN-12 Waterbury Road PA-02-NY-4020-PW-00217 PA-02-NY-4020-State-0004(2)
The Village of Schoharie used a village owned Olympian 125 KVA, 100KW generator to supply water services to the village after the flood waters receded. The generator was used for 53.2 hours from 8/28/2011 to 8/31/2011. Also DPW personnel need to run the same generator for (1) hour to determine if any damages were suffered in the village owner filtration gallery which is connected to the old pump house on Waterbury road.
1042DR4MO-12 Fair Street PA-02-NY-4020-PW-00642 PA-02-NY-4020-State-0009(8)
The Village of Schoharie used a village owned pump at the Fair St. lift station. The pump is a 6HP (350gallon/minute) pump with 4" (25') suction & 4" discharge hoses (75') for 24 straight hours for 8/30 & 8/31 (48 hours=2 days), and then went to 2 hours /day from 9/1/2001 thru 12/12/2011 (206 hours=103 days) which will be shown as completed work on this PW. The Village of Schoharie estimates the pump will run until 12/31/2011 for 2 hours each day until repairs are made (38 hours=19 days). The Village of Schoharie used a village owned 6HP (350gallon/minute) pump with 4" (25') suction & 4" discharge hoses (75') for 24 hours straight for 8/30 & 8/31 (48 hours=2 days), and then went to 2 hours /day from 9/1/2001 thru 12/12/2011 (206 hours=103 days) which will be shown as completed work on this PW. The Village of Schoharie estimates the pump will run until 12/31/2011 for 2 hours each day until repairs are made (38 hours=19 days).
1042DR4MP12 Village wide PA-02-NY-4020-PW-01026 PA-02-NY-4020-State-0015(12)
The Village of Schoharie's DPW department used force account labor & force account equipment to shut off water supplies to village buildings and homes, set up generators and pumps where needed, check valves and controls to protect lives and property. Emergency debris removal was accomplished to allow for emergency access and temporary repairs to holes in the roads were made to allow access for emergency vehicles and residents. Once the flood waters receded, the DPW started turning water back on at facilities throughout the village, testing, etc.
1042DR4MQ-12 Village of Schoharie-Waste Water Treatment Plant PA-02-NY-4020-PW-06742 PA-02-NY-4020-

State-0095(93)
The Village of Schoharie rented the following equipment to return power to the waste water treatment plant:
1. One Milton-CAT generator for 6 days at $591.43 / day. Cost includes all labor and material necessary to complete the electrical work required to operate the generator. Total cost for Generator Rental = $3,548.58 The Village of Schoharie's Central School District was set up as the Village's command post for flood operations as its location was out of the floods path. The school district rented generators for the Village to use at its critical facilities when the plant was shut down due to the flooding. The school rented the generator for the Waste Water Treatment Plant from September 1 through September 6 (6 days). The school district has billed the Village of Schoharie for those six days of generator rental.
1042DR4QY-12 Fox Creek Park PA-02-NY-4020-PW-00284 PA-02-NY-4020-State-0008(7)
The Village of Schoharie needs to establish emergency access in Fox Creek Park by using force account labor-two men (8) hours each regular time (no OT) and (8) hours equipment time (18cyd capacity International dump truck) and 75 cyds of crusher run stone materials to restore the damaged roadway by removing existing fill and hauling it away, grading and sub-grade shaping of the roadway, installing crusher run.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	465	513	978	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1041C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Schoharie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$42,114.47
Total Budget	$0.00	$42,114.47
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4MR-12 Village of Schoharie PA-02-NY-4020-PW-00248 PA-02-NY-4020-State-0004(2)
The Village of Schoharie estimates the damaged crusher run surface areas on the Fort Road turn around to be (170 feet long by approximately 30 feet wide by 1 foot deep crusher run). The original crusher run was re-deposited away from the turn around by the flood waters and needs to be removed and area cleaned up (1 day clean up with force account labor and equipment). Village road damages consist of road wash outs and loss of macadam surfaces between both entry & exit points. Damaged bituminous road surfaces (2) were 24 feet long by 8 feet wide by 2 inches deep and 10 feet long by 3 feet wide by 2 inches deep. Replace crusher run out and repair road surface.
1042DR4MS-12 Fair St. PA-02-NY-4020-PW-00250 PA-02-NY-4020-State-0004(2)
During the incident period, severe flooding caused by Hurricane Irene resulted in road damages to Fair Street in the Village of Schoharie. Two areas of Fair St. were washed out completely. One site was 42' long by 18.6' wide by 1 foot deep. The second site was 51' long by 18' wide by 1 foot deep. After the flood waters receded the Village of Schoharie will need to replace 62.9 cyds of temporary crusher run in the damaged road surfaces using (16) hours regular time force account labor and (8) hours equipment time and installing 102 SY of bituminous patch over a 6" aggregate base.
1042DR4MT-12 Village of Schoharie PA-02-NY-4020-PW-00376 PA-02-NY-4020-State-0005(5)
The Village of Schoharie has estimated it will use crusher run and force account labor and equipment to repair Waterbury Rd which suffered road washouts and shoulder damages by grading/backfilling w/crusher run section (1) - 304' long by 5' wide, by 12 inches deep of roadway on the left hand side as you enter the facility. On the right hand side as you enter shoulder shoulder damages of section (2) -182' long by 15'wide by 4 inches deep will need similar repairs. After the entry fence the Village DPW will repair approximately section (3) - (443'long by 15'wide by 4 inches deep) of roadway by grading/backfilling w/crusher run/and regrading. Chain link entry fence (8 feet wide by 6 feet high) will be replaced.

1042DR4MV-12 Knower Ave PA-02-NY-4020-PW-07909 PA-02-NY-4020-State-0095(93)
The Applicant proposed to complete the work using force account labor, equipment, and materials and have developed an estimate (attached) for the completion of the work at $8,831.43. This estimate has been validated (see attached validation) by FEMA.
Labor- 2 days(see force acct labor estimate) $2,339.43
Equipment-2 days (see force acct equipment estimate) $4,104.00
Materials- 238.8 CY of crusher run $2,388.00
$8,831.43
It is recommended that the following work is eligible:
Site 1: Rough grade, replace crusher run stone shoulder, and compact on the west side of Knower Ave. 775FT L x 9FT W x 0.5FT D (775 x 9 x .5/27 = 129.2 CY). Site 2: Rough grade, replace crusher run stone shoulder, and compact on the west side of Knower Av. 125FT L x 16FT W x 0.5FT D (125 x 16 x .5/27 = 37CY). Site 3: Rough grade, replace crusher run stone shoulder, and compact on the east side of Knower Ave. 72FT L x 6FT W x 0.5FT D (72 x 6 x .5/27 = 8CY). Site 4: Rough grade, replace crusher run stone shoulder, and compact on the east side of Knower Ave. 122FT L x 6FT W x 0.5FT D (122 x 6 x .5/27 = 13.6CY). Site 5: Rough grade, replace crusher run stone shoulder, and compact on the east side of Knower Ave. 259FT L x 6FT W x 0.5FT D (259 x 6 x .5/27 = 28.8CY). Site 6: Rough grade, replace crusher run stone shoulder, and compact on the east side of Knower Ave. 57FT L x 6FT W x 0.5FT D (57 x 6 x .5/= 6.3CY). Site 7: Rough grade, replace crusher run stone shoulder, and compact on the east side of Knower Ave. 23FT L x 6FT W x 0.5FT D (23 x 6 x .5/27 = 2.6CY). Site 8: Rough grade, replace crusher run stone shoulder, and compact on the east side of Knower Ave. 35FT L x 6FT W x 0.5FT D (35 x 6 x .5/27 = 3.9CY). Site 9: Rough grade, replace crusher run stone shoulder, and compact on the east side of Knower Ave. 85FT L x 6FT W x 0.5FT D (85 x 6 x .5/27 = 9.4CY). Total amount of Crusher Run = 238.8 CY
1042DR4MX-12 218 Main St PA-02-NY-4020-PW-05715 PA-02-NY-4020-State-0101(101)
In accordance with Mr. Van Woearfs right of use letter, the Village of Schoharie will abate the property of any hazardous materials and replace a crusher run surface. The Village of Schoharie hired Lamont Engineering of Cobleskill, NY to develop an estimate to replace the crusher run surface as required at 218 Main Street which was used as a temporary debris transfer site. 1) Install a temporary protection fencing around the 2.9 acre site to minimize the potential for further damage and ensure that not additional dumping takes place. (Materials were purchased from Hanes Supply, Inc. for $747.25.) The applicant intends to bid the work to be completed to qualified contractors and will enter a contract with the successful bidder in accordance with Village of Schoharaie purchasing policies. The Village of Schoharie lost all of their records during the flood, therefore, a copy of the purchasing policies are not available. 1) De-water (approximately 19,000 SF) and prepare the site approximately 2.9 acres (126,324 SF) - (Lamont estimate $7,500). 2) Place and compact run of bank gravel to elevation 608FT (sidewalk level) this equals an average depth of 12 IN of stone (126,324 x 1F/27 = 4,679 CY) - (Lamont estimate $112,500). Grade the site to the final elevation (2.9 acres) - (Lamont estimate - $4,500. Damage Description: During the incident period 8/26/2011 through 9/5/2011 severe storms due to Hurricane Irene caused flooding and fast moving water which inundated the Village of Schoharie with 8 to 10 FT of water. As a result of the flooding the Village of Schoharie removed the village wide debris from the curbside to a temporary transfer site at the Old Great American Store site located on 218 Main St. in the village (LAT- 42.92694/LONG - 74.46278). The transfer site is a 2.9 acre (126,324 SF) site that is private property. The Village of Schoharie was authorized to use the site by the property owner (Mark Van Woeart). The Village of Schoharie secured a copy of a letter from Mr. Woeart allowing temporary use to deposit village wide debris; and a right of entry on private property form prepared by Mr. Van Woeart was obtained. The authorization, right of entry, and state application for approval of the site are attched to th sub grant application (SA). In accordance with Mr. Van Woearfs right of use letter, the Village of Schoharie will abate the property of any hazardous materials and replace a crusher run surface. The Village of Schoharie hired Lamont Engineering of Cobleskill, NY to develop an estimate to replace the crusher run surface as required at 218 Main Street which was used as a temporary debris transfer site.
Work Completed: 1) Install a temporary protection fencing around the 2.9 acre site to minimize the potential for further damage and ensure that not additional dumping takes place. (Materials were purchased from Hanes Supply, Inc. for $747.25.) The applicant intends to bid the work to be completed to qualified contractors and will enter a contract with the successful bidder in accordance with Village of Schoharaie purchasing policies. The Village of Schoharie lost all of their records during the flood, therefore, a copy of the purchasing policies are not available. 1) De-water (approximately 19,000 SF) and prepare the site approximately 2.9 acres (126,324 SF) - (Lamont estimate $7,500). 2) Place and compact run of bank gravel to elevation 608FT (sidewalk level) this equals an average depth of 12 IN of stone (126,324 x 1F/27 = 4,679 CY) - (Lamont estimate $112,500). 3) Grade the site to the final elevation (2.9 acres) - (Lamont estimate - $4,500). Engineer's estimate based on quantities of materials
Validated by the attached RS Means estimate of $10,120.94. Total of attached RS Means estimate - $31,956.69 Total Engineer's estimate for Repair Cost of the Waste. Water Treatment Plant's fencing and blacktop $37,000.00 Based on the attached RS Means estimate for the work above, the engineer's estimate is found to be a reasonable cost (within 20%) for the work required to return the damaged elements at this facility to pre-disaster condition (see attached RS Means estimate).
1042DR4ON-12 LaSalle Park PA-02-NY-4020-PW-00921 PA-02-NY-4020-State-0015(12)
Flood waters from Hurricane Irene caused road washouts at LaSalle Park (Warner Hill off Spring St.) DPW Supervisor estimates the damaged area (2) trenches that were cut into the roadway by the flooding each approximately 500 feet long by 1 foot deep by 1 foot wide needs to be repaired. DPW estimates approximately 37 cyds of crusher run materials (52 tons @ $10/ton) of force account materials will be needed along with force account labor (16 hours-2

men 8 hours each), and (8) force account equipment hours (18cyd dump truck) and (8) force accpount equipment hours backhoe to repair the damaged roadway. Damaged site. has been visited by FEMA. Cost of stone from local Quarry is $10/Ton. (see attached email)

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	465	513	978	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1041F-12
Activity Title:	Public Sewer/Public Water

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Schoharie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$190,081.31
Total Budget	$0.00	$190,081.31
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4MU-12 Main Street PA-02-NY-4020-PW-07912 PA-02-NY-4020-State-0095(93)
The applicant has previously utilized LaMont Engineering for A/E estimates capturing the repair to the facilities in this sub grant application. A/E estimate report cost was $2,912.00. 7% of the their estimate was attributed to the facility repairs that are captured in this sub grant application. $2,912.00 x .07 = $203.84. The applicant estimates that repair work for this facility will consist of the Village of Schoharie DPW will utilize their Force Account Labor, Equipment (three men for 2 days), and Materials (approximately 85 CY of crusher run gravel) to perform the following repairs to the waste water treatment plant's gravel access road. The Waste Water Treatment Plant's access road will be resurfaced by utilizing a 10 CY dump truck (FEMA Cost Code 8721, [$45.00 per hour]), a loader (FEMA Cost Code 8571, [$23.50 per hour]), and a bulldozer (FEMA Cost Code 8253, [$80.00 per hour]), all for 16 hours each to spread, grade, and compact the 85 CY of crusher run gravel (RS Means CSI #32 11 2323 1511, [$45.00 per CY]) to the intermittent damages over the 2,875 ft long, 14 ft wide gravel road (see attached estimate). Estimates were derived using RS Means CostWorks, 2012 for material costs, FEMA cost codes for equipment costs, and historical force account labor rates including fringes. The estimated costs are as follows:
48 hours of Force Account Labor = $1,508.89.
16 hours of 10 CY Dump Truck Time @ $45.00 per hour = $720.00.
16 hours of up to 70 HP Wheel Loader Time @ $23.50 per hour = $376.00.
16 hours of Bulldozer Time @ $80.00 per hour = $1,280.00.
85 CY of Crusher Run Gravel @ $45.00 per CY = $3,825.00.
WORK COMPLETED TOTAL = $203.84.
WORK TO BE COMPLETED TOTAL = $7,709.89
DIRECT ADMINISTRATIVE COSTS TOTAL = $465.00
PROJECT TOTAL = $8,378.73.

1042DR4MW-12 Main Street PA-02-NY-4020-PW-08210 PA-02-NY-4020-State-0099(98)
The applicant has previously utilized LaMont Engineering for A/E estimates capturing the repair to the facilities in this sub grant application. A/E estimate report cost was $2,192.00. 45% of the estimate was attributed to the facility repairs that are captured in this sub grant application. $2,192 x .45 = $986.40

Work will consist of the Village of Schoharie's Department of Public Works (DPW) staff, utilizing a properly procured contractor to perform repairs on 475 LF of chain link and 3 strand barbed wire fencing material (gates were undamaged), and excavating and resurfacing an area measuring 80 ft x 20 ft/9 = 177.8 SY of blacktop area in front of the Maintenance Building.
Work will consist of the followo repair the damaged elements back to their pre-disaster condition:
1.) Fencing Repair
Consisting of demolition and replacement of damaged chain link and 3 strand barbed wire fencing
Engineer's estimate based on local historic costs provided by a local fencing contractor

Validated by the attached RS Means estimate of
$21,835.75 &nsp;≈ap;nsp; $22,000.00

2.) Blacktop Repair
Consisting of excavating the damaged area measuring 20 ft W x 80 ft L x 10.5 in D (20 x 80 x .833/27 = 49.4 CY)
Applying asphaltic base course 6 inches deep for an area of 20 ft W x 80 ft L (20 x 80/9 = 177.8 SY)
Applying pre-treatment prime coat emulsion for an area of 20 ft W x 80 ft L (20 x 80/9 = 177.8 SY)
Applying binder course of asphalt 3 inches deep for an area of 20 ft W x 80 ft L (20 x 80/9 = 177.8 SY)
Applying pre-treatment tack coat emulsion for an area of 20 ft W x 80 ft L (20 x 80/9 = 177.8 SY)
Applying wearing course of asphalt 1.5 inches deep for an area of 20 ft W x 80 ft L (20 x 80/9 = 177.8 SY)
Engineer's estimate based on quantities of materials
Validated by the attached RS Means estimate of $10,120.94 $15,000.00
Total of attached RS Means estimate - $31,956.69
Total Engineer's estimate for Repair Cost of the Waste
Water Treatment Plant's fencing and blacktop $37,000.00
Based on the attached RS Means estimate for the work above, the engineer's estimate is found to be a reasonable cost (within 20%) for the work required to return the damaged elements at this facility to pre-disaster condition (see attached RS Means estimate).
1042DR4OI-12 126 Letterman Lane PA-02-NY-4020-PW-08424 PA-02-NY-4020-State-0107(109)
The applicant has previously utilized LaMont Enginern o A/E estimates capturing the repair to the facilities in this sub grant application. A/E estimate report cost was $2,192.00. 28% of the their estimate was attributed to the facility repairs that are captured in this sub grant application. $2,192 x .28 = $613.76 Minor electrical work by F and E Brandi Electrical Contractors was $305.33. Total work completed = $919.09
&ampnb;&bsp;
Work will consist of the Village of Schoharie's Department of Public Works (DPW) utilizing a properly procured contractor to perform repairs to a 150 MBH furnace, a 250 gallon oil storage tank, a main electrical panel with circuit breakers, and approximately 1,000 SF insulation materials covered by gypsum wallboard, finished and painted. The applicant's engineer's estimate is as follows:

1.) Furnace Replacement
Consisting of demolition and replacement of damaged furnace
Engineer's estimate based on 2 men for 2 days labor plus materials to remove and replace damaged furnace

$4,800.00
2.) 250 Gallon Oil Storage Tank Replacement
Consisting of demolition and replacement of damaged oil tank
Engineer's estimate based on 2 men for 4 hours labor plus materials to remove and replace damaged oil tank
$2,800.00 &nbp&m;bsp; &am;nbsp&sp
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3.) Electrical Panel Replacement
Consisting of demolition and replacement of damaged electrical panel
Engineer's estimate based on 1 man for 8 hours labor plus materials to remove and replace damaged panel
3,800.00
4.) 1000 SF of Insulation and Gypsum Wallboard Material Replacement in Machining Room
Consisting of demolition, replacement, finishing and painting damaged insulation and wallboard material in machining room
Engineer's estimate based on time and material to remove and replace wallboard material
$12,200.00
Total of attached RS Means estimate - $19,904.50

Total Engineer's estimate for Repair Cost of the Waste Water Treatment Plant's Maintenance Building
$23,600.00
Based on the RS Means estimate for the work above, the engineer's estimate is found to be a reasonable cost (within 19%) for the work required to return the damaged elements at this facility to pre-disaster condition (see attached RS Means estimate).
1042DR4OL-12 126 Letterman Lane PA-02-NY-4020-PW-08456 PA-02-NY-4020-State-0111(110)
The applicant utilized LaMont Engineering for A/E estimates for repair to the facilities for S2,912.00. 42% of the estimate attributed to the facility repairs in this SA. S2.912.00 x .42 = $1,223.04. The applicant also utilized F and E Brandl Electrical to repair electrical panels for S6.464.55 (contract total of $7,687.59)Aicant purchased electric wall heaters w/thermostat - S604.47, (6) 4 ft x 8 ft panels of floor insulation - $221.94, and fuses, heat/cool surface mount adapter - $351.42 (material total of $1,177.83), and installed them - 3.5 hours force account labor ($180.32)
Work will consist of replacing an alarm dialer and 2 pull boxes, (11) 5 ft x 12 inch windows and window screens, 48 SF of clarifier window screens, (8) 7 ft x 3 ft doors, a lab sink and faucet, 20 LF of laboratory cabinetry w/countertops, (1) electric hot water heater, (9) light switches, (24) electric receptacles, bathroom stall walls w/door, a shower stall, and incidental contents suchas oficeurniture (steel desk and chair), plant records, and lab equipment. Applicant's engineer's estimate is as follows:
Alarm Dialer, 1 man for 4 hours to remove and replace dialer and pull boxes
Window and screen replacement, (11) 5 ft x 1 ft custom windows, based on proposal by local supplier
Window screens for clarifiers, 12 screens, 2 ft x 2 ft = 4 SF Ea, (12 x 4 = 48 SF)
Door replacement, 8 total (4 single doors, 2 double doors) based on engineer's RS Means estimate
Laboratory casework (countertops and sink removal and replacement included)
Laboratory sink faucet, 1 man for 1 hour to remove and replace faucet
Electric hot water heater, 1 man for hour to remove and replace water heater
Light switch replacements, 1 man for 1 hour to remove and replace switches
Electrical outlet replacements, 1 man for 2 hours to remove and replace receptacles
Lavatory sink and faucet, 1 man for 1 hour to remove and replace bathroom sink and faucet
Bathroom stall wall and door replacement, 1 man for 4 hours to remove and replace partitions and door
Shower stall replacement, 1 man for 4 hours to remove and replace stall
Office furniture (desk and chairs replacement)
Records replacement, 60 man hours to make copies of engineering documents at Village Engineer's office
Laboratory equipment replacement
$4,600.00
$16,000.00
$100.00
$9,900.00
$6,000.00
$350.00
$500.00
$150.00
$300.00
$200.00
$700.00
$900.00
$1,100.00
$4,000.00
$10,000.00
Total of Engineer's estimate $54,800.00

CEF FACILITY ITEM TOTALS FOR WORK TO BE COMPLETED
PERMANENT ITEMS
(1) Ea. Detection Systems, fire alarm control panel, 12 zone, excluding wires & conduits
48 SF Window Screens, for metal sash, aluminum or bronze mesh, flat screen
11 Ea. Windows, 5 ft x 1 ft, including screens (custom size)
(4) Ea. Doors, exterior, steel, commercial, flush, 20 ga., 1-3/4" x 7'-0" x 3'-0" wide
(4) Ea. Doors, wood, fire, custom architectural "B" label, birch, solid core, 1-3/4" x 3'-0" x 7'-0"
(1) Pr. Door hardware, commercial, double, exterior
(2) Dr. Door hardware, commercial, single, exterior
(1) Pr. Door hardware, commercial, double, interior
(2) Dr. Door hardware, commercial, single, interior, regular use
(8) Ea. Door hardware, door closer, rack and pinion
(1) Ea. Water heater, residential appliances, electric, glass lined, 30 gallon, minimum
(9) Ea. Toggle switch, quiet type, single pole, amp />(9) Ea. Low voltage switching, switch plates, 1 gang, 1, 2 or 3 switch, plastic
(24)Ea. Receptacle devices, resi, duplex outlet, ivory, w/#12/2, type NM cable, 20', 20 amp, incl box & cover plate
(1) Ea. Lavatory, wall hung, vitreous china, white, with backsplash, single bowl, 19" x 17", includes trim

(1) Ea. Partitions, toilet, cubicles, floor anchored, powder coated steel
(1) Ea. Toilet compartment component, door, powder coated steel, 24" wide x 58" high
(1) Ea. Shower compartment, floor mounted, cabinet, no door, acrylic, 32" x 32", includes bases, excludes plumbing
(1) Ea. Shower doors, economy plastic, 24 w,exldes plumbing
20 LF Laboratory Casework, cabinets, base, drawer units, metal
60 SF Laboratory Casework, counter tops, acid-proof, excl. base cabinets, maximum
(1) Ea. Sink, laboratory, rough-in, supply, waste and vent
(1) Ea. Faucets/fittings, lavatory faucet, center set with single control lever handle, polished chrome, with pop-up drain
NON-PERMANENT ITEMS
30 CY Selective demolition, rubbish handling, to 50' haul, load, haul, dump and return, cost to be added to demolition cost.
1 Ea. Selective demolition, rubbish handling, dumpster, 10 C.Y., 3 ton capacity, weekly rental, cost to be added to demolition cost.
11 Ea. Window demolition, aluminum, to 12 S.F
2 Ea. Door demolition, exterior door, single, 3' x T high, 1-3/4" thick, remove
1 Pr. Door demolition, exterior door, double, 6' x T high, 1-3/4" thick, remove
2 Ea. Door demolition, interior door, single, 3' x 7' high, 1-3/8" thick, remove 1 Pr. Door demolition, interior door, double, 6' x 7' high, 1-3/8" thick, remove 1 Ea. Water heater, residential, to 80 gal/day, selective demolition
33Ea. Receptacle & switches, 15 to 30 amp, electrical demolition, remove
1 Ea. Water closets, selective demolition
1 Ea. Shower, stall and receptor, selective demolition
20 LF Selective demolition, casework, metal base cabinets, laboratory
60 SF Selective demolition, countertop, laboratory
Based on the attached CEF estimate for the work above, the engineer's estimate is found to be a reasonable cost for the work required to return the damaged elements at this facility to pre-disaster condition, as it is less than the attached CEF (see attached CEF estimate [$78,452.00]).
TOTAL OF WORK COMPLETED = $8,694.32
TOTAL OF APPLICANT'S ENGINEER'S ESTIMATE = $54,800.00 TOTAL OF DIRECT ADMINISTRATIVE COSTS = $1,356.25 PROJECT TOTAL = $64,850.57
1042DR4OM-12 126 Letterman Lane PA-02-NY-4020-PW-08512 PA-02-NY-4020-State-0121(121)
The applicant utilized LaMont Engineering for A/E estimates for the repair to the facilitiy.
A/E estimate report cost was $10,177.00. 49% of the the estimate was attributed to the repairs captured in this SA, $10,177 x .49 = $4,986.73.
The applicant also utilized F and E Brandl Electrical to perform repairs to three electrical panelboards for $14,333.13 (contract total of $19,319.86).
Work will consist of properly procuring a contractor to replace the damaged generator (60kW), Motor Control Center w/transformer, floor insulation, oil-fired boiler (138,000 BTUhr), heating system controls w/circulating pumps and insulation on lines, the 500 gallon oil fuel tank, (3) fan motors with speed contos, ()ouver motors, (2) DC mixer drives, approximately 200 SF of sheetrock in storage room, (3) overhead doors-([2] 12ft x 14ft, [1] 8ft x 8ft), (7) interior doors-(3 exterior, 4 interior [1 set of doubles, all 7ft x 3ft]), (10) 20 amp light switches, (20) 20 amp electric outlets, remove silt and mud throughout building and on equipment, and replace a telephone outlet.
Applicant's engineer's estimate is as follows:
Generator (60kW), 2 men for 4 days, and 2 days lift rental to remove and replace damaged generator - $33,400.00
Motor Control Center and Transformer, 1 man for 6 hours to remove and replace damaged MCC and transformer - $49,800.00

<>Floor Insulation, based on estimate from local contractor - $22,100.00
Boiler replacement (138,000 BTUhr), 2 men for 8 hours to remove and replace damaged boiler - $6,600.00
Heating System Controls and Circulating Pumps, 2 men, 8 hours to remove & replace damaged controls & pumps - $4,000.00
Heating System Line Insulation, 1 man for 4 hours to reinsulate the heating lines - $500.00
500 Gallon Fuel Oil Storage Tank, 2 men for 4 hours to remove and replace tank and blow out lines - $3,800.00
3 Exhaust Fan Motors and Speed Controls, 1 man for 8 hour to remove and replace motors and controls - $2,100.00
5 Louver Motors, 1 man for 10 hours to remove and replace motors - $2,300.00
2 DC Mixer Drives, 1 man for 2 hours to remove and replace drives - $1,200.00
200 SF of Sheetrock in Storage Room, based on RS Means costs to remove, replace, and refinish sheetrock - $1,000.00
3 Overhead Doors ([2] 12x14, [1] 8x8), based on estimate from Overhead Doors to remove and replace doors - $10,000.00
Door replacement (7 total [3x7], 3 exterior, 4 interior [1 set doubles]), based on engineer's RS Means estimate - $11,550.00
10 Light Switches, 1 man for 3 hours to remove and replace damaged switches - $400.00
20 Electrical Outlets (20 amp), 1 man for 6 hours to remove and replace damaged outlets - $800.00
Building Silt Cleanout, 3 men for 4 days and loader for 4 days to clean and dispose of silt and muck - $12,800.00

Equipment Cleaning, 5 men for 6 days, 3 days vacuum truck use to clean and dispose of silt and muck - $18,400.00
Telephone Outlet, 1 man for 1/2 hour to remove and replace telephone outlet - $50.00
Total of Engineer's estimate: $180,800.00
CEF FACILITY ITEM TOTALS FOR WORK TO BE COMPLETED
PERMANENT ITEMS
1) Ea. Generator set, diesel, 3 phase 4 wire 277/480V, 60 kW, excluding conduit, wiring & concrete
1) Ea. Motor starter, size 2, 2 speed, type B circuit breaker, NEMA 1
1) Ea. Transformer, oilfilled, 13 kV with taps, 3 phase, 1500 kVA
1) Ea. Boiler, oil fired, burner, steel, hot water 169 MBH, includes controls, flush jacket
1) Jb. Boiler, oil fired, minimum labor/equipment charge
1) Ea. Pneumatic Control System, valve control, readout & reset at panel, up to 60 GPM
30) LF Insulation, pipe covering, calcium silicate, 1" wall, 2" iron pipe, excludes cover
1) Ea. Insulation, pipe covering, rubber insulation tape, 1/8" x 2" x 30*
1)Ea. 1)Ea. 3)Ea. 5)Ea.
(1) Ea. Insulation, pipe covering, minimum labor/equipment charge
(1) Ea Storage Tank, horizontal, steel, above ground, 550 gallon, excludes foundation, pumps or piping
(3) Ea. Fans, roof exhauter, bk raft damper, direct drive, 320 CFM
(5) Ea. Louver, aluminum, extruded motor for electric or pneumatic operation, intake or exhaust
2)Ea. Control Component/DC Systems includes sensors, duct temperature
200 SF Gypsum walllboard, on walls, fire resistant, taped & finished 1/2" thick
200 SF Paints & coatings, walls & ceilings, interior, drywall or plaster, latex, 3 coats, smooth, roller
1) Ea. Door, overhead, commercial, steel, sectional 24 gauge, 8' x 8' high
2) Ea. Door, overhead, commercial, steel, sectional 24 gauge, 14' x 12' high
3) Ea. Doors, exterior, commercial, flush, 20 ga. 1 3/4" x 7' x 3' wie br />4) a.Doors, interior, fire, birch, solid core, 1 3/4" x 7' x 3' wide
3) Ea. Door Hardware, single, exterior, incl lever
2) Ea. Door Hardware, single, interior, regular use, incl lever
1) Pr. Door Hardware, double, interior, regular use, incl lever
7) Ea. Door Hardware, door closer, rack and pinion
10) Ea Toggle Switch, quiet type, single pole, 20 amp
10) Ea Low voltage switching, switchplates, plastic
20) Ea Receptacle devices, duplex outlet, 20 amp, incl box & cover plate
1) Ea. Low voltage outlets, telephone receptacle, 4/C phone wire, 20'
NON-PERMANENT ITEMS
(1) Ea. Selective Demolition, rubbish handling, up to 50' haul, load, haul, dump and return, hand carried, added to demo cost
(1) Ea. Selective Demolition, rubbish handling, dumpster, 10 CY, 3 ton capacity, weekly rental includes 1 dump per week
(1) Ea. Transformer, 3 phase, to 600V 15kVA, electrical demolition, remove, incl removal of supports, wire, conduit
(1) Ea. Boiler, oil fired, up thru 148 kW, selective demolition
(1)Ea. Steel tank, double wall, above ground 500 thru 2,000 gallon selective demoliton
200 SF Walls and partitions demolition, drywall, nailed or screwed
(3) Ea. Door demolition, exterior door, single, 3' x 7' x 1 3/4"' thick, remove
(2)Ea. Door demolition, interior door, single, 3' x 7* x 1 3/4"' thick, remove
(1) Pr. Door demolition, interior door, double, 3' x 7' x 1 3/4"' thick, remove
(30) Ea. Receptacle & switches, 15 to 30 amp, electrical demolition, remove
Based on the attached CEF estimate for the work above, the engineer's estimate is found to be a reasonable cost for the work required to return the damaged elements at this facility to pre-disaster condition, as it is less than the attached CEF (see attached CEF estimate [$192,572.00]).
END OF WORK TO BE COMPLETED
TOTAL OF WORK COMPLETED = $19,319.86 TOTAL OF APPLICANT'S ENGINEER'S ESTIMATE = $180,800.00 TOTAL OF DIRECT ADMINISTRATIVE COSTS = $3,642.50
PROJECT TOTAL = $203,762.36
END OF SCOPE OF WORK
1042DR4OO-12 Fair Street Lift Station PA-02-NY-4020-PW-01286 PA-02-NY-4020-State-0018(17)
The Village of Schoharie hired Lamont Engineering to prepare an analysis of the damages at the fair st. lift station and calculate the costs to restore that facility back to its pre-disaster condition. The estimate which was prepared using historical and industry data is attached to this PW.
The estimate covers: replacement of the pump control panel, pump motors, mechanicals in the dry pit, electrical inspections, restoration of the site including replacing topsoil & grass, and landscaping. This facility does not appear on the applicants insurance statement of values page and does not appear to be an insurable item.
Lamont Engineering estimated the following repair costs for the Fair St. pump station:
1- Pump control panel-replacement of panel, hook up of panel, and hook ups to the panel) $30,000 2- Pump motors- (2 men, 1/2 day, and costs of motors for pumps) 3,800 3- Mechanical replacements in the dry pit (2 men, 1 day, installation

of explosion proof fan and light) 6,600 4- Electrical inspections before full power is restored to the facility 100 5- &nsp;&bsp; Rstoation of approximately 300 SF of topsoil and seed 2 men, 1 hour, seed and topsoil 250 6- Landscaping replacement^ men, 5 hrs, backhoe 5 hrs, shrubs)(hedgerow several feet high around the lift station)2,500
TOTAL ESTIMATED REPAIR COSTS FOR FAIR STREET PUMP STATION $43,250
1042DR4OP-12 Fair Street PA-02-NY-4020-PW-01286 PA-02-NY-4020-State-0056(55)
The flood waters from Hurricane Irene caused a Fair St. storm drain to become clogged and back up. The Village of Schoharie DPW department has used force account labor/equipment to jet out (150LF-max range of equipment) of the storm drain. DPW estimates it would need another 2 days labor/equipment to finish jetting out the remaining (250LF) of storm drain and replace 40' of 12" polyethylene pipe that was removed to allow for the jetting process (see estimator sheet). Another 40'of piping to be removed to allow jetting to continue from the other end of the piping. Completed work ($5,691.83) and work to be completed costs ($6533.60) = Total repair cost: $12,225.43. Repair cost is more than 50% of replacement cost. After jetting out 150' of piping the clog still existed within the system. The jetting process had reached its maximum cleaning distance at 150'. An additional 80' of piping would have to be removed and replaced ($2,800= 80' @ $35/ft) to continue the jetting process for the remaining 250' of piping to be jetted. Repair costs versus replacement costs are being calculated for this project.
REPLACEMENT COSTS:
9007 (Labor) - $2,339.83
9008 (Equipment)-$3,352.00
Total work completed $5,691.83
3341- Replacement of 400' of 12 inch piping= $1,868.04
9007- (4) days force account labor= $3,119.78
8571- (4) days force account backhoe time= $752
8723- (4) days force account dump truck time= $2,080
8802- (4) days force account pick up- $640
9009- Force account materials: 4 tonof crusher run @ $10/ton= $400
Total work to be completed: $8,859.82
Total work completed 5,691.83
Total replacement costs: $ 14,551.65
1042DR4OQ-12 256 Main Street PA-02-NY-4020-PW-06436 PA-02-NY-4020-State-0073(72)
Work consisted of the Village of Schoharie's Department of Public Works (DPW) staff, utilizing 103.5 hours of force account labor, 103.5 hours of force account equipment, and materials (12 curb boxes, 13 six inch extensions, 12 curb box caps, 5 twelve inch extensions, and 12 curb box rods [4 stainless steel, 8 regular]), to repair 33 village owned curb stops. The Village of Schoharie's DPW has provided a listing of the 33 sites throughout the village where the repairs were performed along with what village owned equipment and materials that were used to make the needed repairs. Attached to this sub grant application are the Village of Schoharie's DPW time sheets for personnel and equipment times, and invoices for materials used to make the repairs at the 33 following sites.
Work consisted of utilizing the following force account labor, equipment, and materials to complete repairs:
Site 1: 160 Main St. Removal & replacement of a damaged 6 inch extension & curb box cap - 1 hrs labor, 1 hrs 1 T PU Truck.
Site 2: 221 Main St. Removal & replaement o a dmage 6 inch extension & curb box cap - 1.5 hrs labor, 1.5 hrs 1 T PU Truck.
Site 3: 168 Main St. Removal & replacement of a dmgd 6 inch ext & curb box cap - 2.5 hrs labor, 1.5 hrs Backhoe, 1 hrs 1 T PU Truck.
Site 4: 235 Main St. Removal & replacement of a damaged 6 inch extension & curb box cap - 2 hrs labor, 2 hrs 1 T PU Truck.
Site 5: 236 Main St. Removal & replacement of a damaged 6 inch extension & curb box cap - 1.5 hrs labor, 1.5 hrs 1 T PU Truck.
Site 6: 305 Main St. Removal & replacement of a damaged curb box & rod - 7.5 hrs labor, 3.5 hrs Backhoe, 4 hrs Dump Truck.
Site 7: 243 Main St. Removal & replacement of a damaged 6 inch extension & curb box cap - 2.5 hrs labor, 2.5 hrs 1/2 T PU Truck.
Site 8: 329 Main St. Removal & replacement of a damaged 6 inch extension & curb box cap - 1 hrs labor, 1 hrs 1 T PU Truck.
Site 9: 409 Main St. Removal & replacement of damaged curb box & rod - 5.5 hrs labor, 3.5 hrs Backhoe, 2 hrs 1 T PU Truck.
Site 10: 126 Letterman Ln. Removal & replacement of dmgd curb box & rod - 4 hrs labor, 2.5 hrs Backhoe, 1.5 hrs 1 T PU Truck.
Site 11: 202 Orchard St. Removal and replacement of a damaged curb box & rod - 5 hrs labor, 3 hrs Backhoe, 2 hrs 1/2 T PU Truck.
Site 12: 203 Orchard St. Removal & replacement of a damaged curb box & rod - 4 hrs labor, 2 hrs Backhoe, 2 hrs 1/2 T PU Truck..
Site 13: 109 Johnson Avenue. Removal and replacement of dmgd curb box & rod - 5 hrs labor, 3 hrs Backhoe, 2 hrs 1/2 T PU Truck.
Site 14: 126 Fair Street. Removal and replacement of a damaged 12 inch extension - 2 hrs labor, 2 hrs 1 T PU Truck.

Site 15: 130 Fair Street. Removal and replacement of a damaged curb box cap - 3.5 hrs labor, 2.5 hrs Backhoe, hrs 1 T PU Truck.
Site 16: 163 Fair St. Removal & replacement of a damaged 12 inch extension - 3.5 hrs labor, 2 hrs Backhoe, 1.5 hrs 1 T PU Truck.
Site 17: 150 Fair St. Removal and replacement of a damaged 6 inch extension - 3.5 hrs labor, 2.5 hrs Backhoe, 1 hrs 1 T PU Truck.
Site 18: 155 Fair Street. Removal and replacement of a damaged 6 inch extension - 1 hrs labor, 1 hrs 1 T PU Truck.
Site 19: 131 Knower Avenue. Straightening of a bent 6 inch extension - 2.5 hrs labor, 1.5 hrs Backhoe, 1 hrs 1 T PU Truck.
Site 20: 198 Waterbury Road. Straightening of a bent 6 inch extension - 3.5 hrs labor, 1.5 hrs Backhoe, 3 hrs 1 T PU Truck.
Site 21: 155 Bridge St. Removal & replacement of a dmgd curb box & rod - 5 hrs labor, 2.5 hrs Backhoe, 2.5 hrs 1/2 T PU Truck.
Site 22: 214 Bridge Street. Removal and replacement of a dmgd curb box & rod - 4 hrs labor, 2 hrs Backhoe, 2 hrs 1 T PU Truck.
Site 23: 111 Bridge St. Removal & replacement of a damaged 12 inch extension & curb box cap - 1 hrs labor, 1 hrs 1 T PU Truck.
Site 24: 111 Brookside Pl. Removal and replacement of dmgd curb box & rod - 6 hrs labor, 3 hrs Backhoe, 3 hrs 1 T PU Truck.
Site 25: 102 Brookside Place. Removal and replacement of a damaged 12 inch extension - 1 hrs labor, 1 hrs 1 T PU Truck
Site 27: 115 Grand St. Removal & replacement of dmgd 6 in ext, curb bx & rod - 4 hrs labor, 2 hrs Backhoe, 2 hrs 1 T PU Truck.
Site 28: 125 Grand St. Removal and replacement of a damaged curb box & rod - 3.5 hrs labor, 1.5 hrs Backhoe, 2 hrs 1 T PU Truck.
Site 29: 156 Grand St. Removal and replacement of a damaged curb box & rod - 6 hrs labor, 4 hrs Backhoe, 2 hrs 1 T PU Truck.
Site 30: 157 Grand Street. Straightening of a bent 6 inch extension - 5 hrs labor, 2.5 hrs Backhoe, 2.5 hrs 1 T PU Truck.
Site 31: 143 Grand St. Removal and replacement of a damaged 6 inch extension & curb box cap - 1 hrs labor, 1 hrs 1 T PU Truck.
Site 32: 119 Grand St. Removal and replacement of a damaged 6 inch extension & curb box cap - 1 hrs labor, 1 hrs 1 T PU Truck.
Site 33: 159 Grand St. Removal & replacement of a damaged 6 inch extension & curb box cap - 1.5 hrs labor, 1.5 hrs 1/2 T PU Truck.
TOTAL 103.5 HOURS OF FORCE ACCOUNT LABOR, REGULAR TIME = $2,973.62
TOTAL 4 HOURS OF DUMP TRUCK EQUIPMENT TIME = $180.00
TOTAL 46.5 HOURS OF BACKHOE EQUIPMENT TIME = $1,092.75
TOTAL 12.5 HOURS OF 1/2 TON PICK-UP TRUCK EQUIPMENT TIME = $175.00
TOTAL 40.5 HOURS OF 1 TON PICK- UP TRUCK EQUIPMENT TIME = $810.00
TOTAL FORCE ACCOUNT MATERIALS COST = $1,005.00
TOTAL DIRECT ADMINISTRATIVE COST = $1,007.50
PROJECT TOTAL = $7,243.87
1042DR4OR-12 Village of Schoharie - Waste Water Treatment Plant PA-02-NY-4020-PW-06450 PA-02-NY-4020-State-0088(87)
The Village of Schoharie has hired Pump Service and Supply of Troy, Inc. (PSS) to repair the following flood damaged items located at the Village's Waste Water Treatment Plant.
1. Repairs to the Flowserve pump, model 4MSX7BW, S/N 03M00211 - Replace cable, wear ring, upper and lower mechanical seals, upper and lower bearings, impeller, o-rings, bake-out stator, change oil, clean, inspect, and test unit. Cost for Parts = $1,869.75. Cost for Labor = $300.00. Total Cost = $2,169.75
2. Repairs to the Flowserve pump, model 4MSX7BW, S/N 03M00212 - Replace cable, wear ring, upper and lower mechanical seals, upper and lower bearings, o-rings, impeller, rewind stator, change oil, clean, inspect, and test unit. Cost for Parts = $1,899.75. Cost for Labor = $360.00. Total Cost = $2,259.75
3. Repairs to the Flygt, electric submersible grinder motor, model 3102.090, S/N S9760068 - Replace nylon washers, cable, upper and lower seals, upper and lower bearings, o-rings, rewind stator, change oil, clean, inspect, and test unit. Cost for Parts = $2,192.45. Cost for Labor = $360.00. Total Cost = $2,552.45
Total Cost of Project = $6,981.95
1042DR4OT-12 Village of Schoharie - Waste Water Treatment Plant PA-02-NY-4020-PW-07913 PA-02-NY-4020-State-0095(93)
Incidental to the permanent work, DPW staff tested the infiltration system after the flooding event, using a generator to see if the system is operating properly. The incidental emergency protective testing, which consisted of utilizing DPW staff (Regular time) monitoring the generator (FEMA Cost Code 8313, two hours @ $34.00 per hour = $68.00) to check the system to verify its operation, concluded tha the system is apparently clogged, as it was not operating. The Village of Schoharie then retained a roster listed vendor, Lamon Engineering of Cobleskill, NY to develop a repair estimate based on their local knowledge of the system (estimate attached).

Work will consist of the Village utilizing a properly procured contractor to reroute the creek around the infiltration gallery, remove the top layer of the system, to expose the gallery. The contractor will then unclog the gallery, removing the stream staff gauge, reclaiming and reusing 1627 CY of gravel, and pack around the system, finally replacing the stream staff gauge, and restoring the stream back to its pre-disaster flow.
Work will consist of the following Village of Schoharie's Engineer's estimate to repair this facility back to its pre-disaster condition:
1.) Mobilization / Demobilization
(5 man crew, tractor / trailer, excavator, dump truck, and crew truck) = $6,200
2.) Re-route creek around infiltration gallery during repair(3 man crew, 1 day set up, 1 day take down, 2 days of pumping) = $3,720
3.) Removal and replacement of natural river stone top and coarse gravel layer over gravel pack (4 man crew/4 days/backhoe/dump truck)= $14,100
4.) Remove and reset stream staff guage
(2 man crew/1 day/backhoe/new painted ductile iron pipe [10 LF] for staff guage) = $2,900
5.) Site restoration = $1,000
Total Engineer's estimate for Repair Cost of Infiltration Gallery = $27,920

Based on the attached RS Means estimate for the work above, the engineer's estimate is found to be a reasonable cost for the work required to return the damaged elements at this facility to pre-disaster condition (see attached RS Means estimate).
1042DR4OU-12 Off Young Road PA-02-NY-4020-PW-04521 PA-02-NY-4020-State-0095(93)
The Village of Schoharie hired Lamont Engineering of Cobleskill, NY to develop a repair estimate based on their local knowledge of the system and historical cost methods. The repairs estimate include removal of the gravel pack and the damaged intake pipes ($5,000-2 man crew 2.5 days); installation of new intake pipes and the gravel pack ($7,000-2 man crew 2.5 days/15 yds gravel pack); and restoration costs for repairs around the intake wet well ($1,200). The sub-grantee is requesting direct administrative costs that are directly chargeable to this specific project. Associate eligibility work is related to administration of this PA project only in accordance with 44 CRF 13.22. These costs are treated consistently and uniformly as direct cost in all federal awards and other sub-grantee activities and are not included in an approved indirect cost rates. See line item costs.
1042DR4OV-12 Waterbury Road PA-02-NY-4020-PW-02396 PA-02-NY-4020-State-0117(115)
The applicant provided an estimate for the replacement of the destroyed facility developed by Lamont Engineering. A validation of the estimate was performed and could not validate the Lamont Engineering estimate. Consequently, the project costs were estimated by FEMA using RS Means, 1st Quarter 2012 costs for Albany, New York (See attached CEF). Lamont Engineering provided construction drawings dated 2/1/1999 for pump station upgrades (drawings attached)
1. Demolish the existing basement and remove the debris from the existing facility of approximately 4.480CF.
2. Rebuild the pump house with a 16FT W x 14FT L x 8FT deep basement with 8IN reinforced concret walls and a 4IN reinforced concrete slab. Over the basement rebuild the 16FT x 28FT structure with 8IN reinforced concrete masonry walls, one exterior hollow metal door with hardware, 3 windows with wire mesh security grating, 1 interior wood stud partition with drywall on each side 16FT L and a steel hollow
core door, over the basement pour a 6IN reinforced concrete slab 16FT x 14FT and over the remaining area 16FT x 14FT pour a
reinforced 4IN concrete slab on grade. Construct the roof structure with light wood framing, plywood sheathing, and asphalt shingles. At
the gable ends frame the gables with wood studs covered with T1-11 plywood siding. Paint the interior and the exterior gable ends.
3. Replace piping with 4IN and 6IN ductile iron pipe with all fittings and valves and replace electrical service with a 3 phase, 4 wire, 120/208 V, 200 A service. Replace destroyed equipment to include 2 flow meters, a chlorine feed pump, 5HP/400GPM vertical turbine pump, a chemical trasfer pump, and SCADA system.
4. Install a 7FT high security fence with gate around the facility.
1042DR4OW-12 126 Letterman Lane PA-02-NY-4020-PW-08758 PA-02-NY-4020-State-0117(115)
The applicant utilized LaMont Engineering for A/E estimates captured in this SA. A/E report cost was $2,912.00. 51% of the estimate was attributed to this SA. $2,912 x .51 = $1,485.12. The WWTP replaced the (2) 1/2 HP motors in the clarifiers ($697.10), (1) 1 1/2 HP augur bar screen motor ($397.80) and (2) 3 HP motors ($1,700.64) in the chlorine contact tank portion. Total of work completed = $4,280.66.

Repairs to the waste water treatment plant's lift station (including grinder) will consist of repairing/replacing the facilities temporary controls, intrinsic barrier and fuses, and the influent pump control panel. Repairs to the waste water treatment plant's head works will consist of replacing the auger bar screen control panel, kill switch, gear reducer, replacing GFI outlets, and the pipes heat cables. Repairs to the waste water treatment plant's chlorine contact tank will consist of repairs to the chemical feeder, replacing four chemical feed pumps, and the chlorine transmitter and sensor with accessories. The applicant's engineer's estimate is as follows:

WWTP LIFT STATION (INCLUDING GRINDER)
Temporary Controls, 1 man for 3 hours, wire, splice kits and float switches for influent pump operation $600.00

Intrinsic Barrier and Fuses at Lift Station Panel, 1 man for 4 hours, intrinsic barrier and fuses for panel $900.00
Influent Pump Control Panel, 1 man for 1 week, panel from outside source andassorted electrical materials $39,000.00
HEADWORKS
Augur Bar Screen Control Panel, 1 man for 8 hours, control panel and assorted electrical materials $15,800.00

Augur Bar Screen Kill Switch, 1 man for 1 hour, replacement kill switch $1,300.00
Augur Bar Screen Gear Reducer, 1 man for 2 hours, replacement gear reducer $3,400.00
&nbs;
GFI Outlet Replacement at Water Meter/Backflow Preventer, 1 man for 1/4 hour, GFI outlet $50.00
Pipe Heat Cable, 1 man for 1/2 hour, heat trace cable $100.00
CHLORINE CONTACT TANK (INCLUDING CHEMICAL FEED)
(4) Chemical Feed Pumps, 1 man for 8 hours, 4 chemical feed pumps with appurtenances $5,800.00
Chlorine Transmitter and Sensor with Accessories $7,000.00
Total of Engineer's estimate $73,950.00

CEF FACILITY ITEM TOTALS FOR WORK TO BE COMPLETED
PERMANENT ITEMS
(1) Ea. Utility Septic and Effluent Wet Wells, temporary controls w/ barrier & fuses, heavy duty
(1) Ea. Replacement Controller, Influent pump, NEMA 460/60Hz w/backup float switch, historic cost
(1) Ea. Augur Bar Screen motor starter, size 5, FVR, type B
(1) Ea. Augur Bar Screen safety switches, general duty, 3 pole fusible 240 volt, 200 amp NEMA 1
(1) Ea. Augur Bar Screen gear reducer, online price
(1) Ea. Receptacle devices, GFI with #12/2, type NM cable, 20', incl box & cover plate
(1) Ea. Special wires & fittings, minimum labor/equipment charge
(1) Ea. Chemical feed pump, sewage ejector, simplex system includes operating a level controls
(1) Ea. Waste water treatment system, chlorine transmitter with sensor
NON-PERMANENT ITEMS
(1) Ea. Selective Demolition, rubbish handling, up to 50' haul, load, haul, dump and return, hand carried, added to demo cost
(1) Ea. Selective Demolition, rubbish handling, dumpster, 10 CY, 3 ton capacity, weekly rental includes 1 dump per week
(1) Ea. Motors, 230/460 V, 60 Hz, 3/4 HP, electrical demolition, remove
(1) Ea. Motors, 230/460 V, 60 Hz, 5 HP, electrical demolition, remove
(2) Ea. Starter, size 5, Nema 1, electrical demolition, remove
(1) Ea. Safety switches, 15 to 30 amp, electrical demolition, remove
(1) Ea. Receptacle or switches, 15 to 30 amps, electrical demolition, remove
Based on the attached CEF estimate (developed to validate the work above), the engineer's estimate is found to be a reasonable cost for the work required to return the damaged elements at this facility to pre-disaster condition, as it is within 3% of the attached CEF (see attached CEF estimate [$71,935.00]).
END OF WORK TO BE COMPLETED
TOTAL OF WORK COMPLETED = $4,280.66 TOTAL OF APPLICANT'S ENGINEER'S ESTIMATE = $73,950.00
TOTAL OF DIRECT ADMINISTRATIVE COSTS = $2,092.50
PROJECT TOTAL = $80,323.16
1042DR4OX-12 Village Wide PA-02-NY-4020-PW-02831 PA-02-NY-4020-State-0117(115)
The Village of Schoharie has 403 water meters within the village with 280 being damaged do to flood waters. The Village attempted to get prices for the repair of the 280 transmitters and the reader but the suppliers they work with have indicated that they no longer carry the Trace products that exist within the Village. The Village also secured an estimate from Vellano Brothers, Inc. for the retrofit of the 280 damaged tansmitters at S138 each and $12,295 for the handheld reader. The Village of Cobleskill uses the same Trace system that the Village of Schoharie uses so the Village of Schoharie contacted the Village of Cobleskill to try and find a price for the Trace components. According to the Village of Cobleskill the last price they had for the Trace transmitters was from 2006 and was $200 ea.
The reader quoted by Vellano Brothers, Inc. is not compatible with the undamaged meters such that a reader for the non-damaged transmitters would need to be purchased. The Vellano Brothers quote included a price for replacing the entire 403 meters within the villages
water system. Restoration to pre-disaster condition is possible but will leave the Village with an incompatible system requiring two different readers to be able to read the meters. Consequently, Vellano Brothers, Inc. provided a price to replace all 403 registers at $55,614. Looking at a least cost alternative:
280 registers replaced at $200 ea = $56,000.00; replacement of all 403 meters from Vellano Brothers = 403 x $138.00 = $55,614. Therefore, the least cost alternative would be to replace all registers with the Dialog Interpreter Registers thereby maintaining a single reader system for the Village. Purchase and replace the handheld reader with the Master Meter Mobile Terminal at $12,295.00.

1042DR4OY-12 256 Main Street PA-02-NY-4020-PW-08803 PA-02-NY-4020-State-0121(121)
The Village of Schoharie has 403 water meters within the village with 280 being damaged do to flood waters. The

Village attempted to get prices for the repair of the 280 transmitters and the reader but the suppliers they work with have indicated that they no longer carry the Trace products that exist within the Village. The Village also secured an estimate from Vellano Brothers, Inc. for the retrofit of the 280 damaged transmitters at S138 each and $12,295 for the handheld reader. The Village of Cobleskill uses the same Trace system that The applicant utilized LaMont Engineering for A/E estimates for the repairs in this SA. A/E estimate report cost was $10,177.00. 51% of the estimate was attributed to the repairs captured in this SA. $10,177 x .51 = $5,190.27. The WWTP replaced the (2) 25 HP blower motors in the aeration basins ($2,885.76), and (2) 15 HP blower motors ($1,899.36) in the digester portion. Total of work completed = $9,975.39.
Work will consist of replacing (2) VFD & additional blower equipment (silencers, air filters, gauges) and replace a dissolved oxygen analyzer and probe in the Aeration Basin. At the Digester, repairs will be to the emergency blower (across-the-line starter), and replacing (2) VFD & additional blower equipment (silencers, air filters, gauges). In the Sludge Processing section, work will consist of replacing a filter press control panel, a sludge grinder control panel, a 3 HP sludge grinder pump w/motor, a 3 HP sludge transfer pump w/motor, a filter press feed pump, a pre-coat slurry pump, a compressor, (2) 3 HP return activated sludge pump motors, and replacing a 1.5 HP waste activated sludge pump motor.
The applicant's engineer's estimate is as follows:
AERATION BASINS (INCLUDING BLOWERS)
Blowers and VFD Replacement (2 total), 2 men for 2 days, 2 days of skid steer with forks, blowers and VFDs nbsp; $25,514.24
Additional Blower Equipment (silencers, air filters, gauges), 2 men for 1 day
$5,100.00
Dissolved Oxygen Analyzer and Probe, 2 men for 5 hours, may involve pull wire through conduit (unknown) $8,500.00
DIGESTERS (INCLUDING BLOWERS)
Emergency Blower (Across-the-line-Starter), 1 man for 2 hours $500.00

Blowers and VFD Replacement, 2 men for 2 days, manual chain hoist, blowersand VFDs $21,500.64
Additional Blower Equipment (silencers, air filters, gauges), 2 men for 5 hours $3,400.00
SLUDGE PROCESSING
Filter Press Control Panel, 1 man for 3 days $37,400.00
Sludge Grinder Control Panel, 1 man for 2 days$9,600.00
Sludge Grinder Pump (replace 3 HP motor), 1 man for 4 hours $1,100.00
Sludge Transfer Pump (replace 3 HP motor), 1 man for 4 hours $1,400.00
Filter Press Feed Pump, 2 men for 2 days, scissor lift needed $45,600.00
Pre-coat Slurry Pump, 1 man for 4 hours $3,200.00
Compressor, 1 man for 12 hours, scissor lift needed $23,100.00
Return Activated Sludge Pump Motor (2 total, 3 HP), 1 man for 4 hours $2,400.00
Waste Activated Sludge Pump Motor (1 total, 1.5 HP), 1 man for 2 hours $900.00
Total of Engineer's estimate $190,314.88

CEF FACILITY ITEM TOTALS FOR WORK TO BE COMPLETED

PERMANENT ITEMS
(1) Ea. Blower, VFD, oil/water separators, complete system, treated capacity 0.5 cubic foot
(1) Ea. Assorted Blower Equipment, historic cost
(1) Ea. Dissolved Oxygeng Analyzer and probe, sewage lagoon, anchor aerator
(1) Ea. Emergency Blower Pump, sewage ejector, includes operating and level controls
(1) Ea. Blowers and VFD, 15 HP oil/water separators, complete system
(1) Ea. Assorted Blower Equipment, historic cost
(1) Ea. Replacement Controller, Influent pump motor starter, historic cost
(1) Ea. Sludge Grinder Control Panel, motor starter, size 5, FVR, type B, historic cost
(1) Ea. Chemical feed pump, grinder, Public Water Supply Wells, 3 HP
(1) Ea.&nsp; Chemical feed pump, transfer, Public Water Supply Wells, 3 HP
(1) Ea. Filter Press Feed Pump, general utility, single stage, double suction, includes motor
(1) Ea. Pre-coat Slurry Pump Water Supply Wells, wells domestic water, pumps, 3 HP
(1) Ea. Compressor, air, reciprocating, air cooled, tank mounted, two stage, 3 phase, 25 H.P., 250 gallon tank
(1) Ea. Return Activated Sludge Pump, 3 HP sewage ejector, 3 H.P., includes operating and level controls
(1) Ea. Waste Activated Sludge Pump, Public Water Supply Wells, wells domestic water, pumps, 1 1/2 HP
NON-PERMANENT ITEMS
(1) Ea. Selective demolition handling, up to 50' haul, hand carried, including up to 5 riser stairs, cost added to demolition cost.
(1) Ea. Selective demolition, dumpster, 10 C.Y., 3 ton capacity, weekly rental, includes one dump per week, demolition cost.
(1) Ea. Motors, 230/460 V, 60 Hz, 1 1/2 HP, electrical demolition, remove
(1) Ea. Motors, 230/460 V, 60 Hz, 3 HP, electrical demolition, remove
(1) Ea. Starter, size 5, NEMA 1, electrical demolition, remove
(1) Ea. Safety switches, 250 or 600 V, 30 amp, electrical demolition, remove, including wire &conduit terminations

** Based on the attached CEF estimate (developed to validate the work costs above), the engineer's estimate is found to be a reasonable cost for the work required to return the damaged elements at this facility to pre-disaster condition, as it is less than the attached CEF (see attached CEF estimate [$222,394.00]). At the time of submission, the applicant's engineer is in the process of supplying back-up documentation for historic costs. This back-up documentation will be needed before closeout.
TOTAL OF WORK COMPLETED = $9,975.39
TOTAL OF APPLICANT'S ENGINEER'S ESTIMATE = $190,314.88
TOTAL OF DIRECT ADMINISTRATIVE COSTS = $3,797.50
PROJECT TOTAL = $204,087.77
1042DR4OZ-12 256 Main Street PA-02-NY-4020-PW-08212 PA-02-NY-4020-State-0127(127
Work consisted of the Village of Schoharie utilizing LaMont Engineering to prepare estimates to restore this facility back to its pre-disaster condition using their local knowledge of the system and historical costs. The estimate captures costs to prepare the site by clearing brush and trees, building a temporary access road, re-routing the creek around the work areas, repairing the water line concrete encasements, and embankment rebuilding in order to bring the water flow back to normal.
The applicant will utilize a properly procurred contractor to perform repairs, including road modifications, re-routing the creek around one of the work areas, and repairing the water line concrete encasements, to bring the Village of Schoharie's water flow back to normal.
Dugan Hill Water Supply Line estimates:
Site 1:
1- Preparation of site including road modifications-(2 man crew, 2 days, 250 LF of road). $8,400.00
2- Re-routing of creek around the work site-2 man crew, 2 days). $6,200.00
3- Repairing of the concrete encasement around the water pipe (including demolition).
2 man crew, 1.5 days, and 3 CY of concrete. $7,400.00
4- Replacement and compaction of stone fill at crossing (5' of stone-area approx 10x20).
4 man crew, 2 days, approximately 40 CY of fill. $10,400.00
Total of Site 1 stream crossing repair costs. $32,400.00
Site 2:

1- Preparation of site including creating an access road modification.
4 men, 4 days, 4 days: loader, dump truck, bulldozer, and 400 LF of road. $27,400.00
2- Repair of the concrete encasement around the water pipe (including demolition).
2 man crew, 2 days, and 2CY of concrete. $7,700.00
3- Stream bank reconstruction (historical cost from similar project), and 70 CY of fill. $37,500.00
Total of Site 2 stream crossing repair costs. $72,600.00
TOTAL ESTIMATED REPAIR COSTS FOR BOTH DUGAN HILL SITES $105,000.00
Total Engineering costs for Dugan Hill projects: $1,868.00
Based on the attached CEF estimate for the work above ($88,378.00), the engineer's estimate ($105,000.00) is found to be a reasonable cost for the work required to return the damaged elements at this facility to pre-disaster condition, as it is within 20 per cent of the CEF estimate (see attached CEF estimate).

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod

# of Persons	465	513	978	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1042C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,184,896.81
Total Budget	$0.00	$5,184,896.81
Total Obligated	$0.00	$1,129,232.61
Total Funds Drawdown	$0.00	$1,129,232.61
Program Funds Drawdown	$0.00	$1,129,232.61
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,129,232.61
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4Q-12 Keyserkill Rd PA-02-NY-4020-PW-00318 PA-02-NY-4020-State-0005(5)
Reshape stream bed 150ft x 10ft wide. Restore embankments using scour material 150ft x 10ft x 2ft. Place scour material fill and 45 tons of Rip Rap around the 8ft Culvert pipe and on the embankment. All work by contract
1042DR4R-12 Keyserkill Rd #4 PA-02-NY-4020-PW-003189 PA-02-NY-4020-State-0005(5)
Repaved 125 ft x 20 ft of 3 1/2 in road over culvert. Rebuild and repave the 4 ft x 155 ft x 3 1/2" of road plus 2 ft shoulder and 3' x 8' x 600' of ditch protection rip rap replaced west side of road. 75 ft of guide rail was replaced west side of road. 25 ft x 3 ft x 5 ft downstream rip rap placed and 40 ft x 5 ft x 5 ft rip rap from upstream wall. The 12 in x 20 ft plastic pipe was replaced and braketed by rip rap. All areas were brought back to pre disaster conditions except as noted in work to be completed. Replace 6 x 1 cubic Yard gabian baskets from upstream wall on outside edge of curve in front of culvert using inhouse material and labor from the cost codes.
1042DR4S-12 Keyserkill Rd # 2 PA-02-NY-4020-PW-00451 PA-02-NY-4020-State-0008(7)
Replace 40' x 140 x 3' foot of fill, replace 140' x 12' x 3' of Rip Rap bank on Keyserkill Road. Install guide rail per current Codes and Standards (attached) 250 ft @ $35 ft (local cost quote attached) =$8750.00. Slope has changed because of wash out, and edge of slope is now too close to road without guide rail. Guide and specks included.
1042DR4T-12 Stone Store Rd Schoharie Co. PA-02-NY-4020-PW-00320 PA-02-NY-4020-State-0008(7)
Removed debris plugging stream and reshaped stream bed
10ft x 100ft., done by contractor. Reshaped embankments and shoulders using scour material 625 CY. Provided embankment armoring 15 CY.
1042DR4U-12 Beards Hollow Rd PA-02-NY-4020-PW-00590 PA-02-NY-4020-State-0009(8)
Reshaped stream 415ft x 15ft Restored embankment 415ft x 15ft x5ft avg with crusher run and heavy stone. Restored one half roadway sub base 415ft x 24ft/2 x 12in with crusher run.
Armor embankment with rip rap 415' lg x 15ft x 3ft Pavement 415ft x 24ft x 5in (3in binder and 2in top) Guide

Rail 415ft NOTE: BEFORE PAVT, CULVERT AND GUIDE RAIL COULD BE REPLACED, THIS AREA WAS REDAMAGED BY TROPICAL STORM LEE FEMA 4031. A PW TO INCLUDE PAV'T, CULVERT AND GUIDE RAIL WILL BE PROVIDED FOR IN DISASTER 4031 (See PW 00198). Note: The Applicant will be incurring Disaster Administrative Costs; eligible costs will be reconciled at Closeout

1042DR4V-12 Bridge 28 Junction Rd CR 27 PA-02-NY-4020-PW-00599PA-02-NY-4020-State-0009(8)

Rebuild roadway section subgrade at each approach 30ft x 29ft x12ft deep x 2 = 20,880/27 = 773cy crusher run Roadway Pav't 487ft x 29ft x 3.5in Embankment reshaped using scour material and crusher run SW 294ft x 15ft x 8ft, SE 294ft x 15ft x 6 ft, North end regraded using scour material only 100ft x 30ft x 2 ft and replaced lost armoring. Guide rail box beam replaced and reset 100ft Armored approx 50ft x 50 x 2ft at each abutment corner Removed debris from bridge and approaches Seed and fertilize (2) acres for slope protection.

1042DR4W-12 Bridge 28 Junction Rd CR 27 PA-02-NY-4020-PW-00951 PA-02-NY-4020-State-0014(13)

Ditch was cleaned out up and down stream 50', as well as the culvert itself, and this material was placed out of the stream bed. The of asphalt/binder. Add 75 ft of guide rail installed per codes and standards and as best construction practise to protect traffic along very steep embankment close to the road. 2 inches of topcoat paving; 20 ft x 170 ft.

1042DR4X-12 West Kill Road PA-02-NY-4020-PW-01012 PA-02-NY-4020-State-0014(13)

1. Roadway Subbase crusher run 1030ft x 20ft x 12in 2. Shoulder Subbase crusher run 1030ft x 4ft x 4in 3. Binder course Pavement 1030ft x 20ft x 3in 1. Top Coat Pavement 1030ft x 24ft x 2in = 2747sy = 5494sy/in cost code 3110 All work done by Force Account

1042DR4Y-12 West Richmondville CR 33, Clove Rd CR 63 PA-02-NY-4020-PW-00826 PA-02-NY-4020-State-0014(13)

Cleaned and reshaped 4260 ft ditch throughout West Richmondville and Clove Roads

Site 1. N 42.68252 W 074.61212

Replaced 40ft x 18in x Culvert Site 2. N 42.69268 W 074.63477

Repaired Embankment 12 yds rip rap and cleaned and reshaped 30 ft x 10 ft stream Site 3. N 42.66142 W 074.61840 30ft x 15 ft x 2 ft shoulder crusher run from stock pile and 15 in x 30 ft poly culvert headwall repair w/2 yd rip rap Site 4. N 42.68542 W 074.62822

30ft x 12in Culvert removed but not yet replaced Cost code 3341 $35/ft x 30ft = $1050 Site 1. N 42.68252 W 074.61212 Pav't 20ft x 20ft x 3.5in Cost Code 3110 $2.20 sy/in 20 x 20 =400/9 = 44.4sy x 3.5in x $2.20 = $341.88

1042DR4Z-12 Pangman Rd Bridge near intersect 990V PA-02-NY-4020-PW-00888 PA-02-NY-4020-State-0014(13)

This emergency permanent repair to open bridge is required for public safety and protection for fire, police etc. as this is the only access to this area from Schoharie County. 1. Re-established access: 100 ft x 80 ft x 12 in road sub base fill on north end. 2. Cleaned up loose material/debris from around near-side abutment and get access to crib for jacking bolster(s) removing approximately 30 CY of woody debris and 20 CY of gravel and stone from under bridge and on bridge. 3. Jacked and leveled near side abutment, then jack and crip abutment back into position reset wood beams, level bridge. 4. Replaced 8 ft high x 3 ft deep x 20 ft long stackable stone (2) places in front of both abutments and re-establish (12) gabion 2 yd baskets total, (6) on north end, (6) south end. 5. Re-install concrete in between abutments footers and stackable stone for scour protection with approximately 20 cubic yards of concrete on both north and south footers 6. Backfilled North side area above the 20 ft lg x 8 ft high by 3 ft deep with rip rap on swail and reset culvert and rip rap 40' x 4 ft x 3 foot. Reestablish traffic access 100 ft x 90 ft x 12' below subbase on north end of bridge. 7. Cleaned up and re-establish road approach to bridges and rip rap wing walls with 40 ft lg x 8 foot high x 3 ft deep (4) places, both upstream and downstream, north and south abutments. 8. Cleaned and removed 35 CY woody debris from stream and bank surrounding bridge. 1. Multiple Bridges in south part of county need to be repaved (will be done under a separate PW.) this bridge is 62 ft long x 16 ft 10" wide and covered with 3 in binder and 2 in overlay. 2. Apply waterproof primer membrane to be painted on bridge and railings. Approximately 2400 sf from Paint cost codes. 3. 12 rolls of 4 ft x 50 ft Membrane @ 0.58/ft =approximately 2400 sf @ 0.58/Sf=$1392.00 4. Apply 2400 sf Membrane based on est. from paint cost codes.

02RA-2Ml alyRa&ma;s;P-2N-00P-03 A0-Y-4020-State-0014(13)

Work Complete Replaced washed out roadway section; Subbase Crusher Run 20ft x 12in, Pavement Binder Coarse 20ft x 3in and Shoulder Base Crusher Run 2ft x 4in each side. See Continuation Sheet for lengths at each Site (1-16) Top Coat Pavement 20ft Roadway + 4ft Shoulder x 2in x length at each site (1-16) See Continuation Sht Guide Rail 2107ft see Continuation Sheet. Damage to roadway has changed the shoulder and embankment configuration to now require guiderail for public safety. Note: The Applicant will be incurring Disaster Admin Costs, eligible costs will be reconciled at close out Full Section = Shoulder (2) 2ft x 4in Subbase + 2in Top, Road 20ft x 12in Subbase + 3in Binder and 2in Top Pav't Only = Shoulder (2) 2ft x 2in Top, Road 20ft x 3in Binder + 2in Top Work Complete Subbase and Binder Crusher Run 4680ft [4ft x 4in/12 (shoulder) + 20ft x 1ft (road) = 99,840cf/27=3698cy x .57 = 2108cy Pav't Binder (4780ft + 1488ft) x 20ft x 3in/12 = 31,340cf x 110lb/cf /2000lb/TN = 1723.7tn Binder x .57= 982.5tn SITE 16: N42.60995 W-074.39350 Full Section (see above) x 100ft = 100 [4ft x 4/12 + 20] = 2130cf/27 = 79cy Crusher Run (shoulder) and 100ft x 20 x 3.5in/12 = 583cf x 110/2000 = 32tn Binder PAV"T TOP: 4780ft + 1488ft = 6268ft x 24ft/9 =16,715SY x 2in = 33,430sy-in x $3.40 = $113,662 x .57 =$ 64,787 Work to be Completed - Guide Rail Codes and Standards and Good Construction Practices. Guide Rail is to be placed at storm damaged locations due to embankment steepness > 1on3, roughness of rip rap and close proximity of pav't to slope. Rail is to be Ribbon (W-Beam) Style except as noted

1042DR4AB-12 Mill Valley Road PA-02-NY-4020-PW-00832 PA-02-NY-4020-State-0014(13)

Replaced washed out roadway section; Subbase Crusher Run 20ft x 12in, Pavement Binder Coarse 20ft x 3in and Shoulder Base Crusher Run 2ft x 4in each side. Top Coat Pavement 20ft Roadway + 4ft Shoulder x 2in x length at each site (1-16) (See Continuation Sheet)
Replace 495ft Corrugated Guide Rail at Site 12 Remove and replace 106ft Corrugated Guide Rail on Bridge 87. Note: The Applicant will be incurring Disaster Admin Costs, eligible costs will be reconciled at close out.
Scope of Work Work Complete
Full Section = Shoulder (2) 2ft x 4in Subbase + 2in Top, Road 20ft x 12in Subbase + 3in Binder and 2in Top
Pavement Only = Shoulder (2) 2ft x 2in Top, Road 20ft x 3in Binder + 2in Top
Site Location Length Damage Township
1 N42-61015 W-074.39173 84ft Full Section Middleburgh
2 N42.60596 W-074.38014 131ft Pavement only "
3 N42.60581 W-074.37918 172ft Pavement only "
96ft Full Section "
4 N42.60450 W-074.37786 236ft Full Section &ns;nbp;"&m;sp&;b; br/&;&m;sp N2.032 -04.778&am;bsp; 237ft "
"
6 N42.60227 W-074.37472 218ft " "
7 N42.60128 W-074.37367 297ft " "
8 N42.60016 W-074.37270 231ft " "
9 N42.59940 W-074.37232 765ft " "
10 N42.59743 W-074.36933 423ft " "
11 N42.59643 W-074.36823 306ft " Fulton
12 N42.59443 W-074.36540 269ft " Fulton
13 N42.59470 W-074.36237 414ft " "
14 N42.59456 W-074.36453 1024ft " "
15 N42.59485 W-074.35643 80ft " Middleburgh
Fulton Total 2013/4680ftTotal Full Section =43% Work Complete Subbase and Binder Crusher Run 4680ft [4ft x 4in/12 (shoulder) + 20ft x 1ft (road) = 99,840cf/27=3698cy x .43 = 1590cy Pavement Binder (4780ft + 1488ft) x 20ft x 3in/12 = 31,340cf x 110lb/cf /2000lb/tn = 1723.7tn Binder x .43 = 741.19 tn Binder PAVEMENT TOP: 4780ft + 1488ft = 6268ft x 24ft/9 =16,715SY x 2in = 33,430sy-in x $3.40 = $113,662 Total for road x .43 (Fulton) = $48,857
1042DR4AC-12 Brooker Hollow Road PA-02-NY-4020-PW-00677PA-02-NY-4020-State-0014(13)
Concrete Box Culvert 40ft x 8ft x 10ft Pav't; 214ft x 24ft x 3in Binder, 214ft x 20ft x 2in Top Guide Rail 130ft each side = 260ft 20ft x 24in HDPE Culvert 3 acres stream reshaping. The area was completely flooded and the stream channel no longer existed. No material was removed and none was brought in except the rip rap mentioned at the culvert. The flooded area of 3 acres was reworked to restore the stream. All work done by Contract
1042DR4AD-12 Mill Valley Road PA-02-NY-4020-PW-01007 PA-02-NY-4020-State-0014(13)
Scope of Work Culverts The following Culverts were replaced and backfilled with crusher run
Site Location Culv &amnbs&p;nbs;&anp;&bs;&p;a;mpnsp&np;&ampb Crusher Run Backfill Township
1a N 42.61015 W -074.39173 40ft x 24in HDPE 40ft x 10ft x 3ft avg Middleburg
1b N 42.60980 W -74.38982 40ft x 18in HDPE 40ft x 5ft x 1.5ft "
2 N 42.60596 W -74.38014
2a N 42.60590 W -74.37928 Three Culverts were damaged at this location 20ft x 36in CMP crushed crossing town road 102ft off Mill Valley
40ft x 36in CMP crushed crosses under Mill Valley
20ft x 12in CMP under driveway adjacent to Mill Valley
3 N 42.60581 W -074.37918 40ft x 15in HDPE 40ft x 10ft x 13ft "
3a 100ft SE from Site 3 40ft x 18in CMP (Work to be Complete) "
4 N42.60465 W -074.37793 40ft x 12in CMP (Work to be Complete)
4a N42.60433 W -074.37775 40ft x 18in CMP 40ft x 15ft x 3ft "
5 N42.69581 W -074.37918 No Culverts
Damage &nbs&ns;&a;a;nspspnbsp&nbsnbsp" 6&bsp; N42.60128 W -074.37365 40ft x 36in HDPE 40ft x 20ft x 4ft
7 N42.60128 W -074.37367 No Culvert Damage "
8 N42.60016 W -074.37270 No Culvert Damage "
9 N42.59940 W -074.37232 No Culvert Damage "
10 N42.59731 W -071.36914 60ft x 18in HDPE 60ft x 10ft x 5ft "
10a N42.59707 W -074.36893 180ft x 12in Perf Pipe 180ft x 10ft x 4.5ft
11 N42.59643 W-074.36823 No Culvert Damage Fulton
12 N42.59451 W-074.36536 20ft x 18in HDPE 20ft x 8ft x 4ft &nbs&m&p;mp;pas;&am;p;p;
2N42.950&nbp;&bsp; W-074.36574 40ft x 18in HDPE 40ft x 8ft x 4ft "
13 N42.59470 W-074.36237 40ft x 18in HDPE 40ft x 8ft x 4.5ft "
14 N42.59476 W-074.35859 20ft x 18in HDPE 20ft x 8ft x 4.5ft "
14a N42.59481 W-074.35798 30ft x 18in HDPE 30ft x 8ft x 4.5ft Fulton
15 N42.59485 W-074.35643 No Culvert Damage Middleburg
16 N42.60995 W-074.39350 No Culvert Damage

Scope of Work Repair Embankment and Roadway Subgrade Work Complete Site Length
Slope Avg Slope Lgth &nbp≈p;p;p;ap;ightnbp;&nbs; Mat/depth
1. N42.61015 W-74.39173 No Embankment Damage
2. N42.60596 W-74.38014 No Embankment Damage
3. N 42.60542 W-74.37865 152ft 1 on 2 &nb&nbp &bsp; 30ft 25ft Med Rip Rap 3ft
4. N 42.60446 W-74.37783 147ft 1 on 2 30ft 25ft "
5. N 42.60379 W-74.37705 126ft 1 on 2 25ft 20ft "
6. N 42.60236 W-74.37482 134ft 1 on 2 40ft 30ft "
6a. N 42.60133 W-74.37385 38ft 1 on 3 25ft 20ft "
7. N 42.60115 W-74.37328 118ft 1 on 4 25ft 10ft "
8. N 42.60014 W-74.37252 218ft 1 on 3 25ft
18ft ampam;;m;ampb&nampnsp;&nbp;&bsp; "
Roadway subgrade 218ft Wedge shape emb 10ft top 40ft bot x 20ft Crusher run
9 N 42.59922 W-74.37205 220ft 1 on 3&nbs;≈p;&ampnbsp 25ft 20ft "
Roadway subgrade 220ft Wedge shape emb 12ft top 40ft bot x 20ft Crusher Run
9a N 42.59855 W-74.37137 382ft 1 on 3 30ft 25ft Med Rip Rap 2.5ft 10 N
42.59742 W-74.36923 320ft 1 on 3 12ft 20ft Med Rip Rap 3ft
10a 40ft NW of Embank 10 86ft 1 on 3 10ft 15ft Med Rip Rap 2ft
11 N 42.59596 W-74.36753 131ft 1 on 1 28ft 20ft Med Rip Rap 4ft
Roadway subgrade 131ft Rectangal shape 6ft x 20ft Crusher Run
12 N42.59451 W-74.36535 495ft 1 on 2 25ft &amnampamp;p;;&m;n&nbs;&bs 20ft Med Rip Rap 3ft
13 N42.59470 W-74.36237 250ft Flat 50ft graded native scour material
14 N42.59456 W-74.36453 &nbs; amp;s 100ft 1 on 4 20ft 10ft Med Rip Rap 6ft
15 N 42.59477 W-74.35848 685ft 1 on 3 4ft 4ft Med Rip Rap 3ft
16 N42.60995 W-74.39350 No Embankment Damage All work done by Contract Total length of Embankment damage = 3602ft Note: The Applicant will be incurring Disaster Admin Costs, eligible costs will be reconciled at close outWork to be Complete – Embankment Scope of Work - Culverts
Site Location Culvert
2a N 42.60590 W -74.37928 Three Culverts were damaged at this location
20ft x 36in CMP crushed crossing town road 102ft off Mill Valley
40ft x 36in CMP crushed crosses under Mill Valley
20ft x 12in CMP under driveway adjacent to Mill Valley
3a 100ft SE from Site 3 40ft x 18in CMP 4 N42.60465 W -074.37793 40ft x 12in CMP 12 N42.59451 W-074.36536 20ft x 18in HDPE 20ft x 8ft x 4ft 13ft x 18in CMP
1042DR4AE-12 Sawyer Hollow Road PA-02-NY-4020-PW-01232 PA-02-NY-4020-State-0016(15)
Scope of Work Culverts The following Culverts were replaced and backfilled with crusher run
1. 20ft x 20ft x2ft total medium rip rap placed up stream and down stream at the culvert. 2. 334ft x 22ft x 3in binder 3. 4ft x 334ft x 4in crusher run 1. Pavement 334ft x 26ft x 2in top coat = 965sy = 1930sy/in Cost Code 3110
1042DR4AF-12 Bridge 99 Padpodic Rd, Richmondville PA-02-NY-4020-PW-00669 PA-02-NY-4020-State-0016(15)
Replace and realign 40ft x 6ft dia CMP culvert. Reshape 200ft x8ft no name stream and provide 20tn of Rip Rap at the culvert exit and entrance. Reshape Cobleskill Creek 400ft x 30ft. Reshape embankments 400ft x 30ft using reclaimed scour material. Armor embankments 30ft x 15ft x 3ft deep at each corcnawgws. Roay sbae 150 x 24ft x1in crusher run = 133cy FEMA cost 3091 $19.50/cy =$2593.50
Roadway pavement 150ft x 24ft x 3.5in = 8yd x 50yd x 3.5in = 140Qsy/in x $3.54 = $4956. Fertilize and seed approximately 1 acre for erosion protection. Note: The Applicant will be incurring Direct Admin Costs that will be reconciled at closeout.
1042DR4AG-12 Flat Creek Rd Culvert PA-02-NY-4020-PW-02415 PA-02-NY-4020-State-0038(39)
Culvert 35 ft x 24 in HDPE W/30 in galvenized flared ends was replaced, slot was backfilledwit crusrrun 7 ftx 5 ft x 6 ft., Filled ends (2) x 17 ft x 5 ft x 6 ft crusher run The sub-grantee is requesting direct administrative cost.
1042DR4AH-12 Ecker Hollow Rd PA-02-NY-4020-PW-01754 PA-02-NY-4020-State-0038(39)
1. Cleared and reshaped and re-established stream 400ft x 12ft x 15ft embankments 2. Upstream reset native large stackable rip rap wingwalls 30ft x 5ft x 8ft 3. Downstream large stackable rip rap headwall 40ft x 8ft x 5ft 4. Roadway; 300ft x 20ft x 3in binder, 300ft x 20ft x 12in sub-base crusher run, 300ft x 4ft x 4in shoulder crusher run. 5. Regrade, seed and fertilize 1 acre embankment 6. Pav't 300ft x 20ft x 2in top coat 7. Reset 201ft Box Beam Guide Rail 8. 10cy rip rap embankment downstream of culvert
1042DR4AI-12 Broom Center Road PA-02-NY-4020-PW-00321 PA-02-NY-4020-State-0046(45)
Replaced destroyed boiler plate culvert (not available on market anymore) with 40 ft x 5 ft polyethylene culvert (boiler plate no longer available on market). Rebuild the up and downstream Rip Rap wing wall W/ reclaimed and medium stone rip rap (68.18 tons).
Repaved 212 ft x 20 ft x 6 in asphalt/binder base after rebuilding road base (using both local reclaimed fill and

trucked in stone (69.2 tons) and crusher run (69.43 tons).
1042DR4AJ-12 Flat Creek Road, Site 2 PA-02-NY-4020-PW-01992 PA-02-NY-4020-State-0046(45)
150 ft x 50 ft x 4 ft of rip rap embankment has been replaced. The work was done by Emergency Contract.
1042DR4AK-12 Shun Pike Road PA-02-NY-4020-PW-01992 PA-02-NY-4020-State-0046(45)
Replace culvert with precast concrete to provide a more expeditious and less expensive cost versus cast in place. Costs incurred will be similar to that constructed on Brooker Hollow Rd
1042DR4AL-12 Flat Creek Road Culvert PA-02-NY-4020-PW-02266 PA-02-NY-4020-State-0046(45)
The following repairs were completed. 1. 40' x 4 ft x 5 ft 6 in Box culvert was installed and along with (2) cover planks 20' x 4 ft x 8 ft 2. (4) levels high x 5 ft x 1 ft high by 4 ft thick upstream North wing walls replaced 3. (4) levels high x 11 ft x 1 ft high x 6 ft thick upstream South wing walls replaced. 4. (4) levels high x 14 ft x 1 ft high x 6 ft thick downstream North wing walls replaced. 5. (4) level high x 11 ft x 1 ft high x 6 ft thick downstream South wing walls replaced. 6. 46 ft x 28 ft x 8 ft bank rebuild North upstream at road. 7. 50 ft x 8 ft x 2 ft bank replaced, discharge end North side 8. Bank replaced 40 ft x 15 ft x 8 ft on North downstream side 9. Bank replaced 20 ft x 112 ft x 8 ft. 10 Rip Rap 40 ft x 10 ft x 4 ft on upstream South side was repaired. 11. Rip Rap 40 ft x 10 ft x 4 ft on upstream North side was repaired. 12. Rip rap 112 ft x 8 ft x 4 ft was repaired on South side discharge end. 13. Rip rap 125 ft x 8 ft x 3 ft repaired on North discharge end 14. ip a0f2 ft x5 ft rpair ondichrg nd ofstream fro clvert in curve.
1042DR4AM-12 Westkill Rd PA-02-NY-4020-PW-01988 PA-02-NY-4020-State-0046(45)
1. 40' x 4 ft x 5 ft 6 in Box culvert was installed and along with (2) cover planks 20' x 4 ft x 8 ft
An Emergency Contract was awarded to Ketco, Inc to replace the 40ft x 90in cmp culvert and 62ft x 35ft x 35ft crusher run backfilled around the pipe, heavy stone stacked headwall 55ft x 5ft x 10ft avg (North side) and 62ft x 5ft x 10ft avg (South side) and embankment rip rap 15ft x 20ft x 6fteep Nrt side) nd80ft x 80ft x 62ft (triangle shaped) x 4ft deep (South side).
1042DR4AN-12 Hoyt Bridge PA-02-NY-4020-PW-01728 PA-02-NY-4020-State-0051(51)
Installed 8 yards of NYSDOT grout and one 12 foot steel reinforcing rod, 6 x #2 coil rods and 6 x #2 anchors to eliminate the scour on right abutment as needed to meet Red flag removal by the state. Weir to be installed by force account under PW BG46-2. Costs have been reviewed and found reasonable for scope of work and site conditions.
1042DR4AO-12 Flat Creek/Platter Kill Creek PA-02-NY-4020-PW-02054 PA-02-NY-4020-State-0051(51)
1. Replace rip rap 180 ft x 8 ft x 6 ft on road bank 2. Replace rip rap 145 ft x 25 ft x 4 ft on road bank
1042DR4AP-12 Westkill Road PA-02-NY-4020-PW-00874 PA-02-NY-4020-State-0051(51)
1.Remove woody debris 30cy and regraded 2 acres 2.French Drain 150ft x 18in perforated Poly Pipe in 6ft x 3ft x 150ft rip rap 3.(4) Weirs 20ft x 4ft x 4ft rip rap (3) used native stone. 4. 340cy Crusher run roadway subgrade and embankment fill 5. 240ft Silt fence Note: The applicant will be incurring Disaster Admin Costs; eligible costs will be reconciled at closeout.
1042DR4AQ-12 West Fulton Rd PA-02-NY-4020-PW-06097 PA-02-NY-4020-State-0056(55)
Location Length
Site 1.(1) 42.56135-74.45517 265ft
Site 2.(5) 42.59322 -74.46639 393ft
Site 3.(6) 42.59610 -74.46904 290ft
Site 4.(10) 42.62043 -74.47099 227ft
Site 5.(12) To Be Done 1175 Ft
Location Length
Site 1. (1) 42.56135 -74.45517 2 anchors and terminal sections 12.5ft x 2 = 25ft
Site 2. (5) 42.59322 -74.46639 "
Site 3. (6) 42.59610 -74.46904 "
Site 4. (10) 42.62043 -74.47099 "
Site 5. (12) 42.62588 -74.46698 80ft x 2 = 160ft of W-Beam Guide Rail and 4-anchors Rail = 160ft + 4 x 25ft = 260ft cost code 3419 Anchors = .875 cy each x 10 = 8.75 structural concrete pre-cast and shipped to site by Force account labor cost code 3215
1042DR4AS-12 Barton Hill Road PA-02-NY-4020-PW-06433 PA-02-NY-4020-State-0061(60)
The applicant chose to perform the work with force account labor ($1,154.51), force account equipment ($1,610.00), and force account materials ($223.67).
Work Completed: Site 1: Realign and reshape 292FT L x 5FT W x 1FT D (292 x 5 x .08/27 = 4.3 CY x 1.3 = 5.6 Tons of crushed rock) drainage ditch and replace lost crushed stone from reclaimed materials. Site 2: Realign nd reshpe50Fx T x1FT D (50 x 5 .08/27 1CY x 13 =4.3Tons ofcrushed roc) dainage ditch and replace lost crushed stone from reclaimed materials; also restore washed out shoulder 600FT L x 2FT W x 4IN D (600 x 2 x .33/27 = 14.7 CY x 1.3 = 19 Tons of crushed stone) with crushed stone. Site 3: Realign and reshape 1200FT L x 5FT W x 1FT D (1200 x 5 x .08/27 = 18 CY x 1.3 = 23 Tons of crushed rock) and replace lost crushed stone from reclaimed materials
1042DR4AT-12 Hauverville Road PA-02-NY-4020-PW-01370 PA-02-NY-4020-State-0061(60)
Below is the list of start poits a lngt of paveme/shoulder for shoulders 4 ft x 4 in crusher run and 20 ft x 3 in x asphalt Binder coat. Additional spots needed additional crusher run in road wash outs to bring the road up to grade. 1. 42.51117/-74.22647 3228 ft 2. 42.51326/-74.23897 773 ft 3. 42.51422/-74.24536 784 ft 4. 42.51196/-74.25059 280 ft 5. 42.50995/-74.25302 369 ft 6. 42.50893/-74.25397 2517 ft 7. 42.50186/-74.25734 1073 ft 8. 42.49768/-74.26002 1650 ft 9. 42.49361/-74.26352 864 ft 10.42.49130/-

74.26559 336 ft 11.42.49005/-74.26672 683 ft Total 12557 ft x 20 ft (nom) x 3 in = 62785 sq ft/27 = 2325 cy. Total 12557 ft x 4 ft x 2 in (double shoulder) 8388 sq ft/27 = 310 cy. An additional 360 cy of crusher run was used to fill in and build up road shoulders as needed over the 12557 ft of paved length. 2 Inch top coat asphalt to be installed in the spring of 2012.12,557 ft x 24' Nominal x 2" thick. 1. 42.51117/-74.22647 3228 ft 2. 42.51326/-74.23897 773 ft 3. 42.51422/-74.24536 784 ft 4. 42.51196/-74.25059 280 ft 5. 42.50995/-74.25302 369 ft 6. 42.50893/-74.25397 2517 ft 7. 42.50186/-74.25734 1073 ft 8. 42.49768/-74.26002 1650 ft 9. 42.49361/-74.26352 864 ft 10.42.49130/-74.26559 336 ft 11.42.49005/-74.26672 683 ft Total Pavement length top coat 12,557 ft x 24 ft x 2 in=50328 ft³ / 27 =1864 cy Cost for finish paving based on work completed paving rates. $337,045 x .60 (3 in paving to 2 in yet to be done) = $224,809 x 1.2 (20 ft paving instead of 20 ft paving) = $269,770.80. DAC will be reconciled at closeout.

1042DR4AU-12 Knox Road PA-02-NY-4020-PW-06444 PA-02-NY-4020-State-0065(64)

Schoharie County used Force Account Labor, Equipment, Materials and rented equipment to repair the following flood damaged sections of CR 24 (Knox Rd.). Site 1 - Roadway embankment washout- Applicant used 40ft x 5ft x 6ft = 45CY of reclaimed materials and gravelly debris from ditch for embankment fill along the southeast and southwest sides of CR 24. The remaining embankment repairs performed on this site were Hazard Mitigation measures (See attached HMP). The applicant also used reclaimed material to reshape the 40ft x 30ft damaged shoulder area. Site 2 - Roadway shoulder washout - 120ft x 3ft x 2ft = 27CY x 1.85 = 50 tons of stock crusher run (gravel) to repair washout. Gravel was purchased from Cobleskill Stone Products, 50 tons at $6.50/ton = $325.00. The embankment repairs performed on this site were Hazard Mitigation measures (See attached HMP). Site 3 - Road ditch wsho - pican ud relaimed mterials o re-establh 100ft x t x inch= 178CY f ditch embakmen

1042DR4AW-12 Larry Hill Road PA-02-NY-4020-PW-06734 PA-02-NY-4020-State-0079(78)

The applicant chose to complete the work to repair the erosion and washout with force account labor ($3,744.15), force account equipment ($4,085.00), and force account materials ($353.41). 1. Clear, grade, and restore shoulder on the east side of the road 550FT L x 2FT W with 4IN of crusher run (550 x 2 x 0.33/27 = 13.4 CY x 1.3 Tons/CY = 17.48 Tons) and clear and reshape 550FT x 6FT x 1.5FT of drainage itc withIN f crusher ru Sides of the drainage ditch are sloped and the amount of slope is approximately 3.4FT x 2sides = 6.8FT) (550 x 6.8 x 0.67/27 = 92,8CY x 1.3 tons/CY = 120.6 Tons). 2. Clear, grade, and restore shoulder on the west side of the road 1100FT L x 2FT W with 4IN of crussher run (1100 x 2 x 0.33/27 = 26.9CY x 1.3 Tons/CY = 34.96 tons) and clear and reshape 1100FT x 4FT x 1.5FT D of drainage ditch with 6IN of crusher run (Sides of drainage dit are sloped and the amount of slope is approximately 2.5FT x 2sides = 5FT) (1100 x 5 x 0.5/27 = 101.9 CY x 1.3 Tons/CY = 132.5 Tons) To the extent possible existing washed away crusher run was collected and redistributed on the shoulders and in the drainage ditches. Only 54.37 tons of crusher run (Item F from Cobleskill Stone Products, Inc.) need to be purchased. See material records. Payroll records and timesheets are on file with the applicant. Armouring the west drainage ditch was included as part of the permanent work. The cost for this work has been removed from the completed work and appears as a hazard mitigation proposal.

1042DR4AX-12 West Fulton Road PA-02-NY-4020-PW-02849 PA-02-NY-4020-State-0079(78)

Site 1. (5) 42.59322 -74.46639 - Damage Length: 512 FT; Site 2. (6) 42.59610 -74.46904 - Damage Length: 480 FT; Site 3. (7) 42.59755 -74.47141 - Damage Length: 276 FT; Site 4. (8) 42.61167 -74.47452 - Damage Length: 258 FT; Site 5. (9) 42.61675 -74.47308 - Damage Length: 22 FT; Site 6. (11) 42.62539 -74.46697 - Damage Length: 22 FT; Site 7. (12) 42.62588 -74.46698 - Damage Length: 600 FT; Pavement Width: 20 FT; Binder: 3 IN; Base Crusher Run: 12 IN; Shoulder Crusher run 4 FT X 4 IN Top Coat Pavement 2 IN Depth. Site 1: L 512 FT X W 24 FT / 9 = 1,365 SY; Site 2: L 480 FT X W 24 FT / 9 = 1,280 SY; Site 3: L 276 FT X W 24 FT / 9 = 736 SY; Site 4: L 258 FT X W 24 FT / 9 = 688 SY; Site 5: L 22 FT X W 24 FT / 9 = 59 SY; Site 6: L 22 FT X W 24 FT / 9 = 59 SY; Site 7: L 600 FT X 24 FT / 9 = 1,600 SY; Total 11,672 SY SY/IN = 2 IN X 11,672 SY = 23,344 Cost Code 3110.

1042DR4AY-12 Baptist Church Road (R64) PA-02-NY-4020-PW-07441 PA-02-NY-4020-State-0088(87)

Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. All work is 100% Complete. Damaged areas of the roadway were restored to pre-disaster condition. Site #1 (GPS: 42.54911,-74.66515) - Replaced 30-ft x 12-in diameter HDPE culvert pipe. Replacement included excavation and backfill (30-ft -long x 3-ft wide x 3-ft Deep/ 27 = 11.85. Replaced crusher run gravel over the top of the culvert (30-ft long by 4-ft wide x 2-ft deep. Replace two (2) flat stackable stone headwalls 4-ft x 2-ft x 1-ft each (0.3 CY or 0.7 Tons each for a total of 0.6 CY or 14 Tons). The Fae raof ach hadwa is 8SF for a otal of 1-SF. Sie#2 (PS: 425578, -4.6656) - Replced a 40-ft x18-inHDPE cross road culvert. Also replaced the stacked flat stone headwall on the inlet side, 7-ft long x 2-ft high x 2-ft thick (1.04 CY or 2.3 Tons; Face Area = 14-SF). Crusher run gravel was replaced on the shoulder and over the culvert 35-ft long x 5-ft wide x 3-ft deep (19.44 CY or 24.9 Tons) that was washed away. Culvert replacement included excavation and backfill (40-ft x 4-ft wide by 5-ft deep) using existing materials and the replaced crusher run gravel. Culvert replacement included remoaland repaceet of the asphlt avement 20-ft x 6-ft = 120-SF /27 = 4.44 SY including 3-inch binder and 2-inch wearing course. SUMMARY OF PROJECT COST: All work was completed using Force Account Labor, Equipment and Materials. However, back-up for labor, equipment and materials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using cost codes developed by the New York State Department of Transportation as well as RS Means as adjusted for the Albany region. A breakdown of costs for repairs is included in the attached Cost Continuation sheet.

1042DR4AZ-12 Beards Hollow Road PA-02-NY-4020-PW-02683 PA-02-NY-4020-State-0088(87)

Schoharie County chose to use force account labor (234 hours), force account equipment ($4,817.00), and force account materials ($2,733.88) in conjunction with a contract with Cobleskill Stone Products, Inc. ($27,790.17) for

pavement and subbase, and Lancaster Development, Inc. ($13,000.00) for drainage ditch and embankment repairs. Contracts were secured in accordance with Schoharie County procurement procedures (copy attached). The following damaged areas of the roadway were restored to pre-distaster condition. Site 1: 1) Restore embankment at Bridge 73 100FTx 12FTx 15FT; 2) Clean and reshape drainage ditch alongside the road 625FT and replace 625FT x 6FT with small rip rap; 3) Repaired two driveways 20FT x 10FT x 2FT each with crusher run; replace 1-20FT x 18IN CMP culvert; and clean 1-20FT x 18IN CMP Culvert; 4) Replace 1 - 40FT x 24IN HDPE culvert; 5) Clean, remove loose material, regrade, and replace washed out portion of the roadway 625FT with 24IN subbase crusher run and 3IN pavement binder and 625FT x 4FT shoulder with 4IN of crusher run; 6) Restore approximately 1 acre of embankment and replace 20FT x 15FT x 3FT of medium rip rap on the southwest side of the bridge; Site 2 - 8) Replace 1 - 40FT x 24IN HDPE culvert and restore 20FT x 8FT x 2FT of driveway with crusher run. 5) Replace 2IN of top coat pavment 725 FT x 20FT; 7) Clean and reshape approximately 3100 FT of drainage ditch alongside the roadway

1042DR4BA-12 Gridley Bridge PA-02-NY-4020-PW-02602 PA-02-NY-4020-State-0088(87)

There is no work to be completed, work is 100% finished and bridge inspection certification issued after certification By Willy Grimmke, P.E., and bridge is open and in operation. The sub-grantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all federal awards and other sub-grantee activities and are not included in anyapproe indirct cost raes. 1a. Jaked up East en ofbridg 3 f to 4ft andre-alined bridgeto previous Ceterlin. 1b. Excavate and Installed new footings, abutments and wing walls (see drawing 01354 5 of 12 abutment details) overall 55 ft 13/4 in x 12 ft 6 1/2 in x 2 ft high footings, 53 ft 3 1/2 in x 6 ft abutment with back wall attached. 2. Replace approximately 90 CY of Medium stone fill, East abutment and approach. 3. Replaced Approximately 100 CY of select structural fill washed away on and around bridge abutment and approach, East bank. 4. Replace approximately 10 ft x 10 ft x 3 ft of rip rap on West bank upstream 5.Rplaced aproximaly 10 ft x 10ft x ft of rip rap on west bank downstream 6. Replaced approximately 40 ft x 30 ft x 3 ft of rip rap on Northwest bank downstream 7. Replaced approximately 10 ft x 10 ft x 3 ft of rip rap on Southwest bank upstream 8. Rebuild swail on upstream side of approach ramp. 9. Rebuild approach road with 10 CY of road base material in wedge shape, repave Northeast approach and bridge itself with 60 tons of Asphalt. 10. Replace and install 48 ft of double bridge guide rail on Northeast bank upstream. Reset and reinstall 80 ft guide rail. 11. Replace approximately 10 cy of fill behind west wing wall downstream side. Backfill 50' x 40' x 3' deep erosion areas w/common backfill. Mitigate against that cost

1042DR4BB-12 Schoolhouse Road PA-02-NY-4020-PW-07193 PA-02-NY-4020-State-0089(89)

The applicant chose to complete the work using force account labor ($867.26), force account equipment ($480), rental equipment ($1656), and materials ($2086.44). The applicant reports that they have an agreement with the surrounding communities that the County will provide maintenance and repair for the roads and bridges. Additionally, a part of this agreement stipulates that the County's area of responsibility extends 400 FT upstream and downstream of bridges. The significant flooding in the Village of Schoharie whee theonty rcords reside, damaged all the County's records so a copy of this agreement is not currently available. Copies have not been available from the various communities for the same reason. The County's records, that were salvaged, are currently being restored and, if the agreement is part of those records, a copy will be provided. The County has been asked by FEMA Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have it available at close out. Work Complete: 1. On the east side of the north end of the bridge replace and reshape approximately 60FT L x 15FT W x 3FT D (60 x 15 x 3/27 = 100CY) of rip rap covered embankment that was washed out; and on the east side of the south end of the bridge replace and reshape approximately 60FT L x 15FT W x 3FT D (60 x 15 x 3/27 = 100CY) of rip rap covered embankment that washed out. 2. On the east side of Schoolhouse Road reshape and regrade approximately 200FT L x 2FT W x 3FT D of drainage ditch that was scoured. 3. Clear and remove gravelly debris in the stream covering an area approximately 100FT L x 50FT x 1FTD (100 x 50 x 1/27 = 185CY

1042DR4BC-12 Zimmer Road over Fox Creek PA-02-NY-4020-PW-06569 PA-02-NY-4020-State-0089(89)

Some work has been completed by both Force Account Labor, Equipment and Materials and other work has been completed by a Contractor. See Continuation sheet for specifics. The applciant hs hire Sectra Egineering t conduct daage evaluationsand t prepae nd estimte.&nbs; Te Engineerscosts are inclued as Drect Admin Cost on this PW. The final Direct Administrative Costs will be reconciled at closeout of the completed construction. 1). Repaired washout of the north approach roadway gravel sub base approximately 100 LF x 24FT wide x up to 2 FT deep. 100 x 24 x 2 = 4800/27 = 178 CY. Backfilled primarily with native materials on site. 2). Erosion of the NE shoulder approximately 25 FT x 8 FT x 4 FT deep. 25 x 8 x 4 = 800/27 = 30 CY estimated. 3). Erosion of the NW shoulder approximately 17 FT7 FT x 6 FTdeep.&nsp;17 x 7 x 6 =71/27 = 26 CY estimated. 4). Undermining of the Northeast wing wall approximately 10 FT x 6 FT x 4 FT deep. 10 x 6 x 4 = 240/27 = 9 CY estimated. 5). Embankment erosion approximately 25 FT x 14 FT x 2 FT deep at the NE corner. 25 x 14 x 2 = 700/27 = 26 CY estimated. 6). Washed away heavy stone fill from NE embankment - Rip Rap, 21.5 FT x 25 FT x 2 deep. 21.5 x 25 x 2 = 1075/27 = 40 CY estimated. Erosion areas backfilled with approximately 79.25 Tons of Stone and 35.37 Tons of Sand/gravel. It is presumed that the remaining work will be completed under Contract and will be awarded following the County's' procurement procedures. Work needed to restore the site to the pre-disaster design, function and capacity will include; repave the approach roadway with 4 IN of asphalt, remove and replace the damaged approach guiderails remove and replace damage guiderail posts, remove existing asphalt wearing surface from the bridge deck, remove and replace the waterproofing membrane and repave the asphalt wearing surface on the bridge deck. 1). Re-pave

damaged asphalt approach roadway - 100 FT long x 24 FT wide x 4" thick asphalt. 100 x 24 x .33 = 792/27 = 29 CY x 3780lbs/CY = 110880/2000 = 55 Tons @$115/Ton = $6325.00 2). Remove and replace damaged sections guiderail along the northpproachapproximately 90 LF total @ $45.50/LF = $4095.00 3). Remove and replace damaged guiderail posts along the north approach - approximately 20 posts @ $54.00 EA = $1080.00 3). Remove 66 FT long x 24 FT wide x 2" thick deck wearing surface 66 x 24 = 1584/9 = 176 SY(2) (For 2 IN thick) = 352 x 5.90 SY = $2077.00 4). Remove and replace the damaged waterproofing membrane - Deck, under asphalt - 66 LF x 24 LF 66 x 24 = 1584/9 =176 SY @ $40.00 = $7040.00 3). Repave the 66 FT long x 24 FT wide x 2" thick deck wearing surface 66 x 24 x .17 = 269/27 = 10 CY x 3780lbs/CY = 37669/2000 = 19 Tons @ $115.00/Ton =$2185.00
$22,802.00 Total
1042DR4BD-12 Durham Road PA-02-NY-4020-PW-07250 PA-02-NY-4020-State-0089(89)
The applicant chose to complete the work using force account labor ($2,081.60), force account equipment ($2,307), rental equipment ($200.88), and materials ($5,973.88). The applicant reports that they have an agreement with the surrounding communities that the County will provide maintenance and repair for the roads and bridges. Additionally, a part of this agreement stipulates that the County's area of responsibility extends 400 FT upstream and down stream of bridges. The signficant flooding in the Village of Schoharie where the County records reside, damaged all the County's records so a copy of this agreement is not currently available. Copies have not been available from the various communitiesfor thesam reason.nbsp; The Conty's record, that were salvged, ar curreny being resored and if he agreementis part of thoserecords,a copy will be provided. The County has been asked by FEMA Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have it available at close out. Work Complete: 1. At the south end of the Durham Road Bridge on the east side replace the stone wall 45FT L x 10FT H x 5FT W (45 x 10 x 5/27 = 83CY) that was destroyed with heavy stackable rock. Additionally, backfill the area of embankment directly behind the stone wall, 51FT L x 21FT W x 15 FT D (51 x 21 x 15/27 = 595CY) with crser run and rplace th20FT L. x 15IN iameer plastic pipe culvert. 2. At the south end of the Durham Road Bridge on the west side replace with rip rap and reshape the area of embankment 26FT L x 12FT D x 6FT H (26 x 12 x 6/27 = 69CY) that was washed out.
1042DR4BE-12 Stone Store Road PA-02-NY-4020-PW-06725 PA-02-NY-4020-State-0089(89)
Contract: Clean gravel out of culvert/bridge to clear up flow-through, rebuild stream bed and banks to pre-flood route to allow proper flow through channel to meet bridge/culvert. NOTE: All locally recovered materials were re-used on site by contractor to rebuild stream bed. No "off site" disposal was required. Force account: Used 73.63 tons of crusher run to cover back side of bridge/culvert to protect bridge/culvert 26 ft x 11 ft x 8 in (average) and along 182 ft x 3 ft (average) x 2" thick of shoulder on SE edge of road. Associate eligibility work is related to administration of this PA project only in accordance with 44 CRF 13.22.
1042DR4BF-12 Picket Hill Road Bridge PA-02-NY-4020-PW-07593 PA-02-NY-4020-State-0089(89)
The applicant reports that they have an agreement with the surrounding communities that the County will provide maintenance and repair for the roads and bridges. The signficant flooding in the Village of Schoharie (approximaly 8 to 0FT) where the County records reside, damaged all the County's records so a copy of this agreement is not currently available. The County was asked by FEMA Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have available at close out. The applicant chose to perform the repairs under a Time & Materials contract with Lancaster Development, Inc. ($252,506.37). Copy of the contract is provided as part of the back up along with the County's purchasing requirements. As part of the contract work, rip rap was installed along the banks in lieu of the pre-disaster soil. This work has been pulled out the contract price and is shown as an HMP. The costs shown are to restore the embankments to pre-disaster condition. Costs used are based on RS Means, 1st Quarter 2012, Albany, New York. The following work would have been completed to repair the damaged area to pre-disaster condition: 1) At the northwest side of the bridge span 100 ft x 40 ft x 4 ft/27 = 592.6 CY of embankment fill would be replaced and compacted; 2) At the northeast side of the bridge span 160 ft x 50 ft x 4 ft/27 = 1,185.2 CY of embankment fill would be replaced and compacted; 3) At the southeast side of the bridge span 75 ft x 40 ft x 4 ft/27 = 444.4 CY of embankment fill would be replaced and compacted; 4) At the southwest side of the bridge span 120 ft x 30 ft x 3 ft/27 = 400 CY of embankment fil would e relaced andcompacted; 5)nbsp; Gravel ars deposited by lood wates approiately 45 ft 10 ft x 2ft/27= 33.3 x 2 (o each side) = 66. CY of th center bridge pier would be removed, with materials reclaimed and reused as embankment backfill; 6) At various locations above and below the bridge, approximately 700 CY of gravelly bars would be removed, with materials reclaimed and reused as embankment backfill; 7) 20 CY of concrete would be pumped around undermined footings to stabilize the wingwall of the bridge abutment. The structural fill beneath the southwest wingwall of the bridge abutment would be replaced and compacted for an area approxiatly 9 ftx 4 ft x 4 t/27 = 18.7 CY
The following actual work was performed to repair the disaster related damages: 1) At the northwest side of the bridge span 100 ft x 40 ft x 4 ft/27 = 592.6 CY of reclaimed and reused materials and rip-rap was placed. 2) At the northeast side of the bridge span 160 ft x 50 ft x 4 ft/27 = 1,185.2 CY of reclaimed and reused materials and rip-rap was placed. 3) At the southeast side of the bridge span 75 ft x 40 ft x 4 ft/27 = 444.4 CY of reclaimed and reused materials and rip-rap was placed. 4) At the southwest side of the bridge span 120 ft x 30 ft x 3 ft/27 = 400 CY of reclaimed and reused materials and rip-rap was placed. 5) Gravel bars deposited by flood waters approximately 45 ft x 10 ft x 2 ft/27 = 33.3 x 2 (on each side) = 66.7 CY of the center bridge pier were removed, with materials reclaimed and reused and rip-rap was placed. 6) At various locations above and below the bridge, approximately 700 CY of gravelly bars were removed, with materials reclaimed and reused as embankment backfill. 7) 20 CY of concrete was pumped around undermined footings fo stabilize the wingwall of the bridge

abutment. The structural fill beneath the southwest wingwall of the bridge abutment was replaced with reclaimed n reused mterials and rip-rap was placed. Total backfill material required was 2,688.9 CY. Total material reclaimed and reused was 766.7 CY. 2,688.9 - 766.7 = 1,922.2 CY of rip-rap was placed The work performed by the applicant's contractor was replacing the washed out area with rip-rap in lieu of backfill. This is hazard mitigation and this cost must be backed out of the eligible cost for repair then included in a hazard mitigation proposal. The cost of the rip-rap is $78.50 per CY (RS Means CSI #313713100100). Therefore, 1,922.2 CY x $78.50 = $150,892.70. The cost of structural fill material is $33.00 per CY = $63,432.60 (RS Means CSI #312323130015). The cost of compaction for fill is $22.50 per CY = $43,249.50 (RS Means CSI #312323130300), for a total subtracted amount of $106,682.10. This work was done under the contract with Lancaster Construction. Therefore, the contract amount of $252,506.37 is validated as reasonable, as the CEF estimate ($297,950.00.
1042DR4BG-12 Flat Creek Rd. (R17) / Broome Center Rd. (R61) PA-02-NY-4020-PW-07163 PA-02-NY-4020-State-0092(91)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Damaged areas of the roadway were restored to pre-distaste conditions. Repairs, and associated costs, were reviewed by the Project Specialist and found reasonable and appropriate Site 1 (GPS: 42.46164, -74.35373) - Replaced 40-ft x 24-i HDPE pip culvrt and 1 slit coupler. Tis work includd pavement removalover the daaged clvet, excavation and backfil. Repace 10-ft longx 4-ft wide x 3 fthigh (4.44CY or 9.8 Tons) flat stacked stone head wall on the south side of road was replaced. Replaced 35-ft x 12 ft wide x 0.5-ft deep (7.78 CY or 11 Tons) crusher run. Site 2 (GPS: 42.46342, -74.34569) - Replaced a 40-ft x 15-in HDPE pipe culvert with 1 split coupler. Replaced 6-ft x 4-ft x 3-ft deep (2.7 CY or 3.8 Tons) crusher run. Replaced a 24-in thick stacked stone head wall 12-ft long x 4-ft deep x 3 ft high (5.33 CY or 15.6 Tons). Replaced crusher run gravel 10-ft wide x 9-ft lng 4-ft deep (13. CY or 18. Ton) on the nort side.SUMARY OF PROJECT COST The Applicant provided payroll data as well as Force Account Labor, Equipment and Materials records for repairs. All documentation was reviewed and the cost were found reasonable by the assigned Project Specialist. FORCE ACCOUNT LABOR: The Applicant used a total of 212 hours including 176 regular time and 36 hours of overtime for a total cost of $5,867.20 EQUIPMENT: Equipment usage is summarized on the Force Account Equipment Summary Record (Attached). Standard FEMA equipment rates were used. There was a total 164 hours of equipment usage for a total cost of $10,540.00. MATERIALS: The total cost for materials is $3,098.88. A summary of material usage and cost is included in the Force Account Material Summary. All materials replaced in kind. Note: Any differences between the estimated Cubic Yardage of road materials identified in the Scope of Work and those claimed by the Applicant were not considered significant and may be attributable to compaction of materials and the factors applied for conversion to weight (Tons). TOTAL PROJECT COST: The Total Project Cost, not including Direct Administrative Costs is $19,506.14 DIRECT ADMINISTRAVTIVE COST: The Applicant is claiming Direct Administrative Csts of $1,15.25.
1042DR4BH-12 Wharton Hollow Road PA-02-NY-4020-PW-07242 PA-02-NY-4020-State-0092(91)
Schoharie County utilized Force Account Labor, Equipment, Materials and rented equipment to complete repairs of the embankment depicted in this Project Worksheet as follows:
Rented Excavator = 10 hours X $22.32 = $223.20 Force Account Labor, Regular Time = 82 hours for $2,178.01 Force Account Labor, Overtime = 2 hours for $81.40 Total Force Account Labor = $2,259.41 Force Account Equipment:1/2 ton pickup for 14 hours = $196.00 12CYdump truck for 10 hours = $600.00 10CY dump trucks X 2 for 20 hours = $900.00 4CY wheel loader for 10 hours = $520.00 Total for FA Equipment = $2,216.00 Materials: Stackable Stone - 60ft X 10ft X 2.85ft = 1,710CF/27 = 63CY X factor 2.3 = 144.9 tons = $872.81 Medium Stone Fill -80ftX 8ft X 1.8ft = 1,152CF/27 = 42.7CF X factor 1.3 = 55.5 tons = $132.75 Small Stone Fill - 80ft X 10ft X .38ft = 304CF/27 = 11.2CY X factor 1.3 = 14.6 tons = $4,235.57 Total Materials = $5,241.13 Total Work Completed Direct Administrative Costs = $1,370.00 TOTAL WORK COMPLETED = $11,309.74 The Applicant will utilize contract support to replace 80LF of lost box beam guide rail at $22.21/LF totaling $1,776.80 and to re-surface the paved roadway, 80ft X 20ft X .167ft = 267.2CF/27 = 9.9CY X factor of 2 = 19.8 tons of top course asphalt X $89.95 = $1,781.01. (THE QUOTES PROVIDED BY THE APPLICANT COULD NOT BE VALIDATED; THEREFORE, NYSDOT WEIGHTE AVERAGE PICES FR REGION 9,INCLUDES SCHOHAIE COUNTY, WEREUSED, SEE COST ESTIATE ON ENCLOSD BACUP PAE)
&nbp;1042DRBI-12 Ltheranville Roa (R68) PA-02-NY-402-PW-07409 P-02-NY-4020-State-0092(91)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Work is 100% complete. Damaged areas of the roadway were restored to pre-disaster condition.
Site #1 (GPS: 42.58607, -74.64197) - Replaced 10-ft long x 8-ft wide x 4-ft deep (11.85 CY or 26.1 Tons) of large stone along the bank. Replaced crusher run gravel on the south side 10-ft long x 7-ft wide x 1-in thick (1.36 CY or 1.7 Tons) and crusher run gravel on the north side, 160-ft long x 4ft wde x 1-in deep (.98 CY or 25 Tons. The otal quantty of crusher run gravel replaced was 3.34 CY or 4.2 Tons. Replaced a flat stackable stone wall damaged 15-ft long x 3-ft high x 2-ft thick (3.33 CY or 7.3 Tons).
Site #2- GPS (42.58301/-74.64089) - Removed damaged culvert and replaced in-kind with a 30-ft long x 24-inch diameter HDPE. Replaced crusher run gravel over culvert 30-ft long x 6-ft wide x 3-ft thick (20.0 CY or 25.6 Tons). Replaced the two (2) flat stackable stone headwalls on the inlet and outlet sides. One wall was (6-ft long x 3-ft wide x 1-1/2-f thick (1.0 CY or 2.2 Tons: Face Area = 18 SF). The other was 5-ft long x 3-ft wide x 1-1/2-ft thick (0.83 CY or 1.8 Tons: Face Area = 15 SF). The total for the 2 headwalls (1.83 CY or 4 Tons, with a Total Face Area of 33 SF.
SUMMARY OF PROJECT COST:
All work was completed using Force Account Labor, Equipment and Materials. However, back-up for labor,

equipment and materials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using cost codes, including, where available, those developed for New York State by FEMA or other authorities. A breakdown of costs for repairs is includedin the attached Cost Continuation sheet. As Mitigation was completed as part of repairs, the estimated repair cost included only those repairs necessary to restore the damaged locations to their pre-disaster condition.
DIRECT ADMINISTRAVTIVE COST: The Applicant is claiming Direct Administrative Costs including $310 for Work Completed and $310 for Work to be Completed, totaling $620.
TOTAL PROJECT COST: The Total Project Cost, including Direct Administrative Costs, is $7,654.54.
This is a Small Project and site inspection by the Project Specialist to confirm damages and eligible repairs, validates the reasonableness of the claimed repair costs.
The Applicant provided payroll data as well as Force Account Labor, Equipment and Materials records for repairs. All documentation was reviewed and the cost were found reasonable by the assigned Project Specialist.
MITIGATION: This PW includes mitigation completed as part of repairs. Such mitigation may be eligible for up to 100% of the project cost to repair to pre-disaster conditions but cannot be included in the Project Cost. The cost of mitigation, completed as part of repairs, was deducted from the total project cost. The cost of mitigation was estimated either directly from cost data provided by the applicant. OR estimated using cost codes or other estimating tools. The work included in this sub-grant application may exceed the cost to repair to pre-disaster condition. The cost f mitigtion, compleed as part of reairs, was deductd from the total proect cost. The wrk icluded n this sub-gran applicaton may eceed the cost torepair to pre-disastr conditions A mitigation proposal was prepared (Attached) that includes an estimate of mitigation performed at each site. It identifies the total amount of mitigation and the potentially eligible cost. or MITIGATION: Work at roadway sites was performed at a part of repairs. The cost of mitigation was estimated either directly from cost data provided by the applicant, or estimated using cost codes or other estimating tools. To determine the eligible cost. The estimated mitigation costs were then evaluated against the actual or estimted cst to restore thedamaged elemnt to pr-disaster cndition
1042DR4BJ-12 Damaged Culvert, Headwalls, and Shoulders PA-02-NY-4020-PW-07251 PA-02-NY-4020-State-0092(91)
The applicant chose to complete the work using force account labor ($2,045.84), force account equipment ($1,161.00), and materials ($1,943.95). Site 1: Excavate, remove, and replace damaged culvert with new 40FT L x 15IN diameter HSPE pipe; rebuild the 6FT L x 3FT H x 1.5FT T (6 x 3 x 1.5/27 = 1 CY) headwall and backfill behind the wall 4FT W x 6FT L x 2FT D (4 x 6 x 2/27 = 1.8CY) plus 40FT L x 1.5FT W x 1.25FT D (average) (40 x 1.5 x 1.25/27 = 2.8CY over the new culvert with crusher run; place, reshape, and grade the washed out road shoulder approximately 600FT L x 1FT W (average) x 8IN D (average) (600 x 1 x 0.67/27 = 14.9CY) with crusher run. Site 2: Rebuild the 6FT L x 4FT H x 1.5FT T (6 x 4 x 1.5/27 = 1.3CY) stack stone headwall on south side of road and backfill behind the wall with 6FT L x 2FT W x 4FT D (6 x 2 x 4/27 = 1.8CY) of crusher run. Site 3: Replace, reshape, and grade an area approximately 135FT L x 12FT W x 3FT D (135 x 12 x 3/27 = 180CY) beside the road that was washed out with crusher run; and replace, reshape, and grade approximately 475FT L x 1 FT W x IN D (475 x 1 x .25/27 = 4.4CY x 2 sides of the road = 8.8CY) of road shoulder on both sides of the road that was washed out with crusher run.
1042DR4BK-12 Mill Valley Road PA-02-NY-4020-PW-06011 PA-02-NY-4020-State-0092(91)
1. Removed 54x25x10/27=500 CY of gravel deposition, @ $15/CY=$7,500.00, from Bridge 87 and reused it for scour areas. 2. Restored embankment and filled septic line scour with native material. Embankment fill: 81x20x3/27=180 CY @ $13/CY=$2,340.00 Septic Line Scour: 23x20x5/27= 85 CY @ $12/CY=$1,020.00
Work completed by: Ketco, Inc.
1042DR4BL-12 Moxley Road (R 15) PA-02-NY-4020-PW-07464 PA-02-NY-4020-State-0092(91)

Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Damaged areas of the roadway were restored to pre-disaster condition. Work is 100% complete. Site #1 (GPS: beginning 42.47538/-74.65230, Ending GPS: 42.47840/-74.64778.) - The Applicant completed 1000-ft of ditch cleaning and reshaping. SUMMARY OF PROJECT COST The Applicant was unable to provide, in a time efficient manner, back-up for labor and equipment used to complete the repairs. Records of work, especially in areas with minor damages, often included several sites making it difficult to separate staff and equipment for each location. In the present case, the cost for completed work was estimated using cost codes, including, where available, those develped for New ork Stat by FEMA or oher authorities. EMA Cost Code 307 - Ditch Cleaning &am; Shaping $ 340 per F (Naional) - Equipmet and labo necessar for cleaning roaside ditches using grdall/excavato and dump truck operation (per linear foot of ditch). MITIGATION: Work is 100% complete. No mitigation opportunities were identified.
1042DR4BM-12 Hubbard Road (R18) PA-02-NY-4020-PW-07536 PA-02-NY-4020-State-0092(91)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Damaged areas of the roadway were restored to pre-disaster condition. All work is 100% complete. Site #1 (GPS: 42.44645, -74.37985) - Replaced road shoulder crusher run covering 75-ft x 2-ft wie x 6-nches deep (2.8 CYor 3.56 Tons)on both sies of the oad totaling 56 CY or 7.1 Tons. Replaced 75-ft long x 2-ft wide by 1/2-ft deep of rip rap (2.8 CY or 3.75 Tons) along the roadside ditch. Site #2 (GPS: 42.43702, -74.36122) - Replaced stackable flat stone head wall on the inlet side measuring 15-ft long x 3-ft high x 2-ft wide (3.3 CY or 7.3 Tons; Face Area 45 SF). Replaced small rip rap fill on the outlet side measuring 20-ft long by 8-ft wide x 1-ft deep (5.8 CY). Replaced crusher run gravel measuring 8-ft x 25-ft x 1-ft (7.4 CY or 9.5 Tons). SUMMARY OF PROECT COST All work was completed using Force Account Labor, Equipment and Materials. However, back-up for labor, equipment and materials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using

cost codes, including, where available, those developed for New York State by FEMA or other authorities. A breakdown of costs for repairs is included in the attached Cost Continuation sheet. - FEMA 3011 CY AGGRGATE SURFACE COURSE $ 28.00 (State) - A select clay gravel or similar material used on the top 3 inches of surface of an unpaved roadway, in place cost, including hauling, dumping and grading. Allow 5 mile one -way haul. - FEMA 4081 CY SLOPE PROTECTION RIP RAP $ 60.00 (State) - Rocks dumped and then hand placed for a more uniform thickness (in place). - RS Means 323260101100 $61.00 SF (Face Area) - Stone retaining walls, retaining wall, cut stone, 6' to 10' high, 2' thick, dry set, includes excavation, concrete footing and stone, 3' below grade. Price is exposed face area. - RS Means 312323204056 $4.95 LCY. Cycle hauling(wait, load, travel, unload or dump & return) time per cycle, excavated or borrow, loose cubic yards, 15 min load/wait/unload, 20 C.Y. truck, cycle 10 miles, 30 MPH, excludes loading equipment. (RS Means). This is a Small Project and site inspection by the Project Specialist to confirm damages and eligible repairs, validates the reasonableness of the claimed repair costs. MITIGATION: Work is 100% complete. No mitigation opportunities were identified.
1042DR4BN-12 Meade Road (R64) PA-02-NY-4020-PW-07536 PA-02-NY-4020-State-0092(91)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Damaged areas of the roadway were restored to pre-disaster condition. Repairs, and associated costs, were reviewed by the Project Specialist and found reasonable and appropriate. Site #1 (GPS: Beginning, 42.46297,-74.63661 and GPS: Ending, 42.46905, -74.62500) – A 3000-ft of ditch was shaped and cleaned by county personnel. Site #2 (GPS: 42.4703, -74.6296) - A&nbs; 40-ft x 5-in HDPE culvert ipe and 12-ft x 2-/2-ft x 1-ft (1.11 CY r 2.4 Tons witha tota face aea of 25-SF) staced stone hedwall on te discharge end ofthe culvert were replaed. To complet repairs an area of pavement 10-ft wide by 25-ft long (250 SF or 27.78 SY) was removed and replaced. Excavation and backfill with same materials 10-ft wide x 25-feet long by 5-feet deep (46.3 CY). Site #3 (near Tompkins Hill Rd crossing) - (GPS: Beginning, 42.47151, -74.61886, GPS: Ending, 42.47297, 74.61829) - The Applicant completed 500-ft of ditch cleaning and replaced crusher run along the shoulder 700-ft x 2-ft x 4-inches (17.3 CY or 22.1 Tons). SUMMARY OF PROJECT COST All work was completed using Force Acount Laor, Equipment and Mterials. Howevr, back-up fr labor, quipment and matrials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using cost codes, including, where available, those developed for New York State by FEMA or other authorities. The cost codes used for estimating repairs included the following: - FEMA Cost Code 3070 - Ditch Cleaning & Shaping $ 3.40 per LF (National) - Equipment and labor necessary for cleaning roadside ditches using gradall/excavator and dump truck operation (per linear foot of ditch). - RS Means 334113501050 $13.15/ LF - Public Storm Utility Drainage Piping, drainage and sewage, corrugated HDPE, type S, bell and spigot, with gaskets, 15" diameter, excludes excavation and backfill. $13.15/ LF (RS Means) - FEMA 3050 CY EXCAVATION & BACKFILL (Small Unclassified) $ 12.00/CY (State) - Equipment and labor necessary for excavating material such as around manholes, pipes, small structures, etc. and backfilling with same material. - FEMA 3011 - CY AGGRGATE SURFACE COURSE $ 28.00/CY (State) - A select clay gravel or similar material used on the top 3 inches of surface of an unpaved roadway, in place cost, including hauling, dumping and grading. Allow 5 mile one -way haul. FEMA 3150 - SY PAVEMENT REMOVAL $ 5.00 /SY (State)- Breaking FC concrete and haul to dump (10 miles R/T). - RS Means 321216130160 Plant-mix asphalt paving, for highways and large paved areas, binder course, 3" thick, no hauling included. $13.60 S.Y. - RS Means 321216130380 Plant-mix asphalt paving, for highways and large paved areas, wearing course, 2" thick, no hauling included. $10.30 S.Y. - RS Means 323260100500 $63.50 S.F (Face Area) - Stone retaining walls, cut stone, to 6' high, 1'-6" thick, dry set, includes excavation, concrete footing and stone, 3' below grade. Price is exposed face area. $63.50 S.F. (Includes Labor and Materials) A breakdown of the repair costs is included in the Cost Continuation Sheet (See Attached). This is a Small Project and site inspection by the Project Specialist to confirm damages and eligible repairs, validates the reasonableness of the claimed repair costs. DIRECT ADMINISTRAVTIVE COST: The Applicant is claiming Direct Administrative Costs. TOTAL PROJECT COST: The total project cost including DAC is $16,754.09. MITIGATION: All work is 100% Complete. There are no opportunities for add-on mitigation.
1042DR4BO-12 Peck Street (R42) PA-02-NY-4020-PW-07471 PA-02-NY-4020-State-0092(91)
Schoharie County used Force Account Labor, Equipment and Mateials to complee repairs.Damaged ares of the roadway wee restored to pre-dsaster condition. Repais, and associatedcosts were revewed by the Projec Specialist nd found resonable and approprate. Site #1 (GPS: Begining, 42.46297,74.63661 and GPS: Ending, 42.46905, -74.62500) – A 3000-ft of ditch was shaped and cleaned by county personnel. Site #2 (GPS: 42.46703, -74.62969) - A 40-ft x 15-in HDPE culvert pipe and 12-ft x 2-1/2-ft x 1-ft (1.11 CY or 2.4 Tons with a total face area of 25-SF) stacked stone headwall on the discharge end of the culvert were replaced. To complete repairs an area of pavement 10-ft wide by 25-ft long (250 SF or 27.78 SY) was removed and replaced. Excavation and backfill with same materials 10-ft wide x 25-feet lng by 5-eet deep (46.3 CY). ite #3 (near Topkins Hill Rd rossing)- (GPS: Beginning,42.47151, -74.61886, GPS: Ending, 42.47297, 74.61829) - The Applicant completed 500-ft of ditch cleaning and replaced crusher run along the shoulder 700-ft x 2-ft x 4-inches (17.3 CY or 22.1 Tons). SUMMARY OF PROJECT COST All work was completed using Force Account Labor, Equipment and Materials. However, back-up for labor, equipment and materials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using cost codes, including, where available, those developed for New York State by FEMA or other authorities. The cost codes used for estimating repairs included the following: - FEMA Cost Code 3070 - Ditch Cleaning & Shaping $ 3.40 per LF (National) - Equipment and labor necessary for cleaning roadside ditches using gradall/excavator and dump truck operation (per linear foot of ditch). - RS Means 334113501050 $13.15/ LF - Public Storm Utility Drainage Piping, drainage and sewage, corrugated HDPE, type S, bell and spigot, with gaskets, 15" diameter, excludes excavation and backfill. $13.15/ LF (RS Means) - FEMA 3050 CY EXCAVATION & BACKFILL (Small Unclassified) $ 12.00/CY (State) - Equipment and labor necessary for

excavating material such as around manholes, pipes, small structures, etc. and backfilling with same material. - FEMA 3011 - CY AGGRGATE SURFACE COURSE $ 28.00/CY (State) - A select clay gravel or similar material used on the top 3 inches of surface of an unpaved roadway, in place cost, including hauling, dumping and grading. Allow 5 mile one -way haul. FEMA 3150 - SY PAVEMENT REMOVAL $ 5.00 /SY (State)- Breaking FC concrete and haul to dump (10 miles R/T). - RS Means 321216130160 Plant-mix asphalt paving, for highways and large paved areas, binder course, 3" thick, no hauling included. $13.60 S.Y. - RS Means 321216130380 Plant-mix asphalt paving, for highways and large paved areas, wearing course, 2" thick, no hauling included. $10.30 S.Y. - RS Means 323260100500 $63.50 S.F (Face Area) - Stone retaining walls, cut stone, to 6' high, 1'-6" thick, dry set, includes excavation, concrete footing and stone, 3' below grade. Price is exposed face area. $63.50 S.F. (Includes Labor and Materials) A breakdown of the repair costs is included in the Cost Continuation Sheet (See Attached). This is a Small Project and site inspection by the Project Specialist to confirm damages and eligible repairs, validates the reasonableness of the claimed repair costs. DIRECT ADMINISTRAVTIVE COST: The Applicant is laiming Direct dministratie Costs. TOTL PROJECT COST: The total projet cost including DAC is 16,754.09. MITGATIN: All workis 100% Complete. Tere are no oportunities fr add-on mitigation./p>
1042DR4BP-12 Groenors Corers Road PA-02-NY-4020-PW-07453 PA-02-NY-4020-State-0092(91)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Damaged areas of the roadway were restored to pre-disaster condition. Work is 100% Complete. Location #1 (GPS Start: 42.70056, -74.45639; End GPS: 42.70510, -74.44821) - The Applicant cleaned 3000 feet of roadside drainage ditch on the north side of the road and 1000 feet of ditch on the south side. Location #2 (GPS: 42.70578, -74.44723) - Replaced a 40ft long 1-inch diameter CMP cuvert was replace. Replace 2 flatstone hadwalls measuring 3-t long x 2-ft high by 1-ft thick (0.22 CY or 0.5 Tons for a total of 0.44 CY, or 1 Ton) - Face Area of each is 6-SF for a total of 12-SF. Crusher run was replaced in an area 40-ft x 18-ft x 2-ft deep (53.3 CY). Location #3 (GPS: 42.70132, -74.45493) - A 20 foot long 12-inch diameter CMP culvert pipe was replaced. Crusher run was replaced in an area 20-ft x 4-ft x 18-inches deep (4.44 CY or 5.7 Tons). Replaced two stacked stone head walls 4-ft x 2-ft high by 1-ft deep (0.3 CY or 0.7 Tons) for a total of 0.6 CY or 1.4 Tons were replaced. The Face Area of each is 8 square feet for a total of 16 square feet. SUMMARY OF PROJECT COST All work was completed using Force Account Labor, Equipment and Materials. However, back-up for labor, equipment and materials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using cost codes, including, where available, those developed for New York State by FEMA or other authorities. A breakdown of costs for repairs is included in the attached Cost Continuation sheet. - FEMA Cost Code 3070 - Ditch Cleaning & Shaping $ 3.40 per LF (National) - Equipment and labor necessary for cleaning roadside ditches using gradall/excavator and dump truck operation (per linear foot of ditch). - FEMA Cost Code 3351 - LF CMP 12" (Furnish and Install) $ 40.00 (State) This is a corrugated metal pipe with asphalt coating. Installation includes pipe, bedding, and backfill for culverts of normal depth (max. 5ft.) from top of culvert to road way. This does not include paved surface replacement. - FEMA Code 3353 - LF CMP 18" (Furnish and Install) $47.00/LF (State) - This is a corrugated metal pipe with asphalt coating. Installation includes pipe, bedding, and backfill for culverts of normal depth (max. 5ft.) from top of culvert to road way. This does not include paved surface replacement. - FEMA Coded 3011 - CY AGGRGATE SURFACE COURSE $ 28.00/CY (State) - A select clay gravel or similar material used on the top 3 inches of surface of an unpaved roadway, in place cost, including hauling, dumping and grading. Allow 5 mile one way haul. - RS Means 323260100500 $63.50 S.F (Face Area) - Stone retaining walls, cut stone, to 6' high, 1'-6" thick, dry set, includes excavation, concrete footing and stone, 3' below grade. Price is exposed face area. (Includes Labor and Materials) This is a Small Project and site inspection by the Project Specialist to confirm damages and eligible repairs validates the reasonableness of the claimed repair costs
042DR4BQ-12 Cottn Hill Road R66) PA02-NY-4020-PW-07514 P-02-NY-4020-State0093(92)
Using Foce Account Labor, Equpmet and Materias, Schoharie County ompleted repais Cotton HillRoad. All work is 100 Complete. Damaged areas f the roaday were restored to pre-disaster condition except as may be described below. The Applicant did complete mitigation as part of repairs. These costs cannot be included in the Project Cost prior to approval. A Mitigation Proposal was prepared to evaluate eligibility for reimbursement under FEMA's Hazard Mitigation Program (See Attached Mitigation Proposal). The Applicant completed the following repairs: Location #1 (GPS: 42.62107, -74.25149) - Replaced large stone rip rap covering an area of 18-ft x 25-ft x 4-ft (66.7 CY or 90 Tns) on thesouth side of the road Crusher Run (grael) along the roaday sholder was replaced 30-f x 6-ft x 2-ft (13.3 CY or 17.1 Tons). The applicant pulled and shaped 40-ft of roadside drainage ditch. Location #2 (Start GPS: 42.60259, -74.29655, End GPS: 42.59994, -74.29802) - Applicant pulled and shaped approximately 1300-ft long by 3-feet wide roadside drainage ditch. Note: Applicant completed mitigation as part of these repairs. This included placement of rip rap 1300-Ft long by 6-ft wide by 1-ft deep (289 CY of 390 Tons) to armor the ditch and prevent erosion in the future. This work cannot be included in the Project Cost (See Attached Mitigation Proposal). Location #3 (GPS: 42.60075, -74.29750) - Replace a stacked flat stone headwall, 6-ft x 2-ft x 1.5-ft (0.67 CY or 1.5 Tons) and crusher run over an area of 50-ft x 6-ft x 1-ft (11.1 CY or 14.2 Tons). Location #4 (GPS: 42.60075, -74.29750) - Crusher run gravel 30-ft long x 9-feet wide by 1.5-ft deep (15 CY or 19.2 Tons) was replaced at the inlet end of a 24-inch HDPE cross road culvert located at the end or a roadside drainage ditch. Location #5 (GPS: 42.60217, -74.29670) - No repairs claimed for this Site. Location #6 (GPS: 42.59992, -74.29803) - Replaced crusher run along the road shoulder 180-ft long x 5-ft wide x 1-ft thick (33.3 CY or 42.7 Tons). Note: The Applicant completed mitigation as part of repairs. This included lining the embankment with small rip rap, 135-ft x 5-ft x 1-ft (25 CY or 33.8 Tons) to armor the embankment and prevent erosion in the future. This work cannot be included in the Project Cost (See Attached Mitigation Proposal). Location #7 (GPS: 42.59906, -74.29980) - Replaced crusher run 20-ft x 6-ft x 1-ft thick (4.4 CY or 5.7 Tons). Large rip rap was placed along the

embankment 12-ft long x 20-ft wide x 2-ft thick (17.8 CY or 24.0 Tons). Note: Applicant completed mitigation as part of these repairs. This included placement of rip rap (shot rock) around a 12-inch CMP culvert (not damaged) over an area 25-ft long x 2-ft high x 1-ft thick (1.85 CY or 2.5 Tons). This work cannot be included in the Project Cost (See Attached Mitigation Proposal). Location #8 (Starting GPS: 42.59855, -74.30036. Ending GPS: 42.59747, -74.30154) - Cleaned and shaped roadside drainage ditches. Replaced crusher run gravel 300-ft 2-ft x 1-ft (22.2 CY or 28.4 Tons) along the road shoulders was done. Note: The Applicant completed mitigation as part of repairs. This included armoring the ditch by placing rip rap 400-ft x 4-ft x 1-ft (59.3 CY or 80 Tons). This work cannot be included in the Project Cost (SeeAttached Mitigatin Proposal).&bsp; Locaton #9 (GPS: 42.59442, 74.31194) - Replacd a 20-ft x 18-inch HDPE clvert pipe and the 2 stke stone headwall 5-ft x 3-ft x 2-ft (.1 CY or 2.4 Tos each for a ttal of 2.2 CY or 2.4 Tns) on the south side of te road.&nbs; Replaced crusher run covering an area of 20-ft x 3-ft x 1-ft (2.2 CY or 2.8 Tons). On the northwest side of the road, replace crusher run gravel 30-ft long x 12-ft wide x 10-inch thick (11 CY or 14.2 Tons). Mitigation: The Applicant completed mitigation as part of repairs including the placement of large rip rap 24-ft x 12-ft x 2-ft deep (21.3 CY or 28.8 Tons) around the culvert pipe there. MITIGATION: Work at roadway Locations included placement of armor stone within roadside drinage ditchs (Locations 2 and 8) were such material id not exist prior t damaes. Likewise at Location6 and 7, embankments were reinforced with small rip rap or large stone where it did not exist before. These actions were performed to minimize or avoid future damages and all or a portion of these costs may be eligible for reimbursement as mitigation. Such mitigation may be eligible for up to 100% of the project cost to repair to pre-disaster conditions, but cannot be included in the Project Cost. A mitigation proposal was prepared to evaluate eligibility under FEMA's Hazard Mitigation Program. (See Attached) SUMMARY OF PROJECT COST All work was completed using Force Account Labor, Equipment and Materials. However, back-up for labor, equipment and materials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using cost codes, including, where available, those developed for New York State by FEMA or other authorities. A breakdown of costs for repairs is included in the attached Cost Continuation sheet. As Mitigation was completed as part of repairs, the estimated repair cost included only those repairs necessary to restore the damaged locations to their pre-disaster condition.
DIRECT ADMINISTRAVTIVE COST: The Applicant is claiming Direct Administrative Costs including $310 for Work Completed and $310 for Work to be Completed, totaling $620. TOTAL PROJECT COST: The Total Project Cost, including Direct Administrative Costs, is $30.357.81. This does not include the cost of mitigation completed as part of repairs. These will be included following review and approval of the Mitigation Proposal. This is a Small Project and site inspection by the Project Specialist to confirm damages and eligible repairs, validates the reasonableness of the claimed repair costs. MITIGATION: This PW includes mitigation completed as part of repairs. Such mitigation may be eligible for up to 100% of the project cost to repair to pre-disaster conditions but cannot be included in the Project Cost. A mitigation proposal was prepared that includes an estimate of mitigation performed at each Location. It identifies the total amount of mitigation and the potentially eligible cost. (See Attached Mitigation Proposal) The cost of mitigation, completed as part of repairs was not included in the total project cost.
1042DR4BR-12 CR-17, Flat Creek Road, Multiple Locations PA-02-NY-4020-PW-07898 PA-02-NY-4020-State-0093(92)
Schoharie County used contract services to pave the damaged road and reshape and lay Crush and Run (small gravel) along the shoulders to retur the listed sies back to re-disaster condition a listed: Site 1 - GS 42.46168 -74.35349 thru 4.46156 -74.35373, Asphalt 5ft X 20ft X 2ft 283.9CF/27 = 10.5CY X actor 2 = 21 ton; Shoulders, 85t X 2ft X .167ft = 28.4F/27 •¡ 1.1CYX fctor 1.4 = 15tons Site 2 - GPS 42.42975-74.40032, Asphalt, 10ft X 20ft X 2ft = 33.4CF/27 = 1.2CYX factor 2 = 2.5 tons; Shoulders, 10ftX 2ft X .167ft 3.34CF/27 = .1CY X factor 1.4 = .2 tons X 2 sides = .4 tons Site 3 - GPS 42.41961 -74.41196 thru 42.41907 -74.41249, Asphalt, 245ft X 20ft X 2ft = 818.3CF/27 = 30.3CY X 2 = 60.6 tons; Shoulders, 245ft X 2FT X . 167FT = 81.83CF/27 = 3CY X 1.4 = 4.2 tons X 2 sides = 8.4 tons Site 4 - GPS 42.41532 -74.41761 thru 42.41415 -74.41966, Asphalt, 700ft X 20ft X 2ft = 2.338CF/27 = 86.6CY X 2 = 176.2tons; Shouldrs, 700ft X 2ft X .167ft= 233.8CF/27 = 8.7C X 1.4 = 12.1 tons X 2side = 24.2 tons Site 5 - GPS 2.41384 -74.42025 thru 42.41299 -74.42201. Asphalt, 570ft X 20ft X 2ft = 1.903.8CF/27 = 70.5CY X 2 = 141 tons; Shoulders, 570ft X 2ft X .167ft = 190.4CF/27 = 7.1 CY X 1.4 = 9.9 tons X 2 sides = 19.8 tons
1042DR4CA-12 Stryker Road, CR-13 PA-02-NY-4020-PW-08124 PA-02-NY-4020-State-0098(97)
Schoharie County will utilize Force Account Labor, Equipment and Materials to complete repairs of the embankments and replace the damaged guide rail. Repairs to be completed are: Site 1 - Haul, place and compact embankment fill, L36ft X W20ft X D14ft/2 = 10,080CF = 5,040CF/27 = 186.7CY Site 2 - Haul, place and compact embankment fill, L6ftX W30ft X D2ft/2 = 360CF = 180CF/27 = 6.7CY Site 3 - Haul, place and compact embankment fill, L36ft X W20ft X D3ft/2 = 2,160CF = 1,080CF/27 = 40CY Replace 215ft of corrugated guide rail PROJECT NOTES 1. The total length of corrugated guide rail exceeds the total of embankment loss due to the pulling and twisting of the rail as the embankment failed. 2. The Applicant is legally responsible for the road listed in this S.A, and is eligible in accordance with 44 CFR §206.222(a).
1042DR4CB-12 R18- Rickard Hill Road PA-02-NY-4020-PW-08162 PA-02-NY-4020-State-0098(97)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Damaged areas of the roadway were restored to pre disaster condition. Site #1 (Start GPS:42.66521, -74.27215; End GPS: 42.66701, -74.27510) - The Applicant cleaned and reshaped 800-ft of roadside drainage ditch to restore flow capacity. The upslope embankments were repaired using the earth materials recovered from the ditches. Site #2 (GPS: 42.64477, -74.22062) - To restore stream flow and prevent damage to the road culvert, the Applicant cleared rock deposited in the stream for 150-ft along both sides of the stream bank (Total of 300 Feet) on the upstream side of the

culvert. This material was pulled back to restore the pre-existing alignment of the stream banks with the culvert. Also crusher run gravel 50-ft long x 4-ft wide x 6-inch deep (3.7 CY or 4.7 Tons) was reinstalled along the roadway. SUMMARY OF PROJECT COST All work was completed using Force Account Labor, Equipment and Materials. However, back-up for labor, equipment and materials was not available at the time this SA was prepared. In the present case, the cost for completed work was estimated using cost codes, including, where available, those developed for New York State by FEMA or other authorities. A breakdown of costs for repairs is included in the Cost Continuatin sheet.
1042DR4CC-12 Chapma Road Bridge PA-02-N-4020-PW-08065 PA-02-NY-4020State-0098(97)
The plicant reports tha they have an agreement ith the surroundig communities tht the County will provid maintenance and repair for he roads and ridges. The signficant flooding in the Village of Schoharie (approximately 8 to 10FT), where the County records reside, damaged all the County's records so a copy of this agreement is not currently available. The County was asked by FEMA Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have available at close out. The applicant chose to perform the repairs under a Time & Materials contract with William M. Larned & Sons, Inc. ($61,560.00). This price has ben validated ad a copy of the validatio estimate is attache. Costs used are bsedon RS Means, 1st Quarter 201, Albany, New York. Work Completed: 1) Items 1 through 4: Replace, compact, and grade 970 CY (200 + 148 + 533 + 89 = 970 CY) of embankment using gravel debris removed from stream; 2) Relay 100FT x 6FT of stacked rip rap wall; 3) Relay 200FT x 6FT of stacked rip rap wall; 5) Remove 889 CY of gravel debris from river and reuse it to replace embankments noted in items 1 through 4.
1042DR4CD-12 Hoyt Road PA-02-NY-4020-PW-08090 PA-02-NY-4020-State-0098(97)
This Subgrant Applicantion (SA) covers the embankment and shoulder repairs. PW BG46-1 is for the repair of scour to the bridge footings. The applicant chose to complete the work using force account labor ($1,688.57), force account equipment ($1,977.00), rental equipment (S900.00), and force account materials ($4,548.02). Work Completed: 1. At the southwest side of the bridge, replace washed out embankment using reclaimed material where possible 35FT L x 2FT W x 7FT D varying depth) (14CY - see calculation sheet) and rebuild 24IN thick stackable rip rap wingwall 35FT L x 7FT H (varying height) (32.2 Tons -see calculation sheet); and at the southeast side of the bridge, replace washed out embankment using reclaimed material where possible 35FT L x 2FT W x 7FT D (varying depth) (23CY - see calculation sheet) and the washed out the wing wall with 50FT L x 7FT H (varying height) (52.9 Tons - see calculation sheet) with 24IN stackable rip rap. 2. At the northeast side of the bridge reshape and grade the washed out shoulder using reclaimed material where possible 35F L x 35FT W x 3IN D (35 x 35 x 0.25/27 = 11.3CY); and at the northwest side of the bridge reshape and grade the washed out shoulder using reclaimed material where possible 50FT L x 30FT W x 3IN D (50 x 30 x 0.25/27 = 13.9CY). 3. On the south side of the bridge rebuild the 30FT x 4FT x 3FT weir that was washed away with stone fill (rip rap) (30 x 4 x 3/27 = 13.3CY x 2.3 Tons/CY = 30.7 Tons. Summary of Materials: Top Soil = 14CY + 23CY + 11.3CY + 13.9CY = 62.2CY Stackable Rip Rap = 32.2Tons + 52.9Tons + 30.7Tons = 115.8Tons
1042DR4CE-12 Bear Kill Road (R 18) PA-02-NY-4020-PW-08196 PA-02-NY-4020-State-0098(97)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. Work is 100% complete. Damaged areas of the roadway were restored to pre-disaster condition. Repairs, and associated costs, were reviewed by the Project Specialist and found reasonable and appropriate. Site 1 (PS: 42.39985/74.35914) - The Applican reshaped the stream n both sides of the road to is pre-disaster alignment.&nbs; There was strem reshaping done in an ara 100-ft x 15-ft wde on the north (pstream) side of the bride. The applicant reusedmaterials depoited in stream. Additionally medium rip rap in an area 65-ft x 15-ft x 4-ft deep along the upstream, western, embankment was replaced. Stream reshaping was done in an area 75-ft x 15-ft wide on the other side of the bridge (Bin # 3355010). Work was performed under a USACE Emergency Permit. Site 2 (GPS: 42.39980/-74.35672) - The Applicant reshaped (pulled) a roadside drainage ditch 500 long x 15-ft wide x 4-ft deep. County personnel also reset a stacked flat stone headwall 4-ft long x 2-ft high x -ft thick (0.3CY or 0.7 Tons; Face Area 8-SF). A 30-ft 15-in HDPE culvert pp was replaced. Crusher ru gravel over the shoulder and adjacent ditch was replaced 30-ft long by 5-ft wide x 2-ft deep (11.1 CY or 14.1 Tons). Site 3 (GPS: 42.40993,-74.33884) - Replaced 40-ft long x 18-in diameter HDPE culvert pipe and associated stacked flat stone headwall measuring 6-ft long x 2-1/2-ft high x 1-ft thick (0.56 CY or 1.2 Tons; Face Area = 15-SF). Work included excavation and backfill (40-ft long x 5-ft wide x 5-ft deep (37 CY) and replacement of pavement 5-ft x 20-ft (100 SF or 11.1 SY) of 2-inch surface course and 3-inch binder). Replaced crusher run on shoulder 40-ft x 5-ft x 2-ft (14.8 CY or 19 Tons).
1042DR4CF-12 Keyserkill Road (CR-17) PA-02-NY-4020-PW-08353 PA-02-NY-4020-State-0099(98)
The Applicant let a contract to Carver Construction, Inc. ($1,603) to repair the shoulder slopes to pre-disaster condition as follows: Site 1: Rebuild the shoulder slope with reclaimed material and provide erosion control with straw for an area of 800 SF. Site 2: Rebuild the shoulder slope with reclaimed material and provide erosion control with straw for an area of 2500 SF. Site 3: Rebuild the shoulder slope with reclaimed material and provide erosion control with 3000 SF of straw and 35,000 SF (35000 x 0.25/27 = 32.4CY) of light rip rap. Site 4: Rebuild the shouder slope with reclaimed material and provide erosion control with 1800 SF of straw.
1042DR4CG-12 Bridge Inspections PA-02-NY-4020-PW-08178 PA-02-NY-4020-State-0099(98)
Schoharie County contracted with Spectra Engineering to to perform inspections of the damaged bridges and embankments, determine if the bridges were safe enough to continue in operation in accordance with NYDOT standards, determine the appropriate repairs, estimate the costs of those repairs, and develop the necessary reports. Copy of the Spectra Engineering contract is attached to this SA. Per the Public Assistance Guide (FEMA 322) page 55, damage surveys are the responsibility of the owner. These inspections were of damaged sites to obtain

sufficient information to determine what needed to be accomplished to keep the bridges open and to develop final repair scopes and cost estimates. Work Completed: No physical repairs are included in this SA. This SA is intended to capture the costs associated with recommended eligible inspections and engineering design to develop repair concepts for bridges and recommendations for embankment restoration. Bridge repairs will be included in separate SAs for each bridge Five of the eght bridges noted have thir inspection and engieering costs captured in the rpair SA as noted below. TheAplicant will be reqired to provide copies of rior inspection reprts to demonstratethat there were no damagesexisting prior to the declaredevent. The follwing impacted 8 bridges are included in this SA except as noted: BG25 Hauverville Rd Bridge (BIN 3354830) - Costs are captured in PWB25, BG37 Stone Store Bridge (BIN 3354770), BG42 Zimmer Road Bridge (BIN 3354680), BG46 Hoyt Rd Bridge (BIN 3355190), . BG50 Schoonmaker Rd Bridge (BIN 3354690) - Costs are captured in PW BG50, BG87 Mill Valley Rd Bridge (BIN 3354710) (formerly West Middleburg Rd Bridge) - Costs are captured in PW BG87, BG88 Sholtes Rd Bridge (BIN 3354670) - Costs are captured in PW BG88, and BG93 Summit Rd.Bridge (BIN 100860) - Costs are captured i PW BG93. Three of thes bridges (BG42 Zimmer Road Brge, BG50 Schoonmaker Rd Bridge, ad BG88 Sholtes Rd Bridge) required actions to either limit or preclude use of the bridges until repairs could be made. Copies of the Spectra Engineering reports are included with the backup to this SA. The damages at the remaining five bridges consisted of various levels of embankment washouts and scouring. Reports including repair scopes and estimates were not developed for these damages. The fees for Spectra Engineering for the inspection and engineering costs associated with this SA totaled $10,008.61 with preliminary estimated repair costs of $87,500, the fee is approximately 11% of the estimated repair cost. Percentage noted in the Public Assistance Guide (FEMA 322) page 60, curve B is 14.5%. Therefore, the Spectra Engineering fee is deemed reasonable for the work completed and within the requirements of Curve B.
1042DR4CH-12 Shady Tree Lane Bridge, Shady Lane Road, and Barnerville Road, PA-02-NY-4020-PW-08121 PA-02-NY-4020-State-0105(104)
All embankment and site work was performed by contract with Ketco, Inc., of Albany, New York ($586,000) and road work except the topping course was perfomed by Cobleskill Stone Products, Inc., Cobleskill, New York ($13,301.38) for a total contract amount of $599,301.38. The contract to Ketco, Inc. was let in accordance with their submitted bid (copy attached) and is in accordance with the county purchasing policies The applicant reports that they have an agreement with the surrounding communities that the County will provide maintenance and repair for the roads and bridges. Additionally, a part of this agreement stipulates that the County's area of responsibility extends 400 FT upstream and down stream of bridges. The significant flooding in the Village of Schoharie where the County records reside, damaged all the County's records so a copy of this agreement is not currently available. Copies have not been available from the various communities for the same reason. The County's records, that were salvaged, are currently being restored and, if the agreement is part of those records, a copy will be provided. The County has been asked by FEMA Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have it available at close out. During the course of the repair work, hazard mitigation was included as part of the contract. The cost of the mitigation has been backed out of the completed work and is incuded in the attached hazard mitigation proposal. Work Completed: 1. At the north end of Shady Tree Lane bidge replace and reshap the rip rap and soil embankmen that washed out 1120FT L x 1F W x 3FT D (1120 x 1 x 1/27 = 622CY of sand andgravel and 1120 x 12x 2/27 = 996CY rip ap); and replace and reshap the rip rap embankment on the ast bank that wa washed out 120FT L x 12FT W x 3FT D (120 x 12 x 1/27 = 53CY of sand and gravel and 120 x 12 x 2/27 = 107CY of rip rap). 2. At the south end of Shady Tree Lane bridge replace and reshape the rip rap and soil embankment on the west side that washed out 100FT L x 12FT D x 3FT T (100 x 12 x 1/27 = 44CY of sand and gravel and 100 x 12 x 2/27 = 89CY of stackable rip rap); and replace and reshape the rip rap embankment on the east side washed out 100FT L x 12FT W x 3FT D (100 x 12 x 1/27 = 44CY of sand and gravel and 100 12 x 2/27 = 89CYrip rap). 3. At he Shady Tree Lane bridg replace washed out embankment d scour with 40FT L x 5FT W x 2FT (40 x 5 x 2/27 = 15CY at each abutment) and at mid-span fill the scour around the edges of the pier footing 48FT L x 2FT W x 2FT D (48 x 2 x 1/27 = 7 CY of rip rap). 4. Remove washed out topping course and replace binder course of Shady Tree Lane between the north end of the bridge and Barnerville Road 350FT L x 20FT W x 3IN D (350 x 20/9 = 778SY of 3IN binder course). 5. Reshape and replace 350FT L x 2FT W x 4IN crusher run road shoulder (350 x 2 x .33/27 = 9CY) that was scoured and washed out; additionally, reshape and replace approximately 6000SF x 15IN D (6000 x 1.25/27 = 278CY of sand and gravel) embankment on the north side of the stream that was scoured and washed out. 6. Remove 25,400 SF (941CY) of boulders and gravel debris that were deposited in the stream by the flood waters and reuse for bank replacement. : 7. Replace washed out topping course of Shady Tree Lane between the north end of the bridge and Barnerville Road 350FT L x 20FT W x 2IN D (350 x 20/9 = 778SY of 2IN topping course). Work on the north bank west of the bridge included hazard mitigation as a part of the permanent work. This work was to install heavy stackable rip rap along 1120 LF of embankment to protect Barnerville Road. The cost of this work was 1120FT x 12FT x 2FT.27 = 996CY x 2.3 tons/CY = 2291 Tons x $68/Ton = $155,788; geosynthetic soil stabilization 1747 SY x $1.70/SY = $2969.90; and hydro seeding 6000SF x $37.00/MSF = $222.00. The contract cost for placing medium weight rip rap would be 2291 Tons x $36.00/Ton = $82,476. Adjusted contract cost to restore to pre-disaster condition is $586,000 - $155,788 - $2969.90 - $220.00 + $82,476 + $13,301.38 = $522,797.48. Contract total has been validated
1042DR4CI-12 Flat Creek Road at Spencer Roads PA-02-NY-4020-PW-08357 PA-02-NY-4020-State-0107(109)
 Schoharie County Department of Public Works used Force Account Labor and Equipment to replace the damaged 36ft X 10ft X 2.5ft gabion wall around the 30in HDPE culvert outlet. The gabions were removed and replaced with extra heavy stackable stone at a much lower cost to the Applicant, SEE ATTACHED BACKUP FOR COST COMPARISON. The head and wing walls measured 36ft X 10ft X 2.5ft = 900CF/27 = 33.3CY. The repair using

stackable stone was the least cost alternative; therefore, does not require being written as Hazard Mitigation.
1042DR4CJ-12 Mill Valley Road Bridge - BIN# 3354710 PA-02-NY-4020-PW-08344 PA-02-NY-4020-State-0107(109)
FEMA project specialist visited thesite and has developed a scope o work and cost estimate to reste/repair the bridge toits original design, functio, and capacity.
p>Since the brdge sustained minimal structral damage and most of the damags are for bridge uardrailing and embankment washout, the Applicant intended to repair the bridge to predisaster condition in accordance with NYSDOT Codes and Standards.
Bridge repair cost is estimated by FEMA project specialist utilizing NYSDOT weighted average item price report, which is derived from historic contracted items.
In order to restore/repair the bridge to its original design, function, and capacity. generally, the Applicant will have perform built embankment in place,repair bridge railings, horizontal clearance markes and timber guiderailings posts. Bridge repairshould be perform in accodance with NYSDOT codes and stanads. Below is a summary of the work o be performed: 1. Placement of 53 CY of select structural fill behind southeast wingwall equivalent to 53 CY @ $ 54.59 = $ 2,893.27, (Reference NYDOT 203.21). 2. Installation of (52 LF x 2 sides) of bridge railing on both sides of the bridge equivalent to 104 LF @ $ 85.00 = $ 8,840.00, (Reference NYDOT 568.50). 3. Installation of (1 FT wide x 3 FT high) of black and yellow horizontal control signs equivalent to 3 SF @ $ 45.00 = $ 135.00, (Reference NYDOT 645.030400114). 4. Installation of 1 post (Type A) for item 4 with embedment for the black and yellow horizontal control signs equivalent to 1 posts @ $ 150.00 = $150.00, (Reference NYDOT 645.8104) 5. Wooden Posts 4" x 4" equivalent to 2 each @ $83.00 = $ 166.00, (Reference NYDOT 645.17010008)
1042DR4CK-12 CR-17, Keyserkill Road PA-02-NY-4020-PW-08312 PA-02-NY-4020-State-0107(109)
FEMA project specialist visited the site and has developed a scope of work and cost estimate to restore/repair the bridge to its original design, function, and capacity. Since the bridge sustained minimal structural damage and most of the damages are for bridge guardrailing and embankment washout, the Applicant intended to repair the bridge to predisaster condition in accordance with NYSDOT Codes and Standards. Schoharie County will use contract services to return the embankment of Keyserkill along CR-17, to pre-disaster condition. The contractor will obtain, haul and place fill along the road's embankment, 235ft x15ft X 6ft =21,150CF/27 = 783.3CY and return the slope to a 2:1 ratio.
1042DR4CL-12 CR-21, Huntersland Road PA-02-NY-4020-PW-08174 PA-02-NY-4020-State-0107(109)
Schoharie County Department of Public Works utilized Force Account Labor and Equipment and contract services to return the below locations on CR-21, Huntersland Road to pre-disaster condition. The locations repaired were: Site 1 - GPS 42.58527 -74.28804, Carver Construction completed the repairs to the box culvert by using heavy rip-rap and shotcrete to fill the scoured areas, inside bottom wall, 6ft X 4ft X 2ft = 48CF/27 = 1.8CY X factor 1.5 = 2.7 tons, culvert bottom, 6ft X 2ft X 2ft = 24CF/27 = .9CY X factor 1.5 = 1.4 tons and at the downstream end, 23ft X 10ft X 4ft = 920CF/27 = 34CY X factor 1.5 = 51 tons, plus applying shotcrete to fill in voids, 15ftX 15FT X .167FT = 37.6CF/27 = 1.4CY. Site 2 - GPS 42.58539 -74.28803, the stackable stone, repaired by Force Account Labor and Equipment, 15ft X 12.75ft X 4ft = 765CF/27 = 28CY X factor 2.3 = 65 tons WORK COMPLETED
Site 3 - GPS 42.58517 -74.2861, Force Account Labor and Equiment replaced the Rip-Rap on the utheast side of the priate bridge, 60ft X 12ft X 2ft= 1.440CF/27 = 53.3CY factor 1.5 = 80tons Site 4 - GPS 42.58508 -7.28909, Force Account Labor and Euipment replaced te Rip-Rap on the southwest side of the private bridge, 160ft X 12ft X 4ft = 7.680CF/27 = 284.4CY X factor 1.5 = 426.7 tons Site 5 - GPS 42.5529 -74.28826, The Applicant's contractor applied asphalt to the scoured roadway, 325ft X 24ft X .333ft = 2.597.4CF/27 = 96.2CY X factor 2 = 192.4 tons and applied crush and run to the shoulders, two sides, 650ft X 2ft X .167ft = 217.1CF/27 = 8CYX factor 1.4 = 11.3 Site 6 - GPS 42.58508 -74. 28909, The Applicant's contractor applied Crush and run over Rip-Rap fill on embankment, 160ft X 6ft X.5ft = 480CF/27 = 1.8CY X factor 1.4 = 24.9 tons
1042DR4CM-12 CR-21 Huntersland Road PA-02-NY-02-PW-08224 PA-02-NY-4020-State-0107(19)
Schoharie County Department of Public Works utilized Force Account Labor and Equipment and contracted Carver Construction, Inc. to return the 5 site locations on CR-21, Huntersland Road to pre-disaster condition. The locations repaired were: Site 1 - GPS 42.56473 -74.23601, Contractor completed paving and shoulder repairs, Paving, 1,010ft X 23ft X .292ft = 6,783.2CF/27 = 251.2CY X factor 2 = 502.5 tons, shoulders, both sides, 1,010ft X 2 sides X 2ft X.167ft = 674.7CF/27 = 25CY X factor 1.4 = 35 tons and ditches scouring repaired by Force Account, 1,010ft X 2 sides = 2,020 ft Site 2 - GPS 42.56886 -74.24024 thru 42.57027 -74.24784, repaired by Force Account, shoulders repairs, 2,185ft X 2 sides X 2ft X .167ft = 1,459.6CF/27 = 54.1CY X factor 1.4 = 75.7 tons and ditch repairs, 2,185LF X 2 sides = 4,370LF Site 3 - GPS 42.57048 -74.25084, Cleaned and reshaped by Force Account, one side, 1,090LF Site 4 - GPS 42.56997 -74.25517, Contractor completed paving and shoulder repairs, Paving, 785ft X 23ft X .292ft = 5,272.2CF/27 = 195.3CY X factor 2 = 390.5 tons, shoulders, both sides, 2,260ft X 2 sides X 2ft X.167ft = 1,509.7CF/27 = 56CY X factor 1.4 = 78.3 tons and ditches repaired by Force Account, 2,260LF X 2 sides = 4,520LF Site 5 - GPS 42.57412 -74.26875, Rip-Rap replaced by Force Account, east end of a 36in X 50ft CMP culvert, 12ft X 10ft X2ft = 240CF/27 = 8.9CY X factor 1.4 = 12.4 tons Total Force Account Labor, Regular Time = 396.5 hours for $9,887.81 Total Force Account Labor, Overtime = 26 hours for $3,073.14 Total Force Account Equipment = 11 pieces for $21,603.00 Materials = 88.1 tons for $592.30 Contracts = $119,342.63 Site 6 - GPS 42.58485 -74.28542, Due to NYSDOT Roadside Design §10.2.3 Barrier Types, the wooden guide posts will be replaced with corrugated guide railing on steel posts, SEE ATTACHED EXCERPT, 145LF Site 7 - GPS 42.58493 -74.28626 thru 42.58513 -74.28728, Force Account Labor and Equipment will be used to reset 287LF of corrugated guide railing TOTAL FOR WORK TO BE COMPLETED = $11,055.50 TOTAL PROJECT COST INCLUDING $3,836.00 DAC = $169,390.38 SEE ATTACHED BACKUP PAGE FOR CALCULATIONS AND CONVERSONS

FROM U.S. STANDARD TO METRIC NOTE: Per CEF Part “A” Validation - Carver Construction, Inc. prices for the Project Worksheet appear to be reasonable.
1042DR4CN-12 Hauverville Road (R19) PA-02-NY-4020-PW-07046 PA-02-NY-4020-State-0115(114)
Using Contract Service, the County completed the repairs described below. Contracts included work performed underEmergency Permits as well as work ompleted after the period for eligbe emergency work (See Bak-Up for Permits and Agreement). Damaged areas f the roadway wer restored to pre-disaster condtion with the exception of mitigaton which was compleed as part of repairs. (See Attached Mitigation proposal) All work under this PW is 100% complete. A CEF was prepared to (a) validate the contract costs for the repair work completed, and (b) to break out and quantify the proposed Hazard Mitigation costs (See attached Hazard Mitigation Proposals for additional costs). The Cost of repairs was determined to be reasonable and appropriate. The repairs were completed by Contract Services. (Note: Certain Sites, including work remaining to be completed, were deleted eiter to be covered undr separate PWs, or because of dplication. This was done wth the agreement of the Applicant) Wok performed under this PW also includd proposed 406 Hazard Mitigation completed as part of repairs. The mitigation work included the replacement of 2 damaged arch culverts with a box culvert as part of emergency repairs (See attached mitigation proposal). The completed work also included the placement of rip-rap on bridge embankments upstream and downstream for 200 feet at Sites 13, 20 and 24. The Applicant could not confirm that this rip-rap was in place prior to the event and claimed that such repairs are in keeping with a County policy to provide such embankment protection. The scope of work and cost of these repairs are included in a second Hazard Mitigation proposal (See attached). The repairs completed at each site are described below. In addition to the items described below, the work included: sediment and erosion control (silt curtains and hay bales); road barricades, warning lights, construction signs and other traffic control devices; and lodging costs for workers. Site 1 (GPS: 42.51383, -74.24747) - Replaced 50 CY of rip rap at the inlet and outlet of the 24-in CMP culvert. Site 2 (GPS: 42.51289/-74.24940) - Replaced 50 ft x 12 ft x 2 ft (44.4 CY) of rip rap at inlet of 24-inch CMP culvert. Site 3 (GPS: 42.51172, -74.25086) - Replaced rip rap in roadside swale 175 ft x 5 ft x 18- in (148.6 CY). ite 4 (GPS: 42.51032, -74.25252) - Replaced lost rip rap in roadside ditch and culvert: 40 ft x 10 ft x 3 ft (44.4 CY) and 185 ft x 8 ft x 2 ft (109.6 CY) Site 6 (GPS: 42.50896, -74.25395) - Replaced rip rap 50-ft x 12 ft x 3 ft (66.7 CY) on east side of road and 191 ft x 8 ft x 2ft (113.2 CY) in roadside ditch. Site 7 (GPS: 42.50757, -74.25567) - Replaced rip rap on east side of road 185 ft x 10 ft x 2 ft (137 CY), 670 ft x 8 ft x 2 ft (397 CY) on east side of road, 430 ft x 8 ft x 2 ft (260.1 CY) on west side of road and 450 ft x 40 ft x 20 ft 13,333.3 CY) of fill between road and creek was replaced. Rip rap along wall of east side of creek 480 ft x 20 ft x 4 ft. (422.2 CY) was replaced. Site 8 (GPS: 42.50500, -74.25632) - Replaced 410 ft x 8 ft x 5 ft (607.4 CY) rip rap wall. Replace 250 ft x 24 x 10 ft (2227.2 CY) deep fill between stream and road on west side. Replace 627 ft x 10 ft x 2 ft (464.4 CY) rip rap swale. Site 9 (GPS: 42.50353, -74.25738) - Replaced rip rap 610 ft x 10 ft x 2 ft (451.9 CY) east side of road ditch. Replace 150 ft x 25 ft x 5 ft (694.4 CY) of road fill. Replace rip rap wall 150 ft x 6 ft x 5 ft (166.7 CY). Site 10 (GPS: 42.50066, -74.25852) - Replaced rip rap 426 ft x 5 ft x 1 ft(78.9 CY) ditch on east side of stret, 400 ft x 40 ft x 8 ft (474.1 CY fll was replaced. Replace ip rap wall 400 ft x 8 ft x 4 f (4,740.7 CY). Repaced 3 HDPE culvers: 36 in x 55 ft, 18 in x 40 ft and 18 in x 70 ft. ite 11 (GPS:&nbp; 42.49562, -7426186) - Replaced Rip rap 135 ft x 4 ft x 2 ft (40 CY). Site 13 (GPS: 42.49402, -74.26316) - Bridge #62 (NYDOT 3354780). Debris was removed off of bridge. Repaired washed out sections of bridge approaches with flowable grout. North hole 3 1/2 ft x 2 ft x 4 ft, South hole 3 ft x 2 1/2 feet x 2 ft dp. Applicant replaced rip rap upstream and downstream as follows: SW 200 ft x 12 ft x 4 ft (355.6 CY), NW 200 ft x 20 ft 4 ft (592.6 CY) , NE 200 ft x 10 ft x 5 ft (370.4 CY), and SE 200 ft x 10 ft x 5 ft (370.4 CY). The xtent of rip rap lostas a result of the event could nt be verified as the Applicnt claims repairs were completed inaccodance with a County DPW policy requirig embankment protection for a distance of 200 ft upstream and downstream of County maintained bridges. Such repairs may not have been to pre-disaster condition. A Mitigation Proposal was prepared to estimate these costs and deduct them from the Total Project Cost. Site 16 (GPS: 42.494014, -74.26333 to 42.51092, -74.2278) - The Applicant cleared woody debris from stream and roadway embankments as needed for 3.2 miles, debris left next to stream. This work was incidental to the repairs included in this PW. Site 17 (GPS: 42.51175, -74.23478) - Replaced rip rap on the bank on west side, 130 ft x 20 ft x 4 ft (385.2 CY) and rip rap in swale 300 ft x 5 ft x 1 ft (55.6 CY). Site 18 (GPS: 42.51354, -74.24004) - Replaced rip rap on bank (west side) 100 ft x 8 ft x 3 ft (88.9 CY) Site 19 (GPS: 42.51422, -74.24628) - Replaced rip rap on bank 500 ft x 20 ft x 5 ft (1,851.9 CY). Site 20 (GPS: 42.51412, -74.24489) - Placed rip-rap at bridge embankments - upstream NE 175 ft x 12 ft x 3 ft, (233.3 CY), NW 175 ft x 20 ft x 3 ft. (388.9 CY), downstream SE 200 ft x 16 x 5 ft, (592.6 CY); SW 75 ft x 20 ft x 3 ft (166.7). The Extent of rip rap lost as a result of the event could not be verified as the Applicant claims repairs were completed in accordance with a County DPW policy requiring embankment protection for a distance of 200 ft upstream and downstream of County maintained bridges. Such repairs may not have been to pre-disaster condition. A Mitigation Proposal was prepared to estimate these costs and deduct them from the Total Project Cost. ite 21 (GPS: 42.51323, -74.24880) - Replaced lost rip rap on road embankment 225 ft x 20 ft x 5 ft (833.3 CY). Site 22 (GPS: 42.51174, -74.25086) - Replaced rip rap on road embankment 200 ft x 10 ft x 20 ft (1,481.1 CY) of embankment replaced. Replace rip rap on NW side of road along creek 200 ft x 20 ft x 10 ft. (1,481.1 CY). Ste 23 (GPS: 42.50978, -74.25326) - Bridge number 3 (NYDOT 3354810) - Bridge consisting of two (2) 103-in x 71-in squash pipes was replaced with a 17 ft x 40 ft long x 8 ft high box culvert bridge (back to original pre 1993 design). Replacement was not in kind because of availability of materials, emergency need to restore stream flow and road passage, and good engineering practices. This temporary replacement (back to the pre 1993 design) has become a permanent fix as to effectiveness, problems with flow since 1993, cost to remove and replace in kind exceeds cost and good engineering practices and a requirement of 2 t material inside of tube per DEC reulaions Per Jim Eldred, DEC prmit issuer. This has been inclued as Mitigation

(See Attched Mitigation Proosal). The Total Cost for itigation is less costly than the esimated replacemen in-kind. Site 24 (GPS: 42.49812, -74.25966) - Rip rap replaced both sides of bridge, upstream and downstream. SW 100 ft x 12 ft x 3 ft (133.3 CY), SE 200 ft x 25 x 5 ft (925.9 CY), NE 200 ft x 25 ft x 5 ft (925.9 CY), and NW 200 ft x 40 ft x 5 ft (1,481.5 CY) rip rap replaced. The Extent of rip rap lost as a result of the event could not be verified as the Applicant claims repairs were completed in accordance with a County DPW policy requiring embankment protection for a distance of 200 ft upstream and downstream of County maintaind bridges. Such repair may not have been to pre-disaste condition. A Mitigatin Proposal was prepared to estimate hese osts and deducted from the Total Projec Cost.
Site 26 (GPS: 42.51090,-74.22782 - Bridge #22 - DOTNY 3354850) - Rip rap wing wall on bridge water approaches, NW Rip Rap 30 ft x 8 ft x 5 (55.6 CY), NE side was repaired. 50 ft x 10 ft x 3 ft (55.6 CY), SE side 50 ft x 20 ft x 5 ft (185.2 CY), and SW side 40 ft x 20 ft x 5 (48.1 CY) wing wall rip rap was also replaced. Replaced rip rap 316 ft x 5 ft x 1 ft-average (58.5 CY) in ditch on the north side of the road. Site 27 (GPS: 42.51020, -74.22984) - Replaced rip rap on road embankment near creek 172 ft x 12 ft x 5 ft (382.2 CY). Replace rip rap at nearby ditch (GPS: 42.51202/-74.23583) - 293 ft x 4 ft x 1 ft (43.4 CY). Site 28 (GPS: 42.51069, -74.23200 - Bridge #23 -DOTNY 3354840) - Replaced lost rip rap on bridge abutments: NE 70 ft x 8 ft x 5 rip rap (103.7 CY), NW 70 ft x 8 ft x 5 ft rip rap (103.7 CY), SE 50 ft x 12 ft x 3 ft (66.7 CY) rip rap washed away, SW 40 ft x 8 ft x 5 ft (59.3 CY). At nearby ditch (GPS: 42.51132/-74.23349) replace lost rip rap 251 ft x 4 ft x 1 ft (37.6 CY).
1042DR4CO-12 Bear Ladder Road PA-02-NY-4020-PW-07198 PA-02-NY-4020-State-0115(114)
Culverts, Earthwork, Ledgerock and Binder Course Paving See Continuation Sheets 3-6
Work Complete 3in Binder Pav't 7.1 42.49184-74.43734 1562ft 22ft 7.2 42.49555 -74.42943 461ft 7.3 42.49995 -74.42897 2073ft 7.4 42.50144 -74.42872 490ft 7.5 42.50402 -74.42776 723ft 7.6 42.50647 -74.42662 867ft 7.7 42.51402 -74.42434 953ft 7.8 42.51700 -74.42226 806ft 7.9 42.51946 -74.42058 198ft 7.10 42.52278 -74.41908 3196ft 7.11 42.53188 -74.42160 1843ft 7.12 42.53809 -74.42397 764ft Site 1: N 42. 47646 W -74.44346 Replaced Culvert 60ft x 24in HVPE with galv flared end pans each end and backfilled with 60ft x 5ft x 1.5ft crusher run Site 2: N 42.47849 W -74.44446 Cliff Ledge Rock 733ft x 50ft x 1ft avg removed loosened rock Site 3: N 42.48295 W -74.44564 Cliff Ledge Rock 305ft x 50ft x 1ft avg removed loosened rock Site 5: N 42.48806 W-74.44342 Replaced Culvert 40ft x 18in HVPE and backfilled with 40ft x 8ft 3.5ft crusher run Site 6: N 42.48978 W -74.44197 1. Replaced Culvert 30ft x 12in HDPE and backfilled with 30ft 3ft x 1 ft crusher run N 4249015 W-74.44151 2.ReplacedCulvert 40ft x 6ft cmp and40ft x 20ft x 6ft av depth crusher run 3. Replaced 60t x 10ft x 4ft each side (2) upstreamlarge rip rap and 200ft x [8ft bank + 12ft bed + 8ft bank] x4ft deep channel downstream) Site 8: 42.49223 -74.43617 Cleaned downstream end of 24in x 40ft culvert, reset native stone headwall 6ft x 3ft x 1ft and re-established swale 20ft x 10ft Site 9: N42.49234 W-74.43587 Reset and cleaned Culvert Boiler Plate 20ft x 6ft. Site 11: N 42.50763 W-74.42.680 Replaced Culvert 60ft x 24in HDPE with Galv flared end and backfilled 40ft x 8ft x 4 ft crusher run. Site 12: N 42.50795 W-74.42690 @ Culvert Concrete 40ft x 5t dia(not damaged) 1.&nsp; Replaced Road ubrade 58ft x 32ft x 4ft cruser run washed out 2.   Sream cleaning 200ft x 20ft Site 13: N 42.51505 W 74.42392 Backfilled 35ft x 10ft x 6ft avg with crusher run Guide Rail, Earthwork, Culvert and Top Course Paving See Continuation Sheets 3-6 Note: The applicant will be incurring Disaster Admin Costs, eligible costs will be reconciled at closeout Site 4: N 42.48395 W-74 44592 Guide Rail W beam (ribbon style) 588ft - remove and reset Site 6: N 42.48978 W -74.44197 1. 80ft each side (2) box beam guide rail = 160ft Site 8: N 42 .49223 W -74.43617 20ft x 10ft 3ft rip rap down stream and native stone headwall 6ft x 2ft x4ft Site 9: N42.49234 W-74.43587 Reset upstream stone headwall 20ft x 10ft x 2ft and 35ft x 20ft rip rap downstream and 200ft W-beam guide rail Site 10: N 42.49307 W-74.43386 Guide Rail W-beam 717ft total. Remove and reset Southern 462ft that had settled and misaligned Site 12: N 42.50795 W-74.42690 @ Culvert Concrete 40ft x 5ft dia(not damaged) 1. Downstream embankment 12ft x 14ft x 5ft and 12ft x 14ft x 5ft coarse rip rap 2. W-beam guide rail 77ft east side and 60ft west side reset and align Site 13: N 42.51505 W 74.42392 Reline Culvert 40ft x 18in CMP
1042DR4CP-12 Sellick Road at King Creek PA-02-NY-4020-PW-09034 PA-02-NY-4020-State-0117(115)
In order to restore the facility to its pre-disaster design, function, and capacity, the Applicant has utilized force account labor, equipment, and materials to perform the following work:
1. Replace 37 CY of riprap on the Southwest embankment @ $58.33/CY = $2,158.21
2. Replace 17 CY of stackable stone on the Southwest embankment @ $75.88/CY = $1,289.96
3. Replace 23 CY of riprap on the Southeast embankment @ $58.33/CY = $1,341.59
4. Replace 14 CY of stackable stone on the Southeast embankment @ $75.88/CY = $1,062.32
5. Replace 106 CY of riprap on the Northwest drainage ditch @ $58.33/CY = $6,182.98
1042DR4CQ-12 Sellick Road at King Creek PA-02-NY-4020-PW-09039 PA-02-NY-4020-State-0117(115)
The applicant chose to perform the following work utilizing 317 hours of force account labor, 198 hours of force account equipment, 20 ft of 15 inch diameter plastic culvert pipe, 270.29 tons of type F stone, 51.3 tons of crusher run stone, and 178.54 tons of light stone fill material. Copies of invoices for costs of stone materials and an invoice for culvert pipe for reference are attached for back up along with the County's purchasing requirements. Copies of work logs for force account labor, and force account equpment are also attached. Work for repairing the damage elements to pre-disaster cndition will consist f the following: The Schoharie Couty Highway Department accomplished thefollowing repairs t Stone Store Road (County Road 19). Repairs are referenced on a County and an aerial map, and GPS readings were logged at the repair site. Photos were taken at the site and are attached. The road was being maintained in above average condition with well developed and maintained ditches. The Project Specialist has reviewed the roads captured in this sub-grant application and were found not to be federal aid roads, and recommends all items of work within this project as eligible. The following

work consistsof completed work with atual costs attached. At GPS Lat 42.48775 / Long. -74.28667, a20 ft x 15 inch diameter driveway culvrt as replaced, and an area measuring 21 ft x 14 ft W x 2 ft D/27 = 21.8 CY headwall of Type F and light stone was replaced. The adjacent drainage ditch and shoulder was repaired, using 84 ft L x 8 ft W x .25 ft D/27 = 6.2 CY of crusher run and light stone fill. The drainage ditch and shoulder was repaired on one side, using type F and light stone for 613 ft L x 8 ft W x .25 ft D/27 = 45.4 CY, with repairs ending at GPS Lat. 42.48792 / Long. -74.28926. Intermittent scouring continued on one side to GPS Lat. 42.48758 / Long. -74.31506, where shoulders and drainage ditch repairs on both sides of Stone Store Road were performed, and an area of 1,425 ft S x 8 ft W x .25 ft D/27 = 105.6 CY, of crusher run, type F, and light stone lining was replaced, ending at GPS Lat. 42.48565 / Long. -74.31948. Total of stone materials utilized was 500.13 Tons. PROJECT SUMMARY
FORCE ACCOUNT LABOR 317 HOURS = $8,580.44
FORCE ACCOUNT EQUIPMENT 198 HOURS = $12,713.00
FORCE ACCOUNT MATERIAL (15' DIA PIPE, TYPE F, CRUSHER RUN, AND LIGHT STONE FILL, 500.13 Tons Total) = $3,803.53
DIRECT ADMINISTRATIVE COST = $2,260.50
PROJECT TOTAL = $27,357.47
1042DR4CR-12 CR-17, Keyserkill Road PA-02-NY-4020-PW-08488 PA-02-NY-4020-State-0117(115)
The Applicant will replace the concrete lamination (shotcrete) in the bottom of the 6ft X 60ft CMP culvert, 60ft X 6ft X 167ft = 60.1CF /27 = 2.2CY of concrete. The work, to be completed via contract services, will include de-watering the work area, removing and restoring all failing shotcrete, installing reinforcement rod and wire mesh and reapplying the concrete lamination (shotcrete) bottom. Work will also include filling voids at the culvert inlet to prevent water penetration. All work will be done as per the Shotcrete Contract with Schoharie County. An estimated 165 bags of shotcrete will be applied at a rate of $225.00/bag for a cost of $37,125.00.
WORK COMPLETED: The scouring of the road and shoulder has been repaired but the Applicant has been unable to provide documentation as to who completed the work or any costs related to it; therefore, this project has been estimated based on the 6/15/12 Site Visit and using NYSDOT Weighted Average Price Item Report. The roadway was reported to have been washed out, 25ft X 6ft X 6ft = 900CF/27 = 33.3CY and the shoulder, 15ft X 6ft X 6ft = 540CF/27 = 20CY. The Applicant replaced the concrete lamination in the bottom of the 6ft X 60ft CMP culert, 60ft X 6ft X .167ft = 60.CF/27 = 2.2CY of concrete.
1042DR4CS-12 SummitStreet PA-02-NY-020-PW-07900 PA-02-NY-4020-State-017(115)
The applicant reports tht they have an agreeent with the surrounding communities that the County will provide maintenance and repair for the roads and bridges. Additionally, a part of this agreement stipulates that the County's area of responsibility extends 400 FT upstream and downstream of bridges. The significant flooding in the Village of Schoharie where the County records reside, damaged all the County's records so a copy of this agreement is not currently available. Copies have not been available from the various communities for the same reason. TheCounty's records, that wee salvaged, are currently being estored and, if the agreement i part of those records, a copy will be rovied. The County has been asked by FEM Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have it available at close out. The Applicant chose to enter a time and material contract with Town & County Bridge and Rail based on a unit price proposal to the county in 2010. This bid process was to arrange contracts for bridge and road work on an as needed basis. Copy of the proposal is attached. A copy of the contract with Town & Country was not available at the time this Sub grant Application (SA) was prepared. The Applicant was informed that a copy of the contract and all back up must be available at close out. The process followed the County's procurement police (copy of policy attached). The final price from Town & County was $65,813.50 and has been validated (copy attached). Inspections and design were provided by Spectra Engineering (contract attached) for $5,751.68. Work Complete: 1. Remove loose materials under the undermined footing to sound materials and underpin the footings with concrete 80FT L x 3FT W x 3FT D (80 x 3 x 3/27 = 26.6CY) total, 40FT on each side of the stream bed.
1042DR4CU-12 Schoonmaker Road Bridge PA-02-NY-4020-PW-08417 PA-02-NY-4020-State-0117(115)
FEMA project specialist visited the site and has developed a scope of work and cost estimate to restore/repair the bridge to its original design, function, and capacity. Since the bridge sustained minimal structural damage and most of the damages are scouring and washout, the Applicant intended to repair the bridge to pre-disaster condition in accordance with NYSDOT Codes and Standards. Bridge repair cost is estimated by FEMA project specialist utilizing NYSDOT weighted average item price report, which is derived from historic contracted items. WORK TO BE COMPLETED: In order to restore/repair the bridge to its original design, function, and capacity. generally, the Applicant will have to remove and dispose of debris on bridge and project site, clearing and grubbing, perform unclassified excavation and disposal of soil, built embankment in place, restore damaged wingwalls and curtinwalls, repair bridge both approaches, guide rail, deck waterproofing membrane and asphalt pavement. Bridge repair should be in accordance with NYSDOT codes and standards. Below is a summary of the work to be performed: 1. Clearing and grubbing of approx. 800 SY of the project site. 2. Removal and disposal of debris and large trees from bridge and project site 3. Removal of 34CY of superstructure (NW and NEwingwalls and curtinwalls). 4. Pacement of 34 CY of concretefor superstructure. (NWand NE wingwalls and curtinwalls) 5.Unclassified excavation and disposal of 68 CY of soil at the outheast and southwest stream banks and the northern approach. 6. Placement of 96 CY of embankment in place behind northern abutments and wingwalls and for the southern approaches. 7. Structure excavation of 88 CY of loose soil for behind NE and NW abutments/wingwalls; 8. Placement of 88 CY of select structural fill behind NE and NW abutments/wingwalls. 9. Placement of 181 CY of subbase material for the northern and southern approaches. 10.Cold milling of 245 SY of asphalt pavement on

bridge deck and southern approach. 11. Placement of 05 Ton of asphalt binder curse on northern and southern appoaches. 12. Placement of 53 Ton f asphalt top course on northern and souhern pproaches. 13. Placement of 1425 SF of wateproofing membrane along the bridge deck and extended 2 ft passed the northern and southern deck edges. 14. Removing and storing 168 LF of bridge railing. 15. Installation of 72 LF of steel bridge raining (2-rail) on western side of the bridge. 16. Installation of 96 LF of transition bridge railing on each side of the northern approach and southwest corner. 17. Resetting 32 LF transition bridge rating on southeast corner. 18. Installation of 95 LF of box beam guide railing (shop curved). 19. Resetting 27 LF of box beam guide railing on at the south east approach. 20. Installing two (2)box beam end pieces on northern approach. 21. Resetting one (1) box beam end assembly on southern approach. 22. Removing and storing 136 LF of existing damaged box beam guide railing. 23. Install 99 LF of box beam guide railing at the NE and NW approaches24. Installation of 81 LF of white paint reflectorized pavement striping (20 mil). 25. Installation of 470 LF yellow paint reflectorized pavement striping (20 mil). 26. Installation of ground mounted horizontal control sign panels (12 SF) 27. Installation of 4 posts (Type A) with embedment for the horizontal control signs. 28. Installation of two (2) type EL bearings (112 - 168 kips) 28. Structural concrete removal (1.0 CY) 29. Removal and storing 40 LF of precast concrete barrier. 30. Construction of 500 FT of temporary silt fence around the work areas to minimize sediments migrations into the stream. 31. Installation of 400 LF of turbidity curtains. The Applicant is planning on mitigating the new bridge by placing geotextile and riprap (heavy stone fill) material along the northeast and northwest stream banks and wingwalls. A HMP has been prepared to show the additional cost for this mitigation measure and is attached to this Project Worksheet (PW). NOTE: Riprap material was already placed along the bridge southeast and southwest stream banks by the U.S Army Corp. of Engineers (US ACE), in order to stabilize the side slopes/embankment of State Route 443 located adjacent to the bridge on the Southside. The Applicant plans on using contractor services to repair the bridge and have followed their standard procurement process. A total of 10 bids were obtained from several contractors. The bids amount varies from $218,200.00 (low bid) to $291,378.32 (high bid).Bid analysis/evaluation was performed by the Applicant's Consultants (Spectra Engineering, Architecture & Surveying) and a recommendation was provided to award the contract to the lowest responsible bidder (New Century Construction) in the amount of $218,200.00. See attachedbids, bid analysis and recommndation. Cost for work iems to be completed was prepared by te Project Specialist to validate contractr's procured awarded cnstruction contract/bid as stated above. Based on the attached cost analysis/validation, the procured awarded construction contract/bid found to be reasonable and the scope of work is eligible (44 CFR Part 13), therefore, the attached awarded contractor contract/bid value was used in Part A of the CEF and the final value (after applying eligible factors) was used in the front page of this PW.
1042DR4CV-12 Bush Rd. over Trib. To Manor Kill Creek PA-02-NY-4020-PW-06706 PA-02-NY-4020-State-0117(115)
Work needed torestore the bridge to the pe-disaster design, function and caacity will include excavation, deolition and replacement of the entire brige.&nbp; Due to the degradation of the creek&rquo;s bed by a 5’drop in elevation, the abutments and wing walls will need to be built to accommodate the current existing conditions while maintaining the original elevation of the bridge deck and approach roadway. The construction of two new 20 FT long x + 18 FT tall x 3 FT thick, reinforced concrete, gravity type abutments with "U" walls and integral wing walls on spread type footings, a new, simply supported, 41 FT x 24 FT wide, single span, multi girder superstructure with 5 new, 41 FT long, Steel, B28 x 104 rolled I beams and a new 41 Ft x 24 FT x 6 IN thick "Glue - Lam" timber deck with a 2" asphalt wearing surface. Also, two new 41 FT long timber bridge rails. Backfill the excavated areas around the abutments and rework the approaches as necessary. Install new 8 FT x 10 FT large stacked stones in front of both wingwalls and the embankments at all four corners.
1042DR4CW-12 West Fulton Road PA-02-NY-4020-PW-08097 PA-02-NY-4020-State-0117(115)
The applicant reports that they have an agreement with the surrounding communities that the County will provide maintenance and repair for their roads. The signficant flooding in the Village of Schoharie (approximately 8 to 10FT) where the County records reside, damaged all the County's records so a copy of this agreement is not currently available. The County was asked by FEMA Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have the document available at close out. The applicant chose to perform the time sensitive road repairs under a time & materials contract with their contractor, Bast Hatfield Construction, Inc. ($191,781.00). Copy of the invoice is provided as part of the back up along with the County's purchasing requirements. The contract work was to restore the road as soon as possible to allow access for emergency vehicles and for local residents to their homes. Contract costs were validated based on RS Means, 1st Quarter 2012, Albany, New York. WORK COMPLETED Section One: GPS Lat. 42.59322 / Long. -74.46639. Roadway embankment, shoulder, and roadside drainage ditch damage measuring 400 ft long x 10 ft wide x 6 ft deep. Work to return the damages to pre-disaster condition consisted of the following: * Replacing and compacting the structural fill of the embankment (400 x 10 x 5/27 = 740.7 CY). * Replacing crusher run stone to rebuild the roadway shoulder (400 x 10 x 1/27 = 148.1 CY). * Reshaping the roadside drainage ditch for a distance measuring 400 LF.&nbs; Section Two: GPS Lt. 42.62588 / Long. -74.4698. Culvert, rip-rap, embankmen, and roadside drainage ditch, washout damges measuring 140 ft log x 8 ft wide x 5 ft deep. Work to return the damages to pre-disaster condition consisted of the following: * Removal and replacement of the damaged 72 inch CMP and 12, 18, and 24 inch HDPE culverts included the following: Demolition of the 4 damaged culverts Excavating the trench to place the 72 inch diameter culvert for an area of 44 ft x 10 ft x 8 ft. (44 x 10 x 8/27 = 130.4 CY). Excavating the trench to place the 12 inch diameter culvert for an area of 44 ft x 5 ft x 3 ft. (44 x 5 x 3/27 = 24.4 C). Excavating the trenc to place the 18 inch diameter culvrt for an area of 44 ft x 6 ft x 4ft. (44 x 6 x 4/27 = 39.1 CY). xcavatig the trench to place the 24 inch diamete culvert for an area of 44 ft x 6 ft x 4 ft. (44 x 6 x 4/27 = 39.1 CY).

* Filling and compacting trenches with a combination of utility bedding and select granular fill. * Replacing and compacting the structural fill of the embankment (140 x 8 x 2/27 = 83 CY). * Replacing lost rip-rap (140 x 8 x 2/27 = 83 CY). * Replacing crusher run stone to rebuild the roadway shoulder (140 x 8 x 1/27 = 41.5 CY). * Reshaping the roadside drainage ditch for a distance measuring 140 LF. The work performed by the applicant's contractor was repairing the washed out areas and adding stacked stone as hazard mitigation measures to prevent damages in a similar event. This hazard mitigation and its cost must be backed out of the eligible cost for repair then included in an attached hazard mitigation proposal. Contract cost of $191,781.00 with HMP amount ($89,995.25) backed out = $101,785.75. The cost of the stacked stone is $71.00 per SF = $108,034.51 (RS Means CSI #32 32 6010 0500 [Including CEF Factors]). The cost of structural fill material is $33.00 per CY = $12,574.01 (RS Means CSI #31 23 2313 0015 [Including CEF Factors]). The cost of compaction for fill is $22.50 per CY = $5,465.25 (RS Means CSI #31 23 2313 0300 [Including CEF Factors]). Therefore, the contract amount of $191,781.00 is validated as reasonable, as the CEF estimate, including hazard mitigation ($213,037.00, [See attached CEF]), is more than the actual contract cost.
1042DR4CX-12 West Fulton Road PA-02-NY-4020-PW-06879 PA-02-NY-4020-State-0117(115)
The applicant reports that they have an agreement with the surrounding communities that the County will provide maintenance and repair for their roads. The signficant flooding in the Village of Schoharie (approximately 8 to 10FT) where the County records reside, damaged all the County's records so a copy of this agreement is not currently available. The County was asked by FEMA Project Specialists to re-enact the agreement should the damaged copy not be recoverable and have the document available at close out. The applicant chose to perform the time sensitive road repairs under a time & materials contract with their contractor, Bast Hatfield Construction, Inc. ($191,781.00). Copy of the invoice is provided as part of the back up along with the County's purchasing requirements. The contract work was to restore the road as soon as possible to allow access for emergency vehicles and for local residents to their homes. Contract costs wer validated based on RS Mean, 1st Quarter 2012, Albany New York. WORK COMPLETED: No phyical work associated with the replacement o the damage bridge has ben completed at this time. To date, a total of $3,151.00 hours of Direct Administrative Cost have been incurred. The final Direct Administrative Costs will be reconciled at closeout of the completed construction. Work needed to restore the bridge to the pre-disaster design, function and capacity will include; Excavation, demolition and removal of the West abutment and footing. The construction of two new 31 FT long x 10 FT x 3 FT thick, reinforced concrete, gravity type abutments and integral wingwalls on spread type footngs, a new, simply supported,41 FT x 23 FT wide, singe span, "Jac Arch" superstructure with 7 new, 4 FT long, Steel, W26 x 81 I beams, encased n concree and a new 41 Ft x 23 FT x 9 IN thick, renforced concrete bridge deck, to be poured with the Superstructure and new 41 FT long tube type bridge rails on both sides. Backfill the excavated areas around the abutments and rework the approaches as necessary "NOTE: A preliminary engineering report has been prepared and suggests three options for the replacement bridge. 1). In kind. 2). In Kind with pile supported foundations. 3) A new 71 FT long bridge with pile supported foundations, a voided concrete slab superstructure and a new horizontal alignment. - Recommended. A review of NYSDOT Highway Functional Classification Inventory identifies this road as a Fuinctional Classification of 9, making it eligible for FEMA funding assistance. Attachment #1, CEF for options 1, 2 and 3 with the NYSDOT Preliminary Cost Estimate Worksheets. Attachment 2, Engineering analysis of damage with methodology with a Post flood inspection report dated December 2011 and a NYSDOT Biennial Bridge Inspection Report dated April 2011. In reviewing the three options provided by the consultant, the following should be considered; Option 1 (In Kind) would allow the bridge to remain vulnerable to possible future scour problems since the substructure will be founded on rock and the channel width remains constricted by approximately 30 FT forcing the creek flow to impact both abutments. Option 2 (Similar design on piles) would provide a positive scour countermeasure by placing the substructure on a pile supported foundation, however, it does not address the increased channel width. Armorning the channel embankment could be a solution but not the most feasible. Option 3 (LOnger and on piles) would provide the greatest cost effective solution for the proposed repalcement. Since Option 3 would allow for a longer span to meet current field conditions and the substructure would be founded on piles, scour issues are reduced and channel constriction will not longer be a problem. Upon final acceptance of the options provided, the applicant must be sure to advise the State of any changes to the eligible scope of work identified in this PW which is to replace in kind.
1042DR4CY-12 Scoltes Road Bridge PA-02-NY-4020-PW-08071 PA-02-NY-4020-State-0117(115)
FEMA project specialist visited the site and has developed a scope of work and cost estimate to restore/repair the bridge to its original design, function, and capacity. Since the bridge sustained minimal structural damage and most of the damages are scouring and washout, the Applicant intened to repair the bridge to pedisaster condition in accodance with NYSDOT Codes and Standards. Bidge repair cost is estimated by FEMA projec specialist utilizing NYSOT weighted average item price report, which is derived from historic contracted items. In order to restore/repair the bridge to its original design, function, and capacity. generally, the Applicant will have to remove and dispose of debris on bridge and project site, clearing and grubbing, perform unclassified excavation and disposal of soil, built embankment in place, restore damaged wingwalls and curtinwalls, repair bridge both approaches, guide rail, deck waterproofing membrane and asphalt pavement. WORK TO BE COMPLETED: Bridge reair should be in accordance wih NYSDOT codes and standards. Below i a summary of the work to be performd: 1. Clearing and grubbing of approx. 500 S of the poject site. 2. Removal and disposal of debrs on bridge and project site 3. Removal of 19 CY of superstructure (NW and NE wingwalls, curtinwall, north footing). 4. Placement of 19 CY of concrete for superstructure. (NW and NE wingwalls, curtinwalls and north footings) 5. Unclassified excavation and disposal of 398 CY of soil at the southeast and southwest stream banks and the northern approach. 6. Placement of 1545 CY of embankment in place behind abutments, wingwalls, for the northern and southern

approaches, fill in the scour holes at NE end of the bridge and for the scoured and washed away area along the northwest stream bank. 7. Placement of 72 CY of select structural fill behind north abutment/wingwall and footing. 8. Structure excavation of 54 CY of soil for behind NE and NW wingwalls; 9. Placement of 176 CY of subbase material for the northern and southern approaches. 10. Placement of 97 Ton of asphalt binder course on northern and southern approaches. 11. Placement of 49 Ton of asphalt top course on northern and southern approaches. 12. Cold milling of 300 SY of asphalt pavement on bridge deck and southern approach. 13. Placement of 1425 Sf of waterproofing membrane along the bridge deck and extended 2 ft passed the northern and southern deck edges. 14. Installation of 64 ft of transition bridge railing on both sides of the northern approach. 15. Installation of 52 ft of box beam guide railing (shop curved) on both sides of the northern approach. 16. Removal and resetting 60 ft of box beam guide railing at the southeast approach. 17. Removing and disposing two damaged guiderail end assemblies on the northern approach. 18. Installation of two guiderail end assemblies on the northern approach. 19. Installation of 636 lf of pavement yellow paint reflectorized striping, 20. Installation of 12 SF of black and yellow horizontal control signs. 21. Installation of 4 posts (Type A) with embedment for the black and yellow horizontal control signs 22. Construcion of 300 ft of temporary silt fence around the work areas to minimize sediments migrations into the stream. The Applicant is planning on mitigating the new bridge by placing riprap (heavy stone fill) material along the southeast and southwest stream banks and wingwall and along the northeast and northwest stream banks. A HMP has been prepared to show the additional cost for this mitigation measure and is attached to this Project Worksheet (PW). The original bridge was last inspected by NYSDOT on May 5, 2011 with no flagging, see attached inspection report. The bridge computed conditions ratin was 5.707 and the general reommendation rating was 6.1042DR4CZ-12 Hauverville Road (R19A) Bridge A-02-NY-4020-PW-08284 PA-02-NY-4020-State-011(115)
Schoharie Conty policy is to adopt the latest NY State DOT Codes and Standards for all bridge replacements. The current NYDOT design standards do not include timber construction for a bridge of this size. The applicant's proposed design for the bridge replacement meets current NYDOT Codes and Standards and is based on using pre-stressed hollow concrete box beams as the primary structural members for the bridge superstructure. The design drawings by Spectra Engineering, Architecture & Surveying entitled "Reconstruction Drawings for ounty Road 19A over Lake Creek,B.I.N. 3354830, Town of Broome, Schohaie County, NY" (28 sheets) dated 04/2/12 are attached. See the following DDDSOW CONTINATION sheets for detailed SOW. CEF Cos Estimate is attached for this design/SOW: Total: $423,715. A 2nd CEF is attached to document the cost for replacement of the timber bridge and west concrete abutment "in-kind" - Total: $269,815 IN-KIND REPLACEMENT: - Replace 30-ft long x 25-ft wide timber bridge and wood railings, including: > Glulam beams, 10-inch wide x 12-inch high x 30-ft long (24 ea) > 8-inch x 8-inch x 4-ft long wood posts for guard rail, 12 ea > 4-inch x 12-inch x 30-ft long boards for guard rail, 2 ea > 4-inch x 12-inch x 30-ft long boards for guard rail with drainage cut-outs, 2 ea > 4-inch x 10-inch x 30-ft long boards, 2 ea > 4-inch x 6-inch x 30-ft long boards, 2 ea - Install 4 inches of hot mix asphalt pavement on deck of 30-ft long x 25-ft wide bridge. Pavement section to be 2.5 inches HMA binder course (83.3 SY) and 1.5 inches of HMA surface course (83.3 SY). - Install cast-in-place 37.5-ft long x 11-ft high x 2.5-ft thick (/27 = 38.2 CY) concrete bridge abutment on the west side of Lake Creek to support the new timber bridge. Install wing walls at each side of the west abutment: North (20-ft long x 11-ft high x 1.5-ft thick / 27 = 12.2 CY) and South (16.7-ft long x 11-ft high x 1.5-ft thick / 27 = 10.2 CY). Total concrete walls to be replaced: 38.2 CY + 12.2 CY + 10.2 CY = 60.6 CY. Costs for the work elements above were estimated using the NYDOT Preliminary Cost Estimate Worksheet (New and Replacement Bridges) as shown in the attached CEF Cost Estimate for "In-Kind" replacement. REPLACEMENT PER NYDOT CODES AND STANDARDS: Schoharie County policy is to adopt current NY State DOT Codes and Standards for all bridge replacements. The proposed scope of work for a bridge replacement to meet current Codes and Standards is as follows: - Construct 35.59-ft long x 27.375-ft wide pre-stressed concrete box beam bridge with steel bridge guide railing, including the following components: > Prestressed hollow concrete box beams, 43-ft 1-5/8-inch long x 48-inch wide x 18-inch thick, 6 EA > Prestressed hollow concrete box beam, 43-ft 1-5/8-inch long x 36-inch wide x 18-inch thick, 1 EA > 1/2-inch diameter polystrand, galvanized strand, or equal transverse tendons post-tensioned to 28k/strand, 3 EA > Steel box beam guide railing with 2 (upper & lower) 6-ich x 6-inch (x 3/16-inch thick tubes and W6x25 support post, 54 LF > Steel box bea end pieces, 3 EA - Install 2 inches of hot mi asphalt pavement on deck o 35.59-ft long x 27.375-ft wide bridge. Pavement section to be 2 inches of HMA surface course (108.3 SY) - Install cast-in-place 37.5-ft long x 11-ft high x 2.5-ft thick (/27 = 38.2 CY) concrete bridge abutment on the west side of Lake Creek to support the new concrete box beam bridge. Install wing walls: North (20-ft long x 11-ft high x 1.5-ft thick / 27 = 12.2 CY) and South (16.7-ft long x 11-ft high x 1.5-ft thick / 27 = 10.2 CY). To meet current Codes and Standards, provide cast-in-place footing 76-ft long x 9.5-ft widex 2.5-ft thick (/27 = 66.9 CY).nbsp; For footing support, drive 25 (EA 20-ft long, non-tipped, HP10x42 steelbearing piles, embedded 12 inches into the botom of the cncrete footing. Costs for the preceding work lements were estimated using the NYDOT Preliminary Cost Estimate Worksheet (New and Replacement Bridges) as shown in the attached CEF Cost Estimate for Codes and Standards (C&S) Replacement bridge. Note that the length (35.59 feet) of the bridge meeting current Codes and Standards is longer than the timber bridge that was destroyed, which was 30 feet long. The additional length is due to the applicant's plan to have the new bridge span the additional width of the creek which was created by the erosion from the storm event. Following are additional costs which are not included in the bridge construction costs covered by the Preliminary Cost Estimate Worksheet. The costs for these items were estimated using RS Means CostWorks 2012 as shown in the attached CEF. - Saw cut and remove the top of existing East Abutment and Wing Walls as follows: > East Abutment: 37.5 feet long x 2.5 feet thick; > Portion of South Wing Wall: 11 feet long x 1 foot thick; and > North Wing Wall: 7 feet long x 2 feet thick. - Place reinforced concrete cap on East

Abutment and Wing Walls including a new bridge seat on the abutment that accommodates the new concrete box beams: > East Abutment: place 37-ft long x 3.5-ft wide x 2-ft tall (/27 = 9.6 CY) reinforced concrete bridge seat; > South Wing Wall: place 11-ft long x 1-ft wide x avg 3-ft tall (/27 = 1.2 CY) reinforced concrete cap; and > North Wing Wall: place 7-ft long x 2-ft wide x avg 3-ft tall (/27 = 1.6 CY) reinforced concrete cap. - Prior to placing the preceding reinforced concrete seat and caps, drill 2-inch diameter holes and grout in 55 #5 dowels with 12 inches of embedment. Materials, dimensions, and quantities for the pre-stressed concrete box beam replacement bridge (including abutments, wing walls and bridge guide rails) meeting current Codes and Standards are based on the design drawings entitled "Reconstruction Drawings for County Road 19A over Lake Creek, B.I.N. 3354830, Town of Broome, Schoharie's County, NY" dated 04/24/12 (28 sheets) provided to the applicant by Spectra Engineering, Architecture, Surveying. - Dismantling and storing existing temporary bridge, After the SA was signed by the applicant, bids were received. The successful bidder was J.H. Malloy, Inc. for $432,000. The Project Specialist's estimate for the replacement was compared the NYSDOT replacement cost of $423,75 less Applicant's management osts of $89,793 = $333,922. The percentage diference is ($432,000 - $333,922)/$333,922 = 29% Since this was a comptitive bid, it is deemed that the $432,000 bid price is reasonable and the final CEF will be based on this cost (See attached CEF). HAZARD MITIGATION: Hazard mitigation will be achieved through the implementation of current Codes and Standards. The West Abutment and Wing Walls will be capable of withstanding greater storm flow forces with the addition of the footing and the steel bearing piles. The pre-stressed concrete box beam bridge will be stronger than the original timber bridge, and if one or both fascia (outer) beams ae damaged by floating debris or ay other individual beam is damaged, the pecific damaged beam(s) can be readily eplaced.
1042DR4DA-12 BG26 - Bates Hollw Bridge Scor Repairs PA-02-NY-4020-PW-08947 PA-02-NY-4020State-0121(121)
Schoharie County's Department of Public Works accomplished some immediate repairs to bridges where it was practical. The applicant chose to perform the repairs under a proposal (dated 9-16-11), with Carver Construction, Inc, ($22,401.00). Copies of the worksheet, purchase order, and invoice are provided as part of the back up along with the County's purchasing requirements. The costs shown are to restore the bridge abutments to pre-disaster condition. Repairs are referenced on a County and an aerial map, and GPS readings were logged at the site. Photos were taken at the site and are attached. The project specialist has performed an appropriate validation of applicant's maintenance records and these records can be found on file at applicant's county offices. Work consists of completed work with actual costs attached. Costs were validated using RS Means, 2nd Quarter 2012, Albany, New York (See attached estimate). The following actual work was performed by the contractor (Carver Construction, Inc.), to repair the disaster related damages: The southwest abutment dimensions of large rip-rap replaced were 20 ft W x 40 ft L x 3 ft D/27 = 88.9 CY x 1.4 = 124.5 Tons. The northwest abutment dimensions of large rip-rap replaced were 12 ft W x 12 ft L x 3 ft D/27 = 16 CY x 1.4 = 22.4 Tons. The southeast abutment dimensions of large rip-rap replaced were 20 ft W x 20 ft L x 3 ft D/27 = 44.4 CY x 1.4 = 62.2 Tons. The northeast abutment dimensions of large rip-rap replaced were 20 ft W x 35 ft L x 3 ft D/27 = 77.8 CY x 1.4 = 108.9 Tons. The north abutment dimensions of minimal large rip-rap replaced were 8 ft W x 12 ft L x 3 ft D/27 = 10.7 CY x 1.4 = 15 Tons. Total large rip-rap replaced = 237.8 CY x 1.4 = 333 Tons The work performed by the applicant's contractor was replacing the washed out areas of rip-rap. Contract cost is $22,401.00. The contract amount of $22,401.00 is validated as reasonable, as the estimate ($19,787.30 [See attached Estimate]), is within 12% of the actual contract cost.
1042DR4DB-12 Mattice Road Bridge at Catskill Creek PA-02-NY-4020-PW-09064 PA-02-NY-4020-State-0121(121)
WORK COMPLETED In order to restore the facility to its predisaster design, function, and capacity, the Applicant utilized force account labor, equipment, and materials to perform the following work:
- Place and remove 20 LF of temporary concrete barrier @ $59.74/LF = $1,194.80 - Fill scoured areas underneath the north and south abutments by placing a total of 15 CY of cocrete @ $641.67/CY = $9,625.05 - Partially fill embakment areas on the corners of the bridge structue by placing 228 CY of stackale stone @ $75.88/CY = $17,300.64 - Partially fill embankment areas on the corners of the bridge structure by placing 189 CY of heavy stone fill @ $71.69/CY = $13,549.41 - Partially fill embankment areas on the corners of the bridge structure by placing 138 CY of light stone fill @ $47.58/CY = $6,566.04 - Partially fill embankment areas on the corners of the bridge structure by placing 143 CY of crushed stone @ $56.12 = $8,025.16 - Complete filling of embankment areas by placing 125 CY of topsoil @ $46.63/CY = $1,165.75
1042DR4DC-12 Hub Shutts Road PA-02-NY-4020-PW-0915 PA-02-NY-4020-State-0121(121)
Usng Force Account Labor .Equipment and Retal Equipment the Applicant completed the projec and cleaned nd reshaped the 2000 Lf. of ditches on Hubb Schtts Rd. The Applicant used 132 hrs. of Force Account Labor at a cost of $3,082.45, 82.0 hrs.of Force Account Equipment
at a cost of $3,552.00 and Rental Equipment costing $594.72. Caterpillar Excavator costs based upon a monthly rental of $7,400.00 allocated to several projects on a basis of $33.04 per hour for 28 days at hours use per day. Cost in this subgrantee grant application is for 18 hours use on this project.
1042DR4DD12 R13-C - Stryker Road Culvert PA-02-NY-4020-PW-08946 PA-02-NY-4020-State-0121(121)
Work Completed: The Applicant has utilized force account labor, equipment and materials to perform the following work: - Repair NE stacked stone headwall measuring 30ft x 10ft x 1ft = 300 CF/11 CY @ $975.67/CY = $10,732.37 - Replace 12 CY of heavy stackable stone on the northwest embankment @ $75.88/CY = $910.56 - Replace 11 CY of light stone fill on the northwest embankment @ $47.58/CY = $523.38 - Replace 1.5 CY of crushed stone atop the northwest embankment @ $56.12/CY = $84.18 - Place 1.5 CY of crushed stone atop the

northwest embankment @ $56.12/CY = $84.18 (the material already placed has settled into the northwest embankment stone) - Reset 75 linear feet of corrugated metal guiderail @ $13.34/LF = $1,000.50 - Cast 6 CY of Class A concrete in order to repair the integrity of the bottom of the culverts @ $1,416.67/CY = $8,500.02. The newly cast bottom will measure approximately 6 ft wide x 4 in deep x 80 ft long (the entire length of both pipes). See Eligibility note below. - Place 2,000 SF/222 SY or approximately 25 tons of 2" plant mix top course asphalt overlay @ $178.33/ton = $4,458.25. See Eligibility note below.
1042DR4DE12 Pleasant Valley Road PA-02-NY-4020-PW-08951 PA-02-NY-4020-State-0121(121)
In order to restore the facility to its predisaster design, function, and capacity, the Applicant has utilized force account labor, equipment, and materials in order to perform the following work:
1. Replace 111 CY of extra heavy stackable stone on the southeast embankment @ $75.88/CY = $8,422.68 2. Replace 10 CY of medium stone fill on the southeast embankment @ $58.33/CY = $583.30 3. Replace 6 CY of crushed stone on the southeast embankment @ $56.12/CY = $336.72 4. Replace 6 CY of riprap on the northeast embankment @ $73.33/CY = $439.98 5. Replace 7 CY of riprap on the northwest embankment @ $73.33/CY = $513.31
1042DR4DF12 Summit St. Bridge PA-02-NY-4020-PW-09162 PA-02-NY-4020-State-0121(121)
WORK COMPLETED The applicant repaired the two washouts of the east side stream bank at both ends of the bridge.each measurig approximately 20ft X 12ft X 6ft = 53CY X 2 side = 106CY and the eroded west bnk area of 50ft X 4ft X 1 ft. = 7.4 CY or 113.4CY X 1.5Tons/CY = 170.10 Tons with granular fill costing. Cost of granular fill = 170.10tons X $7.15 = $1,216.22. Applicant reshaped the two 100ft. X 50ft. scoured stream bed areas. All work was completed using Force Account Labor, Equipment and Materials. Applicant also used a rented excavator. Total Project Costs are as follows: 89 Hrs. Force Account Labor = $2,289.80, 43 Force Account Equipment Hrs. = $1,808.00, 1,216.22 in Force Account Materials and a rented Excavator for 5 days @ $246.66/day =$1,233.33. The Total Cost of the prject excluding Direct Administrative Costsis $6,547.35. The Applicant has submitteda Hazard Mitigation Proposal for stream bank eroson control.1042DR4DG12 Saddlemire Hill Road PA-02-NY-4020-PW-0158 PA-02-NY-4020-State-0121(121)
To restore the damaged Saddlemire Hill Rd. culvert facility the applicant: 1. Replaced 25ft. X 1 6ft X 5ft. = 74CY (103.46) Tons of Heavy rip rap stone. 2. Recovered and reset 14ft. X 6ft. X 3ft. = 10CY of medium and Rip Rap. 3. Replaced 20ft. X 32ft. X 6in = 11.7 CY(16.34 Tons) Crusher run Gravel. The applicant used 39.0 Reg. hrs. of Force Account Labor at a cost of $1,048.90, 21.0 Hrs. of Force Account Equipment at a Cost of S1,389.00 and Force Account Materials at a cost of $1,728.09 to repair the damaged road surface and replace the washed out rip rap at both ends of the culvert
1042DR4DH-12 Bear Ladder Road PA-02-NY-4020-PW-09062 PA-02-NY-4020-State-0121(121)
WORK COMPLETED In order to return the facility to its predisaster design, function, and capacity, the Applicant has utilized force account labor, equipment, and materials to perform the following work. 1. Replace 231 cubic yard of extra heavy stackable stone (item # 620.140100009) @ $75.88/CY = $17,528.28 2. Replace 77 CY of riprap (item # 620.05) @ $73.33/CY = $5,646.41 3. Replace 15 CY of crushed stone (item # 304.01970608) @ $56.12/CY = $841.80
1042DR4DI-12 Stone Store Road Bridge PA-02-NY-4020-PW-09033 PA-02-NY-4020-State-0121(121)
The Applicant has utilized force account labor, equipment and materials to perform the following work:
- Place 200CF (7.5 CY) of crushed stone at the access area @ $56.12/CY = $420.90
- Place 89 CY/120 tons of riprap on the northeastern embankment @ $73.33/CY = 6,526.37
- Place 148 CY/200 tons of riprap on the southwestern embankment @ $73.33/CY = $10,852.84
- Place 119 CY/160 tons of riprap on the southeastern embankment @ $73.33/CY = $8,726.27 The Applicant will utilize force account labor, equipment, and materials to perform the following work: - Repair 3 cracks measuring 2ft tall x 1in wide x 18in deep each = 6LF utilizing concrete epoxy injection @ $95/LF = $570.00 COST: At the time of project development, force account records, documenting labor, equipment, and materials, and pertaining to the work captured in this subgrant application were unavailable. For this reason, the cost of work completed was estimated using the NYSDOT Average Weighted Bid Prices, 2011. The cost of work to be completed was estimated using RSMeans, 2012, 1st Quarter. The unit costs used are as follows: - Heavy Stone Fill (item # 620.05) $71.69/CY - Crushed Stone Fill (item # 304.01970608) $56.12/CY - Concrete Crack Repair, Epoxy Injection, includes chipping, sandblasting, and cleaning (item # 03642310011) $95/LF. CRACK REPAIR: The scour protection concrte around the abutment footingsappears to have been constructed sometime following the initial construction of the bridge as a response to embankment erosion in order to prevent additional scouring of the abutment footings. These concrete elements are not imperative to the structural integrity of the bridge; therefore, replacement of the elements is not required in order to repair the vertical cracks in the concrete. INSPECTION: At the time of project development, the latest bridge inspection information was unavailable. This documentation should be provided at closeout in ordr to determine the pre-disaster condtion of the facility.
1042DR4DJ-12 eards Hollow Road PA-02-NY-4020-PW-08747 P-02-NY-4020-State-0121(121)
Schoharie Couny will use contact services to return the corrugated plate arch culvert ack to pre-disaster condition. Based on the available information, the Applicant will: 1. Excavate to remove damaged culvert 2. Excavate to set culvert in kind, 50ft X 12ft X 8ft 3. Restore embankments and wing walls 4. Replace 1ft of sub-base, .333ft of HMA Binder and .167ft of HMA top course 5. Replace lost rip-rap, 6ft X 5ft X 1.5ft
1042DR4DK-12 Champlin Road PA-02-NY-4020-PW-09159 PA-02-NY-4020-State-0121(121)
The Applicant will repair the undermined area at the bridge abutment and the washed out rip rap as follows: 1. Build an approximately 27ft. X 3ft. X 4ft. (12 CY) high stacked stone cofferdam to stop water flow above the bridge. 12CY = 9 Tons @ $30.00/ton = $270.00. 2. Divert water captured upstream to the downstream return

flow area using two 8 inch rental pumps with 100Ft hoses to bypass the work area at the bridge. Estimated cost of pumps is $7,019.00 based upon previous bids. 3. Excavate the irregular eroded area at the abutment base to a uniform depth of 6Ft. and pour 20ft X 1.75 Ft X 6 FT =7.8CY of Concrete a delivered cost of $123.74 per CY = $965.17. 4. Labor: One 3 person crew plus supervisor = 4 crew members for 40 hrs. = 160 hrs. @ $29.62 ave. wage per hr. = $4,739.00. 5. Backhoe: 40 hrs using FEMA Code 8571 @ $23.50 per hr. = 40 X $ 23.50/hr. = $940.00. 6. Tracktor trailer hauler (two 4hr. round trips = 8 hrs.) Using FEMA Code 8793 @ $44.50 X 8 hrs. = $356.00. 7. Two pick-up trucks (40 hrs. each) using FEMA Code 8802 @ $20.00 X 80 = $1600.00. 8. 20ft X 4ft X 3ft = 9 CY or 7 Tons of # 3 stone rip rap @ $30.00 per ton = 7 Tons X $30.00/ton = $210.00. The Total Project Cost is estimated at $16,159.47 excluding Direct Administrative Costs. The materials and equipment costs are based upon local bids, average costs for labor is derived from applicant payroll data and fringe benefit calculations as well as historic subgrantee grant applications. Equipment costs are from FEMA cost codes.
1042DR4DL-12 Stryker Road, CR-13 PA-02-NY-4020-PW-08761 PA-02-NY-4020-State-0121(121)
Schoharie County will use contract services to return the embankment of Stryker Road to pre-existing condition by: 1. Remove and store 955LF of corrugated guide railing 2. Remove the remaining unstable embankment, 915ft X 30ft X 5ft = 137,250CF/27 = 5,083.3CY 3. Place extra heavy stackable stone to re-establish the embankment's toe, 915ft X 2ft X 6ft = 10,980CF/27 = 406.7CY 4. Replace the embankment material and compact, 915ft X 30ft X 10ft = 274,500CF/27 = 10,166.7CY 5. Replace the stored uide railing, 955LF
1042DR4DM-12 Patrick Rd. Bridge PA-02-NY-4020-PW-09161 PA-02-NY-4020-State-0125(125)
WORK COMPLETED The Applicant has completed repairs to the facilty utilizing Force Account Labor Materials and equipment and a rented excavator as follows: Build a 6ft. X 3ft. X 3ft bagged sand coffer dam, install and operate two rented 8hp. pumps with 100 ft. hoses to inable stream flow bypass of the work area. Install and grade 14.8CY = 20.45 Ton rock fill at top of embankment Excavate the 25ft X 1.75ft. X 3.2ft. eroded aea to a uniform depth of 6 ft. at thebridge abutment. Pour 25ft X 1.75ft. X 6ft. 22CY) cement to fill abutment scour area. T complete the above work the Applicant used 100 hrsof Force AccountLabor at a cost of $2,758.93, 24 hrs. of Force Account Equpment at a cost of $1,226.00, Force Account Materials at a cost of $794.27 and a rented excavator, pumps and hoses at cost of $2,819.77.
1042DR4DN-12 CR-17, Flat Creek Road PA-02-NY-4020-PW-08487 PA-02-NY-4020-State-0127(127)
Schoharie County will use contract services to return the concrete box culvert back to pre-disaster condition. Based on the information that the Project Specialist has, this worksheet has been estimated using the NYSDOT Weighted Average Item Price Report with the exception of one line which is from R.S. Means, 2012 Qtr 2, Cost Data. 1. Install a cofferdam to enable to allow a dry working area 2. Install an 18in CMP pipe to channel water through the culvert during project 3. Place rip-rap inside bottom of the northeast wing wall, 4ft X 2ft X 1ft = 8CF/27 = .3CY and apply overlay concrete (shotcrete), 4ft X 2ft X .25ft = 2CF/27 = .1CY 4. Place rip-rap in the scour at the inlet bottom just outside of the culvert, 5ft X 2ft X 3ft = 8CF/27 = .3CY and apply overlay concrete (shotcrete), 5ft X 2ft X .25ft = 2.5CF/27 = .1CY 5. Place rip-rap in scoured area of the southeast wing wall, 4ft X 1ft X 1ft = 4CF/27 = .1CY and apply overlay concrete (shotcrete), 4ft X 1ft X .25ft = 1CF/27 = .04CY 6. Repair the damaged (chipped) inlet face of the parapet by applying shotcrete 15.5ftX 1ft X 1ft = 15.5CF/27 = .6CY 7. Repair the damaged (chipped) northeast wall vertical edge by drilling 10 holes to epoxy in rebar pins, form and pour concrete, 4ft X 6.5ft X 1.5ft = 39CF/27 = 1.4CY 8. Fill Scoured area behind the northeast wing wall using existing native material from around culvert, 20ft X 2.5ft X 5ft = 250CF/27 = 9.3CY.
1042DR4DO-12 Installation of Guide Rails PA-02-NY-4020-PW-08721 PA-02-NY-4020-State-0127(127)
Schoharie County Dept. of Public Works used Force Account Labor/Equipment, rented equipment and materials to return the sites to pre-disaster condition. Site 1 - GPS 42.63903 -74.52537, CR-23, Beards Hollow Rd., 425ft of corrugated guide railing was installed. Site 2 - GPS 42.61667 -74.53918, CR-23, Beards Hollow Rd., 305ft of corrugated guide railing was installed. Site 3 – GPS 42.52669 -74.56731, CR-16, Wharton Hollow Rd., 75ft of corrugated guide railing was installed Site 4 – GPS 42.48514 -74.48431, CR-43, West Kill Rd., 375ft of corrugated guide railing was installed. Site 5 – GPS 42.48545 -74.44539, CR-31, Bear Ladder Rd., 108ft of corrugated guide railing was installed. Site 6 – GPS 42.49225 -74.43605, CR-31, Bear Ladder Rd., 192ft of corrugated guide railing was installed. Site 7 – GPS 42.50201 -74.42837, CR-31 Bear Ladder Rd., 96ft of corrugated guide railing was installed. Site 8 – GPS 42.49231 -74.36497, CR-17, Keyserkill Rd., 295ft of corrugated guide railing was installed. Site 9 – GPS 42.41927 -74.41231, CR-17, Flat Creek Rd., 180ft of box beam guide railing was installed. Site 10 – GPS 42.37563 -74.41157, Pangman Road, 84ft of corrugated guide railing was installed. Site 11 – GPS 42.50969 -74.25334, CR-19A, Hauverville Rd., 290ft of box beam guide railing was installed. The Applicant used the following labor, equipment and aterials: Force Account Labor Regular ime – 727 hours for $21,197.90 Force Acount Labor Over Time – 15 hours for $43.47 Total Force Account Labor = $21,621.37 Force Acount Equipment &nash; 13 pieces 338 hours for $9,324.50 Materials - Guid rail components = $161,047.16 Rented Equipment = $4,050
1042DR4DP-12 Bull Hill Road (R59) PA-02-NY-4020-PW-08200 PA-02-NY-4020-State-0127(127)
Schoharie County used Force Account Labor, Equipment and Materials to complete repairs. All work under this PW is 100% complete. Damaged areas of the roadway were restored to pre-disaster condition with the exception of mitigation which was completed as part of repairs. These may be eligible for reimbursement but cannot be included in the Total Project Cost. A CEF was prepared to estimate completed work and to break out and quantify the proposed Hazard Mitigation costs (See attached Hazard Mitigation Proposals for additional costs). The Applicant Completed the following repairs: Location #1- near Twin Pines Drive (GPS: 42.38981, -74.41132). Borrow fill was used to rebuild the embankment 35-ft long by 10-ft high x 8-ft thick (103.7 CY or 108.9 Tons) of borrow fill. Crusher run gravel, 210-ft long x 4-ft wide x 18-in thick (46.7 CY or 59.8 Tons) was replaced. Note: The Applicant completed Mitigation as part of these repairs. This included the placement of a large stackable stone

block wall 40-ft long x 10-ft high x 4-ft thick (59.3 CY or 130 Tons: Face Area = 400 SF). The cost for these repairs cannot be included in the Total Project Cost, A mitigation proposal was prepared to evaluate eligible costs (See Attached) Location #2 (GPS: 42.38902, -74.41166) - Replaced a large stackable stone block wall, 50-ft x 6-ft x 1-ft (11.1 CY or 24.4 Tons). Replaced crusher run gravel, 10-ft x 50-ft x 5-ft (92.6 CY or 118.5 Tons). Replaced small rip rap along the road bank, 50-ft x 6-ft x 5-ft (55.6 CY or 75 Tons). Location #3 (GPS: 42.38826, -74.41198) - A Large stackable stone block wall, 50-ft long x 10-ft high x 4-ft deep (74.1 CY or 163 Tons; Face Area = 500-SF) was replaced. Replaced road should crusher run gravel 50-ft x 10-ft x 6-in deep (9.3 CY or 11.9 Tons). Location #4 (GPS: Beginning: 42.39050, -74.41128 - Ending GPS: 42.38778, -74.41241) - County personnel performed ditch cleaning for 1000-ft to restore flow capacity. As necessary this included clearing debris from the inlets and outlets around culverts. Location #5 (GPS: 42.38690, -74.41341) - Replaced small rip rap, 35-ft x 3-ft x 6-ft (23.3 CY or 31.5 Tons). Replaced road shoulder crusher run gravel 35-ft x 6-ft x 2-ft deep (15.6 CY or 20 Tons). Location #6 (GPS: 42.38518, -74.41457) - Replaced a 32-ft x 18-inches in diameter HDPE culvert pipe. Replaced a stackable flat stone head wall 6-ft long x 2-1/2-ft high x 1-ft thick (0.56 CY or 1.2 Tons; Face Area = 15-SF). Crusher run gravel replaced - 110-ft x 5-ft x 0.5-ft. (10.2 CY or 13 Tons). Small rip rap 110-ft x 6-ft x 2-ft was replaced (48.9 CY or 66 Tons). Note: The Applicant completed Mitigation as part of these repairs. This included replacing the lost embankment with a large stacked stone block wall: 110-ft x 6-ft x 2-ft (48.9 CY or 107.6 Tons; Face Area = 660 SF. The lost embankment is estimated as 110-ft x 6-ft x 2-ft (48.9 CY or 62.6 Tons of packed earth fill). Location #7 (GPS: 42.38463, -74.41608) - Large rip rap was nstalled in an area 120-ft long x 15-ftwide x 3-ft deep (200 CY or 270 Tons) along th road bank and crusher run was installed in a area 20-ft x 6-ft x 6-in (2.2 CY or 2.8 Tons) along he shoulder. Locaton #8 (GPS: 42.38407, -74.41648) - Small rip rap was repaced in an area 35-ft x 4-ft x 2-ft (10.4 CY or 14 Tons) along the road bank. Crusher run gravel was replaced in an area 35-ft long x 10-ft wide x 2-in deep (2.2 CY or 2.8 Tons) along the road shoulder. Location #9 (GPS: 42.38227, -74.41784) - Crusher run gravel along the road shoulder 35-ft long x 10-ft wide x 2-in deep (2.2 CY or 2.8 Tons) was washed away. Replace fill 35-ft long by 10-ft wide x 0.5-ft deep (65 CY). Note: The Applicant completed Mitigation as part of these repairs. This included the placement of medium rip rap in an area 35-ft x 4-ft x 2-ft (10.4 CY or 14 Tons) along the road bank. Costs for this work are included in the Attached Mitigation Proposal and not included in the cost of repairs for this site. Location #10 (Starting GPS: 42.38267, -74.41749, Ending GPS: 42.38778, - 74.41241) - Ditch reshaping was done on both sides of the road. One side of the road had about 1500-ft was reshaped. The other side had 500-ft reshaped. Note: The Applicant completed Mitigation as part of these repairs. This included armoring 800-ft x 4-ft wide by 1-ft deep (118.5 CY or 160 Tons) of the longer ditch and 500-ft x 4-ft wide x 1-ft deep (74.1 CY or 100 Tons) deep on the shorter side. Costs for this work are included in the Attached Mitigation Proposal and not included the cost of repairs for this site. MITIGATION: Work at roadway Locations included placement of armor stone (rip rap) within roadside drainage ditches where such material did not exist prior to damages. Also two large stacked stone block walls was also installed at two locations that suffered severe erosion to roadside embankment located adjacent to a stream. This mitigation was performed to minimize or avoid future damages and all or a portion of these costs may be eligible for reimbursement as mitigation. Such mitigation may be eligible for up to 100% of the project cost to repair to pre-disaster conditions but cannot included in the Project Cost. A mitigation proposal was prepared to evaluate eligible costs.
1042DR4DQ-12 Stryker Road Repairs PA-02-NY-4020-PW-07303 PA-02-NY-4020-State-0128(128)
The applicant retained an Architectural and Engineering firm, Barton & Loguidice, P.C, to evaluate repairs for highway embankment and road repairs for Stryker Road, to return it to pre-disaster condition, within the Town of Gilboa, in Schoharie County, New York. Total amount of the Invoice that was attributed to Stryker Road repair evaluation was $2,558.50 (Invoice and back-up attached) The applicant will utilize a properly procured contractor to perform the repairs in this sub grant application. Work consists of removal of damaged asphaltic materials, re-establishing the roadway shoulders, drainage ditch, embankments, and sub base, removal and installation of damaged guide rail, removal and replacement of gabion basket, culvert repairs, and re-paving the asphalt road. Work consists of the following: Repairs start at GPS Lat. 42.40903 / Long. -74.46135, and end at Lat. 42.41093 / Long. -74.46261. Repair site is referenced on attached location maps, with GPS readings that were logged at starting and ending points of the site. Photos were taen at the site and are attached. The asphlt road had been maintained in above average cndition, and is the responsibility of the applicant.&nsp;
1.&nbp; Embankment structural fill, 579 L x 20 ft W x 0 ftto 20 ft D (10 ft avg) to be replaced. 579 x 20 x 10/27/2(2:1slope) = 2,144.44 CY. Applicant will reclaim and reuse 120 CY of gabion stone from gabion baskets and incorporate the material with structural fill for the embankment repair, therefore, only 2,024.44 CY of structural fill will be needed (2,144.44 - 120 = 2,024.44 CY). An adjacent slope on the inside of the road threatening workers with falling debris will be needed to be excavated back with topsoil and seeding (Hydro) applied (incidental protective measures, see attached FEMA Geotechnical Memo), to re-stabilize the slope for an area of 18 ft L x 24 ft W x 1 ft to 3 ft D (2 ft avg). 18 x 24 x 2/27 = 32 CY excavation, 18 x 24/9 SY of topsoil, and slope stabilizing seeding.
2. Roadway structural fill, 408 L x 26 ft W (2 ft shoulders and re-shaped drainage ditch) x 0 ft to 19 ft D (9.5 ft avg) to be replaced. 408 x 26 x 9.5/27 = 3,732.44 CY 3. Roadway sub base, 408 L x 26 ft W (2 ft shoulders) x 1 ft D to be replaced. 408 x 26 x 1/27 = 392.89 CY. 4. 408 ft L x 22 ft W section of asphalt pavement will be removed and replaced (408 x 22/9 = 997.33 SY of asphalt pavement materials). Asphaltic concrete weighs approximately 110 pounds per SY for every inch of depth. There is approximately 997.33 SY of asphalt road to repair. With an average depth of 4 ½ inches, there will be 493,678.35 pounds of asphalt, or 246.84 tons, needed to repair the damages. Local historic pricing for asphalt paving is $115.00 per ton and this is the cost of materials

and installation. 5. Gabion baskets (360 ft L x 3 ft W x 3 ft D) will be removed and replaced (360 x 3 x 3/27 = 120 CY of gabion basket materials). 6. 784 LF of steel guide rail will be removed and replaced (784 LF of steel guide rail and post materials). 7. An 40 ft L x 18 in diameter CMP culvert will be removed and replaced (40 LF of 18 in diameter CMP material). The applicant retained an Architectural and Engineering firm, Barton & Loguidice, P.C. to evaluate repairs for highway embankment and road repairs for Stryker Road, to return it to pre-disaster condition, within the Town of Gilboa, in Schoharie County, New York. The A/E firm gave multiple alternatives to repair, including an alternative to keep Stryker Road closed, and not re-connect Stryker Road by repairing the damaged section, but to build hammerhead dead end turn-around on both ends of the damaged area of roadway. If the applicant chooses to do so, they must notify the grantee in writing prior to initiating any variance to the approved scope of work or conditions of the grant, failure to do so may jeopardize the federal funding of this sub-grant award. The Project Specialist has reviewed the county road captured in this sub-grant application and was found not to be a federal aid road, and recommends all items of work within this project as eligible.
1042DR4DR-12 CC Camp Road Bridge PA-02-NY-4020-PW-01519 PA-02-NY-4020-State-0128(128)
FEMA project specialist visited the site and has developed a scope of work and cost estimate to restore/repair the bridge to its original design, function, and capacity in accordance wit NYSDOT Codes and Standards. Also, since the Appicant intended to replace the bridge, replacemet cost for all work necessary to construct a new replacment bridge (in-ind) was performed in order to verify the repair vs. rplacement 50% Rule Eligibility) for this project in accordance with the PA Guide, FEMA 322, and the PA Policy Digest, FEMA 321, (Policy 9524.4, Eligibility of Facilities for Replacement "the 50% Rule"). Bridge repair cost is estimated by FEMA project specialist utilizing NYSDOT weighted average item price report, which is derived from historic contracted items. Bridge replacement is estimated utilizing NYSDOT Preliminary Cost Estimate Worksheet (PEW), which is a recognized standard in the State of New York and is derived from historic contracted cost. WORK COMPLETED: To date, a total of $2,534.50 Direct Administrative Costs (DAC) has been incurred (See attached spread sheet). The final Direct Administrative Costs will be reconciled at closeout of the completed construction. To repair the bridge to its pre-disaster condition in accordance with NYSDOT codes and standards, the following will be performed: 1. Excavation and removal of 60 CY of unclassified loose soil material from the northeast embankment/stream bank. 2. Placement of 119 CY of embankment in place for the northeast embankment/stream bank. 3. Placement of 23 CY of riprap material along the northeast embankment/stream bank. 4. Placement of 17 CY of stabilized gravel near the east (begin) abutment. 5. Placement of 29 Ton of subbase material for the west (begin) approach. 6. Placement of 5 Ton of asphalt binder course on west (begin) approach. 7. Placement of 4 Ton of asphalt top course on east (begin) approach. 8. Tack coat, (approx 4 gallons) prior to placement of asphalt binder and top course material. 9. Removal and disposal of 100 LF of damaged bridge railing along the north side of the bridge. 10. Installation of 200 LF of bridge railing (100 LF along the north side and similar 100 LF along the south side of the bridge). 11. Demolition of the damaged west (begin) concrete abutment and construction of new abutment. 12. Remove and replace the damaged primary tension member in the left truss in member (L1 L2) neap panel point L2. 13. Remove and replace the damaged primary tension member in the vertical plate supporting the floor beam at spani, left truss, panel point L3. 14. Use structural lifting operations for replacement of structural members listed above. 15. Construction of 500 LF of temporary silt fence around the work areas to minimize sediments migrations into the stream. 16. Construct water diversion at the streambed of the creek. 17. Construct cofferdam at the streambed of the creek.Bridge replacement estimate IN-Kind (to pre-disaster condition) includes: - Install cofferdams at each abutment and water diversion at the streambed to allow for substructure operations in the creek to include: substructure removal, and construction of new abutments and wingwalls. - Removal of superstructure - guardrail 200 Lf,timber deck steel beams and truss.(100 ft L x 16 ft W = 1600 f) - Remove the damaged west (begin) concrete abutment. (16ftLx4ftWx12ft H/27 = 57 CY) and construct a new concrete abutment. - &nsp; Erect (100'-0" centerline of bearing to centerine of bearin) steel beams, estimated 4,008 lbs of steel.(number of eams and beam spacing according to engineering design - Install (99'-0" long x 16'-0" wide) timber deck. - Install steel truss similar to the existing, estimated approx. 17,133 lbs of steel. - Install rail steel guard rail similar to existing. (100'each side x 2 = 200') - Northwest gravel bridge approach reconstruction. (200'x15.25'x1") - Maintenance of traffic during construction. - Minor staging of substructure during construction. - Construction of 500 FT of temporary silt fence around the work areas to minimize sediments migrations into the stream. - Excavation and removal of 60 CY of unclassified loose soil material from the northeast embankment/stream bank.- Placement of 119 CY of embankment in place for the northeast embankment/stream bank. - Placement of 23 CY of riprap material along the northeast embankment/stream bank. - Placement of 17 CY of stabilized gravel near the east (begin) abutment. - Placement of 29 Ton of subbase material for the west (begin) approach. - Placement of 5 Ton of asphalt binder course on west (begin) approach. - Placement of 4 Ton of asphalt top course on east (begin) approach. - Tack coat, (approx 4 gallons) prior to placement of asphalt binder and top course material. A repair versus replace cost comparison was done. (See attached CEF's Part A ONLY). As repair construction cost ($337,267.90) is greater than 50% of the replacement construction cost, excluding demolition ($661,202.05), replacement of bridge is eligible per FEMA Policy 9524.4 , Eligibility of Facilities for Replacement" the 50% Rule. CC Camp Road Bridge is a single span 16'-0" wide single lane bridge with 'bottom angle distance' of approximately 80' -00", average skew is 0 degree and over roadway height (top of wood deck above the creek) is 7.5 ft, therefore the repair vs. replace comparison was done for those dimensions.
In addition, work to be completed includes: - Preliminary engineering by engineering firm/consultants, including preliminary design, environmental documentation and permitting. - Hydraulic analysis to be done by engineer. - Geotechnical/Soil investigation by engineer. - Survey to be done by engineer and/or a licensed land surveyor.

- Engineering services, including final design package, specifications and estimates, preparation of bid documented and bidder review, procurement of bids, construction phase administration and inspection, and coordination of utility relocation (if required). These services are accounted for in the standard engineering curves in CEF. - Dimensions of final design dependent on NYSDOT Bridge Code for hydraulic pening.- The NY State-owned temporary bridge must be disassembled and returned to a NYSDOT facility. According to the drafted agreement (Attached) between NYSDOT and Schoharie County 'Municipality will disssemble the temporary structure as per the recommendations of Acrow Bridges, and return the Acrow bridge to a designated NYSDOT facility within 30 days of openig of the new bridge to traffic' - Open ompetitive solcitation for bridge contractor. Note, contractor may be warded more than one bridge as a package for cost effectiveness. According to current Codes & Standards, aspects of the bridge will change. (See attached sections requiring bridges to adhere to NYSDOT Bridge Manual.) Applicable Codes & Standards are listed below. - AASHTO Geometric Design of Highways and Streets. - NYSDOT Standard Specifications, Construction and Materials - NYSDOT Highway Design Manual - NYSDOT Bridge Design Manual - AASHTO LRFD Standard Specifications for Highway Bridges- NYSDOT Geometric Design Policy for Bridges. By Codes & Standards the bottom angle length (dimension for NYSDOT Preliminary Cost Estimate Worksheet) is estimated to remains 80 ft and the bridge width increases to 18'-0". Codes states 16'-0" lane width plus 1'-6" on each side for curb and guardrail anchorage equals 18'-0" overall bridge width. Height from creek bed to top of deck increases to 10.5 ft (This is 3 ft higher since the standard 2 ft freeboard as required by the NYSDOT Highway Design Manual was compromised during this flooding event. Maintain the existing profile (7.5 ft); future 50 year storm event (Q50) would most likely overtop the new bridge causing severe structural damage. Timber deck will be changed to reinforced concrete deck with integral wearing surface composite with the steel beams as the current standard for new construction. (See attached NYSDOT Bridge Manual Section 5.1.2.2).Mitigation achieved through Codes & Standards. At the time of preparation this PW, the Hydraulic Analysis Report was not completed. Final bridge dimensions should be in accordance with the Hydraulic Analysis report and NYSDOT Codes & Standards.Additional engineering services that are required per codes & Standards, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items and were estimated based on average cost for typical projects and scopes within the area.
The Applicant is planning on mitigating the new bridge by placing additional riprap (heavy stone fill) material along the northeast embankment/stream bank. In addition (dependent on the Geotechnical Report once completed), the Applicant proposes to install the replacement bridge foundations on piles in-lieu of replacing the spread on-earth/rock footings in kind. A HMP has been prepared to show the additional cost for these mitigation measures and is attached to this Project Worksheet (PW).NOTE: Riprap material was already being placed along the bridge southeast embankment/stream bank by the NYSDOT during installation of the temporary bridge. Applicant has provided an Engineering Report prepared by Foit Albert Assoiates, dated December 12, 2011. Three options were presented as follows: - Option 1: Bridge rehabilitation; - Option 2: Replacement with a new prefabricated bolted steel truss on existing alignment; and -Option 3: Replacement with a new prefabricated bolted steel truss on a new alignent.
The report recommends that option #3 be selected as the most prudent viable option. However, this is a preliminary recommendation and its based on visal observation of the field conditions and damages and is ot supported bygeotechnical investigation or a hydraulic analysis study.he recommendations set in this PW for bridge replacement is generally in line with the engineering report recommendation except a truss structure was not proposed. Dimensions of final design dependent on NYSDOT Bridge Code for hydraulic opening. Foundations design will be per the geotechnical investigation report. The report is attached to this Project Worksheet. A bridge report obtained from National Bridge Inventory System Data base (http://nationalbridges.com) indicated that the bridge status is "Structurally Deficient", the bridgesuperstructure is "Satisfactory Condition" and the bridge Substructure is “Poor Condition". Date of the report is unknown and the report is attached to this PW.FOR FURTHER QC REVIEW (Eligibility, negligence, pre-existing determination)According to the most recent bridge inspection report (May 10, 2011) performed by the NYSDOT before the disaster event, the CC Camp Road Bridge computed condition rating was 3.825. Note: Numerical rating "3" is used for serious deterioration, or not functioning as originally designed. (See attached NYSDOT Inspection flagging procedure for bridges).Other negative notes in the referenced NYSDOT Inspection Report included but not limited to the following:- Beg Abutment - Bearings, Bolts, Pads - Rated 3 The bearing under the left truss has "fallen" apart. The left side keeper plate is away from the rollers and the last roller is at least 2- inch away from the nest and is angled or misaligned. The anchor bolts are sheared. The anchor bolts for the right bearing roller nest are all have been sheared. - Beg. Abutment - Seats and Pedestals - Rated 4 The concrete bridge seat that supports the stringers has spalling along the exterior edge which undermines the stringers continuous masonry plate. - Beg. Abutment - Stem (Breastwall) - Rated 4 The concrete begin stem has spalling to the upper corner at the right and left truss bearing location. Spalling is 4-inch deep and extends up to the bearing masonry plate. At the middle of the stem there is a 3 ft diameter hollow sounding area and under stringer S2, there is a 2 ft diameter hollow sounding area. - Beg. Abutment - Winqwalls & Walls - Rated 3 The top of the begin right wingwall is spalled for the entire area with exposed reinforcement. Spalling continues down the face for about half of the height. Surrounding concrete is hollow sounding and can spall if repeatedly struck with a hammer. The begin left wingwall is heavily spalled along the top corner for its entire length. About 12-inch up from the ground line, the face of the wall is spalled to a depth of 2-inch. - Approaches - Drainage - Rated 3 The end approach slopes steeply towards the bridge causing water to drain and pond on the bridge. - Span 001 - Superstructure Primary members - Rating 4The verticals at PP02 (left Truss) and the PP03 & PP04 (right Truss) has a rust through hole to the channel web in the vicinity of the strut brace connection due to

corrosion. At PP02 a 3.5-inch hole in the web of the inboard channel has resulted in 31% loss to that channel or 15.7% loss to the entire member, a 3/4 diameter hole is presented within the inboard channel web of hangers PP03 and PP04, right truss. At PPL04 on the right truss, there is severe section loss to the as-built reduced flange width and web has resulted in section loss estimated over 90%. All panel point pins have paint loss and some degree of corrosion. Rust delamination and section loss "gouges" next to the outboard retaining plate and at the inboard eye bar chord. Floor beam FB03 right side at the end face has web section loss/pitting near the vertical connection angle. All stringers have moderate rust at their ends. - Span 01 - Superstructure. Secondary members - Rated 4 The bridge has very low freeboard and during high flow events, the lower portion of the truss encounters water borne debris. The laterals, as they are slender, collect debris, are impacted by trees and subsequently are bent. Most of the bars at mid-span are loose and one bay in Bar 4 is no longer connected to the floor beam and has been pusher out of the way. In bay 3, a lateral bar is very loose and can be moved by hand.At the end left, a lateral bracing is bolted to the left truss masonry plate. The bolt is broken and the lateral bar is no longer connected. The lateral bracing rates "2". The lateral "x" bracing is also steel rods. The rods are in good condition BUT the connection to the top chord of the truss has corrosion and section loss. The connection may have reduced capacity in the future.- Superstructure - Paint - Rated 3 The paint system on the superstructure has paint failure throughout. Paint failure includes faded and peeling paint with rust bleed, rust staining, surface corrosion, rust delamination and section loss. The paint failure estimated to be between 40 to 55% overall.End Abutment, bearings, bolts, pads - Rated 3 Spalling to the bridge seat has undermined the bearing's masonry plate under the right truss and under stringer S5. Spalling to the pedestal is occurring from stringer S1 to the middle of Bay 2. - End Abutment - Backwall - Rated 3 The entire end backwall is a timber plank which is split and buckled horizontally through the middle of the plank. The wood box backwall/cheekwall unit at the left truss bearing is mostly fallen apart. The right box is also very loose and falling apart. A post storm flood assessment bridge inspection was conducted by NYSDOT on September 6, 2011, which resulted in the issuance of a Red Flag, closing the bridge. The report is also attached to this Project Worksheet (PW).
1042DR4MY-12 Parsons Road PA-02-NY-4031-PW-02102 PA-02-NY-4031-State-0064(63)
1. Cleared and reshaped 150ft ditch
2. Cleared and reshaped 200ft runoff stream
1042DR4MZ-12 Beards Hollow Road PA-02-NY-4031-PW-00198 PA-02-NY-4031-State-0026(25)
Reshaped stream; 415ft x 15ft Restored embankment; 415ft x 15ft x5ft (avg) with crusher run and heavy stone. Restored one half roadway sub base; 415ft x 24ft/2 x 12in x with crusher run. Replaced 30ft x 18in cmp culvert w/HDPC; 30ft x 18in culvert. Armor embankment with rip rap; 415ft x 15ft x3ft.
Work Completed:
Pavement 415ft x 24ft x 5in x $48.02/LF = $19,928. Guide Rail 415LF x $35/LF = $14,525. Pav't cost is based on historical data from a pav't project performed by Carver Construction Co. of similar size and complexity. PW R66-1 Fema 4020. Guide Rail cost was derived from a unit cost estimate provided by Carver Construction Co NOTE: PAV'T AND GUIDE RAIL REPAIR INCLUDED IN THIS PW IS NOT DUPLICATED IN DISASTER 4020 PW23-1i, ALTHOUGH DAMAGES ARE DESCRIBED FOR BOTH DISASTERS. Note: The Applicant will be incurring DAC Costs, eligible costs will be reconciled at closeout.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1063C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Sharon Springs

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$108,379.17
Total Budget	$0.00	$108,379.17
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4QD-12 Beechwood Road PA-02-NY-4031-PW-01443 PA-02-NY-4031-State-0018(17)
1. Applicant will place Aggregate Surface Course (State Cost Code 3011 @ $28.00 CY) for 600 LF X 4 LF x 1 LF = 2400 CF/27 = 88.889 CY @ $28.00 CY = $2488.98
2. Applicant will clean and shaped drainage ditches for 600 LF x $3.40 LF (National Cost Code 3070 @ $3.40 LF) = $2040.00
1042DR4QE-12 Division Street PA-02-NY-4031-PW-01376 PA-02-NY-4031-State-0025(24)
1. Sawcut asphalt for 23 LF @ $1.50 LF (State Cost Code 3151) = $36.00
2. Pavement Removal for 600 LF x 23 LF = 13800 SF/9 = 1533.33 SY @ $5.00 SY (State Cost Code 3150) = $7,666.67
3. Scarify (National Code 3061) for 600 LF x 23 LF = 13800 SF/9 = 1533 CY @ $2.00 CY = $3,066.67
4. Install Bituminous Concrete Overlay (State Cost Code 3110 @ $3.54 sy/in) 600 LF x 23 LF x 4 in = 13800 SF/9 = 1533.33 SY x 3 in = 4379 sy/in x $3.54 = $16,284.00
Total estimated cost = $36.00 + $7,666.67 + $3,066.66 + $16,284.00 = $27,053.34.
This cost estimate is prepared as a reasonable comparison against the Contract Estimate proposed by Cobleskill Stone Products for performing the repairs to Division Street in the amount of $32,301.90.
1042DR4QF-12 Intersection of Division and Beechwood PA-02-NY-4031-PW-01926 PA-02-NY-4031-State-0057(56)
The Applicant has obtained three bids to replace the culvert (attached). Cobleskill Stone bid $368,812.00, Lancaster Development bid $409,200, and Carver Construction bid $363,992.00. A CEF estimate was prepared and the estimated cost to repair the culvert was $391,071.00. The estimate included excavation of 160 cubic yards of soil, installation of 480 ft of storm culvert, and backfill of 160 cubic yards of soil.

Location Description:

Village of Sharon sprins

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	209	236	445	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR110C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Under Way

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
01/09/2019

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Blenheim

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$20,914.77
Total Budget	$0.00	$20,914.77
Total Obligated	$0.00	$20,914.77
Total Funds Drawdown	$0.00	$20,914.77
Program Funds Drawdown	$0.00	$20,914.77
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$20,914.77
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Dave Brown Mountain Road PA-02-NY-4020-PW-00443
Dave Brown Mountain Road appears on the NVS DOT local Road listing as ID# 217651 assigned to the Town of Blenheim. The Town of Blenheim is legally responsible for the maintenance of this road. Dave Brown Mountain Road is a critical escape route for residents in the North Blenheim to escape to higher elevations in the event of a major flood. Flood water build up in the Gilboa dam lead to justifiable fears that such an evacuation would be necessary. The road was impassible to residents and emergency vehicles beyond the location of the washed out culvert pipe. A state of emergency was declared by action of the town board on August 31. The state of emergency declaration authorized the Town Supervisor to enter into emergency contracts to make necessary flood related repairs. A memo-to-file was written by the Town Supervisor documenting the decision to enter into an emergency contract with Lancaster as necessary to maintaining the health and safety of the community. On September 1 the Town Supervisor entered into an emergency contract with Lancaster Development Inc. to make repairs to Dave Brown Mountain Road. Lancaster was selected based on their capability to mobilize quickly and complete the emergency repairs in a cost effective and timely manner. The contract specifies payment to be made to Lancaster on a "time and materials" basis. The Town Supervisor and Highway Supervisor toured the site with Lancaster personnel and provided direction on the scope of the repairs being authorized. A second flood event, associated with the remnants of Tropical Storm Lee, was anticipated. This led the Town Supervisor to request that the emergency repairs include additional measures (e.g. repairing stream bank erosion and replacing lost stream bank stabilization stone, stabilizing ditch and shoulder washouts with large stone and repairing the culvert head and tail walls) to prevent further damage should a second major flood occur. The scope of repairs authorized is consistent with returning the site to its pre disaster design, capacity and function with the exception of the chip seal pavement repair. The chip seal pavement repair will be addressed in a separate PW. The Town Highway Supervisor and/or the Town Supervisor were onsite every day the contractor worked to monitor progress and ensure the repairs being

made were consistent with the town's direction on the scope work. Lancaster used 215.75 hours of straight time 63.0 hours of overtime labor to complete the work. A daily log of hours worked by day, by employee, was provided. Lancaster used 207.75 hours of equipment time and 4.0 hours of ent standby time to complete the work. A log of equipment hours charged by day, by piece of equipment used, was provided. Standby time was not charged in excess of active use time on any day to comply with FEMA reimbursement guidelines. Standby time was billed at a lower rate. Lancaster used 1756 tons of various stone grades to complete the work. This material usage summarized by material type, by day, is described in the material summary sheet.

Location Description:

Town of Blenheim

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	90	95	330	56.06

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR1276A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Wright

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$356.10
Total Budget	$0.00	$356.10
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To remove the imminent threat posed by the debris the applicant will utilize force account and/or, following their procurement policy, will obtain a contract vendor to do the following work.
Site # 1, Remove and Dispose of 7.1 cy of Vegetative Debris from 1st area.
Remove and Dispose of 21.1cy of Vegetative Debris from 2nd area.
Remove and Dispose of 10cy of Sediments/Gravel from 2nd area
Difficult access to creek so therefore $37 per cy to remove and dispose of the vegetative debris was selected.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	741	792	1533	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR134B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Broome

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,000.62
Total Budget	$0.00	$1,000.62
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4NA-12 Rockaway Lane PA-02-NY-4031-PW-02030 PA-02-NY-4031-State-0025(24)
Applicant wants to hazard mitigate to replace the 7 FT squash culvert pipe with larger pipe (Re: PW 10154L2) and performed emergency measures to temporarily restore the road for the traffic as follows. - Retrieved damaged 35 feet length of 40 FT long 7 FT squash pipe 100 FT downstream and reset: - Retrieved stackable stones downstream and reinstalled head walls: 2 - 8.5 FT avg. high X 35 LF - Backfilled culvert with crusher run: 11 FT avg. wide X 5 FT avg. deep X 35 LF = 71.29 CYx 1.4 = 99.81 TN. Applicant wants to replace the old damaged 7 FT squash pipe with new 7 FT squash pipe in late summer 2012 (Re: PW-1015441). According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52) This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road. It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66).

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	520	436	956	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR134C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Broome

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$420,774.76
Total Budget	$0.00	$420,774.76
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4KK-12 Rushak Gulf Road PA-02-NY-4020-PW-00703 PA-02-NY-4020-State-0013(14)
The applicant restored the culvert and road to original condition as follows:
• Removed trees, tree stumps, rocks and 2 old pipes from creek.
• Re-established creek slopes and placed stackable stones (from creek) on slopes: 12 FT wide x 150 LF total.
• Installed 10 GA galvanized corrugated metal squash pipes: 2 - 10.67 FT x 6.92 FT x 20 LF.
• Built headwalls and wing walls with stackable large stones on both culvert ends: 2 - 12.5 FT x 80 LF (215 tons).
• Built culvert with crusher to road base level: 12.5 FT high x 20 FT x 50 LF (113 tons).
• Built road on culvert with crusher: 20 FT x 50 LFx 0.5 FT deep.
• Laid top (crusher) on damaged road and shoulders approaching culvert: 20 FT x 100 LF x 0.25 FT deep.
1042DR4KL-12 Kelsey Hill Road PA-02-NY-4020-PW-00704 PA-02-NY-4020-State-0013(14)
The applicant restored the road, shoulder and creek slopes to original condition as follows:
• Undammed creek to rout water back to original creek bed.
• Rebuilt creek slopes and placed heavy rocks on slopes and its embankment for stability:
• Creek slopes: 10 FT wide x 180 LF and creek embankment: 20 FT wide x 180 LF
• Cleaned up and rebuilt road embankment placing heavy stones in heavily washed out areas: 22 FT wide x 8 FT deep (av) x 180 LF
• Built road shoulder with crusher: 1.5 FT wide x 180 LF x 0.25 FT deep
Applicant has submitted contractor's invoice with Payment Voucher (attached) in the amount of $44,453.06 for labor, equipment and material.
“The washed away soil was naturally compacted undisturbed soil and needed to be replaced with a suitable material for stability and
restoration. Soil backfill would not be suitable since road would cave in under traffic load

and embankments/slopes of road/stream would wash out with rain. Stones were easily available at a reasonable cost compared to fill material. Therefore, stones of various sizes were used as a backfill material for road sub-grade and stream slopes backfill for suitability and stability and their use was cost effective". This was a good construction practice.
Applicant has submitted Direct Administrative Costs in the amount of $961.20
1042DR4KM-12 Black Creek Road PA-02-NY-4020-PW-00835 PA-02-NY-4020-State-0013(14)
The applicant restored the road to its original condition as follows:
• Removed trees, stumps, dam and reestablished creek bed.
• Re-established Black Creek Road (with gravel and rocks dug from creek): 300 LF x 15 FT x 0.5 FT deep
• Rebuilt slopes from dug out gravel from creek and placed large rocks on them recovered from creek: 2-300 LF x 15 FT wide.
• Dug out large stackable rocks from creek and piled them along road edge: 300 LF
Applicant has submitted contractor's invoice (attached) in the amount of $14,253.90 for labor, equipment and material.
Applicant has submitted Direct Administration Costs (attached) in the amount of $460.60.
1042DR4KN-12 East Hill Road Site 2 PA-02-NY-4020-PW-02183 PA-02-NY-4020-State-0027(27)
• Re-established creek and built its embankment with stones: 16 FT avg. wide x 8 FT deep x 100 LF.
• Rebuilt road embankment/sing stackable stones in the front and stone backfill behind: 25 FT wide x 20 FT avg. deep x 100 LF
• Rebuilt road shoulder sub-base with stones: 3 FT avg. wide x 16 FT avg. deep x 80 LF.
• Rebuilt shoulder with crusher run: 3 FT avg. wide x 0.5 FT deep x 80 LF.
Applicant has submitted: contractor's invoice (attached) in the amount of $71,476.77 for labor, equipment and material; and a copy of check paid to the contractor.
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide-FEMA 322/June 2007-pages 22-66)
1042DR4KO-12 Bates Hollow Road Site 2 PA-02-NY-4020-PW-03592 PA-02-NY-4020-State-0036(35)
Applicant restored the road to its pre-disaster condition as follows:
• Cleaned debris, branches of trees and uprooted shrubs in the ditch.
• Replaced 18 IN CMP with corrugated plastic pipe: 18 IN dia. X 40 LF
• Rebuilt stone head wall at each end of pipe: 2- 3 FT high x 3 FT
• Backfilled crusher run between head walls to grade level: 3 FT deep x 3 FT wide x 40 LF
• Laid crusher run for road top: 0.5 FT deep x 16 FT wide x 2120 LF
Applicant has submitted: Contractor's invoice (attached) in the amount of $67,635.74 (with payment voucher) for labor, equipment and material; and vender Chemung Supply invoice (attached) in the amount of $337.43 (with payment voucher) for 18 IN plastic pipe.
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52).
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4KP-12 East Hill Road Site 1 PA-02-NY-4020-PW-02189 PA-02-NY-4020-State-0041(41)
Applicant wanted to have restored the road to its pre-disaster condition as follows:
• Unclogged cross culverts: 6 EA
• Repositioned pipes and rebuilt driveway culverts: 7- 20 FT avg. wide x 4 FT deep x 30 LF.
• Rebuilt road and shoulder with crusher run: 2.5 FT avg. wide x 3.5 avg. deep x 6600 LF
• Realigned ditch away from road edge and lined its slopes with light stones: 2- 3 FT avg. wide x 1 FT avg. deep x 4000 LF
• Backfilled ditch bottom with stones: 1 FT avg. wide x 1 FT avg. deep x 4000 LF.
A total of approximately 1,400 TN of Stackable, medium and light stones + crusher run were purchased/used to restore therodadclert under the driveway.
Applicant has submitted contractor's invoice (attached) in the amount of $72,890.31b for labor, equipment and material.
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide-FEMA 322/June 2007-pages 22-66)

1042DR4KQ-12 Vaughn Hill Road PA-02-NY-4020-PW-05542 PA-02-NY-4020-State-0053(52)
To restore Vaughn Hill Road to its pre-disaster conditions, it was necessary to repair the eroded aggregate road.
5 employees of the Town of Broome expended 42 hours of FORCE ACCOUNT LABOR REG TIME and 8 hours of FORCE ACCOUNT LABOR OVERTIME to replace and compact 150 Tons of gravel on Vaughn Hill Road (See attached FORCE ACCOUNT LABOR RECORD for details). Payment policy and time sheets are attached.
WORK COMPLETED
The sub-grantee used 44 hours of FORCE ACCOUNT EQUIPMENT to replace and compact 150 Tons of gravel on Vaughn Hill Road (see attached FORCE ACCOUNT EQUIPMENT RECORD for breakdown of equipment description and usage).
The sub-grantee used 150 Tons of gravel to repair the damaged road for a total cost of $150.00 ($1.00/Ton x 150 Tons = $150.00). The applicant operates its own gravel pit and claims a cost of $1/Ton for material used to repair the road, which was found reasonable by the assigned project specialist. See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD for breakdown of costs.
The sub-grantee submitted Costs for Direct Administration in the amount of $120.24 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).
WORK TO BE COMPLETE
The Town of Cobleskill is proposing to replace and compact the 2.5 in crusher run layer on Vaughn Hill Road and provided a cost estimate using FORCE ACCOUNT LABOR, FORCE ACCOUNT EQUIPMENT and FORCE ACCOUNT MATERIAL.
According to estimate provided by the sub-grantee, 5 employees of the Town of Broome would spend a total of 50 hours of FORCE ACCOUNT LABOR to replace and compact 125 Tons of crusher run aggregate on Vaughn Hill Road for a Total of $1,386.30. See attached Labor Costs sheet for Employee Rates, Titles and Hours. Rates for Force Account Labor Hours were provided by the applicant.
40 hours of FORCE ACCOUNT EQUIPMENT time for a Total of $2,250.00. See attached Equipment Costs sheet for Equipment Description, Cost Codes, Hours and Rates. FORCE ACCOUNT EQUIPMENT rates were estimated using FEMA cost codes.
125 Tons of Crusher Run aggregate to be placed and compacted for a distance of 722 FT over an average section area of 16 FT wide x 2.5 in deep. TOTAL AMOUNT FOR MATERIALS = $1,156.25 ($6.50/Ton Material Cost + $2.75/Ton Delivery Cost = $9.25/Ton x 125 Tons = $1,156.25). Material Prices were obtained from historic data (See attached invoice from Cobleskill stone Product fo Dtals.
The estimated value of Sub-Grantee Direct Administrative Costs is $141.00 pursuant to DAP9525.9, dated March 12, 2008, page 7 of 8.
1042DR4KR-12 Teter Road PA-02-NY-4020-PW-05071 PA-02-NY-4020-State-0053(52)
To restore Teter Road to its pre-disaster conditions, it was necessary to replace the damaged headwall and repair the eroded road.
3 employees of the Town of Broome expended 20 hours of FORCE ACCOUNT LABOR REG TIME and 1 hour of FORCE ACCOUNT LABOR OVERTIME providing assistance to replace the damaged stone headwall and crusher run road (See attached FORCE ACCOUNT LABOR RECORD for details). Payment policy and time summary sheets prepared by the applicant are attached.
The sub-grantee used 21 hours of FORCE ACCOUNT EQUIPMENT time providing assistance to replace the damaged stone headwall and crusher run road (see attached FORCE ACCOUNT EQUIPMENT RECORD for breakdown of equipment description and usage).
Refer to the Continuation Sheet for further discussion.
The sub-grantee used 62.59 Tons of stackable stone to reconstruct the damaged headwall for a total cost of $1,846.41 ($29.50/Ton x 62.59 Tons = $1,846.41). 100 Tons of crusher run were used to rebuild the 241 FT x 16 FT wide x 6 in deep section of damaged road for a total cost of $925.00 ($6.50/Ton Material Cost + $2.75/Ton Delivery Cost = $9.25/Ton x 100 Tons = $925.00). See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and invoices for breakdown of costs.
The sub-grantee contracted SJB Contracting to provide assistance with labor and equipment to replace the damaged stone headwall. The contractor charged $910 for services provided on 9/26/11, which include all labor and equipment usage.
The sub-grantee submitted Costs for Direct Administration in the amount of $120.24 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).
1042DR4KS-12 East Hill Road PA-02-NY-4020-PW-05078 PA-02-NY-4020-State-0053(52)
To restore East Hill Rd to its pre-disaster conditions, it was necessary to repair the damaged Headwalls and shoulders.
3 employees of the Town of Broome expended 26 hours of FORCE ACCOUNT LABOR REG TIME and 4 hours of FORCE ACCOUNT LABOR OVERTIME providing assistance to replace the 2 damaged stone headwalls and crusher run shoulders (See attached FORCE ACCOUNT LABOR RECORD for details). Payment policy and time summary sheets prepared by the applicant are attached.
The sub-grantee used 30 hours of FORCE ACCOUNT EQUIPMENT time providing assistance to replace the 2 damaged stone headwalls and crusher run shoulders (see attached FORCE ACCOUNT EQUIPMENT RECORD for breakdown of equipment description and usage).
Refer to the Continuation Sheet for further discussion.
The sub-grantee used 35.84 Tons of stackable stone to reconstruct the 2 headwalls for a total cost of $992.77 ($27.70/Ton x 35.84 Tons = $992.77). 45 Tons of crusher run were used to rebuild the (2) 40 FT x 11.83 FT wide

x 11 in deep shoulders for a total cost of $416.25 ($6.50/Ton Material Cost + $2.75/Ton Delivery Cost = $9.25/Ton x 45 Tons = $416.25). See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and invoices for breakdown of costs.
The sub-grantee contracted SJB Contracting to provide assistance with labor and equipment to replace the 2 damaged ton hedwals.nbp; The contractor charged $1,105.00 for services provided on 9/20/11, which include all labor and equipment usage.
The sub-grantee submitted Costs for Direct Administration in the amount of $120.24 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).
1042DR4KT-12 Gates Hill Road Site 3 PA-02-NY-4020-PW-05698 PA-02-NY-4020-State-0053(52)
The applicant restored the road to its pre-disaster condition as follows.
• Removed beaver dam in front of the culvert: 10 feet wide X 6 FT deep X 65 LF
• Removed gravel in front of the culvert and cleaned culvert of bogs:
• Re-built stackable stone head wall with new stackable stones at both ends:
2 - 5 FT avg. high X 2 FT avg. wide X 36 LF = 26.67 CY X 1.4 = 37.3 TN
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.

It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4KU-12 Armlin Road PA-02-NY-4020-PW-05496 PA-02-NY-4020-State-0053(52)
The 5 Sites are located along Armlin Road over a 0.5 mile stretch. ALL completed work was performed prior to site inspection. Scope of Work is to bring ALL sites to pre-disaster conditions. Applicant is submitting 406 Hazard Mitigation with project. Refer to attached HAZARD MITIGATION PROPOSAL (HMP) for details. 6 employees of the Town of Broome expended 495 hours of FORCE ACCOUNT LABOR REG TIME and 20 hours of FORCE ACCOUNT LABOR OVERTIME to repair the damaged aggregate road, headwalls and culverts (See attached FORCE ACCOUNT LABOR RECORD for details). Payment policy and time sheets are attached.
The sub-grantee used 455 hours of FORCE ACCOUNT EQUIPMENT time to repair the damaged aggregate road, headwalls and culverts (see attached FORCE ACCOUNT EQUIPMENT RECORD for breakdown of equipment description and usage).
1,160 Tons of shale aggregate were used to reconstruct the 2,097 FT long section of 16 FT wide x 8 in deep layer of eroded road base for a total cost of $1,049.50 280 Tons were bought from Robert Fulton (Town Resident) for a Total of $280.00 ($1.00/Ton x 280 Tons = $280.00). As per attached invoice, Price of Shale = $10/Load. Each load had 10 Tons of Shale. Therefore, $10/Load /10 Tons/Load = $1/Ton. 570 Tons were bought from William Armlin (Town Resident) for a Total of $769.50 ($1.35/Ton x 570 Tons = $769.50). As per attached invoice, Price of Shale = $13.50/Load. Each load had 10 Tons of Shale. Therefore, $13.50/Load /10 Tons/Load = $1.35/Ton.
310 Tons were donated by Ed Fox (Town Resident). 241 Tons of crusher run aggregate were used to reconstruct the 2,097 FT long section of 16 FT wide x 1.67 in deep layer of eroded road surface for a total cost of $2,229.25 ($6.50/Ton Material Cost + $2.75/Ton Delivery Cost = $9.25/Ton x 241 Tons = $2,229.25). See attached FORCE ACCOUNT MATERIALS SUMARYRECOD an invice for breakdown of costs. Site #1 The sub-grantee replaced the damaged 15 in x 40 FT CMP culvert with a same size, same material culvert for a total cost of $410.80, plus a 15 in CMP coupler for $10.27. See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and quote from Contech Construction Products details. The upstream native stone headwall was repaired using stones found at the site. Site #2 The sub-grantee replaced the damaged 15 in x 40 FT CMP culvert with a same size, same material culvert for a total cost of $410.80, plus a 15 in CMP coupler for $10.27. See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and quote from Contech Construction Products details. Site #3 The sub-grantee replaced the damaged 15 in x 40 FT CMP culvert with a same size, same material culvert for a total cost of $410.80, plus a 15 in CMP coupler for $10.27. See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and quote from Contech Construction Products details. Site #4 Due to the unavailability in the market for boiler pipes, the applicant replaced the 60 in x 40 FT boiler pipe with a 60 in x 40 FT CMP culvert for a total cost of $4,211.20, plus (1) 60 in CMP coupler for $157.92. See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and quote from Chemung Supply for details. 30 Tons of stackable stone were used to replace the (2) 7 Ft long x 6.75 FT high x 2.50 FT deep headwalls from the 60 in x 40 FT CMP culvert for a Total Cost of = $831.00 ($27.70/Ton x 30 Tons = $831.00).
Site #5 28.39 Tons of stackable stone were used to replace the (2) upstream 15 Ft long x 6 FT high x 2.5 FT deep wingwalls. 8.33 Tons of stackable stone were used to replace the (2) downstream 5 Ft long x 5.25 FT high x 2.50 FT deep walls. The total amount of stackable stone used on this site was 36.72 Tons for a Total Cost of $1,017.14 ($27.70/Ton x 36.72 Tons = $1,017.14). See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and invoices for breakdown of costs. The sub-grantee spent a total of $3,700.00 on rental equipment. (1) Hitachi 120 Excavator was rented from D & D Excavation and used for 5 days for a total of $1,250.00 ($250/day x 85 days = $1,250). No operators included. (1) JD 450E Excavator was rented from D & D Excavation and used for 6 days for a total of $1,200.00 ($200/day x 6 days = $1,200). No operators included.
• (1) CAT D5 Dozer was rented from Gable Rental, LLC and used for 5 days for a total of $1,250.00 ($250/day x 85 days = $1,250). No operators included. See attached RENTED EQUIPMENT RECORD and invoices for dates and

details.
The sub-grantee submitted Costs for Direct Administration in the amount of $120.24 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).
1042DR4KV-12 Mace Hill Road PA-02-NY-4020-PW-05242 PA-02-NY-4020-State-0053(52)
The applicant restored the road to its original condition as follows:
• Cleaned culverts of debris: 2 -15 IN dia. X 30 LF and 1- 36 IN dia. X 35 LF
• Cleaned and reshaped ditch: Backfilled with gravel: 4 FT avg. wide X 6 IN avg. deep X 61 LF approx = 27 CY= 38 TN
• Rebuilt shoulders with gravel: 3 FT wide X 9 IN avg. deep X 2/10 mile long = 88 CY = 123 TN
• Rebuilt road with gravel: 16 FT avg. wide X 1 FT avg. deep X 1/10 mile long = 313 CY = 438 TN
Total Material (gravel)= 428CY = 00 TN@ $1.0 = 600. Applicant purchased from a local resident (See Payment Voucher attached)

According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4KW-12 Kramer Road PA-02-NY-4020-PW-05534 PA-02-NY-4020-State-0053(52)
Applicant is submitting 406 Hazard Mitigation with this project. Refer to attached HAZARD MITIGATION PROPOSAL (HMP) for details.
To restore Kramer Hill Road to its pre-disaster conditions, it was necessary to refit the damaged culvert and repair the damaged headwalls and aggregate road.
6 employees of the Town of Broome expended 67 hours of FORCE ACCOUNT LABOR REG TIME and 17 hours of FORCE ACCOUNT LABOR OVERTIME to refit the washed out culvert and repair the damaged headwalls and aggregate road (See attached
FORCE ACCOUNT LABOR RECORD for details). Payment policy and time sheets are attached.
The sub-grantee used 92 hours of FORCE ACCOUNT EQUIPMENT time to refit the washed out culvert and repair the damaged headwalls and aggregate road (see attached FORCE ACCOUNT EQUIPMENT RECORD for breakdown of equipment description and usage). Discrepancy between equipment hours and labor hours is justified by the 21 hours of equipment hours used on a trailer, which do not require an operator.
28.33 Tons of stackable stone were used to reconstruct the (2) 15 Ft long x 6 FT high x 2.5 FT deep wingwalls located upstream of the culvert for a total cost of $784.74 ($27.70/Ton x 28.33 Tons = $784.74).
8.50 Tons of stackable stone were used to reconstruct the (2) 5 Ft long x 6 FT high x 2.25 FT deep walls located downstream of the culvert for a total cost of $235.45 ($27.70/Ton x 8.50 Tons = $235.45).
300 Tons of crusher run aggregate were used to reconstruct the 1084 FT long section of 16 FT wide, crusher run road for a total cost of $2,775.00 ($6.50/Ton Material Cost + $2.75/Ton Delivery Cost = $9.25/Ton x 300 Tons = $2,775.00).
See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and invoices for breakdown of costs.
The sub-grantee rented (1) excavator and (1) bulldozer from D & D Excavation to provide assistance to refit the washed out culvert and repair the damaged headwalls and aggregate road. The excavator was used on 9/8 & 9/13 for a total cost of $500 ($250/day x 2 days = $500). The bulldozer was used on 9/8 & 9/13 for a total cost of $400 ($200/day x 2 days = $400). See attached RENTED EQUIPMENT RECORD and invoices for details.
The sub-grantee submitted Costs for Direct Administration in the amount of $120.24 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).
1042DR4KX-12 Woods Road PA-02-NY-4020-PW-03023 PA-02-NY-4020-State-0053(52)
According to the Applicant, NYSDEC waved the perit reqiremen for wrk (ner creks) that Commenced before November 2011 due to emergency declaration. There is no separate account of road work over culvert. The effect of culvert size has negligible effect on the cost of road work over the culvert
The applicant restored the road to its original condition as follows:
• Cut and chipped several uprooted trees to allow access to stream.
• Cleared up rocks and other mess from road and stream.
• Replaced culvert pipe: 5 FT round x 40 LF
• Built head wall with stones at each end of pipe: 2 - 9 FT high x 30 LF
• Backfilled culvert to grade level: 8 FT high x 25 FT wide x 40 LF (across road)
• Laid sub-base crusher run over culvert: 1 FT deep x 22 FT wide x 25 LF
• Laid road top (Black Top) over culvert: 3 IN deep x 18 FT wide x 25 LF
• Rebuilt road sub-grade: 15 FT avg. wide x 5 FT avg. deep x 2200 LF
• Laid road sub-base crusher run: 1 FT deep x 22 FT wide x 2200 LF.
• Laid woven fabric on top of sub-grade: 22 FT wide x 2200 LF
• Laid road top (Black Top): 3 IN deep x 18 FT wide x 2200 LF
The washed away soil was naturally compacted undisturbed soil and needed to be replaced with a suitable material for stability and restoration. Soil backfill would not be suitable since road would cave in under traffic load and embankments/slopes of road/stream would wash out with rain. Stones were easily available at a reasonable price.

Therefore, stones of various sizes were used as a backfill material for road sub-grade and stream slopes backfill for suitability and stability. A total quantity of stones used for this site was 15,000 TN. Applicant has submitted contractor's invoices (attached) in the total amount of $174,336.08 for labor and equipment. Applicant purchased materials (Stones and woven fabric) from various venders (invoices attached) in the amount of $117,006.66.
Total PW Cost (excluding Direct Administrative Costs):
Cost of 5 FT round corrugated metal pipe to replace similar to the damaged pipe: 40 LF @ 78.22 = $ 3,128.80
Pipe fittings: = $ 117.33 Subtotal Pipe (Re: Chemung Supply quote attached): = $ 3,246.13 From "Contracts" =$174,336.08 From "Materials" =$117,006.66 Total =$ 296,951.99
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the rod.
It i recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide-FEMA 322/June 2007-pages 22-66)
1042DR4KY-12 Rockaway Lane PA-02-NY-4020-PW-04889 PA-02-NY-4020-State-0053(52)
The applicant restored the road and culvert to its predisaster condition as follows.
- Cleaned clogged culvert of sediments.
- Reinstalled culvert pipe: 7FT squash pipe X 35 LF
- Rebuilt culvert with crusher run:: 10FT wide X 2.75 FT deep avg. X 35 LF = 35.65 CY = 50 TN

1042DR4KZ-12 Gates Hill Road Site 4 PA-02-NY-4020-PW-05515 PA-02-NY-4020-State-0053(52)
The applicant restored the road to its pre-disaster condition as follows.

• Rebuilt road:

a) Rebuilt gravel sub-base: 18 FT wide X 8.5 IN avg. deep X 680 LF approx = 321 CY X 1.4 = 449.4 TN

b) Rebuilt shoulder with crusher run: 2 -1.5 FT avg. wide X 2 IN deep X 680 LF = 12.6 CY X 1.4 = 17.6 TN

c) Rebuilt road surfacing with crusher run: 15 FT wide avg. X 3 IN deep X 680 LF = 94.44 CY X 1.4 = 132.2 TN
For removal of debris - broken trees, tree stumps and shrubs - see PW-1015401
Gravel @ $1.00/TN: was purchased from Mr. Robert Fulton, a local resident.
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4LA-12 Woods Road South PA-02-NY-4020-PW-05706 PA-02-NY-4020-State-0053(52)
Applicant wanted to restore the road to its pre-disaster condition as follows:
• Rebuilt head walls with gabion baskets (6 FT long X 1.5 FT high): New 20 EA @ $162 = $3,240.00 (CostWorks attached)
• Cleaned ditch of mud, and silt and re-shaped: 1585 LF
• Backfilled ditch in several places with shale: 3 FT avg. wide X 1 FT avg. deep X 400 LF (total) = 44.44 CY X 1.4 = 62.22 TN
• Rebuilt shoulders w/gravel: 2- 2 FT avg. wide X 3 IN avg. deep X 1585 LF = 44.03 CY X 1.4 = 61.64 TN
• Rebuilt road surface with gravel: 3 IN deep X 18 FT avg. wide X 1585 LF = 264.17 CY X 1.4 = 369.83 TN
Donated Gravel, Total gravel used = 62.22 + 61.64 + 369.83 = 493.69 TN 369.83 TN was from a gravel bank donated by a local resident.
Work To Be Completed:
Applicant wanted to complete the restoration to pre-disaster condition in Late spring 2012.
• Replace road hard top 3 IN crusher run: 18 FT wide X 1585 LF = 3170 SY = $14803.90 (See CostWorks, attached)
• Double chip seal: 3170 SY @ $4.95 = $18,829.80 (See The Gorman Group's proposal, attached)
Total for hard top surfacing = 14803.90 + 18829.80 = $33,633.70
• Replace guardrails with support system: 2 - 12 IN W section X 62.5 LF = $5842.50 (See EMI Guide Rail, LLC's proposal)
According to Applicant's Procurement Policy (attached), no solicitations f writte quotaions are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.

It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide-

FEMA 322/June 2007-pages 22-66)
1042DR4LB-12 Kramer Road Site #2 PA-02-NY-4020-PW-05531 PA-02-NY-4020-State-0059(58)
Applicant is submitting 406 Hazard Mitigation with this project. Refer to attached HAZARD MITIGATION PROPOSAL (HMP) for details.
To restore Kramer Road to its pre-disaster conditions, it was necessary to repair the damaged aggregate road and ditch.
6 employees of the Town of Broome expended 677 hours of FORCE ACCOUNT LABOR REG TIME and 27.50 hours of FORCE ACCOUNT LABOR OVERTIME to repair the damaged aggregate road and ditch (See attached FORCE ACCOUNT LABOR RECORD for details). Payment policy and time sheets are attached.
The sub-grantee used 613.50 hours of FORCE ACCOUNT EQUIPMENT time to repair the damaged aggregate road and ditch (see attached FORCE ACCOUNT EQUIPMENT RECORD for breakdown of equipment description and usage).
2,760 Tons of shale aggregate were used to reconstruct the 4,965 FT long section of 16 FT wide x 8 in deep layer of eroded road base for a total cost of $2,760.00 ($1.00/Ton x 300 Tons = $2,760.00). As per attached invoice, Price of Shale = $10/Load. Each load had 10 Tons of Shale. Therefore, $10/Load / 10 Tons/Load = $1/Ton.
1,192.02 Tons of crusher run aggregate were used to reconstruct the 4,965 FT long section of 16 FT wide x 3.5 in deep layer of eroded road surface for a total cost of $13,252.78.
• 350 Tons of crusher run were delivered to the highway department barn for a total cost of $3,237.50 ($6.50/Ton Material Cost +
$2.75/Ton Delivery Cost = $9.25/Ton x 350 Tons = $3,237.50).
• Out of the remaining 842.02 Tons of crusher run ($6.50/Ton Material Cost x 842.02 Tons = $5,473.13), 803.92 Tons were delivered
to the site, which resulted in a higher delivery cost of $5.65/Ton for a total delivery cost of $4,542.15 ($5.65/Ton Delivery Cost x
803.92 Tons = $4,542.15).
• TOTAL COST = $13,467.78 ($3,237.50 + $5,473.13 + $4,542.15 = $13,252.78).
406.24 Tons of crusher run aggregate were used to reconstruct the 979 FT long section of 4 FT wide X 2 Ft deep crusher run ditch for a total cost of $3,757.72 ($6.50/Ton Material Cost + $2.75/Ton Delivery Cost = $9.25/Ton x 406.24 Tons = $3,757.72).
See attached FORCE ACCOUNT MATERIALS SUMMARY RECORD and invoices for breakdown of costs.
The sub-grantee spent a total of $8,895.00 on rental equipment.
• (1) CAT D5 Dozer was rented from Gable Rental, LLC and used for 9 days for a total of $2,250.00 ($250/day x 9 days = $2,250).
No operators included.
• (1) Hitachi 120 Excavator was rented from D & D Excavation and used for 8 days for a total of $2,000.00 ($250/day x 8 days   = $2,000.&nsp; No operators included.
• (1) JD 450E Excavator was rented from D & D Excavation and used for 7 days for a total of $1,400.00 ($200/day x 7 days = $1,400). No operators included.
• (1) Paver was rented from The Gorman Group and used for 1 day for a total of $3,245.00.
2 operators included.
See attached RENTED EQUIPMENT RECORD and invoices for dates and details.
The sub-grantee submitted Costs for Direct Administration in the amount of $120.24 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4LC-12 Bates Hollow Road Site 1 PA-02-NY-4020-PW-02185 PA-02-NY-4020-State-0075(74)
Applicant wanted to have restored the road to its pre-disaster condition as follows:
• Removed trees, tree stumps and old washed away pipes from creek.
• Reshaped creek slopes with stones: 2- 15 FT wide x 200 LF
• Installed 2 culvert pipes (CMP): 1- 6 FT dia. x 36 LF
1- 5 FT dia. x 36 LF
• Built head wall at each end of pipes: 2-10 FT high x 30 LF.
• Backfilled between head walls with crusher run up to road grade: 9.5 FT deep x 14 FT wide x 36 LF
• Laid road top with crusher run: 0.5 FT deep x 16 FT x 200 LF
Applicant has submitted contractor's invoice with payment voucher (attached) in the amount of $72,890.31 for labor, equipment and material.
Total PW Cost (excluding Direct Administrative Costs):
Cost of 5 FT round corrugated metal pipe to replace similar to the damaged pipe: 36 LF @ $78.22 = $2,815.92
Pipe fittings: = $117.33

Cost of 6 FT round corrugated metal pipe to replace similar to the damaged pipe: 36 LF @ 122.61= $4,413.96
Pipe fittings = $245.22
Subtotal Pipes (Re: Chemung Supply quote attached): $ 7,592.43
From "Contracts" &nsp; ∓

bsp;
$72,599.98
Total $80,192.41

According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide-FEMA 322/June 2007-pages 22-66)
1042DR4LD-12 Mattice Road PA-02-NY-4020-PW-05548 PA-02-NY-4020-State-0075(74)
Applicant restored the road to its pre-disaster condition as follows:
Cleaned 3-15 inch dia. culvert pipes at the following locations (Latitude and Longitude)
1) 42.48469 &-74.26784: 20 LF
2) 42.48450 & -74.26788: 12 LF
3) 42.48428 & -74.26792: 18 LF
• Cleaned ditch of mud and silt and reshaped: 530 LF.
• Rebuilt road with crusher run: 16 FT avg. wide X 6.25 IN avg. deep X 530 LF = 167.86 CY X 1.4 = 229 TN
ccordingtoApplicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies" Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4LE-12 Gates Hill Road Site 1 PA-02-NY-4020-PW-06872 PA-02-NY-4020-State-0087(86)
The applicant restored the road to its pre-disaster function, capacity and location and used stones of varying sizes (stackable to light) to backfill the eroded road embankment/slope as per their standard past practice. This is a good engineering practice and invariably used in this area.
• Cut and chipped several trees for building a temporary access road down the stream.
• Built temporary access road from road level down the stream.
• Cleared up rocks and other mess from stream and slopes.
• Removed mud from eroded road embankment: 3 IN avg. deep X 80 FT avg. wide X 250 LF avg. = 185 CY
• Redefined stream.
• Rebuilt road embankment using stackable stones for retaining wall at toe and backfilling embankment with medium stones at bottom and lighter at top (See sketch on Cost Continuation Sheet):
12 FT deep (apex) x 90 FT wide avg. x 250 LF avg. = 5000 CY X 1.4 = 7000 TN
• Rebuilt Road:
Laid and rolled 12 IN crusher run base: 22 FT x 440 LF = 358.5502 CY X 1.4 = 502 TN
Laid woven fabric: 22 FT wide x 440 LF = 8800 SF = 978 SY
Laid asphalt 3 IN binder course: 16 FT x 400 LF = 711 SY (59 TN crusher run)
Laid asphalt 3 IN wearing course: 16 FT x 400 LF = 711 SY (59 TN crusher run)
• Road slope washed out vegetation was not needed to be replaced.
• Eroded east stream slope backfilled with stones: 15 FT avg. wide X 3 FT avg. deep x 54 LF = 90 CY=126 TN
• Creek slope washed out vegetation was not needed to be replaced: 15 FT avg. wide X 54 LF avg. /9 = 90 SY
To restore the road to pre-disaster condition by replacing eroded soil with in- kind was not practical due to several reasons as follows:
• No one knew where to get in-kind or similar backfill soil. It wasn't a common practice to repair eroded slopes with soil.
• In-kind backfill would not be available locally due to heavy rains and flooding in the area. Hauling time and cost would be significantly increased.
• Transporting backfill from outside the area would most probably cost more than the local stones available at a reasonable price.
• Backfill soil would have required proper compaction, not easy and time consuming on slopes.
• Even after proper compaction the slopes required protection against being washed away by using fabric or riprap. nbsp; &bsp;
The applicant restored the road to its pre-disaster function, capacity and location and used stones of varying sizes to backfill the eroded road embankment/slope as per their standard past practice which is common in the area and is a good engineering practice. Even the washed out slopes of State Road 145 were repaired in a similar way by the state. To restore the road to pre-disaster condition by replace eroded soil with in- kind was not practical due to several reasons as follows:
• No one knew where to get in-kind or similar backfill soil. It wasn't a common practice to repair eroded slopes with soil.

• In-kind backfill would not be available locally due to heavy rains and flooding in the area. Hauling time and cost would be significantly increased.
• Transporting backfill from outside the area would most probably cost more than the local stones available at a reasonable price.
• Backfill soil would have required proper compaction, not easy and time consuming on slopes.
• Even after proper compaction the slopes required protection against being washed away by using fabric or riprap.

Cost Comparison Between As-built and Restoration to Pre-disaster Condition:
Cost of restoring the embankments to pre-disaster condition using structural backfill (See Cost Continuation Sheet):
= $262,643.57
As built Cost as per this PW, excluding DAC = 239337.00 - 3454.50 = $235,882.50
Saving = $ 26,761.07
Hence, least cost alternative.

According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 32/June 207-pges 22-66)
1042DR4LF-12 Pine Bush Road PA-02-NY-4020-PW-07286 PA-02-NY-4020-State-0087(86)
The applicant restored the road to its pre-disaster condition as follows.
• Rebuilt road top with crusher run: 20 FT wide X 2 IN avg. deep X 935 LF (total) = 115.43 CY X 1.4 = 161.60 TN
Applicant used Force Account labor, equipment and material for the repair of the road.
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4LG-12 Sheehan Road PA-02-NY-4020-PW-07318 PA-02-NY-4020-State-0092(91)
• Cleaned ditch of mud, and silt and re-shaped: 330 LF
• Rebuilt road and shoulders with crusher run: 18 FT avg. wide X 3 IN avg. deep X 330 LF = 55 CY X 1.4 = 77 TN
Work To Be Completed:
Remove and Replace Temporary Culvert Pipe:
• Remove stackable stone head walls at both ends and save: 2 - 7 FT high X 30 LF = 83.9 TN
• Remove Road and shoulder (crusher run) over culvert area: 18 FT avg. wide X 3 IN avg. deep X 10 LF = 1.67 CY X 1.4 = 2.3 TN
• Remove crusher run backfill over culvert area: 6 FT avg. wide X 3 FT avg. deep X 20 LF = 13.33 CY X 1.4 = 18.7 TN
• Remove 5 FT X 20 LF temporary boiler pipe and replace with 5 FT X 30 LF CMP
• Rebuild head walls re-using removed stackable stones: 2 - 7 FT avg. high X 30 LF = 83.90 TN
• Backfill crusher runs over culvert pipe 6 FT avg. wide X 3 FT avg. deep X 30 LF = 20 CY X 1.4 = 28 TN (Use 8 TN salvaged crusher run)
• Rebuild road and shoulder with crusher run over culvert: 18 FT avg. wide X 3 IN avg. deep X 10 LF = 1.67 CY X 1.4 = 2.3 TN
Estimated Cost - Work to Be Completed:
Force Account Labor:
3 MEO 10 HR EA @ $26.74 X 3 X 10 = $802.20
1 MEO 10 HR EA @ $27.97 X 1 X 10 = $279.70
1 Supervisor 10 HR @ $30.06 X 1 X 10 = $300.60
Subtotal FA Labor &nbp;&nbs; nbsp; =$1,382.50
Force Account Equipment:
2001 IVT PAYSTAR (Code 8724) 6 HR @ $105.00 = $630.00
2003 IVT PAYSTAR (Code 8721) 6 HR @ $45.00 = $270.00
2007 IVT PAYSTAR (Code 8722) 6 HR @ $60.00 = $360.00
1999 JD 544 H Loader (Code 8393) 2 HR @ $40.00 = $ 80.00
2008 Ford F-350 (Code 8802) 10 HR @ $20.00 = $200.00
2010 Ford F-450 (Code 8803) 6 HR @ $22.00 = $132.00
2007 KU BOTN KX 80 Excavator (Code 8281) 10 HR @ $39.00 = $390.00
Subtotal FA Equipment = $2,062.00
Force Account Material:

Crusher Run 21 TN @ $9.25 = $ 194.25
Pipe 60 IN dia. Plastic pipe 30 LF @ $70.83 (Quote, attached) = $2,124.90
Coupling Band for the pipe 1 EA @ $141.66 (Quote, attached) = $ 141.6
Subtotal FA Materials nbsp;&nbp;&nbs; = $2,460.81
Total $5,905.31
Applicant's estimated cost of $5,905.31 is less than $13,594.65 as per CostWorks (attached) and therefore reasonable.
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4LH-12 Gates Hill Road Site 2 PA-02-NY-4020-PW-07200 PA-02-NY-4020-State-0093(92)
• Cleaned ditch of mud, and silt and re-shaped: 330 LF
• Rebuilt road and shoulders with crusher run: 18 FT avg. wide X 3 IN avg. deep X 330 LF = 55 CY X 1.4 = 77 TN
Work To Be Completed:
Remove and Replace Temporary Culvert Pipe:
• Remove stackable stone head walls at both ends and save: 2 - 7 FT high X 30 LF = 83.9 TN
• Remove Road and shoulder (crusher run) over culvert area: 18 FT avg. wide X 3 IN avg. deep X 10 LF = 1.67 CY X 1.4 = 2.3 TN
• Remove crusher run backfill over culvert area: 6 FT avg. wide X 3 FT avg. deep X 20 LF = 13.33 CY X 1.4 = 18.7 TN
• Remove 5 FT X 20 LF temporary boiler pipe and replace with 5 FT X 30 LF CMP
• Rebuild head walls re-using removed stackable stones: 2 - 7 FT avg. high X 30 LF = 83.90 TN
• Backfill crusher runs over culvert pipe 6 FT avg. wide X 3 FT avg. deep X 30 LF = 20 CY X 1.4 = 28 TN (Use 8 TN salvaged crusher run)
• Rebuild road and shoulder with crusher run over culvert: 18 FT avg. wide X 3 IN avg. deep X 10 LF = 1.67 CY X 1.4 = 2.3 TN
Estimated Cost - Work to Be Completed:
Force Account Labor:
3 MEO 10 HR EA @ $26.74 X 3 X 10 = $802.20
1 MEO 10 HR EA @ $27.97 X 1 X 10 = $279.70
1 Supervisor 10 HR @ $30.06 X 1 X 10 = $300.60
Subtotal FA Labor &nbs;&bsp; &nbp; =$1,382.50
Force Account Equipment:
2001 IVT PAYSTAR (Code 8724) 6 HR @ $105.00 = $630.00
2003 IVT PAYSTAR (Code 8721) 6 HR @ $45.00 = $270.00
2007 IVT PAYSTAR (Code 8722) 6 HR @ $60.00 = $360.00
1999 JD 544 H Loader (Code 8393) 2 HR @ $40.00 = $ 80.00
2008 Ford F-350 (Code 8802) 10 HR @ $20.00 = $200.00
2010 Ford F-450 (Code 8803) 6 HR @ $22.00 = $132.00
2007 KU BOTN KX 80 Excavator (Code 8281) 10 HR @ $39.00 = $390.00
Subtotal FA Equipment = $2,062.00
Force Account Material:
Crusher Run 21 TN @ $9.25 = $ 194.25
Pipe 60 IN dia. Plastic pipe 30 LF @ $70.83 (Quote, attached) = $2,124.90
Coupling Band for the pipe 1 EA @ $141.66 (Quote, attached) = $ 141.6
Subtotal FA Materials &bsp; = $2,460.81
Total $5,905.31
Applicant's estimated cost of $5,905.31 is less than $13,594.65 as per CostWorks (attached) and therefore reasonable.
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)
1042DR4NB-12 Rockaway Lane PA-02-NY-4031-PW-02171 PA-02-NY-4031-State-0030(29)
This PW is written to capture the cost of replacing damaged 7 feet squash pipe with new 7 feet squash pipe in order to restore the road and culvert to pre-disaster condition as follows:
- Replace Old Damaged Pipe:
A) Remove old 7 FT squash pipe X 35 LF and replace with new 7 FT squash pipe X 40 LF (Original pre-disaster length)

B) Remove and reinstall stackable stones for head walls: 2 - 6 FT avg. high X 35 LF

C) Remove & save crusher run over culvert: 11 FT avg. wide X 5 FT avg. deep X 35 LF = 71.29 CY x 1.4 = 99.81 TN and Backfill crusher run: 11 FT avg. wide X 5 FT avg. deep X 40 LF = 81.48 CY x 1.4 = 114 TN (Using saved and new crusher run)

- Replace damaged guardrails 12 IN W Shape with new: 25 LF w/support system:
Pipe Replacement Cost (Estimated by Applicant as per FAL, FAE, FAS & Rental Equip. Record Sheets, attached)
Force Account Labor:
4 MEO 15 HR EA @ $27.05: 4 X 15 X 27.05 = $1623.00
1 Supervisor 15 HR @ $30.06: 15 X 30.06 = $ 450.90
Subtotal FA Labor =$2,073.90

Force Account Equipment:
2001 IVT PAYSTAR (Code 8724) 9 HR @ $105.00 = $ 945.00
2003 IVT PAYSTAR (Code 8721) 9 HR @ $45.00 = $ 405.00
2007 IVT PAYSTAR (Code 8722) 9 HR @ $60.00 = $ 540.00
1999 JD 544 H Loader (Code 8393) 4 HR @ $40.00 = $ 160.00
2008 Ford F-350 (Code 8802) 15 HR @ $20.00 = $ 300.00
2010 Ford F-450 (Code 8803) 15 HR @ $22.00 = $ 330.00
Su8btotal FA Equipment = $2,680.00

Force Account Material:
Crusher Run 50 TN @ $9.25=$462.50

Arch Pipe 95” X 67” Galv. 30 LF @ $173.7 (Quote, attached) = $5,195.51
Coupling Band for the pipe 1 EA @ $519.50 (Quote, attached) = $519.51
EMI Guardrails (Quote, attached)= $2,412.50
Subtotal FA Materials = $8,590.01
Rental Equipment:
Hitachi Excavator 2 Days @ $ 250.0 = $ 500.00
Total $13,843.49

Applicant's estimated cost of $13,843.49 is less than $24,380.49 as per CostWorks (attached) and therefore reasonable. According to Applicant’s Procurement Policy (attached), no solicitations of written quotations are required for “Emergencies” Additionally, Non-competitive Procurement is allowed if “there is an emergency requirement that will not permit delay in competition”
(Re: Public Assistance Guide, FEMA 322/June 2007-page 52) This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road. It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)

Location Description:

Town of Broome Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	520	436	956	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR253C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Cobleskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$19,294.48
Total Budget	$0.00	$19,294.48
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4FO-12 Borst Noble Road PA-02-NY-4020-PW-00151 PA-02-NY-4020-State-0003(3)
To restore Borst Noble Road to its pre-existing conditions, it is necessary to repair the damaged shoulder and ditch. 6 employees of the Town of Cobleskill expended 39 hours of FORCE ACCOUNT LABOR replacing and compacting the eroded shoulder and ditch (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 25 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage). Discrepancy in labor hours and equipment hours on 8/30 is from Tim Mallia sometimes operating the Grader and sometimes the Plate Compactor. To replace eroded aggregate on the shoulder and ditch the sub-grantee used 47 Tons of Item F Aggregate purchased from Cobleskill Stone Products, Inc. for a cost of $305.50 ($6.50/Ton x 47 Ton = $305.50),.and 3 Tons from stock for a cost of $19.50 ($6.50/Ton x 3 Ton = $19.50).The total cost of aggregate used was $325.00 for 50 Tons of Item F Aggregate. Sub-grantee labor records (including fringe benefit rates), equipment records and materials invoices were reviewed with the applicant and summarized on attached summary sheets. Work was completed from 8/30 to 8/31. The sub-grantee submitted Costs for Direct Administration in the amount of $53.26 for time spent and vehicle usage by Mike Persons during the site visit (see attachment for breakdown of hours and equipment).
1042DR4FP-12 Kennedy & Myers Road PA-02-NY-4020-PW-00213 PA-02-NY-4020-State-0003(3)
To restore Kennedy Road to its pre-existing conditions, it is necessary to repair the damaged Headwall and shoulders. 3 employees of the Town of Cobleskill expended 9 hours of FORCE ACCOUNT LABOR rebuilding the damaged headwall and replacing and compacting eroded aggregate on shoulders (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used.
KENNEDY ROAD: The sub-grantee used 6 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage). To rebuild the damaged headwall, the sub-

grantee used 0.5 Ton of Medium Stone Aggregate purchased from Cobleskill Stone Products, Inc. for a total of $4.75 ($9.50/Ton x 0.5 Ton = $4.75). To replace eroded aggregate on shoulders. The sub-grantee used 4 Tons of CRUSHER RUN Aggregate purchased from Cobleskill stone Products, Inc. for a total of $26 ($6.50/Ton x 4 Ton = $26). Applicant labor records (including fringe benefit rates), equipment records and materials invoices were reviewed with applicant and summarized on attached summary sheets. Work was completed on 9/9/2011.
MEYERS ROAD: To restore Meyers Road to its pre-existing conditions, it is necessary to repair the damaged ditch. 3 employees of the Town of Cobleskill expended 24 hours of FORCE ACCOUNT LABOR cleaning and reshaping the damaged ditch (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 16 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage). No material was used to fix the damaged ditch on Meyers Road. Applicant labor records (including fringe benefit rates), equient records and materials invoices were reviewed with applicant and summarized on attached summary sheets. Work was completed on 10/24/2011. The sub-grantee submitted Costs for Direct Administration in the amount of $43.26 for time spent by Mike Persons on supporting documentation support (see attachment for breakdown of hours and equipment).
1042DR4FQ-12 Mickel Hollow Rd. & Sitzer Rd PA-02-NY-4020-PW-00229 PA-02-NY-4020-State-0003(3)
To restore Mickle Hollow Road and Sitzer Road to its pre-existing conditions, it is necessary to repair the damaged shoulders, ditches and stream banks. Task 1 –Repair eroded shoulders and ditches along Mickle Hollow Road and Sitzer Road. 8 employees of the Town of Cobleskill expended 154.5 hours of FORCE ACCOUNT LABOR repairing the eroded shoulders and ditches (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 79.5 hours of FORCE ACCOUNT EQUIPMENT time to repair eroded shoulders and ditches (see attached Force Account Equipment Record for breakdown of equipment description and usage). On 9/1, Mike Slater drove a Dump Truck to the site and drove it back to the Highway Department after operating a Loader for 8 hours. The Dump Truck was active because it was being used to collect waste material, The project specialist recommends that the sub-grantee should be reimbursed for 8 hours of Dump Truck usage and 8 hours for the Loader usage. To replace eroded aggregate on the shoulder and ditch the sub-grantee used 74.94 Tons of Item F Aggregate purchased from Cobleskill Stone Products, Inc. for a cost of $487.11 ($6.50/Ton x 74.94 Ton = $487.11). The sub-grantee rented an excavator from Kelly Farm & Garden, Inc. for a total cost of $996 ($800.00 for 1 week rental + $100 for delivery + $96 for damage waiver = $996) The rental excavator was used from 9/20 to 9/25 for a total of 36 hours. Sub-grantee labor records (including fringe benefit rates), equipment records, material invoices, and contracts were reviewed with the applicant and summarized on attached summary sheets. Work was completed from 9/1 to 9/25. Task 2 – Reconstruct stream banks along Mickle Hollow Road and Sitzer Road. The sub-grantee contracted the repairs to Edward V. Nadeau & Sons, Inc. and provided assistance with Force Account Labor and Force Account Equipment. 2 employees of the Town of Cobleskill expended 16 hours of Force Account Labor providing assistance, operating additional equipment needed to reconstruct the damaged stream banks (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 16 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage). To reconstruct the severely eroded stream banks the sub-grantee used 179.34 Tons of Medium Stone Fill Aggregate purchased from Cobleskill Stone Products, Inc. for a total cost of $2,834.67. See attached Force Account Materials Summary Record and invoices for breakdown of costs. Sub-grantee labor records (including fringe benefit rates), equipment records, material invoices, and contracts were reviewed with the applicant and summarized on attached summary sheets. Work was completed from 9/9 to 9/12. The sub-grantee subitted Costs for Direct Administration in the amount of $106.52 for time spent on supporting documentation support and vehicle usage by Mike Persons during the site visit (see attachment for breakdown of hours and equipment).
1042DR4FR-12 Shady Tree Lane PA-02-NY-4020-PW-00215 PA-02-NY-4020-State-0003(3)
To restore Shady Tree Lane to its pre-existing conditions, it is necessary to repair the damaged Headwalls and ditch along Shady Tree Lane. The Town of Cobleskill is proposing to perform the repairs and provided a cost estimate using FORCE ACCOUNT LABOR and FORCE ACCOUNT EQUIPMENT. Repair the eroded ditch for a distance of 30 FT over an average section area of 3.5 FT wide x 1.5 FT deep (10 Tons of Crusher Run Aggregate). Repair the 2 washed out headwalls (0.5 Ton of Medium Stone Aggregate). According to estimate provided by the sub-grantee, 3 employees of the Town of Cobleskill would spend a total of 36 hours of FORCE ACCOUNT LABOR rebuilding the damaged headwall and replacing and compacting eroded aggregate on ditch (See attached Force Account Labor Record). Payment policy is attached. Averaged fringe benefits were used. 36 hours x $27.86 includes fringe benefits = $1,002.92. 22 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage).Backhoe, 95 HP, 1.5 CY Bucket (5572) 12 hr x $33.00 = $396.00. Dump Truck, 400 HP, 12 CY Cap (8722) 10 hr x $60.00 = $600.00. Total Equipment = $996.00 10 Tons of CRUSHER RUN to replace eroded aggregate on ditch for a total of $65 ($6.50/Ton x 10 Ton = $65). 0.5 Ton of Medium Stone Aggregate to rebuild the damaged headwalls, for a total of $14.25 ($9.50/Ton x 1.5 Ton = $14.25). Rates for FORCE ACCOUNT LABOR HOURS were provided by applicant. FORCE ACCOUNT EQUIPMENT rates were estimated using FEMA cost codes. Stone aggregate prices were obtained from previous purchases. A copy of an old invoice from Cobleskill Stone Products, Inc. is attached for pricing purposes. Cost estimate provided by the sub-grantee was reviewed and found reasonable. The sub-grantee submitted Costs for Direct Administration in the amount of $43.26 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).

1042DR4FS-12 Lake Road PA-02-NY-4020-PW-00219 PA-02-NY-4020-State-0003(3)
To restore Lake Road to its pre-exisling conditions. it is necessary to repair the damaged shoulder and ditch. SITE #1 - 3 employees of the Town of Cobleskill expended 9 hours of FORCE ACCOUNT LABOR replacing and compacting eroded aggregate over the top of culvert and the shoulder (See attached Force Account Labor Record). Payment policy and time sheels are attached. Averaged fringe benefits were used. The sub-grantee used 6 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage). To replace eroded aggregate on shoulder and ditch the sub-grantee used 3 Tons of Item F. Aggregate purchased from Cobleskill Stone Products, Inc. for a cost of $19.50 ($6.50/Ton x 3 Ton = $19.50). Applicant labor records (including fringe benefit rates), equipment records and materials were reviewed with applicant and summarized on attached summary sheets. Work was completed on 9/8/11. SITE #2 - 3 employees of the Town of Cobleskill expended 15 hours of FORCE ACCOUNT LABOR replacing andcompacting eroded aggregate on shoulder (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 10 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage). To replace eroded aggregate on shoulder and ditch the sub-grantee used 7 Tons of Item F Aggregate purchased from Cobleskill Stone Products, Inc. for a cost of $45.50 ($6.50/Ton x 7 Ton = $45.50). Applicant labor records (including fringe benefit rates), equipment records and materials were reviewed with applicant and summarized on attached summary sheets. Work was completed on 9/8/11. SITE #3 - 2 employees of the Town of Cobleskill expended 4 hours of FORCE ACCOUNT LABOR cleaning out the ditch line and backfilling the eroded shoulder and ditch (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 2 hours of FORCE ACCOUNT EQUIPMENT time (see attached Force Account Equipment Record for breakdown of equipment description and usage). Shoulder and ditch were backfilled using waste material. Applicant labor records (including fringe benefit rates), equipment records and materials were reviewed with applicant and summarized on attached summary sheets. Work was completed on 9/9/11. The sub-grantee submitted Costs for Direct Administration in the amount of $21.63 for time spent by Mike Persons on supporting documentation support (see attachment for breakdown of hours and equipment).
1042DR4FT-12 Green Bush Hill Road PA-02-NY-4020-PW-00916 PA-02-NY-4020-State-0011(11)
The 5 Sites are located along a 2 mile stretch, on the same drainage system. ALL completed work was performed prior to site Inspection. The applicant has completed repairs with Hazard Mitigation Projects on Sites 1, 3 and 4 instead of repairing the facility to the Pre-disaster condition with same size CMPs. See attached Hazard Mitigation Proposal (HMP) for details. Site 1 – Applicant is submitting 406 Hazard Mitigation for this site, replacing the existing 18” x 60’ CMP culvert with a new 24” x 60’ HDPE culvert in order to prevent future damages from a similar storm event. Refer to attached HAZARD MITIGATION PROPOSAL (HMP) for details.
Below is the scope of work to bring the site to pre-disaster conditions. The sub-grantee contracted the repairs to Edward V. Nadeau & Sons, Inc. and provided assistance with FORCE ACCOUNT LABOR and FORCE ACCOUNT EQUIPMENT. 7 employees of the Town of Cobleskill expended 88 hours of FORCE ACCOUNT LABOR providing assistance to furnish and install the 18” x 60’ CMP culvert, reconstruct the Light Stone Fill headwalls and rebuild the asphalt road (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 38 hours of FORCE ACCOUNT EQUIPMENT time providing assistance to furnish and install the 18” x 60’ CMP culvert, reconstruct the headwalls and rebuild the asphalt road (see attached Force Account Equipment Record for breakdown of equipment description and usage). The sub-grantee used 10.46 Tons of #1 & #2 Blend Aggregate to place a bed under the 18” x 60’ CMP culvert, 4.61 Tons of Light Stone Fill to reconstruct the headwalls, and 2.33 Tons of Item F Aggregate and 2.51 Tons of Asphalt to rebuild the 30 FT x 10 Ft = 300 SF segment of washed out road. The estimated cost for a new 18" x 60' CMP is $1,077 (18" X 20' CMP = $359 x 3 = $1,077), based on quote provided by Kelley Farm & Garden, Inc. (a local company). See attached Force Account Materials Summary Record and invoices for breakdown of costs. Site 2 – No Mitigation opportunities identified for this site because Mitigation is not technically feasible. Below is the scope of work to bring the site to pre-disaster conditions. The sub-grantee reused the washed out 12” x 20‘CMP culvert, rebuild the headwalls and repaved the washed out driveway. 3 employees of the Town of Cobleskill expended 12 hours of FORCE ACCOUNT LABOR to furnish and install the 12” x 20‘CMP culvert, reconstruct the Light Stone Fill headwalls and repave the asphalt driveway (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 8 hours of FORCE ACCOUNT EQUIPMENT time to furnish and install the culvert, reconstruct the headwalls and repave the asphalt driveway (see attached Force Account Equipment Record for breakdown of equipment description and usage). The sub-grantee used 5.23 Tons of #1 & #2 Blend Aggregate to place a bed under the restored 12” x 20‘ CMP culvert, 3.08 Tons of Light Stone Fill to reconstruct the headwalls and 1.50 Tons of Asphalt to repave the 20 FT x 10 Ft = 200 SF segment of washed out driveway. See attached Force Account Materials Summary Record and invoices for breakdown of costs. Site 3 – Applicant is submitting 406 Hazard Mitigation for this site, replacing the existing 48” x 60’ CMP culvert with a new 60” x 60’ CMP and attaching a galvanized metal flared end section in order to prevent future damages from a similar storm event. Refer to attached HAZARD MITIGATION PROPOSAL (HMP) for details.
Below is the scope of work to bring the site to pre-disaster conditions. The sub-grantee contracted the repairs to Edward V. Nadeau & Sons, Inc. and provided assistance with FORCE ACCOUNT LABOR and FORCE ACCOUNT EQUIPMENT.9 employees of the Town of Cobleskill expended 102 hours of FORCE ACCOUNT LABOR REGULAR TIME and 27 hours of FORCE ACCOUNT LABOR OVERTIME providing assistance to furnish and install the 48” x 60’ CMP culvert, place Medium Stone Fill at the outfall, and rebuild washed out road segment (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee

used 106 hours of FORCE ACCOUNT EQUIPMENT time providing assistance to furnish and install the culvert, reconstruct outfall and rebuild the asphalt road (see attached Force Account Equipment Record for breakdown of equipment description and usage). The sub-grantee used 23.54 Tons of #1 & #2 Blend Aggregate to place a bed under the 48” x 60’ CMP culvert, 20 Tons of Medium Stone Fill to reconstruct outfall, 6 units of mulch to place on top of dirt embankment over culvert ends to protect from erosion, and 18.89 Tons of Item F Aggregate and 4.01 Tons of Asphalt to reconstruct the 30 FT x 20 Ft = 600 SF segment of washed out road. The estimated cost for a new 48" x 60' CMP is $3,120 (48" x 20' CMP = $1,040 x 3 = $3,12), based on quote provided by Kelley Farm & Garden, Inc. (a local company). See attached Force Account Materials Summary Record and invoices for breakdown of costs. Site 4 – Applicant is submitting 406 Hazard Mitigation for this site, replacing the existing 24” x 40’ CMP culvert with a new 30” x 40’ HDPE culvert in order to prevent future damages from a similar storm event. Refer to attached HAZARD MITIGATION PROPOSAL (HMP) for details.Below is the scope of work to bring the site to pre-disaster conditions. 3 employees of the Town of Cobleskill expended 64 hours of FORCE ACCOUNT LABOR to furnish and install the 24” x 40’ CMP culvert, reconstruct the Light Stone Fill headwalls and rebuild the asphalt road (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 16 hours of FORCE ACCOUNT EQUIPMENT time to furnish and install the culvert, reconstruct the headwalls and rebuild the asphalt road (see attached Force Account Equipment Record for breakdown of equipment description and usage). The sub-grantee used 13.08 Tons of #1 & #2 Blend Aggregate to place a bed under the 24” x 40’ CMP culvert, 7.69 Tons of Light Stone Fill to reconstruct the headwalls, and 56.67 Tons of Item F Aggregate and 2.01 Tons of Asphalt to rebuild the 25 FT x 8 Ft = 200 SF segment of washed out road. The estimated cost for a new 24" x 40' CMP is $940 (24" x 20 CMP = $470 x 2 = $940), based on quote provided by Kelley Farm & Garden, Inc. (a local company). See attached Force Account Materials Summary Record and invoices for breakdown of costs. The sub-grantee rented 2 excavators. Excavator rental from Kelly Farm & Garden, Inc. used on 9/26 & 9/27 (rained from 9/28 to 9/30 and returned on 9/30) for a total cost of $996 ($800.00 for 1 week rental + $100 for delivery + $96 for damage waiver = $996). Excavator rental from Cobleskill Metal Products, used on 10/6 for a total cost of $350 ($250 for 1 day rental + $100 for delivery = $350). Site 5 – No Mitigation opportunities identified for this site because Mitigation is not technically feasible. Below is the scope of work to bring the site to pre-disaster conditions. Repair eroded shoulders and ditches along Green Bush Hill Road. 6 employees of the Town of Cobleskill expended 96 hours of FORCE ACCOUNT LABOR repairing the eroded shoulders and ditches (See attached Force Account Labor Record). Payment policy and time sheets are attached. Averaged fringe benefits were used. The sub-grantee used 68 hours of FORCE ACCOUNT EQUIPMENT time to repair eroded shoulders and ditches (see attached Force Account Equipment Record for breakdown of equipment description and usage). To replace eroded aggregate on the shoulder and ditch the sub-grantee used 35.85 Tons of Item F Aggregate. See attached Force Account Materials Summary Record and invoices for breakdown of costs. Sub-grantee labor records (including fringe benefit rates), equipment records, material invoices, and contracts were reviewed with the applicant and summarized on attached summary sheets. Work was completed from 8/29 to 10/14. The sub-grantee submitted Costs for Direct Administration in the amount of $106.52 for time spent on supporting documentation support and vehicle usage by Mike Persons during the site visit (see attachment for breakdown of hours and equipment
1042DR4FU-12 Gravel Road PA-02-NY-4020-PW-01938 PA-02-NY-4020-State-0032(30)
To restore Settles Mountain Road to its pre-disaster conditions, it is necessary to replace and compact the eroded Crusher Run surface. The Town of Cobleskill is proposing to perform the repairs and provided a cost estimate using FORCE ACCOUNT LABOR and FORCE ACCOUNT EQUIPMENT. According to estimate provided by the sub-grantee, 6 employees of the Town of Cobleskill would spend a total of 96 hours of FORCE ACCOUNT LABOR to replace and compact 1,825 Tons of crusher run aggregate on Settles Mountain Road for a Total of $2,409.28. See attached Labor Costs sheet for Employee Rates, Titles and Hours. Rates for Force Account Labor Hours were provided by the applicant. 64 hours of FORCE ACCOUNT EQUIPMENT time for a Total of $2,816.00. See attached Equipment Costs sheet for Employee Description, Cost Codes, Hours and Rates. FORCE ACCOUNT EQUIPMENT rates were estimated using FEMA cost codes. 1,825 Tons of Crusher Run aggregate to be placed and compacted for a distance of 2640 FT over an average section area of 20 FT wide x 8 in deep. TOTAL AMOUNT FOR MATERIALS = $11,862.50 (1,825 Tons x $6.50/Ton = $11,862.50). Material Prices were obtained from historic data (See attached invoice from Cobleskill stone Products for Details). All documentation was reviewed/validated and found reasonable by the FEMA Project Specialist assigned. The estimated value of Sub-Grantee Direct Administrative Costs is $489.00 pursuant to DAP9525.9, dated March 12, 2008, page 7 of 8. ACTUAL COSTS: FEMA and Staff have reviewed the documentation and costs provided by the applicant in support of this project and based on that review, the costs appear to meet the minimum eligibility standards.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2665	2391	5056	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR254A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$701.25
Total Budget	$0.00	$701.25
Total Obligated	$0.00	$701.25
Total Funds Drawdown	$0.00	$701.25
Program Funds Drawdown	$0.00	$701.25
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$701.25
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To remove the immediate threat posed by the debris the applicant will utilize force account and/or, following their procurement policy, will obtain a contract vendor to do the following work.
Site # 6, Remove and Dispose of Sediments/Gravel, Debris, 111cy.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1875	1360	3235	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR254B-12
Activity Title:	Emergency Actions

Activitiy Category:
Rehabilitation/reconstruction of public facilities

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Cobleskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,108.33
Total Budget	$0.00	$4,108.33
Total Obligated	$0.00	$4,108.33
Total Funds Drawdown	$0.00	$4,108.33
Program Funds Drawdown	$0.00	$4,108.33
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$4,108.33
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4EB-12 Pump Station PA-02-NY-4020-PW-00125 PA-02-NY-4020-State-0004(2)
WWTP located at 378 Mineral Spring Street All work has been completed on Sunday morning 8/28/2011 through 8/29/2011 Monday morning. Force Account Labor costs $1,858.79. Applicant used 3 employees to operate 4 damaged sites for the emergency protective measures, worked total of eighty-one (81) overtime hours (eligible). Force Account Equipment costs $453.44. Applicant used 3 Ford pick-up trucks for a total of nineteen (19) hours at $266.00. Used one 0.5inch Kenco electric pump with 0.5hp for 24hrs x $2.15/hr at $51.60. A 50FT suction hose for 24hrs x $0.46/hr at $11.04. A 50FT discharge hose for 24hrs x $0.26/hr at $6.24. Used one 2.5inches Honda gas pump with 8hp for 24hrs x $4.10/hr at $98.40. A 50FT suction hose for 24hrs x $0.46/hr at $11.04. A 50FT discharge hose for 24hrs x $0.38/hr at $9.12. Materials cost $20.10. Applicant purchased 2 gallons of degreaser for cleaning at $14.38. Purchased and temporary repaired adapters, elbow for piping and PVC for the clogged pipes from a water tank in the Dewatering building. Emergency works completed for 4 damaged sites are: Site #1: Cleaned motors, dried electronic panels and a generator in the South Grand Street'spump station. (GPS: 42.67291,-74.48196) Site #2: Cleaned motors, dried electronic panels and a generator in the East Main Street's pump station. (GPS: 42.68049,-74.47057) Site #3: Cleaned silt from a Toro Lawnmower, 2 trash pumps, a grinder, a poly feed pump, removed electrical outlets and 9 damaged shocked light fixtures. Used a 0.5inch electric pump pumped flood water from the basement in the Dewatering building. (GPS: 42.67624,-74.47689) Site #4: Changed valves, cleaned silt and used a 2.5inches gas pump pumped flood water from 3 basements in the WWTP main building. GPS: 42.67664,-74.47785) Applicant replaced damaged valves took from the inventory and does not wish to claim this cost. Replacement or Repair for the damaged materials from all 4 sites will be written by PW#1662893 and #1662894.
1042DR4EC-12 Cobleskill Lower Reservoir Dam PA-02-NY-4020-PW-00775 PA-02-NY-4020-State-0009(8)
Cobleskill Lower Reservoir Dam The New York State Department of Environmental Conservation Regulations,

Chapter X, Part 673.7 h states that: “the dam owner shall submit a written Incident Report to the Dam Safety Section, in a format acceptable to the department. The department may require additional information to be submitted in order to protect public safety, property or natural resources.” A copy of the NYSDEC Regulations, Chapter X, Part 673 is attached. As mandated by the NYSDEC Bureau of Water Resource Management, the Village of Cobleskill proceeded to request a Dam Incident Report by Lamont Engineers. The incident report ($250) was followed by a Reservoir Spillway Evaluation ($838) and Control Surveying of the spillway ($700). See attached CONTRACT SUMMARY RECORD for breakdown. The contracted engineering firm (Lamont Engineers) found that the only damage that occurred from flooding during the incident was the washout of the embankment on two locations, East and West of the spillway. The sub-grantee contracted the repairs of the embankment to Edward V. Nadeau & Sons, Inc. The repairs consisted of placing and compacting fill dirt on the locations that were washed out. The Lump Sum Total Cost for the repairs was $446.70 The New York State Department of Environmental Conservation, Bureau of Water Resource Management mandated the sub-grantee to provide 2 more Reservoir Spillway Evaluations. The sub-grantee plans to contract the remaining 2 Reservoir Spillway Evaluations to Lamont Engineers for a total of $1,712 (2 x $856 = $1,712). The sub-grantee submitted Costs for Direct Administration in the amount of $60.36 for time spent on supporting documentation support and vehicle use during the site visit (see attachment for breakdown of hours and equipment).
1042DR4ED-12 Quarry Street Bridge PA-02-NY-4020-PW-00770 PA-02-NY-4020-State-0009(8)
Quarry Street Bridge The Quarry Street Bridge is an essential portion of the community’s transportation system. The Village of Cobleskill found it was necessary to provide safe passage and decided to perform temporary repairs on Quarry Street Bridge. The sub-grantee contracted the work to the Town of Cobleskill. The contract included Labor Hours, Equipment and Materials used. Work consisted of installing traffic control devices, installing 2 metal plates across bridge and pouring winter mix asphalt at plate edges to keep them in place. Total contract cost was $2,133 (See attached contract). All documentation was reviewed/validated and found reasonable by the FEMA Project Specialist assigned. WORK COMPLETED The sub-grantee submitted Costs for Direct Administration in the amount of $26.93 for time spent by Sheila Hay-Gillespie on supporting documentation support (see attachment for breakdown of hours and equipment).
1042DR4EE-12 Mill Creek Lane PA-02-NY-4020-PW-00255 PA-02-NY-4020-State-0011(11)
Mill Creek Lane. Due to the immediate threat to public health caused by flooding of nearby residencies, the Village of Cobleskill contracted Edward V. Nadeau & Sons, Inc. to remove debris against bridge and dredge the Mill Creek stream to route water flow. The contract included labor hours and equipment usage for a Lump Sum Total of $1,416.50. A copy of the contract is attached. Woody debris was cut and left on site for public use. Work was completed on 8/31/11. To prevent damage to improved private property from a 5 year event the sub-grantee contracted Cobleskill Stone Products, Inc. to build temporary aggregate berms where channel walls were washed out. 2 aggregate berms were built by the contractor. Berm #1 (42.67847, -74.48742) is approximately 40 FT long x 15 FT wide x 5 FT high. Berm #2 (42.67886, -74.48788) is approximately 276 FT long x 20 FT wide x 5 FT high. The contract included labor hours and equipment usage for a Lump Sum Total of $6,769.36. Work was done from 9/4/11 through 9/24/11. The sub-grantee submitted Costs for Direct Administration in the amount of $53.86 by Sheila Hay-Gillespie for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1875	1360	3235	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR254C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Cobleskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$16,611.16
Total Budget	$0.00	$16,611.16
Total Obligated	$0.00	$16,611.16
Total Funds Drawdown	$0.00	$16,611.16
Program Funds Drawdown	$0.00	$16,611.16
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$16,611.16
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4EF-12 Quarry Street Bridge PA-02-NY-4020-PW-00503 PA-02-NY-4020-State-0008(7)
Quarry Street Bridge To restore the Quarry Street Bridge to its pre-existing conditions, it is necessary to repair the damaged deck. Remove and replace damaged deck of Quarry Street Bridge. The bridge deck is 19 FT long x 24 FT wide = 456 SF and consists of 3 layers, (2 in x 6 in lumber, water-proof membrane & asphalt). The Village of Cobleskill utilized a contractor, (Town & County Bridge and Rail), to perform the deck repairs. The contractor submitted a proposal in the “not to exceed” amount of $19,808.00 including all labor, material (except asphalt) and equipment. After work was 100% completed, the repairs resulted in a lower cost. The sub-grantee submitted an invoice for the above work in the amount of $17,168.00. Copies of the proposal and invoice are attached. To pave the deck, the sub-grantee used 6.95 Tons of Type 6 Top Asphalt purchased from Cobleskill Stone Products, Inc. for a cost of $1,628.75 ($225/Ton x 6.95 Ton = $1,563.75 + $65 Delivery Fee = $1,628.75). See attached invoice from Cobleskill Stone Products, Inc. All documentation was reviewed/validated and found reasonable by the FEMA Project Specialist assigned. The sub-grantee submitted Costs for Direct Administration in the amount of $60.36 for time spent on supporting documentation support and vehicle use during the site visit (see attachment for breakdown of hours and equipment).
1042DR4EG-12 36 inch CMP Culvert PA-02-NY-4020-PW-03623 PA-02-NY-4020-State-0040(38)
On North Street, 480 FT NW of Lark Street To restore the site to pre-existing conditions it is necessary to remove, replace and rejomt the damaged 40 FT section of 36 inch CMP culvert. To Excavate. Remove and Replace the damaged 36 in CMP Culvert, the sub-grantee will spend a Total of $1.969.20 on Labor, $1,403.30 on Equipment and $1,675.80 on Materials. See attached Costs Breakdown • Culvert Replacement for Details. The estimated value of Sub-Grantee Direct Administrative Costs is S284.00 pursuant to DAP9525.9, dated March 12,2008.
1042DR4EH-12 Eroded Gravel Ditch PA-02-NY-4020-PW-03644 PA-02-NY-4020-State-0040(38)
Quarry Street, 132 FT East of Intersection with North Street To restore Quarry Street to its pre-disaster conditions,

it is necessary to repair the eroded ditch. To clean, grade and reshape the damaged ditch, the sub-grantee will spend a Total of $6,006.96 on Labor, $1,912.00 on Equipment and $884.00 on Materials. Grand Total Cost to repair Quarry Street would be $8,802.96. See attached Costs Breakdown - Quarry Street for Details. The estimated value of Sub-Grantee Direct Administrative Costs is $284.00 pursuant to DAP9525.9, dated March 12, 2008,
1042DR4EI-12 Eroded Gravel Ditch PA-02-NY-4020-PW-04281 PA-02-NY-4020-State-0041(41)
North Street, 0.3 mi South of Intersection with Quarry Street Applicant is submitting 406 Hazard Mitigation with project. Refer to attached HAZARD MITIGATION PROPOSAL (HMP) for details. To restore North Street to its pre-disaster conditions, it is necessary to repair the eroded ditch and edge of road pavement. To clean, grade and reshape the damaged ditch, the sub-grantee will spend a Total of $3,497.10 on Labor, $1,006.00 on Equipment and $487.50 on Materials. Grand Total Cost for ditch repairs would be $4,990.60. See attached Cost Breakdown - North Street - Ditch Repairs for Details. To saw cut the existing asphalt, the sub-grantee will spend a Total of $1,195.20 including Labor and Equipment. See attached Cost Breakdown - North Street - Pavement Repairs for Details. To remove and replace the damaged pavement, the sub-grantee will spend a Total of $2,415.48 on Labor, $690.00 on Equipment and $890.35 on Materials. See attached Cost Breakdown - North Street - Pavement Repairs for Details. Grand Total Cost for pavement repairs would be $5,191.03.
1042DR4EJ-12 1Quarry Street Embankment PA-02-NY-4020-PW-09074 PA-02-NY-4020-State-0122(122)
Quarry Street. The following damaged areas will be restored to pre-distaster condition. The work will be completed by the Village of Cobleskill using an independent contractor hired in accordance with the town procurement policy. 1. Quarry Street: 42.68556 -74.48989:.... Reconstruct a section of the embankment supporting Quarry Street 20 ft long x 15 ft high x 3 ft wide = 900 Cf / 27 = 33.3 CY plus the Rip-Rap slope protection 20 ft long x 15 ft wide x 2 ft deep = 600 CF/ 27 = 22.2 CY. See HMP Cost Estimate: Reconstruct a section of the embankment supporting Quarry Street: Note: Cost Estimate developed using RS Means with the following settings: Title - Heavy Construction, Master Format 2010, Location - Schenectady NY (123), Wage Rate - Union. Master format division numbers in parenthesis. 1. Mobilization & Demobilization (01-54-36-50-0020) 2 days @ $261.00/Day = $522.00 2. Install temporary Silt fence (31-25-14-16-1100) 50 LF @ $1.15/LF = $57.50 3. Temporary Cofferdam (31-52-16-10-0020) 100 SF @ $26.50/SF = $2,650.00 4. Dewatering - Pumps ($935./8 hr day x 3 = $2805/24 hr day (31-23-19-20-0900) 2 Days @ $2,805.00/day = $5,610.00 5. *Excavation for reshaping roadway embankment (add 300% for small quantity, $2.51 x 3 = $7.53) (31-23-16-42-0200) 12.0 CY @ $7.53/CY = $90.36 6. Hauling excavated spoil material (assume 50% spoil), cycle 8 miles (31-23-23-20-0054) 6 CY @ $6.30 = $37.80 7. Borrow, Loading and or spreading, Select granular Fill (31-23-23-15-5000) 35 CY @ $17.45/CY = $610.75 8. Compaction - Vibrating Plate (31-23-23-23-7000) 35 CY @ $2.50/CY = $87.50 9. large Rip-Rap (31-37-13-10-0370) 40 tons @ $27.50/ton = $1,100.00 10.' *Hydroseeding (add 300% for small quantity, $53.50 x 3 = $160.50) (32-92-19-14-4600) 0.5 MSF @ $160.50/ MSF = $80.25 11. Erosion Control Blanket - Nylon, 3 dimensional geomatrix, 9 mil thick (31-25-14-16-0060) 17 SY @ $3.61/SY = $61.37

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1875	1360	3235	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR254F-12
Activity Title:	Public Water/Public Sewer

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Cobleskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$17,004.78
Total Budget	$0.00	$17,004.78
Total Obligated	$0.00	$17,004.78
Total Funds Drawdown	$0.00	$17,004.78
Program Funds Drawdown	$0.00	$17,004.78
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$17,004.78
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4EK-12 10 inch ID Water Main Crossing Cobleskill Creek PA-02-NY-4020-PW-08992 PA-02-NY-4020-State-0122(122) Cobleskill CreekThe following damaged areas will be restored to pre-disaster condition. The work will be completed by the Village of Cobleskill using an independent contractor hired in accordance with the town procurement policy. 1. 10 inch ID DIP Water Main: 42.67612 -74.47267: In order to restore the protective soil cover over the 10 inch water main and provide the appropriate depth of bury the village will direction drill a new 10 inch main at a lower elevation. In order to facilitate directional drilling HDPE SDR 11 Pipe will be used. This water main will be designed and constructed in accordance with "Recommended Standards for Water Works - Policies for Review and Approval of Plans and Specifications for Public Water Supplies" also known as the "10 States Standards".
1042DR4EL-12 WWTP PA-02-NY-4020-PW-0012 PA-02-NY-4020-State-0004(2)
WWTPAll work has been completed from 9/15/2011 through 10/10/2011 with a total cost of $3,652.82. Site# 2: 2nd basement in the main building had a total repair cost of $1,185.22.
A Yeomans 6315 trash pump (30hp) was repaired by the Troy Motor Service on 10/10/2011 at cost of $1,150.00. To uninstall and install this pump, applicant used an employee and worked FLA for 2hours X $17.61/hr at cost of $35.22 for the Infiltration Pump Room. (GPS: 42.67624,-74.47689) Site# 3: 3rd basement in the main building had a total repair cost of $1,283.56. Applicant purchased one Marathon electric motor for a grinder (3hp) at cost of $826.56.
One Marathon electric motor for another grinder (1hp) at cost of $386.56 on 9/21/2011 from the Granger Company. To uninstall and install these two motors from two grinders, applicant used an employee and worked FLA for 4 hours X $17.61/hr at cost of $70.44 for the Preliminary Room. (GPS: 42.67664,-74.47785). Site# 5: Basement in the dewatering building had a total repair cost of $1,184.04. Applicant sent out a damaged diesel Tora-328D Lawnmower on 9/26/2011 from the Grassland Equipment & Irrigation Corp for repair at cost of $978.90. Applicant

purchased an electric WEG motor (3/4hp) on 9/15/2011 from the Grainger Company at cost of $169.92. To uninstall and installed this motor from this pump, applicant used an employee and worked FA Labor for 2 hours X $17.61/hr at cost of $35.22. (GPS: 42.67576,-74.47724) Site# 1: 1st basement in the main building had a total estimate cost of $6,617.00. Applicant provided an estimate from the BCI Construction, Inc for a replacement of a damaged metal door (3FT X 6FT) at cost of $2,242.00. An estimate from the CDE Electric Inc. for a replacement of 9 damaged fluorescent lights with fixtures at cost of $975.00. 13 damaged GFCI receptacles electric outlets at cost of $4,375.00 in the main chamber pump discharge room. (GPS: 42.67624,-74.47689). Site# 2: 2nd basement in main building, two damaged trash pumps (30hp) will sent out to be tested for damages at a later date to see if they will be repaired and cost of the Infiltration Pump Room. (GPS: 42.67624,-74.47689) Applicant will provide an estimate cost and this cost will be written from another PW. Site# 4: 4th basement in the main building had a total estimate cost of $532. Applicant was provided an estimate from the Siewert Equipment for the replacement of a TEFC-326C motor (3hp) for a damaged grinder that draw and paddle sewage water from an embedded underground well in the Pista Grip Room. (GPS: 42.67664,-74.47785) Site# 5: Basement in the dewatering building had a total estimate cost of $27,687.50. Applicant was provided an estimate from the Grainger Company for the replacement of a damaged air pressure pump 3-cylinder at cost of $787.50. An estimate from Godwin Pumps for the replacement of a Dri-Prime diesel trash pump (24hp) at cost of $26,900.00. (GPS: 42.67576,-74.47724).

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1875	1360	3235	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR270A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Conesville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$977.04
Total Budget	$0.00	$977.04
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Bundle 33(33)
To remove the imminent threat posed by the debris the applicant utilizes force account and/or, following their procurement policy, obtained a contract vendor to do the following work.
Site # 13, Remove and Dispose of Sediments/Gravel, 42cy.
Bundle (11)(11)
To perform the debris removal tasks, the applicant utilized 0 hours of Force Account Overtime Labor and 156 hours of Force Account Equipment time. Specific tasks included removing debris and chipping, in place, from the roadways to allow access for emergency equipment and the safe passage of residents.
The total cost to the applicant is $2,701.00. Labor hours, equipment hours and associated costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	390	315	705	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR270B-12
Activity Title:	Emergency Actions

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Conesville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$31,733.57
Total Budget	$0.00	$31,733.57
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4EN-12 Road Repair and evaluation PA-02-NY-4020-PW-00856 PA-02-NY-4020-State-0011(11)
To perform the work necessary to restore the roads, on 8/28 and 9/29, the applicant utilized 39 hours of Force Account Overtime Labor and 100.5 hours of Force Account Equipment and 16 hours of Rented Equipment time. Specific tasks included evaluating and closing roads and removing debris from the roadways to allow access for emergency equipment and the safe passage of residents. The total cost to the applicant is $5958.31. Labor hours, equipment hours and associated costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. The eligible scope of completed work consisted of closing roads, surveying damages and cutting and removing debris from roads and gathering on right of way to be removed at a later time.
1042DR4EO-12 Manor Kill Creek Debris Removal PA-02-NY-4020-PW-07661 PA-02-NY-4020-State-0095(93)
In November of 2011 damage restoration work was completed by the Town of Conesville Highway Department using an independent contractor hired in accordance with the town procurement policy. The following damaged areas were restored to pre-disaster condition. All Gravelly debris was re-used on the stream banks and was not hauled away. 1. Site A. - Removed gravelly debris and restored 500 feet of Stream Channel to a target pre-flood width of approximately 55 feet wide x 2 ft deep (avg.) = 55,000 CF/27 = 2,037 CY. Placed the removed gravelly debris on re-shaped stream banks for a distance of approximately 350 feet on both sides of stream. As work incidental to the overall project Rip-Rap armor was placed on the stream bank approximately 100 ft. long x 10 ft. wide x 2 ft. deep = 2,000 CF/27 = 74 CY. (42.38596/-74.36352)
1042DR4EP-12 Manor Kill Creek Stream Bank PA-02-NY-4020-PW-07202 PA-02-NY-4020-State-0098(97)
Manor Kill Creek - Potter Mountain Rd (Site B) In November of 2011 damage restoration work was completed by the Town of Conesville Highway Department using an independent contractor hired in accordance with the town procurement policy. The following damaged areas were restored to pre-disaster condition. All Gravelly debris was re-used on the stream banks and was not hauled away. 1. Site B. - Removed gravel bar 60 ft long x 20 ft wide x 3

ft thick = 3,600 CF/27 = 133 CY and restored 300 feet of Stream Channel to a target pre-flood width and placed the removed gravelly debris on re-shaped stream banks for a distance of approximately 300 feet. (42.38698/-74.36855) Direct Administrative Costs: Direct administrative costs were derived using the applicant's labor rates and FEMA cost codes in the amount of $127.21 (see attached direct administrative costs worksheet for detail).
1042DR4EQ-12 Manor Kill Creek Stream Bank PA-02-NY-4020-PW-07669 PA-02-NY-4020-State-0098(97)
On September 27, 2011 a review of the damaged sites was conducted by Representatives from the Engineering firm of Milone & MacBroom, The New York City Department of Environmental Protection, The New York State Department of Environmental Conservation, The Schoharie County Soil and Water Conservation District and The Town of Conesville. The purpose of the site visit was to develop damage restoration recommendations. These recommendations were developed and outlined in a report by the Engineering firm of Milone & MacBroom (attached). In Novembe of 2011 the recommended damage restoration work was completed by the Town of Conesville Highway Department using an independent contractor hired in accordance with the town procurement policy. The following damaged areas were restored to pre-disaster condition. All Gravelly debris was re-used on the stream banks and was not hauled away. 1. Site 1. (East of Durham Rd Bridge) Removed gravelly debris remnants of temporary berms along creek channel bank so that finished grade at top of bank was 8 ft. above creek channel bed. Removed 100 ft. of root wads on south side of bend (root wads anchored to Rip Rap in stream here). Removed Gravelly debris and reshaped channel 600 ft. long 40 ft. wide x 2 ft. deep (average) = 48,000 CF/27 = 1,778 CY. Gravelly debris removed was used to reshape stream banks. (42.38962/-74.32101) 2. Site 2. Removed gravelly debris from stream banks so that finished grade was level with flood plain elevation, Graded / reshaped and removed excess gravelly debris material from creek channel approximately 300 ft. long x 40 ft. wide x 3 ft. deep (center average) = 3,600 CF / 27 = 1,333 CY. Placed gravelly debris from creek in slide area. As work incidental to the overall project Rip-Rap armor was placed on toe of the slide area 200 ft. long x 10 ft. wide x 3 ft. deep. = 6,000 CF/27 = 222 CY. (42.38902/-74.32197) 3. Site 3. Removed gravelly debris pile 120 ft. long x 60 ft. wide x 12 ft. high = 86,400 CF/27 = 3,200 CY and form and shape creek channel 200 ft. long x 40 ft. wide x 2 ft. deep (average) = 16,000 CF/27 = 593. CY. All gravelly debris from downstream placed on toe of 160 ft. slide bank to support toe. (42.38875/-74.32304) 4. Site 4. Removed vegetative debris pile estimated 80 ft. long x 60 ft. wide x 12 ft. high = 57,600 CF/27 = 2,133. CY near former bridge location (bridge replacement separate PW) and re-graded and cleared gravelly debris from stream in this area 80 ft. long x 40 ft. wide x 2 ft. deep (average) = 6,400. CF/27 = 237 CY. Gravelly debris removed was used to reshape stream banks. (42.38736/-74.32621) 5. Site 5. Removed gravelly debris from creek channel caused by land slide approximately 200 ft. long x 40 ft. wide x 2 ft. deep (average) = 16,000 CF/27 = 593 CY . This was located on east side of creek tributary, 200 ft. south of the intersection of Manor kill Creek and an unnamed tributary. Gravelly debris removed was used to reshape stream banks. (42.38632/-74.32470)
1042DR4ER-12 Manor Kill Creek Berms PA-02-NY-4020-PW-07128 PA-02-NY-4020-State-0087(86)
The town of Conesville hired a local contractor under emergency non bid conditions to construct 5 temporary berms along the Manor Kill Creek to provide emergency protective measures to protect improved property and the land slide areas from further erosion. This occurred after Hurricane Irene, but before Tropical Storm Lee. This was done in anticipation of the possibility of Lee being as big as Irene and causing more massive damage. These costs were very reasonable and customary for the region. The construction of the berms is described as follows: 1. Berm 1A:, South side of Manor Kill Creek, about 150 ft. long x 4 ft. high x 4 ft. wide, located starting 400 ft. East of Durham Rd Bridge in front of Slide one (behind Town Barn). 42.38959/-74.32051 2. Berms 1B and 1C: South and North side of Manor Kill Creek. Both about 100 ft. long x 4 ft. high x 4 ft. wide, starting just east of Durham Rd Bridge, protecting improved property. 42.38928/-74.32138 3. Berm 2: South side of Manor Kill Creek, about 100 ft. long x 4 ft. high x 4 ft. wide, Starting about 100 ft. west of Durham Rd Bridge in front of slide 2. 42.38901/-74.32197 4. Berm 5: 200 ft. south of the junction of Manor Kill Creek and the protected tributary in front of slide area, about 200 ft. long x 4 ft. high x 4 ft. wide on the east side of tributary, along Beaver Hill Rd. 42.38631/ -74.32470. Direct Administrative Costs: Direct administrative costs were derived using the applicant's labor rates and FEMA cost codes in the amount of $127.21

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	390	315	705	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR270C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Conesville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$103,729.68
Total Budget	$0.00	$103,729.68
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4ES-12 Toles Hollow Road PA-02-NY-4020-PW-00755 PA-02-NY-4020-State-0011(11)
To perform the work necessary to restore this section of road, the applicant utilized 58 hours of Force Account Labor, 38 hours of Force Account Equipment time, 10 Hours of Rented Equipment time, 19.5 Hours of Contracted Equipment time, approximately 160 TONS of stackable stone and approximately 350 CY of Crusher Run Gravel Material. Specific tasks included resetting the blown out 4 FT Diameter x 30 FT long boiler pipe culvert, backfilling 20 FT x 30 FT x 8 FT deep erosion area in the roadway and 300 FT x 8 FT x 2 FT deep along the shoulders, re-establishing the crown and regrading the road to allow access and the safe passage of residents. WORK COMPLETED - Repave 20 FT x 30 FT of roadway and 300 FT x 8FT of shoulders with 2 IN of Asphalt Surfacing. Roadway Repair - Approximately 20 LF Long x up to 30 FT wide x up to 8 FT deep = 4800 CF/27 = 178 CY Shoulder Repair - Approximately 300 LF Long x up to 8 FT wide x up to 2 FT deep = 4800 CF/27= 178 CY 178(2) = 356 CY Estimated - 338.65 Cy Actually used. WORK TO BE COMPLETED CALCS: Roadway - 20 x 30 = 600 SF/9 = 67 SY(2) (For 2 INCH Overlay) = 133 SY/2 inches. Shoulders - 300 x 8 = 2400 SF/9 = 267 SY(2) (For 2 INCH Overlay) = 533 SY/2 inches. 133 + 533 = 666 SY x 110 lbs/sy/in = 220 x 666 = 146520/2000lbs = 73 Tons 73 Tons x $115/Ton = $8395.00
1042DR4ET-12 Bohlen Road PA-02-NY-4020-PW-00934 PA-02-NY-4020-State-0011(11)
To perform the work nescessary to restore headwalls, re-establish the roadway and shoulder, the applicant utilized 75.5 hours of Force Account Labor, 70.5 hours of Force Account Equipment time, 16 Hours of Contracted Equipment time, 20 Hours of Rented Equipment time, approx. 797 CY of Cobble Stone and, Item 4 and Crusher Run gravel material and 31.56 Tons of Stackable Stone. Area of roadway repaired was estimated to be approx. 200 LF long x up to 15 FT x up to 6 FT deep = 18,000 CF/27 = 667 CY. Area of shoulder repaired was estimated to be approx. 300 LF long x up to 5 FT x up to 2 FT deep = 3,000 CF/27 = 111 CY. 778 CY Total Estimated - 841.23 CY actually used. Specific tasks included installing a new 2FT Dia. x 40 FT poly pipe, backfilling the erosion area

along the roadway and shoulder, and regrading the road to allow access and the safe passage of residents. The applicant used Force Account Labor, Force Account Equipment, Contract and rental equipment and Force Account Materials to complete this work.
Labor hours, equipment hours and associated costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. Refer to HMP attached for material cost of the pipe installed. Labor and equipment costs to install pipe were negligible at the time of permanent repairs, and thus included on work completed and not identified seperately on the HMP. WORK COMPLETED CALCS: Roadway - 200 x 15 = 3000 SF/9 = 333 SY(2) (For 2 INCH of Overlay) = 667 SY/2 inches. Shoulder - 300 x 5 = 1500 SF/9 = 167 SY(2) (For 2 INCH Overlay) = 333 SY/2 inches. 667 + 333 = 1000 SY 110 lbs/sy/in(2) = 220 x 1000 = 220,000/2000lbs = 110 Tons 110 Tons x $115/Ton = $12,650.00 HAZARD MITIGATION MEASURES: The applicant elected to install a new 24 IN Dia. x 40 FT long overflow pipe as a means of preventing future damages to the road. See attached HMP with associated costs.
1042DR4EU-12 Beaver oad PA-02-NY-4020-PW-00797 PA-02-NY-4020-State-0013(14)
To perform the work necessary to restore the sites along this road, the applicant utilized 125 hours of Force Account Labor, 126 hours of Force Account Equipment time, 17.5 Hours of Contracted Equipment time, approximately 1000 CY of Crusher Run and 426 TONS (600 CY) of Cobble Stone backfill material. Specific tasks included backfilling the erosion areas along roadway and shoulders, re-establishing the crown and regrading the road to allow access and the safe passage of residents. The total cost to restore the facility to its pre-disaster design function and capacity is $ 74,558.47 Labor hours, equipment hours and associated costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. Site 1 - Roadway - Approximately 700 LF x up to 25 FT wide x up to 2 FT deep = 35,000 CF/27 = 1296 CY. Site 2 - Shoulder - Approximately 500 LF x up to 6 FT wide x up to 2 FT deep = 6000 CF/27 = 222 CY. Site 3 - Random Shoulder locations Approximately 200 LF x up to 5 FT wide x up to 2 FT deep = 2000 CF/27 = 74 CY. 1296 + 222 + 74 = 1592 CY Estimated - 1684 CY actually used. WORK COMPLETED: Site 1 - Roadway - 700 x 20 = 14,000 SF/9 = 1556 SY (2) (For 2 INCH of Overlay) = 3112 SY/2 inches. Site 2 - Shoulder - 500 x 6 = 3000 SF/9 = 333 SY (2) (For 2 INCH Overlay) = 666 SY/2 inches. Site 3 - Shoulder - 200 x 5 1000 SF/9 = 111 SY (2) (For 2 INCH Overlay) = 222 SY/2 inches. 3112 + 666 + 222 = 4000 SY 110 lbs/sy/in (2) = 220 x 4000 = 880,000/2000lbs = 440 Tons 440 Tons x $115/Ton = $50,600.00 NOTE: Contract equipment was used for multiple days on numerous roads. Contract equipment cost is $18,780 per 10 days/10 = $1878/day. Used 1 day this site. = $1878.
1042DR4EV-12 Ackerly Road PA-02-NY-4020-PW-00813 PA-02-NY-4020-State-0013(14)
To perform the work necessary to restore the roads the applicant utilized 20 hours of Force Account Labor, 30 hours of Force Account Equipment time, and approximately 210 CY of Cobble and crusher run gravel to backfill the wash out area along Ackerly Rd. Approximate area damaged was 1000 LF long x up to 12 LF wide x up to 6 IN deep, (1000 x 12 x .5 =6000 SF/27 = 222 CY, estimated). Specific tasks included backfilling the eroded area, re-establishing the proper roadway elevation and crown and regrading the road. The total cost to the applicant is $5314.65. Labor hours, equipment hours, materials and associated costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
1042DR4EW-12 Durham Road PA-02-NY-4020-PW-00811 PA-02-NY-4020-State-0013(14)
To perform the work necessary to restore the damaged section of shoulder, the applicant utilized 6 hours of Force Account Labor, 4 hours of Force Account Equipment time, 2 Hours of Rental Equipment time and approximately 111 CY of Crusher Run Gravel Material. Specific tasks included backfilling the erosion area along the shoulder, cleaning the ditches and regrading the road to allow access and the safe passage of residents.
1042DR4EX-12 Wood Road PA-02-NY-4020-PW-008114 PA-02-NY-4020-State-0013(14)
To perform the work necessary to restore the damaged section of road and shoulders, the applicant utilized 74 hours of Force Account Labor, 64 hours of Force Account Equipment time, 10 Hours of Rented Equipment time and approximately 212 CY of stone bakilmaerial. Specific quantities are detailed on the Continuation Sheets. The total cost to the applicant is $8,176.44. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. See Continuation sheets for calculations. SITE 1 - Replaced the 4 FT diameter x 40 FT long CMP culvert with a new 4 FT diameter x 40 FT long Poly Pipe, replaced the laid stone headwalls with stacked stone headwalls, backfilled the 10 FT x up to 25 FT x up to 10 FT deep erosion area, backfilled the 450 LF long x up to 4 FT wide x up to 2 FT deep shoulder erosion area with stone backfill material and regraded the road. 10 x 25 x 10 = 2500/27 = 93 CY 450 x 4 x 2 = 3600/27 = 133 CY Estimated 226 CY of stone backfill - 212 CY actually used. Cost for the Replacement of Stock Materials is taken from the New York State Bid contract (sheet included) Any change to the approved scope of work will require re-evaluation by the Environmental/Historic Preservation section for compliance under the National Environmental Policy Act. Noncompliance with this requirement may jeopardize the receipt of federal funding.
1042DR4EY-12 Brand Road PA-02-NY-4020-PW-00806 PA-02-NY-4020-State-0013(14)
In order to protect the life, health and safety of the public, the applicant performed restorative work to reopen the road by backfilling the erosion areas of the roadway and shoulders, resetting the stackable stone headwalls and regarding the road. To perform the work necessary to restore the damaged sections of road, the applicant utilized 195.5 hours of Force Account Labor, 178.5 hours of Force Account Equipment time, 38 Hours of Rented Equipment time, 2 days of Contracted Equipment time and approximately 1096.12 total CY of Stone backfill Material. 1133 CY Estimated - 1096.12 CY actually used. See Continuation Sheet for Calculations The total cost to the applicant is $20,208.68. Labor hours, equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. Specific tasks included backfilling the erosion areas along

roadway and shoulders, re-establishing the crown and regarding the road to allow access and the safe passage of residents. Site 1 - Shoulder - 100 FT long x up to 8 FT wide x up to 3 FT deep along both sides.
100 x 8 x 3 = 2400 CF/27 = 88.9 CY Site 2 - Roadway - 1000 x 25 x 1 = 25000\27 = 926 CY. Shoulder - 400 x 4 x 2 = 3200 CF\27 = 118.5 CY.
1042DR4EZ-12 Bluebird Road PA-02-NY-4020-PW-00772 PA-02-NY-4020-State-0013(14)
To perform the work nescessary to restore the shoulder along this road, the applicant utilized 87 hours of Force Account Labor, 92 hours of Force Account Equipment time, 17.5 Hours of Contracted Equipment time, approximately 729 CY of Cobble Stone and Bank Run gravel material. Area repaired was estimated to be approximately 1200 LF long x up to 5 FT x up to 3 FT deep = 18,000 CF/27 = 667 CY. 667 CY Estimated - 729.03 CY actually used. Specific tasks included backfilling the erosion areas along the shoulder, re-establishing the crown and regrading the road to allow access and the safe passage of residents. The total cost to restore the facility to it's pre-disaster design function and capacity is $ 8264.32 Labor hours, equipment hours and associated cotsar deailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
1042DR4FA-12 Champlin Road PA-02-NY-4020-PW-01343 PA-02-NY-4020-State-0018(17)
Schoharie County DPW backfilled the erosion areas with stone debris that had accumulated near the roadway at no charge to the Town. To perform the work necessary to restore the roadway surface, the applicant utilized 32.5 hours of Force Account Labor, 43 hours of Force Account Equipment time, 7.5 Hrs of Contracted Equipment time, 10 Hrs of Rented Equipment time and approximately 120 Tons of crusher run material. The affected roadway area measured approximately 150 LF long x up to 10 FT wide x up to 8 FT deep. The affected roadway shoulders approximately 350 LF x up to 5 FT wide x up to 4 FT deep. 150 x 10 x 8 = 12,000/27 = 444 CY x 1.4 = 622 Tons. 350 x 5 x 4 = 7000/27 = 259 CY x 1.4 = 363 Tons Applicant only used 120 Tons of Crusher run to re-establish the road surface since the County DPW backfilled the erosion areas with existing stone debris. The total cost to the applicant is $4,136.92 Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. Difference in labor/equipment hours due to daily on-site service truck usage.
1042DR4FB-12 East Conesville Road PA-02-NY-4020-PW-01329 PA-02-NY-4020-State-0018(17)
To perform the work necessary to restore the damaged sections of roadway shoulder, the applicant utilized 40 hours of Force Account Labor, 48 hours of Force Account Equipment time and approximately 415 TONS of stone backfill material. Area repaired measured approximately 1000 LF long x up to 4 FT wide x up to 2 FT deep. 1000 x 4 x 2 = 8000 CF/27 = 296 CY x 1.4 = 415 TONS. Estimated 415 Tons, 426 Tons actually used. The total cost to the applicant is $.5, 647.65 Labor hours, equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. WORK COMPLETED – Repave approximately 1000 LF x 4FT of roadway shoulder with 2 IN of Asphalt surfacing. 1000 x 4 = 4000 SF/9 = 444 SY (2) (For 2 INCH of Overlay) = 888 SY/2 inches. 110 lbs/sy/in = 110 x 888 = 97,680/2000lbs = 49 Tons 49 Tons x $115/Ton = $5,635.00.
1042DR4FC-12 Buel Road PA-02-NY-4020-PW-01280 PA-02-NY-4020-State-0018(17)
To perform the work necessary to replace the damaged headwalls, the applicant reused the existing stones and reset the headwalls at the inlet and outlet ends of the pipe incurring only the labor associated with that repair. To repair the headwalls and backfill the erosion area, the applicant utilized 19.5 hours of Force Account Labor, 19.5 hours of Force Account Equipment time, 3 hours of Rented Equipment time and approximately 53 Tons of backfill materials and approximately 54 Tons of Medium Stone Fill. The total cost to the applicant is $2,079.75. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
1042DR4FD-12 Durham Road PA-02-NY-4020-PW-01278 PA-02-NY-4020-State-0018(17)
The applicant, using Force Account Labor, Equipment and Materials backfilled the erosion areas with stone fill material. To perform the work necessary to restoe te rodway erosion area, the applicant utilized 129.5 hours of Force Account Labor, 118 hours of Force Account Equipment time, 11 HRs of Contract equipment time, 12.5 Hrs of Rented Equipment time and approximately 352 CY of Cobbles, 288 Tons of Crusher Run and 32 CY of Bankrun Gravel. The total cost to the applicant is $13,232.59. Labor hours, equipment hours, rented equipment hours and material costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. WORK COMPLETED: SITE 1 - Backfilled the 50 LF x up to 6 FT wide x up to 6 FT deep shoulder erosion area with approximately 67 CY of stone fill material. 50 x 6 x 6 = 1800/27 = 67 CY SITE 2 - Backfilled the 150 LF x up to 3 FT wide x up to 6 FT deep shoulder erosion area with approximately 100 CY of stone fill material. 150 x 3 x 6 = 2700/27 = 100 CY. SITE 3 - Backfilled the 300 LF x up to 5 FT wide x up to 3 FT deep shoulder erosion area with approximately 167 CY of stone fill material. 300 x 5 x 3 = 4500/27 = 167 CY. SITE 4 - Replaced the 24 IN x 40 FT long CMP culvert with a new 30 IN x 40 FT long poly pipe. Backfilled the 15 LF x up to 20 FT wide x up to 4 FT deep roadway erosion are with approximately 44 CY of stone fill material. 15 x 20 x 4 = 1200/27 = 44 CY Backfilled the 300 LF x up to 6 FT wide x up to 3 FT deep shoulder erosion area with approximately 200 CY of stone fill material. 300 x 6 x 3 = 5400/27 = 200 CY. Estimated 578 CY of stone backfill total for all sites. WORK COMPLETED: Repave roadway with 2 IN of asphalt surfacing. SITE 1 - 50 x 6 = 300/9 = 33 SY (2) (For 2 INCH of Overlay) = 67 SY/2 inches 110lbs/sy/in =110 x 67 = 7370/2000 lbs = 3.7 Tons 3.7 x $115/ton = $424 SITE 2 - 150 x 3 = 450/9 = 50 SY (2) (For 2 INCH of Overlay) = 100 SY/2 inches 110lbs/sy/in = 110 x 100 = 11000/2000 lbs = 5.5 Tons 5.5 x $115/ton = $633 SITE 3 - 300 x 5 = 1500/9 = 3167 SY (2) (For 2 INCH of Overlay) = 333 SY/2 inches 110lbs/sy/in = 110 x 333 = 36630/2000 lbs = 18.3 Tons 18.3 x $115/ton = $2106 SITE 4 - 15 x 20 300/9 = 33 SY (2) (For 2 INCH of Overlay) = 67 SY/2 inches 110lbs/sy/in = 110 x 67 = 7370/2000 lbs = 3.7 Tons 3.7 x $115/ton = $424 300 x 6 = 1800/9 = 200 SY (2) (For 2 INCH of Overlay) = 400 SY/2 Inches 110lbs/sy/in = 110 x

400 = 40000/2000 lbs = 20 Ton 20 x $115/Ton = $2300 Total tons = 51.2 @ $115/Ton = $5888
1042DR4FE-12 Pangman Road PA-02-NY-4020-PW-01368 PA-02-NY-4020-State-0019(18)
To perform the work necessary to re-establish the damaged section of roadway and shoulder, the Applicant utilized 93 hours of Force Account Labor, 101 hours of Force Account Equipment time, 6 Hours of Contracted Equipment time and approximately 229 Tons of backfill material. The repaired section of roadway measured approximately 800 LF long x up to 15 FT wide x up to 3 FT deep. The repaired section of shoulder measured approximately 100 LF x up to 4 Ft x up to 2 FT deep. The applicant backfilled these areas with Crusher Run material. 800 x 15 x 3 = 36000/27 = 1333 CY x 1.4 = 187 Tons 100 x 4 x 2 = 800/27 = 30 CY x 1.4 = 42 Tons. Estimated 229 Tons, 258 Tons actually used. The total cost to the applicant is $10,078.66. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
1042DR4FF-12 Caulkin Road PA-02-NY-4020-PW-01366 PA-02-NY-4020-State-0019(18)
o perorm the work necessary to restore the damaged section of road, the Applicant utilized 129.5 hours of Force Account Labor, 107 hours of Force Account Equipment time, 12.5 Hours of Contracted Equipment time, 18 Hours of Rented Equipment time, approximately 1000 CY of stone backfill material. As a temporary measure to re-open the road, the Applicant initially backfilled the washout area with stone backfill and returned later to complete permanent work by removing a 20 FT section of damaged 4 FT diameter poly pipe, replacing the damaged section with a new 4 FT diameter x 20 FT section of pipe, installing a new Gabion Basket headwall on the downstream side, backfilling the area with stone backfill and compacting and regrading the roadway/shoulder areas. The total cost to the applicant is $17,057.02. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. See Continuation sheets for calculations. The applicant restored the roadway by replacing a 20 FT long section of 4 FT diameter poly pipe that was damaged and backfilling the erosion area with approximately 1000 CY of stone backfill material. Area measured approximately 150 LF x up to 30 FT wide x up to 6 FT deep. 150 x 30 x 6 = 27000 CF/27 = 1000 CY.
1042DR4FG-12 Bush Road PA-02-NY-4020-PW-01411 PA-02-NY-4020-State-0021(22)
To repair the damaged 2 Inch paved roadway, the applicant used 42 CY of crusher run gravel for the roadway sub-base and 222 CY to repair the roadway shoulder/embankment. The applicant utilized 33.5 hours of Force Account Labor, 33.5 hours of Force Account Equipment time, 8.5 hours of Rented Equipment time and approximately 264 Tons of stone backfill material. The repaired roadway area measured approximately 25 LF long x up to 15 FT wide x up to 3 FT deep. The repaired roadway shoulder/embankment area measured approximately 300 LF x up to 5 FT wide x up to 4 FT deep. 25 x 15 x 3 = 1125/27 = 42 CY; 300 x 5 x 4 = 6000/27 = 222 CY. Estimated 264 CY of Stone fill used, 264 CY of Stone fill actually used. The total cost to the applicant is $2,079.75. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. Repave 2 inch asphalt roadway over culvert and the damaged edge of pavement adjacent to the damaged shoulder/embankment
1042DR4FH-12 Briggs Road PA-02-NY-4020-PW-01387 PA-02-NY-4020-State-0021(22)
To perform the work necessary to restore the damaged shoulders, the applicant utilized 10 hours of Force Account Labor, hours of Force Account Equipment time, 10 Hours of Rented Equipment time and approximately 31 Tons of stone backfill material. Estimated 31 tons of stone backfill. 40 Tons actually used. The total cost to the applicant is $1,061.70. Labor hours, equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
1042DR4FI-12 Hughes Road PA-02-NY-4020-PW-01517 PA-02-NY-4020-State-0024(24)
To perform the work necessary to replace the damaged pipe culvert and repair the erooded sections of road and shoulder, the applicant utilized 22.5 hours of Force Account Labor, 17.5 hours of Force Account Equipment time, 6 hours f Rented Equipment time and approximately 118 Tons of materials to replace a 2 FT diameter x 20 FT long section of CMP culvert with a new 3 FT diameter x 40 FT long poly pipe, backfill the area of roadway erosion that measured approximately 15 LF long x up to 25 FT wide x up to 5 FT deep and backfill the shoudler erosion area that measured approximately 100 LF long x up to 2 FT wide x up to 2 FT deep. Roadway - 15 x 25 x 5 = 1875/27 = 69 CY x 1.4 = 97 Tons Shoulder - 100 x 2 x 2 = 400\27 = 15 CY x 1.4 = 21 Tons 97 + 21 = 118 Tons estimated, 114 Tons actually used. The total cost to the applicant is $2096.81. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
1042DR4FJ-12 Cook Road PA-02-NY-4020-PW-01242 PA-02-NY-4020-State-0024(24)
The applicant backfilled the erosion areas with stone debris, that had accumulated near the roadway and in an effort to prevent future damages to the site, elected to replace the damaged 4 FT diameter x 60 FT CMP culvert with a 5 FT diameter x 60 FT long Poly Pipe. To perform the work necessary to replace the culvert and headwalls and restore the roadway and shoulder, the applicant utilized 264.5 hours of Force Account Labor, 271 hours of Force Account Equipment time, 37 Hrs of Rented Equipment time and approximately 360 CY of Bank Run Gravel and 392 CY of Screened Item 4 Gravel. The affected roadway area measured approximately 150 LF long x up to 10 FT wide x up to 8 FT deep. The affected roadway shoulders approximately 350 LF x up to 5 FT wide x up to 4 FT deep. 150 x 10 x 8 = 12,000/27 = 444 CY x 1.4 = 622 Tons. 350 x 5 x 4 = 7000/27 = 259 CY x 1.4 = 363 Tons Labor hours, equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. Material costs reflect restoration to the predisaster condition.
1042DR4FK-12 Pucker Street PA-02-NY-4020-PW-01270 PA-02-NY-4020-State-0033(33)

WORK COMPLETED - To perform the work necessary to install the poly pipes and re-establish the damaged section of roadway and shoulder, the applicant utilized 83.5 hours of Force Account Labor, 100 hours of Force Account Equipment time, 24.5 Hours of Rented Equipment time and approximately 54 Tons of Medium Stone backfill and approximately 16 CY of Screened Item 4 material. NOTE: difference in equipment/labor hours, there was a service vehicle that remained on site to maintain equipment being used. Also, there was a trailer being used that would not have had an operator assigned to it. The repaired section of roadway measured approximately 15 LF long x up to 20 FT wide x up to 4 FT deep. The repaired section of shoulder measured approximately 120 LF x up to 3 FT x up to 2 FT deep. The applicant backfilled these areas with medium stone fill and screened item 4 material. 15 x 20 x 4 = 1200/27 = 44 CY x 1.4 = 62 Tons 120 x 3 x 2 = 720/27 = 27 CY. Actually used 54 Tons of medium stone fill and 16 CY of Screened item 4. The total cost to the applicant is Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
1042DR4FL-12 Leroy Road PA-02-NY-4020-PW-01244 PA-02-NY-4020-State-004(38)
To perform the work necessary to replace the damaged pipe culvert and repair the erooded sections of road and shoulder, the applicant utilized 164 hours of Force Account Labor, 165 hours of Force Account Equipment time, 48 hours of Rented Equipment time, 2 Hours of Contracted Equipment time and approximately 685 Tons of backfill materials. Additionally, they replaced a 5 FT diameter x 40 FT long section of boiler pipe with a new 5 FT diameter poly pipe, replaced a 4 FT diameter boiler pipe with a new 5 FT diameter poly pipe and backfilled the area over the culvert with stone backfill. See Continuation sheet for details of each site. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. Site 1 - Replaced the 5 FT diameter x 40 FT long Boiler pipe and the 4 FT diameter x 40 FT boiler pipe with new 5 FT diameter x 40 FT long Poly Pipes, replaced the 25 LF x 10 FT high x 2 FT thick laid stone headwalls with stacked stone headwalls and backfilled the 30 FT x up to 30 FT x up to 10 FT deep erosion area with stone backfill and regraded the road. Backfilled the 150 FT long x up to 6 FT wide x up to 3 FT deep shoudler erosion area with stone backfill material and regraded the shoudler. Roadway Erosion - 30 x 30 x 10 = 9000/27 = 333 CY x 1.4 = 467 Tons Shoulder Erosion - 150 x 6 x 3 = 2700/27 = 100 CY x 1.4 = 140 Tons Headwall Stones - 25 x 10 x 2(2)= 1000 CF/27 = 37 CY x 2.4 -= 89 Tons (approximate) Used 72 Tons. Site 2 - Backfilled the 200 LF x up to 15 FT x up to 6 IN deep roadway erosion with stone backfill and regraded the road. 200 x 15 x .5 = 1500/27 = 56 CY x 1.4 = 78 Tons. Estimated 685 CY of stone backfill. 674 Tons actually used. WORK TO BE COMPLETED CALCS: Site 1 : Roadway - 30 x 30 = 900 SF/9 = 100 (2) (For 2 INCH of Overlay) = 200 SY/2 inches. Shoulder - 150 x 6 = 900 SF/9 = 100 (2) (For 2 INCH Overlay) = 200 SY/2 inches. 200 + 200 = 400 SY. 110 lbs/sy/in 110 x 400 = 44,000/2000lbs = 22 Tons Site 2: Roadway overlay - 200 x 15 = 3000/9 = 333 (2) (For 2 INCH Overlay) = 666 SY/2 Inches 110lbs/sy/in 110 x 666 = 73,260/2000 = 37 Tons 22 + 37 = 59 x $115/ton = $6,785.00.
1042DR4FM-12 South Mountain Road PA-02-NY-4020-PW-01723 PA-02-NY-4020-State-0052(50)
To perform the work necessary to restore the damaged sections of road, the Applicant utilized 611.5 hours of Force Account Labor, 616 hours of Force Account Equipment time, 79 Hours of Contracted Equipment time, 87.5 Hours of Rented Equipment time, approximately 209 TONS of stackable stone and approximately 1800 CY of stone backfill material. The total cost to the Applicant is $64,610.89. Labor hours, equipment hours, contracted equipment hours, rented equipment hours and material costs, are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. WORK TO BE COMPLETED: Repave approximately 125 LF of roadway and approximately 1100 LF of shoulders with 2 IN of Asphalt Surfacing. WORK COMPLETED: Site 1 - Replaced the 5 FT diameter x 40 FT long CMP culvert with a new 5 FT diameter x 40 FT long Poly Pipe, replaced the laid stone headwalls with stacked stone headwalls, backfilled the 50 FT x up to 30 FT x up to 8 FT deep erosion area, backfilled the 200 LF long x up to 8 FT wide x up to 2 FT deep shoulder erosion areas with sone backfill material and regraded the road. 50 x 30 x 8 = 16000/27 = 593 CY 200 x 8 x 2 = 3200/27 = 119 CY Site 2 - Reset the 5 FT diameter x 40 FT long and 2 FT diameter x 40 FT long Boiler Pipes, replaced laid stone headwalls with stacked stone headwalls and backfilled the 30 FT x up to 40 FT wide x up to 8 FT deep erosion area, backfilled the 100 FT x up to 8 FT wide x up to 3 FT deep shoulder erosion areas with stone backfill material and regraded the road. 30 x 40 x 8 = 9600/27 = 356 CY 100 x 8 x 3 = 2400 = 89 CY Site 3 - Backfilled the 150 FT long x up to 6 FT wide x up to 3 FT deep shoulder/cross drain erosion area with stone backfill material and regraded the shoulder. 150 x 6 x 3 = 2700/27 = 100 CY Site 4 - Replaced the 4 FT diameter x 40 FT long CMP culvert with a new 4 FT diameter x 40 FT long poly pipe, replaced the laid stone headwalls with stacked stone headwalls, backfilled the 15 FT long x up to 6 FT wide x up to 3 FT deep roadway erosion area, backfilled 50 FT long x up to 8 FT wide x up to 3 FT deep shoulder erosion with stone backfill material and regraded the road. 15 x 6 x 3 = 270/9 = 10 CY 50 x 8 x 3 = 1200/27 = 44 CY Site 5 - Backfilled the 100 LF long x up to 3 FT wide x up to 2 FT deep shoulder erosion area with stone backfill material and regraded the shoulder. 100 x 3 x 2 = 600/27 = 22 CY Site 6 - Replaced the 4 FT diameter x 40 FT long CMP culvert with a new 5 FT diameter x 40 FT long poly pipe, replaced the laid stone headwalls with stacked stone headwalls, backfilled the 30 FT long x up to 25 FT wide x up to 6 FT deep roadway erosion area, backfilled 50 FT long x up to 4 FT wide x up to 6 FT deep shoulder erosion with stone backfill material and regraded the road. 30 x 25 x 6 = 4500/27 = 167 CY 50 x 4 x 6 = 1200/27 = 44 CY Site 7 - Backfilled the 300 FT long x up to 8 FT wide x up to 3 FT deep shoulder erosion area with stone backfill material and regraded the shoulder. 300 x 8 x 3 = 7200/27 = 267 CY Total backfill estimated = 1811 CY Total backfill actually used = 1626 CY WORK TO BE COMPLETED: Repave the roadway and shoulder along the 7 damaged areas listed below: Site 1 - Roadway - 50 FT x 30 FT x 2 IN deep overlay. 0 x 30 = 1500 sf/9 = 167 sy (2) = 334 sy/2 in 334 x 110 lbs (2) = 220 x 334 = 73480 LBS/2000 = 37 Tons Shoulder - 200 FT x up to 8 FT wide x 2 IN deep overlay.

200 x 8 = 1600 sf/9 = 178 sy (2) = 356 356 x 110 lbs (2) = 220 x 356 = 78320/2000 = 39 Tons Site 2 - Roadway - 30 FT x up to 40 FT wide x 2 IN deep overlay. 30 x 40 = 1200 sf/9 = 133.33 sy (2) = 267 267 x 110 lbs (2) = 220 x 267 = 29370/2000 = 15 Tons Shoulder - 100 FT x up to 8 FT wide x 2 IN deep overlay. 100 x 8 = 800 sf/9 = 89 sy (2) = 178 178 x 110 lbs (2) = 220 x 178 = 39160/2000 = 20 Tons Site 3 - Shoulder - 150 FT long x up to 6 FT wide x 2 IN deep overlay. 150 x 6 = 900 sf/9 = 100 sy (2) = 200 200 x 110 lbs (2) = 220 x 200 = 44000/2000 = 22 Tons Site 4 - Roadway - 15 FT long x up to 6 FT wide x 2 IN overlay 15 x 6 = 90 sf/9 = 10 sy(2) = 20 20 x 110 lbs (2) = 220 x 20 = 440/2000 = .22 Tons Shoulder - 50 FT long x up to 8 FT wide x 2 IN deep overlay. 50 x 8 = 400 sf/9 = 44.44 sy (2) = 89 89 x 110 lbs (2) = 220 x 89 = 19580/2000 = 10 Tons Site 5 - Shoulder - 100 LF long x up to 3 FT wide x 2 IN deep overlay. 100 x 3 = 300 sf/9 = 33.33 sy (2) = 67 67 x 110 lbs (2) = 220 x 67 = 14667/2000 = 7 Tons Site 6 - Roadway - 30 FT long x up to 25 FT wide x 2 IN deep overlay. 30 x 25 = 750 sf/9 = 83.33 sy (2) = 167 167 x 110 lbs (2) = 220 x 167 = 36740/2000 = 18 Tons Shoulder - 50 FT long x up to 4 FT wide x 2 IN deep overlay. 50 x 4 = 200 sf/9 = 22.22 sy (2) = 44 44 X 110 lbs (2) = 220 x 44 = 9680/2000 = 5 Tons Site 7 - Shoulder - 300 FT long x up to 8 FT wide x 2 IN deep overlay. 300 x 8 = 2400 sf/9 = 267 sy (2) = 533 533 x 110 lbs (2) = 220 x 533 = 117260/2000 = 59 Tons. Total 232.22 Tons x $115/Ton = $26,705.30
1042DR4FN-12 Haner Road PA-02-NY-4020-PW-02028 PA-02-NY-4020-State-0052(50)
The applicant, using Force Account Labor, Equipment and Materials backfilled the 600 LF x 14 FT wide x 1 FT deep erosion area with crusher run stone fill material. To perform the work necessary to restore the roadway, the applicant utilized 42 hours of Force Account Labor, 38 hours of Force Account Equipment time, 12 Hours of Contract equipment time and approximately 352 Tons of Crusher Run material. The area of damaged roadway measured approximately 600 LF x up to 14 FT wide x up to 1 FT deep. Estimated 311 CY of stone fill needed, 381 Tons of Crusher Run actually used. The total cost to the applicant is $5,150.89. Labor hours, equipment hours, contracted equipment hours and material costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet. According to the applicant, this location is a problem even during heavy rain falls and during spring run-off from snow melt. This area has been damaged and repaired under previous FEMA declarations 1692 DR NY of 2007 and in 1899 DR NY of 2010. Mitigation was not granted following those events.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	390	315	705	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR379C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Esperance

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$171,882.98
Total Budget	$0.00	$171,882.98
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4LZ-12 PA-02-NY-4020-PW-03593 PA-02-NY-4020-State-0040(38)
Applicant will place Aggregate Surface Course (State Code 3011 @ $28.00 CY) to repair damaged facility. Cost includes expense of grading, placing and compacting material.
1. Place Aggregate Surface Course for 120 LF x 18 LF x .33 LF = 2160 SF x .33 LF = 718.8 CF/27 = 26.4 CY
2. Place Aggregate Surface Course for 105 LF x 105 LF x .33 LF = 11,025 SF x .33 LF = 3638.25 CF/27 = 134.75 CY
3. Place Aggregate Surface Course for 25 LF x 25 LF x .33 LF = 625 SF x .33 LF = 206.25 CF/27 = 7.63 CY
4. Place Aggregate Surface Course for 450 LF x 16 LF x .33 LF = 7200 SF x .33 LF = 2376 CF/27 = 88 CY

Total = 26.4 CY + 134.75 CY + 7.63 CY + 88 CY = 256.78 CY @ $28.00 CY = $7189.84
1042DR4MA-12 PA-02-NY-4020-PW-04764 PA-02-NY-4020-State-0041(41)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to repair the damaged area of 65 LF x 18 LF = 1170 SQ FT / 9 = 130 SY to a depth of 4 IN. Applicant will:
1. Saw cut asphalt 2 @ 18 LF state cost code 3151 $1.05/LF
2. Remove pavement for a distance of 65 LF x 18 LF = 1170 SQ FT / 9 = 130 SY to a depth of 4 IN state cost code 3150 $5.00/SY
3. Scarify pavement for a distance of 65 LF x 18 LF = 1170 SQ FT / 9 = 130 SY state cost code 3061 $2.00/SY Apply bituminous concrete overlay for a distance of 65 LF x 18 LF = 1170 SQ FT / 9 = 130 SY x 4 IN = 520 SY/IN state cost code 3110 $3.54/ SY/IN

1042DR4MB-12 PA-02-NY-4020-PW-05056 PA-02-NY-4020-State-0049(48)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to repair the damaged area of 210 LF x 2 LF = 420 SQFT / 9 = 46.67 SY to a depth of 4 IN.
Applicant will: 1. Saw cut asphalt 210 LF state cost code 3151 $1.50/LF 2. Remove pavement for a distance of 210

LF x 2 LF 420 SQ FT / 9 = 46.67 SY to a depth of 4 IN state cost code 3150 $5.00/SY 3. Scarify pavement for a distance of 210 LF x 2 LF 420 SQ FT / 9 = 46.67 SY state cost code 3061 $2.00/SY 4. Apply bituminous concrete overlay for a distance of 210 LF x 2 LF 420 SQ FT / 9 = 46.67 SY x 4 IN = 186.67 SY/IN state cost code 3110 $3.54/ SY/IN
1042DR4MC-12 PA-02-NY-4020-PW-04995 PA-02-NY-4020-State-0049(48)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to repair the damaged areas:
Site #1. Damaged area of 138 LF x 2 LF = 276 SQ FT / 9 = 30.67 SY to a depth of 4 IN. Applicant will:
1. Saw cut asphalt 138 LF state cost code 3151 $36.00/LF
2. Remove pavement for a distance of 138 LF x 2 LF 276 SQ FT / 9 = 30.67 SY to a depth of 4 IN state cost code 3150 $5.00/SY
3. Scarify pavement for a distance of 138 LF x 2 LF 276 SQ FT / 9 = 30.67 SY state cost code 3061 $2.00/SY
4. Apply bituminous concrete overlay for a distance of 138 LF x 2 LF 276 SQ FT / 9 = 30.67 SY x 4 IN = 122.68 SY/IN state cost code 3110 $3.54/ SY/IN
Site #2. Damaged area of 467 LF x 2 LF = 934 SQ FT / 9 = 103.78 SY to a depth of 4 IN. Applicant will:
1. Saw cut asphalt 467 LF state cost code 3151 $36.00/LF
2. Remove pavement for a dista LF x 2 LF 934 SQ FT / 9 = 103.78 SY to a depth of 4 IN state cost code 3150 $5.00/SY
3. Scarify pavement for a distance of 467 LF x 2 LF 934 SQ FT / 9 = 103 SY state cost code 3061 $2.00/SY
4. Apply bituminous concrete overlay for a distance of 467 LF x 2 LF 934 SQ FT / 9 = 103.78 SY x 4 IN = 415.12 SY/IN state cost code 3110 $3.54/ SY/IN
Site #3. Damaged area of 298 LF x 2 LF = 596 SQ FT / 9 = 66.22 SY to a depth of 4 IN. Applicant will:
1. Saw cut asphalt 298 LF state cost code 3151 $36.00/LF
2. Remove pavement for a distance of 298 LF x 2 LF 596 SQ FT / 9 = 66.22 SY to a depth of 4 IN state cost code 3150 $5.00/SY
3. Scarify pavement for a distance of 298 LF x 2 LF 596 SQ FT / 9 = 66.22 SY state cost code 3061 $2.00/SY
4. Apply bituminous concrete overlay for a distance of 298 LF x 2 LF 596 SQ FT / 9 = 66.22 SY x 4 IN = 264.88 SY/IN state cost code 3110 $3.54/ SY/IN
Site #4. Damaged area of 53 LF x 2 LF = 106 SQ FT / 9 = 11.78 SY to a depth of 4 IN. Applicant will:
1. Saw cut asphalt 53 LF state cost code 3151 $36.00/LF
2. Remove pavement for a distance of 53 LF x 2 LF 106 SQ FT / 9 = 11.78 SY to a depth of 4 IN state cost code 3150 $5.00/SY
3. Scarify pavement for a distance of 53 LF x 2 LF 106 SQ FT / 9 = 11.78 SY state cost code 3061 $2.00/SY
4. Apply bituminous concrete overlay for a distance of 53 LF x 2 LF 106 SQ FT / 9 = 11.78 SY x 4 IN = 47.12 SY/IN state cost code 3110 $3.54/ SY/IN
Site #5. Damaged area of 440 LF X2 LF = 880 SQ FT / 9 = 97.78 SY to a depth of 4 IN. Applicant will
1. Saw cut asphalt 440 LF state cost code 3151 $36.00/LF
2. Remove pavement for a distance of 440 LF x 2 LF 880 SQ FT / 9 = 97.78 SY to a depth of 4 IN state cost code 3150 $5.00/SY
3. Scarify pavement for a distance of 440 LF x 2 LF 880 SQ FT / 9 = 97.78 SY state cost code 3061 $2.00/SY
4. Apply bituminous concrete overlay for a distance of 440 LF x 2 LF 880 SQ FT / 9 = 97.78 SY x 4 IN = 391.12 SY/IN state cost code 3110 $3.54/ SY/IN
Totals:
138 LF + 467 LF + 298 LF 52 LF + 440 LF = 1395 LF
1395 LF x 2 LF = 2790 SF / 9 = 310 SY
310 SY x 4 IN = 1240 SY/IN
1042DR4MD-12 PA-02-NY-4020-PW-04763 PA-02-NY-4020-State-0049(48)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to repair the damaged area of 95 LF
x 18 LF = 1710 SQ FT/9 = 190 SY to a depth of 4 IN. Applicant will:
1. Saw cut asphalt 2 @ 18 LF state cost code 3151 $1.50/LF
2. Remove pavement for a distance of 95 LF x 18 LF = 1710 SQ FT / 9 = 190 SY to a depth of 4 IN state cost code 3150 S5.00/SY
3. Scarify pavement for a distance of 95 LF x 18 LF = 1710 SQ FT / 9 = 190 SY state cost code 3061 S2.00/SY
4. Apply bituminous concrete overlay for a distance of 95 LF x 18 LF = 1710 SQ FT / 9 = 190 SY x 4 IN = 760 SY/IN state cost code 3110 $3.54/ SY/IN
1042DR4ME-12 PA-02-NY-4020-PW-05076 PA-02-NY-4020-State-0049(48)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to repair the damaged sites.
Applicatwl:/≈t;
Site #1:.Sprakers Road a). Damaged area of approximately 180 LF x 2.5 LF x .5 LF = 225 CF / 27 = 8.33 CY of shoulder to be filled and graded with approximately 8.33 CY of aggregate surface course state cost code 3011 S28.00 CY b). Damaged area of approximately 60 LF x 2 LF x .75 LF = 90 CF / 27 = 3.33 CY of shoulder to be filled and graded with approximately 3.33 CY of aggregate surface course state cost code 3011 $28.00 CY c). Damaged area of approximately 30 LF x 3 LF x 3 LF of drainage ditch to be cleaned and shaped state cost code 3070 $3.50 LF d). Damaged area of approximately 8 LF x 4 LF x 2 LF = 64 CF / 27 = 2.37 CY culvert outlet headwall to be rebuilt with

approximately 2.37 CY rip rap state cost code 3250 $60.00 CY e). Damaged area of approximately 60 LF x 2 LF x .5 LF = 60 CF / 27 = 2.22 CY shoulder to be filled and graded with approximately 2.22 CY of aggregate surface course state cost code 3011 $28.00 CY
Site #2:. Katikell Road a). Damaged area of approximately 180 LF x 18 LF x .33 LF = 1069.2 CF / 27 = 39.6 CY area of road cap to be rebuilt with
approximately, 39.6 CY of graded aggregate surface course state cost code 3011 $28.00 CY
Site #3: North Main Street a). Damaged area of approximately 100 LF x 1.5 LF x .5 LF = 75 CF / 27 = 2.78 CY of shoulder to be filled and graded with approximately, 2.78 CY aggregate surface course state cost code 3011 $28.00 CY
Totals: Site #1 a) 8.33 CY + b) 3.33 CY + e) 2.22 CY = 13.88 CY of aggregate surface course state cost code 3011 Site #1 d) 30 LF of ditch cleaning and shaping state cost code 3070 Site #1 e) 2.37 CY of rip rap state cost code 3250 Site #2 a) 39.6 CY of aggregate surface course state cost code 3011 Site #3 a) 2.78 CY of aggregate surface course state cost code 3011 Site #1: 13.88 CY + Site #2: 39.6 CY + Site #3: 2.78 CY = Grand Total 56.26 CY of aggregate surface course state cost code 3011
1042DR4MF-12 PA-02-NY-4020-PW-04930 PA-02-NY-4020-State-0049(48)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to repair the damaged area of 1446
LF x 18 LF 26028 SQ FT / 9 = 2892 SY. Applicant will apply 2889 SY of Chip and Seal (SINGLE) state cost code 3080 S1.00 / SY
1042DR4MG-12 PA-02-NY-4020-PW-04994 PA-02-NY-4020-State-0049(48)
Utilizing pre existing contract with the Schoharie County Department of Public Works and Boice Smith the applicant:
Site #1. Woodman Road
a). 40lf x 48in CMP Cross Culvert blockage was removed and culvert was cleared of stone and gravel
b). approximately 130lf x 3lf x 2lf of ditch cleaned of stone and gravel
c). approximately 130lf x 3lf x 1lf = 390cf / 27 = 14.4cy shoulder was filled and graded with 6.4cy of new stone fill and borrow stone fill
Site #2. Mountain Road
a). approximately 150lf x 2lf x 1lf = 150cf / 27 = 16.6cy of shoulder was filled and graded with 6.4cy of new stone fill and borrow stone fill
Site #3. Cripplebush Road
a). beginning at 42.73826 -74.33523 approximately 180lf x 18lf x .5lf = 1620cf / 27 = 60cy mud and silt was removed from the road surface
Site #4. Lape Road a rural road 18lf wide paved with asphalt
a). at 42.78270 -74.27085 20lf x 18in CMP driveway culvert was cleared of stone and gravel &am;;bp;
b). approximately 20lf x 3lf x 2.5lf = 150cf / 27 = 5.6cy area around the CMP was filled with approximately 5.6cy of borrow stone fill
c). approximately 20lf x 10lf X .5lf = 100cf / 27 = 3.7cy driveway area above CMP and was restored with approximately 3.7cy of borrow stone fill
d). approximately 50lf x 3lf x 2lf of ditch South of the culvert was cleaned
Site #5 Sprakers Road a rural road 18lf wide paved with asphalt
a). at 42.75850 -74.33463 18lf x 18in CMP driveway culvert was cleared of stone and gravel
b). approximately 18lf x 3lf x 1lf = 54cf / 27 = 2cy driveway area above CMP was restored with approximately 2cy of stone fill
c). approximately 75 x 3lf x 2lf ditch south of the culvert was cleaned

a). at 42.75870 -74.33485 18lf x 18in CMP driveway culvert was cleared of stone and gravel
b). approximately 18lf x 3lf x 1lf = 54cf / 27 = 2cy driveway area above CMP was restored with approximately 2cy of stone fill
c). approximately 75lf x 3lf x 2lf ditch south of the culvert was cleaned
a). at 42.75920 -74.33545 18lf x 18in CMP driveway culvert was cleared of stone and gravel
b). approximately 18lf x 3lf x 1lf = 54cf / 27 = 2cy driveway area above CMP was restored with approximately 2cy of stone fill
c). approximately 75lf x 3lf x 2lf ditch south of the culvert was cleaned
a). at 42.75953 -74.3387 18lf x 18in CMP driveway culvert was cleared of stone and gravel
b). approximately 18lf x 3lf x 1lf = 54cf / 27 = 2cy driveway area above CMP was restored with approximately 2cy of stone fill
c). approximately 75lf x 3lf x 2lf ditch south of the culvert was cleaned
a). at 42.76018 -74.33675 18lf x 18in CMP driveway culvert was cleared of stone and gravel
b). approximately 18lf x 3lf x 1lf = 54cf / 27 = 2cy driveway area above CMP was restored with approximately 2cy of borrow fill
c). approximately 75lf x 3lf x 2lf ditch south of the culvert was cleaned
1042DR4MH-12 PA-02-NY-4020-PW-05553 PA-02-NY-4020-State-0053(52)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to:
1. repair the damaged area of approximately 250LF x 200LF = 41,000SF with two (2) entrances of approximately 22LF x 90LF = 1,980SF x 2 = 3,980SF for a total of approximately 44,980SF to a depth of 4IN = 44,980SF x .33LF = 14,684CF / 27 = 549.76CY with Aggregate Surface Course (in place) state cost code 3011 $28.00CY.

Removal of 549.76 CY of debris-laden gravel at $5.25 per CY per FEMA cost code 1100.
1042DR4MI-12 PA-02-NY-4020-PW-05728 PA-02-NY-4020-State-0059(58)
Applicant, utilizing an existing contract with the Schoharie County Department of Public Works, will contract to repair the damaged area of 990 LF x 18 LF 17,820 SQ FT / 9 = 1980 SY to a depth of 4 IN. Applicant will:
1. Saw cut asphalt 2 @ 18 LF state cost code 3151 36.00/LF 2. Remove pavement for a distance of 990 LF x 18 LF 17,820 SQ FT / 9 = 1980 SY to a depth of 4 IN state cost code 3150 $5.00/SY 3. Scarify pavement for a distance of 990 LF x 18 LF 17,820 SQ FT / 9 = 1980 SY state cost code 3061 $2.00/SY 4. Apply bituminous concrete overlay for a distance of 99 18 LF 17,820 SQ FT / 9 = 1980 SY x 4 IN = 1790 SY/IN state cost code 3110 $3.54/ SY/IN
1042DR4MJ-12 PA-02-NY-4020-PW-05596 PA-02-NY-4020-State-0073(72) PA-02-NY-4020-State-0056(55)
Utilizing a pre-existing contract with the Schoharie County Department of Public Works, the applicant performed the following: 1. Approximately 8lf x 4lf x 2lf area on the north side of the headwall was filled with borrow fill 2. Approximately 8lf x 4lf x 2lf area on the south side of the headwall was filled with borrow fill 3. Installed 6 8in X 8in x 8lf wood beams on the north side of headwall 4. Installed 6 8in x 8in x 8lf wood beams on the south side of headwall 5. Cleared approximately 30lf X 12lf x 4lf of ditch
1042DR4MK-12 PA-02-NY-4020-PW-03972 PA-02-NY-4020-State-0116(116)
Applicant will contract work to replace asphalt roadway for: 1. 1539.27 LF x 18 LF = 27,706.86 SF (Priddle Road) 2. 571.53 LF x 18 LF = 10,287.54 SF (Memory Lane) Total dimension for replacement of asphalt, as listed on CEF is 37,995 SF = (27,706.86 SF + 10,287.54 SF) Depth of asphalt for CEF purposes is assumed to be 2 inches of binder layer covered with 2 inches of top coat. Prices are then calculated on a SF or SY basis. Applicant will contract work to reseal Priddle Road for: 3. 782.80 LF x 18 LF = 14,090.40 SF/9 = 1,565.60 SY (Listed on CEF as Fog Seal)
1042DR4ML-12 PA-02-NY-4020-PW-08905 PA-02-NY-4020-State-0116(116)
The Town of Esperance is served by Highway Superintendent Michelle Brust who carries out her duties without the benefit of a Highway Department. All work must be contracted and managed to remain within the limits of the Town Highway Budget.
The applicant contracted WILLIAM M. LARNED & SONS, INC., who performed the emergency repair.
WORK COMPLETED:
1. Contractor cleared assorted debris from road and piled it in the right of way for future removal by others.
2. Contractor graded roadbed for approximately 20 LF x 1741 LF.
3. Contractor placed geotextile fabric for approximately 20 LF x 1741 LF.
4. Contractor replaced road base material for approximately 20 LF x 1741 LF x 1.5 LF deep
5. Contractor covered base layer with a compacted surface of crushed stone approximately 20 LF x 1741 LF x .5 LF deep
1042DR4MM-12 PA-02-NY-4020-PW-03970 PA-02-NY-4020-State-0116(116)
Applicant will contract work to remove and replace asphalt roadway for: 1. 2777.05 LF x 18 LF = 49986.90 SF/9 = 5554.1 SY 2. 319.41 LF x 18 LF = 5749.38 SF/9 = 638.82 SY 3. 1629.39 LF x 18 LF = 29329.02 SF/9 = 3258.78 SY Total dimension for replacement of asphalt, as listed on CEF is 9452.00 SY = (5554.1 SY + 638.82 SY + 3258. 78 SY) Depth of asphalt for purpose of CEF estimate is assumed to consist of 2 inches of binder layer and 2 inches of top coat asphalt. Pricing is then calculated on a square yard basis
1042DR4NC-12 Upper Ragan Road PA-02-NY-4031-PW-01942 PA-02-NY-4031-State-0027(26)
All work was performed by Schoharie County DPW as required under contract with the Town of Esperance. Schoharie County DPW provides all labor, equipment, machinery and tools. The Town of Esperance is responsible for supplying materials. Term "applicant" shall be used, in the writing of this report, t idied work performed by the Schoharie County DPW.
Site1) Applicant;
1. excavated as necessary (approximately 40 LF x 4 LF x 4 LF) and replaced damaged culvert by installing 24 inch x 40 LF HDMP and backfilled using borrow fill.
2. replaced loss of headwall protection for 16 LF x 4 LF x 4 LF = 256 CF/27 = 9.48 CY x 1.4 Ton/CY = 13.3 Ton using medium stone fill.
3. placed Item F (Crusher Run) to temporarily repair road surface for 30 LF x 8 LF x .25 LF = 60 CF/27 = 2.22 CY x 1.4 Ton/CY = 3.11 Ton
Site 2.) Applicant;
1. excavated as necessary (approximately 30 LF x 2 LF x 2 LF) and replaced damaged 18inchx30LF HDMP driveway culvert and backfilled using borrow fill.
2. replaced loss of headwall protection for 12 LF x 2 LF x 2 LF = 48 CF/27 = 1.77 CY x 1.4 Ton/CY = 2.48 Ton using medium stone fill
3. placed Item F (Crusher Run) to repair driveway surface for approximately 30 LF x 6 LF x .25 LF = 45 CF/27 = 1.66 CY x 1.4 Ton/CY = 2.33 Ton
Site 3.) Applicant;
1. excavated as necessary (approximately 50 LF x 4 LF x 4LF) and replaced damaged cross culvert by installing 24 inch x 50 LF HDMP culvert and backfilled using borrow fill.
2. replaced loss of headwall protection for 10 LF x 3 LF x 3 LF = 90 CF/27 = 3.33 CY x 1.4 Ton/CY = 4.66 Ton using medium stone fill
3. replaced loss of headwall protection for 16 LF x 4 LF x 2 LF = 128CF/27 = 4.74 CY x 1.4 Ton/CY = 6.63 Ton using medium stone fill
4. placed Item F (Crusher Run) to temporarily repair road surface for 50 LF x 6 LF x .25 LF = 75 CF/27 = 2.777 CY x 1.4 Ton/CY = 3.89 Ton

Site 4.) Applicant;
1. excavated as necessary (approximately 50 LF x 4 LF x 4LF) and replaced damaged cross culvert by installing 24 inch x 50 LF HDMP culvert and backfilled using borrow fill.
2. replaced loss of headwall protection for 16 LF x 3 LF x 2 LF = 96CF/27 = 3.55 CY x 1.4 Ton/CY = 4.977 Ton
3. placed Item F (Crusher Run) to temporarily repair road surface for 50 LF x 6 LF x .25 LF = 75 CF/27 = 2.777 CY x 1.4 Ton/CY = 3.89 Ton
Site 5.) Shoulder erosion 200 LF x 2 LF x 4 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 200 LF x 2 LF x 4 LF = 1600 CF/27 = 59.259 CY x 1.4 Ton/CY = 82.96 Ton
Site 6.) Shoulder erosion 208 LF x 2 LF x 4 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 208 LF x 2 LF x 4 LF = 1664 CF/27 = 61.629 CY x 1.4 Ton/CY = 86.28 Ton
Site 7.) Shoulder erosion 72 LF x 5 LF x 4 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 72 LF x 5 LF x 4 LF = 1440 CF/27 = 53.333 CY x 1.4 Ton/CY = 74.666 Ton
Site 8.) Shoulder erosion 40 LF x 4 LF x 2 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 40 LF x 4 LF x 2 LF = 320 CF/27 = 11.851 CY x 1.4 Ton/CY = 16.592 Ton
Site 9.) Shoulder erosion 60 LF x 6 LF x 2 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 60 LF x 6 LF x 2 LF = 720 CF/27 = 26.666 CY x 1.4 Ton/CY = 37.333 Ton
Site 10.) Shoulder erosion 66 LF x 3 LFx 8 L b />1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 66 LF x 3 LF x 8 LF = 1584 CF/27 = 58.666 CY x 1.4 Ton/CY = 82.133 Ton
Site 11.) Shoulder erosion 138 LF x 6 LF x 2 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 138 LF x 6 LF x 2 LF = 1656 CF/27 = 61.333 CY x 1.4 Ton/CY = 85.866 Ton
Site 12.) Shoulder erosion 232 LF x 4 LF x 1.5 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 232 LF x 4 LF x 1.5 LF = 928 CF/27 = 34.37 CY x 1.4 Ton/CY = 48.118 Ton
Site 13.) Shoulder erosion 108 LFx5 LF x2 LF
1. Applicant reshaped shoulder and ditches and placed item F (crusher run) for 108 LF x 5 LF x 2 LF = 1080 CF/27 = 40 CY x 1.4 Ton/CY = 56 Ton
TOTAL TONAGE OF ITEM F (CRUSHER RUN) MATERIAL USED = 13.22 + 569.95 = 583.17 (Sites 1 - 4) = 3.11 + 2.33 + 3.89 + 3.89 = 13.22 Ton (Sites 5 - 9) = 82.96 + 86.28 + 74.666 + 16.592 + 37.333
+ 82.133 + 85.866 + 48.118 + 56 = 569.95 Ton
Total Purchased Tonnage of Item F + Crusher Run (same material) was 558.24 Ton. Difference explained by addition of some reclaimed material from the damage site being used again.
TOTAL TONNAGE OF MEDIUM STONE FILL USED (Headwall protection for sites 1 - 4) = 13.3 + 2.48 + 4.66 + 6.63 + 4.97 = approximately 32.04 Tons
Purchased weight = 31.69 Tons
i). at 42.76018 -74.33675 18LF x 18IN CMP driveway culvert was cleared of stone and gravel
j). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill

k). at 42.76018 -74.33675 18LF x 18IN CMP driveway culvert was cleared of stone and gravel
l). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill
1042DR4ND-12 Lape Road PA-02-NY-4031-PW-01752 PA-02-NY-4031-State-0025(24)
Utilizing a pre-existing contract with the Schoharie County Department of Public Works the applicant performed the following: Site#1: 1. 40LF x 18IN CMP culvert pipe was replaced with 40LF x 18IN CMP. 2. Approximately 40LF X 3LF X 2.5LF = 300CF / 27 = 11.11 CY area around CMP was filled with approximately 11.11 CY of stone fill. 3. Approximately 40LF X 12LF X .5LF = 240CF / 27 = 8.9 CY above CMP and driveway was restored with approximately 8.9 CY of stone fill 4. Approximately 100LF x 3LF of ditch North of the culvert was cleaned 5. Approximatelt 150LF x 3LF of ditch South of the culvert was cleaned. Site #2: 1. 40LF x 18IN CMP culvert pipe was replaced with 40LF x 18IN CMP. 2. Approximately 40LF X 3LF X 2.5LF = 300CF / 27 = 11.11 CY area around CMP was filled with approximately 11.11 CY of stone fill. 3. Approximately 40LF X 12LF X .5LF = 240CF / 27 = 8.9 CY driveway area above CMP was restored with approximately 8.9 CY of stone fill. 4. Approximately 100LF x 3LF of ditch South of the culvert was cleaned. The stone fill was purchased from Cobleskill Stone Products using normal procurement methods. The stone fill was billed directly to the applicant separately from the contract with the Schoharie County DPW.
1042DR4NE-12 Sprakers Rd, Mountain Rd, Cripplebush Rd PA-02-NY-4031-PW-01813 PA-02-NY-4031-State-0025(24)
Utilizing pre existing contracts with the Schoharie County Department of Public Works adoice Smith the applicant:
Site #1. Cripplebush Road,
a). beginning at 42.74122 -74.35222 area of approximately 100 LF x 2.5 LF x 1.5 LF = 375 CF / 27 = 13.88 CY of road shoulder was filled and graded approximately with 11.1 CY of new stone and borrow stone fill

Site #2. Mountain Road,
a). beginning at 42.77342 -74.27393 an 18 LF x 3 LF x .75 LF = 40.5 CF / 27 = 1.5 CY driveway area above the CMP culvert was restored with approximately 1.5 CY borrow stone fill.
b). approximately 20 LF x 3 LF x 2 LF of ditch south of the culvert was cleared of stone and gravel
Site #3 Sprakers Road
a). at 42.75850 -74.33463 18LF x 18IN CMP driveway culvert was cleared of stone and gravel
b). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill

c). at 42.75870 -74.33485 18LF x 18IN CMP driveway culvert was cleared of stone and gravel
d). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill e). at 42.75920 -74.33545 18LF x 18IN CMP driveway culvert was cleared of stone and gravel
f). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill g). at 42.75953 -74.3387 18LF x 18IN CMP driveway culvert was cleared of stone and gravel h). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill i). at 42.76018 -74.33675 18LF x 18IN CMP driveway culvert was cleared of stone and gravel j). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill k). at 42.76018 -74.33675 18LF x 18IN CMP driveway culvert was cleared of stone and gravel l). approximately 18LF x 4.5LF x 1.5LF = 121.5CF / 27 = 4.5CY driveway area above CMP was restored with approximately 4.5CY of stone fill
1042DR4NF-12 Lower Ragan Road PA-02-NY-4031-PW-01944 PA-02-NY-4031-State-0026(25)
All work was performed by Schoharie County DPW as required under contract with the Town of Esperance. Schoharie County DPW provides all labor, equipment, machinery and tools. The Town of Esperance is responsible for supplying materials. Term "applicant" shall be used, in the writing of this report, to indicated work performed by the Schoharie County DPW. Item F, (Crusher Run) used for repairs on this PW were taken from applicant's stock located at Rte 30 A, Sloansville, Transfer Site and replacement costs are determined using rates from the usual supplier for the Town and County, Cobleskill Stone Products, Howes Cave Plant. Applicant contracted all repair work to Schoharie County DPW, per existing contract. Materials provided at apllicant's expense with all
labor and equipment provided by Schoharie County DPW. Damaged facility (Ragan Road) was returned to predisaster condition. No
Mitigation.
All work performed is referenced to same numbers indicated in Damage Description;
1. Applicant placed Item F fill for 300 LF x 6 LF x 2 LF = 3600 CF/27 = 133.33 CY x 1.4 Ton/CY = 186 Ton 2. Applicant placed Item F fill for 60 LF x 6 LF x 1 LF = 360 CF/27 = 13.33 CY x 1.4 Ton/CY = 18.6 Ton 3. Applicant excavated and replaced plugged/damaged culvert, 18 in x 50 LF, Plastic, by excavating and backfilling with Item F fill for 50 LF x 5 LF x 3 LF = 750 CF/27 = 27.7 CY x 1.4 Ton/CY = 38.78 Ton Also replaced 15 in x 30 LF plastic culvert and backfilled with Item F for 30 LF x 4 LF x 2 LF = 240 CF/27 = 8.88 CY x 1.4 TOn/CY = 12.43 Ton 5. Applicant placed and shaped Item F fill for 150 LF x 3 LF x 2 LF = 900 CF/27 = 33.33 CY x 1.4 Ton/CY = 46.67 Ton 6. Applicant performed ditching required to re shape drainage ditches. 7. Applicant placed Item F fill to repair washout for 40 LF x 16 LF x 1 LF = 640 CF/27 = 23.70 CY x 1.4 Ton/CY = 33.18 Ton 8. Applicant placed Item F fill to repair washout for 50 LF x 14 LF x 4 LF = 2800 CF/27 = 103.70 CY x 1.4 Ton/CY = 145 Ton Applicant placed Item F fill to repair shoulder erosion for 300 LF x 6 LF x 4 LF = 7200 CF/27 = 266.66 CT x 1.4 Ton/CY = 373.33 Ton 10. Applicant placed Item F fill to repair shoulder erosion for 100 LF x 12 LF x 4 LF = 4800 CF/27 = 177.77 CY x 1.4 Ton/CY = 248.88 Ton Total material use = 186 + 18.6 + 38.78 + 12.43 + 46.67 + 33.18 + 145 + 373.33 + 248.88 = 1102.87 Ton Item F @ $6.50 Ton = $7168.66 Also, 1. 50 LF x 18 inch plastic culvert pipe to replace that taken from County stock, from supplier, Chemung Pipe, @ $9.77 LF = $488.50 2. 30 LF x 15 inch plastic culvert pipe to replace that taken from County stock, from supplier, Chemung Pipe @ $6.59 LF = $197.70

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	927	1116	2043	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR431C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Fulton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$186,728.27
Total Budget	$0.00	$186,728.27
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4FX-12 Debris Removal PA-02-NY-4020-PW-01921 PA-02-NY-4020-State-0032(30)
To supplement available FA construction equipment, the Applicant rented a John Deere rubber-tired frontend loader for a month, at a cost of $4,230.00 (including delivery/pickup and taxes). The loader was used at numerous sites during the rental period by various FA operators to remove/push debris from roadways, level eroded shoulder surfaces, and redistribute aggregate and larger rock fill. No equipment records of specific locations or operators were maintained in the field. (Labor hours are accounted for in totals reported for various sites in subsequent project worksheets
1042DR4FY-12 Road and shoulder damage PA-02-NY-4020-PW-01626 PA-02-NY-4020-State-0032(30)
Following the storm, the Applicant used FA labor and equipment to repair damaged roads, remove vegetative and rock debris from road surfaces, and cordon-off areas unsafe for vehicular travel. Due to the number of sites requiring attention, the Applicant acquired the services of a local contractor (Charles Shaul Development Corporation) to augment FA resources in responding to flood-related damages. The contractor worked 136 hours (at $125.00 per hour, including labor and equipment) during the period 8-29-11 through 9-10-11, for a total cost of $17,000.00. WORK ACTIVITIES included: general road surface repairs; clearing culvert inlets/outlets; cleaning/reshaping ditches; cutting and removing trees off roadways (incidental to current project – did not warrant a Category A, Debris, project worksheet); retrieving and resetting a 40-FT long X 6-FT high/9-FT wide arch (squash) culvert that had been dislodged by floodwaters; replacing two additional 40-FT long X 6-FT high/9-FT wide squash culverts at other locations; backfilling eroded areas; and repositioning large stackable rip rap at inlet/outlet ends of culverts. NOTE: The Applicant hired Shaul because he had periodically worked for the Applicant in the past and his billing was determined to be accurate and reasonable. Also, the Applicant needed a rapid response so that road damages could be addressed expediently.
1042DR4FZ-12 Bidwell Road PA-02-NY-4020-PW-02090 PA-02-NY-4020-State-0054(53)

The Applicant used FA labor and equipment to remove extraneous rock debris from the road surface, and repair/replace eroded aggregate on Bidwell Road. The roadway was initially graded to fill gullies and low spots, and reduce the height of remaining high areas. A layer of crusher run - thickness varied – was applied to establish a winter driving surface. (See PROJECT NOTE 1) A total of 60 CY of new material was used for the repair. LABOR = 16 HRs, at a cost of $469.16. EQUIPMENT = 16 HRs, at a cost of $636.00. MATERIAL = 60 TN of crusher run, for a total cost of $390.00. PROJECT NOTE 1: The entire 581-LF section will have an O&S layer applied
WORK COMPLETED – The repaired 581-LF portion of Bidwell Road currently has a well-compacted top layer of crusher run. When weather permits, the section will have a double layer of O&S topping applied. Incurred costs are estimated to be: AREAS TO BE SEALED: 1.) 581 LF long (total road surface scoured) X 16 FT wide = 9,296 SF / 9 SF/SY = 1,033 SY. VOLUME OF STONE TOPPING = 1,033 SY X 9 SF/SY = 9,297 SF X 0.042 FT (1/2-IN thickness of screened stone) = 390.5 CF X 2 (double layer) = 781 CF / 27 CF/CY = 29 CY. PROJECT NOTE 2: The O&ampampampS road topping technique is commonly used in lieu of asphalt pavement on rural roadways. It yields a coherent driving surface at a significantly-reduced cost per mile. The O&S operation consists of the following steps: A.) PREPARE the crushed stone road surface; B.) SPRAY a layer of “light” oil (a petroleum-based product) on the sub-base surface; C.) USE a distributor to spread a thin layer of washed, screened (up to 3/8-IN), washed aggregate onto the oil layer while it is still tacky. D.) APPLY a second layer, which is referred to as a “double seal” application. Industry standards cite material requirements as being 0.4 gallons/SY (single seal) and 1.1 gallons/SY (double seal). The Applicant stated that cost of oil was $2.85/gallon, as of August 2011.
1042DR4GA-12 Heathen Creek Road PA-02-NY-4020-PW-02408 PA-02-NY-4020-State-0054(53)
Following the storm, the Applicant used FA labor and equipment; a contractor with a dozer; and assistance from the Schoharie County Highway Department to repair the three sites along Heathen Creek Road. Specifically: SITE 1 (REPAIR – 9-9-11): Road repairs involved spreading 20 TN of crusher run aggregate on the road surface at Site 1, along with placing 3 TN of canal stone (equivalent to light stone fill) on the shoulder/embankment. The Applicant used a rental front-end loader to distribute the aggregate. (NOTE 1: Cost of the loader rental is addressed in PW 2782602.) LABOR = 4 HRs, at a cost of $127.94; EQUIPMENT = 2 HRs, at a cost of $210.00; MATERIAL = $157.00 (20 TN - crusher run X $6.50/TN = $130.00; 3 TN - canal stone X $9.00/TN = $27.00). SITE 2: Schoharie County Highway Department repaired road and embankment damages along with supplying replacement aggregate fill. The Applicant provided 100.87 TN of stackable rip rap on 9-27- & 9-28-11, at cost of $2,773.93 (100.87 TN X $27.50/TN - rip rap (material = $20.00/TN + $7.50/TN delivery charge due to potential truck damage caused by excessive weight and size of individual pieces) to rebuild the head- and tail-walls. The Applicant stated that the town was not charged for work provided by the Schoharie County Highway Department. SITE 3 (REPAIRS – 9-27- & 9-28-11): The Applicant authorized a contractor, Veley Contracting, Inc. (Veley), to perform work at Site 3. The contractor used a D4 dozer to restore the road surface, using on-site rock material. No additional stone products were provided to the site. The Veley contract = $675.00 (5 HRs X $135.00/HR, inclusive of labor, equipment, and mobilization-demobilization). (NOTE 2: Veley’s original estimate was $800.00, compared to the actual cost of $675.00.) SITES 1 AND 2 – FOLLOW-UP REPAIRS – On 11-2-, 11-3-, 11-9-, and 11-14-11, the Applicant used FA labor and equipment to spread 265.61 TN (265.61 TN / 1.5 TN/CY = 177 CY) of crusher run aggregate on damaged sections of Heathen Hollow Road associated with Sites 1 and 2. The actual locations were selected in the field by the grader operator as he spread the road topping; therefore, no individual quantity records or GPS coordinates were noted. The average depth of replacement was 4-IN although some areas required additional material. In many locations, road aggregate was spread over damaged shoulders or pushed onto affected embankments for stabilization. Labor = 23 HRs, at a cost of $665.16; equipment = 23 HRs, at a cost of $2,100.00; material = 265.61 TN, at cost of $1,72647(25.61 TN X $6.50/TN).
1042DR4GB-12 Fulton Hill Road PPA-02-NY-4020-PW-02101 PA-02-NY-4020-State-0054(53)
Following the storm, the Applicant initially used a contractor to open plugged cross culverts and remove obstructions in ditches that would divert further storm run-off onto road surfaces. (See PROJECT NOTE 1.) Road and ditch damages associated with Sites 1 and 2 were repaired on October 24, 2011, and November 1, 2011, respectively. 1.) SITE 1: FA labor and equipment placed light stone fill (LSF) in eroded areas along the shoulder, and embankment around the culvert, and lined the bottom of damaged ditch segments (dimensions not available). The affected road surface was graded to level low spots and fill gullies, followed by placement of a layer of crusher run aggregate, where needed (approximate dimensions = 485-FT long X 18-FT wide X 0.25-FT thick = 2,182.5 CF / 27 CF/CY = 80.8 CY. (PROJECT NOTE 2: A total of 110 CY of crusher run was used on this section of road surface. The balance (110 CY – 80.8 CY =) 29.2 CY of crusher run was pushed onto the shoulders and embankments as the aggregate was leveled to grade.) 2.) SITE 2: Eroded surface areas in the 0.19 Mile long (1003-LF) section of road surface were leveled with a road grader. In addition, 44 tons of crusher run were used to fill low spots. Repairs were made as needed (i.e., the grader operator did not note exact locations or material quantities used; therefore, dimensions are not available). For the two sites, labor = 18 HRs, for a cost of $517.24; equipment = 18 HRs, for a cost of $1,486.00; and cost of material = $1,226.00.
1042DR4GC-12 Intersection of Mallon Road with Pleasant Valley Road PA-02-NY-4020-PW-05238 PA-02-NY-4020-State-0054(53)
The Applicant used a contractor, already on-site making town-wide repairs to roads and ditches (see PW 7207001) to spread 16 CY (24 TN) of crusher run (supplied by the T/O Fulton) on the road surface for temporary repairs. Due to the magnitude of work required to replace the culvert and stabilize the adjacent embankments, and the expediency required for public safety, the Applicant awarded an emergency contract to James H. Maloy, Inc. (Maloy), Loudonville, NY, for pipe replacement; to rebuild embankment; to re-armor creek channel slopes; etc. (See section 3-S below for specific activities performed by Maloy.) The Applicant furnished pipe stock and rock products

(delivered from area quarries). SPECIFIC dates, project quantities and costs, and activities included: (1-S) 8-31-11 – The Applicant used FA labor and equipment to haul 1 load – 16 CU (24 TN) of crusher run to Mallon Road. Costs: labor = 2 HRs, for a cost of $56.18; equipment = 2 HRs, for cost of $210.00; materials = 24 TN (crusher run) X $6.50/TN (taken from stock-pile) = $156.00. Aggregate was spread by contractor (Shaul) already working for Applicant performing emergency storm-related recovery tasks. (2-S) 9-26-11 – The Applicant used FA labor and equipment to haul the 40-FT long, replacement CMP (see PROJECT NOTE 2) to the job site. Costs: labor = 4 HRs, for a cost of $112.36; equipment = 2 HRs (tandem dump truck) and 2 HRs (equipment trailer), for cost of $230.50. --PROJECT NOTE 2: To increase channel flow in the event of future flooding, the Applicant replaced the 8-FT plate steel circular pipe with a 128-IN wide X 83-IN 10-GA arch (squash) CMP. For replacement to pre-disaster pricing, cost of an 8-FT diameter CPi used. Plate steel (former boiler vessel tubes) pipes were commonly used as culverts in the past. Current construction practices use CMP stock. (It would be difficult to determine an accurate pricing schedule for current replacement plate steel pipe.) Also, the damaged 18-IN X 60-FT long CMP cross culvert was replaced with an 18-IN diameter X 60-FT long high density polyethylene (HDPE) pipe. For pre-disaster cost calculations, pricing for an 18-IN CMP is included. Costs of using substitute pipe stock are addressed as mitigation projects on the attached hazard mitigation proposal (HMP).-- (3-S) 9-27/10-7-11 – Maloy performed the following tasks:
- (A) Excavated/removed remaining portion of steel plate culvert; - (B) Prepared base (bedding) material for new pipe; -(C) Installed 8-FT diameter circular CMP and band/coupling (see PROJECT NOTE 2); - (D) Installed 18-IN CMP cross drainage culvert and bands/couplings (see PROJECT NOTE 2); - (E) Backfilled around replacement pipes; - (F) Rebuilt head-, tail-, and wing-walls using stackable stone; - (G) Rebuilt embankments and re-armored repaired slopes with rip rap and medium stone fill; - (H) Resurfaced excavated portion of road surface using crusher run aggregate; and - (I) Installed miscellaneous ditching. (4-S) The total cost of contractor services was $34,911.72. The Applicant awarded the contract to Maloy, a local contractor, through expediency, and the necessity of having to reopen Mallon Road in a safe condition as soon as practical. Due to the wide-spread range of damages, the availability of area contractors was limited. (5-S) THE APPLICANT furnished materials totaling $22,647.90, which included: - (J) 96-IN diameter X 40-long, 10-GA CMP = 40-FT X $186.37/FT = $7,454.80 (telephone quote) (see PROJECT NOTE 2); - (K) 96-IN diameter galvanized steel band/coupler = 1-EA X $559.11 (telephone quote) (see PROJECT NOTE 2); - (L) 18-IN diameter CMP pipe – 60-FT X $12.40/FT = $744.00 (see PROJECT NOTE 2); - (M) 18-IN diameter galvanized steel band/coupler – 3-EA X $12.40 = $37.20 (see PROJECT NOTE 2); -(N) Crusher run aggregate – 396.99 TN X $12.05/TN (delivered to job site) = $4,783.74 (NOTE: Included repair of 40-FT long X 8-FT wide X 12-FT high (section of downstream embankment) = 3,840 CF / 27 CF/CY = 142.2 CY X 1.5 TN/CY = 213.3 TN); - (O) No. 3 stone – 23.63 TN X $13.15/TN (delivered to job site) = $310.73; -(P) Medium stone fill – 408.09 TN X $15.20/TN (delivered to job site) = $6,203.04 (NOTE: Both upstream and downstream channels – approximate areas = (12-FT slope X 2 = 24 FT + 36-FT channel bottom - merged around rip rap =) 60 FT wide X 40-FT long = 2,400 SF X 1.5-FT thick (deep) = 3,600 CF X 2 sides = 7,200 CF / 27 CF/CY = 266.7 CY X 1.5 TN/CY = 400 TN); -(Q) Heavy stone fill (rip rap) – 51.78 TN X $15.70/TN (delivered to job site) = $812.95 (NOTE: 12-FT slope X 2 slopes = 24-FT + 8-FT channel bottom = 32-FT wide X 10-FT long = 320 SF X 2 sides (upstream/downstream) = 640 SF X 1.5-FT thick (deep) = 960-CF / 27 CF/CY = 35.6 CY X 1.5 TN/CY = 53.4 TN); and -(R) Stackable stone fill – 62.9 TN X $27.70/TN (delivered to job site) = $1,742.33. (Per PROJECT NOTE 1, each stackable block = 12 SF surface area, and weighs 2 TN; therefore - 62.9 TN / 1.5 TN/CY = 42 CY; 42 CY / 1.33 CY/block = 32 (31.5) blocks – estimated total of blocks used = 32 to 34, depending on irregular dimensions. (Basis for wall area calculation = (estimated wall dimensions = head-/tail-walls (each) = 10-FT high X 12-FT wide = 120 SF X 2 walls = 240 FT minus 116 SF (area of 8-FT diameter pipe = 58 SF X 2 sides = 116 FT) = 124 SF (wall surface area, both walls) / 12 SF/block = 10 blocks; (b) each wing wall = 8-FT long X 9-FT high = 72 SF (wall surface area) / 12 SF/block = 6 blocks X 4 wing-walls = 24 stackable blocks.) As a result of shoulder/embankment erosion and culvert replacement activities, 130-LF of galvanized steel guide rail and posts (based on used guide rail lying on the road shoulder, upslope from the repair site) were removed for construction access. The railing will need to be replaced at the intersection of Mallon Road with Pleasant Valley Road. Estimated cost, using FEMA cost code 3410 (Guard rail steel plate beam = $15.00/LF) is $1,950.00 (130-LF X $15.00/LF).
1042DR4GD-12 Cemetery Road PA-02-NY-4020-PW-02178 PA-02-NY-4020-State-0054(53)
The Applicant used FA labor and equipment to repairs to the 0.3 mile section of Cemetery Road. The road surface was graded to fill in gullies and low spots. Deep spots in the ditch channel were filled with on-site material and lined with light stone fill (LSF). Sections of the ditch that had been filled in were reshaped using a backhoe, and lined with LSF, where necessary. LABOR = 71 HRs, at a cost of $2,012.42. EQUIPMENT = 71 HRs, at a cost of $3,231.00. (PROJECT NOTE 1: A rented front-end loader was used for 2 HRs. The cost of the rental is included in project worksheet (PW) 2782602; therefore, this equipment charge is omitted from the equipment total.) MATERIAL = 145.61 TN LSF and 90 TN crusher run, for a total cost of $1,895.49.
1042DR4GE-12 Boucks Hollow Road PA-02-NY-4020-PW-03348 PA-02-NY-4020-State-0054(53)
The Applicant used FA labor and equipment to make repairs to the various sites along Boucks Hollow Road: REPAIRS: 9-22-11 – (A) installed a replacement 18-IN diameter high density polyethylene pipe (HDPE) X 20-FT long; (B) filled various eroded sites (lines 1 through 5, in DDD) with 113.69 TN of embankment fill (larger-sized particles than crusher run aggregate), and (C) covered the exposed section of bedrock (referred to in line 6, DDD) with 18 TN of crusher run aggregate. REPAIRS: 9-23- and 9-24-11 – The Applicant used a dozer to level/reshape roughened portions of the upper end of Boucks Hollow Road, which included gathering deposits of eroded debris for use as road/embankment fill. COSTS = $3,748.10 (labor = 26 HRs (8 HRs were overtime), for a cost of 752.29; equipment = 26 HRs, for a cost of $1,692; and materials = $1,303.81 (HDPE pipe, embankment aggregate, and

crusher run aggregate). WORK COMPLETED – The Applicant will apply a 3-IN top layer of crusher run aggregate over a 600-FT section of the upper portion of Boucks Hollow Road.
1042DR4GF-12 Redling Road PA-02-NY-4020-PW-02404 PA-02-NY-4020-State-0054(53)
The Applicant used FA labor and equipment on August 30, 2011, September 6, 2011, and October 3 and 4, 2011, to repair the 2 eroded areas along Redling Road (i.e., next to the concrete box culvert and at the steel pipe culvert washout). Labor = 23 HRs, at a cost of $632.18. Equipment used = 23 HRs, for a cost of $1,642.00. Materials = 60 CY of crusher run aggregate, and 20 CY of light stone fill, for a cost of $570.00. Total cost of completed repairs = $2,844.18. When weather permits, a 2-IN thick layer of bituminous cold patcwill be applied over the concrete culvert deck. Estimated cost (calculated based on FEMA cost code 3100, Bituminous Cold Patch, at $5.30/SY/IN) = 51-FT long X 22-FT wide = 1,122 SF / 9 SF/SY = 124.7 SY X 2 = 250 (249.4) SY/IN X $5.30/SY/IN = $1,325.00.
1042DR4GG-12 Spur Road PA-02-NY-4020-PW-04741 PA-02-NY-4020-State-0054(53)
Due to the amount of damage along Spur Road and the need to reopen it, the Applicant solicited the services of a local contractor (Edward V. Nadeau and Sons, Inc., Cobleskill, NY 12043) to make repairs. Three quotes were not obtained due to the urgency to start repairs and the availability of area contractors. The contractor performed the following services/activities at a cost of $5,800.00: (1) Excavated/reshaped partially-filled creek channel; (2) Backfilled roadway to grade; (3) Removed old steel pipe, prepared base material for new pipe; (4) Installed replacement 5-FT diameter X 30-FT long; (5) Backfilled around new pipe; and (6) Completed miscellaneous ditching, slope armoring, etc. THE APPLICANT furnished crusher run aggregate, and pipe and band/coupling for use by the contractor. Dimensions and quantity of aggregate = 174 TN / 1.5 TN/CY = 116 CY. Aggregate cost = 174 TN X $6.50/TN = $1,131.00. (D) REPLACEMENT quantities of aggregate: 1.) Eroded section of road above pipe = 12-FT long X 24-FT wide X 3-FT deep = 864 CF / 27 CF/CY = 32 CY; 2.) Quantity of road sub-base material excavated to allow pipe installation = 8-FT long X 24-FT wide X 4-FT deep = 768 CF / 27 CF/CY = 28.4 CY; 3.) Volume of 5-FT diameter pipe = 30-IN (r) X 30-IN (r) X 3.1416 (pi) = 2,827.4 SQ IN / 144 SQ IN/SF = 19.6 SF X 24-FT long (length of pipe actually buried) = 470.4 CF / 27 CF/CY = 17.4 CY; 4.) Therefore, volume of aggregate used to seat and backfill around replacement pipe = 60.4 CY (32 CY + 28.4 CY) minus 17.4 CY (volume of pipe) = 43 CY. (E) SUMMARY: The Applicant furnished crusher run aggregate to (fill-in eroded section at cross culvert, and reseat/backfill around replacement pipe =) 43 CY + (restore road surface material that was scoured through sheet erosion = 165-FT long X 24-FT wide X 0.5-FT deep = 1,980 CF / 27 CF/CY=) 73.3 CY. Total quantity of replacement aggregate = 116.3 CY (43 CY + 73.3 CY). (F) APPLICANT COSTS for transport of aggregate from stock-pile, contractor support, and materials included: FA labor = $217.36; FA equipment = $630.00; and total materials = $3,862.16 (including crusher run aggregate). PROJECT NOTE 1: The Applicant used a 5-FT diameter HDPE pipe and band/coupling to replace the existing damaged CMP. For purposes of in-kind replacement to pre-existing conditions, CMP unit costs are used to calculate total project costs. The CMP versus HDPE pipe costs are compared in the attached hazard mitigation proposal (HMP).
1042DR4GH-12 Patria Road PA-02-NY-4020-PW-02389 PA-02-NY-4020-State-0054(53)
The Applicant used FA labor and equipment to: 1.) 9-7-11 - Remove the berm, using suitable debris to fill/restore the eroded roadway surface. Labor = 8 HRs, at a cost of $185.36; and equipment (backhoe and single-axle dump truck) = 8 HRs, at a cost of $312.00. No material cost. 2.) 11-1- and 11-2-11 – Cleanout/reshape 152-LF or more of ditch channel. (See PROJECT NOTE 1.) Labor = 26 HRs, at a cost of $730.34; and equipment (backhoe and single-axle dump truck) = 26 HRs, at a cost of $1,014.00. No material cost. WORK COMPLETED (Estimated cost = $2,611.35) atria Road has an oil and stone (O&S) surface. The repaired section currently consists of well-compacted crushed stone aggregate. The Applicant stated that the entire damaged portion of road surface needs to be re-sealed with O&S topping. 3.) AREA TO BE SEALED: 152-LF long X 18 FT wide = 2,736 SF / 9 SF/SY = 304 SY. 4.) SURFACE PREPARATION: To prepare the 152-LF portion of Patria Road, the Applicant will: (A) roughen the entire section of road surface using rake tines attached to the road grader. Estimated costs are: labor = 4 HRs, at cost of $121.24; equipment = 4 HRs (grader, road – CC8332, at $70.00/HR) = $280.00; (B) the roughened surface will then be re-compacted using a drum roller prior to applying O&S topping. Estimated costs are: labor = 4 HRs X $30.31/HR = $121.24; equipment = 2 HRs each: roller, drum – CC8222 - $25.00/HR ($50.00); single-axle dump truck – CC8721 - $45.00/HR ($90.00); and equipment trailer – CC8600 - $10.25/HR ($20.50), at an estimated cost of $160.50. (See PROJECT NOTE 2) 5.) VOLUME OF STONE AGGREGATE = 304 SY X 9 SF/SY = 2,736 SF X 0.042 FT (1/2-IN thickness of screened stone) = 114.9 CF / 27 CF/CY = 4.3 CY X 2 (double layer) = 9 (8.6) CY. 6.) ESTIMATED O&S COSTS: (A) Oil = 304 SY X 1.1 GAL/SY = 334.4 GAL X $2.85 / GAL = $953.04; (B) Rock topping = 9 CY X 1.5 T/CY = 13.5 TN X $6.50/TN = $87.75; (C) FA labor (trucking and rock distributor) = 3 equipment operators X 6 HRs = 18 HRs X $30.31/HR (with fringe benefits) = $545.58; FA equipment = 1 dump truck (single axle) X 6 HR X $45.00/HR = $270.00; 1 asphalt distributor (CC 8580, or equal) = $12.00/HR X 6 HRs = $72.00 – total equipment cost = $342.00. Costs include site mobilization, transporting rock and oil, etc. (See PROJECT NOTE 3) 7.) SUMMARY – TOTAL O&S COSTS: $1,928.37 (bulk oil = $953.04 + screened rock = $87.75 + FA labor = $545.58 + FA equipment = $342.00). Unit cost = $6.34/SY ($1,928.37 / 304 SY = $6.34/SY). PROJECT NOTE 2: Equipment hours exceed labor hours because an employee will use a dump truck and equipment trailer to transport a vibratory drum compactor/roller to the job site. The truck and trailer will each be used for 2 hours and then placed on standby status (not eligible for funding) while the roller is used for aggregate compaction. PROJECT NOTE 3: The O&S road topping technique is commonly used in lieu of asphalt pavement on rural roadways. It yields a coherent driving surface at a significantly-reduced cost per mile. The O&S operation consists of the following steps: (A) PREPARE the crushed stone road surface; (B) SPRAY a layer of “light” oil (a petroleum-based product) on the sub-base surface; (C) USE a distributor to spread a thin layer of washed, screened (up to 3/8-IN), washed aggregate onto the oil layer while it is still tacky. (D) APPLY a second layer, which is referred to as a “double seal” application.

Industry standards cite material requirements as being 0.4 gallons/SY (single seal) and 1.1 gallons/SY (double seal). Stated cost of “light” oil was $2.85/gallon, as of August 2011.
1042DR4GI-12 Hard Scrabble Road PA-02-NY-4020-PW-05246 PA-02-NY-4020-State-0056(55)
The Applicant used FA labor and equipment to make various repairs to Hard Scrabble Road. SPECIFIC dates, project quantities, and activities included:(G) 9-6-11: Used front-end loader to collect on-site rock debris (creek channel) to rebuild embankmnt/shoulder – Site 1, and remove the bulk of the debris on road surfaces – Sites 1 and 2; used tri-axle and single-axle dump trucks to haul debris rock fill to the eroded embankment site. Labor and equipment = 9 HRs each. (H) 9-15-11: Used single-axle dump truck to haul 10 TN (6.7 CY) of crusher run – to fill large hole and spread, as needed – Site 2 (5-FT long X 4-FT wide X 3-FT deep = 2.2 CY), and Site 3 - gullies/ruts. Labor and equipment = 2 HRs each; materials = 10 TN of crusher run aggregate. (I) 9-22-11: Used tri-axle dump truck (1 HR) to haul rock debris collected on-site and dozer (2 HRs) to reconfigure eroded areas – Site 3. Labor and equipment = 3 HRs each. (J) 9-23-11: Used dozer to spread gravel bars (approximate dimensions = 400-FT long X 3-FT wide X 1.5-FT deep = 66.7 CY - see Section E, above) and reshape eroded gravel portion surface of Hard Scrabble Road (Site 3). Labor (OT) and equipment = 6 HRs each. (K) 11-18-11: Used backhoe loader to reshape (clean-out) 394-LF of filled-in ditch and place 10 TN of light stone fill (LSF) in the bottom of approximately 60-LF of ditch channel that appeared to be at risk for further erosion (60-FT long X 4-FT wide X 0.75 FT thick = 180 CY / 27 CF/CY = 6.7 CY X 1.5 TN/CY = 10 TN); and used single axle dump truck to haul excavated spoils away from Site 2 and transport 10 TN of LSF to line the ditch. Labor and equipment = 16 HRs each; material 10 TN LSF. (L) 11-21-11: Used backhoe loader to reshape (clean-out) up to 400-LF of filled-in ditch and place 23.66 TN (delivered from quarry) LSF in the bottom of approximately 140-LF of ditch channel that appeared to be at risk for further erosion (140-FT long X 4-FT wide X 0.75 FT thick = 420 CY / 27 CF/CY = 15.6 CY X 1.5 TN/CY = 23.4 TN), and spread 10 TN of crusher run over eroded/low spots on gravel portion of Hard Scrabble Road (repairs were made in the field, therefore, dimensions not available); used single-axle dump truck to haul excavated spoils away from Site 3 ; and used tri-axle dump truck to haul 10 TN of crusher run to Site 3. Labor and equipment = 18 HRs each; material = 23.66 TN LSF and 10 TN crusher run. (M) 11-22-11: Used backhoe loader to reshape (clean-out) up to 286-LF of filled-in ditch and spread 10 TN of crusher run eroded/low spots over portions of gravel road (repairs were made in the field, therefore, dimensions not available) – Site 3; used single axle dump truck to haul excavated spoils away from haul 10 TN of crusher run to Site 3 to fill in eroded/low spots. Labor and equipment = 10 HRs each; material = 10 TN crusher run. SUMMARY OF COSTS (WORK COMPLETED): Labor =$1,797.15; equipment = $2,969.00; and material = $497.94. Erosion of the large hole along Hard Scrabble Road, referred to in Site 2, Line item C (above), damaged the asphalt pavement. The area will need to be prepared by using a rock saw to cut straight edges. The estimated area to be repaved is 20-FT long X 12-FT wide = 240 SF / 9 FT/SY = 27 SY (26.7) X 3-IN thick. FEMA cost code 3110, “Bituminous concrete overlay,” lists a price of $2.00/SY/IN (thick); therefore, the cost of repaving = 27 SY/IN-layers X 3-IN layers = 81 SY X $2.00/SY = $162.00. (NOTE: This paving activity may be combined with other town-wide paving projects for better unit prices.)
1042DR4GJ-12 Boucks Hollow Road PA-02-NY-4020-PW-07376 PA-02-NY-4020-State-0092(91)
The Applicant used FA labor and equipment to make repais to the sites along Boucks Hollow Road: REPAIRS: 4-16-12 – The Applicant installed a 12-IN diameter X 20-FT long high density polyethylene (HDPE) pipe under Boucks Hollow Road to replace the damaged CMP. (NOTE 2: Although the replacement pipe consisted of HDPE (cost = 20 FT X $4.40/LF = $88.00), the cost included in the PW is for a CMP (20 FT X $9.08/LF = $181.60 – replacement in-kind). Material and cost adjustments will be included as a hazard mitigation proposal (HMP). REPAIRS: 4-16-12 through 4-19-12 – The Applicant used FA labor and equipment to: clean-out/reshape filled-in ditches and fill-in portions that had been widened and/or deepened by erosion along a 0.19 MI section of Boucks Hollow Road; and spread a 3-IN thick layer (average) of crusher run aggregate on 202 LF of road surface (202 FT long X 16 FT wide (includes some shoulder area) X 0.25 FT thick = 808 CF / 27 CF/CY = 30 (29.2) CY X 1.5 TN/CY = 45 TN X $6.50/TN = $292.50. PROJECT COSTS = $3,930.09 (labor = 55 HRs, for a cost of $1,244.99; equipment = 55 HRs, for a cost of $2,211.00; and materials = $474.10 (CMP and crusher run aggregate).
1042DR4GK-12 Pleasant Valley Road Bridge Replacement PA-02-NY-4020-PW-06247 PA-02-NY-4020-State-0116(116)
(PROJECT NOTE 1: Pleasant Valley Road is well traveled. The Applicant needed to restore traffic as soon as possible. He awarded an emergency contract to James H. Malory, Inc., Loudonville, NY, in the amount of $44,125.79 to: (D) remove the existing damaged bridge components; (E) install a 12-FT (171-IN X 100-IN) arch CMP; and (F) build stacked-stone head-, tail-, and wing-walls. The Applicant supplied all rock products, and the CMP and band/coupling, for a combined material cost of $40,591.24. Using an arch pipe culvert is different from restoring the bridge in-kind, and is addressed on project worksheet (PW) 2782613 as a Category B project. The reason for replacement of the 12-FT arch pipe with a permanent bridge is: (1) the flow profile of the previous bridge was 180 SF; (2) the cross-sectional area of the 12-FT arch pipe is 93.3 SF; (3) a hydraulic study prepared by the Schoharie County Soil and Water Conservation District of the Pleasant Valley Creek watershed and flow capacity at Site 2 indicated that the flow path should have an area of 207 SF. The hydraulic study is attached.) Based on the Applicant’s description of the demolished bridge, a cost estimate, referred to as a shoulder break estimate (see PROJECT NOTE 2), was developed (worksheet attached). The estimated cost of bridge replacement is $137,350.00. The Applicant will solicit bids from engineering companies for bridge design and plans, and contractors for construction. (PROJECT NOTE 2: The shoulder break method was developed by the NYSDOT as a guidance for estimating preliminary costs of new and replacement bridges by compiling averages of actual costs for the various components/activities in constructing a bridge, both direct and indirect. Simplistically, the method uses the sum of the bottom distance (between abutments) plus both shoulder breaks (i.e., twice the height of each abutment) X the

deck width (including allowances for shoulders, guide rails, etc.) to obtain the shoulder break area (outward, beyond the abutments) X a bridge cost factor per SF (based on basic cost components that are DOT region-specific) + such variables as foundation type, dewatering, stage construction, and miscellaneous costs.) During permannt construction of the replacement bridge, the 12-FT arch pipe and backfill will have to be removed and the pipe stock-piled. These costs are not estimated on this PW, but rather can be accounted for and compensated for during large project close out. The culvert will have salvage value (see PROJECT NOTE 3). (PROJECT NOTE 3: The 7 – 20-FT long girders are currently stock-piled at the satellite Fulton Highway Department staging area (coordinates: 42.51573; -74.41730). The 12-FT diameter culvert and coupling band will also be stock-piled after removal for permanent construction. The material will also have salvage value, but at this time no estimate is available. If the beams and culvert/band are sold for scrap metal in the future, any monies received will need to be deducted from the final close-out payment.)
1042DR4GL-12 Armlin Hill Road PA-02-NY-4020-PW-05694 PA-02-NY-4020-State-0127(127)
The Applicant used FA labor and equipment, along with limited contract labor and equipment, to make repairs to Armlin Hill Road and adjacent portions the damaged ditch/embankment. Repairs were made during the period 8-29-11 through 10-31-11. (5) FA COSTS included: labor = 827.5 HRs, for a cost of $23,658.81; equipment = 706 Hrs, for a cost of $49,900.50; contracts = $5,246.00 (including a dozer with operator; rock skidder to transport shale/rock; and additional dump trucks). The Applicant used a rental front-end loader during project repairs. Equipment cost of this equipment is included in PW 2782602. (6) ROCK MATERIALS which cost $127,041.85, included: - (6A) SHOT ROCK (i.e., rock hauled directly from the quarry following a blast, unscreened – includes all size material from fines to heavy rip rap) – 3,636 TN (3,636 TN / 1.5 TN/CY = 2,424 CY) at $6.50/TN plus $7.50/TN hauling = $50,904.00. PROJECT NOTE 1: The Applicant chose not to haul the material using FA trucks due to the possibility of excessive wear and damage to truck beds and sides caused by large-size and heavy weight of individual fragments, and angular edges. - (6B) EMBANKMENT STONE (i.e., screened, with rock fragment sizes ranging from 6-IN to 8-IN) – 8,003 TN (8,003 TN / 1.5 TN/CY = 5,335 CY) at $9.00/TN = $72,027.00, plus $3,100.73 for delivery of 574.21 TN of the total quantity of material, for cost of $75,336.53. A total of 7,759 CY (nominal) of these 2 rock materials were used to fill: (1) the eroded ditch channel and embankment along Armlin Hill Road (estimated average dimensions/quantities = 5,133-FT long X 8-FT wide X 5-FT deep = 205,320 CF / 27 CF/CY = 7,604 CY); and (2) a hole in the roadway (at the site of the temporary traffic diversion, see DDD, Section 1); dimensions/quantity of material lost = 26-FT long X 18-FT wide X 9-FT deep = 4,212 CF / 27 CF/CY = 156 CY). - (6C) OTHER ROCK FILL: Total cost of $887.16, consisted of: -- (6a) Light stone fill (i.e., typically used to fill gabion baskets – “grapefruit- to basketball-sized,” per vendor) – 62.92 TN (42 CY). An aggregate total area/quantity (225-FT X 6-FT wide X 0.83-FT thick = 1,120.5 CF / 27 CF/CY = 42 CY) of light stone fill was used to replace sections of lost road embankment; -- (6b) #3 and #4 stone (i.e., commonly used as railroad ballast – “baseball-sized,” per vendor) - 22.88 TN (15.3 CY). A combined total area/quantity (165-FT long X 5-FT wide X 0.5-FT thick = 412.5 CF / 27 CF/CY = 15.3 CY) of material adjacent to the ditch erosion was damaged; and -- (6c) Crusher run – 23.67 TN (15.8 CY). The road surface at 3 cross culverts - Section 4 – subsections 4(a), 4(i), and 4(j) – was damaged by surface erosion. Dimensions/quantities of material at each of the 3 locations = 30-FT long X 18-FT long X 0.25-FT thick = 135 CY / 27 CF/CY = 5 CY. Total road surface material lost = 5 CY/site X 3 sites = 15 CY (nominal). PROJECT NOTE 2: Damaged areas were located intermittently along the 1.07 mile long section of Armlin Hill Road. Repairs were made in the field. No definitive “as-built” documentation was maintained by field personnel. (7) CULVERTS: Pipe stock that was damaged by floodwaters consisted of corrugated metal pipe (CMP), for a cost of $4,097.92 (i.e., 8 – 20-FT long 18-IN diameter CMP = 160 LF X $13.78/FT = $2,204.80; 100 LF X 24-IN diameter CMP X $18.56/FT = $1,856.00; and 2-EA - 24-IN diameter bands/couplings X $18.56/EA = $37.12). PROJECT NOTE 3: The Applicant replaced the CMP stock with high density polyethylene (HDPE) pipe material. This non-in-kind replacement is addressed on the attached hazard mitigation proposal. PROJECT NOTE 4: During the initial site visit, an area along Armlin Hill Road (coordinates: 42.53143, -74.37236; see Photograph 7) was identified where floodwater had mechanically transported rock debris (typically up to 8-IN diameter) onto adjacent pasture land. The Applicant stated that the landowner had requested removal of the debris field. FEMA Disaster Assistance Policy 9523.13, “Debris Removal from Private Property,” Section VI, Paragraph C states, “Generally, debris removal from private property following a disaster is the responsibility of the property owner.” Paragraph B further states that to be eligible for removal, the action must be “in the ‘public interest.’” The paragraph lists three criteria for eligibility (i.e., eliminate immediate health threats; eliminate immediate threats of damage to improved property; and ensure economic recovery of affected community). None of these conditions are pertinent to the requested action; therefore, the debris removal appears to be inconsistent with FEMA policy.(PROJECT NOTE 3: The 7 – 20-FT long girders are currently stock-piled at the satellite Fulton Highway Department staging area (coordinates: 42.51573; -74.41730). The 12-FT diameter culvert and coupling band will also be stock-piled after removal for permanent construction. The material will also have salvage value, but at this time no estimate is available. If the beams and culvert/band are sold for scrap metal in the future, any monies received will need to be deducted from the final close-out payment.)

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	757	498	1255	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR458B-12
Activity Title:	Emergency Road Construction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Gilboa

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$25,857.92
Total Budget	$0.00	$25,857.92
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4GM-12 Debris Removal PA-02-NY-4020-PW-02452 PA-02-NY-4020-State-0021(22)
To perform Emergency Protective Measures, the Applicant utilized 85.5 hours of Force Account Overtime Labor and 309.5 hours of Force Account Equipment time, 3276 CY of Cobbles, 848 CY of Bankrun gravel and 558 CY of Crushed Item 4 Stone. Specific tasks included evaluating and closing roads and removing debris from the roadways, and placement of cobble, bankrun gravel, and crushed stone to make temporary repairs to allow access for Emergency Equipment and the safe passage of residents.
The total cost to the Applicant is $54,671.34. Labor hours, equipment hours, materials and associated costs are detailed on the attached Force Account Summary Sheets and Direct Administrative Cost Sheet.
The eligible scope of completed work consisted of closing roads, surveying damages and cutting and removing debris from roads and gathering on right of way to remove at a later time.
1042DR4GN-12 Emergency Road Repairs PA-02-NY-4020-PW-01627 PA-02-NY-4020-State-0032(30)
To perform the work necessary to reopen the roads, the applicant initiated an emergency contract with Parker Works Excavation. Specific tasks included backfilling washed out roadways, re-establishing roadway shoulders and backfilling washout areas around culverts to allow access for emergency equipment and the safe passage of residents. The total contract cost to the applicant is $19,500.
1042DR4GO-12 Kingsley Road Culvert PA-02-NY-4020-PW-01978 PA-02-NY-4020-State-0054(53)
To perform the temporary restoration of Kingsley Road, the applicant installed a temporary 4 FT diameter CMP, taken from stock, since a new 5 FT diameter x 60 FT long pipe was unavailable at the time. The 4ft culvert will be returned to stock when permanent work is performed. No material costs are being claimed for this 4ft CMP.
Site 1: N 42.413256. W-74.425942. Specific tasks included installing a new 4 FT diameter x 60 LF CMP pipe in an emergency effort to restore access to the road. The applicant also backfilled the 500 LF x 15 FT x 6 FT deep section of damaged roadway and shoulder embankment base and sub-base with new cobbles, gravel and crushed Item 4

stone, from the culvert down to Flat Creek Road. Approximately 1667 CY estimated (4" thick asphalt roadway surface is not addressed in this work.)
Site 2 N 42.416707. W-74 425046. Work included backfilling the 400 LF long x 8 LF wide x up to 5 FT deep gravel base and sub-base to re-establish the shoulders. Approximately 593 CY estimated Estimated = 1667 + 593 = 2260 CY; ACTUAL QTY USED = 2592 CY.

Location Description:

Town of Gilboa Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	663	564	1227	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR458C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Gilboa

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$179,213.49
Total Budget	$0.00	$179,213.49
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4GP-12 Maybie Road PA-02-NY-4020-PW-02234 PA-02-NY-4020-State-0021(22)
The following damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.44144/-74.40747 - Replaced asphalt roadway embankment 15 ft long x 18 ft wide x 1 ft deep = 10 CY, Replaced grass shoulders and embankment 200 ft. long x 5 ft. wide x 1 ft. deep = 37 CY, on the upstream side of the road. 2. 42.44025/-74.40715 - Replaced grass shoulders and embankment 60 ft. long x 12 ft. wide x 1 ft. deep = 26 CY, on the upstream side of the road. 3. 42.43921/-74.40628 - Replaced asphalt roadway embankment and grass shoulders 206 ft. long x 22 ft. wide x 1 ft deep. = 168 CY. 4. 42.43126/-74.40783 - Replaced asphalt roadway embankment 62 ft. long x 18 ft. wide x 1 ft. deep = 41 CY 5. 42.42556/-74.40806 - Replaced asphalt roadway embankment and grass shoulders 656 ft. long x 22 ft. wide x 6 inches. deep = 267 CY. The following damaged areas of the roadway was restored to pre-disaster condition. The work was completed by contract. 1. Replace Bituminous Concrete Overlay 15 ft long x 18 ft wide x 4 inches thick = 120 SY/in. 2. No work to be completed. 3. Replace Bituminous Concrete Overlay 206 ft long x 18 ft wide x 4 inches thick = 1648 SY/in. 4. Replace Bituminous Concrete Overlay 62 ft long x 18 ft wide x 4 inches thick = 496 SY/in 5. Replace Bituminous Concrete Overlay 656 ft long x 18 ft wide x 4 inches thick = 5248 SY/in. The following damaged areas of the roadway was restored to pre-disaster condition. The work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. No work to be completed. 2. No work to be completed. 3. Replace 6 baskets at 6 ft x 3 ft x 3 ft = 324 CF = 12 CY. 4. No work to be completed. 5. Replace 12 baskets at 6 ft x 3 ft x 3 ft = 648 CF = 24 CY
1042DR4GQ-12 Harrington Road PA-02-NY-4020-PW-01589 PA-02-NY-4020-State-0021(22)
The damaged areas of the roadway were restored to pre-disaster condition. 100 % of the work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.45978/-

74.41663 - Replaced a section of the Gravel roadway, embankment and shoulders approximately 2600 ft. long x 12 ft. wide (average) x 2 ft. deep (average). = 2,311 CY.
1042DR4GR-12 Dave Brown Mountain Road PA-02-NY-4020-PW-02207 PA-02-NY-4020-State-0021(22)
The applicant has restored the above damaged area by use of Force Account Labor, Equipment, and Materials. 1) Replaced shoulders, both sides of roadway, for a distance of approx. 1250ft(2) x 3ft wide(2) x 1ft 9in average depth (approxi 972cy) with stock materials at 54 loads at 18cy/load = 972cy.
1042DR4GS-12 Spencer Street PA-02-NY-4020-PW-02035 PA-02-NY-4020-State-0021(22)
The damaged areas of the street were restored to pre-distaster condition. 100% of the work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. Start 42.43250/-74.40111, End 42.42967/-74.40159 - Replaced a section of the grass shoulders and embankment approximately 1000 ft. long x 4 ft. wide x 2 ft. deep (ave.) = 296 CY on the east side of the street. Reset the existing 60 ft. long x 12 inch dia. driveway culvert. Reset the existing laid ne headwalls on both sides of the driveway culvert. (4 ft. long x 18 inches wide x 18 inches. deep each side). 2. 42.43639/-74.4000 - Replaced a section of the gravel shoulders approximately 65 ft. long x 4 ft. wide x 2 ft. deep (ave.) = 19 CY on the West side of the street. 3. 42.44234/-74.39787 - Replaced a section of the gravel shoulders approximately 65 ft. long x 4 ft. wide x 2 ft. deep (ave.) = 19 CY on the East side of the street. (296 CY + 19 CY + 19 Cy = 334 CY)
1042DR4GT-12 Bremer Road PA-02-NY-4020-PW-01670 PPA-02-NY-4020-State-0032(30)
The applicant has restored the above damaged area by use of Force Account Labor, Equipment, and Materials. 1) Site 1 (GPS Lat=42.474144, Long=-74. 398473); Reset existing 18in HDPE culvert approximately 3ft in depth, backfill with 1 load (18cy) cobbles and 1 load (18cy) crusher item #4 filling around culvert and level to roadway and reestablished shoulder. Restored stacked stone headwall both ends using native stone found locally. 2) Site 2 (GPS Lat= 42.465679, Long=-74.414397 start); Reestablished shoulder, both sides of roadway for a total of 530ft x 5.5ft x 1ft deep average = 107.9cy. Repave, O & S, at site 2 for area of 5.5ft wide x 530ft long.
1042DR4GU-12 Cornell Road PA-02-NY-4020-PW-01590 PA-02-NY-4020-State-0034(32)
The damaged areas of the roadway were restored to pre-disaster condition. 100 % of the work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.44853/-74.54739 - Replaced a section of the gravel shoulder along the east side of the road 120 ft. long x 4 ft. wide x 1 ft. deep = 18 cy and repaired a section the ditch along the west side of the road 150 ft. long x 4 ft. wide x 2 ft. deep.
1042DR4GV-12 Kniskern Road PA-02-NY-4020-PW-01595 PA-02-NY-4020-State-0054(53)
The applicant has restored the above damaged area by use of Force Account Labor, Equipment, and Materials. 1) Restored roadway (520ft x 20ft x 6in = 192.6cy) and shoulder area (520ft x 3ft x 1.6ft = 184.9cy) using a total of 377.5cy of stock material (21 loads mixed materials = 378cy)
1042DR4GW-12 Leonard Mountain Road PA-02-NY-4020-PW-01594 PA-02-NY-4020-State-0054(53)
The damaged areas of the roadway were restored to pre-disaster condition. 100 % of the work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.45830/-74.34288 - Replaced a section of the gravel shoulders 390 ft. long x 4 ft. wide x 1 ft. deep (58 CY) on the north side of the road. The existing 40 ft. long x 18 inch dia. culvert was not damaged. Reset the existing laid up stone headwalls on both sides of the culvert (6 ft. long x 1 ft. wide x 2.5 ft. deep each side). 2. 42.46082/-74.34541 - Replaced a section of the gravel shoulders 50 ft. long x 8 ft. wide (4 ft. each side of the road) x 2 ft. deep (30 CY). Replaced a section of the gravel roadway 30 ft. long x 25 ft. wide x 2 ft. deep (56 CY). Repaired / Reset the downstream laid up stone headwall (4 ft. long x 1ft. wide x 2 ft. deep). (Gravel used 58 CY + 30 CY + 56 CY = 144 CY)
1042DR4GX-12 Coonley Road PA-02-NY-4020-PW-02432 PA-02-NY-4020-State-0054(53)
The damaged areas of the roadway will be restored to pre-disaster condition. 100 % of the work will be completed by the Town of Gilboa Highway Department using force account labor, equipmentan aerials. 1. 42.45779/-74.37333 - Replace a section of the gravel roadway 195 ft. long x 12 ft. wide x 10 inches. deep. = 72 CY (Crushed Gravel) Alternate Project: It is our understanding that the applicant intends to abandon the road and apply for an alternate project. Labor hour and equipment time estimates are based on similar work recently completed on other town roads of similar design (Gravel Roads) using town force account Labor and equipment. Material quantity estimates are based on actual damages to Coonley Road. Labor rate costs used are based on the force account labor rates, including fringe benefits, of the applicant's work force. Equipment rate costs are based on the FEMA cost codes associated with the applicant's equipment. Material costs are based on the material being used from the applicant's stock piles and is the same costs used for calculating force account work already completed on other damaged roads in the town by the applicant.
1042DR4GY-12 Starheim Road PPA-02-NY-4020-PW-02066 PA-02-NY-4020-State-0054(53)
The applicant has restored the above damaged area by use of Force Account Labor, Equipment, and Materials. Restored road for 3000LF with 36cy of material by filling of holes/depressions/indentations and grading to level surface.
1042DR4GZ-12 Richard Road PA-02-NY-4020-PW-02065 PA-02-NY-4020-State-0054(53)
The damaged areas of the roadway were restored to pre-disaster condition. 100% of the work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.47473/-74.43069 - Replaced a section of the roadway approximately 240 ft. long x 12 ft. wide x 1 ft. deep (ave.) = 107 CY and Reshaped a section of the roadside swale along the east side of the road approximately 240 ft. long x 3 ft. wide x 2 ft. deep.
1042DR4HA-12 Becker Road PA-02-NY-4020-PW-01592 PA-02-NY-4020-State-0054(53)
The damaged areas of the roadway were restored to pre-disaster condition. 100 % of the work was completed by

the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.48790/-74.38346 - Replaced a section of the gravel roadway 195 ft. long x 12 ft. wide x 10 inches, deep. = 72 CY (Crushed Gravel)
1042DR4HB-12 Wycoff Road PA-02-NY-4020-PW-03503 PA-02-NY-4020-State-0054(53)
To perform the work necessary to reopen the roads, the applicant initiated an emergency contract with Ketco, Inc. The applicant, using Force Account Labor, Equipment and Materials, assisted Ketco, INC. with their contract work by providing labor, equipment and materials to the Contractor during Ketco's execution of their contracted work. The applicant utilized 48.5 Labor Hours, 48.5 Equipment Hours and 315 Total CY of materials to restore the sites. Specific tasks required to restore the site to its predisaster design, function and capacity included: Site 1 - Replace the damaged 18 IN x 60 FT long CMP with a new 18 IN x 60 FT long poly pipe, backfill the 25 FT x 8 FT x 2 FT deep eroded shoulder embankment area with 15 CY of Cobble, Gravel and Bank Run Material. SITE 1 - 25 x 8 x 2 = 400 CF/27 = 15 CY Site 2 - The Contracted work included backfilling the 15 FT x 40 FT x 12 FT deep erosion area adjacent to the box culvert with 267 CY of Cobble, Gravel and Bank Run Material. Backfilling the 100 FT long x 3 FT wide x 3 FT deep washout area of the North approch it 3 CY of Cobble, Gravel and Bank Run Material. Work also included pumping concrete into the undermined area beneath the end segment of the 8 FT x 8 FT x 40 FT long Segmental Concrete Box Culvert. It appears that the contractor left the end segment as it was and pumped concrete beneath the end segment and poured a 15 FT long x 10 FT wide x 6 IN thick concrete drainage apron at the outlet end. It also appears that the joint along the last segment has been grouted from the floor up approximately 1 FT. However, the repair seems inadequate. Work also included re-setting the large stacked stone embankment protection at both ends. Each measuring approximately 10 FT long x 8 FT high x 2 FT thick. Actually used 36 CY of Cobbles, 108 CY of Crushed Gravel, 18 CY of Bank Run Gravel and 153 CY of native material deposited on site. 315 CY total. Repave the repaired roadway with a 4" of new Asphalt. 2 1/2" Binder Course and 1 1/2" Surface Course. 15 LF x 40 FT x .33 = 198 CF/27 = 7 CY, 100 FT x 40 FT x .33 = 1320 CF/27 = 49 CY, 7 + 49 = 56 CY X 1.9 = 106 Tons, 106 @ $115/Ton = $12,190.00
1042DR4HC-12 Bund Road PA-02-NY-4020-PW-02589 PA-02-NY-4020-State-0054(53)
To perform the work necessary to reopen the roads, the applicant initiated an emergency contract with Ketco, Inc. The applicant, using Force Account Labor, Equipment and Materials, assisted Ketco, INC. with their contract work by providing labor, equipment and materials to the Contractor during Ketco's execution of their contracted work. The applicant utilized 48.5 Labor Hours, 48.5 Equipment Hours and 315 Total CY of materials to restore the sites. Specific tasks required to restore the site to its predisaster design, function and capacity included: The applicant has restored the above damaged area by use of Force Account Labor, Equipment, and Materials. The above sites 1, 2 and 3 were repaired by the following process: filled any holes, depressions and/or indentations using 1 load (18CY) of crushed item #4, regraded to level and rolled for compaction. Repave, O & S, at site 1 for area of 60ft x 15ft.
1042DR4HD-12 Tabbi Road PA-02-NY-4020-PW-01593 PA-02-NY-4020-State-0054(53)
The applicant has restored the above damaged area by use of Force Account Labor, Equipment, and Materials. 1) Repaired roadway area of 300ft x 24ft x 2ft (533cy) using 306cy of Cobble Stone and 234cy of Crushed item #4(540cy Total)
1042DR4HE-12 Campbell Road PA-02-NY-4020-PW-02882 PA-02-NY-4020-State-0054(53)
The following damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.47633/-74.36804 - Replaced a section of the oil and stone roadway embankment, subbase and gravel shoulder material 6 ft. long x 22 ft. x 34 inches deep = 14 CY. Reset the downstream laid up stone headwall (6 ft. long x 1 ft. wide x 3 ft. deep). 2. 42.47693, -74.36650 - Replaced a section of the gravel shoulders 100 ft. long x 4 ft. wide x 3 ft. deep = 45 CY on the north side of the road. Regraded an area at the outlet end of the existing culvert 15 ft. long x 25 ft. wide x 3 ft. deep. Regraded a section of the roadside ditch 150 ft. long x 3 ft. wide x 1 ft. deep.. Reset the upstream and downstream laid up stone headwalls (4 ft. long x 1 ft. wide x 2 ft dep).3. Start 42.47745, -74.35712 Ends 42.47653/-74.34931 - Replaced a section of the oil and stone roadway embankment, subbase and gravel shoulder material 30 ft. long x 22 ft. wide x 9 ft.-10 inches deep. = 240 CY. Replaced a section of the oil and stone roadway subase and gravel shoulder material 2600 ft. long x 22 ft. wide x 9 inches deep (average). = 1589 CY. The following damaged areas of the roadway will be restored to pre-disaster condition. The work will be completed by contract. 1. 42.47633/-74.36804 - Replace a section of oil and stone roadway surface 6 ft. long x 18 ft. wide = 12 SY. 2. No work to be completed. 3. 42.47745, -74.35712 - Replace a section of oil and stone roadway surface 30 ft. long x 18 ft. wide. = 60 SY. Replaced a section of the oil and stone roadway surface 2600 ft. long x 18 ft. wide = 5200 SY.
1042DR4HF-12 Back Road PA-02-NY-4020-PW-02868 PA-02-NY-4020-State-0054(53)
The applicant has restored the above damaged area by use of Force Account Labor, Equipment, and Materials. 1) Replaced 24in x (3 sections at 20ft = 60ft) CMP culvert with 24in x (3 sections at 20ft = 60ft with 2 pipe bands) HDPE culvert and backfill for washed out area of 40ft x 18ft x 12ft plus backfill for washed out embankment area of 40ft x 21ft x 12ft/2, each side, for a total of approxi. 694cy of material. Rebuilt headwalls with stacked native stone. Approxi. dimensions at 8ft x 5ft x 1ft, each side. 2) Reshaped roadway shoulder for approxi. 600ft x 15ft x 1.5in average depth with 44cy of material.
1042DR4HG-12 Crescent Road PA-02-NY-4020-PW-01591 PA-02-NY-4020-State-0054(53)
The damaged areas of the roadway were restored to pre-distaster condition. 100 % of the work was completed by the Town of Gilboa Highway Department using force account labor, equipment and materials. 1. 42.41116/-74.46595 - Replaced a section of the gravel shoulder and ditch 145 ft. long x 5 ft. wide x 2 ft. deep. = 54 CY

1042DR4HH-12 Back Road Spur PA-02-NY-4020-PW-02084 PA-02-NY-4020-State-0054(53)
The applicant has restored the above damaged area by use of Force Account Labor, Equipment and Materials. In order to protect the life ,health and safety of the public and protect improved property, the applicant, under Emergency Protective Measures Category B, filled area of approximately. 60ft x 18ft x 8 ft average depth and brought road back to pre-disaster condition. This work does not duplicate any work that has been, or is to be, performed under prior disaster declaration of FEMA -1899- DR-NY, March 2010 Nor'easter of March 13 through 31, 2010.
1042DR4HI-12 Back Road PA-02-NY-4020-PW-08137 PA-02-NY-4020-State-0122(122)
The following damaged areas of the roadway will be restored to pre-distaster condition.The work will be completed by the Town of Gilboa Highway Department using an independent contractor hired in accordance with the town procurement policy. 1. Back Road, 42.40445, -74.42674 - Replace a section of Back Road asphalt pavement 200 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 200 ft long x 18 ft wide x 6 inches thick. 2. Back Road, 42.40481, -74.42575 - Replace a section of Back Road asphalt pavement 163 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 163 ft long x 18 ft wide x 6 inches thick. 3. Back Road, 42.40615, -74.42387 - Replace section of Back Road asphalt pavement 222 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 222 ft long x 18 ft wide x 6 inches thick. 4. Back Road, 42.40856, -74.42158 - Replace a section of Back Road asphalt pavement 226 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 226 ft long x 18 ft wide x 6 inches thick. 5. Back Road, 42.41021, -74.41862 - Replace a section of Back Road asphalt pavement 1126 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 1126 ft long x 18 ft wide x 6 inches thick. 6. Back Road, 42.41429, -74.40725 - Replace a section of Back Road asphalt pavement 186 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 186 ft long x 18 ft wide x 6 inches thick. 7. Back Road, 42.41612, -74.40494 - Replace a section of Back Road asphalt pavement 173 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 173 ft long x 18 ft wide x 6 inches thick. 8. Back Road, 42.43247, -74.39116 - Replace a section of Back Road asphalt pavement 112 ft long x 18 ft wide x 3.5 inches thick. Replace a section of roadway sub-base material 112 ft long x 18 ft wide x 6 inches thick.
1042DR4NG-12 Kingsley Road PA-02-NY-4031-PW-00946 PA-02-NY-4031-State-0017(16)
To perform the work necessary to reopen the roads, the applicant restored the road by re-installing the salvaged 4 FT diameter CMP and installing a new 24" CMP approximately 100 FT South of the existing 4 FT pipe, as an overflow. The applicant later awarded an emergency contract to Lancaster Development and assisted by providing labor, equipment and materials to the Contractor during the execution of their work. Specific tasks, required under the Contract, included removing the 4 FT x 60 FT CMP, and replacing it with a new 5 FT diameter x 60 FT long poly pipe and to re-establish the roadway and shoulder gravel base and sub-base by backfilling the 650 LF x up to 14 FT wide x up to 3.5 FT deep washout area with cobbles, gravel and item 4 stones. The applciant provided the new 5 FT diameter Poly Pipe and stone materials needed to re-establish the site. A 5 FT diameter CMP was in place prior to FEMA 4020 DR NY. PW Reference # 2898105 was written to capture the cost associated with the emergency restorative work that followed the 4020 event. The applicant provided materials and assistance to Lancaster Development during their execution of the contracted work. The work needed to restore the site included backfilling the 650 LF x 14 FT wide x 3.5 FT deep roadway erosion area with various stone fill material. To perform the work necessary to restore the roadway, the applicant utilized 192 hours of Force Account Labor, 194 hours of Force Account Equipment time, approximately 702 CY of Cobbles, 270 CY of Crushed Gravel and 216 CY of Bank Run Gravel.
650 x 14 x 3.5 = 31850/27 = 1180 CY
1180 CY of Stone fill material estimated, 1188 CY of stone fill material actually used. The 4"" asphalt roadway was originally damaged under 4020. However, since the paving was not completed prior to Tropical Storm Lee, this will be captured as work to be completed under this declaration.
*Local cost for 1 Ton of Asphalt, installed is $115.00/Ton. Repave 4 IN thick Asphalt Roadway:
650 LF x 14 FT/9 = 1011 SY/IN(4) (for 4 Inch thick surface) = 4044 SY
4044 x 110 (Lbs/SY for asphalt) = 444889/2000 = 222 Tons
222 x $115/Ton = $25,530.00

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	663	564	1227	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
09/17/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,380.00
Total Budget	$0.00	$2,380.00
Total Obligated	$0.00	$2,380.00
Total Funds Drawdown	$0.00	$2,380.00
Program Funds Drawdown	$0.00	$2,380.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,380.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant contracted with Town and County Bridge and Rail,Inc. to complete the removal of approximately 50CY of vegetative debris from the bridge. The cost of the removal as invoiced was $8,064.00. Per the applicant representative, the debris was removed through the use of hand tools.
The work was performed from the deck and substructure of the bridge above water level. No entry was made to Schoharie Creek or work preformed in the creek by the work crew members. No vehicles or equipment entered the Creek. All work was completed prior to 8/31/2012 the final date for completion of all Emergency (Categoies A & B) Work as extended under the New State Office of Emergency Management Letter of February 9,2012. The debris was chipped on site by the contractor and spread as mulch on an adjoining farm property.
PROJECT NOTES:
Invoice and purchase voucher are included in the documentation.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4B-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
11/12/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,136.00
Total Budget	$0.00	$9,136.00
Total Obligated	$0.00	$9,136.00
Total Funds Drawdown	$0.00	$9,136.00
Program Funds Drawdown	$0.00	$9,136.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$9,136.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To remove the imminent threat posed by the debris, the applicant will used of contract works to do the following work. Reduce two (2) piles (195 ft. L x 183 ft. W x 12 ft. H) and (94 ft. L x 19 ft. W 12 ft. H) for a total 16,654cy of vegetative debris, using Tub Grinding in place. Reused the material in place, cutting for local firewood for the residences, used for pellet production, ground up or used for another legal purpose. Any debris removed from site must comply with all NYS DEC regulations regarding the removal, transportation, reuse, and/or final disposal of woody debris. The applicant retains copies of permits at its offices and will produce them on demand. The applicant performed a bid for the contract works.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4C-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
09/17/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,923.73
Total Budget	$0.00	$3,923.73
Total Obligated	$0.00	$3,923.73
Total Funds Drawdown	$0.00	$3,923.73
Program Funds Drawdown	$0.00	$3,923.73
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,923.73
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To remove the immediate threat posed by the debris the applicant will utilize force account and/or, following their procurement policy, will obtain a contract vendor to do the following work.
Site # 12, Remove and Dispose of Vegetative Debris, 10cy.
Easy access so a unit price of $27 per CY was selected.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4D-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
05/25/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,677.50
Total Budget	$0.00	$1,677.50
Total Obligated	$0.00	$1,677.50
Total Funds Drawdown	$0.00	$1,677.50
Program Funds Drawdown	$0.00	$1,677.50
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,677.50
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To remove the immediate threat posed by the debris the applicant will utilize force account and/or, following their procurement policy, will obtain a contract vendor to do the following work.
Site # 16, Remove and Dispose of Vegetative Debris, 222cy.
Reasonable access from bridge therefore $27 per CY was used.
Remove and Dispose of Sediments/Gravel, 18cy therefore $24 per CY was used.
The original work was included in PW 0689399 (EMMIE #03466) for the Town of Blenheim. The Town reports that they are not aware of this project and they are not the appropriate applicant. The correct applicant would be the County of Schoharie. The County reports that they have an agreement with the surrounding communities to maintain and repair roads owned by the municipalities. Because of the high flood waters in the Village of Schoharie where the County's records were kept (as well as in the Town of Blenheim), this agreement was damaged or lost. At the time of writing this subgrant applicantion (SA) the County's and the Town of Blenheim's records are out for restoration. The applicant has been told that if the agreement is not among the salvaged records that it will need to be re-enacted prior to close out. An Amendment to PW 0689399 (EMMIE #03466) has been submitted to deobligate the PW.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DS-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
02/11/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Blenheim

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,246.50
Total Budget	$0.00	$3,246.50
Total Obligated	$0.00	$3,246.50
Total Funds Drawdown	$0.00	$3,246.50
Program Funds Drawdown	$0.00	$3,246.50
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,246.50
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The debris located in the Town Park would have prevented its future use as a park and therefore warranted removal. The residential debris both woody and household represented a clear threat to the health and well being of the property occupants. It is the applicant's policy to provide residential debris pick-up in the aftermath of flood events. The Town of Blenheim has been subjected to serious flooding in several prior years and has provided this residential debris pick-up during those events.
The applicant used 458 hours of straight time labor the cost of which is not included in this PW and 108 hours of overtime labor valued at $2,119.70 including applicable overtime employee benefits. The labor hours shown on the labor sheets include time spent by the Town's working highway supervisor. The supervisor is salaried and does not receive compensation for overtime work. The overtime hours worked by the supervisor were included in this PW to justify the equipment usage but were valued at a $0 rate since no actual compensation occurred. The applicant also used 482 hours of equipment time valued at $6,994.50 using the applicable FEMA cost codes. The equipment hours included in this PW include time when Town highway department employees operated donated equipment.
These hours are included to justify the labor utilized but were valued at a $0 hourly rate since the equipment was a donated resource and not owned by the applicant. The applicant will submit a separate PW summarizing all donated resources. The Town hired a temporary employee, not included in the Towns 2011 budget, to coordinate the Towns disaster response. The temporary employee receives no employee benefits. The temporary employees payroll expense has been summarized and allocated to four categories of work: 1) direct administrative cost which will be charged to the applicable PW's, 2) debris removal coordination which will be charged to this PW, 3) emergency response coordination which will be charged to the Town wide emergency PW and 4) coordination of the Town Hall repairs which will be charged to the Town Hall repair PW. The cost allocated to this PW is $433.00 and represents the time spent by this temporary employee coordinating dumpster placement and removal with MOSA. See

attachment #1 for calculations. During the course of debris removal operations, the Town collected approximately 200 cubic yards of woody debris which was trucked to its permanent resting place on nearby property owned by the New York Power Authority (NYPA). The debris pile is located at 42.457821N, -74.45964W which is at an elevation where it is not within the flood plain (see firmette map 36095C0404E). The NYPA representative contacted by the applicant indicated NYPA will make no charges to the applicant for debris storage or disposal. NYPA plans to allow the debris to decay naturally at its present resting place. Dumpsters provided by Montgomery-Otsego-Schoharie Solid Waste Management (MOSA) were strategically placed about Town. Town employees collected residential roadside debris and deposited it in these dumpsters. The dumpsters were returned to MOSA, a permitted solid waste disposal facility, for waste segregation and disposal. As of the date of this PW, fifty two dumpsters have been processed totaling 312 tons. The Town emergency response coordinator contacted MOSA and was told that any MOSA charges for dumpster use and solid waste disposal would be paid by Schoharie County. The applicant has not included any cost in this PW for MOSA dumpster use and solid waste disposal. See attachment #2 for a summary of debris shipments from the Town of Blenheim to MOSA. Direct administrative costs have been included for Simmons Recovery Consulting charges associated with developing this PW in the amount of $1,628 (attachment 3). A copy of Simmons Recovery Consulting's contract and invoices to the applicant is attached (attachment 4). Direct Administrative Costs have been included for the applicant emergency coordinator in the amount of $126 (attachment 5). The applicant estimates that debris removal operations Town Wide are 85% complete as of the writing of this PW. The applicant is requesting that an additional cost of $450.48 for labor and $1,234.32 for equipment be included in this PW to cover the remaining 15% of work to be completed. The above costs were arrived at assuming the costs of work to be completed would be proportional to the cost of work complete. See attachment 6 for calculations. It is anticipated that this work to be completed will result in an additional 58 tons of debris being shipped to MOSA for disposal. The sub-grantee is requesting direct administrative costs that are directly chargeable to this project. Associated eligible work is related to administration of this PA project only in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub-grantee activities and are not included in approved indirect cost rates. See line item costs

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	152	178	330	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DT-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
01/31/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Blenheim

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$21,724.50
Total Budget	$0.00	$21,724.50
Total Obligated	$0.00	$21,724.50
Total Funds Drawdown	$0.00	$21,724.50
Program Funds Drawdown	$0.00	$21,724.50
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$21,724.50
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

On September 1 the Town Supervisor entered into an emergency contract with Lancaster Development Inc., to make repairs to East Side Road. While executing the emergency road repair contract, Lancaster collected approximately 5000 cubic yards of woody debris blocking the roadway, road shoulders, roadside embankments and the adjoining stream channel. The debris was collected by the contractor and left onsite at 42.46785N, -74.44660W.
The contractor's debris clearing efforts were conducted in
areas where its presence interfered with the reconstruction efforts or where its presence impeded water flow in the adjoining channel. Disposal of debris was not within the agreed scope of work for the contractor. The contractor did not charge for debris disposal. The cost of debris collection was included in applicant PW 3 East Side Road repairs.
The applicant obtained a property release to utilize the 3 acre site on which the debris is piled-(attachment 1). That agreement obligates the applicant to pay the property owner $lOO / acre/season or a total of $600/season to utilize the 3-acre site for debris storage.
Direct administrative costs have been included for Simmons Recovery Consulting charges associated with developing this PW (attachment 2). A copy of Simmons Recovery Consulting's contract with the applicant is attached (attachment 3).
The applicant estimates that there is approximately 5,000 cubic yards of woody debris to be disposed of at the East Side temporary debris storage site (see attachment 4 for calculations). The cost of debris grinding and disposal has been estimated using FEMA cost code 1014 (Debris – Trees and Limbs Concentrated). 5000 cubic yards @ $17/cubic yard = $85,000.

The applicant anticipates additional direct administrative charges for Simmons Recovery Consulting and the applicant's personnel to:

1) work with FEMA and NYS OEM to obtain a final approved and obligated PW,
2) provide any documentation/proof of payment not available at the time of submission and
3)prepare for and participate in the project close out audit.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	152	178	330	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DU-12
Activity Title:	East Side Road Berm

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
01/20/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Blenheim

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,658.75
Total Budget	$0.00	$3,658.75
Total Obligated	$0.00	$3,658.75
Total Funds Drawdown	$0.00	$3,658.75
Program Funds Drawdown	$0.00	$3,658.75
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,658.75
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

East Side Road appears on the NYS DOT Local Road Listing as 10# 217653 assigned to the Town of Blenheim. The Town of Blenheim is legally responsible for the maintenance of this road.
East Side Road is a dead end road with a full time residence at the end of the road and along its length. The road was impassible to residents and emergency vehicles for its entire length.
A state of emergency was declared by action of the town board on August 31. The state of emergency declaration authorized the Town Supervisor to enter into emergency contracts to make necessary flood related repairs. A
memo-to-file was written by the Town Supervisor documenting the decision to enter into an emergency contract with Lancaster as necessary to maintain the health and safety of the community (attachment #1).
On September 1 the Town Supervisor entered into an emergency contract with Lancaster Development Inc. to make repairs to East Side Road (attachment #2). Lancaster was selected based on their capability to mobilize quickly and complete the emergency repairs in a cost effective and timely manner. The contract specifies payment to be made to Lancaster on a "time and materials" basis.
The Town Supervisor and Highway Supervisor toured the site with Lancaster personnel and provided direction on the scope of the repairs being authorized. A second flood event, associated with the remnants of Tropical Storm Lee, was anticipated. This led the Town Supervisor to request that the emergency repairs include additional measures to prevent further damage should a second major flood
occur.
The Town Supervisor authorized Lancaster to construct a berm to divert the flow of Schoharie Creek back to its normal channel. The Town Supervisor took this action as an emergency preventative measure to protect improved property (East Side Road) from the immediate threat of a second flood event. If this action had not been authorized, a second flood event would have destroyed the road again. The berm constructed is 500 feet Lx 20 feet H x 40 feet W at the base and 10 feet W at the top.

At FEMA's request, the applicant estimated the cost of berm construction to be $7,191 in labor, $7,056 in equipment and $0 in materials (available stone from the stream bed was utilized) for a total estimated cost of $14,247.
See attachment #3 for the calculation of this estimate.
See attachment #4 for property release form obtained by Lancaster before building this berm.
Direct administrative costs have been included for Simmons Recovery Consulting charges associated with developing this PW (attachment #5). A copy of Simmons Recovery Consulting's contract with the applicant is attached (attachment #6).
The sub-grantee is requesting direct administrative costs that are directly chargeable to this project.
Associated eligible work is related to administration of this PA project only in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub-grantee activities and are not included in approved indirect cost rates.

Location Description:

East Side Road Berm

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	152	178	330	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DV-12
Activity Title:	East Side Road Berm

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
02/11/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Blenheim

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,743.37
Total Budget	$0.00	$5,743.37
Total Obligated	$0.00	$5,743.37
Total Funds Drawdown	$0.00	$5,743.37
Program Funds Drawdown	$0.00	$5,743.37
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$5,743.37
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Town launched an emergency response effort to alleviate, to the extent possible, the numerous risks that were posed to people and property. The elements of that emergency response effort that are being claimed for FEMA reimbursement are outlined below:
The Town Highway Department made emergency repairs to damaged Town Roads in the aftermath of the disaster to clear debris from roadways, clear blocked ditches, clear plugged culverts and temporarily repair a washed out culvert pipe on Burnt Hill Road. The applicant also made emergency repairs to the roadway in the vicinity of the damaged culvert pipe on Dave Brown Mountain Road.
The applicant used the following resources to make these repairs: 1) The applicant used 222 hours of straight time labor the cost of which is not included in this PW and 37 hours of overtime labor valued at $534.16 including applicable overtime employee benefits. The labor hours shown on the labor sheets include time spent by the Town's working highway supervisor. The supervisor is salaried and does not receive compensation for overtime work. The overtime hours worked by the supervisor were included in this PW to justify the equipment usage but were valued at a $0 rate since no actual compensation occurred. The applicant also used 221 hours of highway department equipment time valued at $8,148.50 using the applicable FEMA cost codes. The equipment hours included in this PW include time when Town highway department employees operated donated equipment. These hours are included to justify the labor utilized but were valued at a $0 hourly rate since the equipment was a donated resource and not owned by the applicant. The applicant will submit a separate PW summarizing all donated resources. 3) The applicant used approximately 191 tons of crusher run at a cost of $1,211.97 to temporarily repair the damage at culvert pipes on Burnt Hill and Dave Brown Mountain Roads. The Town hired a temporary employee, not included in the Towns 2011 budget, to coordinate the Towns disaster response. The temporary employee receives no employee benefits. The temporary employees payroll expense has been summarized and allocated to four categories of work:

1) direct administrative cost which will be charged to the applicable PW's, 2) debris removal coordination which will be charged to the Town Wide Debris PW 1, 3) emergency response coordination which will be charged to this Town wide emergency PW 5 and 4) coordination of the Town Hall repairs which will be charged to the Town Hall repair PW 13. The cost allocated to this PW is $3,771.00 and represents the time spent by this temporary employee coordinating emergency response efforts for the Town. See attachment 1 for details and calculations. The applicant operated a 5000 watt generator at the Town Hall and another at the Town Highway garage 24 hours per day 8/28/2011 thru 9/3/2011. The generators were used to power emergency operations and provide the ability to recharge batteries for residents. In total the generators operated for 336 hours valued at $1,092.00 using the applicable FEMA cost code.
The applicant purchased 24 reflective traffic cones and 4 reflective traffic barrels at a cost of $794.85 to mark damaged or closed roadways. Rental units were not available. Many of these cones and barrels are still being used for this purpose at the date this PW was written. The applicant purchased gasoline valued at $760.40 from Mirabito and additional gasoline valued at $1,319.03 from Laraway's for a total gasoline expenditure of $2,079.43. The town provided the fuel free of charge to residents to power generators and to volunteer emergency responders needing fuel for their vehicles. The cost of fuel submitted above is net of any fuel used in Town vehicles. The applicant maintained a fuel disbursement log and excluded fuel used in Town vehicles as that cost was recovered in the FEMA cost codes used to value the use of Town vehicles for emergency response work. The applicant purchased 3 Motorola BPR 40 hand held radios at a cost of $657. These radios were used extensively to maintain communication and coordinate disaster response personnel.
The Town Highway supervisor was reimbursed $35.58 for the cost of having photographs processed and printed. The photographs were taken to document damages in the immediate aftermath of the storm. The applicant rented a New Holland B95 backhoe from Central Tractor from 10/04/2011 to 11/21/11 at a cost of $3,050.00. The applicants backhoe was destroyed in the flood. The applicant needed the backhoe to make necessary emergency road repairs and to assist with debris clearing efforts. Direct administrative costs have been included for Simmons Recovery Consulting charges associated with developing this PW in the amount of $1,473.00 (attachment 2). A copy of Simmons Recovery Consulting's contract and invoices to the applicant is attached (attachment 3). Direct Administrative Costs have been included for the applicant emergency coordinator in the amount of $126 (attachment 4). The sub-grantee is requesting direct administrative costs that are directly chargeable to this project. Associated eligible work is related to administration of this PA project only in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub-grantee activities and are not included in approved indirect cost rates

Location Description:

East Side Road Berm

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	152	178	330	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DW-12
Activity Title:	Cole Hollow Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
02/11/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Blenheim

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$40,807.32
Total Budget	$0.00	$40,807.32
Total Obligated	$0.00	$40,807.32
Total Funds Drawdown	$0.00	$40,807.32
Program Funds Drawdown	$0.00	$40,807.32
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$40,807.32
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Cole Hollow Road appears on the NYS DOT Local Road Listing as ID# 217648 assigned to the Town of Blenheim. The Town of Blenheim is legally responsible for the maintenance of this road. Cole Hollow road was impassible to residents and emergency vehicles beyond the location of the washed out culvert pipe. Residents living along Cole Hollow Road were stranded without a safe route of entry to or egress from their homes. A state of emergency was declared by action of the town board on August 31. The state of emergency declaration authorized the Town Supervisor to enter into emergency contracts to make necessary flood related repairs. A memo-to-file was written by the Town Supervisor documenting the decision to enter into an. emergency contract with Lancaster as necessary to maintaining the health and safety of the community (attachment #1). On September 1, the Town Supervisor entered into an emergency contract with Lancaster Development Inc. to make repairs to Cole Hollow Road (attachment #2). Lancaster was selected based on their capability to mobilize quickly and complete the emergency repairs in a cost effective and timely manner. The contract specifies payment to be made to Lancaster on a “time and materials” basis. The Town Supervisor and Highway Supervisor toured the site with Lancaster personnel and provided direction on the scope of the repairs being authorized. A second flood event, associated with the remnants of Tropical Storm Lee, was anticipated. This led the Town Supervisor to request that the emergency repairs include additional measures (e.g. replacing lost stream bank stabilization stone, repairing the culvert head and tail walls) to prevent further damage should a second major flood occur. The scope of repairs authorized is consistent with returning the site to its pre disaster design, capacity and function with the exception of: 1) chip seal pavement repair, 2) guard rail replacement and 3) replacement for the damaged 12 foot metal squash pipe culvert 40 feet long. A replacement in kind for the damaged pipe could not be obtained. Other temporary options to replace the culvert pipe were considered and rejected due to inadequate water carrying capacity of the available pipe. The Town Supervisor reluctantly authorized Lancaster to reinstall the damaged pipe as a temporary measure to allow the road to be reopened. The Town Highway Supervisor and/or the Town Supervisor were onsite every day

the contractor worked to monitor progress and ensure the repairs being made were consistent with the town's direction on the scope work. The Town Highway Supervisor or the Town Supervisor signed off on the contractors daily work summaries to approve them as the basis for billing (attachment #3). Lancaster charged the Town of Blenheim $42,442.06 for Labor, $83,572.61 for Materials and $32,987.83 for Equipment for a total charge of $158,982.50 under the "time and materials" based emergency contract. An invoice summary sheet is attached (attachment #4). A credit invoice for $714.22 was received on 10/27/2011 correcting a discrepancy in equipment charges. As a result Equipment charges were reduced to $32,273.61 and total charges reduced to $158,268.28. A copy of the credit invoice and a revised summary of equipment charges is attached (attachment #5). Lancaster used 498.25 hours of straight time 268.5 hours of overtime labor to complete the work. A daily log of hours worked by day, by employee, was provided (attachment #6). Lancaster used 533.5 hours of equipment time and 29 hours of equipment standby time to complete the work. A log of equipment hours charged by day, by piece of equipment used, was provided; standby time was not charged in excess of active use time on any day to comply with FEMA reimbursement guidelines. Standby time was billed at a lower rate. A summary sheet is included which details the calculation of equipment charges (attachment #7). Equipment charges are based on "Equipment Watch Rental Blue Book Rates" (attachment #9). Lancaster used 3760 tons of various stone grades to complete the work. This material usage summarized by material type, by day, is described in the material summary sheet A summary of material charges based on usage is provided (attachment #8). Copies of material load slips too numerous to scan are on file with the applicant. Direct administrative costs have been inducted for Simmons Recovery consulting charges associated with developing this PW (attachment #10). Project related costs have been included for Simmons Recovery Consulting charges associated with executing this project (attachment #11). A copy of Simmons Recovery Consulting contract with the applicant is attached (attachment #12).
Proof of payment documentation for work complete in the amount of $157,982 has been included with this PW at the time of submittal to FEMA

Location Description:

Cole Hollow Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	152	178	330	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DX-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
05/16/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Broome

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$456.43
Total Budget	$0.00	$456.43
Total Obligated	$0.00	$456.43
Total Funds Drawdown	$0.00	$456.43
Program Funds Drawdown	$0.00	$456.43
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$456.43
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To restore Armlin Road to its pre-disaster conditions, it was necessary to remove approximately 75 CY of woody debris along a 0.5 mile stretch of road. ALL woody debris was chipped and left on site (approx. loc: 42.53134, -74.33189) for public use.
3 employees of the Town of Broome expended 96 hours of FORCE ACCOUNT LABOR REG TIME and 19 hours of FORCE ACCOUNT LABOR OVERTIME to cut and chip woody debris (See attached FORCE ACCOUNT LABOR RECORD for details). Payment policy and time sheets are attached.
The sub-grantee spent 39 hours of FORCE ACCOUNT EQUIPMENT time on a 125-HP Chipper to chip the approx. 75 CY of woody debris (see attached FORCE ACCOUNT EQUIPMENT RECORD for breakdown of equipment description and usage).
The sub-grantee did not make a claim for chain saws or other cutting equipment. Trucks and other vehicles used for permanent work were accounted for in PW Ref No. 1015422.
The sub-grantee submitted Costs for Direct Administration in the amount of $120.24 for time spent on supporting documentation support (see attachment for breakdown of hours and equipment).

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	520	436	956	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DY-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
06/14/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Broome

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$287.06
Total Budget	$0.00	$287.06
Total Obligated	$0.00	$287.06
Total Funds Drawdown	$0.00	$287.06
Program Funds Drawdown	$0.00	$287.06
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$287.06
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

This PW is written to capture the cost of debris removed from the road at this site as follows:
• Chipped in place trees and tree stumps by chipper..
• Removed tree and other vegetation debris from the road.
For the restoration of road to pre-disaster condition, refer to pw1015421
According to Applicant's Procurement Policy (attached), no solicitations of written quotations are required for "Emergencies"
Additionally, Non-competitive Procurement is allowed if "there is an emergency requirement that will not permit delay in competition" (Re: Public Assistance Guide, FEMA 322/June 2007-page 52)
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	520	436	956	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4DZ-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/02/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Broome

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,926.75
Total Budget	$0.00	$4,926.75
Total Obligated	$0.00	$4,926.75
Total Funds Drawdown	$0.00	$4,926.75
Program Funds Drawdown	$0.00	$4,926.75
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$4,926.75
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

This PW is written to capture the cost of debris to be removed from the road and streem at this site as follows (Re: CostWorks Sheets attached):
• Remove trees from road and stream using chain saw and chipper and dispose off in-place.
Up to 6 IN diameter tree: 17 EA @ $267 = $4,539.00
8 IN to12 IN diameter tree13 EA @ $400 = $5,200.00
14 IN to 24 IN diameter tree: 11 EA @ $480 = $5,280.00
Sub-total trees removal $15,019.00
Selective clearing and grubbing tree trunks using 1 1/2 CY excavator and disposing off in-place:
4 IN to 6 IN diameter stump: 17 EA @ $47 = $799.00
8 IN to 12 IN diameter stump: 11 EA @ $ 127 = $1,651.00
14 IN to 24 IN diameter stump: 11 EA @ $167 = $1,837.00
Sub-total Stumps Removal 4,287.00
BF Sub-total trees Removal $15,019.00
Total Trees and Stumps $19,306.00

[For the restoration of road to pre-disaster condition, refer to PW-1015410 (Category C)]
This damaged road is not a Federal Aid road and not eligible for FHWA funding. Applicant is responsible for the maintenance of the road.
It is recommended that the Applicant, work and cost are eligible for Public Assistance (Re: Public Assistance Guide- FEMA 322/June 2007-pages 22-66)

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	520	436	956	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4E-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/18/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$582.85
Total Budget	$0.00	$582.85
Total Obligated	$0.00	$582.85
Total Funds Drawdown	$0.00	$582.85
Program Funds Drawdown	$0.00	$582.85
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$582.85
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To remove the immediate threat posed by the debris the applicant will utilize force account and/or, following their procurement policy, will obtain a contract vendor to do the following work.

Site # 14, Remove and Dispose of Vegetative Debris, 59.2cy.
Difficult access to culvert therefore a unit cost of $37 per CY was used.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4F-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
05/04/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$27,850.31
Total Budget	$0.00	$27,850.31
Total Obligated	$0.00	$27,850.31
Total Funds Drawdown	$0.00	$27,850.31
Program Funds Drawdown	$0.00	$27,850.31
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$27,850.31
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To protect the safety, health and welfare of the community from mold and other issues related to flood contaminated debris, county residence were advised by Schoharie County officials to bring all flood debris to the curb or to a debris staging area for disposal during the month of November 2011.
The County Board of Supervisors adapted a Motion to fund the cost of flood debris collection, process and disposal for County residents, to be added to the existing MOSA Solid Waste Management Authority contract. Residents processed flood debris through the MOSA Waste Management Facility, at County expense, and can do so until December 31st, 2011, per the Motion passed by the Schoharie County Board of Supervisors.
The MOSA Solid Waste Facility located at 2783 Route 7, Howes Cave, NY 12092 (42.68361, -74.40306), processed 10,047.86 tons of debris during the month of November. MOSA Solid Waste Management disposal and tipping fees were consistent with current contract pricing.
MOSA is a Solid Waste Management Authority, which serves the counties of Montgomery, Otsego, Schoharie and Albany. MOSA's current disposal contractor is WeCare Recycling in Jordan, NY and the Landfill subcontractor is Seneca Meadows. During the month of NOvember, MOSA collected the flood contaminated debris from curbside and at the debris staging sites for Schoharie County.
4 staging areas were setup for residents to deposit flood debris for pickup and disposal
Site 1, located at 256 Main St., in the Village of Schoharie (42.66022, -74.31593) was established with a Right-of-Entry agreement with the owner, Mr. Mark VanWoeart, for residential flood debris drop-off and processing.
Site 2, located at Steuben St., in the Town of Esperance (42.75909, -74.26032) was established with a Right-of-Entry agreement with the owner, Boise Smith, for local resident flood debris drop-off and processing.
Site 3, Town of Esperance Transfer Station, located on Rte. 30, approximately 1 mile south of Sloansville, NY (42.74994, 74.32574) on Town of Esperance property, for residents to drop off flood contaminated debris to be

processed through MOSA.
Site 4, Village of Middleburg Temporary Transfer Station located at the Municipal Parking Lot, 104 Pool Lane (42.59778, -7433584) on Village owned property for drop-off of flood related debris from residents for MOSA processing.
MOSA deployed numerous Roll-off dumpsters along streets within the communities of Schoharie County, including the Villages of Middleburg, Schoharie, Esperance and Gallupville. These dumpsters were filled by residents that were unable to transport flood debris to the staging areas.
Due to the large increase of flood debris volume requiring processing by MOSA, additional dump trailers and roll-off dumpsters were rented by MOSA. Extra loading equipment and operators were contracted by MOSA for the debris loading and processing at the 4 temporary staging areas. Contractors Ron Allen Trucking and Blue Heron Construction were assigned under contract for processing the volume of debris at Schoharie, Esperance and curb-side, with addtional loading equipment totalling $5,918.40.
Road closures and detours caused a delay in routing debris to Seneca Meadows landfill and slowing the turn-around time of haulers. To increase processing and reduce trailer/equipment return time, MOSA contracted with Fulton County Landfill as an alternate disposal location.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4FV-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Esperance

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$15,855.46
Total Budget	$0.00	$15,855.46
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

In order to eliminate/reduce the immediate threat to public health and safety, the applicant contracted with several local businesses to conduct debris removal in concert with Schoharie County Department of Public Works, NYS Department of Environmental Conservation and FEMA Debris Task Force Personnel. Mixed debris in the form of a combination of vegetative debris, construction and road debris was typically hauled to either the Town of Esperance Transfer Location, Route 30A, just south of Sloansville, NY, or directly to the State certified MOSA - Schoharie Transfer Facility at 2805 State Route 7, Howes Cave, NY 12093 (518-296-8856). At the Esperance Transfer Location, debris was separated into type and then transferred to MOSA - Schoharie Transfer Facility on State Route 7, Howes Cave, NY for final disposition. Final transportation to MOSA was performed by MOSA under contract with the county and is subject of a separate PW with Schoharie County as applicant,but Schoharie County DPW provided some assistance to Town of Esperance in transporting debris to MOSA, for which they billed the Town of Esperance. MOSA stands for Montgomery, Otsego, Schoharie Solid Waste Mgmt. Authority.

Applicant contracted with the following vendors/agencies to dispose of all debris.

1. LANCASTER DEVELOPMENT, INC. for debris transport to Sloansville Transfer Site, Rte 30A, Sloansville, NY
   a. transported 18 total loads, each 16 CY from around Esperance to Sloansville transfer site, Rt30A. Total contractual cost was $14,014.24.
2. SCHOHARIE COUNTY DPW for transportation of debris (mixed) to Sloansville Transfer Site, Rte 30 A, Sloansville, NY
   a. trucks ran continuously for 7 days being loaded by other contractor and delivering debris to transfer site. Total contractual cost was $19,396.98.

3. JEFFREY SEALES, 110 Fuez Terrace, Esperance to load Schoharie County DPW trucks, Town Wide, during debris removal efforts. (DID NOT TRANSPORT ANY DEBRIS) Labor & equipment only equals $7,200.00
4. KERRIE HOLLENBECK for dumpsters for debris pickup. Transported 82 dumpster loads of debris totaling 426.25 Ton to

MOSA which was billed as a tipping fee to Town of Esperance for $30,814.29
(This cost was waived by the County - cost to T/Esperance was zero)

Kerrie Hollenbeck contractual fees totaling $22,400.00 represent total cost to T/Esperance
5. FRED'S SANITATION SERVICE INC, provided dumpster for debris cleanup at Town Hall, Esperance, NY
Total cost = $410.61

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	927	1116	2043	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4FW-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
05/08/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Fulton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,071.22
Total Budget	$0.00	$2,071.22
Total Obligated	$0.00	$2,071.22
Total Funds Drawdown	$0.00	$2,071.22
Program Funds Drawdown	$0.00	$2,071.22
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,071.22
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

PA-02-NY-4020-PW-05689
8-30-11: Following the disaster, the Applicant used FA labor and equipment for storm recovery operations. To expedite tree removal thereby reducing safety threats to vehicular traffic, the Applicant hired a local tree removal contractor (John's Firewood and Tree Service, Middleburgh, NY) to cut both leaning trees. The contract cost was $750.00.
9-9-11: The Applicant used 2 employees X 2 HRs each = 4 HRs to remove wood debris along road side that presented hazards, left by tree service contractor. One employee was on regular time; therefore, his wages were not eligible for reimbursement (Category A project). The other employee was on overtime, at a cost of $29.90/HR X 2 HRs = $59.80. Equipment = 4 HRs, at cost of $276.00 (2 HRs – backhoe X $33.00/HR = $66.00; 2 HRs – tri-axle dump truck X $105.00/HR = $210.00. The wood was stock-piled along the road for removal by area residents.
PA-02-NY-4020-PW-03432

To remove the imminent threat posed by the debris the applicant will utilize force account and/or, following their procurement policy, will obtain a contract vendor to do the following work.
Site # 4, Remove and Dispose of 185cy of Vegetative Debris
Difficult access, so $37 per cy was selected.
The removal of the upstream gravel deposit 40ft x 20ft x 3ft is ineligible since it does not create an immediate threat to improved property in an five year flood.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	757	498	1255	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4G-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
11/28/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$45,628.41
Total Budget	$0.00	$45,628.41
Total Obligated	$0.00	$45,628.41
Total Funds Drawdown	$0.00	$45,628.41
Program Funds Drawdown	$0.00	$45,628.41
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$45,628.41
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To protect the safety, health and welfare of the community from mold and other issues related to flood contaminated debris, county residence were advised by Schoharie County officials to bring all flood debris to the curb or to a debris staging area for disposal during the month of October 2011. The County Board of Supervisors adapted a Motion to fund the cost of flood debris collection, process and disposal for County residents, to be added to the existing MOSA Solid Waste Management Authority contract. Residents processed flood debris through the MOSA Waste Management Facility, at County expense, and can do so until December 31st, 2011, per the Motion passed by the Schoharie County Board of Supervisors. The MOSA Solid Waste Facility located at 2783 Route 7, Howes Cave, NY 12092 (42.68361, -74.40306), processed 1,983.38 tons of debris during the month of October 2011. MOSA Solid Waste Management disposal and tipping fees were consistent with current contract pricing. MOSA is a Solid Waste Management Authority, which serves the counties of Montgomery, Otsego, Schoharie and Albany. MOSA's current disposal contractor is WeCare Recycling in Jordan, NY and the Landfill subcontractor is Seneca Meadows.During the month of October, MOSA collected the flood contaminated debris from curbside and at the debris staging sites for Schoharie County. 4 staging areas were setup for residents to deposit flood debris for pickup and disposal
Site 1, located at 256 Main St., in the Village of Schoharie (42.66022, -74.31593) was established with a Right-of-Entry agreement with the owner, Mr. Mark VanWoeart, for residential flood debris drop-off and processing.
Site 2, located at Steuben St., in the Town of Esperance (42.75909, -74.26032) was established with a Right-of-Entry agreement with the owner, Boise Smith, for local resident flood debris drop-off and processing.
Site 3, Town of Esperance Transfer Station, located on Rte. 30, approximately 1 mile south of Sloansville, NY (42.74994, 74.32574) on Town of Esperance property, for residents to drop off flood contaminated debris to be processed through MOSA.
Site 4, Village of Middleburg Temporary Transfer Station located at the Municipal Parking Lot, 104 Pool Lane

(42.59778, -7433584) on Village owned property for drop-off of flood related debris from residents for MOSA processing.
MOSA deployed numerous Roll-off dumpsters along streets within the communities of Schoharie County, including the Villages of Middleburg, Schoharie, Esperance and Gallupville. These dumpsters were filled by residents that were unable to transport flood debris to the staging areas.
Due to the large increase of flood debris volume requiring processing by MOSA, additional dump trailers and roll-off dumpsters were rented by MOSA. Extra loading equipment and operators were contracted by MOSA for the debris loading and processing at the 4 temporary staging areas, with additional loading equipment totaling $9,860.00.
Site monitoring was done randomly and unannounced, to ensure site personnel were diligent on the type of debris processed.
All asbestos relate disposal was handled on a case by case basis, at the MOSA facility, in conjunction with EPA representatives.
A total of 1,983.38 tons of flood debris was processed by MOSA during the month of October 2011, at a cost of $166,953.66.
MOSA Solid Waste Management complies with all necessary regulations for waste disposal.
Applicant will be incurring Direct Administrative Costs (DAC) and that the eligible costs will be reconciled at close out, is required and acceptable

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4H-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
06/28/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$26,206.37
Total Budget	$0.00	$26,206.37
Total Obligated	$0.00	$26,206.37
Total Funds Drawdown	$0.00	$26,206.37
Program Funds Drawdown	$0.00	$26,206.37
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$26,206.37
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Removed woody debris pile ups in stream where required (under general emergency permit issued by the State in effect at time of the work), depositing some woody debris along the bank, and hauling the larger woody debris to a private land owner's property near the creek, where the local land owners cut up for winter fire wood or mulch.
Approximately 2,300 CY of woody debris was relocated.
The subgrantee requested direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all federal awards and other subgrantee activities and are not included in any approved indirect cost rates.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4I-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
02/11/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$271,731.38
Total Budget	$0.00	$271,731.38
Total Obligated	$0.00	$271,731.38
Total Funds Drawdown	$0.00	$271,731.38
Program Funds Drawdown	$0.00	$271,731.38
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$271,731.38
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To protect the safety, health and welfare of the community from mold and other issues related to flood contaminated debris, County residence were advised by Schoharie County officials to bring all flood debris to the curb or to a debris staging area for disposal.
The County Board of Supervisors adapted a Motion to fund the cost of flood debris collection, process and disposal for County residents, to be added to the existing MOSA Solid Waste Management Authority contract. Residents processed flood debris through the MOSA Waste Management Facility, at County expense, and can do so until December 31st, 2011, per the Motion passed by the Schoharie County Board of Supervisors.
The MOSA Solid Waste Facility located at 2783 Route 7, Howes Cave, NY 12092 (42.68361, -74.40306), processed 10,047.86 tons of debris during the month of September. MOSA Solid Waste Management disposal and tipping fees were consistent with current contract pricing.
MOSA is a Solid Waste Management Authority, which serves the counties of Montgomery, Otsego, Schoharie and Albany. MOSA's current disposal contractor is WeCare Recycling in Jordan, NY and the Landfill subcontractor is Seneca Meadows. During the month of September, directly following the incident, MOSA was mobilized to collect the flood contaminated debris from curbside and at the debris staging sites for Schoharie County.
4 staging areas were setup for residents to deposit flood debris for pickup and disposal
Site 1, located at 256 Main St., in the Village of Schoharie (42.66022, -74.31593) was established with a Right-of-Entry agreement with the owner, Mr. Mark VanWoeart, for residential flood debris drop-off and processing.
Site 2, located at Steuben St., in the Town of Esperance (42.75909, -74.26032) was established with a Right-of-Entry agreement with the owner, Boise Smith, for local resident flood debris drop-off and processing.
Site 3, Town of Esperance Transfer Station, located on Rte. 30, approximately 1 mile south of Sloansville, NY (42.74994, 74.32574) on Town of Esperance property, for residents to drop off flood contaminated debris to be

processed through MOSA.
Site 4, Village of Middleburg Temporary Transfer Station located at the Municipal Parking Lot, 104 Pool Lane (42.59778, -7433584) on Village owned property for drop-off of flood related debris from residents for MOSA processing.
MOSA deployed numerous Roll-off dumpsters along streets within the communities of Schoharie County, including the Villages of Middleburg, Schoharie, Esperance and Gallupville. These dumpsters were filled by residents that were unable to transport flood debris to the staging areas.
Due to the large increase of flood debris volume requiring processing by MOSA, additional dump trailers and roll-off dumpsters were rented by MOSA. Extra loading equipment and operators were contracted by MOSA for the debris loading and processing at the 4 temporary staging areas. Contractors Ron Allen Trucking and Blue Heron Construction were assigned under contract for processing the volume of debris at Schoharie, Esperance and curb-side. Contractor costs totalled $295,469.50, with addtional loading equipment totalling $13,477.60.
Road closures and detours caused a delay in routing debris to Seneca Meadows landfill and slowing the turn-around time of haulers. To increase processing and reduce trailer/equipment return time, MOSA contracted with Fulton County Landfill as an alternate disposal location.
Debris collection and disposal was monitored during the first few weeks (Debris monitoring will be included in a separate PW), to insure only flood related debris was being processed. Site monitoring was done randomly and unannounced, to ensure site personnel were diligent on the type of debris processed. All asbestos relate disposal was handled on a case by case basis, at the MOSA facility, in conjunction with EPA representatives.
A total of 10,047.86 tons of flood debris(type of debris were C and D with white goods and vegetative mixture)was processed by MOSA during the month of September 2011, at a cost of $774,335.94.
MOSA Solid Waste Management complies with all necessary regulations for waste disposal.
Applicant will be incurring Direct Administrative Costs (DAC) and that the eligible costs will be reconciled at close out, is required and acceptable.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4IE-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Middleburgh

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,459.50
Total Budget	$0.00	$5,459.50
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

In order to protect the health and safety of Town residents and to remove an immediate threat to public infrastructure the applicant hired a contractor (Cobleskill Stone Products, Inc.) to remove and dispose of the debris. The contractor performed the work during the period from September 11 to October 3, 2011. The contractor removed and hauled woody debris from Brooky Hollow Road to a site owned by the Town of Middleburg where yard debris is processed. It is estimated that 150 CY of debris was hauled to the disposal site. The disposal site is located adjacent to Cotton Hill Road, 0.70 miles west of the intersection with State Highway 145, Schoharie County, New York 12122 (42.59512, -74.30984). The smaller branches, etc were chipped and stockpiled for the public to use. Large trees were left on the ground at the disposal site for the public to cut as firewood. Accumulated sediments that were posing a threat were spread along the creek bank. It is estimated 1481 CY of sediment was spread. The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011. The contractor utilized New York State DOT force account sheets to record the work performed (see attached weekly summaries and daily record sheets). The applicant submitted an invoice from the contractor in the amount of $16,253.74 The in-stream work was performed under an Emergency Authorization issued by New York State Department of Environmental Conservation dated September 8, 2011 and in effect through October 8, 2011.
PA-02-NY-4020-PW-09165
The roll-off dumpsters were provided and trucked by the Montgomery/Otsego/Schoharie Solid Waste Management Authority (MOSA) and the debris was deposited at their Schoharie Transfer Station located at 2805 State Rt. 7, Howes Cave, NY. Based on a sampling of the applicant provided load tickets versus this project final costs incurred they show 74.85 tons of debris trucked to this facility. MOSA costs for providing their roll-offs, trucking, fuel surcharges, and tipping fees are set at a cost of $71.00 per ton.

Applicant utilized no force account labor or equipment for this project, MOSA costs are indicated as a materials use on the Materials Summary Sheet in this project worksheet, and supporting MOSA Load Tickets are attached to this project.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1897	1584	3481	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4J-12
Activity Title:	Little Schoharie Creek

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
09/17/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,921.16
Total Budget	$0.00	$2,921.16
Total Obligated	$0.00	$2,921.16
Total Funds Drawdown	$0.00	$2,921.16
Program Funds Drawdown	$0.00	$2,921.16
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,921.16
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Work consisted of utilizing applicant's contractor, Ketco Inc, to rechannel Little Schoharie Creek back to its original bed, with its embankments temporarily bermed and a channel dug out to prevent similar damages in a forecasted upcoming event (Tropical Storm Lee). All trees and woody vegetation was placed along Huntersland Road (see pictures) for natural habitat and to protect the road from erosion.
This action was required because the new path Schoharie Creek took during the flooding was destroying Grimley Bridge (Permanents bridge repairs see PW #2602, Reference #BG57-1), having already destroyed the footings and the North East approach of the bridge, dropping the bridge by 3 ft to 4 ft, and closing it to traffic. To allow this new creek path to continue would have destroyed the bridge and its approach completely. The applicant obtained permits for the work captured in this subgrant application from The NY Department of Environmental Conservation and The US Army Corps of Engineers (approved permits copies are attached).
Location of the Emergency Protective Measures captured in this subgrant application is referenced on attached location and aerial map, with GPS readings logged at the work site.
Due to the time urgency of this project, the applicant utilized contractor Ketco, Inc, on a time and materials contract containing a not to exceed clause for this project. Copies of contract, activity logs, invoices, and insurance requirements are attached.

Location Description:

Little Schoharie Creek

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4K-12
Activity Title:	Restored Stream

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
10/16/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,488.37
Total Budget	$0.00	$3,488.37
Total Obligated	$0.00	$3,488.37
Total Funds Drawdown	$0.00	$3,488.37
Program Funds Drawdown	$0.00	$3,488.37
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,488.37
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Removed scour material and restored stream to predisaster condition. Removed debris and regarded 4 acres to drain through culvert. The culvert was not damaged. All work was done by contract awarded through open competitive bid.

Location Description:

Restored stream

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4L-12
Activity Title:	Keyserkill Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
09/24/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,476.57
Total Budget	$0.00	$9,476.57
Total Obligated	$0.00	$9,476.57
Total Funds Drawdown	$0.00	$9,476.57
Program Funds Drawdown	$0.00	$9,476.57
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$9,476.57
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Schoharie County took emergency action to complete temporary repairs, for the safety of the public, by contracting Carver Construction, Inc., to repair Keyserkill Road pavement, 125ft X 24ft X .25 = 750SF/27 = 27.8CY X factor 2 = 55.6 tons of asphalt binder; 125ft X 24ft X .167ft = 501CF/27 = 18.6CY X factor 2 = 37.2 tons of top course. Carver also repaired the scoured embankment with fill, 58ft X 48ft X 3ft = 8,352CF/27 = 309.3CY and replacing the lost rip-rap, 58ft X 48ft X 3ft = 8,352CF/27 = 309.3CY as well as rip-rap on the upstream side, 20ft X 6ft X 2ft = 360CF/27 = 13.3CY.

Location Description:

Keyserkill Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4M-12
Activity Title:	Huntersland Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
12/17/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$922.25
Total Budget	$0.00	$922.25
Total Obligated	$0.00	$922.25
Total Funds Drawdown	$0.00	$922.25
Program Funds Drawdown	$0.00	$922.25
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$922.25
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Schoharie County took Emergency Protective Measures when they utilized Force Account Labor and Equipment to install a total of 16ea 20ft concrete Jersey Barriers in two locations on CR-21, Huntersland Road.
These two locations were at the GPS noted above and GPS location 42.58502 -74.286

Location Description:

Huntersland Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4N-12
Activity Title:	Stryker Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
12/17/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$849.42
Total Budget	$0.00	$849.42
Total Obligated	$0.00	$849.42
Total Funds Drawdown	$0.00	$849.42
Program Funds Drawdown	$0.00	$849.42
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$849.42
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Schoharie County Department of Public Works took emergency measures to keep Stryker Road open by using Force Account Labor and Equipment to replace the damaged wall around the twin 30in CMP culvert outlet.
The stacked stone, 39ft X 1.5ft X 10ft = 585CF/27 = 21.7CY was replaced, filled with medium rip-rap, 45ft X 3ft X 4ft = 573.8CF/27 = 21.3CY and topped with crusher run and shoulders, 75ft X 5ft X .5ft = 187.5CF/27 = 6.9CY X 2 sides = 13.8CY.

Force Account Labor = 11 people, 74 regular time hours for $0.0
Force Account Equipment = 3 pieces for 27 hours for a total of $1,145.00
Materials = 21.7CY of stackable stone, 29.8CY of medium rip-rap and 19.4CY of crusher run for a total of $1,459.16
Rental Equipment = 1 piece for 11 hours for $245.52
TOTAL COST FOR THIS PROJECT = $2,849.68 not counting Direct Administrative Costs

Location Description:

Stryker Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4O-12
Activity Title:	Jersey Barriers

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/02/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$22,253.75
Total Budget	$0.00	$22,253.75
Total Obligated	$0.00	$22,253.75
Total Funds Drawdown	$0.00	$22,253.75
Program Funds Drawdown	$0.00	$22,253.75
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$22,253.75
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1 Mattice road GPS 42.48528-74.26748 (1) x 20 ft straight (20 ft total)
2.Bear Ladder Rd GPS 42.49211 -74.43655 (11) x 20 ft straights, plus 20 ft RH downturn. (240 ft total)
3.Creek Rd GPS 42.74006-74.31061 (3) 20'straights plus (1) Rh 20 ft down turn and (1) LH 20 ft downturn. (100 ft total)
4.Beards Hollow Rd. GPS 42.61673 -74.53892 (5) x 20 ft straights, plus (1) Rh 20 ft down turn and (1) LH 20 ft downturn (140 ft total)
5.Keyserkill location 1 GPS 42.49302 -74.36684 (11) x 20 ft plus (1) Rh 20 ft down turn and (1) LH 20 ft downturn (260 ft total)
6.Keyserkill location 2 GPS 42.49232 -74.36517 (14) x 20 ft straights, plus (1) LH 20 ft downturn (300 ft total)
7.Flat Creek GPS 42.41419 -74.41949 (4) x 20 ft straights, plus (1) RH 20 ft down turn and (1) LH 20'down turn (120 ft total)
8.Keyserkill Rd GPS 42.51299 -74.37892 (11) x 20 ft straights. (1) LH downturn x 20 ft, (1) RH downturn x 20 ft. (total 260 ft)
9.Huntersland-1 GPS 42.58502 -74.28634 (5) x 20 ft straights, (1) LH downturn x 20 ft, (1) RH downturn x 20 ft. (total 140 ft)
10.Warton Hollow 1 GPS 42.5261 -74.56727 (4) x 20 ft straights (80 ft total)
ll.Huntersland-2 GPS 42.58519 -74.28888 (9) x 20 ft straights, (1) LH downturn x 20 ft (total 200 ft)
12. Wharton Hollow 2 GPS 42.50822 -74.55187 (13) x 20 ft straights, (1) LH downturn x 20 ft. (1) RH downturn x 20 (total 300 ft)
Total 91 straights (1820 ft total) + 9 LH downturns (180 ft total) ♦ 8 RH (160 ft total). 108 pieces total (2160 It total)/ 6 per load = 18 loads shipping.

Location Description:

Various Roads-temporary Jersey barriers

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR4P-12
Activity Title:	Flat Creek Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/02/2012

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Schoharie County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$22,813.80
Total Budget	$0.00	$22,813.80
Total Obligated	$0.00	$22,813.80
Total Funds Drawdown	$0.00	$22,813.80
Program Funds Drawdown	$0.00	$22,813.80
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$22,813.80
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Schoharie County took emergency protective measures by contracting with KeWtco Inc., to purchase, haul and place large rip-rap where the road embankment was sloughing, 75ft X 50ft X 3.5ft = 13.125CF/27 = 486CY, stopping the sloughing before it reached the road. The Applicant utilized contract labor and equipment to place 37.9CY of crush and run to fill in where the cracks were to keep the road open, 20ft X 24ft X 1ft = 17.8CY, 20ft X 22ft X .5ft = 8.2CY and 32ft X 20ft X .5ft = 11.9CY. When the road continued to deteriorate, 2 20ft Jersey Barriers were placed at each end of the damaged area and barrells at the intersections on either side of the damage to close CR-17, Flat Creek Road. (SEE BACKUP PAGE FOR R.S. MEANS, 1st QUARTER 2012, ALBANY, NEW YORK ESTIMATES)

Location Description:

Flat Creek Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	15508	14325	29833	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR580A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Jefferson

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,431.33
Total Budget	$0.00	$1,431.33
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

PA-02-NY-4020-PW-00894
The Applicant will use FA labor and equipment to remove remaining vegetative and rock debris from roadways, and affected shoulders and blocked ditches, to include:
1.) CAMPO ROAD (42.48149; -74.66579) – remove tree and brush from right-of-way; cut down remainder of broken, standing tree; clear debris from inlet, cross culvert. Estimated costs: equipment = $660.80; labor = $561.86.
2.) JONES HILL ROAD – Site 2 (42.46708; -74.60152) – remove broken tree that is leaning on adjacent trees, extending across the roadway. The break in the tree is approximately 25 FT above ground level. Due to the height of the angled section of tree, the Applicant plans to use a aerial/bucket truck provided by a local contractor – minimum charge is $300.00 for 4 hours. Estimated costs: equipment (including contractor charge) = $884.80; labor = $486.92.
According to the Applicant, vegetative debris will be disposed of as follows: 1.) the majority of small limbs and other woody debris will be chipped and the mulch left in-place along the side of the roads; 2.) larger sections of tree trunks will be cut up and left for townspeople, as firewood.
PA-02-NY-4020-PW-00982
1.) 8-28-11 – TOWN-WIDE (42.47988; -74.62135 – Highway Department garage) - following the storm, FA personnel cleared trees and brush from various roads; diverted water where ditches had become clogged with vegetation or filled with sediment. Labor – 7 HRs (OT) (total 18 HRs but 11 HRs were performed by an exempt employee on a weekend, and therefore, are not eligible per FEMA policy) = $176.33; equipment – 30 HRs = $560.40.
2.) 8-31-11 – ARABIA ROAD (42.54624; -74.63072) – cleared tree tops, limbs, and rock debris from road and ditches. Labor – 6 HRs = $189.30; equipment – 5 HRs = $72.40.

3.) 9-9-11 – BRADY ROAD – Site 3 (42.45839; -74.58181) – cleaned-up/chipped brush remaining from tree that fell across roadway during the storm and had been moved during town-wide canvassing on 8-28-11. Labor – 12 HRs = $384.42; equipment – 18 HRs = $295.20.
4.) 9-16-11 – JONES HILL ROAD – Site 1 (work completed) (42.46239; -74.59479) – removed tree trunk and limbs that fell across the roadway and had been pushed off of the roadway following the storm. Labor – 12 HRs = $384.40; equipment – 16 HRs = $209.60.
5.) 11-15-11 – CLAPPER HOLLOW ROAD – Site 1 (42.51390; -74.64287) – removed brush from trees that had been pushed off of the roadway following the storm. Labor – 12 HRs = $365.19; equipment – 15 HRs = $277.20.
According to the Applicant, vegetative debris was disposed of as follows: 1.) the majority of small limbs and other woody debris was chipped and the mulch left in-place along the side of the roads; 2.) larger sections of tree trunks were cut up and left for townspeople, as firewood.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	666	619	1285	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR580C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Jefferson

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$37,414.72
Total Budget	$0.00	$37,414.72
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4HK-12 Brady and Morrisville Roads PA-02-NY-4020-PW-00907 PA-02-NY-4020-State-0014(13)
The Applicant used FA labor and equipment to make necessary repairs along Brady and Morrisville Roads. Specific repair activities included: BRADY ROAD – Used on-hand deposits of gravel and fine rock debris to fill-in eroded areas around the downstream end of the culvert; and re-graded damaged sections of shoulders. Labor = 6 HRs, cost = $178.54; equipment = 4 HRs, cost = $110.00. MORRISVILLE ROAD – Repaired damaged road edges; and re-graded and filled-in grooves in eroded sections of shoulders (dimensions not provided by Applicant); and cleaned-out ditches and cleared debris from cross culvert ends. Labor = 16 HRs, cost = $486.92; equipment = 16 HRs, cost = $792.00.
1042DR4HL-12 Enid, Mt. Jefferson, Velley & Potter Hill Roads PA-02-NY-4020-PW-00997 PA-02-NY-4020-State-0014(13)
The Applicant will use FA labor and equipment to make necessary repairs to the damaged sections of Enid, Mt. Jefferson, Velley, and Potter Hill Roads. Specifically: 5.) ENID ROAD (SITE 2): FA labor will fill-in/re-grade eroded shoulders and repair section of damaged asphalt pavement. Total estimated costs = $1,509.22 (labor = 16 HRs, at cost of $486.92; equipment = 20 HRs (see NOTE 1), at cost of 762.50 (based on FEMA cost code equipment rates); materials = $259.80 (crusher run = 2 CY X 1.5 TN/CY = 3 TN X $5.80/TN = $17.40; 4 TN of asphalt cold mix X $60.60/TN (see NOTE 3) = $242.40). 6.) MT. JEFFERSON ROAD: FA labor will fill-in erosion damage, clean-out filled ditches, and re-grade the 200-LF of shoulder. Total estimated costs = $493.46 (labor = 8 HRs, at cost of $243.46; equipment = 6 HRs, at cost of 250.00 (based on FEMA cost code equipment rates)). 7.) VELLEY ROAD: FA labor will clean out rock debris from 40-LF section of filled-in ditch. Total estimated costs = $672.30 (labor = 9 HRs, at cost of $288.30; equipment = 9 HRs, at cost of 384.00 (based on FEMA cost code equipment rates)). 8.) POTTER HILL ROAD: FA labor will repair shoulder sections; fill-in eroded areas; re-grade ditches; and compact loose aggregate with roller. Total estimated costs = $1,504.92 (labor = 16 HRs, at cost of $486.92; equipment = 21HRs (see NOTE

1), at cost of $950.50 (based on FEMA cost code equipment rates); materials = $67.50 (15 CY crushed gravel X $4.50/CY = $67.50) (see NOTE 2). NOTE 1: Equipment hours may exceed labor hours in the event that an employee uses a tandem dump truck and equipment trailer to transport construction equipment such as a vibratory drum compactor/roller to the job site. The truck and trailer are only used for 2 hours – mobilization/demobilization. The truck and trailer are placed on standby status for the remainder of the time (not eligible for funding). NOTE 2: According to the Applicant, the town owns a gravel bank containing a multiple-year source of loosely-cemented rock material. Periodically, a contractor is brought on-site to crush and sieve the material which is then transported to the town highway department stockpile for use as backfill, as needed. The Applicant stated that past calculations indicated that the total unit cost for crushing and transporting the crushed aggregate is $4.50/CY. No current backup documentation was available.) NOTE 3: The section of damaged road surface at Enid Road (Site 2) was replaced using a cold mix pavement material. The Applicant explained that cold mix material is perically batched on-site at the town highway department's stockpile by a private contractor (Gorman Bros., Inc., Albany, NY). The Applicant provides the required 3 sizes of aggregate while the contractor furnishes the binder oil and batching equipment. The Applicant stated that the unit cost of cold mix is calculated to be $60.60/TN.
1042DR4HM-12 Portions of Sternberg, Jones Hill (Site 3), and Dyer (Site 3) Roads. PA-02-NY-4020-PW-00936 PA-02-NY-4020-State-0014(13)
The Applicant used FA labor and equipment to make necessary repairs to the three sites. Total labor = 58 HRs, at a cost of $1,838.72. Total equipment usage = 63 HRs, at a cost of $2,633.40. (NOTE: Equipment hours exceeded labor hours because some smaller items such as chainsaws were kept with the employees and used as needed.) Dyer Road (Site 3) repairs required the surface application of 30 CY of crushed stone aggregate, at a cost of $261.00 (30 CY X 1.5 TN/CY = 45 TN X $5.80/TN = $261.00). Specific costs included: (4.) STERNBERG ROAD – THE Applicant restored proper drainage by excavating a 5-FT deep, 15-FT long trench into the embankment, and removing excess rock debris from the down-stream ditch for a distance of approximately 30 FT. Labor = 6 HRs, cost = $174.27; equipment = 6 HRs, cost = $294.00. (5.) JONES HILL ROAD (SITE 3) – Due to the unevenness of the damaged 300-FT long section of Jones Hill Road, affected road and shoulder surfaces had to be re-graded to restore access by vehicular traffic. Labor = 20 HRs, cost = $662.44; equipment = 20 HRs, cost = $912.00. (6.) DYER ROAD (SITE 3) – Due to the post-flood condition of shoulders along a 300FT long section of Dyer Road, the Applicant made necessary repairs by reshaping/re-grading and spreading/mixing-in 30 CY (45 TN) of crushed stone onto damaged portions of the shoulder surface. (The replacement aggregate layer did not have a uniform thickness; therefore, specific dimensions are not available.) Specific costs included: labor = 32 HRs, cost = $1,001.99.00; equipment = 37 HRs, cost = $1,427.40; material = $261.00 (45 TN).
1042DR4HN-12 Cottage and Nichols Roads. PA-02-NY-4020-PW-00959 PA-02-NY-4020-State-0014(13)
The Applicant used FA labor and equipment to make necessary repairs to both the Cottage Road and the Nichols Road sites. Total: totals/costs for the two sites were: * labor = 23 HRs, for a cost of $720.74; * equipment = 24 HRs, for a cost of $1,265.50 (based on FEMA cost code equipment rates) (See NOTE 1); and * material = 95 CY X $4.50.CY = $427.50 (See NOTE 2). Specifically: 3.) COTTAGE ROAD (SITE 2): FA labor filled-in eroded shoulders and re-graded road surfaces along a 200-LF section of roadway. Work was performed on 11-7-11. Labor = 15 HRs; equipment = 18 HRs; and material = 90 CY crushed gravel. 4.) NICHOLS ROAD: FA labor filled in erosion damage to tail-wall at 6-FT diameter culvert. Work was performed on 11-15-11. Labor = 8 HRs; equipment = 6; and material = 5 CY crushed gravel. NOTE 1: Equipment hours exceeded labor hours because an employee transported a vibratory drum compactor/roller to the job site using a tandem dump truck and equipment trailer. The truck was used to haul crushed stone for the remaining 5 HRs; however, the trailer was only used for 2 hours and then placed on standby status (not eligible for funding). NOTE 2: According to the Applicant, the town owns a gravel bank containing a multiple-year source of loely-cemented rock material. Periodically, a contractor is brought on-site to crush and sieve the material which is then transported to the town highway department stockpile for use as backfill, as needed. The Applicant stated that past calculations indicate that the total unit cost for crushing and transporting the crushed aggregate is $4.50/CY. No current backup documentation was available.)
1042DR4HO-12 Enid Road PA-02-NY-4020-PW-00913 PA-02-NY-4020-State-0014(13)
The Applicant used FA labor and equipment to make necessary repairs to various locations along Enid Road, on 3 separate dates. Total labor = 39 HRs, at a cost of $1,207.98; total equipment usage = 43 HRs, at a cost of $1,735.10. (NOTE: Equipment hours exceeded labor hours because: 1.) an employee transported an excavator to the job site using a tandem dump truck and equipment trailer. The truck and trailer were only used for 2 hours each and then placed on standby status for the remaining 4 HRs; 2.) an employee carried a chainsaw in the pickup truck he drove following the storm, to cut vegetative debris as needed.) The Applicant used materials for a cost of $26.10 (crusher run aggregate = 3 CY X 1.5 TN/CY = 4.5 TN X $5.80/TN = $26.10). Daily activities included: 1.) 8-29-11 – Cleared rock and vegetative debris off of roadway; cut larger trees into manageable sections and pushed to shoulders for eventual removal; and cleared sediment from filled-in ditches where water was being diverted onto road surfaces. Definitive quantities of material removed were not available from Applicant. (NOTE: Removal of vegetative debris present along shoulders and in ditches was performed during shoulder/ditch rework, and therefore, was incidental to overall activities.) Labor = 6 HRs; equipment = 9 HRs. 2.) 10-14-11 – Repaired eroded driveway entrances that crossed shoulders; cleaned ditches and repaired shoulders (lineal footage not available). Labor = 24 HRs; equipment = 28 HRs. 3.) 12-2-11 – Repaired sections of road surface (along edges) that were eroded due to running floodwater; placed crushed stone aggregate in low spots, and then compacted by making several passes with a dump truck. Labor = 9 HRs; equipment = 6 HRs; materials = 3 CY (4.5 TN) crusher run aggregate.
1042DR4HP-12 Dutch Hill Road PA-02-NY-4020-PW-00914 PA-02-NY-4020-State-0014(13)

The Applicant used FA labor and equipment to make necessary repairs to various locations along Dutch Hill Road on 3 separate dates. Total labor = 60 HRs, at a cost of $1,323.31; total equipment usage = 64 HRs, at a cost of $3,150.50. (NOTE: Equipment hours exceeded labor hours because an employee transported an excavator to the job site using a tandem dump truck and equipment trailer. The truck and trailer were only used for 2 hours each and then on standby status for the remaining 6 HRs.) The Applicant used materials for a total cost of $1,707.97 (crusher run aggregate = 75 CY X 1.5 TN/CY = 112.5 TN X $5.80/TN = $652.50; 40-FT of 36-IN diameter N-12 polyethylene pipe = $1,005.20; and 1 – 36-IN diameter coupling band = $50.27). Daily activities included: (1.) 8-29-11 – Cleared rock debris out of roadway; pushed vegetative debris to shoulders for eventual removal; and cleared sediment from filled-in ditches where water was being diverted onto road surfaces. Definitive quantities of material removed were not available from Applicant. (NOTE: Removal of vegetative debris presntalong shoulders and in ditches was performed during shoulder/ditch rework, and therefore, was incidental to overall activities.) Labor = 8 HRs; equipment = 8 HRs. (2.) 9-14-11 – Removed additional rock debris from shoulders and ditches; re-graded damaged sections of road surface; filled eroded areas along edges of roadway and shoulders. Labor = 21 HRs; equipment = 21 HRs; materials = 30 CY (45 TN) of crusher run aggregate. (3.) 9-23-11 – Cleaned-out/reshaped approximately 300 FT of ditches; replaced damaged 24-IN diameter culvert with 36-IN plastic pipe. Labor = 31 HRs; equipment = 35 HRs; materials = 45 CY (67.5 TN) crusher run aggregate, 40-FT of 36-IN diameter polyethylene pipe, and 1 – 36-IN diameter band.
1042DR4HQ-12 Buck Hill Road PA-02-NY-4020-PW-01236 PA-02-NY-4020-State-0016(15)
BUCK HILL ROAD - The Applicant will use FA labor and equipment to make necessary repairs (i.e., re-grading shoulder and road surface erosion areas, and reshape/clean-out ditches) along the 200-LF+ section of affected roadway. Total repairs are estimated to cost $3,875.10 (labor = 40 HRs, at a cost of $1,273.60; equipment = 40 HRs, at a cost of $1,818.50; and materials = 90 CY (crusher run) X 1.5 TN/CY = 135 TN X $5.80/TN = $783.00.
1042DR4HR-12 Dyer Road PA-02-NY-4020-PW-01182 PA-02-NY-4020-State-0016(15)
The Applicant used FA labor and equipment to repair the downstream shoulder embankment at the culvert. Other repairs to the damaged shoulders and ditches included: re-grade eroded portions of shoulders; compact loose fill material with drum roller; reshape filled-in ditches; and clean-out inlet (upstream) end of creek channel. Project costs included: FA labor = $1,076.93; FA equipment = $1,183.50; and material = 15 CY (crushed gravel) X $4.50/CY (see PROJECT NOTE 1) = $67.50. PROJECT NOTE 1: According to the Applicant, the town owns a gravel bank containing a multiple-year source of loosely-cemented rock material. Periodically, a contractor is brought on-site to crush and sieve the material which is then transported to the town highway department stockpile for use as backfill, as needed. The Applicant stated that past calculations indicate that the total unit cost for crushing and transporting the crushed aggregate is $4.50/CY. No current backup documentation was available.
1042DR4HS-12 Dyer Road and Brady Road PA-02-NY-4020-PW-01125 PA-02-NY-4020-State-0018(17)
1.) DYER ROAD (SITE 1) – The Applicant will use FA labor and equipment (with the exception of applying an O and S treatment to the 200-LF section of damaged road surface) for culvert replacement and shoulder repair. Work will consist of two activities: A.) Replace damaged culvert/road sub-surface repair. Because the creek flow became dammed due to the current pipe size being insufficient to accommodate increased rainfall quantities which caused floodwater to overtop the roadway, the Applicant requests that the culvert be up-sized from a 24-IN diameter (pipe damaged during storm) to a 36-IN diameter pipe. Estimated costs (by Applicant) to return the culvert and headwall/tail wall to pre-disaster conditions include: FA labor = $2,359.85; FA equipment = $3,390.50; materials = $2,755.94. Additional costs to up-size the culvert are addressed in the attached Hazard Mitigation Proposal (HMP). B.) Re-grade eroded shoulder areas, and reshape/clean-out ditches along the affected 200-LF+ X 4-FT wide (typial)section along Dyer Road (Site 1). Estimated costs (per Applicant) include: FA labor = $393.34; FA equipment = $430.00; materials (contractor to apply first O and S layer on 200-LF of road surface) = $1,174.24. 2.) BRADY ROAD (SITE 1) – Estimated repair costs (per Applicant) to re-grade and compact crusher stone material along the 200-LF+ X 4-FT wide (typical) section of eroded shoulder include: FA labor = $243.46; FA equipment = $400.50.
1042DR4HT-12 Clapper Hollow Road PA-02-NY-4020-PW-01344 PA-02-NY-4020-State-0019(18)
The Applicant used FA labor and equipment on 2 occasions (9-20-11 and 10-7-11) to remove excess rock debris deposited in the creek channel; cut and remove downed trees from the creek; and repair shoulder erosion along Clapper Hollow Road. Specifically: REPAIRS: 9-20-11 – The Applicant used FA labor and equipment to fill-in eroded areas and reshape affected portions of the shoulder. Labor = 9 HRs, at a cost of $288.30; equipment = 9 HRs, at a cost of $384.00. No materials were required. REPAIRS: 10-7-11 – Due to an excessive build-up of rock debris in the creek channel (approximate quantity of material = 20-FT channel width X 200-FT long X 1.5-FT thick = 6,000 CF / 27 CF/CY = 222.2 CY), which impeded creek flow, the Applicant used FA labor and equipment to remove cobbles and small boulders. The debris spoils were placed primarily on the southwest creek bank, spread level, and left in-place. Up-rooted trees along the creek banks either lying in the channel or significantly leaning due to the storm flooding were cut and moved out of the channel, onto the southwest bank. Costs for both activities: Labor = 20 HRs, at a cost of $611.16; equipment = 27 HRs (see PROJECT NOTE 1), at a cost of $800.80. No materials were required. The Applicant had appropriate NYDEC permits (attached) to work in the creek channel. (PROJECT NOTE 1: Equipment hours exceeded labor hours because an employee used a tandem dump truck and equipment trailer to transport construction equipment (excavator) to the job site. The truck and trailer were only used for 2 hours – mobilization/demobilization, and were then placed on standby status for the remainder of the day (not eligible for funding). Another employee carried a chainsaw for use, as required, in addition to operating primary equipment.)
1042DR4HU-12 Clapper Hollow Road PA-02-NY-4020-PW-01645 PA-02-NY-4020-State-0025(23)
The Applicant used FA labor and equipment on 2 occasions (9-19-11 and 10-7-11) to repair damages to the driveway embankment and culvert, and creek channel. (PROJECT NOTE 1: The portion of driveway containing the

CMP is located on Town right-of-way; therefore, the Applicant is responsible for repairs.) (PROJECT NOTE 2: Per the Applicant, immediately following the storm, the homeowner made temporary repairs by placing sufficient fill material over the pipe to make the driveway passable. The Town incurred no expense for this action.) REPAIRS: 9-19-11 – Because the existing 4-FT squash CMP was overwhelmed by rising floodwater, the Applicant installed 2 – 15-IN diameter, 30-FT long high density polyethylene (HDPE) pipes in the embankment during repairs, in line with the top of the existing 4-FT squash culvert, to accommodate overflow. In addition, head- and tail-walls were repaired using existing rock supplies. During pipe installation, 15 CY of crushed gravel (see Project Note 3) were used. Labor = 22 HRs, at a ost of $726.48; Equipment = 16 HRs, at a cost of $600.00; Materials = $419.76 (2 -30-FT long HDPE pipes = 60-FT X $5.53/FT = $331.80; bands – 2 EA X $10.23 EA (estimated) = $20.46; crushed gravel – 15 CY X $4.50/CY = $67.50) (PROJECT NOTE 3: According to the Applicant, the Town owns a gravel bank containing a multiple-year supply of loosely-cemented rock material. Periodically, a contractor is brought on-site to crush and sieve the material which is then transported to the Town Highway Department stockpile for use as backfill, as needed. The Applicant stated that past calculations indicated that the total unit cost for crushing and transporting the crushed aggregate is $4.50/CY. No current backup documentation was available.) REPAIRS: 10-7-11 – Due to an excessive build-up of rock debris in the creek channel (approximate quantity of material = 10-FT wide (width of creek channel) X 250-FT long X 2-FT deep = 5,000 CF / 27 CF/CY = 185.2 CY), which negatively impacted creek flow; the Applicant used FA Labor and Equipment to remove cobbles and small boulders. Labor = 19 HRs, at a cost of $582.34; Equipment = 23 HRs (see PROJECT NOTE 4), at a cost of $1,018.50. (PROJECT NOTE 4: Equipment hours exceeded labor because an employee used a tandem dump truck and equipment trailer to transport construction equipment (excavator) to the job site. The truck and trailer were only used for 2 hours – mobilization/demobilization, and were then placed on standby status for the remainder of the day (not eligible for funding).)

1042DR4HV-12 Clapper Hollow Road PA-02-NY-4020-PW-01813 PA-02-NY-4020-State-0031(31)

The Applicant will use FA labor and equipment, and a contractor furnishing an excavator equipped with a thumb grasp attachment, to restack/reposition existing on-site blocks. Granular fill will be placed and compacted behind the rip rap, in layers as the wall is raised. Estimated costs include: labor = 36 HRs, at a cost of $1,123.72; equipment = 32 HRs, at a cost of $1,600.00, material = 15 TN, at a cost of (10 CY X 1.5 TN/CY = 15 TN X $5.80/TN =) $87.00; contractor (2 estimates submitted) = $960.00 (low estimate = $120.00/HR (inclusive – equipment, mobilization/demobilization, and operator) X 8 HRs). Total estimated cost of wing wall repair is $3,770.72. ASSOCIATED ELIGIBILITY ISSUES: 1.) The Applicant requested replacement of the Site 1 CHR culvert either as storm-related damages or mitigation. Observed damages include: (1) the culvert has a distorted (out-of-round) cross-sectional profile due partially to the shifting stacked-stone headwall facade; (2) rusting has caused a portion of the upstream riveted reinforcing end band to separate from the vessel body; (3) a 24-IN X 24-IN right angle triangular section of the vessel wall in the lower right quadrant (upstream end) is missing, exposing the adjacent stacked stone wall; (4) the area surrounding the missing tube is significantly corroded which appears to have caused thinning in the pipe wall; and (5) there are no observed cross-sectional exposures of fresh metal that would indicate recent breaking-away of the missing portion of the culvert wall. Rusting appears to be long-term (not storm-related). Therefore, pipe replacement appears to be inconsistent with FEMA eligibility criteria FEMA Public Assistance Guide, FEMA 322/June 2007, Chapter 2, Eligibility, (Section) Work, (Paragraph) Direct Result, page 29, third sentence states: “Damage that esult from a cause other than the designated event, such as a pre-disaster damaging event . . . . is not eligible.” 2.) MITIGATION: The Applicant requested mitigation of the site, to include 1.) upsizing the culvert from a 6-FT diameter boiler vessel to a 7-FT arch (squash) corrugated metal pipe (CMP), and 2.) extending the length of the affected wing-wall, at a lesser angle relative to CHR. A Mitigation Specialist visited CHR (Site 1) on December 12, 2011. He concluded that extending the wing-wall would be an approved mitigation measure according to FEMA Recovery Policy (RP) 9526.1, Hazard Mitigation Funding under Section 406 (Stafford Act), Paragraph VII, B.2, which states, “certain mitigation measures (are) determined to be cost effective as long as the mitigation measure does not exceed 100 percent of the eligible repair work on the project.” The proposed mitigation measure for this site is eligible per RP9526.1, Appendix A, Paragraph I.A.3. However, according to the specialist, because the creek did not overtop the road, and the pipe did not sustain damages during the storm, a larger pipe would not be warranted.

1042DR4HW-12 Arabia and Palmer Roads. PA-02-NY-4020-PW-01053 PA-02-NY-4020-State-0034(32)

The Applicant used FA labor and equipment to repair damages along Arabia and Palmer Roads: 1.) ARABIA ROAD: The eroded portion of the road surface and shoulder was repaired using 2 CY of crusher run aggregate which was compacted with by repeated passes using a tandem dump truck. Project costs included: labor = 6 HRs at a cost of $192.20; equipment = 4 HRs, at a cost of $190.00; materials = $17.40 (2 CY X 1.5 TN/CY = 3 TN X $5.80/TN = $17.40). 2.) PALMER ROAD: SITE 1 – A nominal amount of crusher run was placed in the subsided area overlying the 5-FT diameter culvert and then compacted. Due to the small quantity of material, no separate expense was reported. SITE 2 – The Applicant used an excavator and tandem dump truck to: (1.) rebuild the section of missing shoulder where the road edge dropped off, using available rock debris; and (2.) clean-out and reshape the portion of ditch channel filled with rock debris. Project costs for Sites 1 and 2 included: labor = 12 HRs at a cost of $357.08; equipment = 12 HRs, at a cost of $686.50.

1042DR4HX-12 Allen Road PA-02-NY-4020-PW-06253 PA-02-NY-4020-State-0060(59)

The Applicant solicited a bid for demolition and replacement of the existing, damaged portion of wing-wall from Seward Sand and Gravel, Inc., Oneonta, NY, which totaled $13,000.00. Based on increased on-going demand for area contractor services due to storm-related damages, obtaining additional bids is not expected. Therefore, to validate the proposed contractor cost, an estimate of $13,457.17 was obtained using CostWorks 2012 line items.

While work task groupings differ between the two estimates, they include similar activities; therefore, the contractor bid appears to be consistent with area pricing. (See PROJECT NOTE 1 for a sequential breakdown of construction activities.) (PROJECT NOTE 1: Contractor repair of the damaged wing-wall is anticipated to include the following construction activities: (A) Establish and maintain dewatering system (temporary cofferdam); (B) Pump/pipe water – bypass construction site); (C) Excavate soil behind damaged portion of wing-wall (stock-pile on site for re-use); (D) Saw cut limits of demolition on wing-wall face and back surfaces; (E) Remove concrete – use backhoe with jack-hammer attachment; (F) Remove concrete rubble with backhoe; (H) Place broken concrete in SA dump truck – stock-pile at the town highway department garage, or as directed; (I) Use backhoe to excavate footer; (J) Place dowels in end of existing wall, extending into replacement wall (embed in drill holes using epoxy) for lateral stability; (K) Build reinforcing steel frame; (L) Form wing-wall (plywood forms); (M) Place 3,000 PSI concrete in forms (use hydraulic cement for accelerated set and strength gain); (N) Wreck forms (after proper curing period); (O) Backfill behind wing-wall using stock-piles excavation spoils to match previous slope configuration; and (P) Remove temporary cofferdam.) (PROJECT NOTE 2: The Applicant submitted additional Work to Be Completed upon completion of contractor repair of the wing-wall, including: increase the height of stacked rock walls; place crusher run aggregate on adjacent embankments; and use bituminous cold patch (4 TN) to repair damaged pavement. Upon inspection of the site, these damages were not observed.)
1042DR4HY-12 Clapper Hollow Road PA-02-NY-4020-PW-08322 PA-02-NY-4020-State-0116(116)
The Applicant asserts that the pipe needs to be replaced. A cost estimate to return the facility (pipe; head-, tail-, and wing-walls; and road surface) to pre-disaster form, capacity, and footprint is $51,712.44 (estimate based on RS Means cost data, and includes a 30 percent escalation for general conditions). The estimate (attached) includes replacement of the existing pipe using a galvanized corrugated metal pipe (CPM) which is customary practice in this type of repair.
The Applicant obtained a letter from New York State Department of Environmental Conservation (DEC) (dated June 7, 2012) that granted a general permit to perform work in Clapper Hollow Brook provided that an open bottom culvert structure with a minimum flow-through area of 110 SF (based on a 50-YR storm using ARMCO methodology) be installed. DEC performed an H&H study for the culvert using USGS Streamstats methodology (attached). A hazard mitigation proposal (HMP) to replace the 6-FT diameter circular pipe with an open-bottomed multi-plate (assembled) galvanized culvert measuring 14-FT 2-IN wide X 9-FT 10-IN rise is also attached. Size/area determination provided by Chemung Supply Corporation, the Applicant's vendor for drainage products.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	666	619	1285	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR725B-12
Activity Title:	Posson Hill Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Middleburgh

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,002.81
Total Budget	$0.00	$4,002.81
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant performed Emergency repairs adequate to protect the improved property from a 5 year flood event. The work consisted of installing a stable stone wall, 160 feet long x 4 feet high, that runs along the edge of the creek, and backfilling with creek gravel behind the wall. The wall will prevent the creek from encroaching on the vertical eroded face and will tend to prevent damage from future high water events.
Key in wall, place stackable stone as foundation = 160 feet L x 8 feet W x 2 feet H = 2560 CF / 27 = 95 CY x 1.6 ton per CY = 152 ton.
Install Stackable Stone wall = 160 feet L x 4 feet H x 4 feet thick = 2560 CF / 27 = 95 CY x 1.6 ton per CY = 152 ton.
Backfill behind wall with creek gravel = 160 feet L x 4 feet H x 10 feet W = 6400 CF / 27 = 237 CY
The applicant performed extensive disaster related permanent repairs to Town facilities in the area and utilized the same contractor (Cobleskill Stone Products, Inc.) to affect the Emergency repairs.
The contractor was retained under emergency procedures in order to reopen roads and perform emergency work. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011

Location Description:

Posson Hill Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1897	1584	3481	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR725C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Middleburgh

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$178,301.83
Total Budget	$0.00	$178,301.83
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4IG-12 Brooky Hollow Road - Site #6 PA-02-NY-4020-PW-00338 PA-02-NY-4020-State-0005(5)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor utilized New York State DOT force account sheets to record the work performed (see attached weekly summaries and a daily record sheets). The contractor performed the following work: Mobilized to the site three days after the flood. Restored road embankment and existing 18 inch culvert. AC pavement (type 3 Binder), placed = 33 CY x 2.025 = 67 ton. Gravel shoulder (crusher run gravel), installed = 11 CY x 1.5 ton per CY = 17 ton Road Base (re worked and re compacted) = 50 CY. Bank Slope (stackable stones), installed = 233 CY x 1.5 ton per CY = 350 ton.
1042DR4IH-12 Brooky Hollow Road - Site #1 PA-02-NY-4020-PW-00339 PA-02-NY-4020-State-0005(5)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor performed the following work: AC pavement (type 3 Binder), placed = 160 LF x 18 feet Wide x 0.33 feet thick = 951 CF/27 = 35 CY x 2.025 = 70.8 ton. Gravel shoulder (crusher run gravel), installed = 160 LF x 2 sides = 320 LF of Shoulder x 3 feet W x 0.33 feet thick = 317 CF / 27 = 12 CY x 1.5 ton per CY = 18 ton Road Base (crusher run gravel), installed = 160 LF x 18 feet Wide x 2 feet thick (avg) = 5760 CF/27 = 267 CY x 1.5 = 400 ton. Bank Slope (stackable stones), installed = 160 LF x 10 feet H x 3.5 feet W = 5600 CF/27 = 207 CY x 1.5 ton per CY = 310 ton. Bank Slope Cover (medium stone), installed = 160 LF x 10 feet W x 1 foot thick = 1600 CF/27 = 59 CY x 1.5 ton per CY = 89 ton The applicant proposes to have the following work performed by contract. Metal Guide Railing, install = 160 LF. The cost for

installing guide rail was estimated using data from RS Means Costworks (2012 edition, adjusted for Albany, NY). Guide Rail = (CSI 34 71 1326 0012) $18.80 per LF x 160 LF = $3008.00 Guide Rail End = (CSI 34 71 1326 0200) $102.65 per end x 2 ends = $205.30 Total Estimated Work To Be Complete= $3008.00 + $205.30 = $3213.30 DIRECT ADMINISTRATIVE COSTS: An amount of $43.75 was submitted by the Applicant for direct administrative costs (see attached direct administrative costs worksheet).
1042DR4II-12 Brooky Hollow Road - Site #2 PA-02-NY-4020-PW-00340 PA-02-NY-4020-State-0005(5)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor utilized New York State DOT force account sheetscord the work performed (see attached weekly summaries and daily record sheets). The contractor performed the following work: Mobilized to the site three days after the flood. AC pavement (Type 3 Binder), placed = 32 CY x 2.025 ton per CY = 65 ton. Gravel shoulder (crusher run gravel), installed = 14 CY x 1.5 ton per CY = 21 ton. Road Base (crusher run gravel), installed = 70 CY x 1.5 ton per CY = 105 ton. Embankment (shot rock and medium stone fill), installed = 676 CY x 1.5 ton per CY = 1014 ton. Embankment Covering (large stones), installed = 338 CY x 1.5 ton per CY = 507 ton
1042DR4IJ-12 Brooky Hollow Road - Site #4 & 5 PA-02-NY-4020-PW-00505 PA-02-NY-4020-State-0008(7)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor utilized New York State DOT Force Account sheets to record the work performed (see attached weekly summaries and daily record sheets). The contractor performed the following work: 1) Mobilized and started work at the site five days after the flood. 2) Cut out road and placed shot rock and crusher run to establish work area. 3) Excavated and moved creek back to pre disaster location. 4) Keyed in 2 to 4 ton rocks at base of damaged embankments 150 LF + 135 LF = 285 LF (627 tons placed / 1.5 ton per CY = 418 CY) 5)Placed shot rock and medium stone fill to reestablish embankment and road subgrade.(Shot Rock Placed = 1082 ton / 1.5 ton per CY = 721 CY; Medium stone fill placed = 250 ton / 1.5 ton per CY = 167 CY; Crusher Run Gravel used, estimated = 101 ton / 1.5 ton per CY = 67 CY) 6) Road Base, installed = 124 CY x 1.5 ton per CY = 186 ton. 7)AC pavement (Type 3 Binder), placed = 55 CY x 2.025 ton per CY = 111 ton. 8)Gravel shoulder (crusher run), installed = 24 CY x 1.5 ton per CY = 36 ton The applicant proposes to have the following work performed by contract: Metal Guide Railing, install = 135 LF.
1042DR4IK-12 Brooky Hollow Road - Site #7 PA-02-NY-4020-PW-00635 PA-02-NY-4020-State-0009(8)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor utilized New York State DOT force account sheets to record the work performed (see attached weekly summaries and daily record sheets).
In order to return the road to pre disaster function, the contractor performed the following work: Mobilized equipment and started work at the site six days after the flood. Excavated and moved creek back to pre disaster location. Keyed in stackable rocks at base of damaged embankment = 120 LF (218.78 tons placed / 1.5 ton per CY = 145 CY). Placed shot rock to reestablish embankment and road subgrade (Shot Rock Placed = 411.85 / 1.5 ton per CY = 275 CY). Prepared road base. AC pavement (Type 3 Binder), placed = 20 CY x 2.025 ton per CY = 40.5 ton. Gravel shoulder (cuhrrn), installed = 12 CY x 1.5 ton per CY = 18 ton
1042DR4IL-12 Posson Hill Road - Site #4 PA-02-NY-4020-PW-01138 PA-02-NY-4020-State-0014(13)
The Applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under Emergency procedures in order to reopen the road to Emergency vehicles and provide access for residents. The Applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). At SITE 4 the contractor performed work in the Town’s right-of-way (which is addressed in this project worksheet) and in an area along Brooky Hollow Creek which is outside of the Town’s right-of-way. Work performed outside of the right-of-way to protect improved property is addressed in a separate Category B Project Worksheet. The contractor performed the following work in the right-of-way: Installed stackable stone headwall and backfilled with native material = 20 feet L x 8 feet W x 12 feet high = 1920 CF / 27 = 71 CY. Install steel guide rail = 50 feet L.
1042DR4IM-12 Brooky Hollow Road - Site #3 PA-02-NY-4020-PW-00899 PA-02-NY-4020-State-0014(13)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor utilized New York State DOT force account sheets to record the work performed (see attached weekly summaries and daily record sheets). The contractor performed the following work: Mobilized to the site two days after the flood.
AC pavement (Type 3 Binder), placed = 62 CY x 2.025 ton per CY = 126 ton. Gravel shoulder (crusher run gravel), installed = 27 CY x 1.5 ton per CY = 41 ton. Road Base (crusher run gravel), installed = 137 CY x 1.5 ton per CY = 206 ton. Embankment (shot rock, medium stone fill, crusher run gravel, and creek gravel), installed = 2741 CY x 1.5 ton per CY = 4111 ton. Embankment Covering (large stones), installed = 411 CY x 1.5 ton per CY = 617 ton. PROJECT COSTS: A CEF was not completed for this large project since the work is more than 90% complete. The applicant submitted an invoice from the contractor in the amount of $112,902.41 (see attached invoice). At the

time of preparation of this project worksheet the invoice had not been paid by the applicant.
1042DR4IN-12 Posson Hill Road - Site #2 and #3 PA-02-NY-4020-PW-01276 PA-02-NY-4020-State-0018(17)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor performed the following work: POSSON HILL ROAD SITE 2: AC pavement placed = 138 feet L x 18 feet W x 0.167 feet thick = 415 CF / 27 = 15 CY x 2.025 tons per CY = 30.4 tons. Gravel shoulder installed = 138 feet L x 2 sides = 276 LF of Shoulder x 2 feet W x 0.167 feet thick = 92 CF / 2 =3. C. Embankment erosions repaired = 50 feet L x 10 feet W (avg) x 9 foot deep (approx) = 4500 CF / 27 = 166 CY. POSSON HILL ROAD SITE 3: AC pavement placed = 147 feet L x 18 feet W x 0.167 feet thick = 442 CF / 27 = 16 CY. Gravel shoulder installed = 147 feet L x 2 sides = 294 LF of Shoulder x 2 feet W x 0.167 feet thick = 98 CF / 27 = 3.6 CY. Embankment erosion repaired = 60 feet L x 15 feet W (avg) x 5 foot deep (approx) = 4500 CF / 27 = 166 CY.
1042DR4IO-12 Tradlemire Road PA-02-NY-4020-PW-01346 PA-02-NY-4020-State-0018(17)
To return the road to pre-disaster design and capacity, perform the following work: 24 inch CMP culvert, install = 2 each x 60 feet L = 120 feet. Road integral ground, install = 50 feet L x 15 feet W x 10 feet deep = 7500 CF / 27 = 278 CY. Stone headwall at upstream end of culverts, install = 15 feet L x 4 feet W x 7 feet high = 420 CF / 27 = 16 CY. Heavy stones and armored outfall at downstream end of culverts, install = 25 feet L x 5 feet W x 30 feet high = 3750 CF / 27 = 139 CY. The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). During the repair process the applicant choose to install one 48 inch diameter smooth interior corrugated polyethylene pipe (SICPP) culvert instead of two 24 inch CMP culvert
1042DR4IP-12 Posson Hill Road - Site #1 PA-02-NY-4020-PW-01250 PA-02-NY-4020-State-0021(22)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor performed the following work: AC pavement (type 6 topping), placed = 120 feet L x 18 feet W x 0.125 feet thick = 270 CF / 27 = 10 CY x 2.025 = 20.3 ton. Gravel shoulder (crusher run gravel), installed = 120 feet L x 2 sides = 240 LF of Shoulder x 2 feet W x 0.20 feet thick = 96 CF / 27 = 3.6 CY x 1.5 ton per CY = 5.4 ton. Gravel wayside at erosion (crusher run gravel), installed = 50 feet L x 12.5 feet W (avg) x 1 foot thick (approx) = 625 CF / 27 = 23 CY x 1.5 ton per CY = 34.5 ton. Embankment erosion filled with heavy stone fill = 50 feet L x 10 feet W (avg) x 9.5 foot thick (approx) = 4750 CF / 27 = 176 CY x 1.5 ton per CY = 264 ton.
1042DR4IQ-12 Woods Road PA-02-NY-4020-PW-01382 PA-02-NY-4020-State-0021(22)
The applicant utilized a contractor (Bill’s Trucking & Excavating, LLC.) to perform the repair work. The applicant purchased materials and hauled embankment material from a free source. The contractor performed the following work: Stone Headwall, rebuilt = 45 feet L x 4 feet W x 10 feet H = 1800 Cf / 27 = 67 CY x 1.4 ton per CY = 94 tons. Embankment, hauled and placed material = 50 feet L x 15 feet W (avg) x 12 feet high = 9000 CF / 27 = 333 CY. Gravel Shoulder, installed = 70 feet L x 8 feet W x 3 foot (avg) = 1680 CF / 27 = 62 CY. The applicant proposes to have the following work performedby conracor. AC Pavement, mill down existing surface and install hot mix AC = 100 feet L x 18 feet W x 0.25 feet thick = 450 CF / 27 = 16.6 CY x 2 tons per CY = 33.2 tons. PROJECT COSTS - WORK COMPLETED The applicant submitted two invoices from the contractor; one in the amount of $11,235.00 and another for $1010.00 (see attached contract summary record and invoices). Total Contract Cost = $11,235.00 + $1010.00 = $12,245.00 The applicant submitted two invoices for materials purchased for the repairs; one in the amount of $2611.13 and another for $387.00 (see attached force account material summary record and invoices). Total Material Cost = $2611.13 + $387.99 = $2999.12. The cost of installing AC paving was estimated using historic cost data for similar work in a neighboring Town in Schoharie County (see attached cost data). AC Paving, milled and installed = 33.2 tons x $113.40 per ton = $3764.88
1042DR4IR-12 Lawton Hollow Road - SITE #2 PA-02-NY-4020-PW-01935 PA-02-NY-4020-State-0031(31)
The Applicant used two contractors to perform the following work: 24 inch cross culvert, remove and replace = 40 LF. Embankment erosion filled with heavy stone fill = 90 feet L x 5 feet W x 15 feet H = 6750 CF / 27 = 250 CY. Gravel shoulder and base, repaired = 90 feet L x 7.5 feet W x 1 foot thick = 675 CF / 27 = 25 CY. Guide Rail, installed = 120 feet L. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the majority of the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The applicant utilized a second contractor (Town & Country Bridge and Rail) to install guide rails Town wide.
1042DR4IS-12 Canaday Hill Road PA-02-NY-4020-PW-01678 PA-02-NY-4020-State-0031(31)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor utilized New York State DOT force account sheets to record the work performed (see attached weekly summaries and daily record sheets). The contractor performed the following work: Stone head wall at downstream end, installed = 40 feet L x 3 feet W x 8 feet H =

960 CF / 27 = 36 CY. Stone head wall at upstream end, installed = 10 feet L x 3 feet W x 5 feet H = 150 CF / 27 = 6 CY. Embankment repaired with shot rock and creek gravel = 30 feet L x 8 feet H x 5 feet W (avg) = 1200 CF / 27 = 44 CY. AC pavement, milled and installed = 70 feet L x 18 feet W x 0.20 feet thick = 252 CF / 27 = 9.3 CY. Steel guide rail, install = 70 feet L. PROJECT COSTS – WORK COMPLETED The applicant submitted an invoice from the contractor in the amount of $7085.19 (see attached invoice). The applicant proposes to have the guide rail installed by a contractor. The applicant received a cost proposal for installing guide rail at multiple locations in the Town. The following cost estimate is based on unit costs from the proposal (see attached proposa). Gide ril =70 feet x $18.00 per foot = $1260.00. Guide rail ends = 2 Ea x $75 per Ea = $150.00. Total Estimated Cost = $1260.00 + $150.00 = $1410.00.
1042DR4IT-12 Lawton Hollow Road - SITE #6 PA-02-NY-4020-PW-01663 PA-02-NY-4020-State-0031(31)
The Applicant used two contractors to perform the following work: Used an excavator and loader to return the creek to pre-disaster alignment. Embankment erosion, filled with creek gravel and heavy stone = 100 feet L x 10 feet W x 10 feet H = 10,000 CF / 27 = 370 CY. Gravel shoulder and base, repaired = 100 feet L x 5 feet W x 1.5 foot thick = 750 CF / 27 = 28 CY. Guide Rail, installed = 100 feet L. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the majority of the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The applicant utilized a second contractor (Town and Country Bridge and Rail) to install guide rails Town wide.
1042DR4IU-12 Posson Hill Road - Site #5 and #6 PA-02-NY-4020-PW-01249 PA-02-NY-4020-State-0031(31)
The applicant utilized a contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). SITE 5 POSSON HILL ROAD: The contractor filled in the eroded area using creek gravel for about half of the area and stackable stones for the outfall area below the culvert as a good construction practice. The contractor performed the following work: AC pavement placed = 135 feet L x 10.5 feet W x 0.2 feet thick = 284 CF / 27 = 10.5 CY x 2 tons per CY =21 tons. Gravel shoulder installed = 135 feet L x 3 feet W x 0.33 feet thick = 134 CF / 27 = 5 CY. Embankment at culvert repaired with creek gravel = 12 feet L x 7 feet W x 25 foot high = 2100 CF / 27 = 78 CY. Embankment at culvert repaired with stackable stones = 12 feet L x 7 feet W x 25 foot high = 2100 CF / 27 = 78 CY. SITE 6 POSSON HILL ROAD EXTENSION: The contractor used a load of heavy stone fill and creek gravel to repair the damage at the culvert outfall. The contractor performed the following work: Channel erosion at outfall of culvert, repaired = 10 feet L x 15 feet W x 5 feet deep = 750 CF / 27 = 28 CY. Channel upstream of culvert cleaned out, gravel spread and reused= 30 feet L x 15 feet W x 1 feet deep = 450 CF / 27 = 17 CY
1042DR4IV-12 Lawton Hollow Road - SITE #4 PA-02-NY-4020-PW-01662 PA-02-NY-4020-State-0031(31)
The Applicant used two contractors to perform the following work: Embankment erosion filled with shot rock and heavy stone fill used to cover the slope = 60 feet L x 10 feet W x 15 feet H = 9000 CF / 27 = 333 CY. Guide Rail, installed = 80 feet L. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the majority of the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergenc FloodRepai Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The applicant utilized a second contractor (Town and Country Bridge and Rail) to install guide rails Town wide.
1042DR4IW-12 Lawton Hollow Road - SITE #1 PA-02-NY-4020-PW-01677 PA-02-NY-4020-State-0031(31)
The Applicant used two contractors to perform the following work: Cut in a temporary road, removed and disposed of down trees. Excavated the creek and moved it back to pre-disaster alignment. Embankment erosion repaired by placing heavy stone fill and shot rock = 90 feet L x 10 feet W x 30 feet H = 27,000 CF / 27 = 1000 CY. Gravel shoulder and road base, installed = 120 feet L x 9 feet W x 2 foot thick = 2160 CF / 27 = 80 CY. Guide Rail, installed = 120 feet L. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the majority of the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The applicant utilized a second contractor (Town & Country Bridge and Rail) to install guide rails Town wide.
1042DR4IX-12 Hill Road PA-02-NY-4020-PW-04786 PPA-02-NY-4020-State-0050(49)
Incidental to the repair, the applicant utilized force account labor and equipment to remove collapsed saturated soil so repairs can be performed. The applicant submitted a hand written log of force account hours (see attached Force Account Record Summary for details). It is estimated the applicant removed 70 percent of the collapsed soil. The following work was performed: Soil removed = (0.70) x 148 CY = 104 CY removed. Direct Administrative Costs An amount of $46.19 was submitted by the Applicant for direct administrative costs (see attached direct administrative costs worksheet). To return the facility to pre disaster design, function, and capacity complete the following work: Ditch scoured out at north side of road threatening integral ground of road, fill in with suitable backfill = 4 feet W (avg) x 2.5 feet deep (avg) x 210 feet L = 2100 CF / 27 = 78 CY. Remove remaining collapsed soil that is sitting on and will flow into ditch = 148 CY - 104 CY = 44 CY. PROJECT COSTS – The applicant proposes to complete the repairs by force account. To fill in the ditch scour it is proposed to use crusher run gravel since it is similar to the material that was washed out which appeared to be a mix of soil, gravel, and cobles which is not a construction material that can be readily purchased. Estimated costs to fill ditch scour are as follows: Labor: Backhoe Operator = 16 hours x 31.31 = $500.96. Truck Driver = 16 hours x $22.30 = $365.80. Total Estimated Labor = $866.76.

Equipment: Backhoe = 16 hours x 23.50 = $376.00. Dump Truck = 16 hours x $45.00 = $720.00. Total Estimated Equipment = $1096.00 Material: Crusher Run Gravel = 78 CY x 1.4 ton per CY x $6.50 per ton= $709.80. Total for ditch scour repair = $866.76 + $1096.00 + $709.80 = $2672.56. Estimated costs for removal of the soil are as follows: Labor: Backhoe Operator = 10 hours x 31.31 = $313.10. Truck Driver = 10 hours x $22.30 = $223.00. Total Estimated Labor = $536.10. Equipment: Backhoe = 10 hours x 23.50 = $235.00. Dump Truck = 10 hours x $45.00 = $450.0. Tota Estimted Equipment = $685.00 Total for soil to be removed = $866.76 + $1096.00 + $507.00 = $1221.00. Direct Administrative Costs An amount of $141.00 was submitted by the Applicant for Direct Administrative Costs for work to be completed based on the attached Direct Administrative Costs table (see attached Direct Administrative Costs table).
1042DR4IY-12 Tinkley Hollow and Mill Valley Road PA-02-NY-4020-PW-03971 PPA-02-NY-4020-State-0050(49)
TINKELY HOLLOW ROAD To repair Tinkley Hollow Road the applicant used a contractor to perform the following work: (1) Tinkely Hollow Road Location #1: Wash out at edge of road, repaired with creek gravel = 100 feet L x 20 feet W x 4 feet deep (avg) = 8000 CF / 27 = 296 CY. Creek relocated to pre-disaster location = 200 LF (approximately) of stream relocated. (2) Tinkely Hollow Road Location #2 (42.62976, -74.42422): Material deposited on road, removed and used to fill in wash outs = 50 feet L x 30 feet W x 1 foot deep = 1500 CF / 27 = 56 CY. Material blocking culvert, removed and used to fill in wash outs = 20 feet L x 10 feet W x 4 feet deep = 800 CF / 27 = 30 CY. Cross culvert drainage ditch filled with material, removed and used to fill in wash outs = 70 feet L x 3 feet W x 3 feet deep = 630 CF / 27 = 23 CY. Creek relocated to pre-disaster location = 100 LF (approximately) of stream shifted. Gravel road surface, replaced = 200 LF x 14 feet W x 0.5 feet thick (avg) = 1400 / 27 = 52 CY. MILL VALLEY ROAD: (3) Mill Valley Road Location #1: Erosion at upstream end of culvert, repaired = 20 feet L x 4 feet W x 4 feet deep = 320 CF / 27 = 12 CY. Erosion at downstream end of culvert, repaired = 20 feet L x 4 feet W x 4 feet deep = 320 CF / 27 = 12 CY. (4) Mill Valley Road Location #2: Installed 24 inch PE culvert in lieu of 18 inch PE cross culvert = 40 LF. Erosion at upstream end of culvert, repaired = 20 feet L x 4 feet W x 4 feet deep = 320 CF / 27 = 12 CY. Erosion at downstream end of culvert, repaired = 20 feet L x 4 feet W x 4 feet deep = 320 CF / 27 = 12 CY. To complete the work at Tinkley Hollow and Mill Valley Road the Town utilized: force account labor and equipment; purchased materials; and two contractors. For Tinkley Hollow Road: The applicant used a contractor (D. A. Collins Construction Co., Inc.) to perform the work on Tinkley Hollow Road. The contractor use an excavator to realign the creek, clear the road, fill in washed out material, and clean and open culverts and drainage. The applicant submitted a contract and contractor force account sheets for the work (see attached contract and contractor force account sheets). The contractor was retained following a vote by the town board for emergency repairs. For Both Mill Valley Road and Tinkley Hollow Road: One town employee operated a town dump truck for one day (8.5 hours) to haul gravel and stones to the damage sites. See attached Force Account Record Summary sheets for details. The applicant used a contractor (Frank M. Fuchs) to perform the work on Mill Valley Road and support the work on Tinkley Hollow Road. The contractor used an excavator and a tractor to perform the work.
1042DR4IZ-12 Bassler Road and Tradlemire Road Repairs PA-02-NY-4020-PW-04850 PA-02-NY-4020-State-0050(49)
Direct Administrative Costs An amount of $46.19 was submitted by the Applicant for direct administrative costs (see attached direct administrative costs worksheet). To return the facility to pre disaster design, function, and caacity te applicant proposes to perform the following work by force account: SITE #1 - Bassler Road: Install gravel road surface = 150 feet L x 18 feet W x 0.33 feet thick = 891 CF / 27 = 33 CY. Clean and reshape road side ditch = (100 feet L + 200 feet L + 200 feet L) = 500 feet L. SITE #1 Estimated Cost: Install gravel road surface = 33 CY x $28.00 per CY (STATE COST CODE 3011) = $924.00. Clean and reshape road side ditch = 500 feet L x 3.40 per foot (FEMA 3070) = $1700. TOTAL Estimated Cost SITE #1 = $924.00 + $1700 = $2624.00. SITE #2 – Treadlemire Road: Install gravel surface = 200 feet L x 18 feet W x 0.5 feet thick = 1800 CF / 27 = 67 CY. Clean and reshape road side ditch = 60 feet L. SITE #2 Estimated Cost: Install gravel surface = 67 CY x $28.00 per CY (STATE COST CODE 3011) = $1876.00. Clean and reshape road side ditch = 60 feet L x 3.40 per foot (FEMA 3070) = $204.00. TOTAL Estimated Cost SITE #2 = $1876.00 + $204.00 = $2080.00.
1042DR4JA-12 Lower Road Site #1 PA-02-NY-4020-PW-05254 PA-02-NY-4020-State-0050(49)
To return the facility to pre-disaster function and design perform the following work: Replace eroded area of road embankment and shoulder = 100 feet L x 15 feet W x 12 feet H = 18,000 CF / 27 = 666 CY. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor mobilized equipment to the site and used native creek gravels for the majority of the embankment repair. To complete the embankment, in lieu of using creek gravels, the contractor imported 322.56 tons of extra heavy stone fill and placed it along the toe of the slope and over the face of the embankment to stabilize the filled material. The extra heavy stone fill was not present at the site at the time of the disaster. PROJECT COSTS: The applicant submitted an invoice from the earthwork contractor (Cobleskill Stone Products, Inc.) in the amount of $14,257.00 (see attached invoice). Of the invoiced amount, $5483.52 ($17.00 per ton) was for the material cost for extra heavy stone fill. To capture the theoretical cost for the repair back to pre-disaster function and design, the cost of unclassified fill was used (FEMA 3020; $6.00 per CY) in lieu of extra heavy stone fill. Volume of extra heavy stone fill = 322.56 tons/ 1.4 tons per CY = 230 CY. Theoretical Cost of unclassified fill = $6.00 per CY (FEMA 3020) x 230 CY = $1380.00. Estimated Cost to repair to pre-disaster function and design = ($14,257.02 - $5483.52) + $1380.00 = $10,153.50.
1042DR4JB-12 Lower Road Site #3 PA-02-NY-4020-PW-04798 PA-02-NY-4020-State-0050(49)
To return the facility to pre-disaster function and design perform the following work: Replace eroded area of road

embankment and shoulder = 145 feet L x 10 feet W x 10 feet H = 14,500 CF / 27 = 537 CY. Reshape ditch = 200 feet L. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repir Work greement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The contractor mobilized equipment to the site and used native creek gravels for the majority of the embankment repair. To complete the embankment, in lieu of using creek gravels, the contractor imported 251.84 tons of extra heavy stone fill and placed it over the face of the embankment to stabilize the filled material. The extra heavy stone fill was not present at the site at the time of the disaster. PROJECT COSTS: The applicant submitted an invoice from the earthwork contractor (Cobleskill Stone Products, Inc.) in the amount of $11,475.95 (see attached invoice). Of the invoiced amount, $4281.28 ($17.00 per ton) was for the material cost for extra heavy stone fill. To capture the theoretical cost for the repair back to pre-disaster function and design, the cost of unclassified fill was used (FEMA 3020; $6.00 per CY) in lieu of extra heavy stone fill. Volume of extra heavy stone fill = 251.84 tons/ 1.4 tons per CY = 180 CY. Theoretical Cost of unclassified fill = $6.00 per CY (FEMA 3020) x 180 CY = $1080.00. Estimated Cost to repair to pre-disaster function and design = ($11,475.95 - $4281.28) + $1080.00 = $8274.67.
1042DR4JC-12 Higrove Lane PA-02-NY-4020-PW-04783 PA-02-NY-4020-State-0050(49)
The applicant utilized force account labor, equipment, purchased materials, and materials from inventory along with one contractor (Frank M. Fuchs) to perform the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. Salvageable material (creek gravel) that was deposited on the lower part of the road was scoped up and used to partially fill in erosions (approximately 8 truck loads). The following work was performed: 48 inch HDPE culvert replaced = 110 LF. Stone head wall at downstream end of 48 inch culvert, restacked = 10 feet L x 3 feet W x 5 feet H = 150 CF / 27 = 5.5 CY. Erosion of south side road ditch and shoulder, filled in and repaired = 250 feet x 8 feet W x 5 feet deep (avg) = 10,000 CF / 27 = 370 CY. Erosion of north side road ditch and shoulder, filled in and repaired = 750 feet x 6 feet W x 2.5 feet deep (avg) = 11,250 CF / 27 = 417 CY. Asphalt concrete paving is to be placed at two areas to complete the repair work. AC pavement on road = 260 feet L x 18 feet W x 0.20 feet thick = 936 CF / 27 = 34.6 CY x 2.025 tons per CY = 70 tons. AC pavement on cul-de-sac = 30 feet diameter by 0.20 feet thick = (30 feet x 30 feet) x (3.14/4) x 0.20 feet thick = 141 CF / 27 = 5.2 CY x 2.025 tons per CY = 10.6 tons. PROJECT COSTS – WORK COMPLETED The applicant submitted a hand written log of force account hours and materials used for the repair. The information is presented in the attached force account summary record sheets. The applicant submitted an invoice from the contractor (Frank M. Fuchs) in the amount of $3465.00 of which $1280.00 was for the repair work at Higrove Lane
1042DR4JD-12 Lawton Hollow Road PA-02-NY-4020-PW-04837 PA-02-NY-4020-State-0050(49)
To return the facility to per-disaster design and function the applicant performed the following work utilizing force account labor, equipment and materials: SITE #1 – Lawton Hollow Road:
Gravel road base material replaced = 100 feet L x (18 foot W road + 3 foot W shoulder + 3 foot W shoulder) + 1 foot deep (avg) = 2400 CF / 27 = 89 CY x 1.4 on per CY = 125 ton. Stone protection at the upstream end of the culvert, restacked by hand = 20 feet L x 10 feet W x 1.5 feet thick = 300 CF / 11 CY. SITE #2 – Lawton Hollow Road:
Gravel road base material replaced = 80 feet L x (18 foot W road + 3 foot W shoulder + 3 foot W shoulder) + 1 foot deep (avg) = 1920 CF / = 71 CY x 1.4 ton per CY = 99 ton. The applicant submitted a hand written log of force account hours and materials used from inventory for the repair. The information is presented in the attached force account summary record sheets. Direct Administrative Costs: An amount of $46.19 was submitted by the Applicant for direct administrative costs (see attached direct administrative costs worksheet). The applicant proposes to use force account labor and equipment to perform the following work: Clean and reshaped roadside ditch = 800 feet L. Estimated cost to clean and reshape roadside ditch = 800 feet L x $3.40 (FEMA 3070) = $2720.00.
1042DR4JE-12 Lower Road Force Account Repairs PA-02-NY-4020-PW-04827 PA-02-NY-4020-State-0050(49)
Equipment and materials: Ditch Scour filled in and reshaped = 450 feet L x 3 feet W x 2.5 feet deep (avg.) = 3375 CF / 27 = 125 CY. Gravel road surface replaced = 300 feet L x 18 feet W x 0.25 feet thick = 1350 CF / 27 = 50 CY. Gravel shoulder replaced = 900 feet L x 3 feet W x 0.25 ft. thick = 675 CF / 27 = 25 CY. The applicant submitted a hand written log of force account hours and materials used from inventory for the repair. The information is presented in the attached force account summary record sheets. Direct Administrative Costs: An amount of $46.19 was submitted by the Applicant for direct administrative costs (see attached direct administrative costs worksheet). The applicant proposes to use force account labor and equipment to perform the following work: Clean and reshaped roadside ditch = 950 feet L. Estimated cost to clean and reshape roadside ditch = 950 feet L x $3.40 (FEMA 3070) = $3230.00.
1042DR4JF-12 Lawton Hollow Road - SITE #3 PA-02-NY-4020-PW-01826 PA-02-NY-4020-State-0050(49)
The Applicant used two contractors to perform the following work: Used a dozer to return the creek to pre-disaster alignment. Embankment erosion filled with heavy stone fill at toe of slope, shot rock placed to fill void, and medium stones used to cover the slope = 100 feet L x 10 feet W x 10 feet H = 10,000 CF / 27 = 370 CY. Gravel shoulder and base, repaired = 100 feet L x 14 feet W x 1 foot thick = 1400 CF / 27 = 52 CY. Guide Rail, installed = 120 feet L. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the majority of the repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The applicant utilized a second contractor (Town and Country Bridge and Rail) to install guide rails Town wide.

1042DR4JG-12 Lower Road Site #2 PA-02-NY-4020-PW-05226 PA-02-NY-4020-State-0056(55)
To return the facility to per disaster design and function perform the following work: Reshaped ditch above culvert = 150 feet L. Reshaped ditch below culvert = 200 feet L. Install stone headwall at upstream end of 4 x 5 cross culvert = 6 feet L x 6 feet H x 4 feet W = 144 CF / 27 = 5.3 CY. Install stone headwall at downstream end of 4 x 5 cross culvert = 20 feet L x 6 feet H x 4 feet W = 480 CF / 27 = 17.7 CY. Replace material in creek bed in splash pool at downstream end of 4 x 5 cross culvert = 15 feet L x 10 feet W x 4 feet deep = 600 CF / 27 = 22.2 CY. The applicant utilized an earthwork contractor (Cobleskill Stone Products, Inc.) to perform the repair work. For the replacement of the material in creek bed in splash pool, in lieu of using creek gravels, the contractor imported and placed 31.59 tons of extra heavy stone fill. The extra heavy stone fill was not present at the site at the time of the disaster. PROJECT COSTS The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Cobleskill Stone Products, Inc. dated August 29, 2011 (see attached agreement). The applicant submitted an invoice from the earthwork contractor (Cobleskill Stone Products, Inc.) in the amount of $7815.66 (see attached invoice). Of the invoiced amount, $537.03 ($17.00 per ton) was for the material cost for extra heavy stone fill. To capture the theoretical cost for the repair back to pre-disaster function and design, the cost of unclassified fill was used (FEMA 3020; $6.00 per CY) in lieu of extra heavy stone fill. Volume of extra heavy stone fill = 31.59 tons/ 1.4 tons per CY = 22.6 CY. Theoretical Cost of unclassified fill = $6.00 per CY (FEMA 3020) x 22.6 CY = $135.60. Estimated Cost to repair to pre-disaster function and design = ($7815.66 - $537.03) + $135.60 = $7414.23.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1897	1584	3481	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR726A-12
Activity Title:	Debris Removal

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Middleburgh

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,841.60
Total Budget	$0.00	$1,841.60
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

PA-02-NY-4020-PW-00404
The applicant utilized contract services to pump out the facility clarifiers and collections tanks to remove storm flood debris.
PA-02-NY-4020-PW-00873
To protect lives and public health, the sub-grantee contracted Bill's Trucking and Excavating, LLC to conduct the Debris Removal Operations.
Site #1 - The contract included Labor Hours, Equipment and Materials used. Work performed consisted of opening the box culvert by removing debris pilled against it.
This allowed the water on the Unnamed creek to flow without obstruction and reduce the flooding of nearby public and private properties.
Total contract cost for this site was $1,850.00 (See attached contract).
1042DR4NN-12 PA-02-NY-4031-PW-00312 PA-02-NY-4031-State-0007(6)
To protect lives and public health, the sub-grantee contracted Bill's Trucking & Excavating, LLC to conduct the Debris Removal Operations.
Site #1 - The contract included Labor Hours, Equipment and Materials used. Work performed consisted of opening the box culvert by removing debris pilled against it. This allowed the water on the unnamed creek to flow without obstruction and reduce the flooding of nearby public and private properties. Total contract cost for this site was $2,325.00 (See attached contract).
Site #2 - The contract included Labor Hours, Equipment and Materials used. Work performed consisted of opening 2 culverts by removing debris pilled against them. This allowed the water on Schoolhouse Creek to flow without obstruction and reduce the flooding of nearby public and private properties. Total contract cost for this site was $925.00 (See attached contract).

Debris removed on both sites consisted of gravel, trees and other woody debris. After removed, the debris was located on stream banks for Schoharie County to pick up and dispose. Schoharie County is responsible for the disposal of collected debris.
Refer to the Continuation Sheet for further discussion.
Site #2 - The contract included Labor Hours, Equipment and Materials used. Work performed consisted of opening 2 culverts by removing debris pilled against them.
This allowed the water on Schoolhouse Creek to flow without obstruction and reduce the flooding of nearby public and private properties.
Total contract cost for this site was $900.00 (See attached contract).
Debris removed on both sites consisted of gravel, trees and other woody debris. After removed, the debris was located on stream banks for Schoharie County to pick up and dispose. Schoharie County is responsible for the disposal of collected debris.
All documentation was reviewed/validated and found reasonable by the FEMA Project Specialist assigned.
The sub-grantee submitted Costs for Direct Administration in the amount of $43.75 for time spent on supporting documentation support and vehicle usage by Dale Nunamann during the site visit (see attachment for breakdown of hours and equipment).
ACTUAL COSTS: FEMA and State staff have reviewed the documentation and costs provided by the applicant in support of this project and based on that review, the costs appear to meet the minimum eligibility standards.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	767	828	1595	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR726B-12
Activity Title:	Danforth lift Station.

Activitiy Category:
Construction/reconstruction of water lift stations

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Middleburgh

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,408.54
Total Budget	$0.00	$2,408.54
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized contract services for the temporary repairs to the plant's motors and equipment at a cost of $1080.00. Rented pumps and hoses totaling $5,352.48 from September 8 thru October 10, 2011. The applicant purchased $2,875.67 in materials to keep pumping influent into the treatment line, and pump out and make temporary repairs to the Danforth lift Station.

Location Description:

Danforth lift Station.

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	767	828	1595	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR726C-12
Activity Title:	Village WWTP

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Middleburgh

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$18,671.57
Total Budget	$0.00	$18,671.57
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4IB-12 WWTP PA-02-NY-4020-PW-00425 PA-02-NY-4020-State-0007(6)
The applicant utilized contract services to haul in and level fill dirt around the affected areas, placed 113 tons of gravel on the roadway, driveway and parking lot and hydro seeded the facility grounds to prevent further erosion.
The applicant has accepted a package bid for the construction of the 30' x 60' x 10' pre-engineered post frame pavilion from R.S. Moreland Construction, Inc. in the amount of $27,744.00.
1042DR4IC-12 WWTP PA-02-NY-4020-PW-00469 PA-02-NY-4020-State-0011(11)
The applicant utilized contract services for the replacement / repairs to the plant's motors and equipment (see Scope of Work continuation page for breakdown of work completed).

As of the writing of this project worksheet, the Sludge Press Compressor work has not been completed. The applicant is seeking additional quotes for repairs to the Sludge Press/Compressor. They have received a quote from Quincy Industries for replacement of this equipment in the amount of $13,910.00.
The following equipment was repaired / replaced: 4 control panels, calibration equipment, 1 pressure washer, 1 UV control panel, 1 re-built UV system, 1 blower motor, multiple check valves, 3 10HP sump pumps, numerous impellers of varying sizes, 400A electrical panel. Not all repaired equipment has been listed due to inability to gather a precise list
The applicant has requested mitigation for a below grade pump whose control panels was damaged during this event due to the high waters. Applicant is requesting fabrication and installation of a sealable lid for the pump station. The applicant also requests an elevated platform for the control panel to the facility's main pump motors. A copy of the mitigation plan is attached to this project worksheet.
1042DR4ID-12 WWTP Street Lighting PA-02-NY-4020-PW-00870 PA-02-NY-4020-State-0014(13)
Site #1 - Located on Dexter Ave.,

320 FT Southwest of Main St,
Site #2 - Located on River St,
270 FT North of Main St.
Site #3 - Located on Main St. 159 FT West of River St
The sub-grantee contracted Mike's electric to supply the 2 meter boxes and all miscellaneous materials and to install ALL materials and equipment.
The contractor supplied and installed 1 Meter Box on Site #1 and 1 Meter Box on Site #2 plus all breakers, contactors and miscellaneous materials needed for installation. Total contract cost was $1,982.06
WORK TO BE COMPLETED
At this time, the sub-grantee is in the process of buying 2 light poles that match the pre-disaster conditions on sites #2 & #3.
The sub-grantee provided pictures and an old invoice from the last time they bought the same type of light poles (see attached pictures & invoice).
The old invoice from Wolberg Electrical Supply Co, Inc., dated 12/22/2009, was for 12 light poles and a total of $12,670.00.
Total cost for the 2 light poles would be $2,110.00 ($12,670.00/12 = $1,055.00 x 2 = $2,110.00).
Miscellaneous materials, equipment and labor for the installation of the 2 light poles on Site #2 and Site #3 were included on contract with Mike’s Electric.
All documentation was reviewed/validated and found reasonable by the FEMA Project Specialist assigned.
The sub-grantee submitted Costs for Direct Administration in the amount of $23.75 for time spent on supporting documentation support by Jannet Mayer at the Village’s Clerk (see attachment for breakdown of hours and equipment).

Location Description:

Village of Middleburgh Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	767	628	1395	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR984A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Richmondville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$413.23
Total Budget	$0.00	$413.23
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4NV-12 PA-02-NY-4031-PW-01954 PA-02-NY-4031-State-0031(30)
The following work was completed by the Town of Richmondville Highway Department using an independent contractor hired in accordance with the town procurement policy. The work was done under the NYSDEC General Permit GP-0-11-008 in effect at the time the work was done.
1. Podpadic Road-2 42.65073 / -74.54202 Removed debris that was deposited on the creek bottom upstream of an existing 6 ft dia culvert under Podpadic Road approximately 150 ft long x 8 ft wide x 2 ft deep (ave.) = 2,400 cf / 27 = 88.9 cy and placed it on the stream bank

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1379	1026	2405	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR984B-12
Activity Title:	Washed Out Dirt Road and Culverts

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Richmondville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$969.05
Total Budget	$0.00	$969.05
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Radliff Road
The Applicant contracted Hillbilly Landscaping to stabilize Radliff Road and to make temporary repairs to provide safe access for vehicle traffic. Materials used in the repairs to Radliff Road was furnished and hauled by the Applicant's labor and equipment. Unit prices for materials purchased were derived from Applicant's historical cost data and were determined to be fair and reasonable. Applicant's full time employee regular hours during emergency work are not eligible under PA Policy. Work completed is described below:
Site 1: Install a temporary 20 ft section of 48 in CMP cross culvert provided by the Applicant and backfill with gravel to temporarily open Radliff Road with one lane passable over the culvert for safe vehicle access. 20 ft L X 15 ft W X 5 ft D=1500cf/27= 55.56 cy
Excavate out the temporarily installed 48 in CMP for the installation of a new 60 in X 40 ft HDPE culvert and relocate and install the temporary 48 in CMP to Site 2 (Permanent work and HMP included in PW6159908.)

SCOPE OF WORK (CONTINUED)
Site 2 Install the temporary 48 in X 20 ft CMP cross culvert (from Site1) and backfill with gravel, 20 ft W X 10 ft W X 5 ft D=2000 cf/27= 37.04 cy
REF. PW6159908 for permanent repairs to Radliff Road.

Location Description:

Radliff Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1379	1026	2405	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR984C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Richmondville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$103,558.06
Total Budget	$0.00	$103,558.06
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4JJ-12 Lape Road Repair PA-02-NY-4020-PW-00195 PA-02-NY-4020-State-0021(22)
In order to return the facility to pre disaster function, capacity, and design; and to open Lape Road to cut off home owners, the applicant completed repair work at SITE #1 (except for paving). At SITE #2 no repair work has been performed. WORK COMPLETED SITE #1 (1) Removed and replaced 4 foot diameter culvert = 80 LF (2) Replaced stackable large stone headwalls: Upstream end of culvert = 127 ton; Downstream end of culvert = 71 ton. Total = 127 ton + 71 ton = 198 ton (3) Replaced light stone at edge of road fill = 91 ton (4) Replaced crushed aggregate base = 45 ton WORK COMPLETED SITE #1 (5) Install AC pavement = 6.6 tons The applicant proposes to complete the above work by contract. SITE #2 (6) Reset 15 inch HDPE culvert = 30 LF (7) Restack stacked block, culvert end walls = 2 ea (8) Install crushed aggregate material = 4 CY The applicant proposes to complete the above work with force account labor and equipment and utilizing materials at the site. PROJECT COSTS WORK COMPLETED SITE #1 The above completed repair work at SITE #1 was performed by a contractor (Lancaster Development, Inc.). The contractor was retained under the Applicant's emergency procurement procedures. The applicant submitted two invoices from the contractor (see attached invoices). One invoice in the amount of $46,907.58 is for the repair work at the damaged culvert. The second invoice in the amount of $1422.06 is for the provision of a loader to load material stockpiled at a remote location that was used in the repair work. WORK COMPLETED SITE #1 To complete the work at SITE #1 the applicant proposed to pave 80 LF of roadway. The applicant provided cost data from a recently completed paving project, rate = $56.66 per ton (see attached invoice for AC paving from a recent project). AC Paving = Install 6.6 tons AC pavement X $56.66 per ton = $373.96. SITE #2 The applicant estimated that the repair at SITE #2 would require the use of: a Gradall, a dumptruck, and two 2 men for two hours each. Labor = $15.67 per hr x 1.7762 (fringe) = $27.83 per hr x 2 hr x 2 men = $111.32 Gradall (FEMA 8282) = $65.00 per hr x 2 = $130.00 Dump Truck (FEMA 8723) = $65.00 per hr x 2 = $130.00 Total Cost SITE #2 = $111.32 + $130.00 + $130.00 = $371.32.

1042DR4JK-12 Heathen Creek Road Repair PA-02-NY-4020-PW-02099 PA-02-NY-4020-State-0033(33)
The applicant utilized two contractors and force account labor, equipment and material to affect repairs. The following work was performed. Deep Erosion filled in with cobles = 4 feet W (avg) x 4 feet deep (avg) x 1000 feet L = 16,000 CF / 27 = 593 CY. Other road erosions areas filled in boney gravel = 0.5 x (1 foot thick x 18 feet W x 1000 feet L) = 9000 CF / 27 = 333 CY. Gravel Road Surface placed = 0.4 feet thick x 18 feet W x 1000 feet L = 7200 CF / 27 = 267 CY. 3 foot CMP cross culvert = culvert opened. The applicant used a contractor (Hillbilly Landscaping LLC) for one day to open culverts. At a later date the applicant utilized another contractor (Veley Contracting Inc.) for two days to bulldoze material hauled by town forces to re-establish the road base. The applicant utilized a rented grader operated by town forces to grade off the road surface with gravel. PROJECT COSTS – WORK COMPLETED The applicant submitted a hand written account of the repairs giving force account laboequipment (see attached document). See attached force account labor and equipment record summaries for details. The applicant submitted an invoice from a vendor (Head Excavation) who hauled gravel and cobbles from their source to the Town yard. This material was used in the repair. The total invoice is in the amount of $13,160.00 of which $12,789.18 was included as the cost of materials used for the repairs in this project. The applicant used gravel from stock for the road surface; a historic cost of $13.85 per ton for total cost of $2520.70. The applicant submitted an invoice from a contractor (Hillbilly Landscaping LLC) in the amount of $600.00 (see attached invoice). The applicant submitted an invoice from Veley Contracting Inc. in the amount of $2160.00 (see attached invoice). The applicant used a rented grader for the repairs from Macfadden & Sons, Inc. (see attached invoice). The Applicant rented the grader for a period of two months and performed repairs at multiple work sites for both Hurricane Irene and Tropical Storm Lee. To capture costs associated with the repairs for Hurricane Irene it is assumed that one half of the costs for the grader rental are for Hurricane Irene and one half for Tropical Storm Lee. The costs for grader rental for Hurricane Irene for work at multiple projects sites are included in this project worksheet. Grader Rental (Hurricane Irene) = $7600.00 (total invoice) / 2 = $3200.00. WORK COMPLETED To return the road to pre-disaster function and capacity the applicant proposes to use force account labor and equipment to perform the following work: Applicant was unable to unblock the 18 inch cross culvert therefore, 18 inch PE cross culvert, remove and replace = 60 LF. Stone wing walls at 3 foot CMP cross culvert, restack stones = 10 feet L x 5 feet H x 2 feet thick = 100 CF. PROJECT COSTS – WORK TO BE COMPLETED The applicant estimated to complete repairs it would take 2 men, a gradall, and a dump truck 4 hours each to complete the repairs. Labor = 1 man x 4 hours x $34.96 per hour = $139.84. Labor = 1 man x 4 hours x $28.15 per hour = $112.60. Total estimated force account labor = $139.84 + $112.60 = $252.44. Gradall = 4 hours x $39.00 (FEMA 8281) = $156.00.Dump truck = 4 hours x $65.00 (FEMA 8723) = $260.00. Total estimated force account equipment = $156.00 + $260.00 = $416.00. Gravel = 10 CY x 1.3 ton per CY = 13 tons x $13.85 per ton = $180.05. Culvert (see invoice for historic cost) = 60 feet x 8.18 = $490.80. Culvert Bands = 2 each x $10.23 = $20.46. Total estimated materials = $180.05 + $490.80 + $20.46 = $691.31. Total Estimated Cost Work to be Completed = $252.44 + $416.00 + $691.31 = $1359.75.
1042DR4JL-12 Mickle Hollow Road Repair PA-02-NY-4020-PW-02323 PA-02-NY-4020-State-0033(33)
The applicant utilized force account labor and equipment and a contractor to perform repairs at the site. The following work was performed.Town forces scooped out debris from the entrance to the culverts. The contractor scooped up stream gravel from the road and ditch where it accreted and used it to help fill in erosions Erosion 1 at north side of road, filled in with heavy stone fill = 80 feet L x 8 feet W x 2.5 feet deep = 1600 CF / 27 = 59 CY. Erosion 2 at north side of road, filled in with heavy stone fill = 180 feet L x 9 feet W x 2.5 feet deep = 4050 CF / 27 = 150 CY. Erosion at south side of road, filled in with heavy stone fill = 64 feet L x 5 feet W x 10 feet H = 3200 CF / 27 = 19C.PRJECT COSTS – WORK COMPLETED:
The applicant submitted a hand written account of the repairs giving force account labor and equipment (see attached document). See attached force account labor and equipment record summaries for details. The applicant utilized an earthwork contractor (Lancaster Development, Inc.) to perform repair work. The contractor was retained under emergency procedures in order to reopen the road to emergency vehicles and provide access for residents. The applicant entered into an “Emergency Flood Repair Work Agreement” with Lancaster Development, Inc. dated August 31, 2011 (see attached agreement). The applicant submitted an invoice from the contractor in the amount of $15,920.00 for the repairs (see attached invoice).
WORK COMPLETED:
To return the road to pre-disaster function and capacity perform the following work:
6 inch perforated CMP weeper pipe, remove and replace = 10 LF.
AC pavement at cross culverts, mill out and place = 60 feet L x 18 feet W x 0.20 feet thick = 216 CF / 27 = 8 CY x 2.025 ton /CY = 16.2 tons. AC pavement at edge, mill out and place = 350 feet L x 4 feet W x 0.20 feet thick = 280 CF / 27 = 10.4 CY x 2.025 ton/CY = 21 tons.
PROJECT COSTS – WORK TO BE COMPLETED:
To repair the weeper pipe the applicant proposes to use force account labor and equipment. It was estimated that it would take 3 men and a gradall 4 hours each to complete the repairs. The cost of the repair is estimated below.
Labor = 1 man x 4 hours x $34.96 per hour = $139.49.
Labor = 2 men x 4 hours x $28.15 per hour = $225.20.
Total estimated force account labor = $139.49 + $225.20 = $364.69.
Gradall = 4 hours x $39.00 (FEMA 8281) = $156.00.
6 inch Pipe, estimated cost = 10 feet x $10.00 / foot = $100.
TOTAL ESTIMATED COST for weeper pipe repair = $364.69 + $156.00 + $100.00 = $620.69.
To repair the damaged pavement the applicant proposes to use a contractor. Historic costs for Schoharie County

were used. The cost of AC pavement repair is estimated below.
Estimated Cost AC pavement at cross culverts and at edge = 16.2 tons + 21 tons = 37.2 tons x $113.40 per ton = $4218.48.
1042DR4JM-12 Rossman Fly Road Repair PA-02-NY-4020-PW-03372 PA-02-NY-4020-State-0047(46)
The applicant utilized force account labor, equipment and material to affect repairs and a contractor to haul material to the site and to their yard. The following work was performed. Repaired 860 LF of 960 LF of deep road side erosion, filled in with cobles and gravel, ditch reshaped = 5 feet W (avg) x 2 feet deep (avg) x 860 feet L = 8600 CF / 27 = 319 CY. Two stone head walls at 35 x 24 CMP arch cross culvert, restacked = 2 ea x 15 feet L x 5 feet H x 3 feet W = 550 CF each end. Erosion at end of 24 inch CMP cross culvert; filled in with cobles and light stone fill = 15 feet L x 10 feet W x 5 feet deep = 750 CF / 27 = 28 CY. The applicant used a contractor (Zachary W. Boggs) between 8/31/11 and 9/01/11 who hauledto the site 2 loads of gravel from the quarry, 3 loads of light stone and 2 loads of rock material from the salt shed at a cost of $1,050.00
WORK COMPLETED
To return the road to pre-disaster function and capacity the applicant proposes to use force account labor and equipment to perform the following work: Repair final 100 LF of deep road side erosion; fill in with light stone fill and gravel; reshape ditch = 5fet (ag) x 2 eet deep (avg) x 100 feet L = 1000 CF / 27 = 37 CY. 15 inch HDPE driveway culvert; unblock and reset = 30 LF.
PROJECT COSTS – WORK COMPLETED
The applicant submitted a hand written account of the repairs giving force account labor and equipment (see attached document). See attached force account labor and equipment record summaries for details. The applicant submitted an invoice from a vendor (Head Excavation) who hauled cobbles from their source to the Town yard. Some of this material was used in the repair. The total invoice is in the amount of $13,160.00 of which $3953.60 was included as the cost of materials used for the repairs in this project. The applicant submitted an invoice from a vendor (Cobleskill Stone Products, Inc.) for gravel and light stone fill used in the repair. The total invoice is in the amount of $3088.38 of which $842.79 was included for the cost of materials used for the repairs in this project (see attached invoices and materials record summary sheet). The applicant submitted an invoice from a contractor (Zachery W. Boggs) in the amount of $4050.00 for hauling material (see attached invoice). The price for trucking material directly to the project site is less than the invoiced amount but the other work invoiced for consisted of trucking material to the applicant's yard so it was available and could be used for other disaster related repairs. Therefore to capture disaster related costs the total invoiced amount is included in this project worksheet. The applicant used a rented grader for the repairs from Macfadden & Sons, Inc. Rental for the grader is $3600 per month. It is estimated the applicant used the grader 2 weeks out of the month. The applicant works 4 days a week. Therefore it is estimated that the grader was used eight days per month. The estimated daily rate = $3600 per month / 8 days per month = $450.00 per day. The grader was used 2 days for the completed work. Estimated grader cost = 2 days x $450.00 per day = $900.00.
PROJECT COSTS – WORK COMPLETED:
It is estimated to complete the repairs it would take 2 men, a gradall, and a dump truck 10 hours each to complete the repairs. Labor = 1 man x 10 hours x $34.96 per hour = $349.60. Labor = 1 man x 10 hours x $28.15 per hour = $281.50. Total estimated force account labor = $349.60 + $281.50 = $631.10. Gradall = 10 hours x $39.00 (FEMA 8281) = $390.00.
Dump truck = 10 hours x $65.00 (FEMA 8723) = $650.00. Total estimated force account equipment = $390.00 + $650.00 = $1040.00.
Gravel = 12 CY x 1.3 ton per CY = 16 tons x $6.50 per ton = $104.00.
Light Stone Fill = 25 CY x 1.3 ton per CY = 33 tons x $9.00 per ton = $297.00.
Total estimated materials = $104.00 + $297.00 = $401.00.
Total Estimated Cost Work to be Completed = $631.10 + $1040.00 + $401.00 = $2072.10
1042DR4JN-12 Hite Road PA-02-NY-4020-PW-04976 PA-02-NY-4020-State-0047(46)
The Applicant used contract and force account labor and equipment to stabilize Hite Road and to make repairs to provide safe access for vehicle traffic. Materials to be used will be hauled from the Applicant's stock pile. Unit prices for materials purchased prior to disaster declaration date were derived from Applicant's historical cost data and were determined to be fair and reasonable. Work completed is described below:
1. Replace destroyed culvert with 4 ft X 40 ft CMP - (See HMP for upsized clvet ppe) ebuild sacked stone head wall (6 ft H X 20 ft L X
2 ft D= 240 cf) and end walls (6 ft H X 12 ft L X 2 ft D= 144 cf) Total stacked stone 384cf X 150=57600/2000=28.8 tons
2. Replace washed out section of road with gravel 100 ft L X 20 ft W X 1 ft D (average) =2000cf/27=74.08cy X 1.4= 104 tons
3. Replace 75 ft of guiderail on both sides of the culvert. Total guiderail 150 ft
Work Completed
4. Repair & reshape drainage ditch with gravel 375 ft X 5 ft X 1 ft = 1875cf/27=69.5 cy X 1.4= 97.3 tons (See HMP for added rip rap)
5. Repair washed out at an 18 in HDPE culvert and several other minor edge of road washouts along Hite Road with one load of Item F gravel @16 cy X1.4= 22.4 tons
Work to be Complete
Asphalt Material

1. Replace asphalt paving 100 ft X 18 ft X 3 in=450cf /27= 16.67cy X 1.9=32 tons @ $55.00= $1760.00
Asphalt Petrol adj. 32 tons X $17.035/ ton= $ 545.12
Total Asphalt : $2305.12
Applicant Force Account Paving Estimate
3 workers @ $28.15 X 24 hrs= $675.60
1 worker @ $34.96 X 8= $279.68
1 Dump Truck (FEMA cost code 8724) @ $105 X 4 hrs=$420.00
1 Gradall Excavator (FEMA cost code 8281) @ $39.00 X 4 hrs= $156.00
1 Compactor (FEMA cost code 8223) @ $29.00 X 4 hrs= $116.00
1 Asphalt Paver (FEMA cost code 8432) @ $115.00 X 4 hrs= $460.00
Total Paving: $2107.28
Total Applicant Work to Complete Estimate: $4412.40
1042DR4JO-12 Cross Hill Road PA-02-NY-4020-PW-04784 PA-02-NY-4020-State-0047(46)
Work Completed
The Applicant used Hillbilly Landscaping and force account labor, equipment and materials to stabilize the Cross Hill Road and make temporary repairs to provide safe access for vehicle traffic. The materials used were hauled from the Applicant's stock pile. Unit prices for materials purchased prior to disaster declaration date were derived from Applicant's vendor invoices and were determined to be fair and reasonable. The Applicant used 3 overtime and 40 regular time labor hours and 36 equipment hours (gradall, loader, dump truck, pick-up truck) to completed the repairs as described below: 1. Provide contract labor (Hillbilly Landscaping) to clear blocked culverts along Cross Hill Road. 2. Repair road side shoulder and drainage ditch with Item F gravel and cobbles and reshape drainage ditch. 575 ft X 7 ft (average) X 1.42 ft (average)= 5715.5 cf/27 =212 cy 3. Replace driveway culvert 12 in X 30 ft HDPE. (See HMP for upsized culvert pipe)
TOTAL COBBLE STONE FROM APPLICANT STOCKPILE: 54.30 CY
TOTAL ITEM F GRAVEL FROM APPLICANT STOCKPILE: 157.14 CYX 1.4= 220 TONS
1042DR4JP-12 Brown Road PA-02-NY-4020-PW-04802 PA-02-NY-4020-State-0047(46)
The Applicant will use force account labor and equipment to restore Brown Road culvert #2 to its pre disaster condition. Materials to be used will be hauled from the Applicant's stock pile. Unit prices for materials purchased prior to disaster declaration date were derived from Applicant's historical cost data and were determined to be fair and reasonable. Work to be completed as described below:
1. Rebuild washed out stacked stone headwalls 5 ft X 8 ft both sides (See HMP to replace culvert stacked stone headwalls with flared end sectios an riprap bllast) 2. Replace washed out section above the CMP with Item F stone 20 ft X 30 ft X 1.5 ft =900cf27= 33.33 cy X 1.4= 47 tons
The Applicant will utilize force account labor and equipment to complete the repairs to the Brown Road culvert #2 as estimated below:
Force Account Labor
3 workers, 8 hrs ea @ $28.15 =$675.60
1 worker, 8 hrs @ $34.96= $279.68
Total Force Account Labor: $955.28
Equipment
450 Dump Truck (FEMA cost code 8724) 8 hrs @ $105.= $840.00
Gradall (FEMA cost code 8281) 8 hrs @ $39. = $312.00
Loader (FEMA cost code 8393) 8 hrs @ $40. = $320.00
400 Dump Truck (FEMA cost code 8722) 8 hrs @ $60. =$480.00
Total Force Account Equipment: $1952.00
Material
Item F stone 47 tons@ $14.00= $658.00
Headwall/Endwall stacked stone units 50 @ $1.00= $50.00
Total Material: $708.00
1042DR4JQ-12 Karker Road PA-02-NY-4020-PW-04968 PA-02-NY-4020-State-0047(46)
The Applicant used force account labor, equipment and materials to repair Karker Road to its pre disaster condition. The materials used were hauled from the Applicant's stock pile. Unit prices for materials purchased prior to disaster declaration date were derived from Applicant's vendor invoices and were determined to be fair and reasonable. The Applicant used 3 overtime labor hours,101 regular time labor hours and 86 equipment hours (gradall, dump truck, pick-up truck) to completed the repairs as described below: 1. Repair washed out west side shoulder and drainage ditch with Item F gravel 575 ft X 3 ft X 1 ft =1725 cf/27=64 cy X 1.4=90 tons 2. Repair scoured west side and drainage ditch with Item F gravel 200 ft X 5 ft (average) X 1.5 ft (average)= 1500 cf/27 =55.5 cy X1.4=78 tons
1042DR4JR-12 Dodge Lodge Road PA-02-NY-4020-PW-05492 PA-02-NY-4020-State-0056(55)
The Applicant utilized contract and force account labor and equipment to restore Dodge Lodge Road to its pre disaster condition.
The materials used were hauled from the Applicant's stock pile. Unit prices for materials purchased prior to disaster declaration date were derived from Applicant's vendor invoices and were determined to be fair and reasonable.
The Applicant used 150 regular time labor hours and 142 equipment hours (gradall, loader, dump truck, pick-up truck) to complete the repairs to Dodge Lodge Road as described below:
Site 1 1. GPS: 42.60276, -74.51082 Infill with gravel the scoured drainage ditch near Rossman Fly Road 4 ft D X 75

ft L X 5 ft W = 1500 cf/27=55.56cy X 1.4= 78 tons and scour on the outlet side of the 48 in cross culvert 75 ft L X 10 ft W X 10 ft D = 7500 cf/27= 277.78 cy X 1.4=389 tons Site 2 1. GPS: 42.61148, -74.50172
Repair washed out section of road sub-grade with gravel 100 ft L X 20 W X 2.5 in =420 cf/27= 15.56 cy X 1.4=22 tons
Replace washed out section of asphalt road with type 7 top 100 ft X 20 ft X 2.5 in=420cf/27=15.56cy X 1.9=29.56 tons of type 7 top
Replaced stacked stone headwall at the 48 in driveway culvert 10 ft W X 3 ft H X 2 ft D=60cf X 150=9000/2000= 4.5 tons X 2 sides= 9 tons of stackable stone Backfill washed out 48 in CMP driveway with gravel. Area 20 ft X 8 ft X 3 ft (avg) = 800 cf/27=29.63 cy X 1.4= 41.50 tons Backfill the washed out the west side drainage ditch. 250 ft L X 5 ft W X 2 ft D (avg) 2500cf/27= 92.59 cy X 1.4= 19.63 ons Re set 3 driveway culverts and backfill with gravel. (avg. ea) 20 ft L X 10 Ft W X 1 ft D 200cf/27=7.42 cy X 1.4= 10.50 tons ea. X 3 culverts= 31.50 tons
Replace 1 – 18 in X 20 ft HDPE driveway culvert (in kind replacement)
Replace damaged 1- 15 in X 60 ft CMP cross culvert (See HMP for upsized HDPE culvert)
Replace 1 – 15 in X 60 HDPE cross culvert clogged with debris.(in kind replacement)
2. At GPS: 42.61430, -74.49989 Replace washed out section of asphalt road with Type 7 top 20 ft X 20 ft X .21 ft =84 cf/27=3.11 cyX1.9 = 6 tons of Type 7 Top
Replace damaged 24 in X 40 ft CMP cross culvert (See HMP for upsized HDPE culvert and pipe material change)
Repair washed out section of road sub-grade with gravel 150 ft L X 4 ft W X 1 ft (avg)=600 cf/27=22.22cy X 1.4= 31.12 tons
Re set 18 in X 40 ft HDPE driveway culvert and backfill with gravel. 40 ft X 10 ft X 1 ft =400 cf/27= 14.82 cy X 1.4= 20.74 tons
3. At GPS: 42.62371, -74.49800. Backfill scoured out drainage ditch on the west side with gravel. 100 ft X 3 ft W X 3 ft =900 cf/27= 33.33 cy X 1.4= 46.66 tons Replace washed out edge of the asphalt road. 30 ft X 2 ft X 2.5 in= 12.6 cy/27=.47 cy X 1.9= 1 ton
Re set washed out HDPE driveway culvert 15 in X 30 ft and backfill with gravel 30 ft X 10 ft X 1 ft =300 cf/27=11.11 cy X 1.4=15.60 tons 4. At GPS: 42.62439,-74.49780 Replace stacked stone endwall at the 24 in HDPE cross culvert. Endwall is 20 ft L X 6 ft H X 2 ft W =240 cf X 150=36000/2000= 18 tos of stackable stone. Backfill scoured area on the outlet side of the 24 in HDPE cross culvert 50 ft L X 6 ft W X 7 ft D =2100cf/27= 77.78 cy X 1.4= 109 tons
WORK TO BE COMPLETE Asphalt Material 1. Replace asphalt paving 36.56 tons @ $55.00= $2010.80 Asphalt Petrol adj. 36.56 tons X $17.035/ ton= $ 622.80 Total Asphalt : $2633.60
Applicant Force Account Paving Estimate
3 workers @ $28.15 X 24 hrs= $675.60 1 worker @ $34.96 X 8= $279.68 1 Dump Truck (FEMA cost code 8724) @ $105 X 4 hrs=$420.00 1 Gradall Excavator (FEMA cost code 8281) @ $39.00 X 6 hrs= $234.00 1 Compactor (FEMA cost code 8223) @ $29.00 X 6 hrs= $174.00 1 Asphalt Paver (FEMA cost code 8432) @ $115.00 X 6 hrs= $690.00
Total Paving: $2473.28
Total Applicant Work to be Complete Estimate: $5106.88
1042DR4JS-12 Dodge Lodge Road PA-02-NY-4020-PW-04990 PA-02-NY-4020-State-0056(55)
The Applicant used force account labor, equipment and materials to stabilize the Dodge Lodge Road and make repairs to provide safe access for vehicle traffic. The materials used were hauled from the Applicant's stock pile. Unit prices for materials purchased prior to disaster declaration date were derived from Applicant's vendor invoices and were determined to be fair and reasonable. The Applicant used 4 overtime and 28 regular time labor hours and 30 equipment hours (gradall, loader, dump truck, pick-up truck) to complete the repairs to Dodge Lodge Road. The work was completed during the period from 8-28-11 through 9-2-11 as described below:
1. Provide labor to set up traffic control remove flood water debris blocking the driveway culverts.
2. Backfill with cobbles the washed out section of asphalt road 100 ft X 20 ft X 6 n = 100cf/2737 cy X 1.4= 52 tons 3. Backfill 7 washed out drainage ditch driveway culvert with cobbles 20 ft X 6 ft X 1 ft (average) X 7 culverts=840cf/27= 31 cy X 1.4= 44 tons TOTAL COBBLE STONE FROM APPLICANT STOCKPILE: 68 CY This PW includes the repairs from 8-28-11 through 9-2-11 necessary to reopen Dodge Lodge Road. The balance of the permanent repairs for Dodge Lodge Road are addressed in PW 6159904.
1042DR4JT-12 Patrick Rd PA-02-NY-4020-PW-05719 PA-02-NY-4020-State-0065(64)
The Applicant used force account labor, equipment and materials to repair Patrick Road to its pre disaster condition. The materials used were hauled from the Applicant's stock pile. Unit prices for materials purchased were derived from Applicant's vendor invoices and were determined to be fair and reasonable.
The Applicant used 292 regular time labor hours and 116 equipment hours (gradall, dump truck, pick-up truck) to completed the repairs as described below:
1.Site 1 (GPS:42.66910, -74.51731) Excavate to replace the clogged 18 in X 80 ft CMP cross culvert with a 24 in X 80 ft HDPE culvert pipe. See HMP. Install stacked stone head and endwalls 10ftWX4ftHX2ftDX2 sides=160 cf X 150=24000/2000= 12 tons. See HMP
Site 1 (Continued) Install stacked stone along both sides of the excavation cut to shore up the shoulder.3 ftWX3ftHX45ftLX2 sides= 810cf 810 cf X 150#/cf=121500/2000=60.75 tons Excavate to remove and replace blocked 18 in CMP culvert. Average bulk excavation with 1:1 slope 1/2 X 44 ft W X 22 ft D X 54 ft L=26136 cf/27=968 cy X 1.4=1355.2 tons. Applicant stated that approximately 50% of the excavated material was unsuitable for backfill. Total stone 677.6 tons Repair asphalt road-and shoulder settlement along the south side of Patrick Road for approximately 150 ft to the east of the cross culvert. Repair partial asphalt road settlement with a chip and seal topping on the east bound lane. 150ftLX9ftW = 1350 sf/9=150 sy. Repair settled shoulder area with

gravel 150ftLX8ftWX4in (average) = 396cf/27=14.67cy X 1.4= 20.54 tons Replace the section of asphalt concrete paving removed for the excavation of the blocked 18 in CMP cross culvert. 18ftWX46ftLX 2.5 in = 173.88cf/27= 6.44 cy X 1.9 = 12.24 tons 2.Site 2 (GPS:42.66503, -74.52882)
Excavate and replace an 18 in X 60 ft CMP cross culvert clogged full of debris with an 18 in X 60 ft HDPE. See HMP
Gravel backfill 55ftX4ftX4ft =880cf/27= 32.60cyX 1.4 = 63tons Replace asphalt with cold patch 18 ft W X 4 ft X 2.5 in.=23.52 cf/27 = .87cy X 1.9=1.66 tons Rest washed out stackable stone units for culvert headwall 4ftWX2ftHX1ftD
3.Site 3 (GPS:42.66941, -74.53751) The Applicant utilized Hillbilly Landscaping to make the following repairs to the Site 3 area:
Clear the embankment slide debris and reshape 200 ft of drainage ditch above the driveway culvert.
Reset 15 in X 30 ft HDPE driveway culvert and stackable stone units at the headwall and endwall 6ftLX2ftHX1ftD
Backfill washed out driveway culvert area with gravel 40ftWX10ftLX1 ft=400 cf/27=14.81 cy X 1.4= 20.74 tons
TOTAL STONE / GRAVEL: 781.88 tons
TOTAL STACKABLE STONE: 72.75 tons
TOTAL ASPHALT CONCRETE: 12.24 tons AC, 1.66 tons CP
Work to be Complete
DAMAGE DESCRIPTION & SCOPE OF WORK (CONTINUED):
Asphalt Material
1. Replace asphalt paving 12.24 tons @ $55.00= $673.20 Asphalt Petrol adj. 12.24 tons X $17,035/ ton= $208.51
Total Asphalt $881.7
Alicant Force Account Asphalt Paving Estimate
3 workers @ $28.15 X 24 hrs= $675.60
1 worker @ $34.96 X 8= $279.68
1 Dump Truck (FEMA cost code 8722) @ $65 X 4 hrs= $260.00
1 Gradall Excavator (FEMA cost code 8281) @ $39.00 X 4 hrs= $156.00
1 Compactor (FEMA cost code 8223) @ $29.00 X 4 hrs= $116.00
1 Asphalt Paver (FEMA cost code 8432) @ $115.00 X 4 hrs= $460.00
Total Paving: $1947.28
Total Applicant Force Account Asphalt Paving Estimate: $2828.99
The Gorman Group Unit Price to Chip Seal over settled section of asphalt paving.
150 ft L X 9 ft (Lane) W= 1350 sf/9= 150 sy X $3.25 = $487.5 Included in HMP
1042DR4JU-12 Brown Rd PA-02-NY-4020-PW-04695 PA-02-NY-4020-State-0076(75)
The applicant used a contractor Hillbilly Landscaping for three days to restore Brown Road to its pre disaster condition. Materials were hauled from the Applicant's stock pile. Unit prices for materials purchased prior to disaster declaration date were derived from Applicant's historical cost data and were determined to be fair and reasonable. Work was completed on 8-31-11 as described below: 1. Provide labor to remove flood water debris blocking the culverts. 2. Replace washed out section of road over the 5 ft X 40 ft HDPE culvert. 20 ft X 18 ft X 4 in =118.8 cf/27= 4.4 cy X 1.4 = 6.16 tons 3. Replace scoured out shoulder area with gravel. 35 ft X 4 ft X 7 ft =980 /27= 36.30 cy X 1.4 = 50.82 tons 4. Replace stone headwalls 18 ft X 6 ft X 1.5 ft X 2 sides = 16 cy X 1.4= 22.4 tons 5. Replace 40 traffic control cones lost during the flood. Project Notes: TOTAL CRUSHER RUN GRAVEL FROM APPLICANT'S STOCKPILE: 12.42 cy X 1.4=17.39 tons X $13.85 = $240.85 TOTAL GRAVEL FROM APPLICANT'S STOCKPILE: 28.28 cy X 13.12=$371.00 TOTAL ITEM F GRAVEL FROM APPLICANT'S STOCKPILE: 16 cy X 1.4 = 22.4 tons X $14.00 = $314.00
1042DR4JV-12 Radliff Rd PA-02-NY-4020-PW-06055 PA-02-NY-4020-State-0093(92)
The Applicant contracted Hillbilly Landscaping to stabilize Radliff Road and to make permanent repairs to provide safe access for vehicle traffic. Materials used in the repairs to Radliff Road was furnished and hauled by the Applicant's force labor and equipment. Unit prices for materials purchased were derived from Applicant's historical cost data and were determined to be fair and reasonable.
Work completed is described below:
Site 1: Replace damaged 48 in X 40 ft CMP culvert and backfill with gravel 40 ft L X 12 ft W X 5 ft D=2400 sf/27=88.89cy
Install culvert stacked concrete slab head and endwalls.15 ft W X 2 ft W X 5 ft H X 2 sides =300 cf X 150= 45000#/2000# =22.5 tons
See HMP for upsized culvert pipe.

Washout of the surface roadway aggregate 75 ft L X16 ft W X 5 in D (average)= 504cf/27=18.67 cy
Site 2 Replace damaged 48 in X 40 ft CMP and backfill washed out section with cobbles and gravel 40 ft L X 10 ft W X 5 ft D=2000 cf/27 = 74.07cy
Install culvert stacked concrete slab head and endwalls.15 ft W X 2 ft W X 5 ft H X 2 sides =300 cf X 150= 45000#/2000# =22.5 tons
Repair washed out surface roadway aggregate with gravel 100 ft L X 16 ft W X 6 in (average)=800 cf/27=29.63 cy
Backfill scoured section of creek and restore the creek to its pre disaster condition.100 ft L X 5 ft W X 3 ft D =1500 cf/27=55.56 cy
Stabilize slope scoured etion with topsoil and hydroseed. Reference Policy 9524.5, 100 ft L X 5 ft W =500 sf/9= 55.56 sy
Applicant Force Account HMP Estimate

3 workers @ $28.15 X 24 hrs= $675.60
1 worker @ $34.96 X 8= $279.68
1 Dump Truck (FEMA cost code 8722) @ $65 X 8 hrs= $520
1 Gradall Excavator (FEMA cost code 8281) @ $39.00 X 8 hrs= $312
1 Compactor (FEMA cost code 8223) @ $29.00 X 4 hrs= $116.00
Total Applicant Force Account HMP Estimate: $1903.28

Applicant Force Account Estimate
3 workers @ $28.15 X 24 hrs= $675.60
1 worker @ $34.96 X 8= $279.68
1 Dump Truck (FEMA cost code 8722) @ $65 X 8 hrs= $520
1042DR4NW-12 Harroway Road PA-02-NY-4031-PW-01831 PA-02-NY-4031-State-0025(24)
The following damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.64294 /-74.57192 - Reset existing 36 ft long x 15 inch dia HDPE driveway culvert and filled a section of driveway 30 ft long x 15 ft wide x 4 inches deep (ave.) = 150cf / 27 = 5.6cy (5.6cy x unit weight of crusher run stone of 1.75 tons/cy = 9.7 tons crusher run),
2. 42.64304 /-74.57170 - Reset an existing 20 ft long x 15 inch dia. HDPE driveway culvert and filled a section of driveway 15 ft long x 15 ft wide x 4 inches deep (ave.) = 75cf / 27 = 2.8cy (2.8cy x unit weight of crusher run stone of 1.75 tons/cy = 4.9 tons crusher run). Reshaped a section of roadside drainage ditch 80 ft long x 15 ft wide x 3 ft deep between the culverts.

The following damaged areas of the roadway will be restored to pre-disaster condition. The work will be completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.64294 /-74.57192 (west culvert), - Reset laid up natural stone headwalls re-using existing stone 5 ft long x 2 ft high x 1 ft wide (1 each end of culvert total of 2).
2. 42.64304 /-74.57170 (east culvert) - Reset laid up natural stone headwalls re-using existing stone 5 ft long x 2 ft high x 1 ft wide (1 each end of culvert total of 2).

Cost Estimate:
The figures below for Labor, Equipment and Materials are estimates by the Superintendent of Highways for the Town of Richmondville, NY
Labor cost was derived from base pay of $15.67/hr x fringe of 79.63% = $28.15/hr. See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
Labor: 2 persons x 4hrs/day x 1 day = 8hrs total @ $28.15/hr = $225.20
Equip: 1 - truck, small dump for 4hrs @ $20/hr = $80.00 total (FEMA cost code #8802)
Mat: No imported material required
Total Estimated costs for this site: $225.20 (Labor) + $80.00 (Equip) + $0(Mat.) = $305.20 total
1042DR4NX-12 Furnaceville Road PA-02-NY-4031-PW-01924 PA-02-NY-4031-State-0025(24)
The following damaged areas of the roadway were restored to pre-distaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. Furnaceville Road 42.66209 /-74.62453 - Repared a section of the roadway shoulder 30 ft long x 4 ft wide by 1.5 ft deep. = 180cf / 27 = 6.7cy (6.7cy x unit weight of crusher run stone of 1.75 tons/cy = 11.7 tons crusher run wich is reaonble close to the 12 tons actually used).
The following damaged areas of the roadway will be restored to pre-distaster condition. The work will be completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
2. Furnaceville Road 42.66209 /-74.62453 - Replace a section of the stacked stone headwall 10 ft long x 6 ft high x 3 ft wide = 180 cf / 27 = 6.7 cy and replaced backfill behind the wall 10 ft long x 6 ft deep x 3 ft wide = 180 cf / 27 = 6.7 cy.
Cost Estimate:
The figures below for Labor, Equipment and Materials are estimates by the Superintendent of Highways for the Town of Richmondville, NY
Labor cost was derived from base pay of $15.67/hr x fringe of 79.63% = $28.15/hr. See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
2. Furnaceville Road 42.66209 /-74.62453:
Labor: 1 persons x 4hrs/day x 1 day = 4 hrs total @ $28.15/hr = $112.60
Labor: 1 persons x 4hrs/day x 1 day = 4 hrs total @ $28.15/hr = $112.60
Equip: 1 - Gradall for 4hrs @ $120/hr = $480.00 total (FEMA cost code #8283)
Equip: 1 - truck, dump for 4hrs @ $105/hr = $420.00 total (FEMA cost code #8724)
Mat: Backfill behind the wall 10 ft long x 6 ft deep x 3 ft wide = 180 cf / 27 = 6.7 cy. (6.7cy x unit weight of crusher run stone of 1.75 tons/cy = 11.7 tons crusher run) 11.7 tons of Item "F" (crusher Run) @ $14/ton = $163.80.
Stacked stone headwall 10 ft long x 6 ft high x 3 ft wide = 180 cf / 27 = 6.7 cy = (6.7 cy untit weight of stacked stones of 2 tons/cy=13.4 tons) 13.4 tons x $27.70/ton=$371.18 (Back up invoice provided for material cost.
Total Estimated costs for this site: $225.20 (Labor) + $900.00 (Equip) + $534.98 (Mat.) = $1,660.18 total.
1042DR4NY-12 Gott Road PA-02-NY-4031-PW-01423 PA-02-NY-4031-State-0018(17)

The following damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. Start 42.62051 A74.59679 End 42.62335/-74.59389 - Replaced a section of the gravel roadway approximately 200 ft. long x 18 ft. wide x 11 inches deep (ave.) = (3,300cf/27) = 122 cy (122cy x approx. unit weight of crusher run stone of 1.75 tons/cy = 213 tons which is reasonably close to the 210 tons crusher run material actually used) and a section of both gravel shoulders totaling approximately 1200 ft. long x 4 ft. wide x 9 inches deep (ave.) = (3,600cf / 27) = 133 cy (133cy x approx. unit weight of crusher run stone of 1.75 tons/cy = 233 tons which is reasonably close to the 230 tons crusher run material actually used).
1042DR4NZ-12 Reed Hollow Road PA-02-NY-4031-PW-01422 PA-02-NY-4031-State-0018(17)
The following damaged areas of the roadway were restored to pre-distaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. Start 42.62601 /-74.61758 End 42.62704/-74.61465 - Replaced a section of the gravel roadway approximately 750 ft. long x 18 ft. wide x 6 inches (average) deep = (6,750cf / 27) = 250cy (250cy x approx. unit weight of crusher run stone of 1.75 tons/cy = 437 tons which is reasonably close to the 422 tons crusher run material actually used).
1042DR4PA-12 Smith Road PA-02-NY-4031-PW-01834 PA02-NY-4031-tat-0025(24)
The following damaged areas of the roadway will be restored to pre-distaster condition. The work will be completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.63948 / -74.62868 - Replace / Repair a section of roadway shoulder 225 ft long x 3 ft wide x 6 inches deep (ave.) = 338cf / 27 = 12.5cy (12.5cy x unit weight of crusher run stone of 1.75 tons/cy = 22 tons crusher run). Reshape the roadside drainage ditch 200 ft long x 3 ft wide x 2 ft deep (ave.)
Cost Estimate:
The figures below for Labor, Equipment and Materials are estimates by the Superintendent of Highways for the Town of Richmondville, NY
Labor cost was derived from base pay of $15.67/hr + fringe of 79.63% = $28.15/hr and from base pay of $19.46/hr + fringe of 79.63% = $34.96/hr See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
Labor: 1 person x 4hrs/day x 1 day = 4hrs total @ $28.15/hr = $112.60
Labor: 1 person x 4hrs/day x 1 day = 4hrs total @ $34.96/hr = $139.84
Equip: 1 Gradall for 4hrs @ $120/hr = $480.00 total (FEMA cost code #8283)
Equip: 1 Dump, Truck for 4hrs @ $105/hr = $420.00 total (FEMA cost code #8724)
Mat: 22 tons of Item "F" (crusher Run) @ $14/ton = $308.00
Total Estimated costs for this site: $112.60 + $139.84 = $252.44 (Labor) + $480 + $420 = $900.00 (Equip) + $308(Mat.) = $1460.44 total
1042DR4PB-12 Harroway Road PA-02-NY-4031-PW-018346 PA-02-NY-4031-State-0025(24)
The following damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.65326, -74.56297 - Repaired / Reshaped a section of the existing road side drainage ditch 550 ft long x 5 ft wide x 2 ft deep (avg.). (Note: Remaining 230 ft of roadside drainage ditch is work to be completed)

Work to be Completed:
The following damaged areas of the roadway will be restored to pre-disaster condition. The work will be completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.65326, -74.56297 - Reshape a section of the existing road side drainage ditch 230 ft long x 5 ft wide x 2 ft deep (avg.).

Cost Estimate: The figures below for Labor, Equipment and Materials are estimates by the Superintendent of Highways for the Town of Richmondville, NY
Labor cost was derived from base pay of $15.67/hr x fringe of 79.63% = $28.15/hr. and base pay of $19.46/hr x fringe of 79.63% = $34.96/hr See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $28.15/hr = $140.75
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $28.15/hr = $140.75
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $34.96/hr = $174.80
Equip: 1 - Gradall for 5hrs @ $120/hr = $600.00 total (FEMA cost code #8283)
Equip: 1 - truck, dump for 5hrs @ $104/hr = $520.00 total (FEMA cost code #8724)
Equip: 1 - truck, dump for 5hrs @ $60/hr = $300.00 total (FEMA cost code #8722)
Mat: No imported material required
Total Estimated costs for this site: $456.30 (Labor) + $1,420.00 (Equip) + $0 (Mat.) =$1,86.30 total
1042DR4PC-12 Highview Road PA-02-NY-4031-PW-02090 PA-02-NY-4031-State-0031(30)
The following damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.65326, -74.56297 - Repaired / Reshaped a section of the existing road side drainage ditch 550 ft long x 5 ft wide x 2 ft deep (avg.). (Note: Remaining 230 ft of roadside drainage ditch is work to be completed)

Work to be Completed:
The following damaged areas of the roadway will be restored to pre-disaster condition. The work will be

completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.65326, -74.56297 - Reshape a section of the existing road side drainage ditch 230 ft long x 5 ft wide x 2 ft deep (avg.).

Cost Estimate: The figures below for Labor, Equipment and Materials are estimates by the Superintendent of Highways for the Town of Richmondville, NY
Labor cost was derived from base pay of $15.67/hr x fringe of 79.63% = $28.15/hr. and base pay of $19.46/hr x fringe of 79.63% = $34.96/hr See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $28.15/hr = $140.75
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $28.15/hr = $140.75
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $34.96/hr = $174.80
Equip: 1 - Gradall for 5hrs @ $120/hr = $600.00 total (FEMA cost code #8283)
Equip: 1 - truck, dump for 5hrs @ $104/hr = $520.00 total (FEMA cost code #8724)
Equip: 1 - truck, dump for 5hrs @ $60/hr = $300.00 total (FEMA cost code #8722)
Mat: No imported material required
Total Estimated costs for this site: $456.30 (Labor) + $1,420.00 (Equip) + $0 (Mat.) = $1,876.30 total
1042DR4PD-12 Mickle Hollow Road PA-02-NY-4031-PW-01003 PA-02-NY-4031-State-0017(16)
The applicant utilized a contractor to perform repairs at the site. The following work was performed.
The contractor scooped up deposited stream gravel from the road and ditch and used it to help fill in erosions. Erosion at north side of road, filled in with light stone fill and gravel = 450 feet L x 8 feet W x 1 foot deep = 3600 CF / 27 = 133 CY.
Repairs of damage caused by flooding from Hurricane Irene (FEMA DR 4020) are still pending completion. The scope of work for the repair of asphalt pavement and a subsurface drainage pipe are presented in a separate Project Worksheet, PW 6159906 for DR 4020.
The applicant utilized an earthwork contractor (Lancaster Development, Inc.) to perform the repair work. The contractor was retained under emergency procedures. The applicant entered into an “Emergency Flood Repair Work Agreement” with Lancaster Development, Inc. dated August 31, 2011 (see attached agreement). The applicant submitted an invoice from the contractor in the amount of $7990.51 for the repairs (see attached invoice).
1042DR4PE-12 Winegard Road PA-02-NY-4031-PW-02129 PA-02-NY-4031-State-0032(31)
The following damaged areas were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. Replacd 2 eisting 20 ft long x 15 inch HDPE culverts on the West side of the road.
2. Replaced 1 existing 20 ft long x 48 inch CMP culvert on the East side of the road.
3. Replaced existing driveway within the road ROW 15 ft long x 16 ft wide x 1 ft deep (ave.). = 240cf / 27 = 8.9cy (8.9cy x unit weight of crusher run stone of 1.75 tons/cy = 15.6 tons crusher run which is reasonable close to the 16 tons actually used).
4. (completed)
5. Reshaped existing roadside drainage ditch on west side of road 400 ft long x 5 ft wide x 2 ft deep.
6. Reshaped existing roadside drainage ditch on east side of road 400 ft long x 15 ft wide x 5 ft deep.
7. (completed)
8. Replaced existing roadway shoulders and embankment 40 ft long x 3 ft wide x 1 ft deep (ave.).= 120cf / 27 = 4.4cy (4.4cy x unit weight of crusher run stone of 1.75 tons/cy = 7.7 tons crusher run which is reasonable close to the 8 tons actually used).
9. (completed)

Work completed:
The following damaged areas will restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. (Completed) 2. (Completed) 3. (Completed) 4. Replace existing gabion basket headwall 5 ft long x 5 ft high x 3 ft wide = 75 cf / 27 = 2.8 cy on discharge end of existing 48 inch culvert. 5. (Completed) 6. (Completed) 7. Reshape existing roadside drainage ditch on east side of road 120 ft long x 15 ft wide x 5 ft deep. 8. (Completed) 9. Replace existing roadway shoulders and embankment 75 ft long x 3 ft wide x 7 ft deep (ave.) = 1,575 cf / 27 = 58.3 cy.
Work Completed Continued:
Cost Estimate: The figures below for Labor, Equipment and Materials are estimates by the Superintendent of Highways for the Town of Richmondville, NY
Labor cost was derived from base pay of $15.67/hr x fringe of 79.63% = $28.15/hr. See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
4. Replace existing gabion basket headwall 5 ft long x 5 ft high x 3 ft wide on discharge end of existing 48 inch culvert. Gabion basket headwall 5 ft long x 5 ft high x 3 ft wide = 75 cf / 27 = 2.8 cy (2.8 CY x $120.00/CY) = $336 (FEMA Cost Code 4100) 7. Reshape existing roadside drainage ditch on east side of road 120 ft long x 15 ft wide x 5 ft deep. 9. Replace existing roadway shoulders and embankment 75 ft long x 3 ft wide x 7 ft deep (ave.)
Labor: 1 persons x 10hrs/day x 1 day = 10 hrs total @ $28.15/hr = $281.50
Labor: 1 persons x 10hrs/day x 1 day = 10 hrs total @ $28.15/hr = $281.50
Equip: 1 - Gradall for 10hrs @ $120/hr = $1200.00 total (FEMA cost code #8283)
Equip: 1 - truck, dump for 10hrs @ $105/hr = $1050.00 total (FEMA cost code #8724)
Mat: Item "F" (Crusher Run) for shoulders and Embankment 75 ft long x 7 ft deep x 3 ft wide = 1,575 cf / 27 =

58.3 cy. (58.3cy x unit weight of crusher run stone of 1.75 tons/cy = 102 tons crusher run) 102 tons of Item "F" (crusher Run) @ $14/ton = $1428.00. (Backup invoice provided for material cost) Estimated costs for item 7 and 9: $563.00 (Labor) + $2,250.00 (Equip) + $1,428.00 (Mat.) = $4,241.00 total. Estimated costs for item 4 = $336.00 total. Total Estimated Costs for this site: $4,241.00 + $336.00 = $4,577.00
1042DR4PF-12 Harroway Road PA-02-NY-4031-PW-01832 PA-02-NY-4031-State-0025(24)
he folowing damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.65221, -74.56309- Replaced a section of the roadway shoulder on the east side of the roadway 34 ft long x 5 ft wide x 2 ft deep (ave.) = 340cf / 27 = 12.6cy (12.6cy x unit weight of crusher run stone of 1.75 tons/cy = 22 tons crusher run) and a section of the roadway shoulder on the west side of the roadway 34 ft long x 5 ft wide x 2 ft. deep (ave.) = 340cf / 27 = 12.6cy (12.6cy x unit weight of crusher run stone of 1.75 tons/cy = 22 tons crusher run).
1. 42.65221, -74.56309 - Replace a section of the oil and stone roadway surface 118 ft long x 18 wide = 2,124 sf / 9 = 236 sy. Replace the upstream stacked stone headwall 15 ft long x 7 ft high x 3 ft wide = 315 cf / 27 = 11.7 cy.

Cost Note: Cost for stacked stone head wall is from FEMA cost codes for "Slope Protection (placed)" - 4081 (11.7 cy x $60./cy = $702.)
Cost for oil and stone roadway surface (per square yard) is from a price quote from local contractor who does this work throughout Schoharie County. (236 sy. x $3.25/sy = $767.00).
1042DR4PG-12 Access Road PA-02-NY-4031-PW-02088 PA-02-NY-4031-State-0032(31)
The following damaged areas will be restored to pre-distaster condition. The work will be completed by the Town of Richmondville Highway Department using an independent contractor hired in accordance with the town procurement policy.
1. Old Town Garage 42.63351 / -74.56360, Replace a section of the embankment supporting the gravel access driveway and parking area adjacent to the Old Town Garage approximately 60 ft long x 18 ft wide x 2 ft deep (ave.). = 2,160 cf / 27 = 80 cy (80 cy x unit weight of compacted gravel embankment material of 1.75 tons/cy = 140 tons). Replace a section of the existing stacked concrete retaining wall 35 ft long x 8 ft wide x 5 ft high. Hydro-seed the embankment slope to establish turf grass for erosion protection consistent with pre-disaster conditions.
The following cost estimate was developed using RS Means with the Settings as follows: Title - Heavy Construction, Master Format 2010, Wage Rate - Union. The Division Reference Number for each item is in parenthesis.
1. Excavation Using Hydraulic Excavator (31-23-16-42-0200) 80CY @ $2.51/CY = $200.80
2. Hauling Excavated material, Cycle 2 miles (31-23-23-20-0018) 40CY @ $3.32/CY = $132.80
3. Concrete Gravity Retaining wall - unreinforced - level embankment (32-32-13-10-1900) 35LF @ $248/LF = $8,680.00
4. Borrow, Loading and or spreading, Select granular Fill (31-23-23-15-5000) 80CY @ $17.45/CY = $1,396.00
5. Compaction - Vibrating Plate (31-23-23-23-7000) 80CY @ $2.50/CY = $200.00
6. Silt Fence (31-25-14-16-1100)100LF @ $1.15/LF = $115.00
7. Hydro-seeding (32-92-19-14-4600) 2,000SF @ $53.50/MSF = $107.00
8. Erosion Control Blanket - Nylon, 3 dimensional geomatrix, 9 mil thick (31-25-14-16-0060) 170SY @ $3.61/SY = $613.70
Total = $11,445.30
1042DR4PH-12 Podpadic Road PA-02-NY-4031-PW-01921 PA-02-NY-4031-State-0025(24)
The following damaged areas of the roadway were restored to pre-distaster condition. he work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. Podpadic Road-3 42.66157 / -74.55800 Repaired a section of roadway shoulders approximately 3,000 ft x 2 ft x 4 inches deep (ave.) = 2,000 cf / 27 = 74.1 cy (74.1 cy x unit weight of crusher run stone of 1.75 tons/cy = 130 tons crusher run which is reasonable close to the 132 tons actually used), and Reshaped a section of roadside drainage ditch 1,300 ft x 3 ft x 18 inches (ave.).
1042DR4PI-12 Mickle Hollow Road PA-02-NY-4031-PW-02357 PA-02-NY-4031-State-0044(43)
The following damaged areas will be restored to pre-disaster condition. The work will be completed by the Town of Richmondville Highway Department using an independent contractor hired in accordance with the town procurement policy.
1. Mickle Hollow Road Culverts 42.65295 / -74.49759: Excavate and replace the existing 2 side by side steel boiler plate pipe culverts (40 ft long x 3 foot and 4 foot diameter) using appropriate bedding, backfilling and compaction. Also replace the stacked stone headwalls on the upstream and downstream ends of the culverts.
Cost Estimate:
The town of Richmondville solicited three cost proposals from area contractors to provide the “Work to be Completed” as outlined in the Scope of Work. Materials will be supplied by the town of Richmondville. In order to complete this work on this very busy rural road a detailed traffic control plan will be required. Two cost proposals were received for this work including the required traffic control plan.
Chacho & Sons Inc., Richmondville NY, provided a cost proposal in the amount of $22,500.00 plus materials supplied by the Town of Richmondville (estimated at $7,650.94). The base proposal includes the required traffic control. (Total Cost: $22,500.00 + $7,650.94 = $30,150.94)
Carver Construction Inc. Altamont, NY, provided a cost proposal in the amount of $39,900.00 which includes all materials except the culvert pipes (estimated at $4,574.80) plus $17,300.00 for the required traffic control. . (Total

Cost: $39,900.00 + $4,574.80 + $17,300.00 = $61,774.80)
This PW is based on the cost proposal from Chacho & Sons Inc., Richmondville NY for $22,500.00 plus materials.
Cost estimate for Town of Richmondville supplied materials:
Material:
1. Item "F" (Crusher Run) for backfill and roadway subbase material 40 ft long x 10 ft wide x 7 ft deep = 2,800 cf / 27 = 103 cy. Subtract volume occupied by pipes (36 inch dia. = ¶ x R^2 = 7.06 cf/ft x 40 ft = 282.7cf/27 = 10.5 cy) + (48 inch dia. = ¶ x R^2 = 12.6 cf/ft x 40 ft = 504cf/27 = 18.7 cy) = 29.2 cy. 103 cy - 29.2 cy = 73.8 cy. (73.8cy x unit weight of crusher run stone of 1.75 tons/cy = 129.2 tons crusher run) 129.2 tons of Item "F" (crusher Run) @ $14.00/ton = $1,808.80. (Backup invoice provided for material cost)
2. Stacked stone headwall 18 ft long x 6 ft high x 2 ft wide = 216 cf - (19.66 cf/ft (pipes) x 2 ft = 39.32 cf) = 176.68 cf x 2 walls =353.36 cf / 27 = 13.1 cy (13.1 cy x unit weight of stacked stone of 2 tons/cy = 26.2 tons). 26.2 tons x $27.70/ton = $725.74 (Backup invoice provided for material cost).
3. CMP culvert pipe, 40 ft long x 36 inch dia. @ $49.16 per LF (Quote from Pipe Supplier = $1,966.40
4. CMP culvert pipe, 40 ft log x 48 inch dia @ $65.21 per LF (Quote from Pipe Supplier) = $2,608.40
5. Asphalt Pavement (in area excavated for pipe replacement) 18 ft long x 18 ft wide x 4 inches thick = 108 cf x 140 lbs/cf = 15,120 lbs/2,000lbs/ton = 7.56 tons @ $71.64/ton (see calcs below) = $541.60
Bituminous Concrete Hot Mix Asphalt State Contract Price Calculation
Asphalt Price Adjustment - NYSDOT Office of Construction (see back-up)
2009 Contract Asphalt Price Adjustment - Sept. 2009 Baseline = $414.
NYS Asphalt adjustment - June 2012 = $626.
Variance from Baseline: $626.00 - $414.00 = $212.00
Type 7 Top @ 7.85%
Price Adjustment per ton of Type 7 Top $212.00 x 7.85% = $16.64/ton
Asphalt Pavement Type 7 Top = $55.00/ton + Asphalt Petrol. Adjustment = $16.64/ton
Total Asphalt Cost per Ton: $55.00/ton + $16.64/ton = $71.64/ton
Total Material Cost: $1,808.80 + $725.74 + $1,966.40 + $2,608.40 + $541.60 = $7,650.94
1042DR4PJ-12 Franzen Road PA-02-NY-4031-PW-01588 PA-02-NY-4031-State-0025(24)
The following damaged areas of the roadway were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. 42.64210 /-74.60752 - Replaced a section of the gravel shoulders on the south side of the road 150 ft. long x 2 ft. wide x 6 inches deep (avg.) = 150 CF / 27 = 5.6 CY. (5.6 CY x unit weight of crusher run stone of 1.75 tons/CY = 9.8 tons which is reasonably close to the 10.5 tons actually used)
2. 42.64246 /-74.60188 - Replaced a section of the gravel shoulders on the south side of the road 150 ft. long x 2 ft. wide x 6 inches deep (avg.) = 150 CF / 27 = 5.6 CY. (5.6 CY x unit weight of crusher run stone of 1.75 tons/CY = 9.8 tons which is reasonably close to the 10.5 tons actually used).
3. Begin 42.64301 /-74.59551, End 42.64328 / -74.59194 - Replaced a section of 4 gravel driveways within the town ROW. Each driveway section is approximately 10 ft long x 15 ft wide x 6 inches deep (avg.) = 75 CF / 27 = 2.8 CY per driveway x 4 driveways = 11.2 CY. (11.2 CY x unit weight of crusher run stone of 1.75 tons/CY = 19.6 tons which is reasonably close to the 20 tons actually used).
1042DR4PK-12 Rigley Road PA-02-NY-4031-PW-01919 PA-02-NY-4031-State-0025(24)
The following damaged areas of the roadway will be restored to pre-distaster condition. The work will be completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. Rigley Road 42.66223 / -74.61858 Replace the existing 20 ft long x 18 inch dia RCP culvert.
The following damaged areas of the roadway will be restored to pre-distaster condition. The work will be completed by the Town of Richmondville Highway Department using force account labor, equipment and materials.
1. Rigley Road 42.66223 / -74.61858 Replace the existing 20 ft long x 18 inch dia RCP culvert.
Cost Estimate:
The figures below for Labor, Equipment and Materials are estimates by the Superintendent of Highways for the Town of Richmondville, NY
Labor cost was derived from base pay of $15.67/hr x fringe of 79.63% = $28.15/hr. See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
1. Rigley Road 42.66223 / -74.61858
Labor: 1 persons x 4hrs/day x 1 day = 4 hrs total @ $28.15/hr = $112.60
Labor: 1 persons x 4hrs/day x 1 day = 4 hrs total @ $28.15/hr = $112.60
Equip: 1 - Gradall for 4hrs @ $120/hr = $480.00 total (FEMA cost code #8283)
Equip: 1 - truck, dump for 4hrs @ $105/hr = $420.00 total (FEMA cost code #8724)
Mat: 20 ft long x 18 inch dia RCP culvert pipe at $20.50 per LF (RS Means) = $410.00
Backfill around pipe 20 ft long x 1.5 ft deep x 3.5 ft wide = 105 cf / 27 = 3.9 cy. (3.9cy x unit weight of crusher run stone of 1.75 tons/cy = 6.8 tons crusher run) 6.8 tons of Item "F" (crusher Run) @ $14/ton (From Stock) = $95.20
Total Estimated costs for this site: $225.20 (Labor) + $900.00 (Equip) + $505.00 (Mat.) = $1,630.20 total.
1042DR4PL-12 Bear Gulch Road PA-02-NY-4031-PW-02094 PA-02-NY-4031-State-0031(30)
The following damaged areas were restored to pre-disaster condition. The work was completed by the Town of Richmondville Highway Department using an independent contractor hired in accordance with the town procurement policy.
1. Bear Gulch Road 42.61574 / -74.57713, Replaced the existing 50 ft long x 84 inch dia. round boiler plate

culvert and a section of Bear Gulch Roadway embankment 60 ft long x 22 ft wide x 5 ft deep (ave.). Replaced a section of the asphalt pavement 120 ft long x 18 ft wide x 2 1/2 inches thick (replaced 2 1/2 inch asphalt binder course only, 1 1/2 inch asphalt top course is to be replaced). (See HMP)
The following damaged areas of the roadway will be restored to pre-disaster condition. The work will be completed by contract.
1. Replace Bituminous Concrete Overlay 120 ft long x 18ftwidex1 1/2 inches thick (top course) = 360 SY/in. x$3.54/SY in (FEMA cost Code 3110) = $1,274.40
Total Cost = $1,274.40

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1379	1026	2405	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR985A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Richmondville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,479.63
Total Budget	$0.00	$4,479.63
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4NO-12 PA-02-NY-4031-PW-02123 PA-02-NY-4031-State-0054(53)
The following damaged areas were restored to pre-disaster condition. The work was completed by the Village of Richmondville using force account equipment and an independent contractor hired in accordance with the Village procurement policy.
The applicant removed a portion of the deposited gravelly debris. Estimated gravelly debris material removed = 480 CY.
The applicant submitted force account equipment hours (see attached force account record summary).
A contractor (Lancaster Development, Inc.) provided two 20 CY dump trucks with operators. The gravelly debris was hauled to the contractor's yard and stockpiled (42.64631, -74.53760) (145 Podpadic Rd, Richmondville, NY 12149).
Direct Administrative Costs:
Direct administrative costs were derived using the applicant's labor rates and FEMA cost codes in the amount of $158.56 (see attached direct administrative costs worksheet for detail).

The following damaged areas will be restored to pre-disaster condition. The work will be completed by the Village of Richmondville using an independent contractor hired in accordance with the Village procurement policy.
The Village proposes to remove the remainder of the gravelly debris deposited in the pond and to haul and stockpile the creek gravel at the Town of Richmondville Highway Department yard (42.64670, -74.53460) (115 Podpadic Rd, Richmondville, NY 12149).
1. Remove remainder of gravelly debris from pond, estimated gravel material to be removed 1,171 CY - 480 CY (already removed) = 691 CY.

An estimate for the work is presented below: 1. Remove remainder of gravelly debris from pond, 691 CY x $24/ CY = $16,584.00 (Debris removal unit cost is from attached memo from Debris Task Force Re: Debris Removal Costs). Total Work to be Completed Project Costs = $16,584.00

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	436	343	779	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR985C-12
Activity Title:	Creek Retaining Walls

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Richmondville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$72,592.30
Total Budget	$0.00	$72,592.30
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Bear Gulch Creek adjacent to Rte. 7
Work needed to restore the site to its pre-disaster design, function and capacity will require placing cofferdams upstream and downstream of the damaged area, bypass pumping the water around the work area, shoring the overhead building by placing jacks, horizontal and vertical support members parallel to the damaged walls, removing the compromised 15 FT long x 12 FT tall x 2 FT thick concrete extension along the East wall, removing the 15 FT long x8 FT tall x2 FT thick collapsed area of the laid stone East wall and removing the 12 FT long x 15 FT tall x 2 FT thick collapsed laid stone section of the West wall. Building new laid stone walls with cut stones and forming and pouring the cast in place extension along the East wall. Removing the temporary shoring, removing the bypass pump and cofferdams. See attached CEF for complete details and quantities.
The peak flow during the event caused significant creek bed degradation, at the north end of the culvert, scouring the channel to a depth of approximately 4 FT. This undermined the extended portion of the East wall, the laid stone section adjacent to the extension, and the West wall causing portions of the laid stone walls to collapse. Due to the water level at the time of the site visit, the extent of undermining could not be determined.
During the first site visit on 11/14/12, a 12 FT x 15 FT x 2 FT thick section of the West wall had collapsed into the creek making the creek visible from inside the basement of the adjacent building. The extended portion of the East wall which measures approximately 15 FT x 12 FT x 2 FT thick has settled approximately 1 FT and rotated towards the creek approximately 6 IN at the top. The laid stone section of the East wall, adjacent to the extension, collapsed in an area approximately 15 Ft x 8 FT x 2 FT thick.
A previous PW was written under FEMA declaration 1650 (PW Reference # VRICC02) to repair a portion of the West wall approximately 200 LF upstream. At that time, a section of the wall had collapsed and was threatening to damage improved properties. This PW was found eligible and funds were allocated for the repairs.
1042DR4NP-12 High Street PA-02-NY-4031-PW-01531 PA-02-NY-4031-State-0025(24)

SITE 1 –
Driveway base; material around culvert replaced = 12 feet L x 2 feet W x 4 feet deep = 96 CF / 27 = 3.5 CY.
Driveway AC pavement; cold AC patch placed = 4 yards L x 1 yard W = 4 SY @ 3 inches thick.
The applicant performed the above work by force account. See attached force account record summary sheets for details.
WORK TO BE COMPLETED:
To restore High Street to pre-disaster design, capacity and function, the applicant proposes to complete the following work by force account:
SITE 1 –
For hand stacked stone headwalls; restack walls = 2 each x 10 feet L x 5 feet H x 2 feet thick = 200 CF / 27 = 7.4 CY.
SITE 2 –
48 inch CMP culvert with boil above it; remove and replace the last 2 sections of the culvert = 40 LF and one 22 ½ degree bend.
SITE 3 –
Ditch bank eroded; place medium stone fill (or equivalent) into eroded area = 75 feet L x 4 feet W x 4 feet H = 1200 CF / 27 = 44 CY.
SITE 4 –
Ditch bank eroded; place medium stone fill (or equivalent) into eroded area = 40 feet L x 6 feet W x 5 feet H = 1200 CF / 27 = 44 CY, damaged.
PROJET COSTS – WORK TO BE COMPLETED
SITE 1 –
At the driveway with 48 inch CMP culvert, to restack the stone headwall the applicant estimated that it would take 2 men 2 days to complete the work.
Labor:
2 men x $30.79 per hour (avg wage) x 16 hours = $985.28.
Equipment:
Pickup Truck = 16 hours x $20.00 per hour (FEMA 8802) = $320.00.
Backhoe = 4 hours x $23.50 per hour (FEMA 8571) = $94.00.
Total Estimated Equipment Cost = $414.00.
SITE 2 –
For the 48 inch CMP culvert with boil above it is estimated that it would take 3 men 4 days to remove and replace the damaged section of culvert.
Labor:
3 men x $30.79 per hour (avg) x 32 hours = $2955.84.
Equipment:
Pickup Truck = 32 hours x $20.00 per hour (FEMA 8802) = $640.00.
Backhoe = 32 hours x $23.50 per hour (FEMA 8571) = $752.00.
Dump Truck = 32 hours x $65.00 per hour (FEMA 8723) = $2080.00.
Plate compactor = 16 hours x $11.00 per hour (FEMA 8220) = $176.00.
Total Estimated Equipment Cost = $3648.00.
Material:
4 foot CMP culvert (vendor quote) = 40 LF x $41.25 per LF = $1650.00.
2 culvert bands (vendor quote) = 2 EA x $61.88 per EA = $123.76.
22 ½ degree bend = 1 EA x $544.00 per EA = $544.00.
Gravel bedding and backfill: assume required excavation is 8 feet W; gravel 1 foot above and below culvert (1 + 1 + 4 = 6 feet H). Gravel = [(8 feet W x 6 feet H) – 12.56 SF (culvert area)] x 40 feet L = 1418 CF / 27 = 53 CY x 1.35 ton per CY = 72 tons x $6.50 per ton = $468.00.
Stabilize culvert end/outfall, medium stone fill (or equivalent) = 2 loads x 16 CY per load = 32 CY x 1.35 ton / CY = 43.2 tons x $9.50 per ton = $410.40.
Total Estimated Materials Cost = $3196.16.
SITE 3 –
Ditch bank eroded; place medium stone fill (or equivalent) into eroded area = 75 feet L x 4 feet W x 4 feet H = 1200 CF / 27 = 44 CY.
Labor:
2 men x $30.79 per hour (avg) x 4 hours = $246.32.
Equipment:
Backhoe = 4 hours x $23.50 per hour (FEMA 8571) = $94.00.
Dump Truck = 4 hours x $65.00 per hour (FEMA 8723) = $260.00.
Total Estimated Equipment Cost = $354.00.
Material:
Medium stone fill = 44 CY x 1.35 ton / CY = 59.4 tons x $9.50 per ton = $564.30.
SITE 4 –
Ditch bank eroded; place medium stone fill (or equivalent) into eroded area = 40 feet L x 6 feet W x 5 feet H = 1200 CF / 27 = 44 CY.
Labor:

2 men x $30.79 per hour (avg) x 4 hours = $246.32.
Equipment:
Backhoe = 4 hours x $23.50 per hour (FEMA 8571) = $94.00.
Dump Truck = 4 hours x $65.00 per hour (FEMA 8723) = $260.00.
Total Estimated Equipment Cost = $354.00.
Material:
Medium stone fill = 44 CY x 1.35 ton / CY = 59.4 tons x $9.50 per ton = $564.30.
PROJECT COST
WORK TO BE COMPLETED - TOTAL FOR ALL SITES:
Total Estimated Labor Cost = $4433.76.
Total Estimated Equipment Cost = $4770.00.
Total Estimated Material Cost = $4324.76.
1042DR4NQ-12 Strobel Reservoir Access Road PA-02-NY-4031-PW-02170 PA-02-NY-4031-State-0044(43)
The following damaged areas will be restored to pre-distaster condition. The work will be completed by the Village of Richmondville using force account labor, equipment and materials. 1. Access Road: Replace washed out sections of the access road sing crusher run stone approximately 500 ft long x 2 ft wide (ave.) x 1 ft deep (ave.). = 1,000 cf / 27 = 37 cy. Cost Estimate: The figures below for Labor, Equipment and Materials are estimates by the Superintendent of the Village of Richmondville, NY Labor cost was derived from base pay of $17.00/hr x fringe of 68.64% = $28.67/hr and $26.25/hr x fringe of 68.64% = $44.27/hr. See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet. 1. Access Road: Labor: 1 persons x 8hrs/day x 1 day = 8 hrs total @ $28.67/hr = $229.36 Labor: 1 persons x 8hrs/day x 1 day = 8 hrs total @ $44.27/hr = $354.16 Equip: 1 - Loader, wheel for 8hrs @ $23.50/hr = $188.00 total (FEMA cost code #8571) Equip: 1 - truck, dump for 8hrs @ $35/hr = $280.00 total (FEMA cost code #8720) Mat: Replace washed out sections of the access road using crusher run stone approximately 500 ft long x 2 ft wide (ave.) x 1 ft deep (ave.). = 1,000 cf / 27 = 37 cy ..... (37cy x unit weight of crusher run stone of 1.75 tons/cy = 64.75 tons crusher run) 64.75 tons of Item "F" (crusher Run) @ $6.50/ton = $420.88. Total Estimated costs for this site: $583.52 (Labor) + $468.00 (Equip) + $420.88 (Mat.) = $1,472.40 total. Direct Administrative Costs: Direct administrative costs were derived using the applicant's labor rates and FEMA cost codes in the amount of $158.56 (see attached direct administrative costs worksheet for detail).
1042DR4NR-12 Strobel Reservoir Access Road PA-02-NY-4031-PW-01090 PA-02-NY-4031-State-0018(17)
The applicant used force account labor and equipment and a contractor to perform the following work:
(2) Scour and alternating deposition of gravel in the ditch on west side of the road from RR tracks to 36 inch cross culvert, cleaned out gravel and filled in scour = 350 L x 8 feet W x 2 feet deep = 700 CF / 27 = 26 CY.
(3) Medium stone fill stabilization material around 36 inch cross culvert ends, placed material = 2 ends x 15 feet L x 4 feet W x 7 feet H (avg) = 840 CF / 27 = 31 CY x 1.35 ton per CY = 42 tons.
(4) AC paving on road starting at 36 inch culvert, partially repaired (75 feet of road at culvert not repaired to allow for culvert replacement). AC paving placed = 125 feet L x 20 feet W = 2500 SF at 3 inches thick.
(5) Erosion at two places downstream of 36 inch cross culvert on east side of road, filled in an repaired = 2 places x 30 feet L x 15 feet W x 5 feet Deep = 4500 CF / 27 = 167 CY.
(6) Erosion of ditch on west side of road from 36 inch culvert to driveway = 175 L x 5 feet W x 2 feet deep = 1750 CF / 27 = 65 CY, damaged.
(7) Driveway culvert, 12 inch HDPE, driveway repaired, culvert reset = 25 LF.
(8) Erosion of AC pavement in ditch on west side of road from driveway going downhill, AC pavement replaced = 300 L x 5 feet W = 1500 SF at 3 inches thick.
(9) Erosion of material underneath pavement in roadside ditch above, repaired = 300 L x 5 feet W x 2 feet thick = 3000 CF / 27 = 111 CY.
(10) Below the paved ditch line and at the upstream side of a 24 inch cross culvert, copious amounts of flood borne gravel were deposited. Gravel debris was also deposited on the road and at an area below the 36 inch cross culvert. Gravel debris (approximate estimate) removed and reused = 15 truck loads x 16 CY = 240 CY.
To restore Mill Street to pre-disaster design, capacity and function, the applicant proposes to complete the following work by contract:
(1) Stacked stone headwall at 36 inch culvert at RR trestle, restack stone, clean up area = 15 feet L x 6 feet H x 2 feet thick = 180 CF.
(4) AC paving on road starting at 36 inch culvert; complete AC placement at culvert = 75 feet L x 20 feet W = 1500 SF at 3 inches thick.
PROJECT COST - WORK COMPLETED
The applicant submitted a handwritten calendar showing force account work for one half day (see attached). The cost of force account labor and equipment are listed in the attached force account summary records. The applicant submitted an invoice from a contractor (Veley Contracting, Inc.) for site work in the amount of $9064.80 (see attached invoice). The applicant submitted an invoice from a contractor (A. Leto Construction Company, Inc.) for AC paving in the amount of $10,892.00 (see attached invoice). The applicant proposes to have the repair of the stone headwall at the 36 inch culvert at the RR trestle preformed by contract. The applicant received a proposal from a contractor for the work, but the proposal is a lump sum bid for several items of work and the cost for the stone headwall is not broken out. An estimate for the work is listed below based on the invoice from Veley Contracting, Inc. (see attached invoice). Labor = 1 Laborer x 8 hours x $50.00 per hour = $400.00. Equipment w/ operator = $135.00 (Kubota Mini Excavator 161) x 8 hours = $1080.00. Total estimated cost = $400.00 + $1080.00 = $1480.00. The cost for AC paving was estimated using the prorated unit cost for the AC paving work previously

performed at the site by A. Leto Construction Company, Inc. (see attached invoice). Unit Cost = $10,892.00 / 4000 SF = $2.72 per SF. AC Paving Estimated Cost = 1500 SF x $2.72 per SF = $4080.00.

Location Description:

Creek Retaining Walls

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	436	343	779	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR985D-12
Activity Title:	Water Control Facilities

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Richmondville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,078.76
Total Budget	$0.00	$2,078.76
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1042DR4NS-12 Reservoir Spillway PA-02-NY-4031-PW-02224 PA-02-NY-4031-State-0032(31)
The following damaged areas will be restored to pre-distaster condition. The work will be completed by the Village of Richmondville using force account labor and an independent contractor hired in accordance with the Village Procurement Policy.
1. Strobel Reservoir Spillway 42.65032, -74.61611:.. Replace the existing Spillway Concrete Slab. 12.5 ft long (ave.) x 22 ft wide x 8 inches thick = 183.33CF/27 = 6.8CY. In order to replace the concrete spillway slab the stacked stone side walls need to be removed as they are resting on the slab. The sidewalls will be reset after construction of the new concrete spillway slab. The following cost estimate was developed using RS Means with the Settings as follows: Title - Heavy Construction, Master Format 2010, Schenectady NY, Wage Rate - Union. The Division Reference Number for each item is in parenthesis. This cost estimate was prepared in advance of a requested contractor's cost proposal as a check on the reasonableness of those costs.
Cost Estimate for Concrete Spillway Slab Prepared by PS:
1. Remove Existing Slab on Grade (02-41-13-33-4320) 6.8cy @ $207.00/cy = $1,407.60
2. Add 100% to item 1. for small quantities / congested sites (02-41-13-33-4400) 6.8cy @ $207.00/cy = $1,407.60
3. Edge Forms (03-11-13-65-3050) 29.3 SFCA @ $5.20/SFCA = $152.36
4. Reinforcing steel, #4 bars 12 in. O.C. Ea. Way (03-21-10-50-0650) 0.2 tons @ $760.00/ton = $152.00
5. Placing Reinforcing steel, slab-on-grade, #4 bars 12 in. O.C. Ea. Way (03-21-10-60-0600) 0.2 Tons @ $2,000.00/ton = $400.00
6. Galvanizing Reinforcing steel, A615 grade 60, #4 bars 12 in. O.C. Ea. Way (03-21-13-10-0150) 0.2 Tons @ $480.00 = $96.00

7. Concrete for Slab on Grade (03-30-53-40-4840) 275.00SF @ $3.96/SF = $1,089.00
8. Placing Concrete - Pumped (03-31-05-70-4650) 6.8CY @ $25.00/CY = $170.00

Total Estimate = $4,874.56

Contractor's Cost Proposal for Concrete Spillway slab:
The following cost proposal was prepared by Veley Contracting, Inc., PO Box 482, Richmondville NY 12149. A copy is attached.
Total = $4,200.00

Cost Estimate for Removing and Resetting Stacked Side Walls:
The figures below for F/A Labor are estimates by the Superintendent of the Village of Richmondville, NY
Labor cost was derived from base pay of $17.00/hr x fringe of 68.64% = $28.67/hr and $26.25/hr x fringe of 68.64% = $44.27/hr. See Employee Payroll Data Sheet and Applicant's Benefits Calculation Worksheet.
1. Spillway Stacked Stone Side walls:
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $28.67/hr = $143.35
Labor: 1 persons x 5hrs/day x 1 day = 5 hrs total @ $44.27/hr = $221.35
1042DR4NT-12 Bunn's Pond PA-02-NY-4031-PW-02128 PA-02-NY-4031-State-0031(30)
The following damaged areas will be restored to pre-disaster condition. The work will be completed by the Village of Richmondville using an independent contractor hired in accordance with the Village procurement policy.
1. Repair lawn approach area damaged by trucks = 100 feet L x 15 feet W = 1500 SF.
2. Install medium stone, creek bank stabilization = 100 feet L x 3 feet W x 4 feet D = 1200 CF / 27 = 44 CY x 1.4 ton per CY = 62 tons.
Direct Administrative Costs:
Direct administrative costs were derived using the applicant’s labor rates and FEMA cost codes in the amount of $158.56 (see attached direct administrative costs worksheet for detail).
PROJECT COSTS:
An estimate for the work is presented below:
1. Repair yard damaged by trucks, 1,500 SF/9 = 167 SY x $1.75/SY(FEMA cost code for "Grading" - 3060) = $292.25 + 167 SY x $3.00/SY (FEMA cost code for "Topsoil and Seeding" - 3390) = $501.00. Total cost this item $292.25 + $501.00 = $793.25
2. Install heavy stone, creek bank stabilization, 44 CY x $60./CY = $2,640.00 (FEMA cost code for "Slope Protection (placed)" - 4081)
Total Project Costs = $793.25 + $2,640.00 = $3,433.25

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	436	343	779	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1042DR985F-12
Activity Title:	Public Sewer/Public Water

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
1042DR4-12

Project Title:
Schoharie County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Richmondville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$668.96
Total Budget	$0.00	$668.96
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To restore the treated effluent outfall to pre-disaster design, capacity, and function the Applicant performed the following work by force account:
Material deposited in the treated outfall ditch removed = 75 feet L x 4 feet W x 1 foot deep = 296 CF / 27 = 11 CY.
The applicant submitted force account hours for labor and equipment to complete the above work. The cost was $542.27 (see attached force account record summary sheet).
WORK TO BE COMPLETED
To restore the treated effluent outfall to pre-disaster design, capacity and function, complete the following work:
Remove creek gravel deposited in Cobleskill Creek = 200 feet L x 40 feet W x 2 foot deep = 16,000 CF / 27 = 592 CY.
The applicant proposes to have the above work performed by contract. The applicant submitted a proposal for the work from a contractor (Veley Contracting, Inc) in the amount of $2000.00 (see attached proposal).

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	436	343	779	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Project # / Title: 1142DR5-12 / Tioga County

Grantee Activity Number:	**1142DR1142B-12**
Activity Title:	**Emergency Actions**

Activitiy Category:
Rehabilitation/reconstruction of public facilities

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$69,335.21
Total Budget	$0.00	$69,335.21
Total Obligated	$0.00	$0.00

Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1142DR5K-12 1216 Route 17C, Barton, NY PA-02-NY-4031-PW-01848 PA-02-NY-4031-State-0044(43)
The scope of work in this project worksheet consists of the applicant hiring Peak Environmental, 208 Front Street, Owego, NY 13827, to clean up the interior of the transfer station building and the pole barn. Mud and silt was cleaned out and disinfectant was applied to floors and walls, shelving and the rest of the interior of the building and pole barn. Debris from the building was disposed of at the Casella Land Fill in Chemung County. Sun Environmental Corp., 6051 Galster Road, East Syracuse, NY 13057, was hired by Peak Environmental to remove the contaminated oil from the waste oil tank and to clean the tank. They also removed the contaminated fuel oil from the fuel tanks. The contaminated oil and fuel was taken to Industrial Oil Tank Services, 120 Dry Road, Oriskany, NY. See the attached invoice from Peak Environmental.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	51272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR1142C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$159,084.24
Total Budget	$0.00	$159,084.24
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1142DR5L-12 East River Road Bridge, Town of Nichols PA-02-NY-4031-PW-00501 PA-02-NY-4031-State-0008(8)
In order to bring the road and bridge back to its pre-disaster condition, the Tioga County Highway Department hired a contractor to repair the road erosion 716.44CY and replace the rip rap 14.81CY.
Removal of the debris to the road and bridge is covered in PW 7396806.
A copy of the latest bridge inspection report is attached which indicates there were no flaggs issued prior to the event.
Separation of Debris from Permanent Work (See Invoice)
Permanent Work
Roller - 16hr X $120/hr = $1,920
Labor - 24hr X $57/hr = $1,368
Dump Truck - 24hr X $125/hr = $3,000
Foreman - 14hr X $75/hr = $1,050
Item 4 stone - 590tons X $8/ton = $4,720
Medium Stone - 20tons X $20/ton = $400
Paving - Lump sum = $21,000
Subtotal (1,920 + 1,368 + 3,000 + 1,050 + 4,720 + 400 + 21,000) = $33,458
20percent Overhead and Profit 33,458 X 0.20 = $6,692
Permanent Work (33,458 + 6,692) = $40,150
1142DR5M-12 East River Road, Town of Nichols PA-02-NY-4031-PW-01407 PA-02-NY-4031-State-0053(52)
The subgrantee hired a contractor who restored the site back to its pre-disaster condition. Using best practices, the contractor installed rip rap on the steep bank slope in lieu of replacing with ungraded embankment material.

Work completed is as follows:
Site 1
Provide and install riverbank material 3,313.33CY/1.4CY/TON = 2,366.66TON
Contractor invoice – (Heavy + Light + Cobbles) = (1,239.44 + 800.53 + 270.66) = 2,310.19TON
Provide and install road material - 157.78CY/1.4CY/TON = 112.70TON
Contractor invoice – Road material – 140.9TON
Site 2
Provide and install riverbank material 1,996.30CY/1.4CY/TON = 1,425.93TON
Contractor invoice – (Heavy + Light + Cobbles) = (1,133.45 + 59.34 + 230.99) = 1,423.78TON
Site 3
Provide and install riverbank material 680.56CY/1.4CY/TON = 486.11TON
Contractor invoice – (Heavy + Cobbles) = (364.2 + 120.22) = 484.42TON
Site 4
Provide and install riverbank material 4,770.37CY/1.4CY/TON = 3,407.41TON
Contractor invoice – (Heavy + Light + Cobbles) = (2,487.13 + 33.49 + 838.49) = 3,359.11TON
Provide and install road shoulder material 32.59CY/1.4CY/TON = 23.28TON
Contractor invoice – 23.48TON
The subgrantee will use force account equipment and labor to repave the asphalt road.
Price estimates used are from the NYS DOT weighted average bid price report dated July 1, 2010 to June 30, 2011. The price is for in-place quantities which include material, labor and equipment necessary to complete the item of work. The price used is for the NYS DOT Region 9 - Binghamton, NY area or an adjacent region if there were no bids for Region 9.
Site 1
Pave asphalt road
Binder 142FT X 12FT/9 X 2.5IN X 110LBS/SY IN/2,000LBS/TON X $49.77/TON (ITEM 402.258902 NYS DOT) = $1,295.68
Top Coarse 142FT X 12FT/9 X 1.5IN X 110LBS/SY IN/2,000LBS/TON X $63.00/TON (ITEM 402.095201 NYS DOT) = $984.06
Total cost of asphalt road (1,295.68 + 984.06) = $2,279.74
The subgrantee is requesting Project Management Expenses as per FEMA Policy 9525.6 - 7B. The actual costs are for Ken DelBianco 4hrs at $89.46/hr (includes fringe) = $357.84. ry Hammond 2hrs at $70.26/hr (includes fringe) = $140.52. Total Project Management (357.84 + 140.52) = $498.36.
1142DR5N-12 Montrose Turnpike PA-02-NY-4031-PW-01762 PA-02-NY-4031-State-0022(22)
The Applicant used 145.5 hrs of FA regular time labor, 42 hrs of FA overtime labor, 183.5 hrs of FA equipment time, and materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1: (42.08662, -76.25209)
1. 66.7 CY Furnished and placed gravel on downstream embankment (60 LF X 10 ft W X 3 ft D/27 CF/CY = 66.7 CY)
2. 6.7 CY Furnished and placed aggregate material on shoulder (60 LF X 3 ft X 1 ft/27 CF/CY = 6.7 CY)

Site 2: (42.08651, -76.25175)
4. 62.2 CY Furnished and placed gravel on downstream embankment (35 LF X 6 ft X 8 ft/27 CF/CY = 62.2 CY)
5. 1.9 CY Furnished and placed aggregate material on shoulder (35 LF X 3 ft X 0.5 ft/27 CF/CY = 1.9 CY)
Site 3: (42.07727, -76.23711)
6. 3.0 CY Re-set concrete blocks (10 LF x 4 ft H x 2 ft D/27 CF/CY = 3.0 CY)
7. 814.8 CY Furnished and placed gravel on downstream embankment (110 ft X 20 ft X 10 ft/27 CF/CY = 814.8 CY)
Site 5: (41.99941, -76.20521)
12. 155.6 CY Furnished and placed gravel on downstream bank (50 LF X 12 ft X 7 ft/27 CF/CY = 155.6CY)
13. 5.6 CY Furnished and placed aggregate material on shoulder (50 LF X 3 ft X 1 ft/27 CF/CY = 5.6 CY)

The Applicant will use FA labor, equipment, and material to restore the facilities at following sites to pre-disaster condition as follows:
Site 1: (42.08662, -76.25209)
3. 70 LF Reset guardrail
Site 3: (42.07727, -76.23711)
8. 12.2 CY Furnish and place aggregate material on shoulder (110 LF X 3 ft X 1 ft/27 CF/CY = 12.2 CY)
9. 50 LF Clean and shape ditch
Site 4: (42.02858, -76.21735)
10. 1,100 LF Clean and shape ditch
11. 61.1 CY Furnish and place aggregate material on shoulder (1,100 LF X 3 ft X 0.5 ft/27 CF/CY = 61.1 CY)
1142DR5O-12 Gaskill Road PA-02-NY-4031-PW-01799 PA-02-NY-4031-State-0022(22)
The Applicant used 103 hrs of FA regular time labor, 75 hrs of FA equipment time, and material to restore the facilities at the following sites to pre-disaster condition as follows:
Site 2: (42.16443, -76.21465)
3. 49.8 CY Re-set concrete block retaining wall
4. 398.2 CY Furnished and placed gravel fill behind concrete block retaining wall

5. 112 LF Re-set guardrail
6. 10.7 CY Re-set concrete block wall
7. 85.3 CY Furnished and placed gravel fill behind concrete block retaining wall, washed out
Site 5: (42.12114, -76.18169)
12. 12.6 CY Furnished and placed aggregate material on east shoulder
The Applicant will use FA labor, equipment, and material to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1: (42.17138, -76.21898)
1. 414.8 CY Furnish and place gravel fill on embankment (80 LF x 14 ft W x 10 ft D = 11,200 CF = 414.8 CY)
2. 17.8 CY Furnish and place aggregate material on shoulder (80 LF x 3 ft W x 2 ft D = 480 CF = 17.8 CY)
Site 3: (42.13982, -76.19327)
8. 23.1 CY Furnish and place gravel fill behind north concrete block wall (26 LF x 6 ft H x 4 ft D = 624 CF = 23.1 CY)
9. 22.2 CY Furnish and place gravel fill behind south concrete block wall (25 LF x 4 ft H x 6 ft D = 600 C 22.2 CY)
Site 4: (42.12994, -76.18347)
10. 10 LF Weld steel plate wing wall, ¼ in thick
11. 3.7 CY Furnish and place gravel fill on abutment (10 LF x 5 ft H x 2 ft D = 100 CF = 3.7 CY)
1142DRP-12 Hamilton Valley, Ellis Cr, Oak Hill & Stralts Conners Rds. PA-02-NY-4031-PW-01803 PA-02-NY-4031-State-0031(30)
The Applicant used 135 hrs of FA regular time labor, 105 hrs of FA equipment time, and materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 2: Ellis Creek Rd (42.12199, -76.44115)
6. 50.0 CY Furnished and placed gravel on embankment (90 LF x 15 ft W x 1 ft D/27 CF/CY = 50.0 CY)
Site 3: Ellis Creek Rd (42.10216, -76.47881)
10. 8.9 CY Furnish and place gravel on embankment above culvert (20 LF x 6 ft W x 2 ft D/27 CF/CY = 8.9 CY)
11. 110 LF Clean and shape ditch
Site 4: Oak Hill Rd (42.11168, -76.43875)
12. 66.7 CY Furnish and place gravel on embankment (100 LF x 6 ft W x 3 ft D/27 CF/CY = 66.7 CY)
Site 5: Straits Corners Rd (42.16617, -76.38210)
14. 8.9 CY Furnish and place gravel on embankment (20 LF x 4 ft W x 3 ft D/27 CF/CY = 8.9 CY)
The Applicant will use FA labor, FA equipment, and materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1: Hamilton valley Rd (42.13687, -76.44500)
1. 59.3 CY Furnish and place gravel on embankment above culvert (50 LF x 8 ft W x 4 ft D/27 CF/CY = 59.3 CY)
2. 0.49 CY Furnish and lace pavement material on shoulder (20 LF x 2 ft W x 4 in D/27 CF/CY = 0.49 CY)
3. 80 LF Re-set guardrail
4. 5.6 CY Re-set riprap, large, downstream left embankment (25 LF x 6 ft W x 1 ft D/27 CF/CY = 5.6 CY)
5. 8.9 CY Re-set riprap, large, downstream right embankment (40 LF x 6 ft W x 1 ft D/27 CF/CY = 8.9 CY)
Site 3: Ellis Creek Rd (42.10216, -76.47881)
7. 100 SF Furnish and install 2 ft x 2 ft x 4 ft concrete blocks in lieu of timber retaining wall as good engineering practice (10 ft H x 10 ft W = 100 SF)
8. 59.3 CY Furnish and place fill material on embankment behind retaining wall (20 LF x 10 ft H x 8 ft D/27 CF/CY = 59.3 CY)
9. 0.25 CY Furnish and place asphalt pavement (10 LF x 2 ft W x 4 in D/27 CF/CY = 0.25 CY)
Site 4: Oak Hill Rd (42.11168, -76.43875)
13. 0.74 CY Furnish and place asphalt pavement (30 LF x 2 ft W x 4 in D/27 CF/CY = 0.74 CY)
1142DR5Q-12 Day Hollow Rd & Taylor Rd PA-02-NY-4031-PW-01806 PA-02-NY-4031-State-0046(45)
The Applicant used 153 hrs of FA regular time labor, 30 hrs of FA overtime labor, 137 hrs of FA equipment time, and materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1: Day Hollow Rd (42.10920, -76.15868)
1. 22.2 CY Furnished and placed aggregate material on shoulder (200 LF x 3 ft W x 1 ft D/27 CF/CY = 22.2 CY)
Site 3: Day Hollow Rd (42.11600, -76.12669)
5. 300 LF Cleaned and shaped ditch.
Site 4: Day Hollow Rd (42.11598, -76.12358)
7. 41.5 CY Furnished and placed aggregate material on south shoulder (140 LF x 8 ft W x 1 ft D/27 CF/CY = 41.5 CY)
Site 5: Taylor Rd (42.10617, -76.22583)
8. 25.9 CY Furnished and placed aggregate material on shoulder (70 LF x 5 ft W x 2 ft D/27 CF/CY = 25.9 CY)
The Applicant will use FA labor, FA equipment,an materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 2: Day Hollow Rd (42.11298, -76.14445)
2. 29.6 CY Furnish and place aggregate material on south shoulder (100 LF x 4 ft W x 2 ft D/27 CF/CY = 29.6 CY)
3. 100 LF Clean and shape south ditch
4. 22.2 CY Furnish and place aggregate material on north shoulder (200 LF x 3 ft W x 1 ft D/27 CF/CY = 22.2 CY)
Site 3: Day Hollow Rd (42.11600, -76.12669)
6. 44.4 CY Furnish and place gravel on north embankment (100 LF x 6 ft W x 2 ft D/27 CF/CY = 44.4 CY)

1142DR5R-12 W Glenn Rd & Wilson Rd PA-02-NY-4031-PW-01809 PA-02-NY-4031-State-0022(22)
The Applicant used 30 hrs of FA regular time labor, 20 hrs of FA equipment time, and materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1: W Glen Rd (42.30691, -76.20453)
1. 44.4 CY Furnished and placed gravel on embankment (50 LF x 3 ft W x 8 ft H/27 CF/CY = 44.4 CY)
The Applicant will use FA labor, equipment, and material to restore the facilities at following sites to pre-disaster condition as follows:
Site 2: W Glen Rd (42.30282, -76.19863)
2. 59.3 CY Furnish and place gravel on embankment behind concrete wall (25 LF x 8 ft W x 8 ft H/27 CF/CY = 59.3 CY)
Site 3: W Glen Rd (42.30207, -76.19469)
3. 35.6 CY Furnish and place gravel on embankment (30 LF x 4 ft W x 8 ft H/27 CF/CY = 35.6 CY)
Site 4: Wilson Creek Rd (42.29197, -76.14389)
4. 150 LF Clean and shape ditch
1142DR5S-12 Halsey Valley Rd PA-02-NY-4031-PW-01910 PA-02-NY-4031-State-0038(37)
The Applicant used 165 hrs of FA regular time labor, 6 hrs of FA overtime labor, 107 hrs of FA equipment time, and materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1:
4. 30.0 CY Furnished and placed gravel on downstream embankment
5. 2 EA Cleaned out culvert
Site 4:
11. 6.0 CY Furnished and placed flowable fill material on north abutment
12. 2 EA Re-set concrete blocks, 2ftx2ftx8ft
Site 5:
15.11.9 CY Furnished and placed gravel on upstream embankment
16. 4.9 CY Furnished and placed asphalt on ditch
The Applicant will use FA labor, equipment, and material to restore the facilities at following sites to pre-disaster condition as follows:
Site 1:
1.11.9 CY Furnish and place gravel on upstream embankment
2. 0.5 CY Furnish and place asphalt road pavement (20 LF x 2 ft W x 4 in D = 13.3 CF = 0.5 CY)
3. 30 LF Reset corrugated beam guardrail
Site 2:
6.9.5 CY Furnish and place gravel on upstream embankment
Site 3:
7. 2.4 CY Furnish and place gravel on upstream embankment
8.1.8 CY Furnish and place gravel on upstream embankment
9. 0.6 CY Furnish and place aggregate base course
10. 0.15 CY Furnish and place asphalt road pavement
Site 5:
13a. 40 LF Remove and replace culvert, CMP, 112-in x 75-in (equivalent to 96-in CMP)
13b. 36 LF Re-set corrugated beam guiderail, as needed to replace the culvert
13c. 3.56 CY Remove and replace asphalt road pavement, as needed to replace the culvert (12 ft x 24 f x 4 in D/27 CF/CY = 3.56 CY)
13d. 76.7 CY Remove and replace fill material over culvert, as needed to replace culvert ([40 LF x 12 ft W x 8.5 ft D - 40 LF x 3.14 x 4 ft
x 4 ft]/27 CF/CY = 76.7 CY)
14a. 6.7 CY Remove and dispose gabions, upstream
14b. 6.7 CY Furnish and place concrete blocks in lieu of gabions, upstream
17. 3.7 CY Furnish and place gravel behind timber wall
18. 50 LF Furnish and install timber retaining wall, 8 ft H 19.17.8 CY Furnish and place gravel on embankment 20.1.8 CY Furnish and place asphalt road pavement
The Applicant indicated that gabions can no longer be used as per NYSDOT.
The removed fill material from culvert replacement will be taken to Tioga County Hwy Dept, located at 477 Route 96 in Owego, and stockpiled. The damaged pipe will be taken to a salvage yard for disposal.
Site 6:
21a. 59.3 CY Furnish and place riprap on stream bank (50 LF x 8 ft H x 4 ft D/27 CF/CY = 59.3 CY)
21b. Reset 100 LF Corrugated beam guiderail, needed to repair stream bank
1142DR5T-12 Dean Creek Rd PA-02-NY-4031-PW-01914 PA-02-NY-4031-State-0022(22)
The Applicant used 218 hrs of FA regular time labor, 50 hrs of FA overtime labor, 201 hrs of FA equipment time, and materials to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1:
1. 15.9 CY Furnished and placed gravel on roadway
2. 5.3 CY Furnished and placed aggregate base course
3. 3.5 CY Furnished and placed asphalt pavement

Site 2:
5. 35.6 CY Furnished and placed gravel on roadway and embankment
Site 3:
9. 1,815 CY Reclaimed gravel from stream and placed on embankment
10. 5.2 CY Furnished and placed asphalt pavement
At Site 3, the 1,815 CY of gravel was removed from the stream by a contractor, Austin Excavating & Paving, as part of a stream cleaning contract. The attached Austin Excavating Invoice 8870 for $11,547.50 includes work for 2 locations: Dean Creek and Mount Pleasant. It is assumed that 50% ($11,547.50/2 = $5,773.75) of the invoice is applicable to Dean Creek and 50% to Mount Pleasant. It is further assumed that, although it is a stream cleaning contract, since all of the gravel removed from the stream was reclaimed and used to restore the stream bank to pre-disaster condition, the entire invoice amount applicable to Dean Creek ($5,773.75) maybe considered to be Cat C work and is included as project cost of this PW. The Applicant used FA labor, equipment, and material to perform hazard mitigation by armoring the embankment, once it was restored by the contractor, with 304.5 tons (217.5 CY) of riprap (see HMP for details).

Site 4:
11. 38 CY Rebuilt concrete retaining wall using concrete blocks recovered from site
12. 151 CY Furnished and placed gravel behind retaining wall
The Applicant will use FA labor, equipment, and material to restore the facilities at following sites to pre-disaster condition as follows:
Site 1:
4. 40 LF Remove and replace CMP, 87 in W x 63 in H

Site 2:
6. 0.7 CY Furnish and place aggregate base course
7. 0.5 CY Furnish and place asphalt pavement
8. 10.7 CY Furnish and place concrete blocks in lieu of gabions
The Applicant indicated that gabion retaining walls are no longer allowed as per NYSDOT and, therefore, concrete blocks will be used instead. The cost of concrete blocks is cheaper than gabions.
Site 4:
13. 85 LF Re-set guardrail
1142DR5U-12 Crumtown Rd PA-02-NY-4031-PW-01918 PA-02-NY-4031-State-0022(22)
The Applicant used 52.5 hrs of FA labor (42.0 hrs of OT and 10.5 hrs compensatory time), 52.5 hrs of FA equipment time, and 260.84 (186.3 CY) of material to restore the facilities at the following sites to pre-disaster condition as follows:
Site 3: (42.23328, -76.44820)
8. 36 LF Cleaned and shaped ditch
9. 10.7 CY Furnished and placed gravel on downstream embankment
Site 4: (42.21958, -76.44434)
10.100 CY Re-set concrete block retaining wall, 3 blocks high
11.175 CY Furnished and placed shoulder and backfill material behind retaining wall
Brian White worked 10.5 hrs on 9/9/11 but elected to take compensatory time the following week; therefore the 10.5 hrs worked on 9/9/11 does not show up on the time sheet.
The Applicant will use FA labor, equipment, and material to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1: (42.24408, -76.44151)
1. 47.4 CY Furnish and place gravel on upstream embankment behind headwall (20LFx8ftWx8ftD = 1,280 CF = 47.4 CY)
2. 5.9 CY Furnish and place gravel on downstream embankment behind headwall (20 LF x 4 ft W 2ft D = 160 CF = 5.9 CY)
3. 30 LF Re-set guardrail
4.11.9 CY Re-set stone headwall (20 LF x 8 ft H x 2 ft D = 320 CF = 11.9 CY)
5. 5.9 CY Furnish and place stone headwall (10 LF x 8 ft H x 2 ft D = 160 CF = 5.9 CY)
Site 2: (42.24197, -76.44233)
6. 22.2 CY Furnish and place gravel in ditch (75 LF x 4 ft W x 2 ft D = 600 CF = 22.2 CY)
7.16.7 CY Furnish and place aggregate material on shoulder (75 LF x 3 ft W x 2 ft D = 450 CF = 16.7 CY)
1142DR5V-12 Pine Creek near Halsey Valley Rd PA-02-NY-4031-PW-01982 PA-02-NY-4031-State-0022(22)
The Applicant will use FA labor, equipment, and material to restore the facility to pre-disaster condition as follows:
2. 320 CY Furnish and place riprap
1142DR5W-12 West Creek Rd PA-02-NY-4031-PW-01985 PA-02-NY-4031-State-0022(22)
The Applicant will use FA labor, equipment, and material to restore the facilities at the following sites to pre-disaster condition as follows:
Site 1: (42.21382, -76.23714)
1. 0.5 CY Remove and replace asphalt pavement (20 LF x 2 ft W x 4 in D = 13.3 CF = 0.5 CY)
Site 2: (42.25912, -76.24081)
2. 4.4 CY Furnish and place aggregate material on downstream embankment (10 LF x 6 ft W x 2 ft D = 120 CF =

4.4 CY)
3. 4.4 CY Furnish and place aggregate material on upstream embankment (10 LF x 6 ft W x 2 ft D = 120 CF = 4.4 CY)
Site 3: (42.27085, -76.24317)
4. 14.8 CY Furnish and place gravel on embankment (50 LF x 4 ft W x 2 ft D/27 CF/CY = 14.8 CY)

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	51272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR170A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Candor

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,895.50
Total Budget	$0.00	$1,895.50
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1142DR5AV-12 PA-02-NY-4031-PW-01210 PA-02-NY-4031-State-0016(15)
Lee Sanitary Service of Candor, NY supplied roll offs at various areas around the village where village residents deposited their demo debris. Lee Sanitary Service took the demo debris to a temporary staging area in Owego, and the final disposition was in Elmira. The charge to the Village was $7,477 for September 2011 and paid Oct 18, 2011 by Village check # 4716. The charge to the Village was $105 for the month of December and paid Dec 29, 2011, by Village check # 4755.
A part of this PW is the applicable Debris Management Compliance Checklist, listing the temporary staging area in Owego, NY (42.1046, -76.2622), and the final disposition location in Elmira (42.089796, -76.807734).
The quantity of debris was (13 x 30 cy)+(3 x 20 cy)+(4 x 12 cy)+(2 x 2 cy) = 502cy 7582/ 502 = $15.10 per CY

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	450	408	858	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$11,146.50
Total Budget	$0.00	$11,146.50
Total Obligated	$0.00	$11,146.50
Total Funds Drawdown	$0.00	$11,146.50
Program Funds Drawdown	$0.00	$11,146.50
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$11,146.50
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The debris basins were constructed in the 1960s and have been maintained by Tioga County Soil and Water. The subgrantee has performed maintenance on the basins in 1999 and in 2007. The subgrantee also performs regular inspections of the basins.The debris basins protect improved property located downstream of the structures.
The subgrantee is authorized to work with local land owners to protect the water resources of the county for such work as erosion and sediment control, water quality management and non-point sources of pollution.
The Tioga County resolution number 229-78, dated November 13, 1978 is attached. Also attached is a copy of the Consolidated Laws of NYS Chapter 9-B which creates the Soil and Water Conservation Districts.
Attached is the Debris Report dated 11/1/11, prepared by Randy Stewart and Craig Ceschi.
The subgrantee will restore the sites back to their pre-disaster conditions by developing a set of plans and specifications in order to competitively bid a contract for the cleaning out of the debris basins and disposal of the sand and gravel in an upland location around or near the basins.
The estimate prices used are from the NYS DOT weighted average bid price report dated July 1, 2010 to June 30, 2011. The prices are for in-place quantities which include material, labor and equipment necessary to complete each item of work.
Site 1
1,166CY X $12.50/CY (Item no 203.02) = $14,575 - Does not include profit and overhead - Use 20 percent for profit and overhead, consistent with DOT change order procedure. $14,575 X 1.20 (for over head and profit) = $17,490
Site 2
1,324CY X $12.50/CY (Item no 203.02) = $16,550 - Does not include profit and overhead - Use 20 percent for profit and overhead, consistent with DOT change order procedure. $16,550 X 1.20 (for over head and profit) = $19,860

Site 3
444CY X $12.50/CY (Item no 203.02) = $5,550 - Does not include profit and overhead - Use 20 percent for profit and overhead, consistent with DOT change order procedure.
$5,550 X 1.20 (for over head and profit) = $6,660
Total cost estimate
$17,490 + $19,860 + $6,660 = $44,010

Location Description:

County wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	51272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5B-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$10,839.37
Total Budget	$0.00	$10,839.37
Total Obligated	$0.00	$10,839.37
Total Funds Drawdown	$0.00	$10,839.37
Program Funds Drawdown	$0.00	$10,839.37
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$10,839.37
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

In order to make the bridge accessible again and allow the creek and bridge to pass normal stream flows, the Tioga County Highway Department hired a contractor to clean the debris from the bridge and to remove the silt and gravel from the stream bed. The 102CY of silt, the 120CY of wood and the 444.44CY of gravel were given to the local farmer approximately 1,000FT east of the bridge on County Route 502.
Repair of permanent work to the road and bridge is covered in PW 7396807.
Separation of Debris from Permanent Work
Permanent Work
Roller 16hr X $120/hr = $ 1,920
Labor 24hr X $57/hr = $1,368
Dump Truck 24hr X $125/hr = $3,000
Foreman 14hr X $75/hr = $1,050
Item 4 590tons X $8/ton = $4,720
Medium Stone 20tons X $20/ton = $400
Paving Lump sum = $21,000
Subtotal (1,290 + 1,368 + 3,000 + 1,050 + 4,720 + 400 + 21,000) = $33,458
20percent Overhead and Profit 33,458 X .20 = $6,692
Permanent Work (33,458 + 6,692) = $40,150
Debris
Total Invoice $83,355.40
Permanent Work - $40,150.00
Debris (83,355.40 - 40,150) = $43,205.40

Location Description:

County wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	51272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5C-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$24,061.02
Total Budget	$0.00	$24,061.02
Total Obligated	$0.00	$24,061.02
Total Funds Drawdown	$0.00	$24,061.02
Program Funds Drawdown	$0.00	$24,061.02
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$24,061.02
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant used 873 hrs of FA regular time labor (not included in the PW), 123.5 hrs of FA overtime labor, 773.5 hrs of FA equipment time, 136 hrs of rented dozer time, and 2 contractors to restore the facilities at the following sites to pre-disaster condition as indicated below. A total of 10,403 CY of gravel debris was removed from streams and taken to a gravel pit maintained by the Town of Owego and located on Route 38 in Owego (42.14603, -76.26940) to be stockpiled for later use. A total of 1,667 CY of gravel removed from a stream was used to build a berm on site. The total volume of debris removed from streams is 12,070 CY (10,403 CY + 1,667 CY). The 2 contractors that assisted the Applicant with the stream debris cleaning were Austin Excavating & Paving and Tioga County Soil & Water (Invoices attached). The 2 contractors, hired under emergency procurement policy, provided additional equipment and labor. Site 1: Dean Creek Rd (42.10477, -76.54476) 1. 1,667 CY Removed gravel debris from stream The Applicant used the gravel removed from the stream to build a 150 LF x 50 ft W x 6 ft H berm on the south side of the stream to protect Dean Creek Road from future flood events. 2. 267 CY Removed, hauled, and disposed gravel debris from stream using a contractor Site 2: Dean Creek Rd (42.12431, -76.52777) 3. 5,333 CY Removed, hauled, and disposed gravel debris from stream Site 4: Halsey valley Rd (42.12868, -76.42147) 7. 111 CY Removed, hauled, and disposed gravel debris from stream, downstream Site 5: Straits Corner Rd 42.15852,-76.37733) 9. 83 CY Removed, hauled, and disposed gravel debris from stream using a contractor Site 6: West River Rd (42.00883,-76.45939) 11. 2,963 CY Removed, hauled, and disposed gravel debris from stream using a contractor Site 10: West Creek Rd42.21382, -76.23714) 17. 52 CY Removed, hauled, and disposed gravel debris from stream, downstream 18. 687 CY Removed, hauled, and disposed gravel debris from stream, upstream Site 11: West Creek Rd (42.25912, -76.24081) 21. 139 CY Removed, hauled, and disposed gravel debris from stream, upstream 22. 139 CY Removed, hauled, and disposed gravel debris from stream, downstream Site 12: West Creek Rd (42.32682, -76.24656) 24. 185 CY Removed, hauled, and disposed gravel debris from stream, upstream 25. 185 CY Removed, hauled, and disposed gravel debris from stream, downstream Site 14: Wilson Creek Rd

(42.29197, -76.14389)
29. 111 CY Removed, hauled, and disposed gravel debris from stream, upstream 30. 148 CY Removed, hauled, and disposed gravel debris from stream, downstream A total of 12,070 CY of gravel debris was removed from streams and either disposed at the gravel pit (10,403 CY) or used to build a berm on site (1,667 CY) at a total cost of $61,858.72 for a unit cost of $5.12/CY ($61,858.72/12,070 CY).The Applicant will use FA labor and FA equipment, as well as contractor, to restore the facilities at the following sites to pre-disaster condition as follows: Site 3: Ellis Creek Rd (42.12199, -76.44115) 4. 1 EA Remove, haul, and dispose fallen tree from stream, upstream, 20 LF x 10 in 5. 2 EA Remove, haul, and dispose fallen tree from stream, downstream, 30 LF x 8 in Site 4: Halsey valley Rd (42.12868, -76.42147) 6. 83 CY Remove, haul, and dispose gravel debris from stream, upstream 8. 2 EA Clean culvert, 40 LF x 58 in W x 36 in H Site 5: Straits Corner Rd (42.15852, -76.37733) 10. 1 EA Clean culvert, 40 LF x 160 in W x 46 in H Site 7: Halsey valley Rd (42.06682, -76.35092) 12. 111 CY Remove, haul, and dispose of gravel debris from stream, upstream Site 8: Montrose Turnpike (41.99941, -76.20521) 13. 185 CY Remove, haul, and dispose of gravel debris from stream Site 9: Gaskill Rd (42.12387, -76.18072) 14. 148 CY Remove, haul, and dispose of gravel debris from stream 15. 3 EA Remove, haul, and dispose fallen tree from stream, 20 LF x 6 in Site 10: West Creek Rd (42.21382, -76.23714) 16. 2 EA Clean culvert, 40 LF x 5.5 ft W x 4 ft H 19. 1 EA Clean culvert, 42 LF x 5 ft W x 3 ft H 20. 56 CY Remove, haul, and dispose of gravel debris from stream, upstream Site 11: West Creek Rd (42.25912, -76.24081) 23. 1 EA Clean culvert, 40 LF x 6 ft W x 3 ft H Site 12: West Creek Rd (42.32682, -76.24656) 26. 1 EA Clean culvert, 35 LF x 5 ft W x 3 ft H Site 13: West Creek Rd, BIN 3335230 (42.36110, -76.23676) 27. 124 CY Remove, haul, and dispose of gravel debris from stream, upstream Site 14: Wilson Creek Rd (42.29197, -76.14389) 28. 1 EA Clean culvert, 45 LF x 9 ft W x 3 ft H A total of 707 CY of gravel debris will be taken to the gravel pit maintained by the town of Owego and located on Route 38 in Owego (42.15203, -76.26940) for stockpiling. Trees will be cut up on site and made available to the public and all unclaimed woody debris will be taken to a private disposal site (Donald E. Foster, 425 Old Barton Road, Barton; 42.14500, -76.27200) and disposed with no cost to the Applicant. The property owner has a large hole in the property that he wants to fill up; therefore, all woody debris taken to that site will be buried. The total debris volume of one 10-in tree, two 8-in trees, and three 6-in trees are estimated as follows, based on fifteen 8-in trees having a total volume of 40 CY or 2.7 CY per 8-in tree, as per Page 60 of FEMA 325 Public Assistance Debris Management

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	51272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5D-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,326.59
Total Budget	$0.00	$2,326.59
Total Obligated	$0.00	$2,326.59
Total Funds Drawdown	$0.00	$2,326.59
Program Funds Drawdown	$0.00	$2,326.59
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,326.59
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant used a contractor, Casella Waste Service, to remove and haul 150 CY plus additional 63.77 tons of household, C&D, and other debris to an approved private disposal site owned and maintained by Casella Waste Service located at 1180 Elmira Rd in Newfield (42.39248, -76.56241).
The 150 CY of debris consisted of 60 CY of trash and 90 CY of tires. The weight of trash is estimated as 1,000 lbs/CY and tires as 20 lbs/tire x 10 tires/CY (Scrap Tire Cleanup Guidebook, EPA-905-B-06-001).
Trash: 60 CY x 1.000 lbs/CY = 60.000 lbs = 30.0 tons Tires: 90 CY x 20 lbs/tire x 10 tlres/CY = 18.000 lbs = 9.0 tons
The total tonnage of debris: 63.77 + 30.0 + 9.0 tons = 102.77 tons
The unit cost of debris removal is $90.56/ton ($9,306.38/102.77 tons).

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	51272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5E-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,913.89
Total Budget	$0.00	$1,913.89
Total Obligated	$0.00	$1,913.89
Total Funds Drawdown	$0.00	$1,913.89
Program Funds Drawdown	$0.00	$1,913.89
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,913.89
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The scope of work in this project worksheet consists of the applicant hiring Environmental Products and Services, 532 State Fair Blvd, Syracuse, NY 13209, to clean up the hazardous waste at the Tioga County Transfer Station. The hazardous waste items inlcuded 3 five gallon pails of nickel cadmium batteries, 2 thirty gallon drums of alkaline dry cell batteries, 2 twenty gallon drums of alkaline dry cell batteries, 1 five gallon pail of mercury from different articles, 2 five gallon pails of lithium batteries, 2 five gallon pails of acid filled batteries, a 30 gallon drum of combustible liquids (petroleum distillates), polychlorinated biphenyls solids and various types of bulbs including compact bulbs, flood bulbs and fluorescent bulbs. The some of the hazardous waste was transported to CWM Chemical Services, LLC, 1530 Balmer Road, Model City, NY 14107 and Environmental Products and Services, 532 State Fair Blvd, Syracuse, NY 13209 for treatment and disposal. See the attched invoices and Bills of Lading.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	52171	98.28

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5F-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$8,533.12
Total Budget	$0.00	$8,533.12
Total Obligated	$0.00	$8,533.12
Total Funds Drawdown	$0.00	$8,533.12
Program Funds Drawdown	$0.00	$8,533.12
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$8,533.12
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Site # 1, Remove and Dispose of Vegetative Debris, 620cy.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	52171	98.28

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5G-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,930.27
Total Budget	$0.00	$4,930.27
Total Obligated	$0.00	$4,930.27
Total Funds Drawdown	$0.00	$4,930.27
Program Funds Drawdown	$0.00	$4,930.27
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$4,930.27
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Site # 5, Remove and Dispose of Vegetative Debris, 25cy.
Good Access to debris.
Site # 10, Remove and Dispose of Vegetative Debris, 47.9cy.
Good Access to debris.
Site #11, Remove and Dispose of Vegetative Debris, 665cy.
Good Access to debris.
Site # 12, Remove and Dispose of Vegetative Debris, 113.6cy.
Reasonable Access to debris 150ft upstream.
Total 851.5 cy.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	52171	98.28

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5H-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$288,256.06
Total Budget	$0.00	$288,256.06
Total Obligated	$0.00	$288,256.06
Total Funds Drawdown	$0.00	$288,256.06
Program Funds Drawdown	$0.00	$288,256.06
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$288,256.06
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The sub grantee hired Casella Waste Services to haul the debris from the Town of Owego gravel pit to the Chemung County landfill, a permitted NYS landfill. The debris consisted mainly of building components and contents as well as some woody debris, mud and silt. The results of the quotes for hauling the debris to the landfill are attached. The price of $62.50/TON is reasonable based on the fact that the County used to charge $70.00/TON for residents and companies to bring household and demolition debris waste to the county transfer station. Approximately 12,700 tons of debris was moved from the Town of Tioga Pit to the Casella Landfill in Chemung County by Casella Waste Services. See the invoices from Casella Waste Services, 1180 Elmira Road, Newfield, NY 14867.
The coordinates for the Chemung County Landfill located at 148 County Road 60, Lowman, NY is Latitude 42.02878 Longitude -76.68179.
The coordinates for the Town of Tioga Pit (temporary debris collection site) located off of NYS Route 38 is Lat 42.14536 Long -76.26736.
The New York State Department of Environmental Conservation determined that the gravel pit was contaminated by the debris that was deposited there and ordered the county to cleanup the pit. The county removed the contaminated soil and it was transported to the Casella Landfill. The area was then covered with 1,856 cy of sand. See the attached invoice from Sultana Sand and Stone.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	52171	98.28

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR5I-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,007.42
Total Budget	$0.00	$4,007.42
Total Obligated	$0.00	$4,007.42
Total Funds Drawdown	$0.00	$4,007.42
Program Funds Drawdown	$0.00	$4,007.42
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$4,007.42
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Tioga County Soil And Water Conservation District proposes to contract the removal of the 107ft long steel bridge from Owego Creek to alleviate the threat of flooding that might occur from the bridge debris blocking high water flow.
The subgrantee requested bids from qualified contractors to remove the bridge from Owego Creek, cut it up and salvage the steel. Four bids were received to accomplish the scope of work. The bids received were as follows: Procon - $6,000, Broome Bituminous Products - $6,700, R. DeVincentis - $11,532, and Vector - $ 31,000. The bids are included with the PW.
The permit in a classified trout stream to remove the bridge from the creek will require erosion and sediment controls. The requirement will be (Dewatering) Pump around for the stream for one day while the work in the creek is occurring. Cost is estimate from applicant.
Seeding and mulching on the bank will be needed to prevent erosion after the bank has been disturbed by the bridge removal activities. A total of 1/2 acre = 21,780sf = 21.78msf (estimated) will require seeding.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19141	32131	52171	98.28

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR799A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Newark Valley

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,867.41
Total Budget	$0.00	$4,867.41
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1142DR5AY-12 PA-02-NY-4031-PW-00316 PA-02-NY-4031-State-0008(8)
The Village of Newark Valley was able to find only one contractor available to perform this emergency vegetative debris removal.
Approximately 800 cy of vegetative debris consisting of broken trees, limbs and whole trees with roots was deposited in the East Branch of the Owego Creek which borders Trout Ponds Park on the west side. This debris would cause flooding into the park again with any significant amount of rain.
On November 7-8, 2011 F. P. Kane Construction was hired to remove the debris. The debris was removed from the creek and deposited in the adjacent land over a 2 acre area.
The land is owned by David Arnold of 22 Rewey Road, Newark Valley, NY. Mr. Arnold signed a right-of-entry permit agreement on 10/25/11 to allow the debris to be deposited on his land.
The ROE permit is attached to this PW. The cost of this project is considered to be reasonable for this effort. Verification of the cost can be demonstated by using FEMA Cost Code 1015 Debri(trees and limbs scattered) The code specifies $6/ cy of debris. Approximately 800 cy was removed from the creek which would equate to $4800 as compared to the $4068.47 bill paid.
1) Construct 1 EA Diversion Dam. Without an engineer and permit-approved method, the estimated cost for the installation and removal of the diversion dam is based on the Average Awarded Price from the New York State Department of Transportation Weighed Average Price Report.
2) Reconstruct 181 LF Long x 17 LF Wide x 5 FT Deep = 569.81 CY Riverbank Embankment
3) Reconstruct 181 LF Long x 5 LF High = 905 SF River Bank Slope
4) Restore 181 LF Long x 17 LF Wide x 6 IN Thick = 56.98 CY Topsoil and Hydroseeding
5) Restoring 181 LF Long x 17 LF Wide x 2 FT High = 227.93 CY Proper Creek Flow
6) Remove 1 EA Diversion Dam

This site is not improved or maintained by the applicant, so repair costs are ineligible for reimbursement by FEMA (44 CFR 206.201(c))The contract with F.P. Kane Construction was a time and materials contract. The work completed was done under emergency conditions to prevent further damage to the park.
Debris Removal:
The vegetative debris was moved to the land adjacent to the creek. The trees will be cut up and used by the landowner for firewood per his request The placement of this debris remains in the floodplain, but this is only a temporary placement to allow the land owner to cutup and remove the trees.
100% of the documentation was reviewed/validated and found reasonable by the FEMA project
1142DR5AZ-12 PA-02-NY-4031-PW-00234 PA-02-NY-4031-State-0022(22)
Town used 267.5 Force Account Labor hours and 220 Force Account Equipment hours to cleanup and remove 139 CY of soil, silt, woody debris and 20 CY of C&D from creeks, culverts, parks and streets for a combined total of 159 CY/60.34 tons. Contractor was used to clear debris in large culvert located on RT 38. All Debris was transported using Applicant's Equipment to Southern Tier Recyclers Landfill located at grid coordinates show above.
NOTE: All debris was removed and transported to landfill prior to the kickoff meeting. Applicant does not have any photos showing debris, but they do have load/weight tickets showing what they transported to the landfill.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	363	639	1002	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR799C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Tioga County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,209.08
Total Budget	$0.00	$3,209.08
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1142DR5BA-12 Village of Newark Valley PA-02-NY-4031-PW-00277 PA-02-NY-4031-State-0008(8)
The Village of Newark Valley obtained a quotation from Broome Bituminous Products, Inc. to make the repairs.
The cost to return the site to the original condition was $9037.10. This work includes; replacing the 24 concrete block wall 64 feet long by 6 feet high and 2 feet wide,and clean and reshape the creek and replacement of the gravel back on the north side of the creek to replace the bank.
Large stone and gravel from the stream cleanout was used to fill in the plunge pool area. Also included, was backfilling the blocks and grading the area behind the blocks with 18.71 ton of #1A stone purchased from F.S. Lopke Contracting, Inc.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	363	639	1002	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR81A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Barton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,643.70
Total Budget	$0.00	$1,643.70
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1142DR5X-12 Barton Road PA-02-NY-4031-PW-00590 PA-02-NY-4031-State-0012(11)
Applicant used force account labor hours and force account equipment hours in order to restore Barton Road back to pre-disaster conditions.
Barton Road Bridge and Road , removed mud and debris down to pavement loaded and hauled to Owego dump site. 900LF X 20FT wide x 2FT deep.= 1333.33CY
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors.
Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
PROJECT NOTES:
1. A 100% of the documentation was reviewed / validated and found reasonable by the FEMA Project Specialist. Copies are all contracts, pertinent pre-disaster policies, codes and standards, upgrade requirements, invoices, cancelled checks and samples of payroll data are attached.
2. Employees worked 10 hours per day Monday through Thursday for a total of 40 hours per week. No overtime was worked on this project.
3. No mitigation opportunities have been identified.
4. Complete records and cost documents for all approved work must be maintained for at least three (3) years from the date the last project was completed or from the date final payment was received - whichever is later.
5. On 07/28/2011, the Applicant requested direct administrative costs that are directly chargeable to this specific

project. The associated eligible work is related to administration of the Public Assistance project only and is in accordance with 44 CFR 13.22. The costs are treated consistently and uniformly as direct costs in all federal awards and other sub-grantee activities and are not included in any approved indirect cost issues.
6. Applicant has the responsibility to obtain all applicable local, state and federal permits prior to construction. FEMA does not obtain permits. Failure to obtain applicable permits will jeopardize federal funding.
RECOMMENDATION: Eligible

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	4035	4186	8221	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	1142DR81C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
1142DR5-12

Project Title:
Tioga County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Barton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$47,703.43
Total Budget	$0.00	$47,703.43
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1142DR5Y-12 Henton Road PA-02-NY-4031-PW-00351 PA-02-NY-4031-State-0006(5)
Over the course of 2 days, subgrantee placed 138.55CY of Crusher Run Gravel using 29hrs force account labor, equipment, and materials in order to restore Henton Road back to pre disaster conditions.

Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
PROJECT NOTES:
1. A 100% of the documentation was reviewed / validated and found reasonable by the FEMA Project Specialist. Copies are all contracts, pertinent pre-disaster policies, codes and standards, upgrade requirements, invoices, cancelled checks and samples of payroll data are attached.
2. Employees worked 10 hours per day Monday through Thursday for a total of 40 hours per week. No overtime was worked on this project.
RECOMMENDATION: Eligible
1142DR5Z-12 Parker Road PA-02-NY-4031-PW-00390 PA-02-NY-4031-State-0006(5)
Applicant used force account labor and force account equipment hours in order to restore Bank Run washout and reset headwall on Parker Road back to pre disaster conditions.
1.) Parker Road, wash out Headwall repair, placed 44.44CY 50LF x 6FT wide x 4FT deep and 17.77CY 20LF x 6FT

wide x 4FT deep of Bank Run Gravel.
2.) Parker Road damaged Headwall reset concrete blocks back in place and replaced two broken blocks 2FTx2FTx8FT.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1. A 100% of the documentation was reviewed / validated and found reasonable by the FEMA Project Specialist. Copies are all contracts, pertinent pre-disaster policies, codes and standards, upgrade requirements, invoices, cancelled checks and samples of payroll data are attached.
2. No mitigation opportunities have been identified.
3. Complete records and cost documents for all approved work must be maintained for at least three (3) years from the date the last project was completed or from the date final payment was received - whichever is later.
4. On 07/28/2011, the Applicant requested direct administrative costs that are directly chargeable to this specific project. The associated eligible work is related to administration of the Public Assistance project only and is in accordance with 44 CFR 13.22. The costs artreated consistently and uniformly as direct costs in all federal awards and other sub-grantee activities and are not included in any approved indirect cost issues.
5. Applicant has the responsibility to obtain all applicable local, state and federal permits prior to construction. FEMA does not obtain permits. Failure to obtain applicable permits will jeopardize federal funding.
RECOMMENDATION: Eligible
1142DR5AA-12 Notch Hill Road PA-02-NY-4031-PW-00407 PA-02-NY-4031-State-0006(5)
Applicant used force account labor and force account equipment hours in order to restore Notch Hill Road back to pre disaster conditions.
Notch Hill Road, wash out shoulders repair, placed 53.88CY 485LF x 3FT wide x 1FT deep of Crusher Run Gravel.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AB-12 Besemer Road PA-02-NY-4031-PW-00436 PA-02-NY-4031-State-0008(8)
Applicant used Force Account Labor and Force Account Equipment hours in order to restore Besemer Road back to pre disaster conditions.
Besemer Road, wash out Headwalls repair, placed 20LF x 10FT wide x 6FT deep x 2 = 88.88CY of Crusher Run Gravel
Besemer Road, damaged Headwall, reset concrete blocks back in place.
Work was completed after the photos were taken.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AC-12 Straw Hill Road PA-02-NY-4031-PW-00495 PA-02-NY-4031-State-0008(8)
Applicant used force account labor hours and force account equipment hours in order to restore Straw Hill Road back to pre-disaster conditions.
Straw Hill Road repair, placed 194.88CY- 877LF x 3FT wide x 2FT deep of Crusher Run Gravel.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/20
11 with Applicant's representative and FEMA Environmental Hsorical Preservation representative.
1142DR5AD-12 Middle Road PA-02-NY-4031-PW-00507 PA-02-NY-4031-State-0008(8)
Applicant used force account labor hours and force account equipment hours in order to restore Middle Road back to pre-disaster conditions:
1.) Re-set a number of undamaged precast concrete blocks at the outflow end of the HDPE pipe.
2.) Replaced one section of HDPE culvert pipe of 20LF x 4FT diameter and one banding piece. Recovered and reused lost fill on site to reset pipe. Replaced lost crusher run gravel of 112 Ton.
3.) Replaced a total of seven (7) precast concrete blocks; three (3) at 2FT x 2FT x 8FT, and four (4) at 2FT x 2FT x

4FT.
Invoices attached.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AE-12 Bonham Road PA-02-NY-4031-PW-00550 PA-02-NY-4031-State-0008(8)
Applicant used Force Account Labor and Force Account Equipment hours in order to restore Bonham Road back to pre disaster conditions.
Bonham Road, washed out section of road placed 83.33CY 15LF x 15FT wide x 10FT deep of bank run gravel.
Reset head wall blocks back into place.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records.
Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1. A 100% of the documentation was reviewed / validated and found reasonable by the FEMA Project Specialist. Copies are all contracts, pertinent pre-disaster policies, codes and standards, upgrade requirements, invoices, cancelled checks and samples of payroll data are attached.
2. Employees worked 10 hours per day Monday through Thursday for a total of 40 hours per week. No overtime was worked on this project.
3. No mitigation opportunities have been identified.
4. Complete records and cost documents for all approved work must be maintained for at least three (3) years from the date the last project was completed or from the date final payment was received - whichever is later.
5. On 07/28/2011, the Applicant requested direct administrative costs that are directly chargeable to this specific project. The associated eligible work is related to administration of the Public Assistance project only and is in accordance with 44 CFR 13.22. The costs are treated consistently and uniformly as direct costs in all federal awards and other sub-grantee activities and are not included in any approved indirect cost issues.
6. Appicant has the responsibility to obtain all applicable local, state and federal permits prior to construction. FEMA does not obtain permits. Failure to obtain applicable permits will jeopardize federal funding.
1142DR5AF-12 Steenburg Road PA-02-NY-4031-PW-00562 PA-02-NY-4031-State-0027(26)
Applicant used force account labor and force account equipment hours in order to restore Henton Road back to pre disaster conditions.
1.) Steenburg Road: road surface repair, placed 806.51CY 2722LF x 16FT wide x .5FT deep of Bank Run Gravel
2.) Steenburg Road damaged Headwall reset concrete blocks back in place, 12LF x 6FT high x 2FT wide.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AG-12 Broad Street PA-02-NY-4031-PW-00635 PA-02-NY-4031-State-0022(22)
Applicant used force account labor 60 hours, force account equipment 60 hours in order to restore Broad Street back to pre-disaster conditions.
Broad Street Headwall repair, placed 133.33CY-30LF x 24FT wide x 5FT deep of Crusher Run Gravel
Work was Completed on 12/22/2011.

Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AH-12 Barton Road PA-02-NY-4031-PW-00637 PA-02-NY-4031-State-0022(22)
Applicant used force account labor 218 hours and force account equipment 218 hours in order to restore Barton Road back to pre-disaster conditions.
Barton Road repair to washed out road placed 101.29CY- 547LF x 20FT wide x .25FT deep of OIL Stabilized Gravel for Road Pavement.
Barton Road repair guide rails, replaced 162 LF of RAIL and 14 Steel Posts. Placed 3,333.33 CY 60LF x 50FT wide x 30FT deep of bank run gravel. ALL WORK COMPLETED 12/1/2011

Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AI-12 Foster Road PA-02-NY-4031-PW-00654 PA-02-NY-4031-State-0011(10)
Applicant used force account labor hours and force account equipment hours in order to restore Foster Road back to pre-disaster conditions.
Foster Road Headwall repair, placed 143.36 Tons of Rip Rap 28LF X 10FT wide x 10FT deep and 56 Tons of Crusher Run Gravel 11LF x 10FT wide x 10FT deep. Foster Road repair placed 18.51CY 100lf x 20FT x .25FT of Oil Stabilized Gravel. This work was completed to open the road.
Foster Road The applicant estimated that they will use force account labor and force account equipment to complete the work to restore Foster Road back to pre disaster conditions, applicant estimates that it will take 6 personnel for a total of 384 hours and a total of 264 equipment hours to complete all work.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AJ-12 West Road PA-02-NY-4031-PW-00681 PA-02-NY-4031-State-0011(10)
Applicant used force account labor hours and force account equipment hours in order to restore West Road back to pre-disaster conditions.
1. Replaced 75.85CY; 32LF x 16FT wide x 4FT deep of Bank Run Gravel.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors. Sediment debris was deposited in Highway Department's debris yard located at 43.18826, -75.26186 where the sediment is available for public use.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.
1142DR5AK-12 Nelson Road PA-02-NY-4031-PW-00773 PA-02-NY-4031-State-0011(10)
Applicant used force account labor hours and force account equipment hours in order to restore Nelson Road back to pre-disaster conditions.
Nelson Road repair to damaged shoulders placed 63.44CY- 1713LF X 2FT wide x .5FT deep of crusher Run Gravel.
Applicant labor records including fringe benefit rates, materials (aggregate) invoices and equipment records reviewed with Applicant and summarized on the attached forced account labor, equipment and materials summary records. Materials used include stock material from their yard that was later replaced with purchases from vendors.
Site inspection conducted on 08/01/2011 with Applicant's representative and FEMA Environmental Historical Preservation representative.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

Beneficiaries - Area Benefit Survey Method			
Low	Mod	Total	Low/Mod

# of Persons	4035	4186	8221	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Project # / Title: 135DR1-12 / Broome County

Grantee Activity Number:	**135DR1A-12**
Activity Title:	**Debris Removal**

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
City of Binghamton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$88,615.55
Total Budget	$0.00	$88,615.55
Total Obligated	$0.00	$88,615.55
Total Funds Drawdown	$0.00	$88,615.55
Program Funds Drawdown	$0.00	$88,615.55
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$88,615.55
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

In responding to the incident the City of Binghamton sent 8702.83 Tons of incident generated non-toxic household debris to the Broome County Landfill, located at 286 CR-73 (Knapp Rd) Binghamton NY 13905-5706 (42.23762, -75.98370), for proper disposal. Shipment of the debris occurred between 9/10/11 and 11/30/11.
The applicant was assessed a total of $348,771.40 in tipping fees (Invoice #1130) by Broome County for the disposal of this debris. The applicant indicates that they will pay this invoice.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	25723	20408	46131	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1B-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$149,529.41
Total Budget	$0.00	$149,529.41
Total Obligated	$0.00	$149,529.41
Total Funds Drawdown	$0.00	$149,529.41
Program Funds Drawdown	$0.00	$149,529.41
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$149,529.41
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

In responding to the incident the City of Binghamton sent 8702.83 Tons of incident generated non-toxic household debris to the Broome County Landfill, located at 286 CR-73 (Knapp Rd) Binghamton NY 13905-5706 (42.23762, -75.98370), for proper disposal. Shipment of the debris occurred between 9/10/11 and 11/30/11.
The applicant was assessed a total of $348,771.40 in tipping fees (Invoice #1130) by Broome County for the disposal of this debris. The applicant indicates that they will pay this invoice.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	25723	20408	46131	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1C-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$15,351.57
Total Budget	$0.00	$15,351.57
Total Obligated	$0.00	$15,351.57
Total Funds Drawdown	$0.00	$15,351.57
Program Funds Drawdown	$0.00	$15,351.57
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$15,351.57
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant contracted with Green Mountain Pipeline Services to Close Circut Television (CCTV) the sewer main to determine the volume of debris deposited in the piping. This operation started at the beginning of the sewer main on Julian Street at Manhole #2 and continued to Trout Brook ESMT manhole #24 inclusive. Debris blockages caused a restart of CCTV at Trout Brook ESTM manhole # 25 to #28. Again, debris blockages caused a restart of CCTV at Trout Brook ESTM manhole # 29 to #31 and #35 to #36. The total length of the CCTV was 4755.4 linear feet.

Green Mountain Pipeline Services has proposed to perform the debris removal for 7,236 linear feet of the Trout Brook Sewer System and included in their proposal of S8.90 per linear foot is providing post cleaning videos. (see attached dated 5/7/12). The Closed Circut Television (CCTV) at a previous billed amount of $ 1.55 had been deducted, (see attached Invoice dated 4/30/12).
The work included in this project worksheet is the following: Traffic Control
Removal of Debris from Trout Brook Storm Sewer
Transport of Debris Removal from the Trout Brook Storm Sewer to a City designated disposal area All Safety equipment for confined space entry

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	25723	20408	46131	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1D-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,747.25
Total Budget	$0.00	$3,747.25
Total Obligated	$0.00	$3,747.25
Total Funds Drawdown	$0.00	$3,747.25
Program Funds Drawdown	$0.00	$3,747.25
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,747.25
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Applicant will remove the tree debris and dispose of it in a proper facility using contract services.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	25723	20408	46131	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1E-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$17,083.34
Total Budget	$0.00	$17,083.34
Total Obligated	$0.00	$17,083.34
Total Funds Drawdown	$0.00	$17,083.34
Program Funds Drawdown	$0.00	$17,083.34
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$17,083.34
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

To bring the sites back to pre-disaster condition the City of Binghamton publicly bid and awarded a contract to “Procon Contracting” to remove and dispose of the accumulated woody debris. The contractor used planking, scaffolding and heavy equipment to remove the debris from the 5 bridges.
East Clinton Street Bridge on Chenango River: 160 CY of debris removed.
Court Street Bridge on Chenango River: 16 CY of debris removed.
Memorial Bridge on Chenango River: 4 CY of debris removed.
South Washington Pedestrian Bridge on Susquehanna River: 8 CY of debris removed.
Exchange Street Bridge on Susquehanna River: 2 CY of debris removed.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	25723	20408	46131	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1F-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,725.11
Total Budget	$0.00	$1,725.11
Total Obligated	$0.00	$1,725.11
Total Funds Drawdown	$0.00	$1,725.11
Program Funds Drawdown	$0.00	$1,725.11
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,725.11
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant will return Cloverdale Road (42.27945, -75.85072) to pre-disaster conditions using an estimated total of 120 force account labor hours and 120 equipment hours. To complete this work the applicant indicates they will:
1. Clear sediment mounds on inlet end and outflow end of the dual 90 inch x 75 ft CMP squashed culvert pipes. The inlet end sediment mound measures 150 ft x 30 ft x 4 ft (666.7 cu yards) and the outflow end sediment mound 150 ft x 20 ft x 4 ft (444.4 cu yards) for a total of 1,111.1 cu yards. The applicant estimates it will take:
120 straight-time Force Labor hours at a cost of $0.00.
120 Force Equipment hours: 24 hours on a Pick-up Truck @ $20/hour = $480.00;
24 hours on Excavator @ $65/hour = $1560.00;
24 hours on each of three (3) Dump trucks (8723); 24 x 3 = 72 hours @ $65/hour = $4680.00;
Total equipment cost: $6,720.00
The applicant will transport the 1,111.1 cu yards of gravel/debris to their highway garage at 47 Thomas Street, Binghamton, NY 13901 (42.17684, -75.87571) for future use.
Note: The repair of the shoulder wash-out and rip-rap damage will be covered on a separate Cat C project worksheet.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1G-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$538.40
Total Budget	$0.00	$538.40
Total Obligated	$0.00	$538.40
Total Funds Drawdown	$0.00	$538.40
Program Funds Drawdown	$0.00	$538.40
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$538.40
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Otsiningo Park Wide Debris removal:
Broome County Parks Force Account Labor and Equipment were used to remove 277 CY of woody debris throughout park property.
Debris CY:
CY measurements were taken from the debris pile.
Measurements are: 75Ft. long x 20Ft. wide x 5 Ft. deep = 277.7 CY or 42.28 tons.
Debris Site is Located at: (42.13295 -75.90279).
This site is located at the highest point of the park above flood plain levels at 851 Ft. Flood plain levels are at 840ft. at the base.
Force Account Labor and Equipment used for the removal of debris:
Total Force Account Labor Regular Hours: 146 hour:
Total Force Account Equipment Hours: 84 Hours = $1848.00
Final Disposal Site is located at 42.13295 -75.90279

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1H-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,774.00
Total Budget	$0.00	$1,774.00
Total Obligated	$0.00	$1,774.00
Total Funds Drawdown	$0.00	$1,774.00
Program Funds Drawdown	$0.00	$1,774.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,774.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant will use Force Account Labor and Force Account Equipment to chip and dispose on site 557 CY of woody debris deposited on levee banks.
Levee/Dike locations:
Dike # 34 Bradle Creek (42.16413 -76.03212),
Dike # 45 Barnes (42.29543 -76.01362),
Dike # 23 (42.13630 -75.94146),
Dike # 33 Sturble Creek (42.13716 -76.01785),
Dike # 2 C (42.18246 -75.95440),
Dike # 1 A (42.16052 -75.98232).
(1) Park Operations Mgr $49.07 per hours/incl. fringes, 8 hours = $392.56 per day.
(3) Construction Workers @ $285.20 per day = $855.60 per day x 8 = $6844.80
(8) Days for (1) Park Mgr @ $392.56 per day = $3140.48
(8) Days for (3) Construction Workers @ $855.60 per day = $6844.80
Total Force Account Labor regular hours costs = 256 hours = $9985.28
(1) 8 CY Dump Truck, FEMA cost code 8720 @ $35.00 per hour x 2 hours per day = $70.00 x 8 days = $560.00 (Used for pulling trailer & dozer to site).
(2) 30/Ton flatbed trailer, FEMA cost code 8600 @ $10.25 per hour x 2 = $20.50 x 2 hours per day = $41.00 x 8 days = $328.00
(1) 1 Ton pickup 4x4 trucks, FEMA cost code 8802 @ $20.00 per hour x 2 hours per day = $40.00 x 8 days = $320.00 (Used for pulling trailer & Loader-backhoe to site).
(1) 1 Ton pickup 4x4 trucks, FEMA cost code 8802 @ $20.00 per hour x 5 hours per day = $100.00 x 8 days = $800.00 (Used for pulling chipper along levees).

(1) Dozer-crawler, FEMA cost code 8251 @ $40.00 per hour x 6 hours per day = $240.00 x 8 days = $1920.00
(1) Loader-backhoe, FEMA cost code 8572 @ $33.00 per hour x 6 hours per day = $198.00 x 8 days = $1584.00
(1) Trailer-tree Chipper, FEMA cost code 8202 @ $21.75 per hour x 6 hours per day = $130.50 x 8 days = $1044.00
(2) 25" bar length chain saws, FEMA cost code 8191 @ $3.20 per hour x 2 = $6.40 x 5 hours per day = $32.00 x 8 days = $256.00
Total force Account Equipment regular hours costs = 288 Hours = $6812.00
Total Force Account Labor & Equipment costs = $16797.28
(NOTE) (2) Trailers @ 2 hours per day = 4 hours x 8 days = 32 hours, over regular labor hours
Final Disposal: all woody debris will be chipped and dropped along the levee banks and spread out evenly to bring levees back to pre disaster conditions.
All debris will be placed outside of flood zones,

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1I-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,798.06
Total Budget	$0.00	$1,798.06
Total Obligated	$0.00	$1,798.06
Total Funds Drawdown	$0.00	$1,798.06
Program Funds Drawdown	$0.00	$1,798.06
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,798.06
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant will use Force Account Labor and Force Account Equipment to chip and dispose on site 557 CY of woody debris deposited on levee banks.
Levee/Dike locations:
Dike # 34 Bradle Creek (42.16413 -76.03212),
Dike # 45 Barnes (42.29543 -76.01362),
Using force account labor (130.5 straight time hours, 10 of which were performed by a temporary employee; and 20 hours O/T); and force account equipment (106.5 hours) the applicant completed the following work on Old Route 17:
1. Removed 100 ft L x 15 ft W x 6 ft D (333 CY) of gravel and silt that had blocked the outlet of a twin concrete box culvert (42.07111,
-75.63321).
2. Removed 100 ft L x 3 ft W x 2 ft D (22.2 CY) of gravel and silt that had blocked the inlet of a small concrete box culvert and the downstream drainage channel running parallel to Old Route 17, near PO Box 1083 (42.05901, -7561991).
3. Removed 50 ft L x 6 ft W x 3 ft D (33.3 CY) of gravel and silt that had blocked the inlet of a 4 ft H x 3 ft W x 40 ft L concrete box culvert (42.04853, -75.50008).
4. Removed 25 ft L x 10 ft W x 3 ft D (28 CY) of landside that had blocked Old Route 17, 1/10 mile east of Route 41 (42.04923, -75.49852).
Note: the gravel/silt from sites #1 and 3 (366.3 CY) was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for reuse by the applicant. The gravel/silt/soil from sites #2 and 4 (50.2 CY) was transported to the Town of Sanford Highway yard (42.04923, -75.48800) for reuse by the applicant.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1J-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,764.25
Total Budget	$0.00	$9,764.25
Total Obligated	$0.00	$9,764.25
Total Funds Drawdown	$0.00	$9,764.25
Program Funds Drawdown	$0.00	$9,764.25
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$9,764.25
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

In responding to the incident the Broome County removed 1,294.6 CY of incident generated non-toxic debris from the below locations. Applicant used 1 HR force account overtime labor amounting to $38.90, 364 HRs of straight time, 266 HRs of equipment time amounting to $11,578.88, and contracts valued at $12,256.11 to remove debris and dispose as listed below:
• Site # 1, North Road culvert o Remove gravel blocking culvert, 100 FT x 5 FT x 3 FT = 56 CY o Gravel and silt was graded into local topography within the County owned ROW (Attached) • Site #3, Hyde St. culvert o Remove debris clogging inlet and outlet, 125 FT x 10 FT x 3 FT x 2 sides = 278 CY o 72 CY ofgravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition. The balance (206 CY) is stockpiled at site and on private property with owners written easement agreement (attached) for final disposition • Site #5, Page Brook Road culvert o Remove debris clogging channel, 400 FT x 6 FT x 3 FT = 267 CY o Gravel is stockpiled at site and on private property with written easement agreement (attached) for final disposition • Site #7, Bally Hack Road creek channel o Remove downed tree blocking channel, 18 IN diameter, = 8 CY o Small limbs were chipped and disposed of on site. Larger wood was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition • Site #8, Ganoung Road creek channel
o Remove debris clogging stream, 120 FT x 6 FT x 3 FT = 80 CY o All collected gravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition. • Site #9, Tunnel Road culvert o Remove debris tree blocking ilet, 12 IN diameter = 6 CY o Small limbs were chipped and disposed of on site. Larger wood was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition • Site #10, Hardie Road o Remove fallen branches in drainage ditch = 8 CY o All limbs were chipped and disposed of on site
• Site #11, Powers Road, drainage ditch o Remove debris clogging drainage ditch, 8 FT x 4 FT x 3 FT = 3.6 CY o

All collected gravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition • Site #12, Powers Road, downed trees o Remove tree in ROW, 24 IN diameter, = 8 CY o All limbs were chipped and disposed of on site • Site #13, Nanticoke Road, easement o Remove debris in easement, 60 FT L x 3 FT W x 2 FT D = 13 CY
o All collected gravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition. • Site #14, Nanticoke Road, easement o Remove debris in easement, 40 FT L x 6 FT W x 3 FT D = 27 CY o All collected gravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition. • Site #15, Old Newark Valley culverto Remove gravel clogging culvert, 50 FT L x 12 FT W x 4 FT D =89 CY o All collected gravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition. • Site # 16, Lester Ave o Remove gravel clogging channel, 118 FT L x 37 FT W x 2.5 D = 404 CY o All collected gravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition. NOTE: The above work is consistant with NYS Dept of Environmental Conservation # GP-0-11-008 Applicant will utilize 72 HRs force account labor and 71 HRs of force account equipment in the amount of $5,197.76 and a low bid from four contractors for $9,400 of to: • Site #2, South St. culvert o Remove debris in drainage channel, estimated at 70 FT x 15 FT x 3 FT = 117 CY o All collected gravel/silt will be transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition • Site #4, Old 17 Bridge (Contract $9,400)
o Remove debris surrounding bridge pier, 20 FT x 8 FT x 8 FT = 47 CY o Debris will be returned to nature at site. • Site #6, Greenwood Road Lake outlet o Remove debris clogging out let, estimated at 100 FT x 20 FT x 3 FT = 222 CY o All collected gravel/silt was transported to the Broome County Highway facility at 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for final disposition

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1K-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$441.00
Total Budget	$0.00	$441.00
Total Obligated	$0.00	$441.00
Total Funds Drawdown	$0.00	$441.00
Program Funds Drawdown	$0.00	$441.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$441.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Applicant used 40 Force Labor hours and 35 Force Equipment Hours to make all the repairs necessary.
Applicant's employees cleaned the roadway of all sand, rock and other debris. Hauled it away to the county garage property and dumped. No additional material was required to clean the roadway. They used a power sweeper to do the final cleaning of roadway.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1L-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$499.60
Total Budget	$0.00	$499.60
Total Obligated	$0.00	$499.60
Total Funds Drawdown	$0.00	$499.60
Program Funds Drawdown	$0.00	$499.60
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$499.60
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1.) Broome County Park Force Account Labor and Equipment will be used to remove 130CY of mud and silt along 700 linear feet x 12 ft. wide x 5"= 3528 sf. / 27 = 130CY thick along Creek banks in various locations.
2.) Broome County Park Force Account Labor and Equipment will be used to remove 120CY of mud and silt along 135 linear feet x 12 ft. wide x 2 ft. deep = 3240 sf. / 27 = 120CY along Creek banks in various locations.
Total Force Account Labor Hours = 48 (NOT ELIGIBLE FOR CAT A).
Total Force Account Equipment Hours = 64.
Total Force Account Equipment cost = $1857.40
ESTIMATE:
Force Account Labor regular hours:
1. (3) Construction Workers @ $285.20 per day = $855.60 per day x 2 = $1711.20
Total Force Account Labor regular hours = 48 hours
Regular Force Accounts Labor hours are not eligible.
Force Account Equipment regular hours:
1. (1) 12 CY Dump Truck, FEMA cost code 8722 @ $60.00 per hour x 8 hours per day = $480.00 x 2 days = $960.00.
(Used for pulling trailer & Loader-Backhoe, to and from job site as well as the loading of silt and woody debris).
2. (1) 1 Ton pickup truck, FEMA cost code 8802 @ $20.00 per hour x 4 hours per day = $80.00 x 2 days = $160.00
(Used for the transportation of workers and tree chipper to the job site and back each day).
3. (1) 30/Ton flat bed trailer, FEMA cost code 8600 @ $10.25 per hour x 2 hours per day = $20.50 x 2 days = $42.00
(Used for the transportation of the Loader-Backhoe).
4. (1) Loader-Backhoe, FEMA cost code 8572 @ $33.00 per hour x 6 hours per day = $198.00 x 2 days = $396.00

(Used for the removal of silt and woody debris).
5. (1) Trailer-tree chipper, FEMA cost code 8202 @ $21.75 per hour x 6 hours per day = $130.50 x 2 days = $261.00
6. (1) 25" bar length chain saw, FEMA cost code 8191 @ $3.20 per hour x 6 hours days = $19.20 x 2 days = $38.40
Total Force Account Labor hours = 48 hours. (Not eligible for CAT A).
Total Force Account Equipment hours = 64 hours = $1857.40
(NOTE) Woody debris will be chipped on location site and transported to final deposal site located at (42.13295 -75.90279).
Mud and silt will be transported to same location site stated above.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1M-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,001.10
Total Budget	$0.00	$2,001.10
Total Obligated	$0.00	$2,001.10
Total Funds Drawdown	$0.00	$2,001.10
Program Funds Drawdown	$0.00	$2,001.10
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,001.10
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant performed the following emergency protective measures at Round Top Park to eliminate threats to life and public safety:
1. Used contract labor to cut down and cut up eight 16-inch trees (100 CY). The cut trees were left at the damage location to return to nature.
2. Used contract labor to cut down and cut up twelve 12-inch trees (150 CY). The cut trees were left at the damage location to return to nature. Used force account labor and equipment to remove 40 CY of the head of the sliding mass which was deposited at the park's boundary. This included 15 CY of materials which was deposited on the driveway at 303 River Terrace. The applicant was required to remove this material to gain access to the 25 CY portion of the sliding mass that was still within the park boundary, as it was the only point of access. The final disposition of this material was the Broome County Highway facility 47 Thomas St. Binghamton, NY 13901 (42.17780, -75.87902) for reuse by the applicant. The applicant also seeded and mulched the toe of the slope slide to provide for soil stabilization.

PROJECT NOTES:
• Round Top Park is owned and maintained by the applicant.
• The applicant did not remove any tree stumps, but left them in-place to promote soil stabilization.
• Applicant's employee Kyle Chergosky is a temporary worker.
• The applicant's work was compliant with FEMA Policy 9524.2 B.1 and 2.
• The applicant complied with their procurement policy (attached).

Location Description:

County wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	135DR1N-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
135DR1-12

Project Title:
Broome County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Broome County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$13,973.07
Total Budget	$0.00	$13,973.07
Total Obligated	$0.00	$13,973.07
Total Funds Drawdown	$0.00	$13,973.07
Program Funds Drawdown	$0.00	$13,973.07
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$13,973.07
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The incident generated house-hold hazardous debris were brought to the house-hold hazardous waste collection center at the Broome County Landfill, located at 286 CR-73 (Knapp Rd) Binghamton NY 13905-5706 (GPS: 42.23762, -75.98370) for safe management.
Using contract labor, equipment and materials the applicant collected, segregated and labeled 148 x 55-gallon drums, 3 x 85 gallon drums and 28 x 4-CY containers of incident generated hazardous waste. The contractor then transported the hazardous waste to a permitted RCRA Subtitle C facility for proper disposal.
Total contract cost for management and disposal of incident generated hazardous debris: $55,892.30
This landfill is owned and operated by the applicant.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	80853	110835	191688	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Project # / Title: 317DR2-12 / Delaware County

Grantee Activity Number:	**317DR1074A-12**
Activity Title:	**Debris Removal**

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Sidney

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,255.38
Total Budget	$0.00	$3,255.38
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00

Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AK-12 PA-02-NY-4020-PW-00145 PA-02-NY-4020-State-0005(5)
In response to storm-related deposition of woody vegetative debris onto Town roadways and adjacent rights-of-way during the incident period Aug. 26 through Sept. 25, 2011, the Town of Sidney utilized force account services to cut up, chip, transport and stockpile this (chipped) debris.
All debris addresed here was chipped at roadway sites of deposition. Chipped debris was then transported to, and stockpiled at the Town's Public Works facility, located at 13830 County Road 23. The size of the woody debris chip pile measured at the time of inspection 40 ft x 12 ft x 8 ft high. Residents had been removing said chips for use, therefore measurement of volume totals 3840 cf / 142 cy x 4 (reduction factor) = 569 cy. Total cost is $13,022 / 569 = $22.88 / cy. These chips are provided to Town citizens free of charge.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2039	1910	3949	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1074B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Sidney

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$567.89
Total Budget	$0.00	$567.89
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2HV-12 Emergency Protective Measures PA-02-NY-4031-PW-01082 PA-02-NY-4031-State-0023(21)
The Town of Sidney Highway Dept. barricaded public roadways and undertook traffic control at sites of roadway flooding, fielded emergency calls from the general public, warned residents of dangerous conditions, and performed other disaster-related duties as necessary.
The Town Highway Dept. also undertook emergency temporary repairs on Otego Rd. at site with GPS coordinates listed above on this Cover Sheet, as follows:
(1) Install gravel, 2-in, on site of roadway shoulder washout, pending permanent repairs as addressed in Project Worksheet 6734505, said gravel installation having approx. dimensions 187.5-ft (length) x 2-ft (width) x 2-ft (depth), corresponding to 27.8-cys.
(2) Stabilize and align guard (guide) rail at site of damages on Otego Rd. referenced here, pending permanent repairs as addressed in Project Worksheet 6734505. Said guard rail approx. 187.5-ft in length, and supported by metal anchors, 15-EA, distance of 12.5-ft between each anchor.
Town of Sidney Highway Dept. force account labor regular hours: 0.0. (Ineligible; Category B work.)
Town of Sidney. force account labor overtime hours:0.0
Town of Sidney force account equipment: 49.00.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2039	1910	3949	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1074C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Sidney

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,516.54
Total Budget	$0.00	$4,516.54
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2HT-12 Roadways and Shoulders, Town-wide PA-02-NY-4031-PW-00135 PA-02-NY-4031-State-0004(3)
Note: This multi-site Project Worksheet is based, in part, on site-by-site inspections by FEMA Project Specialist. However, the Applicant's submitted force account backup documentation does not delineate work completed on a site-by-site basis. The costs that are included with this Project Worksheet are taken directly from this (Applicant submitted) force account backup documentation.....
In response to incident-period flooding and associated roadway, roadway shoulder and/or embankment scour, erosion and washout, the Applicant solicited force account services and materials in undertaking repairs to damaged sites as follows:.....
Site 1, Hwy 13 at Dumonts, 42.28947, -75.31311:....
Replace light stone fill, 6-ft (width) x 5-ft (length) x 3-ft (depth), 3.33-cys, grade and reshape site of sinkhole damage in alignment with adjacent shoulder and roadway.....
Site 2A, Hwy 13 by Wrights, begin GPS 42.27503, -75.30232, end GPS 42.27383, -75.30262:....
Remove excess shoulder and embankment gravel from ditch, approx. dimensions 330-ft x 5-ft x 3-ft (183-cys). Recontour and regrade ditch. Utilize gravel referenced here as reclaimed material.....
Site 2B: Hwy 13 by Wrights, 42.27242, -75.30267:.... Repair/fill roadway shoulder sinkhole, approx. dimensions 50-ft x 20-ft x 5-ft (185-cys). Reshape and grade in conformity with adjacent shoulder and roadway. Applicant utilized reclaimed material referenced above as sinkhole infill.....
Site 3: Dunshee Hill Rd., 42.29800, -75.29210:....
Repair roadway shoulder washout, 40-ft x 6-ft x 6-ft (53-cys), including installation of 36-cys small stone fill, 12-cys gravel, to include reshaping and grading repaired shoulder referenced here in conformity with adjacent roadway.....
Site 4A, Sagendorf Rd., 42.30139, -75.26352:....

Repair culvert headwall at this site, to include installation of concrete security blocks, 2-ft x 2-ft x 6-ft, 5-EA, comprising 4.4-cys, and concrete security blocks, 2-ft x 2-ft x 3-ft, 10-EA, 4.4-cys. Also to include replacement of shoulder gravel, 12-ft x 12-ft x 2.25-ft (12.0-cys), positioned between roadway and culvert referenced here.....
Site 4B, Sagendorf Rd., adjacent to, and on opposite side of roadway relative to Site 4A (above):....
Remove excess shoulder and embankment gravel from ditch, 75-ft x 4-ft x 1.5-ft (17-cys). Reshape and grade ditching in conformity with adjacent roadway. Utilize gravel referenced here as reclaimed material.....
Site 5, Sagendorf Rd. by Joe Tabergs, 42.31069,
-75.26203:....
Remove excess shoulder and embankment gravel from ditch, 50-ft x 4-ft x 10-in (6.2-cys). Reshape and grade ditching in conformity with adjacent roadway. Utilize gravel referenced here as reclaimed material.....
Site 6, Jay St., 42.29303, -75.25645, adjacent to culvert at intersection with Franklin Depot: Replace small stone fill comprising roadway shoulder, 6-ft x 12-ft x 10-in (2.2-cys), reshape and grade shoulder in conformity with adjacent roadway.....
Site 7, Franklin Depot by 2-Bridges, adjacent to Carrs Ck., 42.29608, -75.24629:....
Replace small stone fill comprising shoulder, 50-ft x 4-ft x 3-ft (22.2-cys). Also, replace gravel comprising roadway shoulder, 50-ft x 4-ft x 3-ft (22.2-cys), positiond contiguous to, and immediately east of small stone fill replacement site referenced above. Regrade in conformity with adjacent roadway.....
Site 8: Ketchum Rd. at site with GPS coordinates 42.29437,
-75.23365:.... Replace small stone fill comprising shoulder, and overlying culvert. Approx. replacement dimensions: 10-ft x 6-ft x 1.5-ft (3.3-cys).....
Site 9: Franklin Depot Rd. at site with GPS coordinates 42.28098, -75.20280:....
Replace gravel comprising roadway shoulder, 40-ft x 4-ft x 2-in (1.0-cy).....
Site 10, Sherman Hill Rd. at site with GPS coordinates 42.30150, -75.20351:....
Replace small stone fill comprising shoulder and adjacent culvert embankments, 2_EA,with approx. dimensions; 5-ft x 12-ft x 1-ft (2.2-cys) and 2-ft x 12-ft x 1-ft (0.9-cy). Also replace gravel comprising roadway shoulder, 2-ft x 12-ft x 1-ft (0.9-cy). Reshape and regrade shoulder in conformity with adjacent roadway.....
Site 11: Wheat Hill Rd. at intersection with Hamlet View Rd.,42.30882, -75.23840:....
Replace mixed native earthen fill and cobbles, 25-ft x 25-ft x 5-ft (23.2-cys), comprising roadway shoulder and contiguous embankment adjacent to culvert, utilizing reclaimed material. Also, replace crushed stone, 25-ft x 5-ft x 2-ft (9.3-cys) adjacent to, and over said culvert, opposite side of roadway relative to site referenced here. Reshape and regrade shoulder in conformity with adjacent roadway.....
Site 12, Wheat Hill Rd. at site with GPS coordinates 42.32204, -75.23452:....
Replace gravel comprising two (2-EA) right-of-way driveway approaches, immediately overlying public right-of-way culverts. Gravel replacement dimensions: 30-ft x 4-ft x 1.5-ft (avg), corresponding to 23.3-cys (each site), 46-6-cys (total). In addition, replace gravel comprising roadway shoulder, 20-ft x 3-ft x 5-ft (11.1-cys), adjacent to sites referenced here, to include shaping and grading driveway approaches and shoulder in conformity with adjacent roadway.....
Site 13: Wheat Hill Rd. at site with GPS coordinates 42.32674, -75.23278:....
Replace roadway asphalt, 1,500-ft x 4-ft x 3-in (55.6-cys). In addition, replace portion of adjacent roadway shoulder, 50-ft x 4-ft x 1-ft (7.4-cys), composed of gravel. To include reshaping and grading in conformity with adjacent roadway.....
Site 14: Union Church Rd. adjacent to KOA, 42.34110, -75.24759:....
Replace stone fill serving to armour culvert inflow and outflow embankments, utilizing stone fill reclaimed from within culvert. Approximate inflow and outflow embankment dimensions, 20-ft x 8-ft x 1-ft (5.9-cys). This equates to 11.8-cys (2 x 5.9-cys); total reworked material for both embankments. Reshape and grade embankment fill in conformity with adjacent embankment.....
Site 15: Crane Hill Rd at site with GPS coordinates 42.3164, -75.30587:....
Repair roadway embankment, composed of earthern fill, approx. dimensions 20-ft x 3-ft x 2-ft (4.4-cys), overlying and adjacent to culvert and to include reclaimed earthen fill. Reshape and grade damaged embankment and adjacent embankment in conformity with adjacent roadway.....
Site 16A: Pine Hill Rd. at site with GPS coordinates 42.29486, -75.36150:....
Repair roadway shoulders, 2-EA, 50-ft x 4-ft x 1.25-ft (9.3-cys) and 25-ft x 4-ft x 1.25-ft (4.6-cys), to include installation of shoulder gravel, reshaping and grading in conformity wih adjacent roadway.....
Site 16B: Pine Hill Rd. at site with GPS coordinates 42.29102, -75.36356:....
Repair roadway shoulder, 50-ft x 3-ft x 1.25-ft (7-cys), to include installation of shoulder gravel, reshaping and grading in conformity with adjacent roadway. Also, incident-period infill gravel from adjacent ditch, 50-ft x 5-ft x 2.5-ft (23.1-cys), reshape and grade ditch. Ditch materials utilized as reclaimed materials.....

Site 17, Wood Rd. by Pendorfs (42.29020, -75.38828):.... Reshape and grade roadway shoulder in conformity with adjacent roadway roadway. Install fine stone fill, comprising shoulder material, 30-ft x 3-ft x 6-in (1.7-cys).
317DR2HU-12 Otego Road PA-02-NY-4031-PW-00874 PA-02-NY-4031-State-0013(12)
In response to incident-period flooding and associated roadway shoulder scour, erosion and washout adjacent to Otego Rd. at site with GPS coordinates as listed in the Damage Description, the Applicant will utilize contractual and/or force account services in repairs to this site as follows:
(1) Replace shoulder gravel, 187.5-ft (length) x 4-ft (width) x 2-ft (depth), corresponding to approx. 55.6-cys. To include grading of repaired shoulder in alignment and conformity with adjacent roadway.....

(2) To include temporary removal of guard (guide) rail, metal, approx. 187.5-ft length, supported by metal anchors, 15-EA, distance of 12.5-ft between each anchor, each anchor with vertical height of approx. 3.5-ft. Said removal in anticipation of shoulder repair referenced in (1) above.....
(3) Also to include re-installation of same guard (guide) rail as that listed in (2) above, following shoulder repairs.....
The Town of Sidney owns, operates and maintains Otego Rd, and Otego Rd. site addressed in this Project Worksheet.
The Town of Sidney owns, operates and maintains 56-miles of roadways.....

Project costs included with this Project Worksheet are developed as follows:
(1) Regrade shoulder of road for guide rail using item #4 crushed stone; contractual cost estimate for this work is $1,200.00.....
(2) Remove guide rail in anticipation of performance of work listed in (1) above. Cost estimate for this work utilizes FEMA cost code 3411 - Disassemble and remove guard rail and wood treated posts at $3.50 / lf.....
Refer to Cost Code Listing (Previously G.2) Range: State, Region, and National Codes Federal Emergency Management Agency Region: 2 State: NY.)....
Length of guide rail, this project: 187.5-lf x $3.50 / lf = $656.25.....
(3) Re-install guide rail following performance of work listed in (1) above. For estimated cost of this work, utilize FEMA cost code 3411, same code as utilized in (2) above:.....
Length of guide rail, this project: 187.5-lf x $3.50 / lf = $656.25.....
(4) Cost estimate this Project Worksheet: $1,200.00 + $656.25 + $656.25 = $2,512.50.....

Refer to contractor's price quote included with this Project Worksheet.....
Note: Contractor's price quote includes cost for installation heavy stone fill (rip-rap), 200-ft x 25-ft x 2-ft, on embankment immediately adjacent to roadway shoulder addressed in this Project Worksheet. This price quote also includes placement of geotextile fabric, 20-ft x 250-ft, on said embankment. Project Specialist has concluded, based on site visit, tat this embankment was not damaged by the storm event, and that, on this basis, cost estimates associated with the installation of the heavy stone fill and geotextile fabric are not eligible for FEMA reimbursement
317DR2HX-12 Finch Avenue PA-02-NY-4031-PW-01937 PA-02-NY-4031-State-0028(27)
In response to incident-period flooding and associated roadway and culvert damage, Finch Avenue at site with GPS coordinates as listed in the Damage Description, Applicant to undertake roadway and culvert repairs as listed below.....
(1) Replace culvert pipe, 12-GA, corrugated pipe, steel, 30-ft x 60-in, positioned obliquely beneath Finch Avenue at site referenced above. Also replace culvert pipe band, metal, 12-GA, 60-in.....
This work to include:.....
(2) Remove and dispose of roadway asphalt, overlying damaged culvert referenced in (1) above, said asphalt with approx. dimensions 35-ft x 15-ft x 4-in (6.5-cys). This work necessary for removal of damaged culvert underlying roadway at this site, and for installation of replacement culvert at this site.....
(3) Remove and replace roadway asphalt, overlying damaged culvert, 35-ft x 15-ft x 4-in (6.5-cys, corresponding to 13.4-tons). This work to include replacement of asphalt, (5-ft x 5-ft x 4-in), referenced in (2) of the Damage Description.....
(4) Replace subsurface gravel, underlying asphalt referenced in (3) above, and extending approx. 1.5-ft beyond said asphalt on both sides of roadway. Approx. dimensions of aggregate referenced here: 35-ft x 18-ft x 4-in (7.8-cys). This work to include replacement of aggregate (5-ft x 5-ft x 4-in, 0.3-cys), referenced in (3) of the Damage Description.....
(5) Replace concrete blocks, comprising portion of culvert head and tail walls, approx. dimensions 2-ft x 2-ft x 3-ft, 8-EA.....
(6) Replace roadway shoulder gravel, 10-ft x 2-ft x 2-in (0.1-cys).....
(7) Replace gravel positioned beneath, and serving as stabilization and support of, culvert referenced in (1) above, said gravel with approx. dimensions 30-ft x 5-ft x 4-in (1.9-cys).....

Refer to Hazard Mitigation Proposal included with this Project Worksheet.....
Yardage-to-tonnage conversion factor used in calculations included in this Project Worksheet is from Glover, Pocket Reference, Third Edition.....
Estimated project costs included on cover sheet are submitted by the Applicant. Based on comparative cost analysis compiled by Project Specialist, the Applicant's estimated costs appear to be reasonable. As part of this comparative cost analysis, Project Specialist includes 6.25% inflationary cost increase to asphalt pricing, based on date (10/13/11) of submitted pricing estimate for asphalt to be used in project work addressed here..
317DR2HY-12 Finch Avenue PA-02-NY-4031-PW-01940 PA-02-NY-4031-State-0027(26)
In response to incident-period flooding, detachment, and slumping of earthen material and embedded gabions, positioned adjacent to (1) unnamed stream, (2) Finch Avenue, and (3) culvert positioned obliquely beneath Finch Avenue, at site with GPS coordinates as listed in the Damage Description, Applicant to undertake repairs as follows:.....
(1) Repair embankment slump, to include reset/return embankment earthen fill to pre-disaster condition. Also to include contouring and shaping embankment fill to pre-disaster condition.....

(2) Remove and replace rock-filled gabion baskets, 20-EA, each 4-ft (height) x 2-ft (length) x 2-ft (width), comprising approx. 11.9-cys. Said rock-filled gabion baskets to be positioned at toe (base) of embankment referenced in (1) above, and also to be positioned immediately adjacent to, and parallel to the edge of the unnamed stream referenced here. These rock-filled gabion baskets to serve as protection against slumping of adjacent embankment into adjacent unnamed stream.....
Cost estimate for the work addressed here is as follows.

(1) Rebuild, reshape and reconfigure embankment earthen material, positioned immediately upslope of rock-filled gabion baskets referenced in (2) below.....
Cost estimate is based on FEMA/NY Cost Code 3020 CY FILL (Unclassified) $8.00 per cubic yard. Any fill material with no select qualities other than being compactable, in place including hauling, dumping, and spreading. Allow 5 mile one-way haul.....
Calculation of replacement fill cubic yardage, this site:
(a) Total estimated cubic yardage, slumped material addressed in this Project Workheet, including rock-filled gabion baskets: 80.0-cys.....
(b) Total estimated cubic yardage, rock-filled gabion baskets, embedded in/comprising component of slump volume referenced in (a) above: 11.9-cys.....
(c) Net cubic yardage, embankment fill less rock-filled gabion basket volume = 80.0-cys - 11.9-cys = 68.1-cys (estimate).....
(d) Cost estimate, return embankment (excluding portion of embankment composed of gabion baskets): $8.00 per cubic yard x 68.1-cys = $544.80.....

(2) Remove damaged rock-filled gabion baskets: FEMA/NY Cost Code 4102: Gabion Basket (Rock-filled) Removal: $ 5.00 per cubic yard. Cost estimate, remove damaged rock-filled gabion baskets: $5.00 per cubic yard x 11.9-cys (this project) = $59.50.....

(3) Replace rock-filled gabion baskets:
FEMA/NY Cost Code 4100: Install Rock And Wire Baskets (Gabions) at $120.00 per cubic yard. Wire mesh baskets filled with rocks. Usually 2-ft x 4-ft x 2-ft. Provides steep slope protection against washout.
Cost estimate, replace rock-filled gabion baskets: $120.00 / cy x 11.9-cys (this project) = $1,428.00.....

(4) Total cost estimate, work to be completed, this Project Worksheet: $544.80 + $59.50 + $1,428.00 = $2,032.30 (estimate).

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2039	1910	3949	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1075A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Sidney

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$23,149.89
Total Budget	$0.00	$23,149.89
Total Obligated	$0.00	$3,255.38
Total Funds Drawdown	$0.00	$3,255.38
Program Funds Drawdown	$0.00	$3,255.38
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,255.38
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2IP-12 PA-02-NY-4031-PW-00352 PA-02-NY-4031-State-0005(4)
In response to severe incident-period flooding of residences within the Village of Sidney during the incident period Sept. 7 through Sept. 11, 2011, the Town of Sidney was activated by the Delaware County Emergency Management Office to undertake emergency response measures within the Village of Sidney. This PW addresses force account labor and equipment costs incurred by the Town of Sidney while undertaking emergency debris removal work within the Village of Sidney, as requested by the Village under the auspices of the Delaware County Emergency Management Office.
Utilizing Force Account Labor and Equipment, the Town of Sidney removed approx. 1,976-cys of woody vegetative and mixed C & D debris from curbside, and from public property within the Village of Sidney. The Town of Sidney transported said debris to the Waste Recovery Enterprises LLC disposal site, 122 Valley View Road Bainbridge, NY 13733, and disposed of said debris at this site.
This Project Worksheet captures force labor and equipment costs billed to the Village of Sidney, by the Town of Sidney, for the incident-period force account debris removal services undertaken by the Town within the Village as captured above, under the auspices of the Delaware County Emergency Management Office emergency activation order. Town billing is reflected in Force Account Labor and Equipment Records, as compiled by the Town of Sidney. This Project Worksheet recognizes claims for Force Account overtime. This Project Worksheet does not recognize claims for Force Account regular time.
All costs associated with disposal of debris addressed here are, per the Village of Sidney, to be paid by Delaware County.
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other

subgrantee activities and are not included in any approved indirect cost rates.
Estimated cost per cubic yard for debris removal and disposal work addressed here: $13.67 / cy.
Estimate is arrived at as follows:
Assume average ½-hour drive time to debris loading/removal site, travel being from debris disposal site, dump trucks (5-EA) claimed here.
1A) Assume average 1-hour debris load time, dump trucks (5-EA) claimed here.
1B) Assume average ½-hour drive time from debris loading site, travel being to disposal site, dump trucks (5-EA) claimed here.
1C) Total estimated debris disposal round trip: ½-hour + 1-hour + ½-hour = 2-hours.
2A) Hours claimed for Dump Truck 36, 12-cy dump box: 68.5. Refer to contract (Town of Sidney) equipment records.
2B) Calculation of trips to/from disposal site by Dump Truck 36: (68.5-hours total load-haul time / 2-hours per individual load-haul trip) = 34.25-trips, round to 34-trips (estimate).
2C) 34-trips x 12-cys per trip = 408-cys debris hauled to disposal site (estimate).
3A) Hours claimed for Dump Truck 24, 12-cy dump box: 58.5. Refer to contract (Town of Sidney) equipment records.
3B) Calculation of trips to/from disposal site by Dump Truck 24: (58.5-hours total load-hul time / 2-hours per individual load-haul trip) = 29.25-trips, round to 29-trips (estimate).
3C) 29-trips x 12-cys per trip = 348-cys debris hauled to disposal site (estimate).
4A) Hours claimed for Dump Truck 33, 12-cy dump box: 60.5. Refer to contract (Town of Sidney) equipment records.
4B) Calculation of trips to/from disposal site by Dump Truck 33: (60.5-hours total load-haul time / 2-hours per individual load-haul trip) = 30.25-trips, round to 30-trips (estimate).
4C) 30-trips x 12-cys per trip = 360-cys debris hauled to disposal site (estimate).
5A) Hours claimed for Dump Truck 4, 10-cy dump box: 94.5. Refer to contract (Town of Sidney) equipment records.
5B) Calculation of trips to/from disposal site by Dump Truck 4: (94.5-hours total load-haul time / 2-hours per individual load-haul trip) = 47.25-trips, round to 47-trips (estimate).
5C) 47-trips x 10-cys per trip = 470-cys debris hauled to disposal site (estimate).
6A) Hours claimed for Dump Truck 3, 10-cy dump box: 78.5. Refer to contract (Town of Sidney) equipment records.
6B) Calculation of trips to/from disposal site by Dump Truck 3: (78.5-hours total load-haul time / 2-hours per individual load-haul trip) = 39.25-trips, round to 39-trips (estimate).
6C) 39-trips x 10-cys per trip = 390-cys debris hauled to disposal site (estimate).....
7) Total cubic yardage hauled to chipping site: 408-cys + 348-cys + 360-cys + 470-cys + 390-cys = 1,976-cys (estimate).
8) Estimated cost per cubic yard: $27,003.77 /1,976 = $13.67 / cy (estimate).
GPS coordinates on the Cover Sheet were recorded at the Village of Sidney Village Hall, 21 Liberty Street, Sidney, NY.
317DR2IQ-12 PA-02-NY-4031-PW-02189 PA-02-NY-4031-State-0032(31)
In response to severe flooding during the incident period Sept. 7 through Sept. 11, 2011, Applicant utilized force account and contractual services in the removal and disposal of approx. approx. 10,062.56-cys of mixed woody vegetative and C&D debris from roadways and adjacent rights-of-way, park grounds, and related Village grounds and facilities, village-wide, within the Village of Sidney, NY.....
Force account labor hours, work completed this Project Worksheet:.....
977.0, regular time; 0, eligible (emergency work).
93.5, overtime.
Force account equipment hours, work completed this Project Worksheet: 952.5.....
Equipment hours (work completed) have been verified and cross-checked with Labor hours by FEMA Project Specialist.....
Note: Applicant has not submitted the names of equipment operators for work addressed in this Project Worksheet. Because of this, Project Specialist is unable to cross-correlate/link force account labor hours to force account equipment hours.....
Project Specialist has verified that daily totals of force account labor hours meet or exceed daily totals of force account equipment hours.....

Mitigation not eligible. (Category A Project Worksheet.).....
What follows: derivation of dollar / cubic yard cost estimate for debris removal, this Project Worksheet.
Estimated cost per cubic yard associated with debris removal and disposal work addressed here: $6.48 / cy. This estimate is arrived at as follows:.....
(1)Force Account Debris Removal Work, September and October, 2011:.....
a) The Village of Sidney, utilizing force account services (captured in this Project Worksheet) removed eligible mixed woody vegetative and C&D debris from within the Village, and transported this debris to the Waste Recovery Enterprises landfill referenced in this Project Worksheet, where the Village then disposed of it. Also per Applicant, Delaware County assumed all disposal/landfill costs associated with disposal of this debris.
(b) Also per Applicant, the debris work referenced in (a) above resulted in the disposal of 2,367.37-tons of mixed

woody vegetative and C&D debris at the Waste Recovery landfill referenced here, by the Village of Sidney during September and October, 2011. This tonnage figure (2,367.37-tons) was provided by Delaware County to the Village of Sidney at the request of the FEMA Project Specialist preparing this Project Worksheet.....
(c) 2,367.37 tons of disposed debris, as submitted in (a) and (b) above, translates to 9,469.48-cys, mixed debris, per Public Assistance Debris Operations Job Aid, FEMA 9580.1, page 27, 1:4 tonnage-to-yardage conversion factor.
From this guidance, 2,367.37-tons x 4 = 9,469.48-cys.....
(2) Force Account Debris Removal Work, March and April, 2012:.....
(a) Per Applicant, the Village of Sidney incurred all disposal costs for eligible debris removed by the Village (from within the Village) during March and April, 2012, as captured in this Project Worksheet.....
(b) Based on disposal load slips submitted by Waste Recovery Enterprises to the Applicant, corresponding to disposal of debris by the Village during March and April, 2012 (said debris generated in response to Tropical Storm Lee, per Applicant), 8.77-tons of mixed debris was deposited by the Village at Waste Recovery in coordination with the March and April, 2012 debris removal work. This figure as arrived at by adding tonnages from submitted Waste Recovery Load Slips as follows:.....
1.09-tons + 1.13-tons + 5.53-tons + 0.94-tons + 0.08-tons = 8.77-tons.....
(c) 8.77-tons of disposed debris, as calculated in (b) above, translates to 35.08-cys, mixed debris, per Public Assistance Debris Operations Job Aid, FEMA 9580.1, page 27, 1:4 tonnage-to-yardage conversion factor. From this guideance, 8.77-tons x 4 = 35.08-cys.....
(3) Contract Debris Removal and Disposal Work, S & S Enterprises, on the behalf of the Village of Sidney:.....
(a) Based on invoicing submitted by S & S Enterprises for contract debris removal work undertaken on behalf of the Village of Sidney, in response to Tropical Storm Lee, this contractor removed and disposed of 65.5-tons of mix debris. (Refer to invoicing, 29-tons + 30.5-tons + 6-tons = 65.5-tons.).....
(b) 65.5-tons of disposed debris, as calculated in (a) above, translates to 262-cys, mixed debris, per Public Assistance Debris Operations Job Aid, FEMA 9580.1, page 27, 1:4 tonnage-to-yardage conversion factor. From this guidance, 65.5-tons x 4 = 262-cys.....
(4) Contract Debris Removal and Disposal Work, All Weather Enterprises, on the behalf of the Village of Sidney:
Project Specialist estimates that debris removal work undertaken by All Weather Enterprises resulted in removal and disposal from within the Village of Sidney (in response to Tropical Storm Lee, per Applicant), of 296-cys of eligible debris. This figure is calculated as follows.....
(a) Based on invoicing submitted by All Weather Enterprises, debris removal work involving All Weather Enterprise 8-cy dump trucks required 55.5 hours. This work included loading of dump trucks, transport of dump trucks to the Waste Recovery Enterprises landfill, unloading and disposal of debris from dump trucks at the landfill, and return of dump trucks to the Village of Sidney for additional debris loading (all in response to Tropical Storm Lee).....
(b) Assume 0.75-hour is required to load one 8-cy dump truck, 0.5-hour is required to transport and dispose of debris that was loaded into this dump truck, and 0.25-hour is required to this return dump truck to debris removal sites. On this basis, the total estimated time to remove, transport and dispose of debris associated with one 8-cy dump truck is as follows:
0.75-hour + 0.5-hour + 0.25-hour = 1.5-hour (per 8-cy load).....
(This estimate is based on a relatively short travel-time from loading site to disposal site. Based on the Applicant's submittals, and the close proximity of the Waste Recovery Enterprises landfill to the Village of Sidney, this assumption appears to be reasonable.).....
(c) From (a) above, All Weather Enterprises debris removal work included 55-5 hours directly involving dump truck loading, transport and disposal. (Refer to backup.)
From (b) above, an estimated 1.5-hours were required per dump truck load referenced in this section (4).
Based on the values in (b) and (c) above, 37-loads were handled by All Weather Enterprises dump trucks. This value (37-loads) is calculated as follows: 55.5-hours x (1-load /1.5-hours) = 37-loads per 8-cy dump truck.....
(d) [37-loads, from (c) above] x [8-cy / load] = 296-cys (estimate) of debris handled by All Weather Enterprises, for the Village of Sidney, in response to Tropical Storm Lee.....
5) Calculation of total estimated cubic yardage, mixed debris, removed, transported and disposed of, in response to DR-4031-NY, on behalf of the Village of Sidney:.....
From (1), (2), (3) and (4) above, 10,062.56-cys (estimate) of mixed debris were removed, transported and disposed of, in response to DR-4031-NY, on behalf of the Village of Sidney, as follows:.....
9,469.48-cys + 35.08-cys + 262-cys + 296-cys = 10,062.56-cys (estimate).....
6) Calculation of estimated cost / cubic yard, mixed debris, removed, transported and disposed of, in response to DR-4031-NY, on behalf of the Village of Sidney, excluding direct administrative costs, follows.....
(a) Total Project Costs, this Project Worksheet, excluding direct adminsitrative costs: $65,203.13.....
(b) Total estimated cubic yardage, removed, transported, disposed of, this Project Worksheet: 10,062.56.....
(c) Cost per cubic yard, remove, transport, dispose of mixed debris, this Project Worksheet:.....
$65,203.13 / 10,062.56-cys = $6.48 / cy

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2039	1910	3949	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1075B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of water lift stations

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Sidney

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,880.20
Total Budget	$0.00	$1,880.20
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2IR-12 Guilford Creek and Peckham Brook Exposed Water Mains PA-02-NY-4031-PW-01320 PA-02-NY-4031-State-0023(21)
In response to severe flooding during the incident period Sept. 7 through Sept. 11, 2011, Applicant utilized force account and contractual services, and materials in the completion of temporary repairs to two (2-EA) water mains at sites with GPS coordinates listed in the Damage Description. These temporary repairs were undertaken in anticipation of permanent repairs to be performed pending weather conditions that allow for these (permanent) repairs. Repairs are as follows:
Site 1, Guilford Creek at location with GPS coordinates listed in the Damage Description:
Secure potable ductile iron water main, (1-EA), 46-ft (approx. length) x 6-in (diameter) to adjacent bedrock, south side of Guilford Creek, utilizing cables, turnbuckles, rebar and concrete mix. Permanent repairs to this main are to be addressed in Project Worksheet 6733425
Site 2, Peckham Brook at location with GPS coordinates listed in the Damage Description.
Insert and seal replacement portion of water main, ductile iron tyton, at site of water main break, replacement pipe having dimensions 18-in (length) x 10-in (diameter). To include securing replacement pipe with couplings. Also to include covering replacement pipe with adjacent reclaimed materials, this work serving to stabilize replacement pipe, and also serving to insulate pipe, thereby reducing risk of freeze of water (potable) within said pipe. Applicant utilized contractual excavator services as part of this project
Force Account Labor regular time hours, projects addressed here: 51. (Ineligible, Category B Project Worksheet.)
Force Account Labor overtimetime hours, projects addressed here: 0.
Force Account Equipment hours, projects addressed here: 6.5
As referenced in Damage Description, permanent repairs to mains referenced above are to be addressed in Project Worksheets 6733425 (Guilford Creek main) and 6733426 (Peckham Brook main)

Mitigation ineligible. (Category B Project Worksheet.)
Applicant states that all equipment used as part of the work addressed in this Project Worksheet was positioned outside the stream channels referenced in this Project Worksheet
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
317DR2IS-12 Emergency Manual Operation of Lift Station Pumps PA-02-NY-4031-PW-02354 PA-02-NY-4031-State-0044(43)
In response to severe flooding during the incident period Sept. 7 through Sept. 11, 2011, and associated damage to automated pump activation equipment, the Applicant manually operated, on a daily basis, submersible pumps within the River Street (Industrial area) lift station at site with GPS coordinates 43.30782, -75.40646. This manual work was undertaken in order to maintain/control the transport of inflow waste water from the lift station to Applicant's WWTP.
Specifically, commencing on Sept. 19, 2011, and continuing to date of preparationof this Project Worksheet, the Applicant utilized one hour of force account regular-time labor, and one hour of force account equipment, per day, to activate one of 2 (2-EA) submersible pumps within the River Street (industrial area) lift station. Activation of these pumps ensured continued transport of lift station inflow waste waters to the Applicant's WWTP. As discussed in the Damage Description, this work was undertaken in response to damage to electrical conductors that are designed to activate the pumps referenced here. Due to the incident-period, flood-related damage to these conductors, automated activation of the pumps ceased, thereby necessitating manual pump activation as discussed above.
Applicant submittals included with this Project Worksheet indicate that the emergency work addressed in this Project Worksheet commenced on September 19, 2011. Based on the 180-day (6-month) eligibility period for emergency work, Project Specialist estimates the eligible time period for work addressed in this Project Worksheet ended after March 16, 2012. (The period September 19, 2011 through March 16, 2012 constitutes 180-days of emergency work. On this basis, all claims submitted to by the Applicant for emergency work performed at the River Street Lift Station after March 16 appear to be ineligible.).
Note 1: Applicant submittals include claims for emergency work through March 31, said emergency work being identical to the work addressed here. In addition, the Applicant intends to submit claims for emergency work identical to the work addressed here, for a time period extending beyond March 31, 2012. As stated in the Damage Description, the Applicant will likely apply for a 6-month extension to capture DR-4031-NY emergency work identical to that addressed here.
Note 2: Permanent repairs to the lift station damages referenced here are captured in Project Worksheet 6733418.
Force Account Labor regular time hours, work addressed this Project Worksheet: 180. (Ineligible, Category B Project Worksheet.).
Force Account Labor overtime hours, work addressed this Project Worksheet: 0.
Eligible Force Account Equipment hours, work addressed here: 180.
Refer to force account labor sheets submitted by the Applicant and included with this Project Worksheet.
Basis of force account equipment cost estimate, this Project Worksheet:
(1) Per Applicant, one (1-EA) WWTP pickup truck, corresponding to FEMA cost code 8802 at $20.00 / hour, was utilized as part of the emergency work addressed here.
(2) Also, per Applicant, 180-hours eligible force account equipment (1-hour per day, cost code 8802, $20.00 / hour) are claimed over the 180-day period addressed in this Project Worksheet. Also, 180-hours x $20.00 / hour = $3,600.00. This amount ($3,600.00) is included as the eligible portion of the claim submitted with this Project Worksheet.
Mitigation ineligible - (Category B Project Worksheet.)
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect co
317DR2IT-12 WWTP Reaeration Tanks - Biodegradation PA-02-NY-4031-PW-02387 PPA-02-NY-4031-State-0051(50)
In response to severe flooding during the incident period Sept. 7 through Sept. 11, 2011, and associated damage to automated pump activation equipment, the Applicant manually operated, on a daily basis, submersible pumps within the River Street (Industrial area) lift station at site with GPS coordinates 43.30782, -75.40646. This manual work was undertaken in order to maintain/control the transport of inflow waste water from the lift station to Applicant's WWTP.
The Applicant purchased 50-lbs of microrganisms, BioBug HC-08, and installed this agent in the Village of Sidney WWTP reaeration tanks (2-EA), 42.31328, -75.40215. (The Village owns, operates and maintains two WWTP reaeration tanks.) This work was undertaken to decompose/degrade excess contaminant hydrocarbons that had been transported by incident-period flood waters into the WWTP processing facilities. BioBug HC-08 microorganisms serve to biodegrade hydrocarbons, both under aerobic and anaerobic conditions. (Refer to backup.).....
The Applicant is not submitting force account labor or equipment claims with this Project Worksheet. Per Applicant, negligible force account work was required in association with this Project Worksheet.....

Refer to invoicing included with this Project Worksheet.....
The Applicant owns, operates and maintains the WWTP facilities addressed in this Project Worksheet

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2039	1910	3949	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1075C-12
Activity Title:	Road Reconstrution

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Sidney

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$13,664.74
Total Budget	$0.00	$13,664.74
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2IX-12 Adjacent to Pine Hill Road PA-02-NY-4031-PW-02353 PA-02-NY-4031-State-0044(43)
In response to incident-period damage to one (1-EA) culvert, and overlying fill and roadway at site with GPS coordinates referenced in the Damage Description, Applicant to utilize contractual or force account services in undertaking repairs as follows:.
(1) Remove remnants of compacted fill and gravel mix, 18-ft (length) x 12-ft (width) x 3-ft, comprising roadway overlying culvert to be replaced as described below. Store said fill/gravel on site pending repairs listed below.
(2) Remove remnants of compacted fill/gravel, approx. 18-ft (length) x 12-ft (width) x 6-ft (depth), overlying culvert to be replaced as described below. Store said fill/gravel on site pending repairs listed below.
(3) Remove guardrails, 2-EA, each approx. 48-ft in length, including guardrail supports, adjacent to damage roadway referenced above. Store said fill/gravel on site pending repairs listed below.
(4) Remove and replace one (1-EA) culvert, corrugated metal (CMP), 50-ft (length) x 6-ft (diameter).
(5) Remove and replace one (1-EA) metal end section, approx. length 8-ft.
(6) Replace compacted fill/gravel, approx. 18-ft x 12-ft x 9-ft (72-cys), comprising fill and roadway overlying culvert referenced in (4) above.
(7) Reset guardrails referenced in (3) above.
(8) Remove rip rap positioned adjacent to damaged culvert wingwalls, store rip rap on site, and reposition rip rap adjacent to culvert following removal of damaged culvert and installation of replacement culvert.
Price quote submitted with this Project Worksheet includes a cost of $2,300.00 for each of two flared end sections. However, the Applicant has determined that one (rather than two) flared culvert end section requires replacement. On this basis, price quote is reduced as follows:
Initial price quote, (includes cost of two flared end sections): $44,250.00.
Less cost on one flared end section: ($ 2,300.00).

Cost estimate, this Project Worksheet (excluding DAC): $41,950.00.
The roadway referenced here serves as means of transport to/from one Village of Sidney 2-MG potable water holding tank.
Per Applicant, the Village of Sidney owns, operates and maintains the culvert and roadway addressed in this Project Worksheet.
Pipe to be replaced, as addressed in this Project Worksheet, to be stored in Applicant's yard pending disposition of pipe.
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
317DR2IY-12 Six Roadway Sites, Village-Wide PA-02-NY-4031-PW-02390 PA-02-NY-4031-State-0051(50)
Applicant utilized force account services and materials to repair damaged roadways as listed below. Completed repairs included, per Applicant, pavement sawcutting, excavation at sites of subsidence, erosion and sinkhole development, installation of gravel, and compaction. Work to be completed, as listed later, addresses installation of binder and hot mix asphalt.....
Site , approx. located at 21 Bridge Street, 42.31718, -75.39189:...
Replace subsurface gravel, 5.5-ft x 5-ft x 1.5 (1.5-cys). To include sawcutting, excavation, and compaction.....
Site 2, Liberty Street Public Parking Lot, 42.31562, -75.39111:...
Replace subsurface gravel, comprising comprising three adjacent sites, two sites with dimensions 4-ft x 4-ft x 1.5-ft (0.89-cys, total of 1.78-cys), one site with dimensions 4-ft x 3-ft x 1.5-ft (0.67-cys). To include sawcutting, excavation, and compaction.....
Site 3, Pleasant Street, 42.31761, -75.39058, directly across Sidney Civic Center:...
Replace subsurface gravel, 8-ft x 8-ft x 2.5-ft (5.2-cys). To include sawcutting, excavation, and compaction.....
Site 4, Fire Department Parking Lot, 42.31277, -75.39951:...
Replace subsurface gravel comprising two adjacent sites, one site with dimensions 6-ft x 5-ft x 2.5-ft (2.8-cys), one site with dimensions 7-ft x 7.5-ft x 2.5-ft (4.9-cys). To include sawcutting, excavation, and compaction.....
Site 5, Parking Lot Adjacent to Elks Building, 42.31199, -75.40283:...
Replace suburface gravel comprising two adjacent sites, one site with dimensions 8-ft x 8-ft x 2.5-ft (5.9-cys), one site with dimensions 6-ft x 5-ft x 2.5-ft (3.3-cys). To include sawcutting, excavation, and compaction.....
Site 6a, Access Road (unpaved), 42.31447, -75.39941, connecting to Village Boat Ramp:...
Replace roadway cobbles and gravel, approx. 50-ft x 18-ft x 2-ft (66.7-cys, 94.5-tons), comprising access road to Village Susquehanna River Boat Ramp.....
Work to be Completed.....
Site 1, approx. located at 21 Bridge Street, 42.31718, -75.39189:...
(a) Replace asphaltic binder, 5.5-ft x 5-ft x 2-in (0.17-cys, 0.35-tons), immediately overlying gravel that was replaced as referenced under 'Scope of Work, Work Completed.'.....
(b) Replace hot mix asphalt, 5.5-ft x 5-ft x 4-in (0.34-cys, 0.70-tons), immediately overlying binder referenced in (a) above.....
Site 2, Liberty Street Public Parking Lot, 42.31562, -75.39111:...
(a) Replace asphaltic binder comprising portion of three adjacent sites, two sites with dimensions 4-ft x 4-ft x 2-in (0.1-cys, total of 0.2-cys, 0.41-tons), one site with dimensions 4-ft x 3-ft x 2-in (0.07-cys, 0.14-tons), immediately overlying gravel that was replaced as referenced under 'Scope of Work, Work Completed.'.....
(b) Replace hot mix asphalt comprising portion of three adjacent sites, two sites with dimensions 4-ft x 4-ft x 4-in (0.2-cys, total of 0.4-cys, .83-tons), one site with dimensions 4-ft x 3-ft x 4-in (0.15-cys, 0.31-tons), immediately overlying binder referenced in (a) above.....
Site 3, Pleasant Street, 42.31761, -75.39058, directly across Sidney Civic Center:...
(a) Replace asphaltic binder, 7-ft x 8-ft x 2-in (0.35-cys, .72-tons), immediately overlying gravel that was replaced as referenced under 'Scope of Work, Work Completed.'.....
(b) Replace hot mix asphalt, 7-ft x 8-ft x 4-in (0.69-cys, 1.43-tons); immediately overlying binder referenced in (a) above.....
Site 4, Fire Department Parking Lot, 42.31277, -75.39951:...
(a) Replace asphaltic binder comprising portion of two adjacent sites, one site with dimensions 6-ft x 5-ft x 2-in (0.2-cys, 0.41-tons), one site with dimensions 7-ft x 7.5-ft x 2-in (0.32-cys, 0.66-tons), immediately overlying gravel that was replaced as referenced under 'Scope of Work, Work Completed.'.....
(b) Replace hot mix asphalt comprising portion of two adjacent sites, one site with dimensions 6-ft x 5-ft x 4-in (0.37-cys, 0.77-tons), one site with dimensions 7-ft x 7.5-ft x 4-in (0.65-cys, 1.35-tons), immediately overlying binder referenced in (a) above.....
Site 5, Parking Lot Adjacent to Elks Building, 42.31199, -75.40283:...
(a) Replace asphaltic binder comprising portion of two adjacent sites, one site with dimensions 8-ft x 8-ft x 2-in (0.4-cys, .83-tons), one site with dimensions 6-ft x 5-ft x 2-in (0.22-cys, .46-tons), immediately overlying gravel that was replaced as referenced under 'Scope of Work, Work Completed.'.....
(b) Replace hot mix asphalt comprising portion of two adjacent sites, one site with dimensions 8-ft x 8-ft x 4-in (0.79-cys, 1.63-tons), one site with dimensions 6-ft x 5-ft x 4-in (0.44-cys, 0.91-tons), immediately overlying binder referenced in (a) above.....
Site 6b, Boat Ramp, 42.31466, -75.39904, adjacent to Access Road referenced in 6a above....

Reset cobbles and gravel comprising boat ramp surface, and having approx. dimensions 30-ft x 25-ft x 6-in (13.9-cys); said cobbles and gravel dislodged and dispersed onto adjacent grounds and roadway; thereby necessitating repositioning onto the boat ramp. Regrade boat ramp surface and align surface in conformity with adjacent access road

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2039	1910	3949	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1075F-12
Activity Title:	Public Sewer/Public Water

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Sidney

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$34,296.34
Total Budget	$0.00	$34,296.34
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2IU-12 Exposed Water Main and Damaged Culverts PA-02-NY-4031-PW-00737 PA-02-NY-4031-State-0012(11)
In response to severe flooding during the incident period Sept. 7 through Sept. 11, 2011, Applicant utilized force account and contractual services to replace two culverts, and to re-cover one exposed water main at site with GPS coordinates listed in the Damage Description.
Repairs are as follows:.....
(1) Remove and replace two corrugated culvert pipes, each 20-ft x 30-in (diameter). To include burial of culverts where positioned beneath water main referenced below.....
(2) Return site of exposed water main to pre-disaster condition, to include burial of water main, utilizing #3 stone, gravel and crushed stone as referenced below.....
(3) Install #3 stone, gravel and crushed stone fill (approx. 97.67-cys), said material supporting and surrounding the culverts and water main referenced above. Said installation to return stream surface and subsurface to pre-disaster design configuration. (Refer to photos included with this Project Worksheet.....
DIRECT ADMINISTRATIVE COST: The sub grantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub grantee activities and are not included in any approved indirect cost rates.....
Force Account Labor regular time hours, this project: 45.
Force Account Labor overtime hours, this project: 0.
Force Account Equipment hours, this project: 17.
No cost effective mitigation measures have been identified. All work is complete.....
Applicant states that all equipment used as part of the work addressed in this Project Worksheet was positioned

outside the stream channel referenced in this Project Worksheet
317DR2IV-12 Roadway Sinkhole, Damaged Storm Sewer Main PA-02-NY-4031-PW-01098 PA-02-NY-4031-State-0016(15)
Work Completed (All Work is Complete).....
Applicant utilized force account services and materials to repair roadway and underlying storm sewer main, West Main St., (located approximately at 37 West Main St., at site with GPS coordinates listed in the Damage Desctiption), as follows:.....
(1) Replace roadway asphalt, 14.5-ft x 7-ft x 4-in (1.25-cys) at site of sinkhole referenced above.....
(2) Replace roadway subsurface concrete binder/aggregate, 14.5-ft x 7-ft x 6-in (1.88-cys), underlying asphalt at site of sinkhole referenced above.....
(3) Replace crushed stone (gravel), 15-ft x 8-ft x 4-in (1.48-cys); underlying concrete binder/aggregate referenced above, also supporting storm sewer main referenced in (5) below.....
(4) Replace roadway base (fill), approx. 15-ft x 8-ft x 3-ft 10-in (17.0-cys) underlying concrete binder/aggregate above.....
(5) Replace storm sewer pipe, SDR 35 PVC, 6-ft 2-in x 6-in (diameter), to include pipe connectors (couplings), 2-EA, Fernco, clay-to-plastic. Said replacement pipe positioned approx. 4-ft beneath road surface.....
317DR2IW-12 Water Treatment Plant (WTP), Fresh Water Wells 1-46 and 2-88 PA-02-NY-4031-PW-02339 PA-02-NY-4031-State-0044(43)
Applicant utilized force contractual services in making repairs tTP, located adjacent to River Street, Village of Sidney, NY, as follows:
Site 1: Water Treatment Plant (WTP), GPS coordinates 42.31345, -75.40047:
(a) Remove & replace solenoid valve, ASCO 8210G035, 3/4-in, 120-V, 1-EA, comprising component of Ross valve assembly
(b) Remove & replace solenoid valve, ASCO 8210G026, 3/4-in, 120-V, 1-EA, comprising component of Ross valve assembly
(c) Remove & replace limit switch, micro-switch, OP-AR, single, 1-EA, comprising component of Ross valve assembly
(d) Remove & replace industrial relay, Allen Bradley 700N400A1, 1-EA
Applicant to utilize force account services and materials, and/or contractual services in undertaking repairs to WTP and water well facilities, located adjacent to River Street, Village of Sidney, NY, as follows
Site 1: Water Treatment Plant (WTP), GPS coordinates 42.31345, -75.40047:
(a) Remove & replace electrical receptacles, approx 6-EA
(b) Remove & replace electrical conductor (wiring), approx. 280-ft, 12-GA, stranded copper, black, connecting electrical panel box to outlets
Site 2: Well 1-46, GPS coordinates 43.31326, -75.40035:
(a) Remove & replace light fixtures, vapor-tight (approx. 3-EA)
(b) Remove & replace electrical conductor (wiring), approx. 40-ft
(c) Remove & replace electrical receptacles, approx 6-EA
Site 3, Well 2-88, GPS coordinates 42.31439, -75.39861:
(a) Remove & replace light fixtures, vapor-tight (approx. 2-EA)
(b) Remove & replace electrical conductor (wiring), approx. 20-ft
(c) Remove & replace electrical receptacles, approx 6-EA
(d) Remove & replace heater, 1-EA
(e) Remove & replace ventilator, 1-EA
(f) Remove & replace dehumidifier, 1-EA
Note: Estimated cost ($7,200.00) for work to be completed, Sites 2 and 3 above, is taken from Diekow Electric, Inc. price quote. Refer to backup included with this Project Worksheet
Applicant states that sites addressed in this Project Worksheet are not insurable
No mitigation opportunities have been identified. All work is complete
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates
317DR2IZ-12 Exposed Water Main PA-02-NY-4031-PW-00279 PA-02-NY-4031-State-0004(3)
In response to incident-period scour and erosion of a portion of one unnamed stream's outer overflow embankment and adjacent channel fill, and resultant exposure of a portion of one public potable water main, cast iron, 8-in diameter, Applicant to solicit contractual services as follows: Restore eroded embankment and channel fill to pre-disaster condition, to include re-covering/re-burying the water main referenced here, utilizing reclaimed fill.
The exposed portion of the water main referenced here is positioned obliquely across, and rests on channel floor, and extends into/under adjacent non-eroded channel embankment. Applicant's contractor to restore the eroded portion of embankment and channel fill, utilizing adjacent reclied fill, redistributed by the incident-period flooding. Restoration of the eroded embankment will serve to cover/bury the water main addressed here.
Length of water main exposure: approximately 36-ft. Eroded channel embankment dimensions: approximately 9-ft (length) x 16-ft (width, coincident with pipe eroded embankment exposure length) x 6-ft (depth), corresponding to 34-cys. Adjacent channel fill scour dimensions: approximately 20-ft (length, coincident with pipe channel

exposure length) x 3-ft (width) x 3-ft (depth), corresponding to 6.7-cys.
The site of work addressed here comprises a Village of Sidney water main right-of-way. The Village owns, operates and maintains the water tank and water main referenced in this Project Worksheet.
317DR2JA-12 Waste Water Treatment Plant (WWTP) Facilities PA-02-NY-4031-PW-02342 PA-02-NY-4031-State-0044(43)
Applicant purchased materials to undertake repairs to WWTP equipment & facilities, adjacent to River Street, Village of Sidney, NY, as follows:
Site 1: 42.31326, -75.40209, Cast iron pipe, 14-in diameter, 1-EA, serving to transport oxygen from aeration blowers located in Waste Water Treatment Plant (WWTP) Service Building to exterior sludge tanks
(a) Applicant purchased Readirope universal gasketing, 25-ft x 3/8-in, in anticipation of force account repairs to one subsurface connection joint, comprising component of this cast iron pipe. As referenced in damage description, said pipe serves to transport oxygen from aeration blowers located in WWTP Service Building to exterior sludge tanks
Site 2: 42.31337, -75.40219, Sludge Pump Station:
(a) Applicant purchased one (1-EA) pump, bareshaft, 4-in, cast iron housing with neoprene elastomers, Penn Valley model 4DDSX24CNU-MK1. Applicant removed damaged pump, and installed replacement pump. Applicant elected not to submit force account labor claim for pump removal/installation work
(b) Applicant purchased roofing materials listed below, in anticipation of force account roof repairs:
(1) 3-tab asphalt composite shingles, 6-ft 11-in x 14-ft 3-in (100-sf, 3-bundles at 3 bundles/SQ)
(2) Drip edge, 10-ft x 3-in
(3) Rolled flashing, 25-ft x 10-in
Applicant to utilize force account services and materials, and/or contractual services in undertaking repairs to WWTP equipment and facilities, located adjacent to River Street, Village of Sidney, NY, as follows.
Site 1, 42.31326, -75.40209, Cast iron pipe, 14-in diameter, 1-EA, serving to transport oxygen from aeration blowers located in WWTP to exterior sludge tanks:
Remove and replace one (1-EA) Readirope universal gasket, 25-ft x 3/8-in within subsurface joint, cast iron pipe, 14-in diameter.
Applicant to utilize force account services for this work.
Force Account Labor cost estimate for work in (1) above, as submitted by Applicant:
2-employees x 6 hours / employee x $32.06 / hour = $384.72. Refer to Applicant's submitted backup
Site 2, 42.31337, -75.40219, Sludge Pump Station:
(a) Remove and replace 3-tab asphalt composite shingles, Certainteed XT-25, A/R, 6-ft 11-in x 14-ft 3-in (approx. 98.6-sf), to include installation of purchased materials referenced under Work Completed, Item (2b)
(b) Remove and replace roofing drip edge, 10-ft x 3-in, to include installation of purchased materials referenced under Work Complete, tem (2b)
(c) Remove and replace roofing rolled flashing, 25-ft x 10-in, to include installation of purchased materials referenced under Work Completed, Item (2b)
Applicant to utilize force account services for the work listed under 2(a) through 2(c) above
Force Account Labor cost estimate for the work listed under 2(a) through 2(c) above, as submitted by Applicant:
1-employee x 8-hours / employee x $32.06 / hour = $256.48. Refer to Applicant's submitted backup
(d) Remove and replace electrical conductor (wiring), estimate of approx. 100-ft
(e) Remove and replace electrical switches and relays; approx. 6-EA
Applicant to solicit contractual services (Diekow Electric, Inc.) for the work listed under items 2(d) and 2(e) above.
Contractually submitted cost estimate for this work: $1,700.00. Refer to Applicant's submitted backup
Site 3: 42.31351, -75.40264, Sludge Return Pump Pit.
(a) Remove and replace heater, 1-EA, Chromalox Precision Heat and Control motor, 60-hz and electrical panel
(b) Remove and replace ventilator unit, 1-EA
(c) Remove and replace electrical conductor (wiring), approx. 100-ft (estimate)
(d) Remove and replace light fixtures, 3-EA (estimate)
(e) Remove and replace electrical switches, 3-EA (estimate).
Applicant to solicit contractual services (Diekow Electric, Inc.) for the work listed in (3) above. Contractually submitted cost estimate for this work: $6,400.00. Refer to Applicant's submitted backup
Applicant states that sites addressed in this Project Worksheet are not insurable.
No mitigation opportunities have been identified. All work is complete.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates
317DR2JB-12 Waste Water Treatment Dry Well Pumps, 3-EA PA-02-NY-4031-PW-02345 PA-02-NY-4031-State-0044(43)
Applicant solicited contractual repairs to Pumps 1 and 3, Fairbanks-Morse/Pentair Water/Emerson Electric Company, 30-hp, 1,180-rpm, 460-Volt, continuous duty in air, also submersible. Said pumps are housed within the waste water subsurface dry well pump pit (42.31302, -75.40168), approximately 32-ft below ground level.
Repair work is as follows:
Pump No. 1: Pull pump from site, rebuild at contractor's shop, reinstall on site. Invoiced cost for this work: $3,000.00 + $2,621.43 + (1/2 x $8,005.71) = $3,000.00 + $2,621.43 + $4,002.86 = $9,624.29

Pump No. 2: Pull pump from site, rebuild at contractor's shop, reinstall on site. Invoiced cost for this work: $5,621.43 + $4,002.85 = $9,624.29
Note: Contract Invoice 11187 includes parts costs for two pumps
Pump No. 3: Pull pump from site, rebuild at contractor's shop, reinstall on site. Cost estimate for this work: $10,528.00
No mitigation opportunities have been identified
Refer to invoicing and price quote included with this Project Worksheet.
Applicant states that sites addressed in this Project Worksheet are not insurable.
The subsurface dry well pump pit,site of pumps addressed here, is located adjacent to the Applicant's WWTP uninsured Service Building.
Per Applicant, the dry well pit pumps addressed in this Project Worksheet serve to pump waste water from adjacent wet wells, vertically up into the adjacent WWTP Service Building for initiation of purification processes.
Insurance note: The Applicant states the Dry Well pumps addressed here are not insurable. Also, DR-1650-NY flood damages to the adjacently-positioned WWTP Service Building were addressed and mitigated by FEMA. Subsequent to the DR-1650 flood event, the Applicant did not obtain flood insurance coverage for the WWTP Service Building.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
317DR2JC-12 River Street Lift Station PA-02-NY-4031-PW-02352 PA-02-NY-4031-State-0044(43)
The applicant utilized a Contract to have 1 pump rebuilt in April, 2012 for a cost of $1991.40. No other costs have been submitted for expenses incurred to date.
The applicant states that the second pump will be removed, rebuilt and reinstalled. Cost was estimated the same as the first pump, $1991.40. After the second pump is rebuilt and re-installed, the conductors that connect the level floats to the electrical panel will be replaced. The applicant has received a quote for $2,200.00 to replace the conductors to the pumps and the floats. Applicant states that at the current time they are operating the lift station pumps in a manual mode on a daily basis.
317DR2JD-12 Exposed/Damaged Water Main and Adjacent Stone Wall PA-02-NY-4031-PW-02473 PA-02-NY-4031-State-0054(53)
In response to the incident-period damage incurred as described in the Scope of Work, the Applicant is scheduling permanent repair work at the damage site during the dry (summer) season. Specific repairs follow:.....
(1) Site of water main stone fill scour:...
(1A) Replace light stone fill, approx. 36-ft x 23-ft (height) x 1.0-ft (diameter), corresponding to 30.7-cys (41.5-tons), fill to comprise inner layer, encasing one cast iron water main with T-configuration, approximate connecting lengths 36-ft and 23-ft...
(1B) Replace medium stone fill, approx. 36-ft x 23-ft (height) x 1.0-ft (length), corresponding to 30.7-cys (41.5-tons), fill to comprise middle layer encasing one cast iron water main in T-configuration; approximate connecting lengths 36-ft and 23-ft...
(1C) Replace rip rap, approx. 36-ft x 23-ft (height) x 1.0-ft (length), corresponding to 30.7-cys (41.5-tons), rip-rap to comprise outer layer encasing one cast iron water main in T-configuration; approximate connecting lengths 36-ft and 23-ft...
(2) Site of stone wall damage:....
(2A) Remove/reset component of stone retaining wall that was dislodged and destabilized by the incident-period flood event. Estimated dimensions of this component of stone wall 20-ft x 6-ft (120-sf) x 2.5-ft (11.1-cys)...
(2B) Replace component of stone retaining wall that was destroyed and washed away by the incident-period floodevent. Estimated dimensions of this component of stone wall: 25-ft x 6-ft (150-sf) x 2.5-ft (13.9-cys).
(2C) Replace earthen fill and gravel, comprising portion of embankment supporting adjacent stone wall referenced in (2A) and (2B)above. Approx. replacement dimensions: 9-ft x 17-ft x 5.5-ft (31.2-cys). Per Applicant, gravel component of eroded slump comprises approx. 70 percent of slump material.....
Applicant has elected not to undertake hazard mitigation work.....
Contract cost estimate listed under Project Costs was prepared by FEMA Project Specialist...
Refer to Contractor's price quotes, included with this Project Worksheet...
Refer to comparative cost estimates prepared by FEMA Project Specialist, included with this Project Worksheet.....
Yardage-to-tonnage conversion factor from Glover, Pocket Reference, third edition.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates....
317DR2JE-12 Exposed/Damaged Water Main PA-02-NY-4031-PW-02474 PA-02-NY-4031-State-0054(53)
In response to damages associated with severe flooding during the incident period Sept. 7 through Sept. 11, 2011, Applicant to repair one water main positioned on Guilford Creek water bottom at site with GPS coordinates 43.34078, -75.40734, as follows.....
(1) Remove one (1-EA) exposed and deformed ductile iron water main, 50-ft x 6-in (diameter), said pipe positioned within one water bottom trench obliquely crossing Guilford Creek...
(2) Install one (1-EA) replacement ductile iron water main, 50-ft x 6-in (diameter) within trench referenced in (1)

above...
(3) Replace light stone fill, approx. 50-ft x 1.0-ft (height) x 1.0-ft (length), corresponding to 1.9-cys, and serving to encase water main referenced in (1) above...
(4) Replace heavy stone fill, approx. 50-ft x 1.0-ft (height) x 1.0-ft (length), corresponding to 1.9-cys, and serving to encase water main and light stone fill referenced above...
(5) Install temporary by-pass water main, 75-ft (length) x 2-in (diameter), at site referened here, said line to be removed following completion of repairs listed above...
(6) To include by-pass pumping at the Guildford Creek work site referenced here, said pump equipment to be removed following completion of repairs listed above.....
Note: Applicant to complete repairs addressed above during period of time when water levels in Guilford Creek are relatively low. On this basis, by-pass pumping should have minimal impact on overall stream flow.....
Refer to HMP included with this Project Worksheet.....
Refer to Contractor's price quotes, included with this Project Worksheet.....
Refer to comparative cost estimates prepared by FEMA Project Specialist, included with this Project Worksheet.....
Applicant states damaged water main addressed here is to be disposed of, or salvaged, by the contractor that is performing the site work addressed here. Applicant will not seek salvage reimbursement for this main.....
317DR2JF-12 Exposed/Damaged Water Mai PA-02-NY-4031-PW-02478 PA-02-NY-4031-State-0053(52)
In response to damages associated with severe flooding during the incident period Sept. 7 through Sept. 11, 2011, Applicant to utilize contractual and force account services in the replacement of one (1-EA) potable water main at Peckham Brook site with GPS coordinates 42.33202, -75.41146. Specific replacement work is as follows:
(1) Remove one (1-EA) exposed and ruptured ductile iron water main, 242-ft x 10-in (diameter), said pipe currently overlying Peckham Brook stream bed.
(2) Excavate trench, approx. 242-ft (length) x 4-ft (depth) x 2-ft (width), directly beneath site of damaged water main referenced in (1) above. To include temporary on-site storage of excavated native stone fill, pending installation of replacement water main.
(3) Install one (1-EA) replacement ductile iron water main, 242-ft x 10-in (diameter) within trench referenced in (2) above.
(4) Reset/backfill native (natural) stone fill, said fill excavated as referenced in (2) above. Approx. fill dimensions 242-ft (length) x 4-ft (depth) x 2-ft (width), corresponding to 71.7-cys, less replacement pipe volume of 7.0-cys, net fill volume of 64.7-cys. This backfill to surround and stabilize replacement water main referenced in (3) above
Note 1: Depth (4-ft) of the trench referenced in (2) above to ensure replacement water main is positioned below frost line.
Note 2: The Applicant has submitted two alternative repair options with this Project Worksheet. Option 1 includes installation of the replacement main on the current Peckham Brook water bottom. Option 2, included in this Scope of Work, includes burial of the replacement water main beneath the current Peckham Brook water bottom. Option 2, preferred by the Applicant, is cost-effective. (The contract price quote for Option 2 is less than the quote for Option 1.) Project Costs, this Project Worksheet, reflect contractor's cost estimate for Option 2.
Mitigation is not included with this Project Worksheet because Option 2 essentially restores the site to pre-disaster condition. Also, as mentioned above, relative to Option 1, Option 2 is cost effective.
Because the Peckham Reservoir water level will be lowered by the Applicant, in anticipation of project work addressed here, the Scope of Work associated with this project excludes dewatering. (Peckham Reservoir is the primary source of water in Peckham Brook.).
The damaged water main addressed in this Project Worksheet is located in Chenango County, New York
Refer to Contractor's price quotes, included with this Project Worksheet.
Refer to comparative cost estimates prepared by FEMA Project Specialist, included with this Project Worksheet.
Based on comparative cost estimate, the contract price quote for Scope of Work Option 2 appears to be reasonable.
Applicant states damaged water main addressed here is to be disposed of, or salvaged, by the contractor that is performing the site work addressed here. Applicant will not seek salvage reimbursement for this main.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2039	1910	3949	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1143A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Tompkins

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,393.68
Total Budget	$0.00	$4,393.68
Total Obligated	$0.00	$4,393.68
Total Funds Drawdown	$0.00	$4,393.68
Program Funds Drawdown	$0.00	$4,393.68
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$4,393.68
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AL-12 PA-02-NY-4020-PW-03247(0) PA-02-NY-4020-State-0026(25)
The Applicant utilized force account labor and equipment in the removal and disposal of approximately 626.1-cys (estimate) of woody vegetative debris, deposited on Town roadways and adjacent rights-of-way during the incident period August 26 through September 5, 2011.....
Per Applicant, all debris addressed in this Project Worksheet was cut up and chipped on site. Chips were then dispersed on adjacent roadway embankments for natural decomposition.....
Per Applicant, all work addressed here was undertaken on non-FHWA roadways, owned, operated and maintained by the Town of Tompkins.....

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	410	633	1043	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1143C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Tompkins

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$14,546.21
Total Budget	$0.00	$14,546.21
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2IA-12 Readburn Road PA-02-NY-4020-PW-03258 PA-02-NY-4020-State-0038(39)
The Applicant utilized force account labor, equipment and materials to undertake repairs at Readburn Rd. at site with GPS coordinates listed in the Damage Description as follows:
(1) Replace roadway and roadway shoulder crushed gravel, 5-ft x 15-ft x 0.5-ft (13.9-cys). Grade and shape roadway and shoulder to pre-disaster condition, in alignment with adjacent roadway and shoulder.....
(2) Remove mixed stone and woody vegetative debris from within one 24-in dual-wall smooth interior storm water drain pipe positioned within ditching, parallel to, and adjacent to Readburn Rd. at the damage site referenced above. Also remove mixed stone and woody vegetative debris from ditching immediately upslope from drain pipe referenced above. Total of all debris addressed here: approx. 25-cys.....
Applicant chipped, on site, all woody vegetative debris addressed here and dispersed resulting chips on roadside embankment for natural decomposition. Applicant utilized depositional crushed stone as reclaimed materials.....
Readburn Rd. is a non-FHWA roadway, and is owned, operated and maintained by the Town of Tompkins.....
Force account regular time hours, road repairs: 17.0. Force account overtime hours, road repairs: 0.0. Force account equipment hours, road repairs: 12.0.....
Force account regular time hours, debris work: 0.0. Force account overtime hours, debris work: 3.0. Force account equipment hours, debris work: 48.0....
No cost effective mitigation measures have been identified. All work is complete.....
Debris removal cost, on a dollar per cubic yard basis, for debris addressed this Project Worksheet, is estimated as follows:....
(1) Claimed cost to remove and dispose of debris this Project Worksheet: $82.29 (Force Account Overtime) + $558.00 (Force Account Equipment) = $640.29.....
(2) Estimated cubic yardage, addressed this Project Worksheet: 25.....

(3) Debris removal cost per cubic yard, this Project Worksheet = $640.29 / 25-cys = $26.61 / cubic yard (estimate).....

Note: Road repair and debris work addressed in this Project Worksheet were undertaken generally simultaneously at the work site, per Applicant. In order to delineate between the road repair and debris work addressed here, force account labor and equipment hours have been separated into "Category C" and Category A" labor and equipment sheets. (Refer to backup documentation.).....
Adjustments to force account labor and equipment hours, as submitted by the Applicant, have been reviewed and approved by the Applicant. These adjustments account for employee exempt status, and correct for data inconsistencies. (Refer to backup.)
317DR2IB-12 Hathaway Pond and Franskevicz Roads PA-02-NY-4031-PW-01027 PA-02-NY-4031-State-0017(16)
The Applicant utilized force account labor and equipment in undertaking repairs to Hathaway Pond and Franskevicz Roads, as follows:.....
Hathaway Pond Rd. (aka Kingswood) Rd, between endpoint locations with GPS coordinates as listed in the Damage Description:.....
Remove sediment and gravel infill from ditching positioned parallel to, and adjacent to Hathaway Pond Rd., said ditching having approx. dimensions 1,400 (length) x 5-ft (width) x 2.5-ft (depth). Utilisaid gravel and ditching sediments as reclaimed materials in the completion of ditch repairs referenced here. Reshape and reconfigure ditching to pre-disaster condition.....
Franskevicz Road, between endpoint locations with GPS coordinates as listed in the Damage Description:.....
Remove sediment and gravel infill from ditching positioned parallel to, and adjacent to Franskevicz Rd., said ditching having approx. minimum dimensions 800-ft (length) x 5-ft (width) x 2.5-ft (depth). Utilize said gravel and ditching sediments as reclaimed materials in the completion of ditch repairs referenced here. Reshape and reconfigure ditching to pre-disaster condition.....
Force account regular time hours: 48.0. Force account overtime hours: 0.0. Force account equipment hours: 46.0.
317DR2IC-12 Latourette Rd. PA-02-NY-4031-PW-01077 PA-02-NY-4031-State-0017(16)
The Applicant utilized force account labor, equipment and materials in undertaking reparis on Latourette Rd. at site with GPS coordinates listed in the Damage Description. Repairs follow.....
(a) Remove roadway gravel and ditching sediments from within one (1-EA) 18-in culvert pipe positioned adjacent to, and parallel to Latourette Rd. Utilize said gravel and ditching sediments as reclaimed materials in the completion of damage repairs included below.....
(b) Remove sediment and gravel infill from ditching positioned parallel to, and adjacent to Latourette Rd. Utilize said gravel and ditching sediments as reclaimed materials in the completion of ditch and roadway repairs included here and below. Re-shape and re-configure ditch to pre-disaster condition.....
(c) Replace roadway surface and subsurface gravel on/within damaged portion of roadway, said roadway having approx. dimensions 220-ft (length) x 3.5-ft (width) x 1-ft (depth), comprising 28.5-cys. Regrade, compact and reconfigure roadway to pre-disaster condition, in conformity with adjacent undamaged roadway.....
(d) Replace roadway shoulder gravel on/within damaged portion of Latourette Rd. shoulder, said shoulder having dimensions 220-ft x 2.5-ft x 6-in (10.2-cys). Regrade, compact and reconfigure said shoulder to pre-disaster condition, in conformity with adjacent undamaged roadway shoulder.....
Latourette Rd., a non-FHWA roadway, is owned, operated and maintained by the Town of Tompkins.....
Force account regular time hours: 16.0. Force account overtime hours: 0.0. Force account equipment hours: 19.0.....
Materials addressed in this Project Worksheet, from the Applicant-owned, -operated, and -maintained quarry site, were transported to the Latourette Rd. worksite addressed in this Project Worksheet, utilizing force account services. Material charges submitted by the Applicant represent the Applicant's assessment of costs to acquire and transport these materials to the Latourette Rd. work site included in this Project Worksheet. The Applicant's costing for these materials ($13.00 /cy) appears reasonable. Refer to backup documentation
317DR2ID-12 Adjacent to Dryden Road PA-02-NY-4031-PW-01094 PA-02-NY-4031-State-0017(16)
The Applicant utilized force account labor, equipment and materials in undertaking repairs to Dyden Rd shoulder and embankment as listed below.
(1) Reset, reposition, restabilize embankment saking stone, 60-ft (length) x 8-ft (width) x 7-ft height, comprising 124.4-cys, adjacent to Dryden Rd. shoulder and roadway at site with GPS coordinates listed in the Damage Description.....
(2) Replace Dryden Rd. shoulder gravel, 60-ft x 12-ft x 6-in (13.3-cys), immediately adjacent to embankment referenced in (1) above.....
Force account regular time hours: 12.0. Force account overtime hours: 0.0. Force account equipment hours: 16.0.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
No cost effective mitigation measures have been identified. All work is complete.....
Materials addressed in this Project Worksheet, from the Applicant-owned, -operated, and -maintained quarry site, were transported to the Dryden Rd. worksite addressed in this Project Worksheet, utilizing force account services. Material charges submitted by the Applicant represent the Applicant's assessment of costs to acquire and

transport these materials to the Dryden Rd. work site addressed in this Project Worksheet. The Applicant's costing for these materials ($13.00 /cy) appears reasonable. Refer to backup documentation.....
Employee benefit values included in this Project Worksheet are as submitted by the Applicant. Refer to backup documentation.
317DR2IE-12 Roods Creek Road PA-02-NY-4031-PW-01096 PA-02-NY-4031-State-0017(16)
The Applicant utilized force account labor, equipment and materials in undertaking reparis on Roods Creek Rd. at site with GPS coordinates listed in the Damage Description. Repairs follow.....
Roadway, shoulder and ditching, Section 1.....
(a) Remove sediment and gravel infill from ditching positioned parallel to, and adjacent to Roods Creek Rd., Section 1, and having approx. dimensions 1,300 (length) x 5-ft (width) x 2.5-ft (depth). Utilize said gravel and ditching sediments as reclaimed materials in the completion of ditch and roadway repairs included here and below. Reshape and reconfigure ditch to pre-disaster condition.....
(b) Replace roadway surface and subsurface gravel on/within damaged portion of Roods Creek Rd., Section 1, said damaged roadway having approx. dimensions 1,300-ft (length) x 3-ft (width) x 3-in (depth), comprising 36.1-cys. Regrade, compact and reconfigure roadway to pre-disaster condition, in conformity with adjacent undamaged roadway.....
(c) Replace roadway shoulder gravel on/within damaged portion of Roods Creek Rd. shoulder, Section 1, said damaged shoulder having dimensions 1,300-ft x 2-ft x 3-in (24.1-cys). Regrade, compact and reconfigure said shoulder to pre-disaster condition, in conformity with adjacent undamaged roadway shoulder.....
Roadway, shoulder and ditching, Section 2.....
(d) Ditching, parallel to, and immediately adjacent to roadway, said ditching having approx. dimensions 1,400 (length) x 5-ft (width) x 2.5-ft (depth); infilled with embankment sediments during incident-period flooding, thereby necessitating removal and re-positioning of said sediment oto adjacent embankment as reclaimed materials.....
(e) Roadway surface and subsurface, immediately adjacent to ditching referenced in (d) above, composed of gravel, and having approx. dimensions 1,400-ft (length) x 3-ft (width) x 3-in (depth); scoured, rutted and eroded by incident-period flood waters.....
(f) Roadway shoulder, immediately adjacent to roadway referenced in (e) above, composed of gravel, and having approx. dimensions 1,400-ft x 2-ft x 3-in; scoured, rutted and eroded by incident-period flood waters.....
Roods Creek Rd., a non-FHWA roadway, is owned, operated and maintained by the Town of Tompkins.....
Force account regular time hours: 62.0. Force account overtime hours: 0.0. Force account equipment hours: 51.0.....
Materials addressed in this Project Worksheet, from the Applicant-owned, -operated, and -maintained quarry site, were transported to the Roods Creek Rd. worksite addressed in this Project Worksheet, utilizing force account services. Material charges submitted by the Applicant represent the Applicant's assessment of costs to acquire and transport these materials to the Roods Creek Rd. work site included in this Project Worksheet. The Applicant's costing for these materials ($13.00 /cy) appears reasonable
317DR2IF-12 Readburn Road PA-02-NY-4031-PW-01126 PA-02-NY-4031-State-0017(16)
The Applicant utilized force account labor, equipment and materials in making repairs to ditching and shoulder on/adjacent to Readburn Rd., between sites having approximate endpoint GPS coordinates 42.09183, -75.19150, and 42.06944, -75.20221, respectively. Specific repair descriptions and dimensions follow.
Location 1: Remove gravel and sediments from ditching, said ditching having approx. dimensions 1,800-ft x 5-ft x 2.5 (depth). Utilize removed gravel as reclaimed material on adjacent shoulder repairs. Utilize sediments as adjacent roadway embankment support. Approx. total of gravel (both reclaimed and replacement) at this location: 1,800-ft x 3-ft x 2-in (33.3-cys). Regrade and reshape roadway and shoulder addressed here in conformity with adjacent undamaged roadway and shoulder.
Location 2: Remove gravel and sediments from ditching, said ditching having approx. dimensions 1,750-ft x 5-ft x 2.5 (depth). Utilize removed gravel as reclaimed material on adjacent roadway shoulder repairs. Utilize sediments as roadway embankment support. Approx. total of gravel (both reclaimed and replacement) at this location: 1,750-ft x 3-ft x 2-in (32.4-cys). Regrade and reshape roadway and shoulder addressed here in conformity with adjacent undamaged roadway and shoulder.
Location 3: Remove gravel and sediments from ditching, said ditching having approx. dimensions 1,700-ft x 5-ft x 2.5 (depth). Utilize removed gravel as reclaimed material on adjacent shoulder repairs. Utilize sediments as adjacent roadway embankment support. Approx. total of gravel (both reclaimed and replacement) at this location: 1,700-ft x 3-ft x 2-in (31.5-cys). Regrade and reshape roadway and shoulder addressed here in conformity with adjacent undamaged roadway and shoulder.
Location 4: Remove gravel and sediments from ditching, said ditching having approx. dimensions 1,870-ft x 5-ft x 2.5 (depth). Utilize removed gravel as reclaimed material on adjacent shoulder repairs. Utilize sedimntsas adjacent roadway embankment support. Approx. total of gravel (both reclaimed and replacement) at this location: 1,870-ft x 3-ft x 2-in (34.6-cys). Regrade and reshape roadway and shoulder addressed here in conformity with adjacent undamaged roadway and shoulder.
Location 5: Remove gravel and sediments from ditching, said ditching having approx. dimensions 1,650-ft x 5-ft x 2.5 (depth). Utilize removed gravel as reclaimed material on adjacent shoulder repairs. Utilize sediments as adjacent roadway embankment support. Approx. total of gravel (both reclaimed and replacement) at this location: 1,650-ft x 3-ft x 2-in (30.6-cys). Regrade and reshape roadway and shoulder addressed here in conformity with adjacent undamaged roadway and shoulder.
Readburn Rd, a non-FHWA roadway, is owned, operated and maintained by the Town of Tompkins.

Force account regular time hours, 136.0. Force account overtime hours: 0.0. Force account equipment hours: 126.0.
No cost effective mitigation measures have been identified. All work is complete.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
Employee benefit values included in this Project Worksheet are as submitted by the Applicant.
317DR2IG-12 Chase Brook Rd PA-02-NY-4031-PW-01128 PA-02-NY-4031-State-0017(16)
The Applicant utilized force account labor, equipment and materials in making repairs to incident-period roadway and shoulder scour and erosion, Chase Brook Rd., between sites having approximate endpoint GPS coordinates as listed in the Damage Description. Specific repair descriptions and dimensions follow.
(a) Replace roadway surface and subsurface gravel on/within damaged portion of roadway, said roadway having approx. dimensions 1,500-ft (length) x 15-ft (width) x 2-in (depth), comprising 166.7-cys. Regrade, compact and reconfigure roadway to pre-disaster condition, in conformity with adjacent undamaged roadway.
(b) Replace roadway shoulder gravel on/within damaged portion of Chase Brook Rd. shoulder, said shoulder having approx. dimensions 500-ft x 3-ft (avg.) x 2-in. Regrade, compact and reconfigure said shoulder to pre-disaster condition, in conformity with adjacent undamaged roadway shoulder.
Chase Brook Rd., a non-FHWA roadway (rural, minor collector), is owned, operated and maintained by the Town of Tompkins.
Force account regular time hours: 32.0. Force account overtime hours: 0.0. Force account equipment hours: 29.0.
No cost effective mitigation measures have been identified. All work is complete.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
Employee benefit valus included in this Project Worksheet are as submitted by the Applicant.
317DR2IH-12 Rock Rift Road PA-02-NY-4031-PW-01796 PA-02-NY-4031-State-0024(23)
Applicant to utilize force account labor, equipment and materials in making repairs to incident-period roadway shoulder and embankment washout, Rock Rift Rd., at site with GPS coordinates as listed in the Damage Description. Specific repair description and dimensions follow.....
(1) Replace roadway shoulder and adjacent embankment, composed of earthen fill, having approx. dimensions 50-ft (length) x 3-ft (width) x 7-ft (depth), corresponding to 38.9-cys.....
(2) Replace shoulder gravel, 50-ft x 3-ft x 3-in (1.4-cys).
To include grading repaired shoulder in conformity with adjacent roadway.....
Rock Rift road, non-FHWA roadway (rural, minor collector), is owned, operated and maintained by the Town of Tompkins.....
Refer to Scope of Work Continuation Sheet for development of cost estimate for work addressed here. This cost estimate is based, in part, on Applicant's verbal force account submittals.....
No cost-effective migitation measures have been identified with the work addressed in this Project Worksheet.....
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
Development of cost estimate for work to be completed follows.
> Force Account Labor, calculation of estimated cost, work to be completed:.....
(1) (4-employees x 2-days / employee) x (8 hours / day) x ($15.50* / hour) = $992.00.....
(2) Force Account Labor benefit calculation at 87.36%; $15.50 x .8736 = $13.54 /hour.....
Force Account Labor benefit claim: (4-employees x 2-days / employee) x (8 hours / day) x ($13.54** / hour) = $866.56.....
> Force Account Equipment, calculation of estimated cost, work to be completed:.....
(1) Trailers, two EA, FEMA Cost Code 8600, $10.25 / hour. Haul excavator, backhoe, compactor, 3-round trips (each 44-miles) x 2.0-hour / round trip x $10.25 / hour = $61.50.....
(2) Excavator, FEMA Cost Code 8282, $65.00 / hour x 7 hours / day x 2 days = $910.00.....
(3) Backhoe, FEMA Cost Code 8572, $33.00 / hour x 7 hours / day x 2 days = $462.00.....
(4) Dump Truck, 1-EA, FEMA Cost Code 8722, $60.00 / hour x 7 hours / day x 2 days = $840.00.....
(5) Compactor, 1-EA, FEMA Cost Code 8222, $25.00 / hour x 2-hours / day x 2-days = $100.00.....
(6) Pick up Truck, 1-EA, FEMA Cost Code 8802, $20.00 / hour x 2 hours / day x 2 days = $80.00.....
> Materials, calculation of estimated cost, work to be completed:.....
(1) Earthen fill, $3.50 / cy (FEMA/NY Cost Code 3030, Local Borrow, Material Only) x 38.9-cys = $136.15.....
The above referenced yardage (38.9) is based on the following: Site damage dimensions, 50-ft (length) x 3-ft (width) x 7-ft (depth), corresponds to 38.9-cys.....
(2) Crushed stone (gravel), 50-ft (length) x 3-ft (width) x 3-in (depth), corresponding to 1.4-cys at $13.00 / cy** = $18.20.....
Total Cost Estimae, this Project Worksheet: $ 4,466.41.....
*$15.50 / hour is the average hourly rate of Tompkins Highway Dept. field personnel.....

87.36% = Applicant fringe benefit rate.....
**Crushed stone, referenced above is crushed at Town-owned quarry, hauled by Town force acct. labor using Town force acct. equipment, per Applicant.....
Gravel cost estimate ($13.00 / cy) is as submitted by Applicant.).....
Note: Applicant prefers to mitigate this project by installing large stacking stone, rather than earthen fill, onto the damaged embankment referenced above. The cost estimate for any mitigation work involving large stacking stone is as follows:.....
> Force Account Labor: unchanged from that required to repair to pre-disaster condition.....
> Force Account Equipment: unchanged from that required to repair to pre-disaster condition.....
> Materials: stacking stone, ($25.20 / ton) x 52.5-tons = $ 1,323.00.....
Source of material cost estimate ($25.20 / ton) above (including delivery): Delaware County Dept. of Public Works 2011 Bid Book.....
The above referenced tonnage (52.5-tons) is based on the following:
(a) Site damage dimensions: 50-ft (length) x 3-ft (width) x 7-ft (depth), corresponds to 38.9-cys.....
(b) Convert this yardage to tonnage: (38.9-cys x 2,700-lb / cy) x (1-ton / 2,000-lb) = 52.5-tons.....
(c) 52.5-tons x $25.50 / ton = $1,323.00.....
(d) Refer to Glover, Pocket Reference, for yardage-to-tonnage conversion factor used above.....
Ratio, (cost of large stacking stone / cost of earthen fill) = ($1,323.00 - $136.15) / $136.15 = ($1,186.85 / $136.15) = 8.7172 which corresponds to 871.72%. On this basis, mitigation, as applied to this project, is not cost effective.....
Employee benefit values included in this Project Worksheet are as submitted by the Applicant
317DR2II-12 Readburn Road PA-02-NY-4031-PW-01810 PA-02-NY-4031-State-0024(23)
Applicant to utilize force account labor, equipment and materials, and contractual services in making repairs to incident-period roadway shoulder and embankment washout, Readburn Rd., at site with GPS coordinates as listed in the Damage Description. Specific repair description and dimensions follow.....
(1) Replace roadway shoulder and adjacent embankment, composed of earthen fill, having approx. dimensions 30-ft (length) x 5-ft (width) x 35-ft (depth), corresponding to 194.4-cys.....
(2) Replace shoulder gravel, 30-ft x 3-ft x 3-in (0.83-cys).
To include grading repaired shoulder in conformity with adjacent roadway.....
Per the Applicant, the vertical height (35-ft) of the damage site exceeds the capabilities of the Applicant's excavating equipment. On this basis, per Applicant, this work to include the services of one contractual excavator and excavator operator.....
Readburn Road, a non-FHWA roadway (rural, minor collector), is owned, operated and maintained by the Town of Tompkins.....
Refer to HMP included with this Project Worksheet.....
Development of cost estimate for work addressed here follows. This cost estimate is based, in part, on Applicant's verbal force account submittals.....
> Force Account Labor, calculation of estimated cost, work to be completed:.....
(1) (4-employees x 3-days / employee) x (8 hours / day) x ($15.50* / hour) = $ 1,488.00..... (2) Force Account Labor benefit rate of 87.36%** yields $13.54 / hourly benefit rate, as follows:: $15.50 x .8736 = $13.54 / hour.....
Force Account Labor benefit claim:(4-employees x 3-days / employee) x (8 hours / day) x ($13.54** / hour) = $ 1,299.84.....
> Force Account Equipment, calculation of estimated cost, work to be completed: (1) Trailers, two EA, FEMA Cost Code 8600, $10.25 / hour. Haul excavator, backhoe, compactor,
3-round trips (each 44-miles) x 2.0-hour / round trip x $10.25 / hour = $61.50.....
(2) Backhoe, FEMA Cost Code 8572, $33.00 / hour x 7 hours / day x 3 days = $693.00.....
(3) Dump truck, 2-EA, FEMA Cost Code 8722, $60.00 / hour x 8 hours / day x 4.1 days = $3,936.00. Dump truck usage calculation as follows:.....
(a) Travel distance from fill acquisition site to Readburn Rd. repair site: 61 miles.....
(b) 61 miles / 40-mph (avg. speed, includes Readburn Rd. rugged terrain) = 1.525 hours, or 3.05 hours, round trip. Include 1 hour, loading and unloading. On this basis, 4.05 hours (estimate) are required for round trip dump truck fill haul, including load/unload.....
(c) Calculate number of required dump trips: 194.4 cys / 12-cys per load = 16.2 loads.....
(d) 16.2 trips x 4.05 hours / trip = 65.61 hours. 65.61 hrs / 8 hrs per day = 8.2 days.....
(e) Utilize 2 dump trucks at 4.1 days x 8 hours / day x $60.00 / hour = $ 3,936.00.....
(4) Compactor, 1-EA, FEMA Cost Code 8222, $25.00 / hour x 2-hours / day x 3-days = $ 150.00.....
(5) Pick up Truck, 1-EA, FEMA Cost Code 8802, $20.00 / hour x 2 hours / day x 3 days = $ 120.00.....
> Materials, calculation of estimated cost, work to be completed:.....
(1) Earthen fill, $3.50 / cy (FEMA/NY Cost Code 3030, Local Borrow, Material Only) x 194.4-cys = $680.40.....
The above referenced yardage (194.4 is based on the following:.....
Site damage dimensions, 30-ft (length) x 5-ft (width) x 35-ft (depth), corresponds to 194.4-cys.....
(2) Crushed stone (gravel), 30-ft (length) x 3-ft (width) x 3-in (depth), corresponding to 0.8-cys at $13.00 / cy*** = $ 10.40.....
> Subtotal 1, Force Account and Materials (estimate): $8,439.14.....
> Contractual Services of Excavator/Excavator Operator:
Verbal Quote from Mr. Ron VanValkenburg, Town of Tompkins Highway Dept. Superintendent, (607.865.4979):.....

(1) Combined excavator/excavator operator cost estimate: $175.00 / hour x 8 hours / day x 3 days = $4,200.00.....
(2) Mobilize/Demoblize, excavator/excavator operator estimate: $175.00 x 2 hours = $350.00.....
Subtotal 2, Contractual Services: $4,550.00.....
Total Cost Estimate, this Project Worksheet, exclusive of DAC estimate: $ 12,989.14.....
*$15.50 / hour is the average hourly rate of Tompkins Highway Dept. field personnel.....
**Applicant fringe benefit rate.....
***Crushed stone referenced above is crushed at Town-owned quarry, hauled by Town force acct. labor using Town force acct. equipment, per Applicant. Gravel cost estimate ($13.00 / cy) is as submitted by Applicant.....
Note: Applicant prefers to mitigate this project by installing large stacking stone, rather than earthen fill, at the base (toe) of the slumped embankment referenced above.....
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
Employee benefit values included in this Project Worksheet are as submitted by the Applicant.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	410	633	1043	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1191A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Walton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,019.01
Total Budget	$0.00	$7,019.01
Total Obligated	$0.00	$7,019.01
Total Funds Drawdown	$0.00	$7,019.01
Program Funds Drawdown	$0.00	$7,019.01
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$7,019.01
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Location Description:

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2554	3018	5572	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1191B-12
Activity Title:	Emergency Actions

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Walton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,195.50
Total Budget	$0.00	$1,195.50
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2IJ-12 Beers Brook at South River Road PA-02-NY-4031-PW-00186 PA-02-NY-4031-State-0004(3)
The applicant utilized $1,110 of contractor labor to return the brook downstream of the culvert to its pre disaster condition and eliminate the threat of damage to public improved property by realigning the brook. The contractor relocated 83 CY of natural granular material from the downstream end of the culvert to the banks of the brook.
Under the contract the contractor also relocated 250 FT long x 10 FT wide x 1.5 FT deep = 3750 CF / 27 = 139 CY from the remainder of the brook. This stream realignment may not be eligible for reimbursement because the deposited granular material did not pose an immediate threat of significant damage to improved property as defined by FEMA 322, p. 74. Final eligibility to be determined at the JFO.
The assumed eligible work is 83 CY / (83 + 139 CY) = 37% of the total cost of the contract or 37% x $3,000 = $1,110
317DR2IK-12 Culvert / Brook PA-02-NY-4031-PW-00130 PA-02-NY-4031-State-0004(3)
The applicant utilized $3,672 of contractor labor to return the brook upstream and downstream of the culvert to its pre disaster condition and eliminate the threat of damage to public improved property by:
Realigning 150 FT of brook to form a single flow channel that directs the brook into the inlet of the culvert.
Placing 12 CY of rip-rap to fill in the scoured area at the downstream discharge of the culvert and at the base of the culvert wing wall.
(24 total CY of rip-rap placed by contractor. Cost of placing 12 CY excess rip rap subtracted from contract total to determine cost of returning site to its pre disaster condition)

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2554	3018	5572	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1191C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Walton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$23,214.53
Total Budget	$0.00	$23,214.53
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2IL-12 Oxbow Hollow Road PA-02-NY-4031-PW-00151 PA-02-NY-4031-State-0004(3)
The applicant utilized contractor labor to make permanent repairs to the damaged eligible facility by filling in the embankment with 89-CY of medium stone fill.
317DR2IM-12 Wakeman Brook PA-02-NY-4031-PW-00188 PA-02-NY-4031-State-0004(3)
The applicant utilized $20,000 of contractor labor. The applicant indicated that 30% ($6,000) of the cost of the contract be distributed to Site 1, 40% ($8,000) to site 2 and 30% ($6,000) to site 3. The contract was bid lump sum and was the low bid of 7 competitive bids.
Site 1 -- Wakeman Brook Culvert (southern culvert)
The applicant repaired 50 LF of bank by constructing 50 FT long x 3 FT wide x 6 FT high sloped bank (triangular section) x 0.5 = 450 CF / 27 = 17 CY by installing a mix of medium stone fill and 2-8 ton slope rock. The remaining 50 LF was repaired by the installation of 50 FT long x 2 FT wide x 3 FT high = 300 CF /27 = 11 CY of 2-8 ton stones at the toe of the slope.
This work is assumed ineligible for reimbursement. The damaged stream bank is adjacent to homeowner property, not the road and thus not the applicant's responsibility. Further, the natural stream bank is not an eligible facility as per FEMA 322, p 22. Refer to attached photographs. Final eligibility to be determined at the JFO.
Site 2 – Wakeman Brook
The applicant repaired the stream bed by installing 5 grade control structures. Each structure consisted of three 4-8 ton stones. A total of 3 stones x 6 tons x 5 structures = 90 tons of 4-8 ton stones. The intention of these structures is to dissipate the energy of the stream flow and cause the deposition of natural material, as opposed to erosion
This work is assumed ineligible for reimbursement. The natural stream bed is not an eligible facility as per FEMA 322, p 22. Refer to attached photographs. Final eligibility to be determined at the JFO.

Site 3 – Wakeman Brook Culvert (northern culvert)
The applicant installed 67 CY of medium stone fill and two 4-8 ton stones to fill in the scoured stream bed and repair the culvert wing wall. This work is assumed eligible because the facility is an improved natural feature that supports the adjacent road. As per FEMA 322, p. 22 improved natural features that result in a measurable difference in performance over the unimproved natural feature are eligible for reimbursement. Refer to attached photographs. Final eligibility to be determined at the JFO.
317DR2IN-12 Roads PA-02-NY-4031-PW-00123 PA-02-NY-4031-State-0004(3)
The applicant utilized 767.25-hours of force account labor, 735.25-hours of force account equipment and 25.5 hours of rented equipment to make permanent repairs to the damaged eligible facilities. The materials consisted of 108 CY of gravel, 253 CY of quarry rubbish (no cost), 30 LF of 15" plastic culvert pipe and 70 LF of 24" plastic culvert pipe. The repairs consisted of:
Site 1 -- Tom De Mann Road, Filled in eroded gravel road shoulders with 14.8-CY of gravel
Site 2 - Intentionally left blank.
Site 3 – Houck Mountain Road (four locations)
Location A – Filled in eroded embankment with 144-CY of quarry rubbish
Location B – Filled in eroded embankment with 61-CY of quarry rubbish
Location C – Filled in eroded road embankment with 102-C of quarry rubbish
Location D – Filled in eroded downhill road embankment with 61-CY of quarry rubbish
NOTE: Quarry rubbish is a free material that the applicant gets from the local quarry.
Site 4 – Beers Brook Road, Reset 640-CF of stacked stone wall
Site 5: Weber Road, moved 37.5-CF of gravel from the road surface back onto the shoulder.
Site 6 -- South River Road, constructed the following:
6-CY section of paved road
16-CY section of base aggregate
3-CY sections of gravel shoulder
7-CY section of gravel near the inlet to the culvert pipe.
Site 7 -- Tower Road, Removed 500-CF of gravel from the drainage ditch and used the material to reshape the road shoulder.
Site 8 -- Bobs Brook Road
It was not possible to unclog the pipe by either jetting water into the pipe or trying to push a solid object through the pipe. The clogged pipe was removed and a new 24 IN x 30 FT long plastic driveway cross-pipe was installed. 18 CY of gravel was placed to bed the pipe and reconstruct the driveway.
Site 9 -- South River Road
It was not possible to unclog the pipe by either jetting water into the pipe or trying to push a solid object through the pipe. The clogged pipe was removed and a new 15 IN x 30 FT long plastic driveway cross-pipe was installed. 12 CY of gravel was placed to bed the pipe and reconstruct the driveway.
Site 9A -- South River Road
It was not possible to unclog the pipe by either jetting water into the pipe or trying to push a solid object through the pipe. The clogged pipe was removed and a new 24 IN x 40 FT long plastic road cross-pipe was installed. 18 FT long x 3 FT wide x 2 IN deep cold mix asphalt (no charge) was used to repair the road after installation of the pipe.
Site 10 -- Tower Road
100 CF section of gravel road shoulder was removed from the road and used to reshape the road shoulder.
Site 11 -- East River Road
Filled in eroded embankment with 60-CY of quarry rubbish.
Site 12 -- East River Road, Reset 240-CF of stacked concrete block headwall and backfilled with 12 CY of gravel.
Site 13 -- Clochester Mountain Road (two locations)
Location A -- Filled in eroded embankment with 100-CY of quarry rubbish.
Location B -- Filled in eroded embankment with 130-CY of quarry rubbish.
Site 14 -- East Trout Brook Road, 1-CY of gravel shoulder was installed
Site 15 -- Marvin Hollow Road, 27-CF of gravel was removed from the road and used to reshape the shoulder.
Site 16 -- Budine Road, 15-CY of gravel road was constructed.
SIte 17 -- MacGibbon Road, The 13 CF section of gravel shoulder was repaired with onsite materials.
Site 18: Intentionally left blank.
Site 19 -- Freer Hollow Road, 200 CF of bank run (DC27) was installed in the ditch.
Site 20 -- Palmer Hill Road, 20 CF of gravel removed from the paved road and used to reshape the gravel road shoulder.
Site 20A -- Palmer Hill Road, 75 CF of rock (2 large stones, no charge) and onsite materials used to reshape the bank (work performed by rented equipment with operator (Robinson Brothers) with the assistance of force account labor and equipment).
Site 21 -- Bill Finch Road, 50 CF of gravel was removed from the ditch and used to reshape the road shoulder.
Site 22 -- Gosper Road, 192 CF of concrete block wingwall was reset and backfilled with 6 CY gravel.
Note: The force account equipment record macro that checks labor hours against equipment hours is indicating errors, however, the hours have been checked manually and no errors have been found.
317DR2IO-12 Oxbow Hollow Culvert PA-02-NY-4031-PW-00133 PA-02-NY-4031-State-0004(3)
The applicant utilized contractor labor to make permanent repairs to the damaged eligible facility by filling the bed of the stream at the culvert outlet with 22 CY of rip rap and resetting 13 CY of stacked stone wingwall.

Note: The applicant contracted for the installation of twice as much rip rap at the culvert outlet than necessary to return the outlet to its pre-disaster condition (44 CY rip rap installed). Thus, the cost of installing 22 CY of rip rap has been subtracted from the contract cost.
Note: The contract cost was the low bid of 7 competitive bids let as per the applicant's standard procurement methods. Thus, the contract cost is reasonable.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2554	3018	5572	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR1192A-12
Activity Title:	Park Road Area

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Walton

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$519.18
Total Budget	$0.00	$519.18
Total Obligated	$0.00	$519.18
Total Funds Drawdown	$0.00	$519.18
Program Funds Drawdown	$0.00	$519.18
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$519.18
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized 48 hours of force account overtime labor hours and 48 equipment hours to protect the public health, safety and their property.
The applicant resolved the threats to the safe travel of emergency vehicles, life, public health or safety and improved property by taking the following actions: 1) Removed sediment from catch basins. 2) Pushed woody debris to the side of roads. 3) Blocked off Park Rd. 4) Checked their facilities for damage. This project worksheet covers the highway department's efforts to identify damaged facilities and make minor repairs to restore their safety. Category C Project Worksheets will be written for this applicant to cover all other repairs.
Note: PW is for emergency work, so regular time labor is not eligible. Regular time labor has been quantified so that the hours can be reconciled against equipment hours.

Location Description:

Park Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1471	1468	2939	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR119A-12
Activity Title:	Town of Bovina Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Bovina

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,603.65
Total Budget	$0.00	$1,603.65
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2J-12 Debris Removal PA-02-NY-4020-PW-00142 PA-02-NY-4020-State-0005(5)
The applicant utilized force account labor and equipment to clear the woody debris from town roads eliminating the immediate threat to human health and safety.
The applicant chipped the smaller limbs and left the larger woody debris onto the town owned right of way. The residents removed the larger wood from the right of way and utilized it for firewood.
The applicant utilized 65-hours of Force Account Labor and 63-hours of Force Account Equipment in the debris clearing operations.
No estimate of the amount of cleared woody debris was possible due to multiple crews working. No estimate of the disposal cost per cubic yard is possible because the debris was chipped on site and the remaining wood was removed by the residents.
317DR2DM-12 Bob Hall Road PA-02-NY-4031-PW-00082 PA-02-NY-4031-State-0002(1)
The applicant would like to use contracted services to remove the debris in the small pond. Considering the age of the pond an estimate of the amount of eligible debris is assumed to be 50% of the volume of the pond or 148-cy / 2 = 74-cy.....

Location Description:

Town wide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	186	476	662	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR119C-12
Activity Title:	Town of Bovina Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Bovina

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$39,415.47
Total Budget	$0.00	$39,415.47
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2DB-12 Dorsett Road PA-02-NY-4020-PW-00254 PA-02-NY-4020-State-0004(2)
The applicant will repair the site to pre-disaster conditions. The repairs will consist of
1) Furnish and Install 60-inch diameter CMP x 45-ft long
2) Replace aggregate surface course damaged installing the new CMP; 100-ft long x 20-ft wide x 4/12-ft thick = 666.7-cf / 27 = 24.7-cy
3) Remove rocky debris upstream of the culvert - 94.8-cy
4) Remove rocky debris downstream of the culvert - 237-cy
NOTE: The applicant applied for and received a site specific permit to remove the gravel from the stream. The permit is attached.
317DR2DC-12 Miller Avenue and Bob Hall Road PA-02-NY-4020-PW-00143 PA-02-NY-4020-State-0004(2)
Note: The applicant utilized a total of 175.75-hours of force account labor and 175.75-hours of force account equipment repairing the roads that were damaged as a result of the disaster (including Miller Avenue and Bob Hall Road).
The applicant utilized 40-hours of force account labor, 40-hours of force account equipment and $1182.50-dollars of materials to repair Miller Avenue to pre-disaster conditions. The repairs consisted of;
1) Filled in eroded shoulder with 70-cy of cobbles.
2) Replaced gravel scoured on the roadway with 120-cy of screened gravel.
NOTE: Project was 100% repaired. Dimensions listed above were derived by calculating from material quantities used in the repair. The dimensions appeared consistent with field observations.
The applicant utilized 43.75-hours of force account labor, 43.75-hours of force account equipment and $726.50-dollars of materials to repair Bob Hall Road to pre-disaster conditions. The repairs consisted of;
1) Filled in scoured the roadway base with 60-cy of cobbles.

2) Replaced the gravel scoured on the roadway with 14-cy of crushed #2 Stone.
317DR2DD-12 Miller Avenue PA-02-NY-4031-PW-00066 PA-02-NY-4031-State-0002(1)
Applicant utilized 40-hours of force account labor, 36-hours of force account equipment and $1,333.63-dollars of force account materials to repair the site to pre-disaster conditions
The repairs consisted of;
1) Replaced an 18-inch diameter x30-ft long plastic culvert
2) Rebuilt road shoulder with 36-cy of cobbles…….
3) Replaced scoured gravel from roadway with 36-cy of screened gravel
NOTE: It is the responsibility of the Applicant to replace driveway culverts
NOTE: Project was 100% repaired. Dimensions listed above were derived by back calculating from material quantities used in the repair. The dimensions appeared consistent with field observations.
317DR2DE-12 Coulter Brook Road PA-02-NY-4031-PW-00067 PA-02-NY-4031-State-0002(1)
Applicant utilized 80-hours of force account labor, 64-hours of force account equipment and $1,886.47-dollars of force account materials to repair the site to pre-disaster conditions The repairs consisted of;
1) Replaced a 36-inch diameter x 40-ft long plastic culvert and bedding (36-cy of crushed #2 stone)
2) Replaced 60-cy of gravel that was scoured from roadway.
NOTE: Project was 100% repaired. Dimensions listed above were derived by back caculating from material quantities used in the repair. The dimensions appeared consistent with field observations
317DR2DF-12 Jim Lane Road PA-02-NY-4031-PW-00068 PA-02-NY-4031-State-0002(1)
Applicant utilized 48-hours of force account labor and 48-hours of force account equipment to repair the site to pre-disaster conditions
The repairs consisted of:
1) Reshaped ditch 500-linear feet
WORK TO BE COMPLETED
2) Rebuild road shoulder with 69.5-cy of cobbles
3) Replace scoured gravel 148-cy
The following estimate was prepared using FA Labor, Equipment and Material (See attached Excel ESTIMATE spreadsheets for details)
$2,190.72 - Labor 80-hours (5 people for two days)……PLUS….
$3,535.00 - Equipment 80-hours (16-hours each – 2 dump trucks, backhoe, grader and roller)…PLUS…….
$1,347.93 - Material for 148-cy of screened gravel and 69.5-cy of cobbles……EQUALS….
$7,074.65 – Total Estimated Cost
317DR2DG-12 Doig Hollow Road PA-02-NY-4031-PW-00070 PA-02-NY-4031-State-0002(1)
Applicant utilized 70-hours of force account labor, 70-hours of force account equipment and $918.00 in force account materials to repair the site to pre-disaster conditions..
The repairs consisted of;.
1) Rebuild road shoulder with 24-cy of cobbles..
2) Replace scoured gravel 120-cy..
317DR2DH-12 East Bramley Road PA-02-NY-4031-PW-00080 PA-02-NY-4031-State-0002(1)
Applicant utilized 32-hours of force account labor, 32-hours of force account equipment and $1,349.63-dollars of force account materials to repair the site to pre-disaster conditions……..
The repairs consisted of;…….
1) Replaced 24-inch x 45-ft long culvert and bedded it with 24-cy of crushed #2 stone…….
2) Filled in scoured roadway with cobbles -- 24-cy…….
3) Installed gravel on roadway – 48-cy…….
NOTE: Project was 100% repaired. Dimensions listed above were derived by back calculating from material quantities used in the repair. The dimensions appeared consistent with field observations.
317DR2DI-12 Dorsett Road PA-02-NY-4031-PW-00081 PA-02-NY-4031-State-0002(1)
Applicant utilized 18-hours of force account labor, 18-hours of force account equipment and $606.00 in force account materials to repair the site to pre-disaster conditions.....
The repairs consisted of;.....
1) Repair road washout with 24-cy of cobbles.....
2) Replace 72-cy of gravel.....
NOTE: Project was 100% repaired. Dimensions listed above were derived by back calculating from material quantities used in the repair. The dimensions appeared consistent with field observations.....
317DR2DJ-12 Bovina Road PA-02-NY-4031-PW-00087 PA-02-NY-4031-State-00062(61)
The applicant will utilize contracted services to remove the bridge on Bovina Road, and replace it with a bridge composed, in part, of sheet piling abutments and a precast concrete slab super structure. The bridge replacement is scheduled for summer 2012, due to restrictions imposed by NY DEC for working in streams. (See Attachment 2 for the specifications for a similar bridge designed by Delaware County DPW and installed by the applicant in 2009).....
The applicant plans to immediately initiate the following safeguards in order to protect the traveling public:.....
1) Reduce the weight limit on the bridge to 15-tons.....
2) Enforce one-way traffic control on the bridge by positioning concrete barriers on roadway approaches.....
3) Monitor the south approach to Bovina Bridge for further settling. If settling is observed, additional weight limit restrictions will be imposed. If pavement subsidence or holes in the pavement at the south approach are detected,

the bridge will be immediately closed to all vehicular traffic, and a temporary bridge will be installed.....

The 50% rule was not evaluated because the Delaware County DPW Commissioner stated that "…given the age and condition of the concrete on the south stem wall and the construction type, I do not see any way of repairing the scour and the resulting damage to the stem wall. The only solution to the damage is the replacement of the structure.".....
PRE-EXISTING CONDITIONS - NOTE: The applicant stated that scour under the south bridge abutment was noted on a previous PDA (for a disaster that was not a FEMA declared event). In addition, the applicant observed, prior to August, 2011, vertical displacement of approx. 2-inches at the roadway approach to the south bridge abutment. The applicant also observed (prior to August, 2011) 2-feet of scour under the south abutment (versus 10-feet of scour that is now observed). The extent of scour extending perpendicular to the face of the abutment, in the direction of the south bridge approach, was not measured, but clearly extends a significant distance beyond the back wall of this abutment. This abutment scour and erosion has likely resulted in development of a cavity behind the abutment, and roadway settling and offset at the south bridge approach.....
The dimensions of the scour increased from approximately two feet to ten feet wide and the vertical displacement of the roadway increased from 2-inches to approximately 6-inches as a direct result of this disaster.....
On the basis of these dimensions, the applicant has provided a letter stating that the amount of damage caused by this event is approximately 4" (post-disaster settlement) / 6" (total settlement), or 67%. The applicant assumes a linear relationship between vertical road displacement and percentage of damage sustained by the bridge on Bovina Road. The costs on this Subgrant Application have been pro-rated at 67% to account for the estimated portion of the damage that was caused by this disaster. Damages did occur as a result of this disaster, and it is recommended by the Commissioner and the PAC that this bridge be replaced at the pro-rated 67%.....
While it is a pre-existing condition, the Delaware County DPW engineer and the applicant state they could not identify any repairs that could have been undertaken to mitigate further damages caused by this event (other than bridge replacement). (They acknowledge the presence of a pre-existing condition, but state that the additional incident-period damage was not the result of negligence on the part of the applicant).....
A CEF has been prepared (and is attached) utilizing the costs incurred by the applicant for a similar bridge replacement project in 2009. To estimate the costs for the new bridge the historical cost was adjusted to account for increased span length and inflation
317DR2DK-12 Scott Mountain Road PA-02-NY-4031-PW-00284 PA-02-NY-4031-State-0005(4)
Applicant ulilized 32 hours of force account labor, 28 hours of force account equipment and $1,170.00 in materials to repair the site to predisaster condition. The repairs consisted of 1) Replace 180 cy of scoured gravel
317DR2DL-12 Bob Hall Road PA-02-NY-4031-PW-00176 PA-02-NY-4031-State-0004(3)
Applicant utilized 28-hours of force account labor, 28-hours of force account equipment and $812.40 in force account materials to repair the site to pre-disaster conditions.....
The repairs consisted of;.....
1) Filled in road base with 60-cy of cobbles.....
2) Replaced 60-cy of gravel scoured from the road surface.....
NOTE: Project was 100% repaired. Dimensions listed above were derived by back calculating from material quantities used in the repair. The dimensions appeared consistent with field observations.....

Location Description:

Town Wide Road Reconstruction

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	186	476	662	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR260A-12
Activity Title:	Town of Colchester Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Colchester

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$500.49
Total Budget	$0.00	$500.49
Total Obligated	$0.00	$500.49
Total Funds Drawdown	$0.00	$500.49
Program Funds Drawdown	$0.00	$500.49
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$500.49
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2K-12 Debris Removal PA-02-NY-4020-PW-06398 PA-02-NY-4020-State-0063(62)
The applicant utilized 40-hours of force account labor (24-regular time labor hours and 16-overtime labor hours) and 56-hours of force account equipment to clear the woody debris from approximately 60 centerline miles of Township roads. Equipment hours exceed labor hours due to use of chainsaws.
The applicant disposed of woody debris on site. Since the woody debris were disposed of onsite and within Colchester the applicant does not know how many trees or CY of woody debris was cleared. The applicant debris clearing operation was substantially similar to the Town of Walton's operation (PW #7804701). Walton's cost to remove woody debris was $32.61 / CY. This cost is assumed for the Town of Colchester. Since the Town of Colchester spent a total of $2,001.98 in force account overtime labor and equipment removing debris it is assumed that they removed $2,001.98 / $32.61 = 61 CY of woody debris.

Location Description:

Town wide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	343	338	681	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR260B-12
Activity Title:	Holiday Brook

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/07/2011

Projected End Date:
09/07/2013

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$38,251.35
Total Budget	$0.00	$38,251.35
Total Obligated	$0.00	$38,251.35
Total Funds Drawdown	$0.00	$38,251.35
Program Funds Drawdown	$0.00	$38,251.35
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$38,251.35
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Please note that at the time this activity was set up, DRGR did not allow the census data to be included for Census Tract 991300 BG 1,2, and 3. This is expected to be corrected.
The total population for the Townof COlchester is 1,946, 869 or 44.7% of whom are low-and moderate income.
This PW is for the construction of a temporary bridge that will need to be removed for the installation of the permanent structure that will be covered by a future PW. This is a category B PW and regular time labor is not eligible. Regular time labor hours have been tabulated so that force account equipment hours can be reconciled. The applicant opened the road to traffic and eliminated the threat to public safety by restoring access to the area.
Site - The applicant procured a temporary bridge from the Delaware County DPW and installed the bridge with the assistance of contractor labor and Delaware County DPW (treated as contractor labor). The bridge is 61 FT long x 15 FT wide and is constructed of pressure treated wood and steel box beams. Pinned stackable stone walls were constructed to serve as abutments and wing walls for the bridge. Aggregate was installed to backfill the walls and build up the approaches to the bridge.
The work consisted of the following:
1) Remove existing 8 FT long (span) x 20 FT wide (driving width) x 10 FT tall 3-sided reinforced concrete box culvert.
2) Install 131 FT long (65.5 FT per side) x 7 FT wide x 14 FT tall = 12,838 CF / 27 = 475.5 CY x 1.8 tons / CY = 856 (858.37) tons of pinned stackable rip-rap as abutments and wingwalls for the temporary bridge.
3) Install 131 FT long (65.5 FT per side) x 5.5 FT wide x 14 FT tall = 10,087 CF / 27 = 374 CY of run of bank gravel (242 CY x 1.5 tons / CY = 363 tons) and cobbles (132 CY x 1.5 tons / CY = 198 tons) as backfill for the stackable rip-rap.
4) Install 61 FT long x 15 FT wide pressure treated wood and steel box beam bridge.
5) Install 20 FT wide x 80 FT long x 3.2 FT tall = 5,120 CF / 27 = 190 CY x 1.5 tons / CY = 285 tons screened gravel to build up the approaches to the bridge.

6) Install 20 FT wide x 80 FT long x 5.5 FT tall = 8,800 CF / 27 = 326 CY x 1.5 tons / CY = 489 (487.84) tons crusher run on top of the screened gravel to build up the approaches to the bridge.

Location Description:

Town of Colchester, Holiday Brook Bridge

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of Linear feet of Public	0	0/61

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2665	2371	5036	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR260C-12
Activity Title:	Town of Colchester Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Colchester

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$95,234.95
Total Budget	$0.00	$95,234.95
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2DN-12 Berry Brook PA-02-NY-4020-PW-02561 PA-02-NY-4020-State-0040(38)
The applicant utilized a contractor and materials to return the damaged facility to its pre-disaster condition. The materials used consisted of 42.3 tons of rip-rap. The repairs consisted of:
Install 23.5 CY x 1.8 tons / CY = 42.3 tons of stackable rip-rap.
317DR2DO-12 Horse Brook Road PA-02-NY-4020-PW-02562 PA-02-NY-4020-State-0027(27)
The applicant utilized 8-hours of force account labor and equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 36 CY of bank run and 29 CY of crusher run. The repair consisted of:
Site - Unclog the pipe and construct 36 CY (54 tons) of bank run and 29 CY (43 tons) of crusher run (29 + 36 = 65 CY total) to restore the road shoulder and adjacent embankment to their pre-disaster condition.
Note: Total contractor labor at Horse Brook was $3,150, but 9 of the 21 hours spent is included in an attached HMP. Thus, contractor cost = (12/21) x $3,150 = $1,800
317DR2DP-12 Island Road PA-02-NY-4020-PW-02565 PA-02-NY-4020-State-0027(27)
The applicant utilized 24-hours of force account labor and equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 81 tons of bank run. The repairs consisted of:
Install 54 CY x 1.5 tons / CY = 81 tons of bank run to fill in the scoured road.
317DR2DQ-12 Campbell Mountain Road PA-02-NY-4020-PW-02605 PA-02-NY-4020-State-0027(27)
The applicant utilized 44-hours of force account labor and equipment to return the damaged facilities to their pre-disaster condition. The materials used consisted of 16 CY of cobbles and 80 FT of 18 IN HDPE. The repairs consisted of:
Site 1 - The existing pipe could not be unclogged by using heavy equipment. Install new 40 FT long 18 IN HDPE road crosspipe.

Site 2 - The existing pipe could not be unclogged by using heavy equipment. Install new 40 FT long 18 IN HDPE road crosspipe.
Site 3 - Install 16 CY of cobbles.
317DR2DR-12 Beaverkill Road PA-02-NY-4020-PW-02684 PA-02-NY-4020-State-0040(38)
The applicant utilized 13-hours of force account labor and 10-hours of force account equipment to return the damaged facilities to their pre-disaster condition. The materials used consisted of 36 tons of bank run and 2 loads of rip rap. The repairs consisted of:
Install 24 CY x 1.5 tons / CY = 36 tons of bank run to fill in the scoured road shoulder. The bank run is topped with grindings (Applicant obtains grindings at no cost).
Install 24 CY / 12 CY / load = 2 loads of rip rap to fill in the scoured embankment.
317DR2DS-12 Holiday Brook PA-02-NY-4020-PW-03281 PA-02-NY-4020-State-0027(27)
The applicant utilized a contractor and materials to return the damaged facility to its pre-disaster condition. The materials used consisted of 21.49 tons of crusher run. The repairs consisted of: Install 14.2 CY x 1.5 tons / CY = 21.3 (21.49) tons of crusher run.
Note: The installed material was eroded and the downstream box culvert was destroyed under incident period T.S. Lee. The costs of a temporary bridge and permanent repairs will be covered under other PWs.
317DR2DT-12 Trout Brook Road PA-02-NY-4020-PW-03441 PA-02-NY-4020-State-0027(27)
The applicant utilized 4-hours of forceaccount labor and equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 36 CY of bank run and 29 CY of crusher run. The repair consisted of:
1) 44 CY concrete block wingall restacked.
2) 34 CY x 1.8 tons / CY = 61 tons rip rap wingwall constructed.
3) 44 CY concrete block wingall restacked.
317DR2DU-12 Airport Road PA-02-NY-4031-PW-01083 PA-02-NY-4031-State-0017(16)
The applicant utilized 20-hours of force account labor and equipment to return the damaged facility to its pre-disaster conditon. The materials used consisted of 54 tons of bank run. The repairs consisted of:
Install 36 CY x 1.5 tons / CY = 54 tons of bank run to fill in the scoured road shoulder.
317DR2DV-12 Island Road PA-02-NY-4031-PW-02103 PA-02-NY-4031-State-0028(27)
The applicant utilized 28-hours of force account labor and 29-hours of force account equipment to return the damaged facilities to their pre-disaster conditon. The equipment hours exceed the labors hours due to the use of a trailer with a truck. The repairs to return the eligible facilities to their predisaster condition consisted of:
Site 1 - Install 18 CY x 1.5 tons / CY = 27 tons of bank run to fill in the scoured road.
Site 2 - Install 9 CY of grindings road shoulder (no charge for grindings).
Site 3 - Install 48 CY x 1.5 tons / CY = 72 tons crusher run.
317DR2DW-12 Holiday Brook Bridge PA-02-NY-4031-PW-02238 PA-02-NY-4031-State-0057(56)
The applicant will utilize A/E services and a GC to return the culvert to its predister condition:
b). NEW STRUCTURE TO PRE DISASTER SIZE AND CAPACITY: Box Culvert with concrete deck, abutments, and wing walls with opening: 10.5 FT W x 7 FT H (Summary Sheet, Hawk Engineering, 06/24/2010). TOTAL PROJECT COST: $168,673
c). Bridge railing - 83 LF
d). Railing End Units - 4 Each
2. The project is 0% completed
3. The project is going to be delivered by using Contract Services, GC is anticipated
4. The sources of Unit Cost Data are NYSDOT Preliminary Cost Estimate Worksheet (rev. 11/2011) and RS Means Cost Works 2012, Master Format 2010, adjusted for zip code 127, Union Wage
5. Emergency Work is not included in the CEF - Temporary bridge and Emergency Demolition of the existing structure were covered by PA-02-NY-4031-PW-01103(0)
317DR2DX-12 Mink Brook Wingwall PA-02-NY-4031-PW-02239 PA-02-NY-4031-State-0064(63)
Delaware Engineering, P.C. assisted with the preparation of an estimate to repair the damaged eligible facilities. The repairs the A/E consultant designed go beyond the scope of returning the wingwalls to their pre-disasters condition. The additional work is included as an attached mitigation proposal. The repairs to return the wingwalls to pre disaster condition consist of the following:
Site 1 - The applicant states that a crack of this magintude is not repairable and the wingwall requires replacement.
a) Excavate behind damaged wingwall - 30 CY
b). Demolish and properly dispose damaged concrete wing wall - 70 CY
c). Construct cofferdam - 1 Ea
d). Install cast in place concrete footings and concrete wall - 70 CY
e). Backfill and compact behind the wingwall - 30 CY
f). Place aggregate base and asphalt on the road - 222.2 SY
Site 2 -
g). Repair a crack on the existing wall - 3 FT
Notes:
1) The cost was prepared using CEF. Refer to the attached CEF spreadsheet. Contract Services anticipated, GC is expected. The source of Unit Cost Data is RS Means Cost Works, Heavy Construction Cost Data 2012, adjusted for zip code 127, Union Wages.
317DR2DY-12 Cooks Falls Rd PA-02-NY-4031-PW-02240 PA-02-NY-4031-State-0042(41)

The applicant will use contractor labor to return the embankment and guide rail to its pre-disaster condition:
Sites -
1) Install 333 CY of Select Fill for Embankment (NYSDOT #203.07).
2) Reset 60 LF of cable guide rail. (NYSDOT #606.50)

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	869	1077	1946	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR2AH-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Roxbury

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$49,996.19
Total Budget	$0.00	$49,996.19
Total Obligated	$0.00	$49,996.19
Total Funds Drawdown	$0.00	$49,996.19
Program Funds Drawdown	$0.00	$49,996.19
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$49,996.19
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized Force Account Equipment and Contracts to remove woody and granular debris. The applicant had no Force Account overtime that would be eligible for reimbursement. The woody debris was chipped and spread into the woods so an accurate quantity is not available.... The applicant used a commercial firm which performed the chipping over 54 hours of activity. The majority of the debris that was handled was granular debris.... The applicant primarily had the work performed by contractors with the support of Force Account Equipment.
The applicant had to remove debris from the upstream and downstream side of numerous culverts to return the stream to the pre-storm condition and capacity. The work was generally performed within a 200 foot range of the culverts... In a couple of locations, the applicant had to perform stream work, alongside a roadway, where the diminished capacity of the stream resulted in the stream re-routing to flow in the road which caused damage to the roads....
The granular debris that was removed was either used along the stream bank for additional bank stabilization, placed along damaged areas of the road to be incorporated into the road damage repair, or hauled to a stockpile for use in the future in construction activities. Therefore, no definitive quantity of granular debris has been developed. The stockpile is located on land that the town uses for stockpiling material

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1067	1428	2495	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR2AI-12
Activity Title:	Debris Removal

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Roxbury

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,495.21
Total Budget	$0.00	$2,495.21
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized 128 Overtime hours of Force Account Labor and 142 hours of Force Account Equipment in order to protect the health and safety of the population. The applicant patrolled the roads to move debris to the side of the road to maintain access for emergency responses, clear debris from culverts to minimize road flooding, barricade off portions of flooded roadways, close roads as required and. respond to emergency calls from citizens.

Location Description:

Town of Roxbury roads

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1067	1428	2495	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR2F-12
Activity Title:	Emergency Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,615.47
Total Budget	$0.00	$1,615.47
Total Obligated	$0.00	$1,615.47
Total Funds Drawdown	$0.00	$1,615.47
Program Funds Drawdown	$0.00	$1,615.47
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,615.47
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized 119-hours of force account labor (115-hours of regular time labor and 4-hours of overtime labor), 68.5-hours of force account equipment and $2877.62 for approximately 55-tons of True and Level (material used to temporarily repair road surfaces) to temporarily repair the surface of the county roads. These temporary repairs reduced the immediate threat to life, public health, and safety for the traveling public

Location Description:

County wide emergency road repair

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of Linear miles of Public	0	0/0

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of Housing Units	0	0/0
# of Multifamily Units	0	0/0
# of Singlefamily Units	0	0/0

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	20194	25840	46034	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR2I-12
Activity Title:	Emergency Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$302.67
Total Budget	$0.00	$302.67
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized 25 hours of force account equipment to identify and make miscellaneous emergency repairs to various Township Roads to allow the safe passage of emergency vehicles and eliminate threats to life, public health and safety.
Note: PW is for emergency work, so regular time labor is not eligible. Regular time labor has been quantified so that the hours can be reconciled against equipment hours.

Location Description:

Town wide emergency road repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of Linear miles of Public	0	0/0

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	545	811	1356	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR2S-12
Activity Title:	Repairs to Emory and Vly Creek

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,260.59
Total Budget	$0.00	$3,260.59
Total Obligated	$0.00	$3,260.59
Total Funds Drawdown	$0.00	$3,260.59
Program Funds Drawdown	$0.00	$3,260.59
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,260.59
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

This PW captures the cost of emergency protective measures performed on August 31, September 1 to 4 of 2011. The applicant used contract services to: Emory Brook rock was removed from the channel and placed along Wagner Ave by the bridge and along the bank behind the village garage. Vly Creek rock was removed from the channel and placed along Mill St. This was accomplished as follows:
Contract Services: On August 31 (Vly Creek) the applicant used HD Construction Inc. to reposition 270cy of gravel from the channel to reestablish a stream bank.
Contract Services: On September 1 (Vly Creek) the applicant used HD Construction Inc. to reposition 300cy of gravel from the channel, to rebuild the stream bank. Contract Services: On September 2 (Vly Creek and Emory Brook) the applicant used HD Construction Inc. to reposition 60cy of gravel from the channels to rebuild the stream banks. Contract Services: On September 2 and 3 (Vly Creek) the applicant used Boyle Excavating to remove 1200cy of gravel from the channel and placed it on Mill St to reposition the creek back in the channel. Contract Services: On September 4 (Emory Brook) the applicant used Boyie Excavating to remove 500cy of gravel from the channel and placed it on Wagner Ave. to reposition the brook back in the channel.

Location Description:

Emergency Repairs to Emory and Vly Creek

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	192	161	353	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR2T-12
Activity Title:	Fleischmanns WWTP Emergency Repairs

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,464.22
Total Budget	$0.00	$3,464.22
Total Obligated	$0.00	$3,464.22
Total Funds Drawdown	$0.00	$3,464.22
Program Funds Drawdown	$0.00	$3,464.22
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,464.22
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized contract services under a standing contract with Delaware Operations, Inc., a company which operates and maintains Fleischmann's Waste Water Treatment Plant (a copy of the operations and maintenance contract is attached to this PW). The WWTP utilized 186.5 man-hours from 8/28 - 10/19/2011 to place the plant into emergency storm mode and performed emergency operations to keep the plant operating, made emergency repairs to the 5 residential laterals, serviced the affected pump station and contracted out the removal of gravel from the manhole and replaced the manhole cover. As per the attached contractual agreement, Delaware Inc., has forwarded the costs of the contracted pumping costs and materials utilized to the applicant (Village of Fleischmanns), copies of invoices are attached. As of the writing of this project worksheet Delaware,Inc., has not provided a copy of the actual invoice for their storm related service costs, only a summary has been provided (attached). This project worksheet has been written based on this attached summary from Delaware operations, Inc.

Location Description:

Fleischmann's Waste Water Treatment Plant

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of public facilities	0	0/1

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	192	161	353	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR317A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$164,970.70
Total Budget	$0.00	$164,970.70
Total Obligated	$0.00	$116,898.70
Total Funds Drawdown	$0.00	$116,898.70
Program Funds Drawdown	$0.00	$116,898.70
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$116,898.70
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant utilized 205.25-hours of FA Labor (186-hours of Regular Time (not compensated) and 19.25-hours of Overtime Labor), 187-hours of Force Account Equipment and the contracted services of the Town of Walton for the use of their hydro seeder ($18.00 for 1.8-hours to apply hydro seed on the disturbed areas to control erosion) to remove the rocky debris from 400-ft of Covert Hollow Stream where it is joined by the second drainage feature.....
The estimate quantity of debris was approximately 1,740-cy (145-truckloads x 12-cy /truckload). The approximate cost to remove the debris was calculated at $16,254.48 / 1,740-cy = $9.34 / CY. The rocky debris was taken to an upland location for future use in accordance with the DEC Permit (attached).....
NOTE: Labor and Equipment costs were taken directly from spreadsheets supplied by the applicant. The FEMA Equipment Cost Codes, 20% of the labor hours, labor rates and benefit percentages were verified.....
The applicant utilized 135-hours of FA Labor (121-hours of Regular Time (not compensated) and 14-hours of Overtime Labor), 110.5-hours of Force Account Equipment and 21.5-hours ($4213.47) of rented equipment to remove 1,157-CY (applicant estimated 1,188-CY) of rocky debris adjacent to CR 36 getting the stream off the road and back in its bank reducing immediate threat of damage to CR36.....
The estimate quantity of debris was approximately 1,157-CY of rocky debris. The approximate cost to remove the debris was calculated at $14,141.98 / 1,157-cy = $12.22 / CY.....
The rocky debris was transported and stockpiled at the following locations for future use; Town of Middletown (204-CY), Village of Margaretville (552-CY), Bridge 37-1 (108-CY), and the KDL lot 36-CY).....
NOTE: Labor and Equipment costs were taken directly from spreadsheets supplied by the applicant. The FEMA Equipment Cost Codes, 100% of the labor hours, labor rates and benefit percentages were verified.....
The applicant utilized 54-hours of FA Labor (40-hours of Regular Time (not compensated) and 14-hours of Overtime Labor), 36-hours of Force Account Equipment and $1,000.00 for rented equipment to remove the woody

and rocky debris from under and around the bridge thereby reducing immediate threat to lives, public health and safety and / or the immediate threat of damage to improved property.
The major tasks involved were:
1) Remove the woody debris deposited on the bridge guide rails and right of way.
2) Removed 24-CY of woody debris that was jammed under the bridge (3 loads x 8-CY / load).
3) Removed 48-CY of woody debris upstream of the bridge (6-loads x 8-CY / load).
4) Remove 222-CY of gravel deposited downstream of the bridge.
5) Remove 590-CY of gravel that was deposited upstream of the bridge.
The estimate quantity of debris was approximately 222-CY + 590-CY = 812-CY of rocky debris and 24-CY + 48-CY = 72-CY of woody debris. The total amount of debris was 812-CY + 72-CY = 884-CY and the approximate cost to remove the debris was calculated at $2,419.46 / 884-CY = $2.74 / CY.
The woody debris was initially placed on the side and was transported by the applicant or NYS DOT to the temporary debris staging and transfer station on CR 38 (note &nashhere will not be any charges to the county for the transportation of the debris by NYS DOT forces). The transfer station on CR38 was operated by the applicant and the debris was permanently disposed of at Seneca Meadows Landfill and Auburn Landfill No. 2 (the costs for operating the transfer station were included in Subgrant Application U498812).
The rocky debris was placed back away from the stream edge and also between the trees along the stream. Some of this material was removed by NYS DOT for use at damaged sites that required fill.
It is the responsibility of the Delaware County Department of Public Works (DC DPW) to provide support services for the coordination, handling and ultimate disposal of solid waste debris within the affected area to eliminate health and safety hazards according to the Delaware County Emergency Plan.....
The DC DPW oversees the county landfill. The county landfill was nearing capacity when they invested in a state of the art recycling plant as part of their long term plans to handle solid waste. The long term plans include a provision to transport debris to surround areas to increase the lifespan of the County Landfill.....
DC DPW sought and received permission from the Town of Middletown to set up a temporary staging area to handle disaster related debris. The property owned by the Water Discovery Center located on County Route 38 was developed for a temporary staging area. The applicant developed a portion of the Water Discovery Center's property measuring approximately 650-ft x 165-ft = 2.25-acres to use as a temporary staging area.....
The applicant managed the processing of the debris within the staging area. The management included documenting the origin of the debris, segregating the different types of debris (including recycling tires and metal scrap), chipping, loading, and transportation of the different materials to their permanent disposal sites.....
The applicant utilized 728-hours of FA Labor (380.5-hours of regular time labor and 345.5-hours of overtime labor) and 1,156.55-hrs of FA Equipment (including 632.8-miles which adjusts the actual equipment hours to 523.75-hours) providing management for the debris temporary staging area.....
The temporary staging area handled a total of 5,539.215-tons of debris which included 37.73-tons of tires that were sent to BCD Tire Chip Mfg in Hagaman, NY.
The estimated cost per ton for the staging and disposal of the disaster related debris is equal to $433,995.45 / 5,539.215-tons = $78.34 / ton. The Transportation and Disposal cost was $58.00 / ton which means that the applicant managed the processing of debris for approximately $78.34 / ton - $58.00 / ton = $20.34 / ton.....
The following contractors were utilized in the debris operations;.....
1) Barnyard Refrigeration recovered the Freon from the white goods.....
2) BCD Tire Chip Mfg - tire recycling services (16 William Street, Haganam, NY, Phone (518) 212-6969, FD #14-1832394, and DEC Permit #4A293).....
3) Boyle Excavating - rented equipment to move debris within the staging area. The equipment rates were based on 2011 Delaware County DPW Bid Book. The "First Choice" was not available and Boyle Excavating was the second choice.&nbp;
The applicant used the equipment w/operator bid item and backed out the labor costs to calculate an "Equipment Rate". Labor was then added into the equipment rate to compensate Boyle Excavating for the increased costs of overtime and double overtime labor that they would have to pay the employee since overtime work would be mandatory.....
4) Clark Companies provided equipment and operators that were utilized to grade the site back to pre-disaster conditions.....
5) Waste Recovery Enterprises, LLC handled the chipping of the woody debris prior to transportation to the permanent disposal sites.....
6) Riccelli Enterprises, Inc, Seneca Meadows and Tweedie Construction provided trucking services to transport the waste to Seneca Meadows Landfill and Auburn Landfill No. 2 (see attachments for specific landfill information including permit numbers, contact information and location).....
7) Uncle Bobs Portalets – rental and services of Porta Jons that were installed at the staging area.....
8) Town of Walton was contracted for the use of their hydro-seeding machine for erosion control.....
9) Otsego Auto Crushers L.L.C. – handled the processing of scrap metal that was collected as part of the disaster debris.
The salvage value of the scrap metal was $20,291.00. This is shown as a credit on the Cost Summary Record.....
The applicant had a pre-existing contract (which was awarded following their normal procurement policy) with Riccelli Enterprises, Inc. for the transportation and disposal of construction and demolition debris for the rate of $58.00 / ton. The $58.00-ton for the transportation and disposal of the debris = $26.00 for the disposal of the debris + $32.00 for the transportation of the debris.
This contract was used as the basis for other contractors to transport the debris to Seneca Meadows and Auburn

Landfill No. 2.....
The applicant will contract the Town of Walton for the use of their hydro-seeding machine to re-apply hydro-seed to the disturbed area to control erosion. Hydro-seeding took place on December 6, 2011 and the results will be spotty at best. The applicant anticipates that the site will require a second application of hydro-seed in the spring to ensure the site is returned to its pre-disaster condition.....
317DR2CK-12 Management, Transportation and Disposal of Flood Related Debris PA-02-NY-4031-PW-00544 PA-02-NY-4031-State-0009(7)
It is the responsibility of the Delaware County Department of Public Works (DC DPW) to provide support services for the coordination, handling and ultimate disposal of solid waste debris within the affected area to eliminate health and safety hazards according to the Delaware County Emergency Plan.....
DC DPW contracted the services of Waste Recovery Enterprises, LLC (WRE) under an emergency procurement policy for the management and disposal of 2,210.36-tons of flood related debris (see Attachment #1) for a unit rate of $78.00 / ton at their facility located on Valley View Road in Bainbridge, NY.....
WRE was unable to process the volume of debris at their main location and a second site owned by Industrial Development Agency on River Street in Sidney, NY (Tax Parcel No. 115.-1-6.11) was activated for a temporary site for flood related debris management (see Attachment #2 - letter authorizing the use of the property).....
Tweedie Enterprises, Inc. was contracted to transport 157.10-tons of debris that was staged at the secondary site to the main WRE site at a rate of $32.00 / ton. Barnyard Refrigeration was contracted to recover the Freon from 74-flood damaged appliances.....
The flood related debris was taken to four different Municipal Solid Waste Landfills. They were Ontario County Sanitary Landfill, Seneca Meadows Landfill, Chemung County Sanitary Landfill and Auburn Landfill No. 2 (see Attachment 3 for specific landfill information including permit numbers, contact information and location).....
The contract with WRE was deemed reasonable by the Delaware County DPW by comparison of their pre-existing contract (which was awarded following normal procurement policys) with Riccelli Enterprises, Inc. for the transportation and disposal of construction and demolition debris at the rate of $58.00 / ton (see Attachment #4). Delaware County DPW used this cost as a basis for the emergency contract with WRE. DPW judged it reasonable for WRE to be responsible for the management of the debris for an additional $20.00 / ton. The $20.00 / ton is consistent with the costs incurred by Delaware County DPW to manage the debris at their disposal site in Margaretville, NY. The unit rate of $32.00 / ton which was paid to Tweedie to transport the waste from the secondary site to the primary site consistent with the DC DPW contract with Seneca Meadows (i.e. $58.00 for the transportation and disposal of the debris - $26.00 for the disposal of the debris = $32.00 for the transportation of the debris)
317DR2CL-12 Bridge 96 over the Red Kill Stream PA-02-NY-4031-PW-01042 PA-02-NY-4031-State-0014(13)
IThe applicant utilized 162.25-hours of FA Labor (127.25-hours of Regular Time (not compensated) and 35-hours of Overtime Labor) and 117.75-hours of Force Account Equipment to remove the woody and rocky debris from under and around the bridge thereby reducing immediate threat of damage to improved property.....
The major tasks involved were;.....
1) Remove 16-cys of woody debris that was jammed under the bridge.....
2) Remove 833-cy of rocky debris that was deposited downstream of the bridge.....
3) Remove 1,057-cy of rocky debris that was deposited upstream of the bridge.....
The estimated quantity of debris was approximately 16-cy (woody debris) + 833-cy (rocky debris) + 1,057-cy (rocky debris) = 1,906-cy. The approximate cost to remove the debris was calculated at $9,831.33 / 1,906-cy = $5.16 / cy.....
The woody debris was taken to the Delaware County Composting Facility.....
The rocky debris was loaded onto an off road dump truck and hauled to an upland location that was out of the flood plain and consistent with the permit

Location Description:

County wide removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	20194	25840	46034	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR317C-12
Activity Title:	Delaware County Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,128,357.31
Total Budget	$0.00	$2,128,357.31
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AO-12 Bridge 78, located on Huckleberry Brook Road PA-02-NY-4020-PW-01441 PA-02-NY-4020-State-0019(18)
The applicant utilized 15-hours of FA Labor and 94-miles of FA Equipment for the planning and construction oversight of the project.
The applicant incurred a cost of $3,051.52 for FA Materials as the county purchased the rock directly from the vendor. The applicant utilized the contract services of LaFever Excavating, Inc. to repair the site. The repairs consisted of the construction of two stacked rock walls.....
1) The upstream left rock wall measured approximately 18-ft long x 10-ft high (height measurement increased due to added height necessary to “key in” the rock below water level) x 4-ft thick = 720-cf / 27 = 22.5-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 31.5-tons of heavy rock.....
2) The downstream right rock wall measured approximately 25-ft long x 12-ft high (height measurement increased due to added height necessary to “key in” the rock below water level) x 4-ft thick = 1,200-cf / 27 = 44.4-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 62.2-tons of heavy rock.....
The total tonnage of heavy rock used for the repairs was calculated at 31.5-tons + 62.2-tons = 93.7-tons. The applicant actually used a total of 95.36-tons of heavy rock.
NOTES:.....
The applicant bid out the project and selected the lowest bid (see attached bids). The project costs were deemed reasonable.....
The site could not be repaired back to pre-disaster. This is primarily due to the nature of the bank material. The nearly vertical slope between the brook and the roadway was made up of native fill (dirt and rock). The applicant could not feasibly duplicate the vertical slope using normal fill material.
The applicant did not have the ability to move the brook over enough to construct the slope using dumped

rock. The only feasible way that they could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under the good construction practices instead of hazard mitigation since the rock wall was the only viable method of repair.....
317DR2AP-12 Bridge 21 - located on Erpf Road PA-02-NY-4020-PW-01289 PA-02-NY-4020-State-0019(18)
The applicant utilized 34-hours of FA Labor and 159-miles of FA Equipment for the planning and construction oversight of the project. The applicant would have incurred $$10,088.28 for FA Materials if they were to repair the site to pre-disaster (the county purchased the rock directly from the vendor).....
The applicant utilized the contract services of LaFever Sand and Gravel, LLC to repair the site. The pre-disaster conditions would have entailed placing 498-tons of medium stone fill on the upstream left side of Bridge 21 and 78-tons of medium stone fill on the upstream right side of Bridge 21 (total amount of medium stone fill would have equaled 498-tons + 78-tons = 576-tons (applicant actually used a total of 565.16-tons of fill).....
NOTES;.....
1) The applicant performed the work in accordance with the DEC Permit (see Attachment labeled U498802 Permit).....
2) The applicant bid out tproject and accepted the lowest bid (see attachment labeled U498802 RFP and Proposals).
317DR2AQ-12 Bridge 145 - located on Little Red Kill Road PA-02-NY-4020-PW-01324 PA-02-NY-4020-State-0019(18)
The applicant utilized 11-hours of FA Labor and 62-miles of FA Equipment for the planning and construction oversight of the project. The applicant incurred a cost of $2,146.88 for FA Materials as the county purchased the rock directly from the vendor.
The applicant utilized the contract services of LaFever Excavating, Inc to repair the site. The repairs consisted of the construction of a stacked rock wall approximately 24-ft long x 12-ft high (height measurement increased due to added height necessary to “key in” the rock below water level) x 4-ft thick = 1,152-cf / 27 = 42.7-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 59.7-tons (applicant actually used a total of 67.09-tons of extra heavy rock).....
NOTES:.....
The applicant bid out the project and selected the lowest bid (see attached bids). The project costs were deemed reasonable.....
The site could not be repaired back to pre-disaster. This is primarily due to the nature of the bank material. The nearly vertical slope between the brook and the roadway was made up of native fill (dirt and rock). The applicant could not feasibly duplicate the vertical slope using normal fill material. The applicant did not have the ability to move the brook over enough to construct the slope using dumped rock. The only feasible way that they could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under the good construction practices instead of hazard mitigation since the rock wall was the only viable method of repair
317DR2AR-12 Bridge 18, Wagner Road PA-02-NY-4020-PW-01315 PA-02-NY-4020-State-0019(18)
The applicant utilized 10.5-hours of FA Labor and 180-miles of FA Equipment for the planning and construction oversight of the project. The applicant incurred $1,216.64 for FA Materials as the county purchased the rock directly from the vendor using prices negotiated in the Delaware County Bid Sheets. The applicant utilized the contract services of LaFever Excavating, LLC to repair the site. The repairs consisted of the construction of a stacked rock wall approximately 16-ft long x 10-ft high (height measurement increased due to added height necessary to “key in” the rock below water level) x 4-ft thick = 640-cf / 27 = 23.7-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 33.19-tons (applicant actually used a total of 38.02-tons of extra heavy rock).....
NOTES:.....
The applicant bid out the project and selected the lowest bid (see attached bids). The project costs were deemed reasonable.....
The site could not be repaired back to pre-disaster. This is primarily due to the nature of the bank material. The nearly vertical slope between the brook and the roadway was made up of native fill (dirt and rock). The applicant could not feasibly duplicate the vertical slope using normal fill material. The applicant did not have the ability to move the brook over enough to construct the slope using dumped rock. The only feasible way htthey could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under the good construction practices instead of hazard mitigation since the rock wall was the only viable method of repair.....
317DR2AS-12 Bridge 23 located on Depot Street over Bush Kill (Brook) PA-02-NY-4020-PW-01615 PA-02-NY-4020-State-0022(21)

The applicant utilized 13-hours of FA Labor and 120-miles of FA Equipment usage for the planning and construction oversight of the project. The applicant would have incurred a cost of $1,505.65 for FA Materials (medium stone fill) if they were to repair the site to pre-disaster. The applicant utilized the contract services of LaFever Excavating, Inc. to repair the site to pre-disaster conditions. The repairs consisted of;
1) Replacing the rip rap on the embankment located on the downstream left side of Bridge 23. The repaired area measured approximately 25-ft long x 16-ft high (height measurement increased 4-ft due to added height necessary to “key in” the rock below water level) x 4-ft thick = 1,600-cf / 27 = 59.3-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 83-tons of heavy rock

(The applicant actually used a total of 84.35-tons of heavy rock).
Mill and Replace an area of eroded pavement measuring approximately 79.33-ft long x 25-ft wide. The main tasks involved with milling and repaving consist of milling the existing asphalt from the bridge deck and haul it away, clean the bridge deck and install new deck angles (to prevent hot asphalt from being pushed into the stream), shoot the deck with tack coat, place a True and Level course on the deck to provide positive drainage, install a waterproofing membrane, and place a 2-inch thick top course on the deck an immediate approaches (see attached estimate).
The applicant bid out the project and selected the lowest bid (see attached bids). The project costs were deemed reasonable.
The applicant supplied the estimate for the work to be completed utilizing unit rates from the 2011 Delaware County Bid Book.
The site could not be repaired back to pre-disaster. This is primarily due to the nature of the bank material. The nearly vertical slope between the brook and the roadway was made up of native fill (dirt and rock). The applicant could not feasibly duplicate the vertical slope using normal fill material. The applicant did not have the ability to move the brook over enough to construct the slope using dumped rock. The only feasible way that they could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under the good construction practices instead of Hazard Mitigation since the rock wall was the only viable method of repair.
317DR2AT-12 Bridge 141 - Located on South Montgomery Road PA-02-NY-4020-PW-01475 PA-02-NY-4020-State-0022(21)
The applicant utilized 16-hours of FA Labor and 104-miles of FA Equipment for the planning and construction oversight of the project. The applicant incurred a cost of $6,514.88 for FA Materials as the county purchased the rock directly from the vendor. The applicant utilized the contract services of LaFever Excavating, Inc. to repair the site. The reparscosisted of the construction of a stacked rock wall approximately 75-ft long x 12-ft high (height measurement increased due to added height necessary to “key in” the rock below water level) x 4-ft thick = 3,600-cf / 27 = 133.3-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 187-tons of heavy rock (applicant actually used a total of 203.59-tons of extra heavy rock).....
NOTES:.....
The applicant bid out the project and selected the lowest bid (see attached bids). The project costs were deemed reasonable.....
The site could not be repaired back to pre-disaster. This is primarily due to the nature of the bank material. The nearly vertical slope between the brook and the roadway was made up of native fill (dirt and rock). The applicant could not feasibly duplicate the vertical slope using normal fill material. The applicant did not have the ability to move the brook over enough to construct the slope using dumped rock. The only feasible way that they could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under the good construction practices instead of hazard mitigation since the rock wall was the only viable method of repair.
317DR2AU-12 Bridge 24 East Branch Delaware River on East Hubbell Hil Road PA-02-NY-4020-PW-01432 PA-02-NY-4020-State-0022(21)
The applicant utilized 31-hours of FA Labor and 168-miles of FA Equipment usagefor the planning and construction oversight of the project. The applicant also incurred a cost of $11,599.50 for FA Materials (large rock) as the county purchased the rock directly from the vendor. The applicant utilized the contract services of Boyle Excavating to repair the site. The repairs consisted of the construction of two stacked rock walls.....
1) The upstream right stacked rock wall measured approximately 40-ft long x 24-ft high (height measurement increased 4-ft due to added height necessary to “key in” the rock below water level) x 4-ft thick = 3,840-cf / 27 = 142.2-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 199.1-tons of heavy rock.....
2) The downstream right stacked rock wall measured approximately 30-ft long x 24-ft high (height measurement increased 4-ft due to added height necessary to “key in” the rock below water level) x 4-ft thick = 2,880-cf / 27 = 106.7-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 149.3-tons of heavy rock.....
The total tonnage of heavy rock used for the repairs was calculated at 199.1-tons + 149.3-tons = 348.4-tons. The applicant actually used a total of 367.96-tons of heavy rock.....
NOTES:.....
The applicant bid out the project and selected the lowest bid (see attached bids). The project costs were deemed reasonable.....
The site could not be repaired back to pre-disaster. This is primarily due to the nature of the bank material. The nearly vertical slope between the brook and the roadway was made up of native fill (dirt and rock). The applicant could not feasibly duplicate the vertical slope using normal fill material. The applicant did not have the ability to move the brook over enough to construct the sopeusig dumped rock. The only feasible way that they could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under the good construction practices instead of hazard mitigation since the rock wall was the only viable method of repair.
317DR2AV-12 Site 67 - Bridge 96 PA-02-NY-4020-PW-01468 PA-02-NY-4020-State-0024(24)
1) The applicant utilized the contract services of Boyle Excavating to repair the site. The repairs consisted of the construction of a stacked rock wall approximately 25-ft long x 12-ft high (height measurement increased due to added height necessary to “key in” the rock below water level) x 4-ft thick = 1,056-cf / 27 = 39-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 54.6-tons (applicant actually used a total of 59.13-

tons of extra heavy rock).....
2) The applicant will utilize FA Labor, Materials and Equipment to replace 1,885-sf of existing asphalt surface on the bridge deck and the pavement on both approaches over an area 29-ft wide x 20-ft (2-approaches x 29-ft wide x 20-ft long = 1.160-sf) to reestablish the transitional elevation between the roadway and the bridge deck. The total area of pavement to be replaced equals 1,885-sf + 1,160-sf = 3,045-sf x 2-inches thick = 6,090-sy/in. The pavement will be replaced according to Delaware DPW specifications. The main tasks involved are;.....
2a) mill the existing asphalt from the bridge deck and haul it away
2b) clean the bridge deck and install new deck angles (to prevent hot asphalt from being pushed into the stream).....
2c) shoot the deck with tack coat.....
2d) place a True and Level course on the deck to provide positive drainage.....
2e) install a waterproofing membrane, and.....
2f) place a 2-inch thick top course on the deck an immediate approaches
317DR2AW-12 Bridge 36-7 located near the intersection of CR 36 and Cartright Road PA-02-NY-4020-PW-02123 PA-02-NY-4020-State-0040(38)
The applicant utilized 10-hours of FA Labor and 210-miles of FA Equipment for the planning and construction oversight of the project.....
The applicant utilized the contract services of LaFever Excavating, Inc. to repair the site. The pre-disaster conditions would have entailed removing and resetting the Tonka blocks which make up the upstream right wing wall, backfilling the wall with gravel, and seeding and mulching the site for erosion control.....
NOTE: Unfortunately the scope of work necessary to repair the site to pre-disaster conditions differs from the repairs that were actually undertaken at the site.
The major difference in the pre-disaster repairs verses the actual repairs is the difference between backfilling the wall with gravel and installing the displaced Tonka blocks in a 4-ft deep trench.
The excavated material would serve as backfill material eliminating the need to truck gravel to the site to backfill the wall.....
The two items listed above would entail similar costs and those costs are assumed to be equal for the purposes of this project worksheet.....
NOTE #2 - The applicant bid out the project and accepted the lowest bid
317DR2AX-12 Bridge 15 - on George Road over Dry Brook PA-02-NY-402-PW-1898PA-02-NY-4020-State-0040(38)
The applicant utilized 23-hours of FA Labor and 232-miles of FA Equipment use for the planning and construction oversight of the project. The applicant would have incurred $6,884.92 in Force Account Materials for the purchase of 385.71-tons of medium stone fill if the site was repaired to pre-disaster (as the County purchases the rock directly from the vendor).
The applicant utilized the contract services of Hubbell, Inc. to repair the site. The pre-disaster conditions would have entailed placing 389-tons of medium stone fill on the stream bank located on the upstream left and downstream right sides of the bridge including the rip rap directly under Bridge 151 (applicant actually used a total of 385.71-tons of fill).
NOTES;
The applicant bid out the project and accepted the lowest bid (see attached RFP and Proposals).
317DR2AY-12 Sites 17, 19 and 78 on County Route 36 adjacent to Batavia Kill PA-02-NY-4020-PW-03772 PA-02-NY-4020-State-0056(55)
The applicant utilized 113.75-hours of FA Labor (including 15.75-hours of overtime labor), 72.75-hours and 166.8-miles of Force Account Equipment, $5,272.21 in rented equipment with operators, and $14,080.46 in materials to repair the slope to pre-disaster function.
The rented equipment rates were based on the Delaware County DPW 2011 Bid Book prices. The hourly rates did not adequately compensate the equipment supplier for overtime labor costs. The applicant took the bid price for the equipment and backed out the prevailing wage labor costs. This gave the applicant the base equipment rate. The labor costs were then added back into the equipment hourly rates to better compensate the equipment supplier for the overtime labor costs.
Site 17, GPS 42.18186, -74.59940 -- The applicant repaired two damaged walls downstream of the SR 30 Bridge and built a new wall using large stackable stones (4.1 to 8-tons). 102 x 9-ft high (keyed in 4-ft) x 5-ft wide = 4,590-sf / 27 = 170-CY

The original damaged wall on Site 17 was partially constructed of stacked concrete slabs and partially comprised of nearly vertical native material. Site 78 was comprised of nearly vertical native materials. The sites could not be repaired back to pre-disaster conditions. This is primarily due to the nature of the bank material. The nearly vertical slope between the stream and the roadway was made up of native fill (dirt and rock) which was armored with large flat stones. The applicant could not feasibly duplicate the vertical slope using normal fill material. The applicant did not have the ability to move the brook over enough to construct the slope using dumped rock. The only feasible way that they could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under the good construction practices instead of hazard mitigation since the rock wall was the only viable method of repair.
The total stone utilized = 170-CY + 58.7-CY + 11.1-CY = 239.8-CY x 1.8 (conversion factor from CY to tons) = 431.64-tons of heavy stackable rock (Applicant actually used 418.7).

The applicant used 67.53-tons of medium stone fill to fill in the area behind the newly constructed rock wall and CR 36.
The major tasks involved were;
1) &ns;&nbs; Remove and reset the guiderail (Sites 17 and 19)
2) Excavate the failed material down to bedrock
3) Build the wall up with heavy stackable stone and medium stone fill
4) Reset the guiderail
NOTE: Labor and Equipment costs were taken directly from spreadsheets supplied by the applicant. The FEMA Equipment Cost Codes, 20% of the labor hours, labor rates and benefit percentages were verified.
NOTE: Site Specific Permits attached for Sites 17 and 78. The permit information for Site 19 contains an email dated Monday, September 19, 2011. The email response from Martha Bellinger (DEC) confirms that the work is covered under the Emergency Authorization
317DR2AZ-12 CR 36 (just downstream from BR 36-1) PA-02-NY-4020-PW-03872 PA-02-NY-4020-State-0056(55)
The applicant utilized 298.25-hours of FA Labor (including 101.25-hours of overtime labor), 248.25-hours and 113.2-miles of Force Account Equipment, $3,882.53 for 20-hours of rented equipment with operators, $2,600.07 for materials to build the new guiderail and $60.00 in contract costs with the Town of Walton to apply hydro-seed to the area for erosion control to repair the slope so that it is able to provide structural support to CR 36.
The applicant evaluated the condition of the embankment and determined that it could not be repaired to pre-disaster condition due to the limited access. A large portion of CR 36 would have to be excavated in order to build a ramp down to the toe of the embankment. Since the shoulder width at the top of the embankment was in excess of 30-ft wide, the applicant determined that the only viable repair method would be to excavate the remaining embankment to a final stable and safe slope of 2:1 (2-ft horizontal to 1-ft vertical). This would leave enough room for a normal road shoulder and provide the necessary structural support for County Route 36 (CR 36). The reduced road shoulder required a guiderail in accordance with AASHTO standards.
The major tasks involved with the slope stabilization were;
1) Reshape approximately 300-linear feet of slope where the toe was eroded.
2) Reshape an additional 70-linear feet of slope (outside the tree-lined stream bank) to transition the reshaped slope to the existing embankment.
NOTE: Approximately 1,634-CY of material was removed from the site. The excavated material was used as backfill at various storm damaged areas on CR 37 or stored at a DPW storage lot located upstream from Bridge 37-1 for future use.
3) Install 562.50-linear feet of guiderail. NOTE: the dimensions of the newly installed guiderail is longer than the damaged slope because the new guiderail was connected to an existing guiderail to protect the traveling public from the entire slope.
PROJECT NOTES:
Labor and Equipment costs were taken directly from spreadsheets supplied by the applicant. The FEMA Equipment Cost Codes, 20% of the labor hours and equipment hours were validated, as well as labor rates and benefit percentages.
The rented equipment rates were based on the Delaware County DPW 2011 Bid Book prices. The hourly rates did not adequately compensate the equipment supplier for overtime labor costs. The applicant took the bid price for the equipment and acked ut the prevailing wage labor costs. This gave the applicant the base equipment rate. The labor costs were then added back into the equipment hourly rates to better compensate the equipment supplier for the overtime labor costs.
The damaged site is located downstream left of County Bridge 36-1 and the DEC is attached.
The repairs at this site fell under the good construction practices instead of hazard mitigation since re-contouring the slope was the only viable method of repair.
Hazard mitigation was discussed with the applicant and it was not a viable option due to the following factors;
a) The slope is located on an inside curve so that erosion forces are minimized.....
b) Large rocks are already present at the toe of the slope for protection, and.....
c) There isn't any way to access the toe of the slope for any additional slope protection
317DR2BA-12 Guiderail on County Route 36 PA-02-NY-4020-PW-06042 PA-02-NY-4020-State-0058(57)
The applicant used 116-hours of FA Labor, 83.5-hours of FA Equipment and $3,463.04 for FA Materials taken from stock to replace the damaged guiderail returning the guiderail to pre-disaster conditions
317DR2BB-12 County Route 36 - Pavement Repairs PA-02-NY-4020-PW-06358 PA-02-NY-4020-State-0061(60)
The applicant will utilize a combination of contracted and force account forces to repair CR 36 to pre-disaster conditions. The repairs will consist of the following;.....
1) Mill the damaged portion of pavement (approximately 13,750-square feet).....
2) Install a 3-inch thick layer of Base (4,584-square yard inches = approximately 264-tons).....
3) Install 2.5-inch thick layer of binder (3,820-square yard inches = approximately 173-tons).....
4) Install 1.5-inch thick layer of top course (2,292-square yard inches = approximately 127-tons).....
NOTES:.....
1) The applicant will utilize contracted services to replace the damaged portion of pavement and force account labor and equipment to oversee the paving contractor (assume two days).....
2) The unit rates listed on the contractor prices are consistent with the rates listed in the 2011 Delaware County Bid Book

317DR2BC-12 Bridge 38-1 Pavement Repairs PA-02-NY-4020-PW-06347 PA-02-NY-4020-State-0061(60)
The applicant will utilize a combination of contracted and force account forces to repair the approaches to BR 38-1 to pre-disaster conditions. The repairs will consist of the following;.....
1) Remove the guiderail on the approaches (approximately 100-ft long x 2-sides of the road = 200-linear feet of guiderail.....
2) Mill the damaged portion of pavement (approximately 1,333-square yard inches.....
3) Install 2.5-inch thick layer of binder (832-square yard inches = approximately 47-tons).....
4) Install 1.5-inch thick layer of top course (500-square yard inches = approximately 27.6-tons).....
5) Reset the guiderail.....
NOTES:.....
1) The applicant will utilize force account labor and equipment toremove nd reset the guiderail (assume two days).....
2) The applicant will utilize contracted services to replace the damaged portion of pavement and force account labor and equipment to oversee the paving contractor (assume two days).....
3) The unit rates listed on the contractor prices are consistent with the rates listed in the 2011 Delaware County Bid Book
317DR2BD-12 Bridge 38-1 Pavement Repairs PA-02-NY-4020-PW-06363 PA-02-NY-4020-State-0065(64)
The applicant utilized 322.75-hours of force account labor, 117.5-hours of force account equipment, 84.84-tons of heavy stackable rock, 99.82-tons of crushed gravel and contracted services to repair the facility to pre-disaster form and function. The main tasks involved;.....
1) Design of the internal drainage system.....
2) Contractor oversight.....
3) Replacement of the damaged retaining wall with a combination of salvaged rocks and 84.84-tons of new stackable rock.....
4) Installation of a new catch basin.....
5) Installation of new outlet pipe from the basin to the retaining wall.....
6) Seed and mulch the disturbed area for erosion control.....
NOTES;.....
a) Crushed gravel was used for backfill behind the stacked rock wall and bedding around the drop inlet and outlet pipe (99.82-tons / 1.4 (conversion factor for crushed gravel) = 71.3-CY x 27 = 1,925-cubic feet (actual dimensions of fill required for the wall, drop inlet and piping is not known).....
b) Delaware Bulldozing Corp. supplied equipment and operators at unit rates derived from the 2011 Delaware County Bid Book. Additional minor labor and materials were also provided to aid the applicant's work forces repairing the site to pre-disaster conditions (sections of the 2011 Delaware County Bid Book are attached to document the equipment unit rates).....
7) Replace the sidewalk on the approach to the bridge. The sidewalk had been partially undermined but the replacement of the pipe required that the sidewalk be removed to install the pipe. The section of 4-inch thick sidewalk to be replaced measures 58-ft long x 5-ft wide = 290-square feet.....
8) Mill and repave the street in the area of the catch basin replacement. The pavement was removed in the area of the drop inlet during construction activities. The section of pavement to be replaced is 67-feet long x 13-feet wide = 871-square feet / 9 = 97-square yards x 1.5-inches thick = 145-SY/in
317DR2BE-12 Site 50 - County Bridge 19 PA-02-NY-4020-PW-06752 PA-02-NY-4020-State-0069(68)
The applicant will utilize a combination of contracted and force account forces to repair the site to pre-disaster conditions. The repairs will consist of the following;.....
1) Mill and replace 525-square yard inches or 31.5-tons of pavement.....
a) Mill the existing pavement from the bridge. Note that the approaches do not have to be milled because there are armor joints on either end and at the pier.....
b) Clean the tops of the beams.....
c) T&L the deck to get the cross slope back in the deck.....
d) Plae the dek angle on the upstream side.....
e) Pave the top.....
2) Remove and replace 1.85-CY of concrete sidewalk at Location #1 and 2.4-CY of concrete at Location #2.....
a) Remove the sidewalk slabs that have settled and dispose of them.....
b) Place gravel and compact it under the sidewalks.....
c) Form, pour and apply curing compound for the sidewalks.....
d) Strip the forms and backfill the sidewalks.....
3) Fill in the area behind the abutment with 4.9-CY's of gravel.....
Notes:.....
a) In addition to the items listed above, the applicant will have to have a traffic control plan and seed and mulch the site after work is completed for erosion control adjacent to the river.....
b) The estimate was based on the 2011 Delaware County Bid Book and other historical prices.....
c) High velocity floodwaters flowing over the bridge deck causes the pavement to delaminate and lift. Silt and fine mud get under the pavement during the delaminating process and compromises the durability of the pavement by preventing the different layers of pavement from bonding together again
317DR2BF-12 Site 74 - County Bridge 161 PA-02-NY-4020-PW-06754 PA-02-NY-4020-State-0069(68)
The applicant will utilize a combination of contracted and force account forces to repair the site to pre-disaster

conditions. The repairs will consist of the following;.....
1) Downstream Left Wingwall – remove and reset 10-lf of guiderail, excavate 7.4-CY of material from behind wall and replace with 7.4-CY of structural fill.....
2) Upstream Left Wingwall – replace 33-CY of rip rap and 33-CY of structural fill.....
3) Downstream Right Wingwall – Dewater the stream, excavate an area under the dry stacked rock wall 10-feet long x 4-feeet wide x 2-feet deep, form and pour a concrete footing.....
4) Upstream right wingwall: dewater, isolate the work area sealing as many voids as possible with form material, and pump concrete in behind the plate and rail wall to fill all the voids.....
NOTES:.....
a) The disturbed area will be mulched and seeded to control erosion.....
b) The estimate was calculated using NYS DOT weighted Average Awarded Bid Prices and the backup documentation is attached.....
c) The concrete footing under the dry stacked rock wall is NOT repairing it to predisaster conditions, but is the only way that the applicant can repair the wall so it function is consistent with pre-disaster.....
317DR2BG-12 Site 26 - County Route 37 PA-02-NY-4020-PW-07324PA-02-NY-4020-State-0079(78)
The applicant used a combination of force account labor, material, equipment and rental equipment to repair the site. This Scope of Work was written to cover the expenses that would have been incurred if the applicant would have repaired the site to pre-disaster conditions.....
The repairs would have consisted of the following;.....
1) Install traffic control signs and barricades on CR 37.....
2) Remove guiderail for access to the site.....
3) Place 1,889-CY of bank run (fill material).....
4) Replace the guiderail.....
5) Mill and remove the damaged pavemen - approxmately 300-feet long x 12-ft wide x 2-inches thick.....
6) Apply a tack coat so the new pavement bonds to the existing pavement.....
7) Repave the damaged section of pavement 300-feet long x 12-ft wide x 2-inches thick.....
NOTES:.....
The unit cost for the bank run was taken from invoices for this project that were supplied by the applicant.....
The costs for the pavement project were taken from two different estimates supplied by the applicant (attached).....
100% of the labor and equipment hours were checked for accuracy against the foremans field logs
317DR2BH-12 Site 38 - County Route 41 PA-02-NY-4020-PW-06747 PA-02-NY-4020-State-0088(87)
The applicant utilized 76.5-hours of force account labor, 41-hours of force account equipment, and would have used 8.4-tons of bank run material to repair the facility to pre-disaster form and function
The main tasks involved:
1) Filled in minor shoulder erosion with 37-CY of reclaimed material that was deposited on the road and inlets of the culverts
2) Pipe Inlet - Filled in scour with 3.3-tons of bank run material
3) Slope #1 - Filled in scour with 0.9-tons of bank run material
4) Slope #2 – Filled in scour with 4.2-tons of bank run material
317DR2BI-12 Site 23 - County Route 37 - Embankment and Pavement PA-02-NY-4020-PW-07399 PA-02-NY-4020-State-0098(97)
The applicant used 381.25-hours of force account labor (including 105.75-hours of overtime labor, 300.50-hours of force account equipment, 1,280-CY of force account material, one day rental of an excavator and 1.6-hours of a hydroseeding machine rental to repair the site.....
This Scope of Work was written to cover the expenses that would have been incurred if the applicant would have repaired the site to pre-disaster conditions.....
The repairs would have consisted of the following;.....
1) Install traffic control signs and barricades on CR 37.....
2) Remove guiderail for access to the site.....
3) Place 1,422-CY of bank run (fill material).....
4) Replace the guiderail.....

5) Mill and remove the damaged pavement - approximately 400-feet long x 12-ft wide x 2-inches thick.....
6) Apply a tack coat so the new pavement bonds to the existing pavement.....
7) Repave the damaged section of pavement 400-feet long x 12-ft wide x 2-inches thick.....
NOTES:.....
The unit cost for the bank run was taken from invoices for this project that were supplied by the applicant.
The costs for the pavement project were taken from two different estimates supplied by the applicant (attached).
100% of the labor and equipment hours were checked for accuracy against the foreman's field logs and engineering timesheets
317DR2BJ-12 Site 27_CR 37_Portertown Hill PA-02-NY-4020-PW-07613 PA-02-NY-4020-State-0102(100)
The applicant utilized a combination of force account labor, equipment and materials, rented equipment, and contracted services to repair the site. The applicant has already repaired the site incorporating numerous hazard mitigations. This SCOPE OF WORK was written to encompass the items that would have been required to repair the site to predisaster conditions.....

Te applican built an access road from CR 37 to Vly Creek to repair the site. The access road was 370-feet long x 12-feet wide. The road was cut into the slope and topped with 3-feet of gravel. The gravel was chosen due to availability and to provide a stable base for heavy trucks. Quantity of gravel = 370-feet long x 12-feet wide x 3-feet thick = 13,320-cubic feet x 1/27 x 1.4 = 691-tons.....
The applicant utilized approximately 1,500-CY of Bank Run Fill Material to provide a bedding course for the rip rap throughout the site.....

- Site Wide Shoulder Erosion – fill in shoulder erosion with 148-CY of Bank Run.....
- Location 1 - Replace 444-CY of eroded native material on failed slope with Bank Run.....
- Location 2 - Replace 111-CY of eroded native material on failed slope with Bank Run.....
- Location 3 - Replace 474-tons of Light Stone Fill over a gravel base 100-feet long x 20-feet wide x 1-foot deep = 2,000-cubic feet x 1/27 x1.4 = 103-tons.....
- Location 4 - Replace 95-tons of Light Stone Fill and backfill the downslope side of the sheet pile wall 40-feet long x 4-feet wide x 4-feet deep = 640-cubic feet x 1/27 x1.4 = 33-tons.....
- Location 5a – Install 39 Self Drilling Nails, each 20-ft long to provide horizontal structural support to 125-linear feet of the sheet pile wall and backfill the upslope and downslope side of the sheet pile wall 130-feet long x 6-feet high x 6-feet wide (total) = 4,680-cubic feet x 1/27 x 1.4 = 243-tons.....
- Location 5b - Replace native fill with bank run material in front of sheet pile wall.....

150-feet long x 16-feet high x 6-feet deep = 14,400-cubic feet x 1/27 = 533-CY.....

- Location 6 – Replace 95-tons of Medium Stone Fill at the toe of the slope.....
- Location 7 – Replace 356-tons of Medium Stone Fill at the toe of the slope.....
- Location 8 – Replace 247-tons of Medium Stone Fill at the toe of the slope.....
- Location 9a - Replace 60-foot long Plate and Rail Wall with Stacked Stone Wall.....

60-feet long x 9-feet high x 6-feet wide = 3,240-cubic feet x 1/27 x 1.8 = 216-tons of heavy stackable rock.....

- Location 9b - Replace 747-tons of Light Stone Fill behind the stacked stone wall.....
- Location 10 - Repair scoured area under wall. The wall would have to be completely disassembled and then resembled to repair the wall to predisaster conditions. The applicant prudent repairs would consist of building a stacked rock wall a few feet in front of the dry stacked stone wall measuring 80-feet long x ½(10+7)-feet high x 6-feet wide = 4,080-cubic feet x 1/27 x 1.8 = 272-tons, secure a waterproof material (HDPE membrane) under the wall and over the inside of the stacked rock wall and fill in the void with concrete. The concrete would be installed to fill the void under the wall and include the bottom of the wall that is hidden by the stacked rock wall. The waterproof material would be necessary to ensure that no concrete entered the crek.....
- Location 11 – Replace 500-tons of large rock at the toe of the slope.....
- Location 12 – Remove and Replace 42-foot long x 12-inch diameter concrete culvert.....

WORK TO BE COMPLETED.....

- Location 13x – Pavement Repairs – Mill damaged pavement and install new pavement in quantities calculated below..

317DR2BK-12 Site 47 - BR 8-1 PA-02-NY-4020-PW-08004 PA-02-NY-4020-State-0109(108)
The applicant will utilize a combination of FA Labor, Equipment and Materials and contracted services to remove and replace Bridge 8-1.
Delaware County passed a resolution (Resolution 173 of 2008) requiring that the capacity of any new bridges will be based on the results of a hydrologic and hydraulic study. The policy was approved in 2008. In 2011 the county applicant replaced bridges BR 12-1 and BR 12-2. The applicant designed bridge BR 26-3 replacement but did not build it yet (due to the floods). The applicant upgraded numerous small culverts (designated 21-7A and 23-4B and undesignated culverts) into larger culverts using the standards. These codes and standard upgrades were accomplished without FEMA funding.
The replacement structure will be a, 54-ft long x 25-feet wide, single span structure due to the required waterway opening. The superstructure will be a continuous steel girder bridge with a timber deck and an asphalt wearing surface.
Two Preliminary Cost Estimate Worksheets (PEW's) and Cost Estimating Format estimates were prepared in order to track the cost difference between the original bridge and the replacement bridge that is required through the applicant's codes and standards. The replacement costs of the "In Kind" bridge were estimated at $23,078.27 for the work completed demolition + the estimated costs of $3,624.00 for the remaining demo + $249,591.00 = $276,293.27 and the costs for the new "Codes and Standards" bridge were estimated at $23,078.27 for the work completed demolition + the estimated costs of $3,624.00 for the remaining demo + $294,825.00 for the bridge = $321,527.27. The upgrades to the bridge that are required through codes and standards equal $321,527.27 – $276,293.27 = $45,234.
NOTE: DPW calculated the volumes and quantities (attached) and used New York State DOT average bid prices for 2011 and historical Delaware County costs and calculated the replacement cost as $790,000.00. The applicant's estimate is attached as backup for the estimate derived from the Preliminary Cost Estimate Worksheet and the Cost Estimating Format.
WORK COMPLETED.
The applicant utilized 546.5-hours of force account labor and 226.75-hours of force account equipment to perform the following tasks;

1) The failed superstructure was removed.
2) The roadway was barricaded to prevent pedestrian and vehicular traffic from approaching the structure.

3) Signs were installed to denote a detour to maintain traffic around the structure.
4) A field survey was done to develop base mapping.
5) A base map was prepared.
6) A hydrologic and hydraulic study was performed using the county's current design sandards to dtermine the appropriate waterway opening for a replacement structure.
7) A preliminary sizing of the structure was performed to determine the approximate locations of the substructure units.
8) DPW engineers preliminary designed the structure.
9) A geotechnical firm was retained to do a geotechnical evaluation of the site and to provide design parameters for the substructure units.
10) final design for the structure.
11) The super structure will be prefabricated in the county's fabrication shop.
12) The super structure will be sent out to be galvanized.
13) The replacement structure will be constructed.
14) The approaches will be reconstructed and paved.
15) The site will be hydro-seeded to control

317DR2BL-12 Site 29 - CR 37 - DPW Lot PA-02-NY-4020-PW-07790 PA-02-NY-4020-State-0109(108)
The applicant used a combination of force account labor, material, equipment and rental equipment to repair the site. The applicant completed repairs at the site that included mitigation. This Scope of Work was written to cover the expenses that would have been incurred if the applicant would have repaired the site to pre-disaster conditions.....
The repairs would have consisted of the following.....
• Rebuild the DPW lot with 18,472-CY of fill material.....
• Replace 192-tons of Medium Stone Fill that armored the embankment.....
1) Mill and remove the damaged pavement - approximately 225-feet long x 12-ft wide x 2-inches thick and 290-feet long x 24-feet wide x 9.5-inches thick.....
2) Apply tack coat(s) so the new pavement layers bond to the underlaying layers.....
3) Repave the damaged sections of pavement 225-feet long x 12-ft wide x 2-inches thick and 290-feet long x 24-feet wide x 9.5-inches thick.....
NOTES:.....
Hurricane Irene and Tropical Storm Lee caused the deposition of large amounts of rock debris along CR 36 and CR 37. This rocky debris was "mined" and transported to the DPW Lot and utilized as fill material. No material costs for this fill material are included in this subgrant application.....
See attached spreadsheet for quantity calculations and costs for the pavement.....
The unit cost for the Medium Stone Fill was taken from the 2011 Delaware County Bid Book.....
100% of the labor and equipment hours were checked for accuracy against the foremans field logs
317DR2BM-12 Site 51 - Bridge 20 (BIN 3353040) PA-02-NY-4020-PW-04086 PA-02-NY-4020-State-0112(112)
Delaware County passed a resolution (Resolution 173 of 2008) requiring that the capacity of any new bridges will be based on the results of a hydrologic and hydraulic study. The policy was approved in 2008. In 2011 the county applicant replaced bridges 12-1 and 12-2. The applicant designed bridge 26-3 replacement but did not build it yet (due to the floods). The applicant upgraded numerous small culverts, named (21-7A and 23-4B) and unnamed culverts, into larger culverts using the standards. The previous upgrades were accomplished without FEMA funding. The applicant will utilize a combiation of contacted and force account forces to design and build the two span 147-ft long bridge to replace the damaged 76-ft long single span bridge. WORK COMPLETED.....
The applicant utilized the following firms for their engineering services:.....
1) Modjeski and Masters (M&M) to design the bridge.2) Hawk Engineering completed the geotechnical engineering study that was used to design the bridge.3) Delhi Rock Drilling installed the borings to support the geotechnical report4) Able Testing and Inspection, Inc inspected the fabrication and welding of the steel girders.5) Keystone Associates Architects for geotechnical field services, and.6) New Century Construction (New Century) for the construction of the new bridge. The items completed to date include:.....
a) Clearing and Grubbing.b) Demolition of superstructure and substructurec) Furnish and install steel pilings d) Install cofferdams e) Form and pour footing concrete f) Form and pour concrete for structuresg) Furnish and install structural steel for deckh) Furnish and install 6-in x 8-in wooden deck.i) surveys.NOTE: The applicant is in the process of negotiating a change order. The change order was necessary because it was not possible to drive the piles on the island. The contractor had to drill holes to install the piles. NOTE: The contract to replace Bridge 20 was bid on a unit cost basis in order to fast track the project because the final design was taking place at the same time as the bidding process..... New Century's Application No. 4 (latest invoice dated 2/3/12) shows that 80% of their bid items are complete. The majority of the remaining 20% of the items were classified as uncompleted. The majority of these items were items that were either not used or they are 100% complete and New Century is waiting for the applicant to finalize the field measurements and complete their calculations of quantities used
1) New Century to complete the excavation of material for floodplain development (permit attached).....
2) New Century to complete the installation of rip rap to protect bridge.....
3) New Century to hydro-mulch reclaimed area.....
4) M&M to complete the final bridge certification (per DOT Regulations).....

5) Applicant to install guide railing on the bridge approaches – including:.....
a) four 4-ft long bridge rails (necessary to extend bridge guide rail to meet transition guide rail).....
b) four 32-ft long transition sections (transition between bridge guide rail and box beam approach guide rail).....
c) 142-ft of box beam guide railing.....
d) 4-pieces of box beam end pieces.....
6) Applicant to oversee the installation of a new asphalt surface on bridge deck, a) Bridge Deck -- 147.5-ft log x 32-ft wide= 4,720-sf x 1-sy / 9-sf = 524.4-sy x 1.5-inches thick = 786.7-sy/in x 120-lbs / sy/in = 94,400-lbs /2000 = 47.2-tons of asphalt.b) Approaches -- 212-ft long x 20-ft wide = 4,240-sf x 1-sy / 9-sf = 471.1-sy x 1.5-inches thick = 706.7-sy/in x 120-lbs / sy/in = 84,798-lbs /2000 = 42.4-tons of asphalt ****total asphalt = 47.2-tons + 42.4-tons = 89.6 tons NOTE: the bridge deck will also include the following items prior to installing the asphalt surfacec) clean the bridge deck and install 59-lf of deck angles (to prevent hot asphalt from being pushed into the stream)d) shoot the deck with tack coat.e) place a True and Level course on the deck to provide positive drainagef) install a waterproofing membrane.7) Applicant to oversee the process to reclaim the area disturbed by construction activities including 403-CY of topsoil (3-inches thick over one acre)nOTE: Hydro-mulch (1 acre) included in New Century bid.nOTE: The estimated costs for the guiderail, pavement and topsoil for reclamation were estimated using New York State DOT average bid prices for 2011 and historical Delaware County costs
317DR2BN-12 Site 60 -- Bridge 37-1 PA-02-NY-4020-PW-07576 PA-02-NY-4020-State-0120(120)
Delaware County passed a resolution (Resolution 173 of 2008) requiring that the capacity of any new bridges will be based on the results of a hydrologic and hydraulic study. The policy was approved in 2008. In 2011 the county applicant replaced bridges 12-1 and 12-2. The applicant designed bridge 26-3 replacement but did not build it yet (due to the floods). The applicant upgraded numerous small culverts, named (21-7A and 23-4B) and unnamed culverts, into larger culverts using the standards. The previous upgrades were accomplished without FEMA funding. The original Bridge 37-1 (BIN 3352990) was a 43-ft long x 24-ft wide single span bridge with concrete abutments and a beam reinforced concrete slab. The replacement structure will be a, 116-ft long x 32-feet wide, two span structure due to the required waterway opening. The substructure units will be founded on bedrock (as it is very near the surface). The superstructure will be a continuous steel girder bridge with a concrete deck. Work Completed.
The applicant utilized a total of 523.5-hours of FA Labor and 336.25-hours and 518.4-miles of FA Equipment to install a temporary bridge at BR 37-1 location. The major tasks included;
1) Demolish and haul off the damaged and failed superstructure.
2) Stabilize the scoured abutment to serve as scour protection for a temporary bridge.
3) Fill in the south approached with common fill to support a temporary bridge abutment.
4) Excavate the north approach down to stable material in preparation of construction of a temporary bridge abutment.
5) Construct temporary bridge abutments on both ends of the bridge. The abutments consisted of rectangular shaped steel boxes filled with stone.
6) Install a temporary one lane bridge on the temporary bridge abutments and secure the temporary superstructure to the substructure.
7) Place an open graded deck on the temporary superstructure.
8) Grade the fill on the approaches to meet the temporary deck.
9) Install guide railing on all four crners of the structure.
10) Survey the area to develop the base map.
11) Perform a hydrologic and hydraulic study using the county's current design standards to determine the appropriate waterway opening for a replacement structure.
12) Determine the approximate locations of the substructure units utilizing a preliminary sizing of the structure.
Contracted services included;
13) A geotechnical firm was retained to perform a geotechnical evaluation of the site and to provide design parameters for the substructure units.
14) An engineering design firm was retained for the preliminary bridge design.
The applicant will utilize a combination of Force Account Labor and Equipment and contracted services to perform the following major tasks:
15) A structural engineering firm will be retained to design the bridge replacement.
16) The engineering firm will develop the bidding documents for the replacement structure.
17) The completed design will be put out for competitive bidding.
18) The bids will be received and evaluated with a final recommendation for award.
19) The road will be closed to through traffic.
20) The temporary structure will be removed.
21) The replacement structure will be constructed.
22) The approaches and bridge deck will be reconstructed and paved.
23) Guiderails will be installed on the bridge deck and approaches in accordance with AASHTO standards.
24) A 3-inch thick layer of topsoil will be installed at the site. The site will be graded and hydro-seed will be applied to control erosion.
25) The construction will be inspected in accordance with NYSDOT standards.
317DR2BO-12 County Pedestrian Bridge 101P PA-02-NY-4020-PW-07989 PA-02-NY-4020-State-0128(128)

This project worksheet is for the restoration of BR 101P pedestrian bridge which carried pedestrian traffic from Old Halcott Road over Vly Creek to Lake Street in the Village of Fleischmanns, Town of Middletown, NY. BR 101P was built in 1996 above the dry laid stone abutments that were remnants of an old vehicular bridge. The clear span opening between the stone abutments was 36-feet. The applicant built new abutments behind the existing stone abutments to serve as the structural base for a new pedestrian bridge due to the unknown structurally stability of the old dry laid stone abutments. The distance between the new abutments was 56-feet and the beams for the superstructure were 60-feet long. The superstructure of BR 101P was comprised of two 60 foot long W24X55 steel girders on 4' 5.5" centers. There were MC 18 X 42.7 diaphragms at both ends and at 20 foot centers on the interior of the bridge. The deck was pressure treated 2" X 10" timbers lying flat with 2" X 6" pressure treated fascia boards and hand railings. The bridge is owned and maintained by the Delaware County Department of Public Works (DPW). A hazard mitigation proposal has been prepared to document an alternative repair that would serve the same function. RE: PW # 07989 Delaware County DPW Pedestrian Bridge 101 Upon reiew of the above mention PW and CEF, it has been identified that the in-kind replacement estimate appears to go far beyond the scope of the original structure. The estimate, as presented, constructs a facility that appears to be grossly over designed, primarily by constructing large spread footings and accompanying. Also, there are other items that are not in-kind replacements but Mitigation included in the CEF estimate (approx. $85,500.00 total). A previous estimate was conducted, which yielded a total in-kind replacement cost of $222,176.00. By the photos taken, it does not appear to be any obstacles that would prevent the structure from being rebuilt on its original footprint. There are no Code and Standards identified that would justify the magnitude of a structure that the Applicant has presented. A Hydrology study was conducted that identified a required rough opening of 40 ft. The structure pre-disaster had a rough opening of 56 ft which is what the revised estimate was based on along with backfilling lost embankment Damage description, scope of work, and the CEF of this project worksheet has been reviewed and re-worked from its original version in relation to the costs reflected. Once completed the CEF and based on restoring this pedestrian bridge back to pre-disaster condition the final project cost is in the amount of $55,740.00. Any discrepancies regarding this project worksheet will be address during the closeout process. The applicant will utilize a combination of force account and contracted services to replace BR 101P using the specifications and dimensions from the original pedestrian bridge construction This subgrant application has been written to encompass repairs that would be necessary to repair the site to pre-disaster conditions. A hazard mitigation proposal has been prepared to document an alternative repair that would serve the same functionWORK COMPLETED: The applicant utilized 72.5-hours of force account labor and 58-hours of force account equipment to perform the following tasks: 1) The superstructure was removed from the stream and disposed..... 2) A hydrologic and hydraulic study was performed using the county's current design standards to determine the appropriate waterway opening for a replacement structure..... 3) A field survey will be performed to build a base map for the site..... 4) A preliminary sizing of the structure will be performed to determine the approximate locations of the substructure units.....
5) A geotechnical firm will be retained to do a geotechnical evaluation of the site and to provide design parameters for the substructure units..... 6) A consultant will be retained to perform the final design of the structure..... 7) The county will solicit bids for the reconstruction of the bridge..... 8) The county will award a construction project..... 9) A contractor will construct the replacement bridge comprised of the following components; 9a) concrete abutment with a large spread footing..... 9b) superstructure comprised of two 60-foot long steel girders with assorted diaphragms..... 9c) deck and handrails comprised of 2-inch thick pressure treated wood..... 10) The county will provide full time ispection in accordance with current standards..... 11) Repave approaches - 65-feet long x 4.5-feet wide x 4-inches thick (2-inch thick layer of True & Level Course and 2-inch thick layer of Top Course).....12) Install 200-linear feet of 3-rail wooden fence
317DR2CM-12 Bridge 18-6 is located on County Road 18 Spur PA-02-NY-4031-PW-00724 PA-02-NY-4031-State-0032(31) $2,209.28 PA-02-NY-4031-State-0013(12) $19,263.39
The applicant utilized 15-hours of FA Labor and 52-miles of FA Equipment usage for the planning and construction oversight of the project. The applicant also incurred a cost of $2,209.28 for FA Materials (large stackable rock). The applicant utilized the contract services of Boyle Excavating to transport the large stackable rocks from a staging area and repair the site to pre-disaster conditions. The applicant provided photos of the original construction of the large stacked stone wall (see attached photo labeled pre-disaster wall). The repairs consisted of;
1)Recovering, removing and resetting the stacked large rock wall to pre-disaster conditions (some new stone was necessary). The repaired area measured approximately 100-ft long x 10-ft high (height measurement increased 4-ft due to added height necessary to "key in" the rock below water level) x 4-ft thick = 4,000-cf / 27 = 148-cy x 1.4 (conversion factor used to convert tons to cy) = approximately 207-tons of heavy rock was used in the construction of the new stacked rock wall (applicant actually used a total of 69.04-tons of new heavy rock in addition to the (approximately) 138-tons of heavy rock that was recovered, removed and reset at the site to make the repairs)
317DR2CN-12 CR 36 Road Embankment Failure PA-02-NY-4031-PW-01117 PA-02-NY-4031-State-0017(16)
The applicant utilized 634.5-hours of FA Labor (including 110.25-hours of overtime labor), 289.75-hours and 507.6-miles of Force Account Equipment, $2,500.00 in contracted services to drill holes in the bedrock in order to "pin" the large stone to the bedrock, $31,114.98 in rented equipment with operators, and $34,050.04 in materials to repair the slope to pre-disaster function.....
The rented equipment rates were based on the Delaware County DPW 2011 Bid Book prices. The hourly rates did not adequately compensate the equipment supplier for overtime labor costs. The applicant took the bid price for the equipment and backed out the prevailing wage labor costs. This gave the applicant the base equipment

rate. The labor costs were then added back into the equipment hourly rates to better compensate the equipment supplier for the overtime labor costs.....
The site could not be repaired back to pre-disaster conditions. This is primarily due to the nature of the bank material. The nearly vertical slope between the stream and the roadway was made up of native fill (dirt and rock) which was armored with large flat stones. The applicant could not feasibly duplicate the vertical slope using normal fill material. The applicant did not have the ability to move the brook over enough to construct the slope using dumped rock. The only feasible way that they could repair the nearly vertical slope to protect the roadway was to construct a rock wall using extra heavy stone. The repairs at this site fell under he good construction practices instead of hazard mitigation since the rock wall was the only viable method of repair.....
The first section of stacked stone wall measured approximately 9-ft high x 37-ft long. The wall then “steps” up to the next level which is 68-ft long x 12-ft high. The next step is 26-ft long x 14-ft high and the final step is 100-ft long x 16-ft high. The volume of stackable rock used was therefore...
a) 37-ft long x 9-ft high X 4.5-ft thick = 1,498.5-cu ft / 27 = 55.5-CY.....
b) 68-ft long x 12-ft high x 4.5-ft thick = 3,672-cu ft / 27 = 136-CY.....
c) 26-ft long x 14-ft high x 4.5-ft thick= 1,638-cu ft/ 27 = 60.7-CY.....
d) 100-ft long x 16-ft high x 4.5-ft thick = 7,200-cu ft / 27 = 266.7-CY.....
The total stone utilized = 55.5-CY +136-CY + 60.7-CY + 266.7-CY = 519-CY x 1.8 (conversion factor from CY to tons) = 934-tons of heavy stackable rock (Applicant actually used 790.12). The difference may be explained by the uncertainty of the conversion factor or the width dimensions of the rock.....
The applicant used 600-CY x 1.4 = 840-tons + 654-tons = 1,494-tons of bank run material and 112.31-tons of medium stone fill to fill in the area behind the newly constructed rock wall and the slope between the top of the rock wall and CR36.....
The major tasks involved were...
1) Remove and reset the guiderail.....
2) Excavate the failed material down to bedrock.....
3) Drill holes in the bedrock to insert dowels between the bedrock and the heavy stackable stone.....
4) Build the wall up with heavy stackable stone and compact bankrun material behind the large stone to a point where the remaining slope can be constructed at a slope of 2:1.....
5) Construct the remaining slope with bank run.....
6) Seed and mulch the disturbed construction area and.....
7) Reset the guiderail.....
NOTE: Labor and Equipment costs were taken directly from spreadsheets supplied by the applicant. The FEMA Equipment Cost Codes, 20% of the labor hours, labor rates and benefit percentages were verified.....
NOTE: The permit information (attached) contains an email dated Monday, September 19, 2011 (the day prior to the start of the project). The email response from Martha Bellinger (DEC) confirms that the work is covered under the Emergency Authorization
317DR2CO-12 Site 17 - Bridge 20-7 on Cold Spring Creek PA-02-NY-4031-PW-01318 PA-02-NY-4031-State-0018(17)
The applicant utilized 73.25-hours of FA Labor, 219-miles and 30.75-hours of FA Equipment and approximately 30-hours of rented equipment to excavate the area in the floodplain (triangular area 100-ft x 75-feet x 125-ft) between the new and the historical channel of Cold Spring Creek forcing Cold Spring Creek back to its normal channel, filled in the scour adjacent to CR 20 and applied mulch hay and grass seed to control erosion. The applicant would have incurred $2,516.67 for 210.6-tons of Run of Bank material if they were to repair the site to pre-disaster.
The applicant performed the work in accordance with a permit through the DEC.
NOTE: The applicant performed the work in accordance with the DEC Permit.
317DR2CP-12 Site 15 - BR 59, Griswold Street PA-02-NY-4031-PW-01812 PA-02-NY-4031-State-002423)
The applicant utilized 111.25-hours of FA Labor, 60.5-hours of FA Equipment, 60-hours of Rented Excavator, and $5,501.21 for FA Materials to repair the wall to pre-disaster condition.....
The major tasks involved in the project included;.....
1) removing approximately 65 feet of failed wall.....
2) salvage as much heavy stone as possible.....
3) rebuild the wall which required 303-tons of heavy stone.....
NOTE: the applicant purchased 204.76-tons of heavy stone and used approximately 98-tons of salvaged stone in the repair. The remainder of the salvaged stone was used as fill material behind the wall.....
4)Return the site to pre-disaster conditions including installing backfill the area adjacent to the wall with crushed gravel (approximately 150-ft long x 12-ft wide x 0.36-ft thick = 648-cf / 27 -= 24-CY), fine grade the disturbed area and apply seed and mulch for erosion contro
317DR2CQ-12 County Route 67 - Gabion Wall PA-02-NY-4031-PW-01989 PA-02-NY-4031-State-0024(23)
The applicant utilized 472.25-hours of FA Labor (including 101.25-hours of overtime labor), 248.25-hours and 113.2-miles of Force Account Equipment, $3,882.53 for 20-hours of rented equipment with operators, $2,600.07 for materials to build the new guiderail and $60.00 in contract costs with the Town of Walton to apply hydro-seed to the area for erosion control to repair the slope so that it is able to provide structural support to CR 36.
The major tasks involved with the repairs consisted of:
1) Remove the guiderail to provide access to the site 2)Excavation of the failed section of gabion wall
3) Leveling and compaction of the sub-grade for the construction of the new gabion wall – 102-ft long x 6-ft wide

x 1-ft thick = 612-cf / 27 = 22.7-CY x 1.4 = 32-tons of crushed gravel.
4) Construct a new gabion wall with 68-baskets and 204-tons of gabion rock.
5) Backfill of the wall with light stone fill (approximately 100-ft long x 10-ft high x 3.5-ft wide = 3,500cf/27=129.6-cy x 1.5 (conversion factor from CY to tons for gabion stone and light stone fill) = 194-tons (applicant actually used 194.62-tons).
6) Replace 15-tons of gravel that was eroded from the road shoulder.
NOTE: total tonnage of crusher run calculated (#3 and #6) = 32-tons + 15-tons = 47-tons. Applicant actually used 67.2-tons (approximately 20-tons of gravel filled voids in the light stone fill and stacked stone wall.
7) Pave the damaged north bound land with an estimated 56.22-tons of asphalt (applicant actually used 53.97-tons).
8) Re-erect the guiderail
317DR2CR-12 County Route 36 Pavement and Guiderail PA-02-NY-4031-PW-01993 PA-02-NY-4031-State-0024(23)
1) A subgrant application has already been prepared and submitted to compensate the applicant for the costs incurred to rebuild the stacked stone wall which measured approximately 231-ft long x 9-ft to 16-ft high. The Subgrant Application was #9902555 (EMMIE #1117). The costs associated with this PW were NOT captured with the previous subgrant application.....
The applicant utilized 55-hours of force account labor and 53-hours of force account equipment to perform the following task;.....
2) Remove and reset 250-linear foot of guiderail.....
WORK TO BE COMPLETED.....
3) Repair a section of pavement measuring 300-feet long x 24.5-ft wide x 2-inches thick. The repairs will consist of;.....
a) Mill the damaged pavement (300-feet long x 24.5-ft wide x 2-inches thick).....
b) Install a tack coat and a 2-inch thick layer of top course (approximately 92-tons at the calculated density of 110 lbs /SY/ 1 inch thickness).....
NOTES:.....
1) The applicant will utilize contracted services to replace the damaged portion of pavement and force account labor and equipment to oversee the paving contractor (assume two days).....
2) The unit rates listed on the contractor prices are consistent with the rates listed in the 2011 Delaware County Bid Boo
317DR2CS-12 Bridge 208 over the East Branch Delaware River PA-02-NY-4031-PW-02098 PA-02-NY-4031-State-0026(25)
The applicant will utilize a combination of force account labor, equipment and materials and contracted services to repair the stacked rock wall to pre-disaster conditions.....
The work will comprise of excavating material to form a level area to reconstruct the rock wall and rebuild the stacked rock wall with 74-CY or 133-tons of heavy rock
317DR2CT-12 CR17 - Historic Stone and Mortar Wall PA-02-NY-4031-PW-02356 PA-02-NY-4031-State-0057(56)
The applicant will utilize a combination of force account labor, equipment and materials and contracted services to repair 945-sf of historical stone wall back to pre-disaster condition.
The major tasks involved in the repairs consist of:
1) Erect signs indicating that the county route will be closed to through traffic during the wall repair project.
2) Close the road to through traffic and install concrete jersey barriers to protect the work area from errant vehicles.
3) Mill the existing pavement in the area of the failure.
4) Excavate the backfill between the historic mortared stone wall and an old concrete retaining wall (NOTE: the road was widened at some point in the past and the original retaining wall that separated the road from the river is still buried under the existing roadway).
5) Remove the failed mortared stone wall (concurrent with the removal of the backfill). Salvage any rock that will be suitable for the rebuilding portion of the project.
6) Reconstruct the wall with a combination of salvaged stone and new stone. The stone and mortar shall meet the requirements set forth in the letter from the New York State Office of Parks, Recreation and Historic Preservation date November 10, 2011 (attached).
7) Backfill the wall with select structural fill as the replacement wall is advanced.
8) Install subbase material.
9) Pave the east bound lane and shoulder with hot mix asphalt.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	20194	25840	46034	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR317F-12
Activity Title:	Delaware County Electric Co-Op

Activitiy Category:
Rehabilitation/reconstruction of public facilities

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Delaware County2

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$35,958.89
Total Budget	$0.00	$35,958.89
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2CU-12 Poles and Anchors PA-02-NY-4020-PW-00121 PA-02-NY-4020-State-0004(2)
Work Completed: The applicant utilized 155.5 hours of Force Account Labor, 147 hours of Force Account Equipment, and $1993.88 of Force Account Materials to replace 5 poles and numerous anchors and guy wires. The repairs were necessary to repair the system to pre-disaster conditions.
Attachment #1 includes the Daily Work Reports which detail the labor and equipment expended in the recovery efforts.
NOTE: The labor rates (regular time, overtime and double overtime) were spot checked with the DCEC accountant against the pay sheets and found to be accurate. The pay rate was determined by the day, start time, end time, and time between shifts.
The Force Account Material costs were derived from DCEC's computer generated Material Inventory Stock Status printout which tracks a running average cost of inventory.
317DR2CV-12 Kiff Brook Facility Pole #2 PA-02-NY-4020-PW-00117 PA-02-NY-4020-State-0015(12)
The applicant will utilize contracted services of Delaware Bulldozing to repair the site to pre-disaster conditions.

The repairs will consist of;
1) dumping 10 loads x 12 cy/load = 120 cy of cobbles
2) grade topsoil - 2 loads x 12 cy/load = 24 cy of topsoil
3) grade, seed and mulch access across farmers field to return it to pre-disaster conditions
NOTE: the estimate was compared to FEMA Cost Code 3251 (dumped rip rap) @ $44.00/CY and found to be reasonable (i.e. 120 cy x $44.00/cy = $5,280.00 which is 77% of the total estimate.
317DR2CW-12 High Voltage Electric Transmission System PA-02-NY-4020-PW-00119 PA-02-NY-4020-State-0004(2)

The applicant utilized the contracted services of Wellsboro Electric Company (Wellsboro, PA) and Steuben Rural Electric Coop (Bath, NY) to assist their own workforce, on August 29-30, 2011, to repair the 71 reported outages within the system and restore electric power to 3,020 members.
Wellsboro Electric Company and Steuben Rural Electric Coop worked alongside DCEC linemen.
Reasonableness - Both contractors charged labor rates equal to or similar to the applicant (union scale).
Wellsboro Electric Company charged $150.00 for 34-hours of usage for their bucket truck ($4.41 / hour) and 15% markup.
Steuben Rural Electric Coop charged $1,467.59 ($1.30 / mile) for the use of their bucket truck (FEMA Equipment Rate $37.25 x 66-hours = $6,183.50).
Both contracts were judged reasonable.
NOTE: The Outage History is attached as Attachment 1
NOTE: The Contractor Invoices are included as Attachment 2
317DR2CX-12 High Voltage Electric Transmission System PA-02-NY-4020-PW-00120 PA-02-NY-4020-State-0004(2)
The applicant utilized 1,174.5 hours of Force Account Labor, 706.5 hours of Force Account Equipment, $3,048.73 of Force Account Materials and $2,752.80 for contracted services of C&T Enterprises (Lewisburg, PA) to repair the 71 reported outages within the system and restore electric power to 3,020 members.
Attachment #1 includes the Daily Work Reports which detail the labor and equipment expended in the recovery efforts.
C&T Enterprises (C&T) handle all after hour calls for power outages. The existing contract allows 150-calls per month and charge $1.85 / call for each call above the base allowance. The 15call base allowance is normally sufficient to handle their normal call volume.
NOTE: The labor rates (regular time, overtime and double overtime) were spot checked with the DCEC accountant against the pay sheets and found to be accurate. The pay rate was determined by the day, start time, end time, and time between shifts.
The Force Account Material costs were derived from DCEC's computer generated Material Inventory Stock Status printout which tracks a running average cost of inventory.
317DR2CY-12 High Voltage Electric Transmission System PA-02-NY-4020-PW-00118 PA-02-NY-4020-State-0006(4)
The applicant utilized the contracted services of Delaware Bulldozing to repair the site to pre-disaster. The repairs consisted of rebuilding a stacked rock wall (rock wall) 70-linear feet long x 3-4-feet wide x 4-feet high, regrading the area to provide fill around the utility pole, and applying seed and mulch for erosion protection.
The contractors invoice did not separate the costs for the 70-linear feet of rock wall (repair to pre-disaster portion) and the 15-linear feet of wall (HMP). The items for Line #1 Rock and Line #2 230 Excavator and hand labor (on the DCEC purchase order) were prorated to represent the approximate costs to repair to pre-disaster (i.e. 70-ft of rock wall to pre-disaster / 85-ft of total wall constructed = 82%.
317DR2CZ-12 High Voltage Electric Transmission System PA-02-NY-4031-PW-00083 PA-02-NY-4031-State-0002(1)
The applicant utilized 111-hours of Force Account Labor, 107-hours of Force Account Equipment, $465.45 of Force Account Materials and $632.70 for contracted services of C&T Enterprises (Lewisburg, PA) to repair the 19 reported outages within the system and restore electric power to approximately 40 members.
Attachment #1 includes the Daily Work Reports which detail the labor and equipment expended in the recovery efforts.
C&T Enterprises (C&T) handled all after hour calls for power outages. The existing contract allows 150-calls per month and charge $1.85 / call for each call above the base allowance. The 150 call base allowance is normally sufficient to handle their normal call volume.
NOTE: The labor rates (regular time and overtime) were spot checked with the DCEC accountant against the pay sheets and found to be accurate. The pay rate was determined by the day, start time, end time, and time between shifts.
The Force Account Material costs were derived from DCEC's computer generated Material Inventory Stock Status printout which tracks a running average cost of inventory
317DR2DA-12 Pole Replacement - Work Order 7065 PA-02-NY-4031-PW-00084 PA-02-NY-4031-State-0002(1)
The applicant utilized 51 hours of Force Account Labor, 27 hours of Force Account Equipment, and $719.20 for Force Account Materials to replace the power pole and anchors to pre-disaster conditions.
NOTE: The pole was replaced per DCEC's standard operational procedure. The replacement logic comes down to the fact that the preservative that was originally on the pole leaches into the soils around the pole over time. This pole has been in the ground since 1966 so a lot of the protection for the pole is now in the soils surrounding the pole and not on the pole. The disaster caused erosion of the soils around the pole leaving the pole unprotected. Past experience has proven to DCEC that the pole would rot out in a matter of a few years if it was not replaced.
NOTE: The labor rates (regular time, overtime and double overtime) were spot checked with the DCEC accountant against the pay sheets and found to be accurate.
NOTE: The Force Account Material costs were derived from DCEC's computer generated Material Inventory Stock Status printout which tracks a running average cost of inventory.

Location Description:

Repairs to Delaware County Electric Co-Op

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	20194	25840	46034	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR319A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Delhi

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,377.88
Total Budget	$0.00	$1,377.88
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2L-12 Debris Removal PA-02-NY-4020-PW-00047 PA-02-NY-4020-State-0003(3)
The applicant utilized 228.5-hours of force account labor (184-regular time labor hours and 44.5-overtime labor hours) and 211 -hours of force account equipment to clear the woody debris from town roads eliminating the immediate threat to human health and safety.
The applicant chipped the smaller limbs on site and transported the larger woody debris (approximately 20 dump truck loads measuring 7 CVs per load (140-CY)) to a disposal site owned by the town. The GPS location of the disposal site is 42.25215, -74.95640. The Town of Delhi Highway Superintendent estimated that the amount of transported debris made up 50% of the total debris. The total cost per cubic yard to process the woody debris is $5,511.52 / 280-CY = $19.68 / CY.
NOTE: The disposal site is an abandoned gravel pit that is not a permitted landfill. The town uses to dispose of woody debris and material cleaned during ditch cleaning operations. The gravel pit is located in Zone X (see attached flood map).

Location Description:

Town wide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1235	2182	3417	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR320C-12
Activity Title:	Village of Delhi Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Delhi

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$778.12
Total Budget	$0.00	$778.12
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2EC-12 Storm Water Drainage Culvert PA-02-NY-4020-PW-00498 PA-02-NY-4020-State-0007(6)
The repairs will consist of;
1) replace 75-lf of 24-inch diameter corrugated metal culvert.
NOTE:
This Subgrant Application has been prepared to compensate the applicant for 50% of the repair costs.
The Village of Delhi has a policy whereby they may pay up to 50% of the replacement of the damaged culvert depending on mitigating factors such as; condition of the existing culvert, the degree of hazard present, the funding available in the Village budget and any other factors that might make alternate options appropriate. Eligibility will be determined at the FEMA Joint Field Office.

Location Description:

Village Street Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	717	1564	2281	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR323A-12
Activity Title:	Village wide debris removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Deposit

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,577.57
Total Budget	$0.00	$7,577.57
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR3M-12 Debris Removal PA-02-NY-4020-PW-00974 PA-02-NY-4020-State-0011(11)
in response to storm-related deposition of a minimum of approximately 920-cys of woody vegetative debris onto Village roadways and adjacent rights-of-way during the incident period Aug. 26 through Sept. 5, 2011, the Village of Deposit utilized contractual services to cut up trees that had blown down onto public roadways and adjacent rights-of-way within the Village. Force Account services were also utilized to cut up the blow-down debris. In addition, force account services were utilized to transport said woody vegetative debris to the Applicant's temporary debris storage and reduction (TDSR) site, located on Village property having GPS coordinates 42.05785, -75.42405. This woody debris was chipped at the TDSR site by the Applicant. All resulting chips were dispersed by Village personnel on Village property
Force account regular time hours (ineligible, Category A): 356.
Force account overtime hours: 58.
Force account equipment hours: 324.
Equipment hours have been verified and cross-checked with Labor hours by FEMA Project Specialist.
Estimated cost per cubic yard for debris removal and disposal work addressed here: $32.95 / cy.
Estimate is arrived at as follows:
Pickup trucks (2-EA)
Assume average 1/4-hour drive time to debris loading/removal site, travel being from debris disposal site, pickup trucks (2-EA) claimed here
1A) Assume average 1/2-hour debris load time, Ford F550 trucks (2-EA) claimed here
1B) Assume average 1/4-hour drive time from debris loading site, travel being to disposal site, pickup trucks (2-EA) claimed here
1C) Total estimated debris disposal round trip: 0.25-hour + 0.5-hour + 0.25-hour = 1-hour for each Ford F550

truck
2A) Hours claimed for F550 truck 1, FEMA cost code 8804, 5-cys: 52. (Refer to Force Account Equipment Records.)
2B) Calculation of trips to/from disposal site by pickup truck 1: (52-hours total load-haul time / 1-hour per individual load-haul trip) = 52-trips (estimate)
2C) 52-trips x 5-cys per trip = 260-cys debris hauled to disposal site (estimate)
3A) Hours claimed for F550 truck 2, FEMA cost code 8804, 5-cys: 52. (Refer to Force Account Equipment Records.)
3B) Calculation of trips to/from disposal site by pickup truck 2: (52-hours total load-haul time / 1-hour per individual load-haul trip) = 52-trips (estimate)
3C) 52-trips x 5-cys per trip = 260-cys debris hauled to disposal site (estimate)
4A) Hours claimed for Dum Truck, 10-cy dump box: 40. (Refer to Force Account Equipment Records.)
4B) Calculation of trips to/from disposal site by Dump Truck: (40-hours total load-haul time / 1-hour per individual load-haul trip) = 40-trips (estimate)
4C) 40-trips x 10-cys per trip = 400-cys debris hauled to disposal site (estimate)
5) Total cubic yardage hauled to chipping site: 260-cys + 260-cys + 400-cys = 920-cys (estimate)
6) Estimated cost per cubic yard: $30,310.29 / 920-cys = $32.95 / cy (estimate). This estimate is based on costs both for Force Account and contractual work.
All debris removal work addressed here was undertaken on Town roadways. Per Applicant, no debris removal work was undertaken on FHWA roadways.

Location Description:

Village wide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	983	692	1675	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR324A-12
Activity Title:	Townof Deposit Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Deposit

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,750.92
Total Budget	$0.00	$7,750.92
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2ED-12 Emergency Debris Removal PA-02-NY-4031-PW-02279 PA-02-NY-4031-State-0042(41)
In response to DR-4031-NY incident-period flooding and winds, Applicant utilized force account services in the removal and disposal of mud and sediments from Airport Road, at site with GPS coordinates 42.05474, -75.42225, and extending from north and south from this site, over a total length of approx. 1.09-miles. Project Specialist estimates that approx. 746-cys of mud and silt were removed and disposed of at this site. This quantity is calculated as follows: [(1.09-miles x 5280-ft / mile) x 21-ft (width) x 0-167-ft] / 27 = 746-cys.....
All sediments and mud referenced here were placed (disposed of) on roadway embankments for natural disposition.....
Also in response to the same incident-period flood event as that referenced above, the Applicant removed, cut up and disposed of approx. 140-cys of (estimate) woody vegetative debris resulting from blow-down of trees onto the same section of, or immediately adjacent to, the same section of roadway as that referenced above.....
All woody vegetative debris referenced here was cut up and placed on embankments/rights-of-way adjacent to debris-removal sites, for natural decomposition.....
Per Applicant, an average of one tree per 100-ft blew down onto the section of Airport Road that is referenced here.
Force account labor overtime hours, excluding simultaneous chainsaw work: 49.5.....
Force Account Regular Time Hours (ineligible, Category A Project Worksheet): 0.....
Force account equipment hours, excluding simultaneous chainsaw work, 46.5.....
Per Applicant, chainsaw work (performed by force account employees) took place simultaneously with other emergency work that was performed by these employees. Also per Applicant, this chainsaw work was undertaken during approx. 50% of hours claimed here.....
Mitigation ineligible. (This Project Worksheet addresses emergency work.).....

The cost per cubic yard for work addressed here is estimated to be $3.75 / cy. This estimate is arrived at as follows.....

(1) Per discussion with Applicant, an estimated 1-tree per 100-ft fell onto Airport Road, over a distance of 1.09-miles at, and adjacent to the site addressed in this Project Worksheet.....
(2) One tree per 100 feet is equivalent to approx. 57.5-trees over 1.09-miles, as follows: (1.09-miles x 5,280-ft / mile) x (1 tree / 100-ft) = 57.5-trees.....
(3) Assume Applicant debris removal work involved the eastern hemlock and various species of maple trees.....
(4a) Per websitehttp://www.engineeringtoolbox.com/weigt-wood-d_821.html, eastern hemlock and maple, non-dry tree densities are each approx. 50-lb per cubic ft.....
(4b) Assume average tree height is 20-ft.....
(4c) Assume average tree width (diameter) is 2-ft.....
(4d) On the basis of (4b), and (4c) above, the estimated single-tree volume associated with blowdown trees, this Project Worksheet is 62.83-cf, or 2.33-cys.....
(5) On the basis of (1), (2) and (4d) above, 140-cys of woody vegetative debris are estimated to have been removed, cut-up, and disposed of at the Airport Road site referenced in this Project Worksheet. This value is calculated as follows:.....
57.5-trees x (2.33-cy / tree) = 140-cys. (estimte).....
(6) That portion of the Scope of Work discussing removal of sediments and mud from Airport Road includes an estimate of approx. 746-cys of sediments and mud that were removed from Airport Road in response to this disaster.....
(7) On the basis of (5) and (6) above, an estimated 886-cys of debris were removed from Airport Road in response to incident-period flooding and tree blow-down. (140-cys + 746-cys = 886-cys.).....
(8) The total cost claim, excluding direct administrative costs, submitted by the Applicant in association with this Project Worksheet is $3,320.06. (Refer to cover sheet, this Project Worksheet.)....
(9) From (7) and (8) above, $3,320.06 / 886-cys = $3.75 / cy. This dollar amount ($3.75) is the estimated dollar / cubic yard debris removal cost associated with this Project Worksheet.....
317DR2EE-12 Emergency Debris Removal PA-02-NY-4031-PW-02185 PA-02-NY-4031-State-0032(31)
(1) In response to incident-period severe flooding and winds, Applicant utilized contractual and force account services in the removal and disposal of approx. 276 -cys, mixed woody vegetative debris, sediments and cobbles, deposited within/against culverts and related facilities located in, or adjacent to Roods and Laurel Creeks, at sites immediately adjacent to Silver Lake and Roods Creek Roads within the Town of Deposit.
Per Applicant, debris addressed above was transported to temporary staging site having GPS coordinates 42.00293, -75.3802, adjacent to Beaver Mountain Road. Also per Applicant, following staging, this debris was transported to, and disposed of at contractor's pit, said pit located adjacent to Oquaga Lake Road, at site with GPS coordinates 42.045951, -75.480447.
> Contractor work included utilization of dozer, chain saws, and excavator.
(2) Also in response to incident-period severe flooding and winds, Applicant utilized force account services in the removal of approx. 883.2-cys (estimate) of mixed woody vegetative debris, sediments and cobbles from Silver Lake and Roods Creek Road roadways and shoulders at sites adjacent to those referenced in (1) above. All debris addressed here was deposited on roadside embankments for natural decomposition or disposition.
Force Account Labor: 170-hours regular time, 31-hours overtime. Force Account Equipment: 201-hours.
Estimated cost per cubic yard associated with debris removal and disposal work addressed here: $23.63 / cy. This estimate is arrived at as follows:
(1) Contract Work:
Based on contract work tickets, approx. 144-cys (9/20/11) + 72-cys (9/21/11) + 36-cys (9/22/11) of debris + 24-cys (9/23/11) were removed and disposed of. These quantities total to 276-cys (144-cys + 72-cys + 36-cys + 24-cys = 276-cys). Refer to contractor work tickets, included with this Project Worksheet.
(2) Force Account Work:
(a) Assume 0.5-hour is required to load one (1-EA) 12-cy dump truck, 0.5-hour is required to transport and dispose of debris that was loaded into this dump truck, and 0.25-hour is required to return dump truck to debris removal site. On this basis, the total estimated time to remove and dispose of debris associated with one 12-cy dump truck is as follows: 0.5-hour + 0.5-hour + 0.25-hour = 1.25-hour per 12-cy load.
(This estimate is based on a relatively short travel-time from loading site to disposal site. Based on the Applicant's submittals, this assumption appears to be reasonable.).
(b) 92 dump truck hours have been submitted by the Applicant for the force account debris removal work addressed here.
(c) Using the estimated values from above, the number of cubic yards of debris processed with force account labor and equipment is estimated to be 883.2-cys. This estimate is calculated as follows:
92-hours x (1-load / 1.25-hours) x (12-cys / load) = 883.2-cys.
(3) From (1) and (2c) above, an estimated combined total of 1,159.2-cys (276-cys + 883.2-cys) of debris were processed using contractual and force account services.
(4) Using the estimated project cost ($27,391.60) included with this Project Worksheet, and the estimated cubic yardage (1,159.2) of debris that was removed and disposed of, this Project Worksheet, it follows that $27,391.60 / 1,159.2 = $23.63 / cy.

Refer to New York State Emergency Authorization for Emergency Actions in Response to Tropical Storm Lee, included with this Project Worksheet.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
No mitigation opportunities have been identified. (Category A work.).

Location Description:

Town Wide Debris Removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	859	837	1696	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR324B-12
Activity Title:	Town of Deposit Emergency Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Deposit

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,574.84
Total Budget	$0.00	$2,574.84
Total Obligated	$0.00	$2,087.62
Total Funds Drawdown	$0.00	$2,087.62
Program Funds Drawdown	$0.00	$2,087.62
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,087.62
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2O-12 Debris Removal PA-02-NY-4020-PW-07448 PA-02-NY-4020-State-0088(87)
In response to severe incident-period winds and flooding, the Applicant performed the following emergency protective measures:
(1) Emergency pushback of woody vegetative debris from Town roadways and rights-of-way, to include chainsawing as necessary
(2) Emergency incidental removal/scraping of sediments/mud from Town roadways, said sediments/mud then placed on/returned to adjacent roadway shoulders and embankments (natural disposition)
(3) Barricading of public roadways, and traffic control at sites of roadway flooding and tree blow-down
(4) Fielding of emergency calls from the general public, warning residents of dangerous conditions, performance of other disaster-related duties as required
Force account labor regular hours, excluding simultaneous chainsaw work: 120.0. (Ineligible; Category B work.)
Force account labor overtime hours, excluding simultaneous chainsaw work: 52.0.
Force Account equipment hours, excluding simultaneous chainsaw work: 164
Note 1: All debris pushback work addressed here was undertaken on roadways that are owned, operated and maintained by the Town of Deposit. Per Applicant, no debris pushback work was undertaken on FHWA roadways
Note 2: Per Applicant, all debris (woody, vegetative) that was pushed back from rights-of-way, as addressed in this Project Worksheet, was placed on adjacent right-of-way embankments or Town property for natural decomposition
Note 3: No service calls to other Applicant jursidictions were undertaken by the Town of Deposit Highway Dept. in response to DR-4020-NY. On this basis, no donated resources were incurred by other Applicants as part of work addressed here
The cost per cubic yard for work addressed here is estimated to be $16.98 / cy. This estimate is arrived at as follows

(1)The Town of Deposit owns, operates and maintains 41.83 miles of non-FHWA roads and adjacent rights-of-way
(2)Per discussion with Applicant, an estimated 5-trees per mile were push backed from Town roads and rights-of-way for for cutting up, and/or natural decomposition
(3)Assume Applicant pushback work involved the eastern hemlock and various species of maple trees
(4a) Per website http://www.engineeringtoolbox.com/weigt-wood-d_821.html, eastern hemlock and maple, non-dry tree densities are each approx. 50-lb per cubic ft
(4b) Assume average tree height is 20-ft
(4c) Assume average tree width (diameter) is 2-ft
(4d) On the basis of (4b), and (4c) above, the estimated single-tree volume associated with blowdown trees, this Project Worksheet is 62.83-cf, or 2.33-cys
(5)On the basis of (1), (2) and (4d) above,487.3-cys of woody vegetative debris are estimated to have been push backed from Town of Deposit roadways and rights-of-way in response to incident-period blowdown and flooding. This value is calculated as follows:
41.83-miles x (5-trees / mile) x (2.33-cy / tree) = 487.3-cys
(6)The the total cost claim, excluding direct administrative costs, submitted by the Applicant in association with this Project Worksheet, is $8,275.98. (Refer to cover sheet, this Project Worksheet.)
(7) From (5) and (6) above, $8,275.98 / 487.3-cys = $16.98 / cy
317DR2EF-12 Beebe Hill Road PA-02-NY-4031-PW-02191 PA-02-NY-4031-State-0031(30)
In reonse to DR-4031-NY incident-period flooding, and resultant loss of roadway shoulder crushed stone, Beebe Hill Road at site with GPS coordinates 42.08234, -75.41329, Applicant undertook emergency protective measures as listed below, in anticipation of permanent repairs to said roadway shoulder and adjacent retaining wall:
Replace crushed stone, 60-ft (length) x 6-ft (width) x 1.5-ft (height), corresponding to 20-cys (27-tons), overlying damaged retaining wall, and extending, as shoulder material, to Beebe Hill Road paved roadway edge.....
Note: Permanent repairs to the Beebe Hill Road site referenced here are addressed in Project Worksheet 2035703.
Force Account Labor Hours, Beebe Hill Road Emergency Work: 16-hours regular time (ineligible), 0-hours overtime.
Force Account Equipment Hours, Beebe Hill Road Emergency Work: 16-hours.
Work to be Completed.
Also in response to DR-4031-NY incident-period flooding, and resultant infill of one CMP culvert positioned beneath Roods Creek Road at site with GPS coordinates 45.015524, -75.353151, said culvert with approx. dimensions 5-ft x 12-in (diameter) corresponding to 5.2-cys, Applicant to remove native infill sediments and stone as follows:.....
(a) Contractually utilize one catch basin cleaning truck (FEMA Cost Code 8713), or equivalent thereof, to remove a maximum of approx. 5.2-cys of native sediments and stone from the culvert referenced here.....
(b) Utilizing force account services, place native sediments and stone removed from this culvert on adjacent embankments, compact and stabilize as necessary.
Development of cost estimate for work to be completed, remove debris from culvert pipe, Project Worksheet 2035712, follows:
(1) Force Account Labor, calculation of estimated cost, work to be completed:.....
(a)(3-employees x 1-day / employee) x (6 hours / day) x ($16.05* / hour) = $288.90 (estimate).
(b)Force Account Labor benefit calculation at 79.29%**: $16.05 x .7929 = $12.73 / hour. Force Account Labor benefit claim: (3-employees x 1-day / employee) x (6 hours / day) x ($12.73 / hour) = $229.14 (estimate).
(c)Total cost estimate, Force Account Labor: $288.90 + $229.14 = $518.04 (estimate).....
(2) Force Account Equipment, calculation of estimated cost, work to be completed:.....
(a)Trailer, FEMA Cost Code 8600, $10.25 / hour. Haul backhoe, 1-round trip, (each trip approx. 5-miles), x.5-hour / round trip x $10.25 / hour = $10.25 (estimate).
(b)Backhoe, FEMA Cost Code 8572, $33.00 / hour x 6 hours / day x 1 day = $198.00 (estimate).
(c)Pick up Truck, 1-EA, FEMA Cost Code 8802, $20.00 / hour x 6 hours / day x 1 day = $120.00 (estimate).
(d)Total cost estimate, Force Account Equip.: $10.25 + $198.00 + $120.00 = $328.25 (estimate).....
(3)Rental Services, remove debris from culvert pipe referenced in this Project Worksheet:.....
(a)Truck, Cleaning Sewer/Catch Basin, based on FEMA Cost Code 8713,14-cy hopper, $21.50 / hour x 5-hours = $107.50 (estimate).
(b)Operator, contractual, of truck referenced in (a) immediately above: 5-hours x $16.05 / hour = $80.25 (estimate).
(c)Estimated fringe benefit rate, operator, 79.29%: .7929 x 5-hours x $12.73 /hour = $63.65 (estimate).
(d)Total cost estimate, contractual services: $107.20 + $80.25 + $63.65 = $251.40 (estimate).....
Total Cost Estimate, exclusive of Direct Admin Costs, work to be completed, this Project Worksheet: $518.04 + $328.25 + $251.40 = $1,097.69 (estimate).
* $16.05 / hour is the average hourly rate of Town of Deposit Highway Dept. field personnel.
**Applicant fringe benefit rate.
Note: Repair site traffic control flagger is included as part of the force account labor cost estimate included here.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other

subgrantee activities and are not included in any approved indirect cost rates.
Migitation, addressing damages listed in this Project Worksheet, is ineligible. (This Project Worksheet addresses emergency measures.)
Applicant to acquire any necessary permits prior to commencement of work addressed in this Project Worksheet
Refer to New York State Emergency Authorization for Emergency Work, included as backup to this Project Worksheet.
Yardage-to-tonnage conversion factor used in this Project Worksheet is from Glover, Pocket Reference, Third Edition.
Material quantities included with work completed, this Project Worksheet, appear to be reasonable.

Location Description:

Town wide emergency repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	859	837	1696	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR324C-12
Activity Title:	Town of Deposit Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Deposit

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$70,035.03
Total Budget	$0.00	$70,035.03
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2EG-12 Silver Lake Rd. PA-02-NY-4031-PW-01704 PA-02-NY-4031-State-0024(23)
In response to DR-4031-NY incident-period flooding, associated roadway, roadway shoulder, embankment and retaining wall scour, erosion, and destabilization, Silver Lake Rd. at site with GPS coordinates as listed in the Damage Description, Applicant to undertake contractual repairs as listed below.....
(1) Replace roadway surface asphalt, 300-ft x 10-ft x 4-in. To include sawcutting and milling of damaged roadway asphalt.....
(2) Replace roadway subsurface aggregate base, 300-ft x 10-ft x 6-in (55.6-cys), immediately underlying roadway asphalt referenced in (1) above.....
(3) Replace roadway shoulder gravel, 300-ft x 3-ft (average) x 3-in, adjacent to roadway referenced in (1) and (2) above.....
(4) Replace shoulder subsurface cobbles, 300-ft x 3-ft x 4-in, underlying roadway shoulder surface referenced in (3) above.....
(5) Replace roadway embankment earthen fill, 130-ft x 8-ft (average) x 6-ft.....
(6) Replace embankment retaining wall, composed of large stones, said stones to be layered and stacked, and to comprise total dimensions 300-f(length) x 6-ft (width) x 6-ft (height), and to serve as to armor and reinforcement of adjacent roadway embankment.....
Note 1: The contractors' price quotes for work to be completed in this Project Worksheet includes, as part of lump sum pricing, mitigation work involving replacement of one (1-EA) 15-in damaged culvert pipe with one (1-EA) 18-in culvert pipe. The Project Specialist preparing this Project Worksheet has compiled line-item cost estimates, including mitigation line-item cost estimates, for the individual components of work to be completed. On this basis, the cost estimate included with this Project Worksheet excludes the estimated migitation cost, as follows:
Lowest contractor cost estimate:$61,000.00.....

Mitigation cost estimate, as prepared by Project Specialist:$105.00. ....
Difference between lowest contractor cost estimate and mitigation cost estimate:..$60,895.00.** ....
**This amount is carried to Cover Sheet of Excel version of Project Worksheet.
Note 2: The work addressed in this Project Worksheet, to be completed contractually, is located at a site at which the Applicant undertook similar work, utilizing force account services. The work completed by the Applicant is to be addressed in a separate and distinct Project Worksheet, pending submittal of documentation by the Applicant.....
Note 3: Applicant to submit to the general public, as part of a formal bid proposal, the work addressed here, in accord with Delaware County open bidding requirements.....
Note 4: Applicant states metal drain pipe, 35-ft x 15-in (diameter), positioned obliquely underneath Silver Lake Rd. at site of damages addressed here, sustained damages in response to high-velocity, debris-laden incident-period flood waters. On this basis, refer to Hazard Mitigation Proposal included with this Project Worksheet.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in al Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
Refer to Hazard Mitigation Proposal included with this Project Worksheet...
317DR2EH-12 McCabe Hollow Road PA-02-NY-4031-PW-01811 PA-02-NY-4031-State-0024(23)
Applicant utilized force account services and materials in performing repairs to McCabe Hollow Road roadway, roadway shoulder and ditching as follows:.....
(1) Replace roadway subsurface item-4 and crushed gravel, approx. 800-ft x 18-ft x 3-in (133.3-cys, corresponding to 189.0-tons).....
(2) Replace roadway shoulder item-4 gravel, two shoulders (2-EA), each shoulder 800-ft x 2-ft x 3-in (14.81-cys, corresponding to 21.0-tons per shoulder, or 42.0-tons for two shoulders). To include incidental installation of minor quantity of gravel adjacent to culvert headwall,
located at northernmost point of work addressed in this Project Worksheet.....
(3) Replace ditching (item-4) gravel, both sides of roadway, said single-side ditching comprising approximately 400-ft (length) x 3-ft (curved width) x 2-in (depth), corresponding to 7.41-cys or 10.50-tons, single side, 14.82-cys, 21.0-tons, both sides.....
Force Account Labor: 184-hours regular time, 0-hours overtime. Force Account Equipment: 184-hours.....
Work to be Completed.....
(1) Replace roadway oil and stone (aka chip seal) surface, 800-ft x 18-ft x 2-in (74.1-cys), utilizing contract services. Refer to price quote for this work, included with this Project Worksheet.....
Conversion factor of 2,835-lb / cy, used in converting cubic yardages to tons (above), is from Glover, Pocket Reference, 3rd Edition.....
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
No cost-effective mitigation opportunities have been identified.....
McCabe Hollow Road, a non-FHWA roadway (rural, minor collector) is owned, operated and maintained by the Town of Deposit.....
317DR2EI-12 Silver Lake Rd. PA-02-NY-4031-PW-01980 PA-02-NY-4031-State-0024(23)
In response to DR-4031-NY incident-period washout of roadway shoulder and retaining wall, located adjacent to Silver Lake Rd. at site with GPS coordinates 42.01197, -75.35556, Applicant utilized force account and contractual services, and materials, to make repairs as listed below.
(1) Replace roadway embankment retaining wall, composed of native stones (stackable rip-rap), each stone approx. 5-ft (length) x 6-ft (width) x 2-ft (height), said stones layered and stacked, comprising total dimensions 25-ft (length) x 6-ft (width) x 8-ft (height),equivalent to 44.4-cys, 59.9-tons.
(2) Replace roadway shoulder and embankment crushed stone, positoned between roadway and retaining wall referenced in (1) above, 25-ft (length) x 8-ft (width) x 1-ft (depth), corresponding to 8.30-cys, 11.8-tons.....
Yardage-to-tonnage conversions factors, this Project Worksheet, are from Glover, Pocket Reference, Third Edition.
No cost-effective mitigation measures have been identfied. All work is complete.
Force Account Labor: 60-hours regular time, 0-hours overtime. Force Account Equipment: 50-hours.....
Note 1: The site of work addressed in this Project Worksheet is located adjacent to site at which the Applicant plans to undertake work that is similar to the work addressed here. Project Worksheet 2035710 captures this work (to be completed)
Note 2: The work addressed in this Project Workheet (2035711) was completed utilizing force account services in collaboration with rental services (excavator and excavator operator).....
317DR2EJ-12 Columbia Lake Road PA-02-NY-4031-PW-02100 PA-02-NY-4031-State-0028(27)
In response to DR-4031-NY incident-period flooding, and associated shoulder and embankment damages, Columbia Lake Rd. at site with GPS coordinates as listed in the Damage Description, Applicant to undertake repairs as listed below.
(1) Replace roadway shoulder crushed stone, discontinuous sections, comprising total length of 500-ft, resulting in dimensions 500-ft x 3-ft (average) x 4.5-in (21-cys).....
(2) Replace roadway shoulder embankment, discontinuous sections, comprising total length of approx. 250-ft, resulting in dimensions 250-ft x 3-ft (length) x 5-ft (width), corresponding to 139-cys.....

Work associated with (1) and (2) above to include grading and shaping of shoulder, and compaction of replacement crushed stone, to be in alignment with adjacent roadway and roadway shoulder. Work associated with (1) and (2) above also to include shaping of damaged embankment to be in conformity with adjacent undamaged embankment.....
Development of cost estimate for work to be completed, Project Worksheet 6735704, follows:
> Force Account Labor, calculation of estimated cost, work to be completed:.....
(1) (4-employees x 2.5-days / employee) x (8 hours / day) x ($16.05* / hour) = $1,284.00.....
(2) Force Account Labor benefit calculation at 79.29%⁪ ⁪: $16.05 x .7929 = $12.73 / hour.....
Force Account Labor benefit claim: (4-employees x 2.5-days / employee) x (8 hours / day) x ($12.73 / hour) = $1,018.40.....
3) Total cost estimate, Force Account Labor: $1,284.00 + $1,018.40 = $ 2,302.40.
> Force Account Equipment, calculation of estimated cost, work to be completed:....
(1) Trailers, two EA, FEMA Cost Code 8600, $10.25 / hour. Haul excavator, backhoe, compactor, 2-trailers, 3-round trips-EA (each trip approx 6-miles) x 1.0-hour / round trip x $10.25 / hour = $61.50.....
(2) Excavator, FEMA Cost Code 8282, $65.00 / hour x 7 hours / day x 2 days = $910.00.....
(3) Backhoe, FEMA Cost Code 8572, $33.00 / hour x 7 hours / day x 2 days = $462.00.....
(4) Dump Truck, 1-EA, FEMA Cost Code 8722, $60.00 / hour x 7 hours / day x 2 days = $840.00.....
(5) Compactor, 1-EA, FEMA Cost Code 8222, $25.00 / hour x 6-hours / day x 2-days = $300.00.....
(6) Grader. 1-EA, FEMA Cost Code 8332, $70.00 / hour 6-hours / day x 2-days = $840.00.....
(7) Pick up Truck, 1-EA, FEMA Cost Code 8802, $20.00 / hour x 2 hours / day x 3 days = $120.00.....
(8) Total cost estimate, Force Account Equip.: $61.50 + $910.00 + $462.00 + $840.00 + 300.00 + $840.00 + 120.00 = $ 3,533.50.....
> Materials, calculation of estimated cost, work to be completed:.....
(1) Earthen fill, $3.50 / cy (FEMA/NY Cst Code 3030, Local Borrow, Material Only) x 139-cys = $486.50.....
The above referenced yardage (139) is based on the following:.....
Total of discontinuous sites (estimate) , 250-ft (length) x 3-ft (width) x 5-ft (depth), corresponds to 139-cys.....
(2) Crushed stone (gravel), 500-ft (length) x 3-ft (width) x 4.5-in (depth), corresponding to 21-cys at $9.00 / cy** = $189.00.....
(3) Total cost estimate, materials: $486.50 + $189.00 = $675.50.....
Total Cost Estimate, exclusive of Direct Admin. cost estimate, this Project Worksheet, $2,302.40 + $3,533.50 + $675.00 = $6,511.40.....
*$16.05 / hour is the average hourly rate of Town of Deposit Highway Dept. field personnel.
⁪⁪Applicant fringe benefit rate.
**Refer to local area vendor pricing ($9.00 / cy).
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
No cost-effective mitigation measures have been identified, this project.
Applicant to acquire any necessary permits prior to commencement of work addressed in this Project Worksheet
317DR2EK-12 Silver Lake Road PA-02-NY-4031-PW-02180 PA-02-NY-4031-State-0029(28)
In response to DR-4031-NY incident-period flooding, and associated shoulder and retaining wall damages, Silver Lake Road at site with GPS coordinates 42.02105, -75.35537, Applicant to undertake repairs as listed below.....
(1) East side of Silver Lake Road at site with GPS coordinates listed above.....
(a) Reconstruct, reposition and stabilize one (1-EA) retaining wall, approx. dimensions 60-ft (length) x 6-ft (width) x 8-ft (height), corresponding to approx. 107-cys. Repairs to include replacement of approx. 10-cys (13.5-tons) of locally quarried, individually stacked, native rock comprising that component of the retaining wall referenced here that washed away during the incident-period flood event.....
(b) Replace crushed stone, stone diameter generally less than 5-in (#2 - #6 stone), said stone comprising dimensons 35-ft (length) x 4-ft (width) x 6-in (height), corresponding to 2.59-cys (3.5-tons), and immediately overlying the retaining wall referenced in (a) above. Said stone also comprising Silver Lake Road roadway shoulder at site referenced here. To include grading and shaping repaired shoulder referenced here, in alignment/conformity with adjacent, undamaged roadway and roadway shoulder.....
(2) West side of Silver Lake Road at site with GPS coordinates listed on the Cover Sheet of this Project Worksheet.....
(a) Replace crushed stone, 35-ft (length) x 3-ft (width) x 2-ft (depth), corresponding to 7.78-cys (10.5-tons), and comprising roadway shoulder. To include grading and shaping repaired shoulder referenced here, in alignment/conformity with adjacent, undamaged roadway and roadway shoulder.....
Completion of work addressed in this Project Worksheet was undertaken as a collaborative, simultaneous effort on the part of Town of Deposit force account services, in conjunction with contractual services.....
The subgrantee is requesting irect administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
No cost-effective mitigation measures have been identified, this project. All work is complete.....
Applicant to have acquired any necessary permits prior to commencement of work addressed in this Project Worksheet.....

Applicant to have acquired any necessary permits prior to commencement of work addressed in this Project Worksheet.
Refer to New York State Emergency Authorization for Emergency Work, included as backup to this Project Worksheet.....
Tonnage-to-yardage conversion factor utilized in this Project Worksheet is from Glover, Pocket Reference, 3rd Edition.....
317DR2EL-12 Beebe Hill Road PA-02-NY-4031-PW-02181 PA-02-NY-4031-State-0031(30)
In response to DR-4031-NY incident-period flooding, and associated shoulder and retaining wall damages, Beebe Hill Road at site with GPS coordinates 42.08234, -75.41329, Applicant to undertake repairs as listed below.
Note: Per Applicant, stabilization and restoration of the damaged retaining wall referenced here requires disassembling the individual stones that comprise this retaining wall, followed by reassembly of these stones into a stable configuration generally identical to the pre-disaster configuration. This repair procedure appears to be reasonable to Project Specialist. The repair steps listed below are based on this procedure.
(1) Disassemble retaining wall, to include temporary on-site stockpiling of disassembled stones on adjacent public property.
(2) Remove approx. 60-cys, crushed stone overlying damaged retaining wall addressed here, and extending to Beebe Hill Road shoulder. Stockpile this crushed stone on site, pending repairs of retaining wall addressed here. Following repairs to this retaining wall, reinstall crushed stone in fashion identical to that used recently at this site as part of emergency protective measures.....
Note: Costs associated with purchase and installation of this crushed stone are addressed in a separate and distinct Town of Deposit Category B Project Worksheet.
(3) Level and grade ground surface, 60-ft x 8-ft (480-sf), immediately underlying site of retaining wall referenced here.
(4) Reassemble retaining wall stones such that stones are positioned horizontally (not imbricated), and interlock tightly.
What follows: Development of cost estimate for disassembly of retaining wall addressed in this Project Worksheet.
Note: Development of estimate associated with reassembly of retaining wall addressed here immediately follows this (disassembly) discussion.
Development of cost estimate for work to be completed, disassemble retaining wall, Project Worksheet 6735703, follows:
(1)Force Account Labor, calculation of estimated cost, work to be completed:
(a)(4-employees x 2-days / employee) x (8 hours / day) x ($16.05* / hour) = $1,027.20.
(b) Force Account Labor benefit calculation at 79.29%**: $16.05 x .7929 = $12.73 / hour.
Force Account Labor benefit claim: (4-employees x 2-ays / employee) x (8 hours / day) x ($12.73 / hour) = $814.72.
(c)Total cost estimate, Force Account Labor: $1,284.00 + $1,018.40 = $ 1,841.92.
Labor costs include roadway flagger.....
(2)Force Account Equipment, calculation of estimated cost, work to be completed:.....
(a)Trailer, FEMA Cost Code 8600, $10.25 / hour. Haul backhoe, 2-round trips, (each trip approx. 5-miles), x.5-hour / round trip x $10.25 / hour = $10.25.....
(b)Backhoe, FEMA Cost Code 8572, $33.00 / hour x 7 hours / day x 2 days = $462.00.
(c)Dump Truck, 1-EA, FEMA Cost Code 8722, $60.00 / hour x 7 hours / day x 2 days = $840.00.
(d)Pickup Truck, 1-EA, FEMA Cost Code 8802, $20.00 / hour x 3 hours / day x 2 days = $120.00.
(e)Total cost estimate, Force Account Equip.: $10.25 + $462.00 + $840.00 + 120.00 = $1,432.24.....
(3) Contract Services (based on local area vendor charges for recent similar work).....
(a)Excavator, including operator, (7-hours / day) x (2-days) x ($150.00 / hour) = $2,100.00.....
(b)Mobilization charge: $94.00
(c)Total cost estimate, contractual services: $2,194.00.....
(4) Remove guide rail in anticipation of performance of work listed above..... Cost estimate for this work utilizes FEMA cost code 3411 - Disassemble and remove guard rail and posts at $3.50 / lf. (Refer to Cost Code Listing (Previously G.2), National Codes Federal Emergency Management Agency Region: 2, State: NY).
Length of guide rail, this project: approx 84-lf x $3.50 / lf = $294.00.
Total Cost Estimate disassemble retaining wall, exclusive of Direct Admin. cost estimate, this Project Worksheet:
$1,841.92 + $1,432.24 + $2,194.00 + $294.00 = $ 5,762.16.
Note: This work to include temporary removal and stockpiling (on site) of approx. 60-cys of replacement crushed stone that was recently installed over/adjacent to the retaining wall addressed here, as an emergency protective measure. Following completion of permanent repairs, this stone is to be re-installed in identical fashion following repairs to the retaining wall addressed here, said stone to extend to roadway shoulder.....
*$16.05 / hour is the average hourly rate of Town of Deposit Highway Dept. field personnel.
**Applicant fringe benefit rate.
What follows: Development of cost estimate for work to be completed, reassemble retaining wall, Project Worksheet 6735703, follows:
Note: Project Specialist estimates time required to reassemble retaining wall addresed in this Project Worksheet to be approx. 1.5 times the time required to disassemble said retaining wall. The values utilized and calculated below are based on this assumption.....
(1)Force Account Labor, calculation of estimated cost, work to be completed:

(a)(4-employees x 3-days / employee) x (8 hours / day) x ($16.05* / hour) = $1,540.80.
(b)Force Account Labor benefit calculation at 79.29%**: $16.05 x .7929 = $12.73 / hour.
Force Account Labor benefit claim: (4-employees x 3-days / employee) x (8 hours / day) x ($12.73 / hour) = $1,222.08.
(c) Total cost estimate, Force Account Labor: $1,284.00 + $1,018.40 = $2,762.88.
Labor costs include roadway flagger.
(2)Force Account Equipment, calculation of estimated cost, work to be completed:
(a)Backhoe, FEMA Cost Code8572, $33.00 / hour x 7 hours / day x 3 days = $693.00.
(b)Dump Truck, 1-EA, FEMA Cost Code 8722, $60.00 / hour x 7 hours / day x 3 days = $1,260.00.
(c)Pickup Truck, 1-EA, FEMA Cost Code 8802, $20.00 / hour x 3 hours / day x 3 days = $180.00.
(d)Total cost estimate, Force Account Equip.: $693.00 + $1,260.00 + 180.00 = $2,133.00.....
(3) Contract Services (based on local area vendor charges for recent similar work).
(a)Excavator, including operator, (7-hours / day) x (2.5-days) x ($150.00 / hour) = $2,625.00.....
Note: Contract mobilization charge is included under cost estimate for disassembling retaining wall.
(b)Total cost estimate, contractual services: $2,625.00..
(4) Reintall guide rail in anticipation of performance of work listed above.
Cost estimate for this work utilizes FEMA cost code 3411 - Reassemble guard rail and posts at $3.50 / lf. (Refer to Cost Code Listing (Previously G.2), National Codes Federal Emergency Management Agency Region: 2, State: NY).
Length of guide rail, this project: approx 84-lf x $3.50 / lf = $294.00.
Total Cost Estimate, reassemble retaining wall exclusive of Direct Admin. cost estimate, this Project Worksheet:
$1,841.92 + $1,432.24 + $2,194.00 + $294.00 = $7,814.88.
*$16.05 / hour is the average hourly rate of Town of Deposit Highway Dept. field personnel.
**Applicant fringe benefit rate.
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
No cost-effective mitigation measures have been identified, this project.
Applicant to acquire any necessary permits prior to commencement of work addressed in this Project Worksheet
Per Applicant, Butler Brook is a non-protected stream.
Refer to New York State Emergency Authorization for Emergency Work, included as backup to this Project Worksheet.
Applicant to have acquired any necessary permits prior to commencement of work addressed in this Project Worksheet.....
Applicant to have acquired any necessary permits prior to commencement of work addressed in this Project Worksheet.
Refer to New York State Emergency Authorization for Emergency Work, included as backup to this Project Worksheet.....
Tonnage-to-yardage conversion factor utilized in this Project Worksheet is from Glover, Pocket Reference, 3rd Edition.....
317DR2EM-12 Roods Creek Road Adjacent to Laurel Creek PA-02-NY-4031-PW-02199 PA-02-NY-4031-State-0031(30)
In response to DR-4031-NY incident-period washout of roadway shoulder and retaining wall, located adjacent to Roods Creek Rd. at site with GPS coordinates 42.01876, -75.34841, Applicant utilized force account and contractual services, and materials, to make repairs as listed below.....
(1) Replace roadway embankment retaining wall, composed of native stones (stackable rip-rap), each stone approx. 6-ft (length) x 6-ft (width) x 2-ft (height), said stones layered and stacked, comprising total dimensions 60-ft (length) x 6-ft (width) x 6-ft (height),equivalent to 80-cys, 108-tons.....
(2 Replace roadway shoulder crushed stone, approx. 5-in and smaller, positioned between roadway and retaining wall referenced in (1) above; 60-ft (length) x 8-ft (width) x 2-ft (depth), corresponding to 35.6-cys (48-tons).....
> Applicant utilized force account services in collaboration with contract services, including contract labor and equipment to make repairs addressed here.....
> Contract costs, including contract labor and equipment, and materials costs, for work addressed here, are listed as components of submitted invoicing.....
> Yardage-to-tonnage conversions factors, this Project Worksheet, are from Glover, Pocket Reference, Third Edition.....
> No cost-effective mitigation measures have been identified. All work is complete.....
Force Account Labor: 20-hours regular time, 0-hours overtime.
Force Account Equipment: 20-hours.....

317DR2EN-12 Airport Road PA-02-NY-4031-PW-02269 PA-02-NY-4031-State-0042(41)
In response to DR-4031-NY incident-period flooding, and associated scour, erosion and washout of a portion of Airport Road asphalt and adjacent roadway shoulder crushed stone (Item 4) at site with GPS coordinates listed in the Damage Description, Applicant solicited force account labor, equipment and materials in undertaking repairs as follows:.....
(1) Replace roadway asphalt, 200-ft (length) x 25-ft (width) x 4-in (average depth), corresponding to 61.7-cys

(127.7-tons).....
(2) Replace crushed stone (Item 4), 200-ft (length) x 25-ft (width) x 4-in (depth), correspondong to 61.7-cys (87.5 tons), immediately underlying asphalt referenced in (1) above.....
(3) Replace roadway shoulder asphalt, 30-ft (length) x 3-ft (average width) x 4-in (average depth), corresponding to 1.1-cys (2.3-tons), adjacent to roadway asphalt referenced in (1) above.....
(4) Replace roadway shoulder crushed stone (Item 4), 30-ft (length) x 3-ft (width) x 4-in (depth), corresponding to 1.1-cys (1.6-tons), immediately underlying asphalt referenced in (3) above.....
HAZARD MITIGATION MEASURES: No mitigation opportunities have been identified. All work is complete.....
Force Account Labor regular time hours: 60.0. Force Account Labor overtime hours: 0.
Force Account Equipment hours: 53.0.....
317DR2EO-12 Silver Lake Road PA-02-NY-4031-PW-02275 PA-02-NY-4031-State-0046(45)
In response to DR-4031-NY incident-period flooding, and associated scour, erosion and washout of a portion of Airport Road asphalt and adjacent roadway shoulder crushed stone (Item 4) at site with GPS coordinates listed in the Damage Description, Applicant solicited force account labor, equipment and materials in undertaking repairs as follows:.....
(1) Replace roadway asphalt, 200-ft (length) x 25-ft (width) x 4-in (average depth), corresponding to 61.7-cys (127.7-tons).....
(2) Replace crushed stone (Item 4), 200-ft (length) x 25-ft (width) x 4-in (depth), correspondong to 61.7-cys (87.5 tons), immediately underlying asphalt referenced in (1) above.....
(3) Replace roadway shoulder asphalt, 30-ft (length) x 3-ft (average width) x 4-in (average depth), corresponding to 1.1-cys (2.3-tons), adjacent to roadway asphalt referenced in (1) above.....
(4) Replace roadway shoulder crushed stone (Item 4), 30-ft (length) x 3-ft (width) x 4-in (depth), corresponding to 1.1-cys (1.6-tons), immediately underlying aphalt referenced in (3) above.....
HAZARD MITIGATION MEASURES: No mitigation opportunities have been identified. All work is complete.....
Force Account Labor regular time hours: 60.0. Force Account Labor overtime hours: 0.
Force Account Equipment hours: 53.0
317DR2EP-12 Silver Lake Road PA-02-NY-4031-PW-02280 PA-02-NY-4031-State-0042(41)
In response to DR-4031-NY incident-period washout of roadway shoulder and retaining wall, located adjacent to Silver Lake Rd. at site with GPS coordinates 42.02902, -75.35607, Applicant utilized force account and contractual services, and materials, to make repairs as listed below.....
(1) Replace roadway embankment retaining wall, composed of native stones (stackable rip-rap), each stone approx. 6-ft (length) x 5-ft (width) x 2-ft (height), said stones layered and stacked, comprising approx. total dimensions 100-ft (length) x 10-ft (width) x 8-ft (height), equivalent to 296.3-cys (400-tons).....
(2) Replace roadway shoulder crushed stone, #2 - #6 (generally less than 5-in diameter), approx. dimensions 200-ft (length) x 8-ft (width) x 3-ft height), corresponding to 177.8-cy (240.0-tons), positioned above retaining wall referenced in (1) above, and extending as shoulder to Silver Lake Road roadway.....
>Applicant utilized force account services in collaboration with contract services, including contractual labor, equipment and materials in making repairs addressed here.....
>Contract costs, including contract labor and equipment, and materials costs, for work addressed here, are listed as components of submitted invoicing.....

>No cost-effective mitigation measures have been identified. All work is complete.....
>Yardage-to-tonnage conversions factors, this Project Worksheet, are from Glover, Pocket Reference, Third Edition.....
>Based on damage dimensions measured on site, the materials volumes/tonnages submitted by the Applicant as used on this project appear to be reasonable.....
Force Account Labor: 24-hours regular time, 0-hours overtime.
Force Account Equipment: 24-hours.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
All work associated with this Project Worksheet to be in compliance with all permitting requirements.....
Refer to New York State DEC Emergency Authorization for Emergency Actions in Response to Tropical Storm Lee, included with this Project Worksheet

317DR2EQ-12 Dug Road PA-02-NY-4031-PW-02282 PA-02-NY-4031-State-0042(41)
In response to DR-4031-NY incident-period washout of roadway shoulder and retaining wall, located adjacent to Silver Lake Rd. at sites with GPS coordinates listed below, Applicant utilized force account and contractual services, and materials, to make repairs, Dug Road shoulder and embankment, as follows.....
Site 1, Dug Road at location with GPS coodinates 42.07291, -75.40979.....
(a) Replace roadway embankment retaining wall, composed of indvidual native (natural) stones (stackable rip-rap), each stone approx. 6-ft (length) x 6-ft (width) x 2-ft (height), said stones layered and stacked, comprising approx. total dimensions 55-ft (length) x 6-ft (width) x 6-ft (height), equivalent to 73.3-cys (99-tons).....
(b) Rebuild, reset, restabilize culvert headwalls, 2-EA, each approx. 4-ft (height) x 8-ft (width) x 4-ft (depth), each 4.7-cys (total of 9.5-cys, corresponding to 12.8-tons), positioned adjacent to retaining wall referenced in (a)

above, and supporting culverts positioned beneath Dug Road at the site referenced here. Culvert pipes referenced here, not damaged, per Applicant, extend out of the damaged embankment site referenced here.....
(c) Replace roadway shoulder mixed crushed stone, #3 - #4 and cobbles (generally less than 5-in diameter), approx. dimensions 55-ft (length) x 12-ft (width) x 0.5-ft (height), corresponding to 12.2-cys (16.5-tons), positioned above retaining wall referenced in (a) above, and extending to adjacent Dug Road roadway as shoulder base.....
(d) Replace roadway shoulder gravel (generally less than 2-in diameter), approx. dimensions 55-ft (length) x 12-ft (width) x 2-in (height), corresponding to 4-cys (5.5-tons), positioned above mixed crushed stone referenced in (c) above, extending as shoulder top (surface) material to adjacent Dug Road roadway.....
(e) Replace guide (roadway guard) rail, box configuration, metal, approx. dimensions 270-ft (length) x 3-ft (above-ground height); damaged portion of guide rail referenced here positioned adjacent to, and discontinuously either side of damaged embankment retaining wall referenced in (a) above. Also replace rail anchor (1-EA), transitional cover plate,box-to-beam (1-EA), metal guide rail support posts (approx. 45-EA) and support accessories, damaged/washed away by incident-period flood event, per Applicant.....
(f) Replace hot mix ashpalt, approx. dimensions 75-ft x 21-ft x 4-in (19.4-cys, corresponding to 40.24-tons).....
(g) Replace roadway subsurface bituminous binder course, approx. dimensions 75-ft x 21-ft x 2-in (9.7-cys, corresponding to 20.12-tons).....

Dug Road, Site 2, at location with GPS coodinates 42.07794, -75.40500.....
(a) Replace roadway embankment retaining wall, composed of individual native (natural) stones (stackable rip-rap), each stone approx. 6-ft (length) x 6-ft (width) x 2-ft (height), said stones layered and stacked, comprising approx. total dimensions 25-ft (length) x 6-ft (width) x 6-ft (height), equivalent to 33.3-cys (45-tons).....
(b) Replace culvert headwall, 1-EA, approx. 4-ft (height) x 8-ft (width) x 4-ft (depth), corresponding to 4.7-cys (6.4-tons), positioned adjacent to retaining wall referenced in Site 2(a) above, and supporting culvert positioned beneath Dug Road at the site referenced here. Culvert pipe referenced here, not damaged, per Applicant.....
(c) Replace roadway shoulder mixed crushed stone, #3 - #4 and cobbles (generally less than 5-in diameter), approx. dimensions 30-ft (length) x 12-ft (width) x 0.5-ft (height), corresponding to 6.7-cys (9-tons), positioned above retaining wall referenced in (a) above, and extending to adjacent Dug Road roadway as shoulder base.....
(d) Replace roadway shoulder gravel (generally less than 2-in diameter), approx. dimensions 30-ft (length) x 12-ft (width) x 2-in (height) corresponding to 2.2-cys (3-tons), positioned above mixed crushed stone referenced in (c) above, extending, as shoulder top (surface) material, to adjacent Dug Road roadway.....
(e) Replace guide (roadway guard) rail, box configuration, metal, approx. dimensions 180-ft (length) x 3-ft (above-ground height); damaged portion of guide rail referenced here positioned adjacent to, and discontinuously either side of damaged embankment retaining wall referenced in (a) above. Also replace guide rail metal posts (approx. 30-EA) and support accessories, damaged/washed away by incident-period flood event, per Applicant.....
(f) Replace roadway hot mix ashpalt, approx. dimensions 45-ft x 21-ft x 4-in (11.7-cys, corresponding to 24.14-tons).....
(g) Replace roadway subsurface bituminous binder course, approx. dimensions 45-ft x 21-ft x 2-in (5.8-cys, corresponding to 12.07-tons).....

Dug Road, Site 3, at location with GPS coodinates 42.07424, -75.40943.....
Contractually repair catch basin, including sawcutting, catch basin stabilization, and use of 2.35-cys concrete, purchased by Applicant.....
Force Account Labor: 396-hours regular time, excluding hours assigned to employees classified as 'various' (no rates of pay and no benefits), to account for equipment hours that were unassigned to force account operators. 0-hours overtime. Force Account Equipment: 296-hours.....

> Applicant utilized force account services in collaboration with contract services, including contractual labor, equipment and materials in making repairs addressed here.....
> Contract costs, including contract labor and equipment, and materials costs, for work addressed here, are listed as components of submitted invoicing.....
> No cost-effective mitigation measures have been identified. All work is complete.....
> Yardage-to-tonnage conversions factors, this Project Worksheet, are from Glover, Pocket Reference, Third Edition.....
> Based on damage dimensions measured on site, the materials volumes/tonnages submitted by the Applicant as used on this project appear to be reasonable.....
> Per Applicant, guide rail procurement bidding was undertaken through New York State Office of General Services (OGS).....
> Equipment hours (work completed) have been verified and cross-checked with Labor hours by FEMA Project Specialist.
Note: Applicant has not submitted the names of equipment operators for work addressed in this Project Worksheet. Because of this, Project Specialist is unable to cross-correlate/link force account labor hours to force account equipment hours by operator. Project Specialist has verified that daily totals of force account labor hours meet or exceed daily totals of force account equipment hours.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other

subgrantee activities and are not included in any approved indirect cost rates.....
All work associated with this Project Worksheet to be in compliance with all permitting requirements.
Refer to New York State DEC Emergency Authorization for Emergency Actions in Response to Tropical Storm Lee, included with this Project Worksheet

Location Description:

Town Wide Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	859	837	1696	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR35A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Andes

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,450.56
Total Budget	$0.00	$9,450.56
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2H-12 PA-02-NY-4020-PW-00882 PA-02-NY-4020-State-0009(8)
The applicant utilized 511.5-hours of force account labor (467-regular time labor hours and 44.5-overtime labor hours) and 497.5-hours of force account equipment to clear the woody debris from approximately 30 centerline miles of Township roads. The applicant chipped the woody debris on site. Since the woody debris were chipped on site and disposed of within Andes the applicant does not know how many trees or CY of woody debris was cleared. The applicant debris clearing operation was substantially similar to the Town of Walton's operation (PW #7804701).
Walton's cost to remove woody debris was $32.61 / CY. This cost is assumed for the Town of Andes. Since the Town of Andes spent a total of $25,000.94 in force account overtime labor and equipment removing debris it is assumed that they removed $25,000.94 / $32.61 = 767 CY of woody debris.
317DR2BT-12 Debris Removal PA-02-NY-4031-PW-00969 PA-02-NY-4031-State-0015(14)
The applicant utilized 170-hours of force account labor (170-regular time labor hours and 0-overtime labor hours) and 170-hours of force account equipment to clean deposited sediment from the roadside ditches of four town roads. The Town's work eliminated the immediate risk of flooding and damage to improved public and private property.
The applicant gave away the ditched material to residents of the Town for use as clean fill. The applicant estimates that they removed 3,000 FT long x 2 FT wide x 1.5 FT deep = 9,000 CF / 27 = 333 CY of material. Force account costs = $12,520.00. Cost per CY = $12,520.00 / 333 = $37.60 $/CY.
Note: PW is for emergency work, so regular time labor is not eligible. Regular time labor has been quantified so that the hours can be reconciled against equipment hours.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	545	811	1356	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR35B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Andes

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,321.38
Total Budget	$0.00	$2,321.38
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2BP-12 Town Wide Emergency Road Repairs PA-02-NY-4020-PW-03484 PA-02-NY-4020-State-0036(35)
The applicant utilized 25 hours of force account equipment to identify and make miscellaneous emergency repairs to various Township Roads to allow the safe passage of emergency vehicles and eliminate threats to life, public health and safety.
Note: PW is for emergency work, so regular time labor is not eligible. Regular time labor has been quantified so that the hours can be reconciled against equipment hours.
317DR2BZ-12 Town Wide Road Repairs PA-02-NY-4031-PW-00771 PA-02-NY-4031-State-0012(11)
Site 1: The applicant utilized 125 hours of force account equipment, 23 tons gravel and 5 tons cobbles to identify and make miscellaneous emergency repairs to various Twonship Roads to allow the safe passage of emergency vehicles and eliminate threats to life, public health and safety.
Site 2: The applicant utilized 10 hours of force account equipment to redirect 1,500 SF of brook so that it would not flood the road. This work eliminated threats to public health and safety and prevented damage to the road. See attached NYSDEC permit.
Note: PW is for emergency work, so regular time labor is not eligible. Regular time labor has been quantified so that the hours can be reconciled against equipment hours.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	545	811	1356	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR35C-12
Activity Title:	Town of Andes Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Andes

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$116,992.79
Total Budget	$0.00	$116,992.79
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2BQ-12 Weaver and Shaver Hollow Roads PA-02-NY-4020-PW-01062 PA-02-NY-4020-State-0032(30)\
The applicant utilized 38-hours of Force Account Labor and Force Account Equipment to return the damaged facilities to their pre-disaster condition. The materials used consisted of 18 tons of cobbles, 29 tons of gravel and 40 LF of 24 inch HDPE culvert pipe. The repairs consisted of:
Site 1: Shaver Hollow Road
It was not possible to unclog the pipe by using heavy equipment. The clogged pipe was removed and a new, 24 IN x 40 FT long HDPE roadway cross-pipe was installed.
The applicant installed, 40 FT long x 3 FT wide x 2.7 FT deep = 324 CF / 27 = 12 CY x 1.5 tons / CY = 18 tons cobbles to bed the pipe and 40 FT long x 4 FT wide x 2 FT deep = 320 CF / 27 = 12 CY x 1.5 tons / CY = 18 tons gravel.

Site 2: Weaver Hollow Road
7 CY x 1.5 tons / CY = 11 tons gravel road shoulder installed.
317DR2BR-12 Wolf Hollow Road
The applicant utilized 43-hours of force account labor and force account equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 270 tons of bank run, 36 tons of cobbles, and 18 tons of gravel. The repairs consisted of:
Site 1: Installation of material to return the ditch and road to their predisaster condition -
270 tons of bank run, 36 tons cobbles, 18 tons gravel
Site 2:
The pipe was removed, cleaned out, reinstalled, and backfilled with onsite materials.
317DR2BS-12 Dingle Hollow Road PA-02-NY-4020-PW-01265 PA-02-NY-4020-State-0019(18)

The applicant utilized 30-hours of force account labor and 22-hours of force account equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 18 tons of cobbles, 9 tons of gravel, 2 tons of cold mix asphalt and 40 LF of 36" HDPE culvert pipe. The repairs consisted of:
It was not possible to unclog the pipe by using heavy equipment. The clogged pipe was removed and a new 36 IN x 40 FT long HDPE roadway cross-pipe was installed. The applicant installed 40 FT long x 4 FT wide x 2.0 FT deep = 320 CF / 27 = 12 CY x 1.5 tons / CY = 18 tons cobbles to bed the pipe, 40 FT long x 4 FT wide x 1.0 FT deep = 160 CF / 27 = 6 CY x 1.5 tons / CY = 9 tons gravel, 40 FT long x 4 FT wide x 0.16 FT thick = 26 CF / 27 = 1 CY x 2 tons / CY = 2 tons cold mix asphalt.
317DR2BU-12 Dingle Hill Road PA-02-NY-4031-PW-00320 PA-02-NY-4031-State-0007(6)
The applicant utilized 30-hours of force account labor and force account equipment to return the damaged facilities to their pre-disaster conditon. The materials used consisted of 18 tons of cobbles, 54 tons of bank run, 2 tons of cold mix asphalt and 45 LF of 18" HDPE culvert pipe. The repairs consisted of:
Site 1
It was not possible to unclog the pipe by using heavy equipment. The clogged pipe was removed and a new 18 IN x 45 FT long HDPE roadway cross-pipe was installed. The applicant installed 45 FT long x 2.5 FT wide x 2.9 FT deep = 326 CF / 27 = 12 CY x 1.5 tons / CY = 18 tons cobbles to bed the pipe and 45 FT long x 2.5 FT wide x 0.25 FT thick = 28 CF / 27 = 1 CY x 2 tons / CY = 2 tons cold mix asphalt.
Site 2
54 tons of bank run (DC27) was installed in the ditch.
317DR2BV-12 Amburg Road PA-02-NY-4031-PW-00365 PA-02-NY-4031-State-0007(6)
The applicant utilized 10-ors of force account labor and 10-hours of force account equipment to return the damaged facility to its pre-disaster conditon. The materials used consisted of 36 tons of gravel. The repairs consisted of:
Removed the clog from the pipe.
Installed 36 tons of gravel.
317DR2BW-12 Hyzer Hill Road PA-02-NY-4031-PW-00375 PA-02-NY-4031-State-0026(25)
The applicant utilized 20-hours of force account labor and force account equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 36 tons of cobbles, 18 tons of gravel and 30 LF of 36" HDPE culvert pipe. The repairs consisted of:
It was not possible to unclog the pipe by using heavy equipment. The clogged pipe was removed and a new 36 IN x 30 FT long HDPE rodway cross-pipe was installed. The applicant installed 30 FT long x 4.5 FT wide x 4.8 FT deep = 648 CF / 27 = 24 CY x 1.5 tons / CY = 36 tons cobbles to bed the pipe and 30 FT long x 5 FT wide x 2.2 FT deep = 330 CF / 27 = 12 CY x 1.5 tons / CY = 18 tons gravel.
317DR2BX-12 Close Hollow Culvert PA-02-NY-4031-PW-00384 PA-02-NY-4031-State-0026(25)
Delaware Engineering, P.C. prepared construction plans to repair the culvert and surrounding damaged eligible facilities. The repairs the A/E consultant designed go beyond the scope of returning the culvert to its pre-disasters condition. The additional work is included as an attached mitigation proposal. The repairs to return the culvert to its pre disaster condition consist of the following:
1. Remove the existing culvert and tonka block wing walls and store for reinstallation.
2. Pour appropriately designed reinforced cast in place concrete footings (79 CY)(Refer to attached engineering plans, sheet G-5, for dimensions).
3. Install structural backfill behind abutments and wing walls.
4. Reinstall the existing three sided precast concrete box culvert.
5. Reinstall the existing tonka block wing walls.
  a. Southwest: 17 ft long x 2 ft wide x 5 ft high
  b. Northwest: 32 ft long x 2 ft wide x 6 ft high
  c. Northeast: 15 ft long x 2 ft wide x 6 ft high
  d. Southeast: 22 ft long x 2 ft wide x 5 ft high
6. Install 100 FT long x 1 FT thick x 9 FT tall = 900 CF / 27 = 33 CY bank run gravel.
7. Disassemble, remove and reinstall guide railing.
8. Install 810 SF 8” min thickness NYSDOT select structural fill on top of the culvert.
9. Install 560 SF of:
  a. 1.5" Compacted BAC, Type 6 Top Mix.
  b. 2.5” Type 3 Binder
Refer to attached Construction Plans prepared by Delaware Engineering, P.C. Note that the above differs from the plans since the plans go beyond the scope of returning the site to its pre disaster condition.
The cost was prepared using CEF. Refer to the attached CEF spreadsheet. Estimate developed using the items prepared by Delaware Engineering, P.C., the unit costs bid by the low bidder (Stevens Excavating) and the FEMA cost codes (where returning the site to its pre disaster condition differed from the bid).
317DR2BY-12 Heck Weaver Road PA-02-NY-4031-PW-00546 PA-02-NY-4031-State-0009(7)
Install 13 CY x 1.5 tons / CY = 20 tons of 2-4 ton stones at toe of stone embankment. The applicant will use force account labor, equipment and materials to complete the work:
Applicant plans to use their own Labor ad Equipment to do the repairs and the cost estimate are actual fixed prices used in their normal daily work.
Labor: 3 people x 10 hrs / person x $26.34 / hr = $790.20
Equipment: FEMA #8724 (#315 Dumptruck) @ $105 / hr x 10 hrs = $1,050.00

FEMA #2091 (4" Discharge Pump) @ $2.50 / hr x 10 hrs = $25.00
FEMA #8282 (160 hp excavator) @ $65.00 / hr x 10 hrs = $650.00
FEMA #8804 (1.5 ton pickup) @ $25.00 / hr x 10 hrs = $250 Material: $30.95 / ton (Delaware County bid price of LRW2-4) x 20 tons 2-4 ton stackable stone = $619.00
Total: $3,384.20
Note: As per PAG p. 22 the stone embankment is an improved natural feature and thus an eligible facility.
317DR2CA-12 Barkaboom Road PA-02-NY-4031-PW-00775 PA-02-NY-4031-State-0012(11)
Install 33.4 CY x 1.5 tons / CY = 50 tons of 4-8 ton stone and relay 988 CF of 4-8 ton stone to return the site to its pre-disaster condition. As per the NYSDEC a pump and turbidity curtain will be required to control sediment during construction. Flaggers will be required to control traffic during construction.
The applicant will use a contractor to complete the above work:
330CLC Excavator with thumb (excavate, place stone) @ $287.50 / hr x 40 hours = $11,500
200CLC Excavator with thumb (load stone) @ $187.50 / hr x 40 hours = $7,500
Turbidity Curtain @ $490.00 / unit x 5 units = $2,450
Flaggers @ $52.00 / hr x 2 flaggers x 40 hours = $4,160
6" dewatering pump @ $640.00 / day x 5 days = $3,200 [modified]
444 Loader with rock forks @ $6,500 / week x 1 week = $6,500 [modified]
300C Articulated end dump @ $7,500 / week x 1 week = $7,800 [modified]
410G with packer (pack behind wall) @ $120 / hour x 20 hours = $2,400
Subtotal = $45,510 x 1.15 (15%) for profit and overhead = $52,336.50
Material: $30.95 / ton (Delaware County bid price of LRW 4-8) x 50 tons = $1,547.50
Total: $53,884.00
Note 1: The contractor unit costs have been compared to the Delaware County Low Bid costs and found to be reasonable. Some discrepancies were found and corrected (marked with [modified] above). Delaware County Low Bids have been attached.
Note 2: The cost of the wall repair is higher than other similar walls by this applicant and other applicants. The reasons for this are: 1) This wall is twice to three times as tall as others and the excavators cannot reach the base of the wall. The applicant will need to bench the site to repair the wall. 2) The space to stage and operate equipment on the site is limited and will require use of the road and coordination with traffic. 3) Trees on the site will further limit movement of equipment. 4) NYSDEC requires the base of the wall be isolated from the brook and dewatered.

317DR2CB-12 Wolf Hollow Road PA-02-NY-4031-PW-00776 PA-02-NY-4031-State-0012(11)
The applicant utilized 53-hours of force account labor and force account equipment to return the damaged facilities to their pre-disaster condition. The repairs consisted of:
Site 1: It was not possible to unclog the pipe by using heavy equipment. Remove clogged pipe and install new 35 FT long x 15 IN smooth bore steel pipe and 35 FT long x 3 FT wide x 3 FT deep = 315 CF / 27 = 12 CY x 1.5 ton / CY = 18 tons cobbles to bed and backfill pipe.
Site 2: It was not possible to unclog the pipe by using heavy equipment. Remove clogged pipe and instal new 40 FT long x 36 IN HDPE road cross pipe.
Site 3: Reinstall existing 180 CF of 2-4 ton stone embankment.
317DR2CC-12 Deer Lick Road PA-02-NY-4031-PW-00809 PA-02-NY-4031-State-0013(12)
The applicant utilized 40-hours of force account labor and force account equipment to return the damaged facilities to their pre-disaster condition. The materials used consisted of 27 tons of gravel. The repairs consisted of:
Site 1: Remove 600 CF of sediment from the ditch and use the material to reshape the shoulder.
Site 2: Reconstruct 540 CF rip rap embankment using the existing rip rap and backfill with 30 FT long x 6 FT high x 0.9 FT thick = 162 CF / 27 = 6 CY x 1.5 tons / CY = 9 tons gravel.
Site 3: Reconstruct 450 CF rip rap embankment using the existing rip rap and backfill with 30 FT long x 5 FT high x 1.1 FT thick = 165 CF / 27 = 6 CY x 1.5 tons / CY = 9 tons gravel.
Site 4: Reconstruct 270 CF rip rap embankment using the existing rip rap and backfill with 15 FT long x 6 FT high x 1.8 FT thick = 162 CF / 27 = 6 CY x 1.5 tons / CY = 9 tons
317DR2CD-12 Gulf Brook Road PA-02-NY-4031-PW-00861PA-02-NY-4031-State-0018(17)
Repair of the stone embankment toe will require the removal and reinstallation of 20 FT long x 12 FT tall x 4 FT wide section of the embankment as well as removal and reinstallation of 20 FT of guide rail. Backfill embankment with 20 FT long x 12 FT tall x 2.7 FT wide = 648 CF / 27 = 24 CY x 1.5 ton / CY = 36 tons gravel.
The applicant will use force account labor, equipment and materials to complete the work:
Labor: 3 people x 30 hrs / person x $26.34 / hr = $2,370.60
Equipment: FEMA #8724 (#315 Dump truck) @ $105 / hr x 30 hrs = $3,150.00
FEMA #2091 (4" Discharge Pump) @ $2.50 / hr x 30 hrs = $75.00
FEMA #8282 (160 hp excavator) @ $65.00 / hr x 30 hrs = $1,950.00
FEMA #8804 (1.5 ton pickup) @ $25.00 / hr x 30 hrs = $750
Material: $4.45 / ton (Delaware County bid price of DC 19 gravel) x 36 tons = $160.20
317DR2CE-12 Weaver Hollow Road PA-02-NY-4031-PW-00869 PA-02-NY-4031-State-0013(12)
Site 1: The applicant utilized 3-hours of force account labor and force account equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 9 tons of bank run. The repairs consisted of: 6 CY x 1.5 tons / CY = 9 tons gravel road shoulder installed.

WORK TO BE COMPLETED
Site 2: Re-lay 14 CY of stone wall. The applicant will use force account labor, equipment and materials to complete the work:
Labor 3 people x 10 hrs / person x $26.34 / hr = $790.20
Equipment:
FEMA #8724 #315 Dump truck) @ $105/hr x 10 hrs = $1,0500.00
FEMA #2091 (4" Discharge Pump) @ $2.50/hr x 10 hrs = $25.00
FEMA #8282 (160 hp excavator) © $65.00 / hr x 10 hrs = $650.00
Material: $2.67 / ton (Delaware County bid price) x 18 tons bank run (as backfill) = $48.06
317DR2CF-12 Lower Dingle Hill Road PA-02-NY-4031-PW-00894 PA-02-NY-4031-State-0026(25)
The pre-disaster facility was nearly vertical natural granular banks stabilized by vegetation. It was not possible for the applicant to construct a bank steeper than the angle of repose of the natural material without stabilization and the road is too close to the brook to slope the bank at the angle of repose. Since the bank was too steep to construct and couldnot use vegetation as stabilization, the applicant used rip rap to stabilize the bank. The repairs consisted of:
Site 1: Construct 372 CF bank run and 258 CF stackable rock
Site 2: Construct 310 CF bank run and 215 CF stackable rock
Site 3: Construct 177 CF bank run and 123 CF stackable rock
Site 4: Construct 372 CF bank run and 258 CF stackable rock
Site 5: Construct 398 CF bank run and 277 CF stackable rock
Total: 1,629 CF bank run + 1,131 CF 2-4 ton rip rap = 2760 CF material
1,629 CF bank run / 27 = 60 CY x 1.5 ton/ CY = 90 tons bank run
1131 CF stackable rock / 27 = 42 CY x 1.5 ton / CY = 63 tons stackable rock
317DR2CG-12 Barkaboom Road PA-02-NY-4031-PW-00906 PA-02-NY-4031-State-0018(17)
Site 1: It was not possible to unclog the pipe by using heavy equipment. The clogged pipe was removed and a new 36 IN x 40 FT long HDPE roadway cross-pipe was installed. The applicant installed 40 FT long x 3 FT wide x 1.4 FT deep = 168 CF / 27 = 6 CY x 1.5 tons / CY = 9 tons light stone fill to backfill the pipe.
Site 2a: Install 24 CY x 1.5 ton / CY = 36 tons of 2-4 ton stone embankment. Backfill embankment with 20 FT long x 2.1 FT wide x 8 FT tall = 336 CF / 27 = 12 CY x 1.5 ton / CY = 18 tons gravel.
WORK TO BE COMPLETERD:
Site 2b: Reinstall existing 240 CF section of stone embankment.
The applicant will use force account labor, equipment and materials to complete the above work:
Labor: 3 people x 16 hrs / person x $26.34 / hr = $1,264.32
Equipment: FEMA #8724 (#315 Dumptruck) @ $105 / hr x 16 hrs = $1,680.00
FEMA #2091 (4" Discharge Pump) @ $2.50 / hr x 16 hrs = $40.00
FEMA #8282 (160 hp excavator) @ $65.00 / hr x 16 hrs = $1,050.00
Material: $4.45 / ton (Delaware County bid price of DC 19 gravel) x 18 tons = $80.10
$30.95 / ton (Delaware County bid price of LRW2-4) x 36 tons = $1,114.20
Total: $5,228.62
317DR2CH-12 Calhoun Hill Road PA-02-NY-4031-PW-00908 PA-02-NY-4031-State-0018(17)
The applicant utilized 16-hours of force account labor and force account equipment to return the damaged facility to its pre-disaster condition. The materials used consisted of 5 tons of cobbles, 5 tons of gravel and 27 LF of 24" steel culvert pipe. The repairs consisted of:
It was not possible to unclog the pipe by using heavy equipment. The clogged pipe was removed and a new 24 IN x 27 FT long smooth bore steel roadway cross-pipe was installed. The applicant installed 27 FT long x 3 FT wide x 1 FT deep = 81 CF / 27 = 3 CY x 1.5 tons / CY = 5 tons cobbles to bed the pipe and 27 FT long x 3 FT wide x 1 FT deep = 81 CF / 27 = 3 CY x 1.5 tons / CY = 5 tons gravel.
317DR2CI-12 Alten Road PA-02-NY-4031-PW-00971 PA-02-NY-4031-State-0026(25)
Install 27 CY x 1.5 tons / CY = 41 tons of bank run to restore the lost material to the embankment. The applicant will use force account labor, equipment and materials to complete the work:
Labor: 3 people x 20 hrs / person x $26.34 / hr = $1,580.40
Equipment: FEMA #8724 (#315 Dump Truck) @ $105 / hr x 20 hrs = $2,100.00
FEMA #2091 (4" Discharge Pump) @ $2.50 / hr x 20 hrs = $50.00
FEMA #8282 (160 hp excavator) @ $65.00 / hr x 20 hrs = $1,300.00
FEMA #8804 (1.5 ton pickup) @ $25.00 / hr x 20 hrs = $500
Materials: DC #27 (Run of Bank Gravel) @ $2.67 / ton x 41 tons = $109.47
317DR2CJ-12 Close Hollow Road PA-02-NY-4031-PW-01155 PA-02-NY-4031-State-0018(17)
Reinstall 6 CY of 4-8 ton stones at toe of stone embankment. The applicant will use force account labor and equipment complete the work:
Labor:
3 people x 20 hrs / person x $26.34 / hr = $1,580.40
Equipment: FEMA #8724 (#315 Dumptruck) @ $105 / hr x 20 hrs = $2,100.00
FEMA #2091 (4" Discharge Pump) @ $2.50 / hr x 20 hrs = $50.00
FEMA #8282 (160 hp excavator) @ $65.00 / hr x 20 hrs = $1,300.00
FEMA #8804 (1.5 ton pickup) @ $25.00 / hr x 20 hrs = $500
Total: $5,530.40
Note: As per PAG p. 22 the stone embankment is an improved natural feature and thus an eligible facility

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	545	811	1356	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR396A-12
Activity Title:	Village Wide Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Fleischmanns

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,753.82
Total Budget	$0.00	$7,753.82
Total Obligated	$0.00	$7,753.82
Total Funds Drawdown	$0.00	$7,753.82
Program Funds Drawdown	$0.00	$7,753.82
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$7,753.82
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2P-12 (1) Debris Removal PA-02-NY-4020-PW-07240 PA-02-NY-4020-State-0092(91)
This PW captures the applicants costs (contract services) from September 3, and September 4, 2011 to bull doze and remove the Valkyrian Motel from the adjoining property, which the owner gave permission to do (see doc.) The motel debris was taken to the debris dump site located at County Rt. 38 in Arkville (GPS 42.15789 -74.61961 see location map). This proceeded as follows:
Valkyrian Motel:
Contract Services: The applicant used Phillips Construction for 17 hours (excavator at $165.007hr) to tear down and remove the
Valkyrian Motel, at a cost of $2,805.00 (see doc. PC-1 item5 and 6)
Site cost: $2,805.00
Direct Administrative Cost: $177.02
Total Cost: $2,982.02
orksheet.)
(7) From (5) and (6) above, $8,275.98 / 487.3-cys = $16.98 / cy
317DR2P-12 (2) Debris Removal PA-02-NY-4020-PW-04545 PA-02-NY-4020-State-0055(54)
This PW captures the applicants costs (contract services) from 8/29/11 to 9/20/11 to clear the village owned sidewalks and roads, of 1244CY of flood debris (see doc. CT-1, CY-1 and CY-2) then transport it to the temporary debris site (village salt shed 42.15687 -74.54307 owned by the village and used as a staging area prior to the debris site in Arkville being opened up), then to the county permanent debris site located on Co. route 38 (42.15789 -74.61961) in Arkville. Vegetative debris was reduced and redistributed back into the environment, non vegetative debris (rock), was taken to the county gravel mine on Co. route 38 (42.15900 -74.61961) in Arkville for grinding and re use (refer to location map and photos). The applicant used contract services (HD CONSTRUCTION

INC.) as follows:
Contract Services:
On August 29 the applicant used HD Construction Inc. to move 320cy of debris (160cy of the 320cy was woody debris) from the village salt shed to the county's debris sites. At a cost of $3,285.00 (see doc CTA-1)
On August 30 the applicant used HD Construction inc. to move 84cy of woody debris from the sidewalks on Main St to the village salt shed. At a cost of $3,260.00 (see doc CTA-1)
On September 2 the applicant used HD Construction Inc. to move 45cy of debris (all of the debris was woody debris) from the village salt shed to the county debris site. At a cost of $2,187.50 (see doc CTA-2)
On September 3 the applicant used HD Construction Inc. to move 65cy of woody debris from the village salt shed to the county debris site, and 100cy of gravel debris from Mill St to the village salt shed. At a cost of $4,310.00 (see doc CTA-3)
On September 4 the applicant used HD Construction Inc. to move 80cy of woody debris from the village salt shed to the county debris site At a cost of $1,000.00 (see doc CTA-3)
On September 5 the applicant used HD Construction Inc. to move 180cy of woody debris from curbs and sidewalks to the county's debris site. At a cost of $2,695.00 (see doc CTA-3)
On September 16 the applicant used HD Construction Inc. to move 220cy of debris (100cy of the 220cy was woody debris) from the village salt shed to the county's debris sites. At a cost of $2,500.00 (see doc CTA-5)
On September 20 the applicant used HD Construction Inc. to move 150cy of woody debris from curbs and sidewalks to the county's debris site. At a cost of $1,700.00 (see doc CTA-5)
317DR2P-12 (3) Debri Removal PA-02-NY-4020-PW-02449 PA-02-NY-4020-State-0022(21)
To remove the imminent threat posed by the debris the applicant will utilize force account and/or, following their procurement policy, will obtain a contract vendor to do the following work.
Site # 2 & 3, Remove and Dispose of vegetative debris, 28CY.
317DR2P-12 (4) Debris Removal PA-02-NY-4020-PW-02449 PA-02-NY-4020-State-0022(21)

This PW captures the applicants costs (contract services) on 9/22/11,10/8/11, and 10/9/11 to clear sites 1, 2, and 3 of debris, and taken to the county dump site located on Co. route 38 (42.15789 -74.61961) and (42.15900 -74.61961) see location map. This proceeded as follows:
Site 1 Village Library
Contract Services: The applicant used Franks Septic Servic. to provide a 30yd dumpster for debris removel, at a cost of $275.00
(see doc. CON-A)
Site cost: $275.00

Site 2 Village Theater
Contract Services: The applicant used Mountain Valley Fuel Wood Products and Recycling, Inc. to provide a 20yd dumpster for debris
removal, at a cost of $550.00 (see doc. CON-B)
Site cost $550.00
Site 3 Village Catch Basins
Contract Services: The applicant used Delaware County Dept of Public Works, to provide debris removal from catch basins, using a vacuum truck and personnel, at a cost of $676.52 (see doc. CON-C)
Site cost $676.52
Direct Administrative Cost $95.93
Total Cost $1,597.45
317DR2P-12 (5) Debris Removal PA-02-NY-4020-PW-03633 PA-02-NY-4020-State-0040(38)
This PW captures the applicants costs (contract services) on 9/22/11,10/8/11, and 10/9/11 to clear sites 1, 2, and 3 of debris, and taken to the county dump site located on Co. route 38 (42.15789 -74.61961) and (42.15900 -74.61961) see location map. This proceeded as follows:
Site 1 Village Library
Contract Services: The applicant used Franks Septic Servic. to provide a 30yd dumpster for debris removel, at a cost of $275.00
(see doc. CON-A)
Site cost: $275.00

Site 2 Village Theater
Contract Services: The applicant used Mountain Valley Fuel Wood Products and Recycling, Inc. to provide a 20yd dumpster for debris
removal, at a cost of $550.00 (see doc. CON-B)
Site cost $550.00
Site 3 Village Catch Basins
Contract Services: The applicant used Delaware County Dept of Public Works, to provide debris removal from catch basins, using a vacuum truck and personnel, at a cost of $676.52 (see doc. CON-C)
Site cost $676.52
Direct Administrative Cost $95.93
Total Cost $1,597.45

317DR2P-12 (6) Debris Removal PA-02-NY-4020-PW-02841 PA-02-NY-4020-State-0102(100)
As determined by the Debris Strike Team site visit on 1/23/2012 the debris at the following site is not creating an imminent threat to improved property in the event of a five year event and the work to remove and dispose of it is ineligible per FEMA Recovery Policy 9523.5 “Debris Removal from Waterways” published March 29th, 2010.
Site # 1: There was no debris determined at this site do to snow and ice covering area.[Ineligible]
NRCS is looking at this site as a candidate for the EWP Program.
Attachment; Debris Team Report
For a flood an immediate threat is defined in the FEMA 321 policy digest, Page 70 “the immediate threat exists if a 5-year flooding event could cause damage to improved property or threaten lives, public health, and safety. This is not a flood that necessarily happens within 5 years, but a flood that has a 20 percent chance of occurring in any given year.”
After coordination, however, with FEMA, NY State OEM, and the applicant, a zero-dollar project worksheet is written to provide the applicant with the opportunity to appeal this determination. In accordance with 206.206 of 44CFR, Applicants may appeal any FEMA determination related to an application for/or the provision of Federal assistance, but must do so within 60 days from receipt of the determination.

Location Description:

Village wiide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	192	161	353	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR396C-12
Activity Title:	Village of Fleischmanns Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Fleischmanns

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$36,744.57
Total Budget	$0.00	$36,744.57
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2ER-12 Bridge St. PA-02-NY-4020-PW-01638 PA-02-NY-4020-State-0022(21)
The applicant will use Force Account Labor, Equipment and Materials to repair the following sites to pre-disaster condition, by removing the damaged section of roadway (asphalt topped roads), scarifying, shaping, and compacting the area, then replacing the asphalt surface. For roads with damaged Guard Rails and posts, the Applicant will replace.
This will proceed as follows:
Site 1 Bridge St North side.
Remove: 400SY (120FT x 30FT / 9) of pavement 400SY x $5.00 = $2,000.00 (FEMA code 3150)
Replace: Aggregate surface course (120ft x 30ftx 0.500ft D/27) = 66.667CY x $28.00 = $1,866.68 (includes scarifying, shaping, and compacting the 3600sf area), (FEMA code 3011)
Replace: 400SY of bituminous concrete overlay x 3IN = 1200.00 x $3.54 = $4,248.00 (FEMA code 3110)
Site cost $8,114.68
Site 2 Bridge St South side.
Remove: 266.667SY (80ft L x 30ft W / 9) of pavement 266.667SY x $5.00 = $1,333.34 (FEMA code 3150)
Replace: Aggregate surface course (80ft x 30ftx 0.500ft D/27) = 44.444CY x $28.00 = $1,244.43 (includes scarifying, shaping, and compacting the 2400sf area), (FEMA code 3011)
Replace: 266.667SY of bituminous concrete overlay x 3IN = 800.001 x $3.54 = $2,832.00 (FEMA code 3110)
Disassemble and Remove: 60LF of Guard Rail 60lf x $5.85 = $351.00 (FEMA code 3411)
Replace Guard Rail: 60LF of Guard Rail x $15.00/LF = $900.00 (FEMA code 3410)
Site cost $6,660.77
Direct Administrative Cost $95.45
317DR2ES-12 Wagner Avenue PA-02-NY-4020-PW-01646 PA-02-NY-4020-State-0022(21)

The applicant will use force account labor, equipment and materials to repair the following site to pre-disaster condition, by removing the damaged section of roadway (asphalt topped road), scarifying, shaping, and compacting the area, then replacing the asphalt surface. This will proceed as follows:
Site1 Wagner Ave.
Remove: 526.667SY (1185ft L x 4ft W / 9) of pavement 526.667SY x $5.00 = $2,633.34 (FEMA code 3150)
Replace: Aggregate surface course (1185ft L x 4ft W x 0.167ft D/27) = 29.318CY x $28.00 = $820.90 (includes scarifying, shaping, and compacting the 4740sf area), (FEMA code 3011)
Replace: 526.667SY of bituminous concrete overlay x 3IN = 1580.001 x $3.54 = $5,593.20 (FEMA code 3110)
Site cost $9,047.44
Direct Administrative Cost $71.18
Total Cost $9,118.62
317DR2ET-12 Halcott Rd and Old Halcott Rd PA-02-NY-4020-PW-01659 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster conditon. For stone and oil roads, the applicant will apply two layers of stone and oil to damaged road areas (no additional surface rock will be needed). This will proceed as follows:
Site l Halcott Rd.
Replace: 166.667SY of Stone and Oil road surface (300ft L x 5ft W / 9 = 166.667SY).
166.66754 x $1.50 (fema code 3081) = $250.00 Project Specialist used fema code 8081 as a reasonable monetary replacement for stone and oil road surface.
Site cost: $250.00
Site 2 Old Halcott Rd
Replace: 555.556 SY of Stone and Oil road surface (250ft L x 20ft W/9 = 555.556SY). 555.56 SY x $1.50 (fema code 3081) = $833.33. Project Specialist used fema code 8081 as a reasonable mtary replacement for stone and oil road surface.
Site cost: $833.33
Direct Administrative Cost: $124.62
Total Cost $1207.95
317DR2EU-12 Depot St. PA-02-NY-4020-PW-01770 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster condition, by removing the damaged section of roadway (asphalt topped roads), scarifying, shaping, and compacting the area, then replacing the asphalt surface. This will proceed as follows:
Site 1 Depot St North side.
Remove: 136.667SY (41FT x 30FT / 9) of pavement. 136.667SY x $5.00 = $683.34 (fema code 3150)
Replace: Aggregate surface course (41ft L x 30ft W x 0.167ft D/27) = 7.608CY x $28.00 = $213.02 (includes scarifying, shaping, and compacting the 1230sf area), (fema code 3011)
Replace: 136.667SY of bituminous concrete overlay x 3IN = 410.001 x $3.54 = $1,451.40 (fema code 3110)
Site cost $2,347.76
Site 2 Depot St. South side.
Remove: 370.000SY (111 FT x 30FT / 9) of pavement. 370.000SY x $5.00 = $1,850.00 (fema code 3150)
Replace: Aggregate surface course (111ft L x 30ft W x 0.167ft D/27) = 20.597CY x $28.00 = $576.72 (includes scarifying, shaping, and compacting the 3330sf area), (fema code 3011)
Replace: 370.000SY of bituminous concrete overlay x 3IN = 1110.000 x $3.54 = $3,929.40 (fema code 3110)
Site cost $6,356.12
Direct Administrative Cost $48.54
Total Cost $8,752.42
317DR2EV-12 Schneider Ave. PA-02-NY-4020-PW-01772 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster condition, by removing the damaged section of roadway (asphalt topped roads), scarifying, shaping, and compacting the area, then replacing the asphalt surface. For stone and oil roads, the applicant will apply two layers of stone and oil to damaged road areas (no additional surface rock will be needed). This will proceed as follows:
Site 1) Schneider Ave.
Replace: 420SY of oil and stone road section, measuring (315ft L x 12ft W / 9)
420SY x $1.50 (FEMA code 8081) = $630.00 Project Specialist used FEMA code 8081 as a reasonable monitory replacement for stone and oil road surface.
Site cost: $630.00

Site 2) Schneider Ave.
Remove: 25.278SY (65FT x 3.5FT / 9) of pavement 25.278SY x $5.00 = $126.39 (FEMA code 3150)
Replace: Aggregate surface course (65ft L x 3.5ft W x 0.167ft D/27) = 1.407CY x $28.00 = $39.40 (includes scarifying, shaping, and compacting the 227.5sf area), (FEMA code 3011)
Replace: 25.278SY of bituminous concrete overlay x 3IN = 75.834 x $3.54 = $268.45 (FEMA code 3110)
Site cost $434.24
Direct Administrative Cost $48.54

Total Cost $1,112.78

The set of coordinates depicted on the location map are at the start of observed damage, to reduce map clutter. The actual start and end coordinates are depicted in the damage description and scope section.
The GPS on the face plate was taken at Schneider Ave. (site1)
317DR2EW-12 Ellsworth Ave PA-02-NY-4020-PW-01881 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the site to pre-disaster condition, by removing the damaged section of roadway, scarify, shape, and compact theaea, then replace the asphalt surface. The applicant will then clean and shape the adjoining ditch.
This will proceed as follows:
Site 1 Ellsworth Ave.
Remove: 22.222SY (200FT x 1FT / 9) of pavement. 22.222SY x $5.00 = $111.11 (FEMA code 3150)
Replace: Aggregate surface course (200ft L x 1ft W x 0.333ft D/27) = 2.467CYx $28.00 = $69.08 (includes scarifying, shaping, and compacting the 200sf area). (FEMA code 3011)
Replace: 22.222SY of bituminous concrete overlay x 4IN = 88.88 x $3.54 = $314.66 (FEMA code 3110)
Clean and Shape 200LF of Ditch: 200 x $3.40 = $680 (FEMA code 3070)
Site cost: $1,174.85
Direct Administrative Cost: $31.27
Total Cost: $1,206.12
317DR2EX-12 Mill Street PA-02-NY-4020-PW-01920 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the site to pre-disaster condition, by removing the damaged section of roadway, scarify, shape, and compact the area, then replace the asphalt surface. This will proceed as follows:

Site 1: Mill St.
Remove: 411.111SY (370FT x 10FT / 9) of pavement. 411.111SY x $5.00 = $2,055.56 (FEMA code 3150)
Replace: Aggregate surface course (370ft L x 10ft W x 0.167ft D/27) = 22.885CYx $28.00 = $640.78 (includes scarifying, shaping, and compacting the 200sf area). (FEMA code 3011)
Replace: 411.111SY of bituminous concrete overlay x 4IN = 1644.44 x $3.54 = $5,821.33 (FEMA code 3110)
Site cost: $8,517.67

Direct Administrative Cost: $57.18

Total Cost: $8,574.85
317DR2EY-12 Brush Ridge Road amd Armstrong Park Road PA-02-NY-4020-PW-02520 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster conditon, by removing the damaged section of roadway (asphalt topped roads), scarifying, shaping, and compacting the area, then replacing the asphalt surface.
The applicant will clean and shape adjoining ditch. This will proceed as follows:
Site-1- Brush Ridge Rd. GPS Start
Remove: 15.556SY (70FT x 2FT / 9) of pavement. 15.556SY x $5.00 = $77.78 (fema code 3150)
Replace: Aggregate surface course (70ft L x 2ft W x 0.167ft D/27) = 0.866CY x $28.00 = $24.25 (includes scarifying, shaping, and compacting the 140sf area). (fema code 3011)
Replace: 15.556SY of bituminous concrete overlay x 3IN = 46.668 x $3.54 = $165.20 (fema code 3110)
Clean and shape Ditch: 70LF x $3.40/LF = $238.00 (fema code 3070)
Site cost: $505.23

Site-2- Armstrong Park Rd.
Remove: 13.889SY (50FT x 2.5FT / 9) of pavement. 13.889SY x $5.00 = $69.45 (fema code 3150)
Replace: Aggregate surface course (50ft L x 2.5ft W x 0.167ft D/27) = 0.773CY x $28.00 = $21.64 (includes scarifying, shaping, and compacting the 125sf area). (fema code 3011)
Replace: 13.889SY of bituminous concrete overlay x 3IN = 41.667 x $3.54 = $147.50 (fema code 3110)
Clean and shape Ditch: 100LF x $3.40/LF = $340.00 (fema code 3070)
Site cost: $578.59
Direct Administrative Cost: $48.58
&nbp Total Cost: $1,132.40
317DR2EZ-12 Lake St. PA-02-NY-4020-PW-02587 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster condition, by removing the damaged section of roadway (asphalt topped roads), scarifying, shaping, and compacting the area, then replacing the asphalt surface. For road ditch, the applicant will clean and shape.
This will proceed as follows:
Site 1 Lake St. Ditch Damage
Clean and shape Ditch:800LF of Ditch x $3.40/LF = $2,720.00 (FEMA code 3070)
Site cost: $2,720.00
Site 2 Lake St. Road Edge Damage
Remove: 15.00SY (45FT x 3FT / 9) of pavement. 15.00SY x $5.00 = $75.00 (FEMA code 3150)
Replace: Aggregate surface course (45ft L x 3ft W x 0.250ft D/27) = 1.250CY x $28.00 = $35.00 (includes

scarifying, shaping, and compacting the 135SF area). (FEMA code 3011)
Replace: 15.00SY of bituminous concrete overlay x 3IN = 45.000 x $3.54 = $159.30 (FEMA code 3110)
Site cost: $269.30
Direct Administrative Cost: $39.91
Total Cost: $3,029.21
317DR2FA-12 1282 Main St PA-02-NY-4020-PW-02604 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the following site to pre-disaster condition, by removing the damaged asphalt topped section of equipment lot, scarifying, shaping, and compacting the asphalt and non asphalt area, then replacing the asphalt surface. For the non asphalt section, the applicant will apply six inches of stone (item 4).
This will proceed as follows:
Department of Public Works Equipment Lot:
-REMOVE: 222.222SY (100FT x 20FT / 9) of pavement. 222.222SY x $5.00 = $1,111.11 (FEMA code 3150)
-REPLACE: Aggregate surface course (100ft L x 20ft W x 0.250ft D/27) = 18.519CY x $28.00 = $518.53 (includes scarifying, shaping, and compacting the 2000SF area). (FEMA code 3011)
-REPLACE: 222.222SY of bituminous concrete overlay x 3IN = 666.666 x $3.54 = $2,360.00 (FEMA code 3110)
-REPLACE: Aggregate surface course [(65ft L x 20ft W x 0.500ft D/27 = 24.074CY) + (75ft L x 35ft W x 0.500ft D/27 = 48.611CY) + (45ft L x 22ft W x 0.500ft D/27 = 18.333CY)] = 91.018CY x $28.00 = $2,548.50 (includes shaping, and compacting the 4915sf area). (FEMA code 3011)
Site cost: $6,538.14
Direct Administrative Cost: $133.26
Total Cost: $6,671.40
317DR2FB-12 Stone Retaining Wall PA-02-NY-4020-PW-03748 PA-02-NY-4020-State-0040(38)
The applicant will use force account labor, equipment and materials to repair the following site to pre-disaster condition, by removing the remaining soil at the damaged site (20ft x 12ft x 15ft) then, restacking the stone wall and back filling the area behin the wall. This will proceed as follows: (Permits see item 4 in Notes section)
Site l: Village Parking Lot.
Remove: The remaining 57.78CYof soil (backfill) from the damaged area (20ft L x 12ft H x 15ft D). 57.78CY x $12.00 = $693.93 (FEMA code 3050)
Site l: Village Parking Lot.
Replace: 17.78CY (20ft L x 12ft H x 2ft D / 27) of Rock Wall. 17.78CY x $60.00/cy = $1,066.80 (FEMA code 4081)
Replace: 115.56CY (20ft L x 12ft H x 13ft D / 27) soil (backfill) behind wall 115.56CY x $12.00 = $1,386.72 (FEMA code 3050)
Site cost: $3,147.45 (Costs see item 5 in Notes section)
Direct Administrative Cost: $54.76
Total Cost: $3,202.21
317DR2FC-12 Village Park Road PA-02-NY-4020-PW-04095 PA-02-NY-4020-State-0055(54)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster condition, by removing the damaged section of roadway (asphalt topped section of road), scarifying, shaping, and compacting the area, then replacing the asphalt surface.
For the stone section of road, the applicant will apply the necessary layers of stone to bring the damaged road areas to pre-disaster condition, then grade. This will proceed as follows:
SitelA Village Park Rd.
Remove: 200SY (150FT x 12FT / 9) of pavement 200SY x $5.00 = $1,000.00 (fema code 3150)
Replace: Aggregate surface course (150ft L x 12ft W x 0.167ft D/27) =* 11.133CY x $28.00 = $311.72 (includes scarifying, shaping,
and compacting the 1800sf area), (fema code 3011)
Replace: 200SY of bituminous concrete overlay x 3IN = 400 x $3.54 = $2,124.00 (fema code 3110)
Site cost $3,435.72
SitelB Village Park Rd.
Replace: 120.39TNS of stone (item 4) road surface (464ft L x 12ft W x 0.417ft D/27) = 85.99CY x 1.4 (factor) = 120.39TNS x $16.00 $1,926.24 (fema code 3012). Project Specialist used fema code 3012 as a reasonable monetary replacement for stone (item 4) road surface. See item 6 in Notes section concerning factors.
Site cost $1,926.24
Direct Administrative Cost $143.68
Total Cost $5,505.64
317DR2FD-12 Lake Street PA-02-NY-4020-PW-07320 PA-02-NY-4020-State-0116(116)
The applicant will rebuild the failed embankment to pre-disaster conditions using a combination of force account and contracted services. The repairs will consist of the following;.....
1) Install traffic control signs and barricades on Lake Street.....
2) Install a sump and pump on the upstream side of the old lake Switzerland dam.....
3) Pump the stream water down past the work zone.....
4) Install a coffer dam to keep all groundwater away from the construction site.....
5) Remove all the over burden soil that has sloughed off and is no longer stable.....
6) Clean off the bedrock at the stream bed elevation.....
7) Place 231.1-CY of light stone fill.....

8) Mill and remove the undermined pavement - approximately 10 ft wide by 50 ft long.....
9) Repave a section of pavement 65-feet long x 10-feet wide x 6.5-inches thick.....
10) Install 65-feet of guiderail per NYS DPT Standards.

317DR2KT-12 Little Red Kill Rd. PA-02-NY-4020-PW-02056 PA-02-NY-4020-State-0032(30)
The applicant will use force account labor, equipment and materials to repair the following site to pre-disaster condition, by overlaying the damaged bank area of Little Red Kill Rd. with Fabric Filter, then replacing the damaged section of the rock retaining wall. This will proceed as follows:
Site 1: Little Red Kill Rd.
Install: 66.67SY (100ft L x 6ft H / 9) of Fabric Filter. 66.67SY x $2.90/sy = $193.33 (FEMA code 4130)
Replace: 600SF (100ft L x 6ft H) of Rock Wall. 600SF x $14.00/sf = $8,400.00 (FEMA code 3261)
Site cost: $8,593.33
Direct Administrative Cost: $24.27
Total Cost: $8,617.60

Location Description:

Village Wide Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	192	161	353	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR497A-12
Activity Title:	Townof Hamden Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Hamden

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$6,116.26
Total Budget	$0.00	$6,116.26
Total Obligated	$0.00	$2,930.52
Total Funds Drawdown	$0.00	$2,930.52
Program Funds Drawdown	$0.00	$2,930.52
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,930.52
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2U-12 Debris Removal PA-02-NY-4020-PW-00030 PA-02-NY-4020-State-0004(2)
Work Completed: The applicant utilized force account labor and equipment to clear the woody debris from town roads eliminating the immediate threat to human health and safety.
The applicant chipped the smaller limbs and left the larger woody debris onto the town owned right of way. The residents removed the larger wood from the right of way and utilized it for firewood.
The applicant utilized 234.5-hours of Force Account Labor (208-hours of regular time) and 321.5-hours of Force Account Equipment in the debris clearing operations.
The equipment hours exceed the labor hours due to multiple pieces of equipment per operator (i.e. 107-hours of chain saw usage).
Estimate amount of cleared woody debris was 732 CY.
317DR2FJ-12 Carmen, Ridge, West Terry, Burt Aikens and other Miscellaneous road repairs PA-02-NY-4031-PW-00006 PA-02-NY-4031-State-0001(0)
The applicant utilized 312-hours of force account labor and 323-hours of force account equipment to repair the damaged road to predisaster conditions. The equipment hours exceed the labor hours because a trailer was used to transport equipment and chainsaws were used to clear debris from damaged locations (debris cleanup was minor and incidental to the repair work). The repairs consisted of;
1)Burt Aikens Road, grade and repair road surface with crushed gravel - 63-cy
2)Carmen Road , grade and repair road surface with crushed gravel - 148-cy
3)Ridge Road, fill ditches with bank run - 104-CY
4)West Terry Road, fill ditches with bank run - 89-CY

Location Description:

Town wide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	502	770	1272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR497C-12
Activity Title:	Town of Hamden Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Hamden

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$13,296.10
Total Budget	$0.00	$13,296.10
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2FI-12 Gregory Hollow Road PA-02-NY-4031-PW-00005 PA-02-NY-4031-State-0001(0)
The culvert was replaced at the time of the inspection. The applicant provided force account labor, equipment and material information for the entire project and estimated that 50% of the costs would have been allocated to repairing the road to pre-disaster. The following scope of work was required to repair the road to predisaster. The remaining work was accounted for in the HMP.
The applicant utilized 12-hours of force account labor and 13.5-hours of force account equipment to repair the damaged road to predisaster conditions. The equipment hours exceed the labor hours because a trailer was used to transport the backhoe to the site.
The repairs consisted of;
1)Clean the 55-ft long by 12-inch diameter corrugated metal pipe (CMP)
2)Grade and replace the eroded gravel surface 20-ft wide x 4-inches deep (.33-ft) x 160-ft long = 1066-cf / 27 = 39.5-cy
317DR2FJ-12 Carmen, Ridge, West Terry, Burt Aikens and other Miscellaneous road repairs PA-02-NY-4031-PW-00006 PA-02-NY-4031-State-0001(0)
The applicant utilized 312-hours of force account labor and 323-hours of force account equipment to repair the damaged road to predisaster conditions. The equipment hours exceed the labor hours because a trailer was used to transport equipment and chainsaws were used to clear debris from damaged locations (debris cleanup was minor and incidental to the repair work). The repairs consisted of;
1)Burt Aikens Road, grade and repair road surface with crushed gravel - 63-cy
2)Carmen Road , grade and repair road surface with crushed gravel - 148-cy
3)Ridge Road, fill ditches with bank run - 104-CY
4)West Terry Road, fill ditches with bank run - 89-CY

317DR2FK-12 East Brook Rd PA-02-NY-4031-PW-00009 PA-02-NY-4031-State-0001(0)
The applicant utilized force account labor and equipment and rented equipment (with operator) from Tweedie Construction to help place the DC16 rock and redirect East Brook to its normal course and repair East Brook Road to pre-disaster conditions. The emergency repairs started at 4:00 AM. The predisaster material for the embankment was large rock (similar to DC16). The repairs consisted of;
1)fill in the eroded shoulder 16-ft wide x 8-ft high x 80-ft long = 10,240-cf / 27 = 380-cy
2)rebuild the eroded bank 40-ft long x 4-ft high x 4-ft wide (average) = 640-cf / 27 = 24-cy
The material consisted of 560-tons /1.5 (conversion factor) = 373-cy of DC16 and 12-cy of bank run to fill in the voids of the DC16 for a satisfactory road shoulder. The amount of fill material do not match exactly due to approximated dimensions.
The day rental of a Cat 330 and operator is reasonable because the contractor charged $1,080.00/day and county bid sheet lists the value at $2,300.00/day.
The 560-tons of DC16 utilized on the project was used from stock and the value to replace it was taken from the Delaware County bid sheet (Delaware County bid sheet is attached).

Location Description:

Town Wide Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	502	770	1272	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR505A-12
Activity Title:	Town of Hancock Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Townof Hancock

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,915.82
Total Budget	$0.00	$3,915.82
Total Obligated	$0.00	$2,998.58
Total Funds Drawdown	$0.00	$2,998.58
Program Funds Drawdown	$0.00	$2,998.58
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,998.58
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2X-12 Debris Removal PA-02-NY-4020-PW-01057 PA-02-NY-4020-State-0011(11)
In response to storm-related deposition of a minimum of approximately, 1,787-cys, of woody vegetative debris onto Town roadways and adjacent rights-of-way, during the incident period Aug. 26 through Sept. 25, 2011, the Town of Hancock utilized Force Account Services and rental (chipping) equipment to cut up, chip and dispose of this debris.....
>All debris removal work addressed here was undertaken on Town public, non-FHWA roadways, utilizing Town personnel and equipment, and rental (chipping) equipment.....
>All debris addressed here was chipped on site, and dispersed on adjacent embankments for natural decomposition.....
Force Account Regular time hours (ineligible, Category A): 555.0.
Force Account Overtime hours: 164.0.
Force Account Equipment hours: 388.0.....

Equipment hours have been verified and cross-checked with Labor hours by FEMA Project Specialist.....
Cost estimate ($6.67 / cubic yard) for debris removal work addressed in this Project Worksheet is developed as follows...
> Assume Applicant chipped approximately 5-trees per mile.....
> Assume 15 8-in trees correspond to approximately 40-cys..... (Refer to Public Assistance Debris Operations Job Aid, FEMA 9580.1, p. 27.).....
> Total number of road miles (non-FHWA) owned, operated and maintained by the Town of Hancock: 134, per Applicant.
On the basis of the above figures, calculation of estimated yardage is as follows:

(134-miles x 5-trees / mile) x (40-cys / 15-trees) = 1,787-cys,
317DR2FM-12 Debris Removal PA-02-NY-4031-PW-00498 PA-02-NY-4031-State-0008(8)
In response to severe incident-period flooding and resultant downed trees on Readburn Rd. embankment, guardrail, shoulder and roadway at site with GPS coordinates listed in the Damage Description, the Applicant undertook removal and disposal of this woody vegetative debris as follows:....
Utilizing Force Account Labor, Equipment and rented equipment remove and chip the downed trees on-site.
Transport remaining downed-tree stumps (approx. 3-EA, comprising a total of approx. 1.5-cys) to the Hancock Transfer Station, 1488 Green Flats Road (GPS Coordinates 41.95312°, -75.24254°), for disposal.....
The applicant rented one Kobelco SK330LC Excavator and one chipper as part of this project.....
All chips addressed here were dispersed along roadside embankment for natural decomposition. Stumps referenced here, deposited at the transfer station, were left for natural decomposition, or for use as firewood at no charge.....
Note: The Applicant's claim ($150.00) for the estimated chipper rental cost appears to be ineligible. The Applicant states no billing has been submitted by the vendor. Also, the Applicant has elected not to submit billing for rental of this chipper. Refer to backup documentation.....
Equipment hours and material quantities have been verified and cross-checked with Labor hours by FEMA Project Specialist.....
Force Account Regular time hours 40.0. (Ineligible, Category A work.)
Force Account overtime hours: 0.
Force Account Equipment hours: 20.0.....
Refer to copy of New York State permit, included with this Project Worksheet, covering work addressed in this Project Worksheet
317DR2FN-12 Stream Channel Cleaning, Stream Adjacent to Houck Mountain Road PA-02-NY-4031-PW-01938 PA-02-NY-4031-State-0026(25)
The Applicant undertook contractual channel cleaning, Baxter Brook at site with GPS coordinates listed in the Damage Description. Per Applicant, gravels/cobbles cleaned from Baxter Brook were placed adjacent to Baxter Brook, beyond normal high water, and were graded and stabilized in accordance with NY DEC Emergency Authorization Dated 10/8/2011.....
The Applicant also utilized the same contract services as those referenced above for incidental repositioning of stacked stone, adjacent to culvert headwalls at the site of the channel work referenced above. This work was completed in conjunction with the channel work referenced above.....
Refer to NY DEC Emergency Authorization, and Applicant's Application for NY DEC General Permit GP-0-00-007 Authorization, included as backup with this Project Worksheet.

Location Description:

Town Wide Debris Removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1692	1751	3443	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR505C-12
Activity Title:	Town of Hancock Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Townof Hancock

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$26,677.34
Total Budget	$0.00	$26,677.34
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2FO-12 Houck Mountain Road PA-02-NY-4020-PW-05341 PA-02-NY-4020-State-0055(54)
In response to incident-period flooding, the Applicant performed force account repairs to Houck Mountain Road shoulder and ditching, at site with endpoint GPS coordinates as listed in the Damage Description. Specific repairs are as follows.....
(1) Replace asphalt grindings, approx. 3,000ft x 15-ft x 2-in (278-cys), positioned on roadway surface and shoulder.
(2) Grade and shape roadway surface and shoulders, approx. 3,000-ft x 18-ft, 54,000-sf.....
(3) Grade and shape ditching, approx. 3,000-ft x 3-ft (curved width), adjacent to roadway referenced on (2) above, to include removal of infilled earthen materials, and return placement of said materials on adjacent embankment.....
Force account regular time hours 143.0.
Force account overtime hours: 0.
Force account equipment hours: 83.0.....
Equipment hours and material quantities have been verified and cross-checked with Labor hours by FEMA Project Specialist.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
No mitigation opportunities have been identified. All work is complete.....
Portion of Houck Mtn. Road addressed this Project Worksheet (DR-4020-NY), having been repaired in response to Hurricane Irene (as addressed in this Project Worksheet), subsequently sustained damaged in response to Tropical Storm Lee. The damages sustained in response to Tropical Storm Lee are to be addressed in a separate and distinct

Project Worksheet.
317DR2FP-12 Houck Mountain Road PA-02-NY-4031-PW-01939 PA-02-NY-4031-State-0023(21)
In response to incident-period flooding, the Applicant performed force account repairs to Houck Mountain Road shoulder and ditching, at site with endpoint GPS coordinates as listed in the Damage Description. Specific repairs are as follows.....
(1) Replace roadway shoulder gravel, approx. 500-ft x 3-ft x 4-in (18.52-cys), at site with GPS coordinates 42.06019, -75.10734 (intermediate point along roadway addressed here). To include grading repaired roadway surface in conformity with adjacent roadway.....
(2) Replace roadway shoulder gravel, approx. 0.9-miles (4,752-ft) x 2.5-ft x 2-in (73.3-cys), between northernmost and southernmost endpoints of roadway addressed here. To include grading repaired roadway shoulder in conformity with adjacent roadway.....
(3) Replace gravel lining ditching, adjacent to roadway referenced in (2) above, said gravel with approx. dimensions 0.9-miles (4,753-ft) x 2.5-ft x 2-in (73.3-cys). To including shaping ditching referenced here to pre-disaster shape and condition.....
(4) Replace gravel lining ditching, adjacent to roadway referenced in (2) above, said gravel with approx. dimensions 0.5-miles (2,624-ft) x 2-ft x 2-in (32.4-cys). To including shaping ditching referenced here to pre-disaster shape and condition.....
Equipment hours and material quantities have been verified and cross-checked with Lbor hours by FEMA Project Specialist.....
Force account regular time hours 96.5.....
Force account overtime hours: 0.....
Force account equipment hours: 71.0.....
317DR2FQ-12 Houck Mountain Road PA-02-NY-4031-PW-01939 PA-02-NY-4031-State-0008(8)
In response to incident period slumping and washout of cut, stacked stone blocks comprising headwall support for one actively used corrugated metal squash pipe (culvert), 6-ft x 8-ft, positioned directly beneath City Brook Rd. at site with GPS coordinates listed in the damage description, the applicant solicited force account and contractual services and materials to repair this washout as follows:.
Install approx. heavy natural cut and stacked stone, 30-ft x 15-ft x 6-ft (100-cys) against roadway embankment, adjacent to, and in support of the culvert referenced above. To include reshaping and regrading the damaged embankment in conformity with adjacent roadway shoulder and embankment.
The applicant rented one Kobelco SK330LC Excavator as part of this project, The Applicant also contractually transported the replacement heavy stone referenced here from the Applicant's yard to the worksite. In addition, the Applicant utilized reclaimed stone as part of this project.
Equipment hours and material quantities have been verified and cross-checked with Labor hours by FEMA Project Specialist.
Claimed material quantities have been found to be reasonable by FEMA Project Specialist. Refer to backup calculation sheet.
Force account regular time hours 43.5.
Force account overtime hours: 0.
Force account equipment hours: 3.0.
317DR2FR-12 O & W Road and Adjacent Embankment PA-02-NY-4031-PW-00993 PA-02-NY-4031-State-0016(15)
In response to incident-period washout of O&W Road roadway, adjacent roadway shoulder, embankment, and underlying culvert, at site with GPS as listed in the Damage Description, Applicant undertook force account and contractual repairs as follows:
WORK COMPLETED:
(1) Replace embankment heavy stone fill (large stone), layered, 35-ft (length) x 40-ft (width) x 40-ft (approx. height).
(2) Replace roadway and shoulder fill, 150-ft (length) x 24-ft x 15-ft (avg. thickness).
(3) Replace roadway subsurface aggregate, 150-ft (length) x 18-ft (width) x 6-in (depth).
(4) Replace culvert, 80-ft x 48-in, plastic, corrugated, aligned generally perpendicular to, and directly beneath road site referenced here.
(5) Replace gravel, positioned immediately beneath, and in support of culvert reference above, approx. dimensions 4-ft (width) x 0.5-ft (height) x 76-ft (length, excludes exposed culvert end).
To include contouring and grading embankment, shoulder and fill in conformity/alignment with adjacent roadway.
Note: One (1-EA) culvert pipe (18-in diameter) included in this road/embankment repair project served as means for temporary diversion of channel waters, pending simultaneous installation of adjacent permanent culvert. Per the Applicant, this 18-in pipe, while successful in channel diversion, was damaged beyond repair while in service and could not be re-used.
Equipment hours and material quantities have been verified and cross-checked with Labor hours by FEMA Project Specialist.
Force account regular time hours 256.5
Force account overtime hours: 76.5
Fore account equipment hours: 230.5
Replace roadway and roadway shoulder pavement, 200-ft (length) x 24-ft (width) x 3-in (depth).
Note: The cost estimate for this work, based on Delaware County Dept. of Public Works (PW) Project No. 4498810,

prepared by Mr. Wayne Reynolds, Delaware County Commissioner, Dept. of Public Works begins as follows:
(1) The estimated asphalt tonnage for Project. No. 4498810 is 26.4
(2) The estimated asphalt tonnage for the project addressed in this Project Worksheet 96.0-tons, based on the following calculation:
(200-ft x 24-ft) x (1-sy / 9-sf) x (120-lb / sy-in x 3-in) x (1-ton / 2000-lb) = 96.0
(3) The ratio 96.0 / 26.4 = 3.64. The asphalt-installation work at the site addressed in this Project Worksheet is adjusted upward by the factor 3.64, to account for the larger size of this project, relative to Project No. 4498810.
(4) The final estimated roadway asphalt installation cost for the project addressed in this Project Worksheet is calculated below. Several of the steps below are adjusted by the factor 3.64 (calculated in Step 3 above and based on Delaware County Dept. of Public Works Project No. 4498810, referenced above).
(4a): Tandem Axle Trucks, 2-EA x 4-hr per truck x $89.71 / hr = $717.68. Adjust this value by 3.64: $717.68 x 3.64 = $2,612.36.
(4b): Foreman at $28.64 / hr x 8-hr =$229.12. Adjust this value by 3.64: $229.12 x 3.64 = $834.00.
(4c): 8-man crew (2-dump truck operators, 2-flaggers, 1-screed, 2-raking, 1-supervisor) at $15.13 /hr x 8-hrs = $968.32. (This value arrived at on basis of 8-man crew.)
(4c): Pickup, 8-hr at $15.96 / hr = $127.68. Adjust this value by 3.64: $127.68 x 3.64 = $464.76
(4d): Crew cab, 8-hr at $34.02 / hr = $272.16. Adjust this value by 3.64: $272.16 x 3.64 = $990.66
(4e): Asphalt, 96.0-tons x $54.34 / ton (Cobblestone Stone Products recent local area invoice, product 403.17X902) = $5,216.64
(4f): Tack Coat, 8.8-gal x $3.07 / gal =$27.02. Adjust this value by 3.64: $27.02 x 3.64 = $98.35
Cost estimate, work to be completed, O & W Rd: $2,612.36 + $834.00 + $968.32 + $474.76 + $990.66 + $5,216.64 + $98.35 = $11,185.09
317DR2FS-12 Houck Mountain Road PA-02-NY-4031-PW-01972 PA-02-NY-4031-State-0023(21)
In response to incident-period flooding, the Applicant to perform repairs to Houck Mountain Road retaining walls, embankment, shoulder and ditching, at site GPS coordinates as listed in the Damage Description. Specific repairs follow.....
(a) Replace embankment retaining wall, 10-ft x 6-ft x 6-ft (13.3-cys, corresponding to 18-tons), west (downstream) side of roadway. Said retaining wall to consist of layered native stone serving as roadway embankment rip-rap, and to be located north of one culvert positioned obliquely beneath roadway.....
(b) Reset/relay, stabilize embankment retaining wall immediately adjacent to retaining wall referenced in (a) above, 25-ft x 8-ft x 6-ft (44.4-cys), consisting of layered native stone serving as roadway embankment rip-rap. Said retaining wall located north of, and adjacent to one culvert positioned obliquely beneath roadway.....
(c) Replace embankment native earthen fill, 20-ft (length) x 10-ft (width) x 4-ft (height), 29.6-cys, adjacent to west side of roadway, also adjacent to, and north of retainig wall referenced in (a) and (b) above.....
(d) Remove native earthen fill from ditching, 30-ft x 3-ft (avg. width) x 1-ft, west side of roadway, said ditching serving as means of transport of waters away from stone wall referenced in (a) and (b) above. Install/replace said fill as reinforcement on adjacent embankment. Reshape ditching to pre-disaster configuration.....
(e) Reset/relay, stabilize embankment retaining wall, east (upstream) side of roadway, 25-ft x 10-ft x 6-ft, consisting of layered native stone serving as roadway embankment rip-rap. Said retaining wall located both north and south of one culvert positioned obliquely beneath roadway.....
(f) Replace embankment stone fill, 60-ft (length) x 5-ft (width) x 3-ft (height), corresponding to 33.3-cys (4.5-tons); underlying west-side roadway shoulder, immediately south of damages referenced in (a) through (e) above.....
(g) Replace roadway shoulder gravel, 60-ft (length) x 5-ft (width) x 4-in, corresponding to 3.7-cys (5-tons); overlying embankment stone referenced in (f) above.....
(h) To include stream water bypass pumping during repair phase.....
(i) Also to include turbidity curtain during repair phase.....
(j) Also to include remove and re-install steel guardrails, 2-EA, each 96-ft (192-ft total), and steel guardrail posts, 20-total.....
Applicant to utilize services of excavator and excavator operator, as well as force account services in making repairs listed above.....
> Yardage-to-tonnage conversion factor, this Project Worksheet, from Glover, Pocket Reference, Third Edition.....
> Applicant to acquire necessary permitting prior to commencement of work addressed here.
317DR2FT-12 Houck Mountain Road PA-02-NY-4031-PW-01969 PA-02-NY-4031-State-0023(21)
In response to incident-period flooding, the Applicant to perform repairs to Houck Mountain Road retaining walls, embankment, shoulder and ditching, at site with GPS coordinates as listed in the Damage Description. Specific repairs follow.....
(a) Replace embankment retaining wall, approx. dimensions 8-ft (length) x 6-ft (width) x 8-ft (height), comprising 14.2-cys (19.2-tons), west (downstream) side of roadway, said retaining wall consisting of layered native stone serving as roadway embankment rip-rap.....
(b) Reset/relay, stabilize portion of embankment retaining wall immediately adjacent to retaining wall referenced in (a) above, approx. dimensions 27-ft (length) x 6-ft (width) x 8-ft (height), comprising 48-cys (64.8-tons), consisting of layered native stone serving as roadway embankment rip-rap. Said retaining wall located adjacent to culvert positioned beneath roadway.....
(c) Replace portion of embankment retaining wall, approx. dimensions 8-ft (length) x 6-ft (width) x 8-ft (height), 14.2-cys (19.2-tons), east (upstream) side of roadway, consisting of layered native stone serving as roadway

embankment rip-rap. Said retaining wall located north of, and adjacent to, culvert positioned beneath roadway.....
(d) Replace portion of embankment retaining wall, approx. dimensions 8-ft (length) x 6-ft (width) x 8-ft (height), 14.2-cys (19.2-tons), east (upstream) side of roadway, consisting of layered native stone serving as roadway embankment rip-rap. Said retaining wall located south of, and adjacent to, culvert positioned beneath roadway.....
(e) Reset/relay, stabilize portion of embankment retaining wall, approx. dimensions 35-ft (length) x 6-ft (width) x 8-ft (height), 62.2-cys(84-tons), east (upstream) side of roadway, oriented parallel to roadway, consisting of layered native stone serving as roadway embankment rip-rap. Said retaining wall located adjacent to, and overlying culvert positioned beneath roadway.....
(f) Replace roadway shoulder subsurface medium stone fill/clay mix, 30-ft (length) x 4-ft (width) x 3-ft (depth), comprising 13.3-cys (18.0-tons).....
(g) Replace roadway shoulder gravel, 30-ft (length) x 4-ft (width) x 4-in, corresponding to 1.5-cys (2-tons); overlying embankment stone fill/clay mix referenced in (f) above.....
(h) To include stream water bypass pumping during repair phase.....
(i) Also to include turbidity curtain during repair phase.....
(j) Also to include remove and re-install steel guardrails, 2-EA, approx. each 72-ft (144-ft total), and steel guardrail posts, 12-total.
Applicant to utilize services of excavator and excavator operator, as well as force account services in making repairs listed above.
> Yardage-to-tonnage conversion factor, this Project Worksheet, from Glover, Pocket Reference, Third Edition.
> The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
> No mitigation opportunities have been identified. All work is complete.
> Cost of turbidity curtain, necessary, per Applicant, for work addressed here, is not included in this Project Worksheet. Refer to Project Worksheet 3195105 for cost associated with this item.
> Applicant to acquire necessary permitting prior to commencement of work addressed here

Location Description:

Town Wide Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1692	1751	3443	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR506A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Hancock

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,698.40
Total Budget	$0.00	$1,698.40
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2V-12 Debris Removal PA-02-NY-4020-PW-01800 PA-02-NY-4020-State-0032(30)
In response to incident-perio d deposition of approximately 90.5-cys (estimate) of woody vegetative onto Village roadways and adjacent rights-of-way during the incident period Sept. 7 through Sept. 11, 2011, the Village of Hancock utilized force account services in the removal, transport and disposal of this debris.
Also, in response to storm-related deposition of approximately 2,998.3-cys (estimate)of sediments (mud and silt) on approximately 50% (estimate) of Village non-FHWA roadways, the Village utilized force account services in the removal, transport and disposal of this debris.
All debris addressed in this Project Worksheet was transported to the Village Transfer Station/Landfill located on Green Flats Rd. at site with GPS coordinates 41.95419, -75.24273. (Refer to location and floodplain maps included with this Project Worksheet.).
This debris, following its transport to said landfill, was deposited for natural decomposition (woody vegetative debris), or as embankment fill (muddy and silty sediments).
All debris removal work addressed here was undertaken on, or adjacent to, Village public, non-FHWA roadways, utilizing Village personnel and equipment.
Equipment hours have been verified and cross-checked with Labor hours by FEMA Project Specialist.
Force account regular time hours (ineligible, Category A): 576.0.
Force account overtime hours: 26.0.
Force account equipment hours: 68.5.
The estimated dollar per cubic yard cost for work addressed in this Project Worksheet , as calculated below, is based on the following:
(1) The Village owns, operates and maintains 8.48-miles of non-FHWA roads.
(2) Assume that the Village removed 4-trees per mile as part of the debris removal work addressed in this Project

Worksheet.
(3) Per FEMA Public Assistance Debris Operations Job Aid 9580 (p. 27), 15-trees 8-inches in diameter = approx. 40-cys.
(4) From (1), (2), and (3) above, (8.48-miles x 4-trees / mile) x (40-cys / 15-trees) = 90.5-cys.
(5) Assume that approximately 50% of non-FHWA roadways within the Village of Hancock required sediment removal (utilizing force account sweeper equipment). Also assume this sediment (mud and silt) accumulated to a depth of 2-inches. The estimated quantity of mud and silt removed in response to the incident-period flood event is calculated as follows:
8.48-miles x 5,280-ft / mile x 0.50 (50% of roads) x 21-ft (avg. road width) x 0.167-ft (avg. sediment thickness) = 2,907.8-cys.
(6) The estimated total of all debris removed and disposed of, as addressed in this Project Worksheet, equals 90.5-cys + 2,907.8-cys = 2,998.3-cys.
(7) The estimated dollar per cubic yard cost for debris removal work addressed here = $3,031.08 / 2,998.3-cys = $1.01 / cy.
317DR2FL-12 Debris Removal PA-02-NY-4031-PW-00774 PA-02-NY-4031-State-0012(11)
In response to storm-related deposition of approximately 67.8-cys of woody vegetative onto Village roadways and adjacent rights-of-way during the incident period Sept. 7 through Sept. 11, 2011, the Village of Hancock utilized force account services in the removal, transport and disposal of this debris.
Also, in response to storm-related deposition of approximately 167-cys of fluvial sediments immediately upstream of one Village culvert, and deposition of 2.4-cys within this culvert, the Village utilized force account services in the removal, transport and disposal of this debris.
All debris addressed in this Project Worksheet was transported to the Village Transfer Station/Landfill located on Green Flats Rd. at site with GPS coordinates 41.95419, -75.24273. (Refer to location and floodplain maps included with this Project Worksheet.).
This debris, following its transport to said landfill, was deposited for natural decomposition (woody vegetative debris), or as embankment fill (fluvial sediments).
All debris removal work addressed here was undertaken on, or adjacent to, Village public, non-FHWA roadways, utilizing Village personnel and equipment.
Equipment hours have been verified and cross-checked with Labor hours by FEMA Project Specialist.....
Force account regular time hours (ineligible, Category A): 768.0.
Force account overtime hours: 16.5.
Force account equipment hours: 91.0.
The estimated dollar per cubic yard cost estimate for work addressed in this Project Worksheet , as calculated below, is based on the following:.....
(1) The Village owns, operates and maintains 8.48-miles of non-FHWA roads.....
(2) Assume that the Village removed 3-trees per mile in response to the debris removal work addressed in this Project Worksheet.....
(3) Per FEMA Public Assistance Debris Operations Job Aid 9580 (p. 27), 15-trees 8-inches in diameter = approx. 40-cys.....
(4) From (1), (2), and (3) above, (8.48-milex x 3-trees / mile) x (40-cys / 15-trees) = 67.8-cys.....
(5) From the cover sheet, approx. 169.4-cys (167-cys + 2.4-cys) of incident-period sediments were removed from stream and culvert referenced on the Cover Sheet.....
(6) The estimated total of all debris removed and disposed of, as addressed in this Project Worksheet, equals 67.8-cys + 169.4-cys = 237.2-cys.....
(7) The estimated dollar per cubic yard cost for debris removal work addressed here = $3,273.36 / 237.2-cys = $13.80 / cy.

These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub grantee activities and are not included in any approved indirect cost rates.

Location Description:

Village wide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	587	589	1176	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR513A-12
Activity Title:	Town of Harpersfield Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Harpersfield

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,230.18
Total Budget	$0.00	$1,230.18
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2Y-12 Debris RemovalPA-02-NY-4020-PW-01640PA-02-NY-4020-State-0023(20)
The town of Harpersfield used force account labor and equipment to cut, clear and chip woody debris from rights-of way. Applicant used 144.8 hours regular time, 21.8 hours overtime (Only OT is claimed on this PW) and 142.6 hours equipment time.
The applicant estimated 480 CY of debris as follows: Dibble Road – 40 trees, Whiskey Road – 15 trees, Odell Lake Road – 30 trees, Odell Lake Extension – 20 trees, Titus Lake Road – 15 trees, Champlin Road – 15 trees, Teedle Brook Road – 25 trees and Streeter Hill Road – 20 trees = 180 total trees. Per FEMA Debris Management Guide, page 60, 15 trees = 40 CY. CY calculation is 180 trees/15 = 12 x 40 CY = 480 CY) (The applicant chipped the smaller limbs on site and spread it on the road embankments.
The larger logs were given onsite to local landowners for firewood and 24 CY were hauled to a private landowner's site for firewood use. Applicant cost per cubic yard is $10.03 per cubic yard. GPS was taken at the site applicant delivered logs for private owner to use as firewood

Location Description:

Town wide debris removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	606	861	1467	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR513C-12
Activity Title:	Townof Harpersfield Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Harpersfield

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$505.91
Total Budget	$0.00	$505.91
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2FU-12 Road and Culvert PA-02-NY-4020-PW-01419 PA-02-NY-4020-State-0019(18)
Applicant used 4 hours regular time, 14.8 hours overtime and 15.6 hours equipment time to repair two sites as follows: Site 1 – replace 12 CY of Cobbles and 12 CY of washed gravel. Site 2 – Replace 12 CY of Cobbles and 12 CY of washed gravel to restore sites to pre disaster condition. Material was used out of stock and costs are from city bid sheet (attached).

Location Description:

TownWide Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	606	861	1467	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR703A-12
Activity Title:	Village of Margaretville Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Margaretville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$11,781.48
Total Budget	$0.00	$11,781.48
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AA-12 (1) Debris Removal PA-02-NY-4020-PW-04793 PA-02-NY-4020-State-0050(49)
This PW captures the applicant's costs from 8/29 thru 9/28/2011 for village wide debris removal (all debris except that coming from stream and creek work). The applicant accomplished this using force account labor, force account equipment, and rental equipment to remove 376 tons of debris to the Middletown landfill located on Reservoir road (42.12012 -74.71575), the county dump site located on Co. route 38 (42.15789 -74.61961), and county gravel mine (42.15900 -74.61961), located on Co. route 38. Road debris (asphalt and rock) was processed and re-used, and vegetative debris was reduced and redistributed back into the environment. This proceeded as follows:

Force Account Labor: The applicant used a total of 478 hrs, of which 32.5 hrs were eligible overtime hrs. at a cost of $889.59 to clear the walkways, roads, and village owned improved properties of debris. Additionally, a seasonal employee (Thomas Filupeit) was brought in to help in debris removal worked 133hrs. of eligible regular time at a cost of $1,573.36. See applicant supplied equipment and labor documentation (EQ-1) and (LE-1 to LE-5) and official payroll records (time sheets P-1 to P-4).
Force Account Equipment:
The applicant used a total of 432 equipment hours at a cost of $20,212.45
Rental Equipment: The applicant used Mountain Top Trucking Company for 26hrs.to transport debris to the land fill and dump sites, and 24.5hrs.to transport rock to the village parking lot to fill in craters caused by flooding. The hourly rate for a 10 wheeler dump truck with a12cy box without an operator is $75.00/hr. Applicant was charged $100/hr. with operator, at a cost of $5,050.00 was deemed reasonable.
Contract Services:
The applicant used the services of the Village of Delhi to assist in debris removal, and street sweeping. Delhi charged the applicant FEMA labor and equipment rates (25 regular hrs. and 28.25 OT hours) at a cost of

$3,956.63. See doc CT-G1 and 2, also the notes section item 3 for details of this contract.
317DR2AA-12 (2) Debris Removal PA-02-NY-4020-PW-05121 PA-02-NY-4020-State-0061(60)
Site l: Unpaved Section: The applicant will bring the non paved parking lot area back to pre-disaster condition by using force account labor and force account equipment to clear the 17,231 SF (sections A,B, and C) of non paved parking lot area of debris, and transporting it to the Middletown Landfill (GPS 42.12012 -74.71575) a 10 mile round trip. This will proceed as follows.
The applicant will use 48hrs. of force account labor (3 employees) and force account equipment (2 dump trucks and 1 loader) to remove a total of 319.09CY of debris from an area of unpaved parking lot measuring Area A = (111ft x 36ft x 0.500ft / 27=74CY) + Area B = (145ft x 43ft x 0.500ft / 27=115.46CY) + Area C = (200ft x 35ft x 0.500ft / 27=129.63CY.

(FA Labor: 48hrs regular time at no cost) + (FA Equipment: fema cost code 8722 - $60.00/hr x 16hrs = $960.00) + (FA Equipment: fema cost code 8722 - $60.00/hr x 16hrs = $960.00) + (FA Equipment: fema cost code 8391 - $21.50/hr x 16hrs = $344.00) Site Cost: $2,264.00 See item 4 in Notes section concerning Area C (see location map).
317DR2AC-12 Debris Removal PA-02-NY-4020-PW-00420(0) PA-02-NY-4020-State-0005(5)
This PW captures the cost of emergency protective measures performed on August 28 and September 1, 2011. The applicant used the following:
Force Account Labor: 4 employees, who closed streets, set barrels, cones, and cleared debris from catch basins, culverts, and roadways. This debris was pushed to the side of the road for later disposal.
Force Account Equipment: 3 Pickup trucks and 1 Backhoe were used to transport and position workers in multiple areas to monitor water levels and collect debris.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	516	639	1155	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR703B-12
Activity Title:	Emergency Stream Repairs

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Margaretville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$460.33
Total Budget	$0.00	$460.33
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AB-12 Emergency Stream Repairs PA-02-NY-4020-PW-05416 PA-02-NY-4020-State-0061(60)
This PW captures the cost of emergency protective measures performed from Sep.25 thru Oct.1, 2011. The applicant used the following:
Contract Services: Hubble Inc. to move Bull Run Creek, off main, swart, and Walnut Street, and back into its original channel by rechanneling gravel from an 800ft stretch of creek channel (see location map)

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	516	639	1155	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR703C-12
Activity Title:	Village of Margaretville Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Margaretville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$86,571.53
Total Budget	$0.00	$86,571.53
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2FV-12 Various Roads PA-02-NY-4020-PW-00701 PA-02-NY-4020-State-0009(8)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster conditon, by removing the damaged section of roadway (asphalt topped roads), scarifying, shaping, and compacting the area, then replacing the asphalt surface. For stone and oil roads, the applicant will apply two layers of stone and oil to damaged road areas. This will proceed as follows:
WORK TO BE COMPLETED:
Site1 Grannary Ln.
Remove: 111.11SY (200FT x 5FT / 9) of pavement. 111.11SY x $5.00 = $555.55 (FEMA code 3150)
Replace: Aggregate surface course (200ft L x 5ft W x 0.167ft D/27) = 6.185CY x $28.00 = $173.18 (includes scarifying, shaping, and compacting the 1000sf area). (FEMA code 3011)
Replace: 111.11SY of bituminous concrete overlay x 2IN = 222.22 x $3.54 = $786.66 (FEMA code 3110)
Site cost: $1,515.39
Site 2 Academy St.
Replace: 733.33SY of Stone and Oil road surface (300ft L x 22ft W / 9 = 733.33SY).
733.33SY x $1.50 (FEMA code 8081) = $1,100.00
Project Specialist used FEMA code 8081 as a reasonable monetary replacement for stone and oil road surface.
Site cost: $1,100.00
Direct Administrative Cost: $141.00
Total Cost: $2,756.38
317DR2FW-12 Fair St. and Fair St. Well House Access Rd. PA-02-NY-4020-PW-01219 PA-02-NY-4020-State-00019(18)
The applicant will use force account labor, equipment and materials to repair the following sites to pre-disaster

condition. For stone and oil roads, the applicant will apply two layers of stone and oil to damaged road areas (no additional surface rock will be needed). This will proceed as follows:
Site1 Fair St.
Replace: 1026.667SY of Stone and Oil road surface (385ft L x 24ft W / 9 = 1026.667SY).
1026.667SY x $1.50 (fema code 8081) = $1,540.00 Project Specialist used fema code 8081as a reasonable monetary replacement for stone and oil road surface.
Site cost: $1,540.00
Site2 Fair St. Well House Access Rd.
Replace: 433.333SY of Stone and Oil road surface (325ft L x 12ft W / 9 = 433.333SY).
433.333SY x $1.50 (fema code 8081) = $650.00 Project Specialist used fema code 8081as a reasonable monetary replacement for stone and oil road surface.
Site cost: $650.00
Direct Administrative Cost: $141.00
Total Cost: $2,331.00
317DR2FX-12 Main St. East and West PA-02-NY-4020-PW-02116 PA-02-NY-4020-State-0031(31)
The applicant used contract services to repair site 1 to pre-disaster condition, and force account labor, equipment and materials to repair site 2 to pre-disaster condition.
This proceeded as follows:
Site 1: The applicant used contract services to repair site 1 to pre-disaster condition.
Main St. East, a 22.17 CY section (128ft L x 14ft W x 0.334ft D/27) of asphalt road surface was repaired by Cobleskill Stone Products at a cost of Site Cost: $3,799.84 (see doc CON-1)
Site 2: The applicant used force account labor, force account equipment and materials to repair site 2 to pre-disaster condition.
Main St West, the applicant used 9 hrs. of Force Account Labor at a cost of $139.36 and 6 hrs. Force Account Equipment at a cost of $244.50 to repair an area of road shoulder measuring (463ft L x 3.5ft W x 0.500ft D / 27) = 30.1 CY. (See docs. LE-1 and P-2 to 4)
Materials: 30 CY of Surface Aggregate (Item 4) no cost to the applicant. Site Cost $383.86
Direct Administrative Cost $212.09
Total Cost $2,756.38
317DR2FY-12 Bennekill Parking Lot Foot Bridge PA-02-NY-4020-PW-04701 PA-02-NY-4020-State-0050(49)
After the approved bid procedures (see quote doc. QT-1 thru 4), the applicant will use contract services to bring the site back to pre-disaster condition, by repairing the bridge approaches, then placing the bridge with the use of a crane back onto its footings (the applicant has obtained all permits required for this project See doc PMIT-1 thru 4). This work will proceed as follows:
Sitel: Bennekill Foot Bridge
Contract:
The applicant will use the services of Cowan Excavating LLC (see doc QT-1) at a cost of $27,710.00
Site cost: $27,710.00
Direct Administrative Cost $330.16
Total Cost $28,040.16
317DR2FZ-12 Bennekill Parking Lot Embankment Area PA-02-NY-4020-PW-05171 PA-02-NY-4020-State-0056(55)
The applicant used contract services from Sept.9 thru Oct.1, 2011 to repair sitel Paved Section: By placing and grading 12.000SF of sub base (200ft L x 60ft W). This proceeded as follows:
Site l Paved Section:
Contract Services: From Sept.9 thru Oct. 1, 2011 the applicant used Hubbell Inc. to place and grade a 200ft x 60ft area with 98.05tns of crusher run (see doc STN-1 thru 4) at a cost of $7,080.38 (see doc HUB-A and doc CT-E and F)
WORK TO BE COMPLETED
Site 1 Paved Section: The applicant will use contract services (Cobleskill Stone Products Inc.) to repair the (200ft L x 60ft W) area of paved Parking Lot to pre-disaster condition, by re-paving the12,000SF area at a cost of $12,707.50 (see doc LOT-1).
Site cost: $12,707.50
Site 2 Embankment: The applicant will use force account labor and force account equipment to repair the 4624SF area of Parking Lot embankment to pre-disaster condition, by seeding the embankment area for erosion control, then replacing the Rip Rap. This will proceed as follows:
SLOPE SEEDING Area l = (89ft x 8ft / 9 = 79.11SY) + Area2 = (111ft x 8ft / 9 = 98.67SY) + Area3 = (374ft x 8ft / 9 = 332.44SY)
Total SY = 510.22. $3.00/sy x 510.22 = $1,530.66 (fema code 3390).
RIP RAP Area l = (89ft x 8ft x 2ft / 27 = 52.74CY) + Area2 (111ft x 8ft x 2ft / 27 = 65.78CY) + Area3 = (374ft x 8ft x 2ft / 27 = 221.63CY)
Total CY = 340.15 $60.00/cy x 340.15 = $20,409.00 (fema code 3250).
See item 4 in Notes section concerning permits. (see location map).
Site cost: $21,939.66
Direct Administrative Cost: $330.16
Total Cost: $42,057.70
317DR2GA-12 Lost Street Signs and Trash Receptacles PA-02-NY-4020-PW-05422 PA-02-NY-4020-State-0089(89)

This PW captures the applicants costs (sign and receptacle costs come from applicant supplied doc SN-1) to replace 2 concrete trash receptacles and install the 20 lost signs (the applicant will use force account labor and force account equipment for installing signs). This will proceeded as follows: The applicant will use two employees and 1 truck (fema code 8722) to install the signs. Each sign will take 1hr. to install.
Force Account Labor: The applicant will use a total of 40 regular hours of eligible time for 2 employees at a cost of $1,387.90
Force Account Equipment: The applicant will use a total of 20 equipment hours at a cost of $1,200.00
Materials: (2 School Signs-$95ea = $190.00) + (4-Slow Children at Play Signs-$29ea = $116.00) + (2-Village Speed Limit Signs-$36ea = $72.00) + (2-Stop Signs-$45ea = $90.00) + (10-1 Oft U Channel Posts-$21ea = $210.00) + (2-30 Gallon Concrete Trash Receptacles-$324ea = $648.00) Material costs (SN-1) came from Babcock Municipal Supply Co. (SG-2-signs) and Summit Supply Co. (SG-1-trash receptacles). Total Sign Cost $1,326.00
Direct Administrative Cost $63.40
Total Cost $3,977.30

317DR2GB-12 Swart Street Culvert PA-02-NY-4031-PW-00911 PA-02-NY-4031-State-0019(18)
The culvert was inspected on September 14, 2011 by the Delaware County Department of Public Works, Senior Civil Engineer, Daniel J. Sanford. His recommendation was to reduce traffic to a single lane, establish a load limit and replacement or removal of the structure (A copy of this report is attached).The bridge traffic has been reduced to a single lane along the south side of the bridge deck and a weight limit has been established pending resolution. No other work has been completed on the culvert.
Work To Be Completed:
Estimated cost of repairs to the culvert will require (As per attached CEF):
1.Selective concrete demolition/disposal - $19,521.60
2.Cofferdams/bracing - $26,400.00
3.Concrete/trucking/placement/steel reinforcement/formwork - $31, 036.50
A 20' length of the broken 6" water main was capped off at either end of the culvert pending a permanent fix:
4. Dewatering - $31,680.00
5. Backfill - $787.50
6. Mobilization - $4,377.02
Estimated Repair Total: $113,802.62 + $984.00 (water main repairs/this was ommitted from the CEF) = $114,786.62.
Estimated replacement costs for this culvert is $259,420.00 (As per attached CEF) + $984.00 for water main repairs - CSI #33111315204, Unit cost = $40.00/LF in-place, including O&P + 23% for CEF factors - 20LF x 40.00/LF x 1.23 = $984.00).
Total:
$260,404.00.

Location Description:

Village Wide Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	516	639	1155	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR703D-12
Activity Title:	Village of Margaretville Bulkhead

Activitiy Category:
Rehabilitation/reconstruction of public facilities

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Margaretville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$20,617.75
Total Budget	$0.00	$20,617.75
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2GD-12 Bennekill Bulkhead PA-02-NY-4020-PW-06543 PA-02-NY-4020-State-0101(101) $76,766.93 PA-02-NY-4020-State-0070(69) $5,704.09
The applicant will use force account labor, force account equipment, and material to restack rip rap around the culvert. This will proceed as
follows:
Replace: 92.59CY of rip rap by hand (50ft L x 25ft W x 2ft D / 27) 92.59CY x $60.00/cy = $5,555.40 (fema code 3250)
Direct Administrative Cost: $148.69
Total Cost: $5,704.09

Location Description:

Bennekill Bulkhead

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	516	639	1155	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR703F-12
Activity Title:	Village of Margaretville Water and Sewer

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
N/A

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Margaretville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,326.18
Total Budget	$0.00	$3,326.18
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2GE-12 Broken Water Mains PA-02-NY-4020-PW-00304 PA-02-NY-4020-State-0005(5)
The applicant utilized 24 regular, 8 hours overtime and 12 force account equipment hours to make repairs to Sites #2,3 and 4. Site #1 (fire hydrant has not been replaced).
Work To Be Completed:
The applicant will utilize force account labor and equipment to make repairs / replace the fire hydrant located at Site #1 – GPS: 42.14742, -74.64861.
Labor - $26.79 (average hourly cost of 4 employees for 6 hours) x 24 hours = $642.96
Equip. – Backhoe $39.00 x 6 hours = $234.00
P/U Truck - $20.00 x 6 hours = $120.00
Total estimated cost to replace fire hydrant: $996.96
317DR2GF-12 Water Meters PA-02-NY-4020-PW-00303 PA-02-NY-4020-State-0005(5)
Work Completed
The applicant utilized 8 regular, 16 overtime force account labor hours and 12 force account equipment hours, and purchased 48 water meters at a cost of $6,033.12 to remove / replace 48 storm damaged water meters.
317DR2GG-12 Fair St. Pump House Fence PA-02-NY-4020-PW-02825 PA-02-NY-4020-State-0037(36)
The applicant will use force account labor, force account equipment, and materials to repair / replace the fence to pre-disaster condition, by removing, straitening and replacing fence sections. This will proceed as follows:

Site 1: Fair St. Pump House Fence (144LF)
Remove: 144LF of fence. 144LF x $11.50/lf = $504.00 (fema code 7084)
Replace: 144LF (twelve 12FT sections) of Split Rail fence. 2SF x 6 = 12SF x $25.00/sf = $1,656.00 (fema code 7082)

Site cost: $2,160.00
Direct Administrative Cost: $204.45
Total Cost: $2,364.45

Location Description:

Village of Margaretville

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

No Beneficiaries Performance Measures found.

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR709A-12
Activity Title:	Town odf Masonville Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Masonville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$812.76
Total Budget	$0.00	$812.76
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AD-12 Debris Removal PA-02-NY-4020-PW-00437 PA-02-NY-4020-State-0009(8)
In response to storm-related blow-down of woody vegetative debris on roadways and adjacent rights-of-way, town-wide, within the Town of Masonville, NY during the incident period Aug. 26 through Sept. 25, 2011, the Town of Masonville utilized force account services to cut up and chip said debris, following which the Applicant placed this debris on adjacent shoulders and embankments for natural decomposition.....
All debris addresed here was chipped at roadway sites of blow-down deposition.....
In addition, one Applicant-owned and -operated fixed 43-kW generator was utilized at the Town's Highway Dept. facility, in response to power-outages for 51-hours during the period 8/28/11 - 8/30/11, per Applicant.....
Equipment hours have been verified and cross-checked with Labor hours by FEMA Project Specialist.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
Force account regular time hours (ineligible, Category A): 140.
Force account overtime hours: 9.
Force account equipment hours: 175.....
PW is for Emergency Work - Mitigation not eligible

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	674	750	1424	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR709B-12
Activity Title:	Town of Masonville Emergency Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Masonville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$607.09
Total Budget	$0.00	$607.09
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2HJ-12 Pine Hill #1 Rd. PA-02-NY-4031-PW-00858 PA-02-NY-4031-State-0012(11)
Applicant undertook repairs as follows using force account labor, equipment and materials:
(1) Replace/install earthen fill underlying roadway washout, and utilizing reclaimed material, approx. dimensons 30-ft x 15-ft x 20-ft, corresponding to 333.3 cys, less 62-8 cys (in-place culvert pipe volume), or approx. 270.5-cys. Compact fill in preparation for installation of overlying aggregate and asphalt as listed in (2) through (4) below.....
(2) Replace roadway subsurface aggregate (item 4 crusher run); approx. dimensions 30-ft (length) x 18-ft (width) x 4-in, corresponding to 6.7-cys, overlying fill and culvert referenced in (1) above.....
(3) Replace shoulder subsurface aggregate (item 4 crusher run); approx. dimensions 30-ft (length) x 3.5-ft x 4-in, corresponding to 1.3-cys,overlying aggregate referenced in (1) above.....
(4) Replace roadway asphalt, approx. dimensions 30-ft (length) x 18-ft (width) x 3-in, corresponding to 5.0-cys, immediately overlying subsurface aggregate referenced in (2) above

Location Description:

Town Wide Emergency Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	674	750	1424	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR709C-12
Activity Title:	Town of Masonville Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
N/A

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Masonville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$32,303.90
Total Budget	$0.00	$32,303.90
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2HK-12 Permanent Repairs: Various Roadway Sites PA-02-NY-4031-PW-00870 PA-02-NY-4031-State-0018(17)
Work Completed (all work is complete).....
Applicant undertook repairs as follows using force account labor, equipment and materials:.....
(1) Getter Hill Rd, 42.23544, -75.38707: Replace crushed stone, approx. dimensions 290-ft x 18-ft x 4-in (64.4-cys), comprising roadway surface and subsurface, to include grading and aligning roadway surface.....
(2) Cole Spur Rd, end point GPS coordinates 42.27251, -75.39642, and 42.27519, -75.39502, respectively: Reshape and recontour ditches in manner that returns ditches to pre-disaster form and function. To include utilization of reclaimed ditching materials, said materials having sloughed into ditches reference here during the incident-period flood event. Also to include replace of crushed stone (2-in thickness), lining said ditches. Roadway west-side ditch repair dimensions: 100-ft x 6-ft x 2.5 ft. Roadway east side ditch dimensions, 1,000-ft x 6-ft x 2.5-ft.....
(3) Cole Rd, end point GPS coordinates 42.27398, -75.39133, and 42.27454, -75.39132: Replace crushed stone, comprising roadway shoulders, 200-ft x 6-in deep x 6-in wide (1.9-cys). To include grading in alignment with adjacent roadway.....
(4A) Gould Dean Rd, end point GPS coordinates 42.24724, -75.36185, and 42.24647, -75.35535, respectively: Replace crushed stone, comprising roadway shoulder and roadway shoulders, 1,600-ft x 21-ft x 4-in (414.8-cys). To include grading/alignment as required.....
(4B) Reshape and recontour ditches in manner that returns ditches to pre-disaster form and function. To include utilization of reclaimed ditching materials, said materials having sloughed into ditches reference here during the incident-period flood event. Approx. ditch repair dimensions: 200-ft x 4-ft x 2-ft.....
(5) Roof Rd, end point GPS coordinates 42.26565, -75.29081, and 42.26539, -75.28931, respectively: Repair

roadway shoulder to pre-disaster design and function, to include install crushed stone as part of shoulder repair, 520-ft x 3-ft (ave) x 6-in, corresponding to 28.9-cys. Also to include regrade and reshape shoulder in conformity with adjacent roadway.....
(6) Cummings Rd, 42.23724, -75.29082; Repair roadway shoulder, six (6-EA) sections, each section approx. 6-ft x 2-ft x 4-in (0.15-cys EA, 0.9-cys total). To include install crushed stone as part of shoulder repair, said crushed stone comprising approx. 0.9-cys across the 6-sections referenced here. Also to include regrade and reshape shoulder in conformity with adjacent roadway.....
(7) Randall Hill Rd, end point GPS coordinates 42.23382, -75.32608, and 42.23451, -75.3226, respectively: Repair roadway to pre-disaster design and function shoulder, to include install crushed stone as part of shoulder repair, 810-ft x 4-ft x 6-in (60.0-cys). Also to include regrade and reshape shoulder in conformity with adjacent roadway.....
(8) Ivanhoe Rd, 42.20617, -75.33271: Repair roadway shoulder to pre-disaster design and function, to include install crushed stone as part of shoulder repair, to include install crushed stone as part of shoulder repair, 110-ft x 2.5-ft x 6-in (5.1-cys). Also to include regrade and reshape shoulder in conformity with adjacent roadway.....
(9) Cuyle Rd, 42.26255, -75.34407: Replace crushe stone, approx. dimensions 75-ft x 3-ft x 3-in (2.cys), comprising roadway surface, to include grading and aligning roadway surface.....
Applicant states that all eligible claims addressed in this Project Worksheet are due to damages from FEMA DR-4031-NY.
Applicant is responsible for all documentation submitted in support of claims addressed in this Project Worksheet.....
Materials costs included in this Project Worksheet, from applicant's submitted notes, are as follows:.....
Crusher Run
Cummings Rd: 4-loads crusher run x 14-cys / truck load x $9.00 / cy = $504.00.....
Cuyle Rd: 2-cys crusher run x $9.00 / cy = $18.00.....
Gould Dean: 29-loads crusher run x 14-cys per truck load x $9.00 / cy = $3,654.00.....
Randall Hill Rd: 4-loads, crusher run x 14-cys per truck load x $9.00 / cy = $504.00.....
Roof Rd: 2-loads crusher run x 14-cys per truck load x $9.00 / cy = $252.00.....
Total cost submitted, crusher run: $504.00 + $18.00 + $3,654.00 + $504.00 + $252.00 = $4,932.00.....
Item 4
Getter Hill Rd: 4-loads item 4 x 14-cys per truck load x $5.80 / cy = $324.80.....
Cole Spur Rd: 6-loads item 4 x 14-cys per truck load x $5.80 / cy = $487.20.....
Ivanhoe Rd: 2-loads item 4 x 14-cys per truck load x $5.80 / cy = $162.40.....
Total cost submitted, item 4: $324.80 + $487.20 + $162.40 = $974.40.....
Applicant states dump truck box (load) volume is 14-cys.
317DR2HL-12 Axtell Rd. and Beals Pond Rd PA-02-NY-4031-PW-01043 PA-02-NY-4031-State-0017(16)
Applicant made repairs as listed below, utilizing force account labor, equipment and materials.
(1) Axtell Rd at site with GPS coordinates as listed in Damage Description.
Replace surface crushed stone (crusher run), approx. 105-ft x 18-ft x 2-in (11.7-cys). Grade roadway surface and shoulders in conformity with adjacent roadway.
(2) Beals Pond Rd at site with GPS coordinates as listed in Damage Description.
(a) Replace roadway crushed stone (crusher run), approx. 75-ft x 18-ft x 3-in (12.5-cys).
(b) Replace stone (crusher run) comprising roadway shoulder overlying embankment, culvert and adjacent headwalls (south side of roadway), 70-ft x 3-ft x 8-in (avg.), corresponding to 12.5-cys.
(c) Replace crushed stone (crusher run), comprising approx. 60-cys, and also jointly comprising, with stacked stone, one culvert headwall; said headwall having approx. dimensions 50-ft (length) x 6-ft (width) x 12-ft (height).
(d) Reset culvert headwall stacked stone, such that culverts within said headwall are secured and stabilized.
To include grading and shaping roadway and shoulders referenced above, in conformity with adjacent roadway and shoulders.
No cost effective mitigation have been identified. All work is complete.
Per applicant, each 'load' of stone utlized in work addressed here, as defined by, and submitted by Applicant, is equivalent to 14-cys.
Note: The subgrantee is requesting Direct Administrative Costs (DAC) that are directly chargeable to this specific project. Associated eligible work is related administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
317DR2HM-12 Teed Hill Rd.,3 sites PA-02-NY-4031-PW-01047 PA-02-NY-4031-State-0017(16)
Applicant undertook repairs at three (3-EA) sites on Teed Hill Rd., utilizing force account labor and equipment, and materials as described below:.....
Site 1. Roadway site with GPS coordinates 42.25472,
-75.32430: (a) Replace roadway shoulder crushed surface stone, 250-ft x 4-ft x 3-in (9.3-cys). Regrade shoulder in conformity with adjacent roadway and shoulder.....
(b) Reshape and recontour ditching in manner that returns ditches to pre-disaster form and function. To include utilization of reclaimed ditching materials, said materials having sloughed into ditches reference here during the incident-period flood event. Also to include replace of crushed stone (2-in thickness), lining said ditching. comprising approx. 11.6-cys. Roadway ditch repair dimensions: 350-ft x 4-ft x 2-ft.....
Site 2. Roadway site with GPS endpoint coordinates 42.25024, -75.31812, and 42.248899 and -75.31430,

respectively: Replace surface crushed stone, approx. dimensions 1,410-ft x 18-ft x 3-in (235-cys). To include regrading roadway surface in conformity with adjacent roadway approaches.....
Site 3. Roadway site with GPS coordinates 42.23499, -75.32447: Repair roadway washout, said washout having approx. dimensions 6-ft (length) x 3-ft (width) x 6-ft (depth), repairs to include installation of reclaimed native stone fill at base, 6-ft x 3-ft x 4-ft (2.7-cys). Repairs also to include installation of crushed stone, 6-ft x 3-ft x 2-ft (1.3-cys), immediately overlying stone fill referenced here. Regrade repaired roadway/shoulder in conformity with adjacent roadway and shoulder.....
Material quantities, submitted by the Applicant, utilized in repair work addressed this Project Worksheet:....
(1) Crusher run, 7-loads x 14-cys / load = 98-cys.....
(2) Crusher run, 2.5-loads x 14-cys / load = 35-cys.....
(3) Crusher run, 8-loads x 14-cys / load = 112-cys.....
(4) Crusher run, 6-loads x 14-cys / load = 84-cys.....
Total number of cubic yards, crusher run, submitted by Applicant, utilized in repair work addressed this Project Worksheet:.....
98-cys + 35-cys + 112-cys + 84-cys = 329-cys.....
Estimated number of cubic yards, crusher run, calculated by Project Specialist: 257.2-cys.....
Based on error range built into field calculations, and also based on Applicants submitted yardages, covering various road projects, the Applicant's submitted crusher run yardage appears to be reasonable
317DR2HN-12 Teed Hill Rd PA-02-NY-4031-PW-01079 PA-02-NY-4031-State-0017(16)
Applicant to undertake Teed Hill Rd. culvert replacement at site with GPS coordinates listed in the damage description, utilizing force account and/or contractual services and materials. Work to be as follows:
(1) Mill, remove and replace surface asphalt, 55-ft x 18-ft x 3-in (9.2-cys), overlying damaged culvert, extending north and south of damaged culvert, as part of culvert replacement project.
(2) Remove and replace subsurface aggregate (< 3-in diameter), 55-ft x 18-ft x 3-in (9.2-cys), overlying culvert referenced above, extending north and south of damaged culvert, as part of culvert replacement project
(3) Remove and replace roadway and shoulder subsurface fill, 55-ft x 24-ft x 4-in (16.3-cys), overlying culvert referenced above, extending north and south f damaged culvert, as part of culvert replacement project.
(4a) Remove guard (guide) rails 2-EA, metal, each with approx. length of 51-ft length, supported by metal anchors, 4-EA, distance of 12.75-ft between each anchor, each anchor with vertical height of approx. 3.5-ft. Said removal in anticipation of culvert removal and replacement included in this Project Worksheet.
(4b) Install same guard (guide) rail as that listed in (4a) above, following culvert installation included in this Project Worksheet.
(5a) Remove embankment native stacked stone, two (2-EA) sections, two sections with approx. 8-ft (length) x 6-ft (height) x 2.5-ft (width), (18-cys / section), corresponding to 4.4-cys.
(5b) Remove embankment native stacked stone, two (2-EA) sections, each section approx. 12-ft (length) x 6-ft (height) x 2-5-ft (width), corresponding to approx. 6.7-cys. Said stone sections supporting and stabilizing culvert referenced above, as part of culvert replacement
project.
(6) Replace CMP culvert, 30-ft (length) x 8.5-ft (diameter), underlying roadway and extending beyond shoulders.
(7a) Reset/install embankment native stacked stone, two (2-EA) sections, each section approx. 8-ft (length) x 6-ft (height) x 2.5-ft (width), (18-cys / section), corresponding to 4.4-cys.
(7b) Reset/install embankment native stacked stone, two (2-EA) sections, each section approx. 12-ft (length) x 6-ft (height) x 2-5-ft (width), corresponding to approx. 6.7-cys. Said stone sections supporting and stabilizing culvert referenced above, as part of culvert replacement
project.
Refer to backup sheet for line-item breakout of estimated costs associated with the work referenced here.
Refer to Hazard Mitigation Proposal included with this Project Worksheet.
317DR2HO-12 Pine Hill Rd. #1 PA-02-NY-4031-PW-01268 PA-02-NY-4031-State-0017(16)
Applicant will make repairs as follows using force account labor, equipment and materials:
(1) Remove and replace culvert, approx. 60-ft (length) x 6-ft x 3/4-in. The replacement (metal) culvert referenced here is of same form and function as damaged (cast iron) culvert being replaced.
(2) Replace/install earthen fill, utilizing reclaimed material, comprising embankment, overlying culvert referenced in (1) above, and underlying roadway referenced in (3) and (4) below, approx. dimensions 30-ft x 25-ft x 20-ft, corresponding to 555-6 cys, less 62-8 cys (culvert pipe volume). Compact fill in preparation for installation of aggregate and asphalt as listed in (3) and (4) below.
(3) Replace roadway subsurface aggregate (item 4 crusher run); approx. dimensions 30-ft (length) x 18-ft (width) x 9-in, corresponding to 15.0-cys, overlying fill and culvert referenced in (1) and (2) above.
(4) Replace shoulder subsurface aggregate (item 4 crusher run); approx. dimensions 30-ft (length) x 7-ft (width, includes both sides) x 9-in, corresponding to 5.8-cys, overlying fill and culvert referenced in (1) and (2) above.
(5) Replace roadway asphalt, approx. dimensions 30-ft (length) x 18-ft (width) x 3-in, corresponding to 5.0-cys, immediately overlying subsurface aggregate, fill and culvert referenced in (1) through (4) above.
(6) Reposition, restabilize, reinstall stacked heavy stone, comprising support to portions of embankments referenced in (2) above, and also serving as headwall supprt to inflow and outflow ends of culvert referenced above. Heavy stone embankment sections with approx. dimensions 12-ft x 12-ft x 2-ft (10.7-cys), corresponding to 21.4-cys for both sections.
Note 1: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific

project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.
Note 2: Applicant does not intend to submit the damaged/replaced pipe referenced above to salvage firm for salvage value recovery.
Note 3: Refer to Hazard Mitigation Proposal (HMP) included with this Project Worksheet.
Note 4: Temporary (Cat. B) repairs undertaken to roadway addressed in this Project Worksheet to be captured in separate Project Worksheet.
317DR2HP-12 Pine Hill Rd. #1 PA-02-NY-4031-PW-01795 PA-02-NY-4031-State-0024(23)
Applicant undertook repairs as follows using force account labor, equipment and materials, in response to incident-period flooding.....
(1) Gifford Road at site with westernmost, and easternmost endpoint GPS coordinates 42.22401, -75.36869, and 42.22086, -75.35717,respectively:.....
(a) Regrade and reshape discontinuous portions of roadway surface, said portions with approx. combined total dimensions 1,300-ft x 15-ft x 4-in (avg. depth). To include repair roadway to be in conformity with, and in alignment with adjacent roadway.....
(b) Replace gravel on discontinuous portions of roadway surface, said portions with approx. combined total dimensions 1,300-ft x 15-ft x 4-in (avg. depth), and comprising approx. 240.7-cys.....
(c) Clean and shape ditching, approx. dimensions 1,500-ft x 5-ft (width) x 2.5-ft (depth, said ditching located parallel to, and adjacent to Gifford Rd, said ditching to be returned to pre-disaster form and function. Utilize infill material as reclaimed ditching materials in work
addressed here.....
(d) Replace gravel, approx. 1-cy; adjacent to roadway culvert referenced in (d) under Damage Description.....
(e) Reset and restabilize concrete culvert stacking slabs, approx. 20-EA, each approx. 1-ft x 2-ft x 3-in, said slabs supporting culverts located on Gifford Rd. at roadway damage sites between coordinates as listed in the Damage Description.....
(2) Lake Cecil road at site with northernmost, and southernmost endpoint GPS coordinates 42.23602, -75.27503, and 42.22929, -75.26140 respectively:.....
(a) Regrade and reshape discontinuous portions of roadway surface, said portions with approx. combined total dimensions 2,460-ft x 15-ft x 2-in (avg.). To include repair roadway to be in conformity with, and in alignment with adjacent roadway.....
(b) Replace gravel on discontinuous portions of roadway surface, said portions with approx. combined total dimensions 330-ft x 15-ft x 2-in, and comprising (30.6-cys).....
(3) Clark Road, at site with northernmost, and southernmost endpoint GPS coordinates 42.24097, -75.28141, and 42.23786, -75.27843, respectively:.....
(a) Regrade and reshape discontinuous portions of roadway surface, said portions with approx. combined total dimensions 3,400-ft x 15-ft x 2-in (avg.). To include repair roaway to be in conformity with, and in alignment with adjacent roadway.....
Note: The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
No cost effective mitigation measures have been identified, this Project Worksheet
317DR2HQ-12 Roadway Sites, Town-Wide PA-02-NY-4031-PW-01957 PA-02-NY-4031-State-0024(23)
Applicant undertook repairs as follows using force account labor, equipment and materials, in response to incident-period flood damages:
(1) Olmstead Rd., endpoint GPS coordinates 42.26619, -75.31100, and 42.26212, -75.31525, respectively: Replace roadway shoulder crushed stone, 6 discontinuous sites, each site approximately 100-ft x 3-ft x 3-in, comprising 3-cys per site, totaling 18-cys, all sites. To include grading in alignment/conformity with adjacent roadway
(2) Mormon Hollow Rd., at site with GPS coordinates 42.22254, -75.32880: Regrade roadway surface, and replace surface gravel, comprising approximately 175-ft x 1.5-ft x 4-in (3.2-cys). To include grading in alignment/conformity with adjacent roadway
(3) Parker Hollow Rd., endpoint GPS coordinates 42.27497, -75.33492, and 42.26431, -75.34194, respectively: Replace crushed stone, comprising roadway and roadway shoulder, with approx. dimensions 3,960-ft x 2.5-ft x 3-in (91.7-cys). To include grading in alignment/conformity with adjacent roadway

Total estimated gravel required for work completed above = 18-cys + 3.2-cys + 91.7-cys = 112.9 cys.
113.0-cys x $9.00 /cy = $1,016.10. Refer to invoicing backup for costing, this item
Work to be Completed:
(4) Dry Brook Rd. roadway and shoulders, end point GPS coordinates 42.19295, -75.33969, and 42.19142, -75.33580, as follows:
(a) Regrade and shape roadway surface and shoulders, comprising approx. 700-ft x 18-ft (12,600-sf). Replace gravel overlying roadway and shoulders referenced here, 700-ft x 18-ft x 4-in (155.6-cys).
(b) Regrade and reshape rutting and gullying, discontinuous portions of roadway referenced here, comprising a total of approx. 3,400-ft x 1.5-ft (5,100-sf); scoured, rutted and gullied. Replace ravel comprising pre-storm roadway at sites scour, rutting and gullying referenced here, comprising approx. 3,400-ft x 1.5-ft x 4-in (63-cys). To

include grading in alignment/conformity with adjacent roadway.
(c) Remove native earthen material from ditching adjacent to Dry Brook Rd., said ditching approx. 3,400-ft x approx. 2-ft (curved width). Reshape said ditching, to include repositioning ditch infill earthen material on embankments adjacent to this ditching.
All roadways addressed in this Project Worksheet, owned, operated and maintained by the Town of Masonville, comprise non-FHWA (rural minor collector) roads.
317DR2HR-12 Force Account Gravel Hauling Claims PA-02-NY-4031-PW-01960 PA-02-NY-4031-State-0024(23)
Work Completed:
This Project Worksheet captures the Applicant's submitted Force Account claims incurred in the hauling of gravel from vendor quarry to Applicant's Highway Dept. yard. Said gravel, per Applicant, was then subsequently installed on roadways that were damaged by incident-period flooding.
Force Account Labor hours claimed for hauling gravels referenced above: 118-hours regular time, 0-hours overtime.
Force Account Equipment hours claimed for hauling gravels referenced above: 118-hours.
Note 1: Material purchase claims for the gravel referenced in this Project Worksheet are included in various Project Worksheets addressing the Applicant's road damages.
317DR2HS-12 Bundy Hollow Road PA-02-NY-4031-PW-02188 PA-02-NY-4031-State-0031(30)

In response to incident-period flooding, roadway subsidence and scour of surface crushed stone (gravel), Bundy Hollow Road at site with GPS coordinates 42.26773, -75.37792, Applicant to undertake repairs as follows:.....
(1) Install native earthen fill, comprising dimensions 75-ft x 4-ft x 12-in (11.1-cys), Bundy Hollow roadway shoulder.
(2) Replace roadway shoulder crushed stone (gravel), 75-ft x 4-ft x 4.5-in (4.2-cys).....
Work associated with (1) and (2) above to include grading and shaping of shoulder, and compaction of replacement crushed stone, to be in alignment with adjacent roadway and roadway shoulder. Work associated with (1) and (2) above also to include shaping of embankment at side of shoulder subsidence to be in conformity with adjacent embankment.....
The subgrantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other subgrantee activities and are not included in any approved indirect cost rates.....
No cost-effective mitigation measures have been identified for work addressed in this project.....
Applicant to acquire any necessary permits prior to commencement of work addressed in this Project Worksheet.

Location Description:

TOwn of Masonville Road Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

No Beneficiaries Performance Measures found.

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR731A-12
Activity Title:	Town of Middletown Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Middletown

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$22,149.98
Total Budget	$0.00	$22,149.98
Total Obligated	$0.00	$21,677.61
Total Funds Drawdown	$0.00	$21,677.61
Program Funds Drawdown	$0.00	$21,677.61
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$21,677.61
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AE-12 Debris Removal PA-02-NY-4020-PW-06424 PA-02-NY-4020-State-0058(57)
The applicant utilized Force Account Labor (631 total hours of which 115.5 hours were eligible Overtime hours), Equipment (624 hours), Contracts and Rental Equipment (76.5 hours) to remove woody and granular debris. The applicant estimated the tons of woody debris based on the number of truck loads. The applicant estimated that there was a total of 825 tons (825/0.25= 3300 CY) of woody debris removed from the streets and upstream ends of culverts. The woody debris was transported to the Temporary Disposal site established by the County of Delaware and the county was responsible for the final disposal (See PW U498812 – Site 4 - Arkville Debris Temporary Staging Area, EMMIE No. 4577). The applicant estimated the tons of granular debris based on the number of truck loads. The applicant estimated there was a total of 863 tons of granular debris (863/1.3=664 CY). The applicant had to remove debris from the upstream and downstream ends of numerous culverts to return the streams to the pre-storm condition and capacity in order to protect the roads and culverts. The work was performed within a 75 foot range of the culverts. The applicant also had to remove granular debris that was deposited on the roads as a result of the high water flows that overtopped the banks and crossed the roads. Additionally the applicant had to clear debris from the streams alongside of the road that was a result of either a collapse of an existing stone wall or the result of a slump failure of the stream bank that diminished the capacity of the stream and threatened the integrity of the road itself. The granular debris that was removed was either used along the stream bank for additional bank stabilization, placed along damaged areas of the road to be incorporated into the road damage repair or hauled to the Town Gravel Pit for use in the future in construction activities. The total cost for debris removal was $86,524.74 and the total debris was 3964 CY (3300+664= 3964). The cost per CY for the debris removal was $21.83 per CY (86524.74/3964). No mitigation is allowed as the work is classified as Emergency Work.
317DR2KU-12 West Hubbell Hill Road PA-02-NY-4031-PW-02021 PA-02-NY-4031-State-0027(26)

WORK COMPLETED:
(Work done by force account)
Applicant removed or chipped woody debris as follows:
Applicant used 45 hours (regular time)force account labor and 38 hours equipment to remove 120 Tons (86 CY) of mud and 20 Tons (40 CY) of woody debris from West Hubbell Hill Road and rights-of-way. Mud debris was taken to a private landowner on Cape Horn Road (42.20822, -74.61567) and dumped in a hole. Woody debris was chipped on site and stumps that were uprooted were taken to the temporary site located on County Road 38 in Arkville, NY (42.15854, -74.61973). The temporary staging area has been cleaned up and debris taken to Seneca Meadows and Auburn Landfill No.2 (see attachment for specific information). The cost for the temporary debris staging site is captured on another project worksheet. Cost per Cubic Yard for this project worksheet is $14.19 per cubic yard.....

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1708	2121	3829	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR731B-12
Activity Title:	Waterway realignment

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Middletown

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$14,028.16
Total Budget	$0.00	$14,028.16
Total Obligated	$0.00	$14,028.16
Total Funds Drawdown	$0.00	$14,028.16
Program Funds Drawdown	$0.00	$14,028.16
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$14,028.16
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2AF-12 Streambank Repair PA-02-NY-4020-PW-05794 PA-02-NY-4020-State-0063(62)
The applicant utilized $55,939.94 of contractor costs to realign the waterway back to its predisaster alignment and resolve the threats to public health, life and safety as well as improved property.
Site 1 - Use 2,778 CY of granular debris to reshape the brook channel and fill in a 324 CY section of eroded road.
Site 2 - Use on site granular debris to fill in 356 CY of eroded road.
Eligibility Concerns:
1) PAG p. 51 states that contracts shall meet local procurement policies. The Town hired a contractor on a time and material basis and did not seek multiple quotes. The Town's procurement policy (see attached) rquires formal bids pursuant to GML, Section 103 for public works contracts over $35,000. The Town did not follow their own procurement policy. The Town's procurement policy does include exceptions for emergencies. The Town did declare an emergency (see attached declaration). The Town also wrote a letter explaining why they did not bid out the contract after 70 hours (see attached letter). The wok is assumed eligible, however, final eligibility to be determined at the JFO.
Note: The contractor billed the applicant separately for management overhead and profit. The management overhead and profit was lumped together and includes every project the contractor performed for the applicant. When spread across all projects the management overhead and profit is 24.4% of the costs to complete the work. The management overhead and profit invoices are attached and 24.4% of the costs to complete the work has been added as a contractor cost.

Location Description:

Town of Middletown waterway

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1708	2121	3829	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	317DR731C-12
Activity Title:	Town of Middletown Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
317DR2-12

Project Title:
Delaware County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Middletown

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$318,156.98
Total Budget	$0.00	$318,156.98
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

317DR2GH-12 Tarigo Road PA-02-NY-4020-PW-03344 PA-02-NY-4020-State-0031(31)
Applicant restored the damaged sites to pre disaster condition using force account labor, equipment and materials and by contract as follows:
SITE 1 – Tarigo Road - (Work done by contract) Applicant used a contractor to clean out 1. CY of debris from one 18 inch x 30 LF culvert.
NOTE: Contract costs include site cost plus management costs deducted from weekly billing for several sites within that time period.
SITE 2 - Dimmick Mountain.Road - Applicant used 18 hours force account labor, 6 hours equipment and $268.87 materials to replace 14.5 Tons of gravel ditch line and shoulders and replace 4.9 Tons of light stone on roadway.
SITE 3 - Joe Todd Spur Road - Applicant used 12 hours force account labor, 12 hours equipment and $216.00 materials to replace 38.9 Tons of gravel washed from roadway.
SITE 4 – Thorn Road - Applicant used 17 hours force account labor, 13 hours equipment and $484.50 in materials to replace 11.66 Tons of light stone on shoulders and ditches and 16.59 Tons of light stone on roadway.
SITE 5 – Basil Todd Road - Applicant used contract and 41 hours force account labor, 37 hours equipment and $648.85 in materials to replace 218.4 Tons of gravel on roadway and shoulder washouts and 45 Tons of Item 4 rock around 13 driveways.
NOTE: Contract costs include site cost plus management costs deducted from weekly billing for several sites within that time period.
317DR2GI-12 Close Hollow Road PA-02-NY-4020-PW-03352 PA-02-NY-4020-State-0031(31)
WORK COMPLETED: Applicant restored the damaged sites to pre disaster condition using force account labor, equipment and materials and by contract as follows:
SITE 1 – Close Hollow Road - Applicant used 4 hours force account labor, 4 hours equipment and $25.50 materials to repair 12.5 Tons of light stone wash using existing washed out material requiring 1.5 Tons of lost material.

SITE 2 - Cross Mountain Road - Applicant used 4 hours labor and 4 hours equipment time of force account to clean 420 FT x 3 FT x 2 FT of ditches and grade shoulders.
SITE 3 - Close Road - Applicant used 6 hours force account labor, 5 hours equipment and $108.00 materials to replace 18.5 Tons of gravel washed from roadway and cleaned 420 FT x 3 FT x 2 FT of ditches
SITE 4 – Oak Ridge Road - Applicant used 6 hours force account labor, 5 hours equipment and $135.00 in materials to replace 22.5 Tons of gravel on roadway entrance.
SITE 5 – – Kleis Road - Applicant used contract to clean out 1.5 CY of debris from 18 inch x 30 FT culvert.
317DR2GJ-12 Jim Alton Road PA-02-NY-4020-PW-03356 PA-02-NY-4020-State-0031(31)
WORK COMPLETED: Applicant restored the damaged sites to pre disaster condition using force account labor, equipment and materials and by contract as follows:
SITE 1 – Jim Alton Road - Applicant used 12 hours force account labor, 8 hours equipment and $72.00 materials to replace 12 Tons of gravel washed from roadway and shoulders and unplugged an 18 inch x 30 FT culvert with 1.5 CY of debris.
SITE 2 - Cape Horn Road – Applicant used contractor to clean out 1665 FT x 5 FT x 3 FT of ditches and unplugged an 18 inch x 30 Ft culvert with 1.5 CY of debris.
SITE 3 - White Road - Applicant used 6 hours force accounbor, 4 hours equipment and $150.75 materials to replace 18 Tons of gravel washed from roadway and 3 Tons of Item 4 rock on ditches.
SITE 4 – Marks Road – Applicant used 7 hours force account labor, 7 hours equipment and $516.00 materials to replace 24 Tons of gravel washed from roadway and 24 Tons of light stone that was washed from ditches
317DR2GK-12 Otto Hill Road PA-02-NY-4020-PW-03478 PA-02-NY-4020-State-0037(36)
Applicant restored the damaged sites to pre disaster condition using force account labor, equipment and materials as follows: .....
SITE 1 – Otto Hill Road – Applicant used 6 hours force account labor, 6 hours equipment and $408.00 materials to replace 24 Tons of light stone washed from ditches and shoulders of light stone washed from ditches and shoulders.....
SITE 2 – Smith Road – Applicant used 5 hours of force account, 5 hours equipment and $204.00 materials to replace 12 Tons of light stone that was washed from shoulder and ditches.....
SITE 3 –Swart Road – Applicant used 3 hours of force account, 3 hours equipment and $108.00 materials to replace 18 Tons of gravel washed from roadway.....
SITE 4 – Cape Horn Road - Applicant used 75 hours of force account, 73 hours equipment and $2506.00 materials to replace 148.5 Tons of gravel washed from roadway and 135 Tons of light stone washed from shoulders and ditches.....
SITE 5 – Southside Road Applicant used 16 hours of force account, 9 hours equipment and $308.53 materials to replace 10.5 Tons of gravel washed from around culvert
317DR2GL-12 Brush Ridge Road PA-02-NY-4020-PW-03569 PA-02-NY-4020-State-0050(49)
WORK COMPLETED: Applicant restored the damaged sites to pre disaster condition using force account labor, equipment and materials as follows:
SITE 1 – Brush Ridge Road – Applicant used 8 hours force account labor, 6 hours equipment and $54.00 materials to replace 9 Tons of crushed gravel washed from drain outlet ditch.....
SITE 2 – Brook Road – Applicant used 7 hours of force account, 3 hours equipment and $27.00 materials to replace 4.5 Tons of gravel that was washed from roadway shoulder and embankment.....
SITE 3 –Breezy Hill Road – Applicant used 9 hours of force account, 3 hours equipment and $85.50 materials to replace 6 Tons of gravel washed from roadway shoulder and ditch.....
SITE 4 – Bragg Hollow Road - Applicant used 16 hours of force account, 20 hours equipment and $64.08 materials to replace 36 Tons of gravel washed from roadway shoulder and ditch. NOTE: Equipment hours exceed labor hours for brush chipper used in conjunction with pickup truck. .....
SITE 5 – Ben Meeker Road - Applicant used 12 hours of force account, 12 hours equipment and $80.10 materials to replace 30 Tons of gravel washed from ditches.
317DR2GM-12 Hog Mountain Circle PA-02-NY-4020-PW-03751 PA-02-NY-4020-State-0058(57)
Applicant restored the damaged sites to pre disaster condition using force account labor, equipment and materials as follows:
SITE 1 – Hog Mountain Circle – Applicant used 51 hours of force account, 27 hours equipment and $2883.00 materials to replace 150 Tons of light stone washed from ditches and shoulders and 55.5 onso rushed gravel on roadway.
SITE1 HOG MOUNTAIN ROAD
9007 Force Account Labor - $1658.47
9008 Force Account Equipment - $1250.00
9009 Force Account Materials - $2883.00
TOTAL $5791.47
SITE 2 – Morse Hill Road – Applicant used 16 hours of force account, 16 hours equipment and $1280.88 materials to replace 60 Tons of gravel washed from roadway and 12 Tons of light stone on shoulder and ditches
SITE 2 MORSE HILL ROAD
9007 Force Account Labor - $525.59
9008 Force Account Equipment - $729.00
9009 Force Account Materials - $1280.88
TOTAL $2535.47

SITE 3 –Huckleberry Spur Road – Applicant used 185 hours of force account, 144.5 hours equipment, $9098.07 materials and $1006.11 equipment rental to replace 795 Tons of gravel washed from roadway, 150 Tons of light stone on ditches, 90 Tons of heavy stone on embankment, replace 58 Tons of heavy stack wall stone 15 FT (L) x 6 FT (H) and cleaned 491 FT x 3 FT x 3 FT of ditches.....NOTE: Equipment rental was rented on a monthly basis and applicant calculated an hourly rate using 160 hours per month divided by total rental for an hourly rate for each road site used.
SITE3 HUCKELBERRY SPUR ROAD
9007 Force Account Labor - $6064.05
9008 Force Account Equipment - $7406.50
9009 Force Account Materials - $9098.07
9004 - Rental Equip. - $1006.11
TOTAL $23,574.73
SITE 4 – Woolheater Road - Applicant used 62 hours of force account, 48 hours equipment and $1947.73 materials to replace 70.5 Tons of gravel washed from roadway and 107.5 Tons of light stone on shoulders and ditches.
SITE 4 WOOLHEATER ROAD
9007 Force Account Labor - $2103.66
9008 Force Account Equipment - $2193.50
9009 Force Account Materials – $1947.73
TOTAL $6244.88
317DR2GN-12 Kittle Road PA-02-NY-4020-PW-04796 PA-02-NY-4020-State-0088(87)
Work Completed:
Applicant restored the damaged sites to pre disaster condition using force account labor, equipment, materials and rental equipment as follows:
SITE 1 – Kittle Road – Applicant used 24 hours force account labor, 12 hours equipment, $718.35 materials and $174.78 rental equipment to replace 4 Tons of Heavy Stone Wall and 22 Tons of gravel in roadway section. (7 Tons of medium stone and 15 Tons of gravel was used to fill hole for a total of 22 Tons) (Permit attached) NOTE: Excavator was rented on a monthly basis and used on several sites. Applicant calculated an hourly rate for this site.
SITE 2 – Johnny Cake Road – Applicant used 2.5 hours of force account, 2.5 hours equipment and $16.02 materials to replace 6 Tons of gravel that was washed from roadway shoulder and embankment.
SITE 3 – Hill Road – Applicant used 61 hours of force account, 61 hours equipment and $801.36 materials to replace 108 Tons of bank run gravel in ditches and 24 Tons of Item 4 rock in ditches. Cleaned 22 CY of debris from ditches.
SITE 4 – Green Hill Road - Applicant used 24 hours of force account, 24 hours equipment and $1183.14 materials to replace 18 Tons of gravel washed from roadway, 24 Tons of gravel washed fro dtces and 60 Tons of heavy stone around 36 inch culvert.
KITTLE ROAD
9007 Labor -$725.57
9008 Equipment - $618.00
9009 Materials-$718.35
9004 Rental Equipment - $174.78 TOTAL-$2236.70
JOHNNY CAKE ROAD
9007 Labor-$82.23
9008 Equipment - $103.00
9009 Materials-$16.02 TOTAL-$201.25
HILL ROAD
9007 Labor-$2004.95
9008 Equipment - $2728.00
9009 Materials - $801.36 TOTAL-$5534.31
GREEN HILL ROAD
9007 Labor-$788.00
9008 Equipment - $1087.00
9009 Materials - $1527.06 TOTAL-$3402.06
TOTAL PW
9007 Labor-$3600.75
9008 Equipment - $4536.00
9009 Materials - $3046.77
9004 Rental Equipment - $174.78
317DR2GO-12 ERPH Road PA-02-NY-4020-PW-05154 PA-02-NY-4020-State-0058(57)
WORK COMPLETED: Applicant restored the damaged site to pre disaster condition using force account labor, equipment, materials and contract as follows:
Applicant used 55 hours force account labor, 55 hours equipment , $1437.88 materials and $3962.71 contract to replace 156 Tons of Heavy Stone on roadway slope. 130 Tons of bank run gravel and light stone washed from roadway bed(126 Tons gravel and 4 tons of light stone), 90 Tons of crushed gravel from roadway top layer, 24 Tons of gravel washed from around a 18 inch culvert and replace 50 FT of 18 inch plastic culvert and 2 – couplers.
317DR2GP-12 Atkin Road PA-02-NY-4020-PW-05159 PA-02-NY-4020-State-0058(57)
WORK COMPLETED: Applicant restored the damaged sites to pre disaster condition using force account labor,

equipment, materials and contract as follows:
Applicant used 92 hours force account labor, 84 hours equipment, $2093.90 materials and $4466.51 contract costs to replace 47.19 Tons of asphalt, 42 Tons of crushed gravel , 72 Tons of Item 4 rock, 50 FT of 18 inch plastic culvert pipe with 2 - 18 inch connectors and 50 Ft of 15 inch plastic culvert pipe with 2 - 15 inch connectors.
WORK TO BE COMPLETED: (Work will be done by Force Account) Place oil and stone sealer on paved road 130 FT x 18 FT = 2340 SF.
317DR2GQ-12 Bellows Road PA-02-NY-4020-PW-05189 PA-02-NY-4020-State-0056(55)
WORK COMPLETED: Applicant restored the damaged sites to pre disaster condition using force account labor, equipment, materials and rental equipment as follows:
Applicant used 70.5 hours force account labor, 59.5 hours equipment, $2631.00 materials and $112.53 rental equipment to replace 90 Tons of crushed gravel on roadway, 63 Tons of light stone in ditches and 60 Tons of medium stone wall at road embankment toe.
317DR2GR-12 Benecke Road PA-02-NY-4020-PW-05208 PA-02-NY-4020-State-0058(57)
WORK COMPLETED: Applicant restored the damaged sites to pre disaster condition using force account labor, equipment, materials, contract and rental equipment as follows:
Applicant used 112 hours force account labor, 109 hours equipment and $2739.89 materials to replace 117 Tons of bank run gravel over large culvert, 50 Tons of stackable heavy stone walls around large culvert, 144 Tons of crushed gravel on roadwy an relaced 200 LF of existing guardrail to pre disaster condition. Applicant put 10 pounds of grass seed and 3 bales of hay on slopes to prevent repair erosion. NOTE: Permit, emergency declaration and explanation of emergency contracting to accomplish work is attached.
317DR2GS-12 Clovesville Road PA-02-NY-4020-PW-05466 PA-02-NY-4020-State-0050(49)
WORK COMPLETED: Applicant restored the damaged sites to pre disaster condition using force account labor, equipment, materials and contract as follows:
Applicant used 281 hours force account labor, 228 hours equipment, $2644.39 materials and $4505.94 contract to replace 129 Tons of bank run gravel washed from ditches, 154 Tons of bank run gravel washed from road shoulders, 36 Tons of crushed gravel washed from shoulders of roadway, 84 Tons of Item 4 gravel top coat washed from shoulder and 1.5 Tons asphalt washed out on roadway.
WORK TO BE COMPLETED: (Work will be done by force account)
Replace 4 Tons asphalt patch and 10,000 SF of oil and stone road cover to pre disaster condition.
(See attached estimates provided by applicant for costs)
317DR2GT-12 Drybrook Road PA-02-NY-4020-PW-05469 PA-02-NY-4020-State-0068(67)
Applicant restored the damaged sites to pre disaster condition using force account labor, equipment, materials, contract and rental equipment as follows:
Applicant used 628 hours force account labor, 529 hours equipment, $ 45,250.09 materials , $ 19,506.04 contract and $1705.24 rental equipment to replace 11,773.5 Tons of bank run gravel washed from road and embankment, 117 Tons of No. 4 stone washed from road shoulders, 18 Tons of crushed gravel washed from around culverts, 39 Tons of Light Stone washed from ditches, Replace 40 LF of 18 inch plastic pipe and one pipe connector to pre disaster condition. Applicant furnished materials and contracted for labor and equipment using prevailing wage.

WORK TO BE COMPLETED:
(Work will be done by force account)
Replace oil and stone road cover to pre disaster condition as follows: Site 1 - 6400 SF, Site 2 - 5000 SF x 2 layers = 10.000 SF, Site 3 10,000 SF x 2 layers = 20,000 SF, Site 4 - 5500 SF.
317DR2GU-12 Bull Run Road PA-02-NY-4020-PW-05777 PA-02-NY-4020-State-0088(87)
The applicant utilized Force Account Labor (40 hours), Equipment (22 hours), Materials, Rental Equipment (14.0 hours) and Contract (move equipment to site) to perform the repairs to repair the road to pre-disaster condition. The applicant utilized 60 tons of DC 16, Large Rock 2 to 4 ton (Wall Construction) (60/2.3= 26.1 CY) to repair the collapsed stacked stone wall. The applicant utilized 40.5 tons of Gravel and Crushed Gravel (40.5/1.4= 28.9 CY) and 28.5 tons of Light Stone Fill (28.5/1.3= 21.9 CY) to repair the shoulder erosion. The Light Stone Fill should be considered a Hazard Mitigation. The cost was developed using 28.5 tons of Crushed Gravel rather than the cost of the Light Stone Fill. Costs match the Delaware County Bid Costs. The applicant did obtain an Emergency Authorization from the NYDEC.
WORK TO BE COMPLETED:…….
Provide “oil and stone” for approximately 240 SY (120*18/9=240 SY) of pavement. The applicant has estimated that the cost would be $1.80 SY based upon his historical costs. Provide cold patch material for appoximatly 5 SY of shoulder. The applicant has estimated that the work would require approximately 4 tons. 4 tons will cover approximately 48.5 SY to a depth of 1.5 inches. The applicant has estimated the cost of the cold patch material as $151.85 per ton, in place, based on his historical records.
317DR2GV-12 Dry Brook PA-02-NY-4020-PW-05779 PA-02-NY-4020-PW-05779
The applicant utilized $102,925.56 of contractor costs to realign the brook back to its pre-disaster alignment and resolve the threats to public health, life and safety as well as improved property.
Site - Relocate 600 FT long x 40 FT wide x 3 FT deep = 72,000 CF / 27 = 2,667 CY of granular debris from the original stream bed to the ends of the realigned stream to dam the ends of the realigned stream and redirect the brook back into the pre-disaster 1,350 FT long x 40 FT wide x 6 FT deep stream bed.
317DR2GW-12 East Hubbell Hill Road PA-02-NY-4020-PW-05788 PA-02-NY-4020-State-0063(62)

The applicant utilized Force Account Labor (49 Regular Time hours and 33 Overtime hours), Equipment (32.5 hours), Materials, Rental Equipment (38 hours) and Contract (labor, equipment and materials to place the binder course) to perform the repairs to repair the road to pre-disaster condition. The applicant utilized 267 tons of DC 16, Large Rock 2 to 4 ton (Wall Construction) (267/2.2= 121.4 CY) to repair the collapsed stacked stone walls. The applicant utilized 112.5 tons of Gravel (112.5/1.3= 86.5 CY) and 54 tons of Crushed Gravel (54/1.3= 41.5 CY) to repair the erosion to the shoulder and road area behind the wall. The applicant utilized 54 tons of Item 4, Crusher Run (54/1.4= 38.6 CY) to repair the eroded base course and 101.89tons of Type 3 binder to repair the binder course. At 110 pounds per SY per inch thickness, 101.89 tons would cover 926 SY to a depth of 2 inches and 741 SY to a depth of 2.5 inches. The applicant did obtain an Emergency Authorization from the NYDEC.
WORK TO BE COMPLETED:…….
Provide patching and "oil and stone" for approximately 777.8 SY (350*20/9=777.8 SY) of pavement wearing surface. The applicant has estimated that it would take approximately 4 tons of cold patch material to smooth the ends and repair any low spots in the binder course. The cost would be $607.40 (4*151.85) in place. The applicant has estimated that the cost of oil and stone would be $1.80 SY based upon his historical costs for a single coat. The cost would be $1400.04 (777.8*1.80).
317DR2GX-12 Bruce Scudder Road PA-02-NY-4020-PW-05789 PPA-02-NY-4020-State-0064(63)
The applicant utilized Force Account Labor (34.5 hours), Equipment (16.5 hours), Materials, Rental Equipment (16.5 hours) and Contract (equipment and labor to stack stone walls) to perform the repairs to repair the road to pre-disaster condition. The applicant utilized 220 tons of DC 16, Large Rock 2 to 4 ton (Wall Construction) (220/2.1= 105 CY) to repair the collapsed stacked stone walls. The applicant utilized 108 tons of Gravel (108/1.4= 83.1 CY) and 36 tons of Medium Stone Fill (36/1.3= 27.7 CY) to repair the scoured voids behind the stacked stone walls, the void left by reconstruction of the walls and the ditch and shoulder repair. The Medium Stone Fill should be considered a Hazard Mitigation. The cost was developed sing 6 tons of Gravel rather than the cost of the Medium Stone Fill. Costs match the Delaware County Bid Costs. The applicant did obtain an Emergency Authorization from the NYDEC.

WORK TO BE COMPLETED:
Provide "oil and stone" for approximately 1550 SY (775*18/9=1550 SY) of pavement. The applicant has estimated that the cost would be $1.80 SY based upon his historical costs for a single coat. The applicant's records indicate that the road that was damaged had 2 coats the entire length and 3 coats in some areas. The applicant proposes to repair the damage to the road using 2 coats "oil and stone". The cost would be (1550*2*1.8= $5580.00. Additionally, the applicant estimates that to prepare the road to place the oil and stone, that 2 days of equipment time would be required. The applicant has calculated that 2 days of grading work (including operator cost) would be $5,805.13.
317DR2GY-12 Batavia Kill Realignment PA-02-NY-4020-PW-05792 PA-02-NY-4020-State-0058(57)
The applicant utilized $12,583.67 of contractor costs to realign the waterway back to its pre disaster alignment and resolve the threats to public health, life and safety as well as improved property.
Site - Relocate 741 CY of granular debris from the plugged waterway and use the material to plug the location where the waterway realigned on East Hubbell Hill Road.
317DR2GZ-12 Little Red Kill Road PA-02-NY-4020-PW-05796 PA-02-NY-4020-State-0058(57)

The applicant utilized Force Account Labor (96.5 hours Regular time and 18.0 hours Overtime), Equipment (73.5 hours), Materials, Rental Equipment (35.0 hours) and Contract (placement of stone and guide rail) to perform the work to repair the road to pre-disaster condition. The applicant utilized 330 tons of DC 16, Large Rock 2 to 4 ton (Wall Construction) (330/2.2= 150 CY) to repair the collapsed stacked stone walls. The applicant utilized 153 tons of Gravel and Item 4, Crusher Run (153/1.4= 109.3 CY) to fill the void that was created behind the wall to facilitate the reconstruction as well as to re-bed the guide rail. The applicant did obtain an Emergency Authorization from the NYDEC as well as a General Permit to perform the needed work.
WORK TO BE COMPLETED:
Provide "oil and stone" for approximately 1400 SY (700*18/9=1400 SY) of pavement wearing surface. The applicant has estimated that the cost would be $1.80 SY based upon his historical costs for a single coat. The cost would be $2,520.00 (1400*1.80). The applicant has estimated that it would take approximately 4 tons of cold patch material to smooth the ends and repair any damaged spots in the binder course. The applicant has estimated the cost of the cold patch material as $151.85 per ton, in place, based on his historical records. The cost would be $607.40 (4*151.85) in place.
317DR2HA-12 Todd Mountain Road PA-02-NY-4020-PW-05807 PA-02-NY-4020-State-0056(55)
WORK COMPLETED: (Work done by force account and rental equipment)
Applicant used 82 hours force account labor,73 hours equipment and $140.65 in rental equipment to replace 193.5 Tons of bank run gravel and 60 Tons of Heavy Stone to repair embankments to pre disaster condition. Applicant cleaned out 980 FT x 5 FT x 3 FT of ditches. WORK TO BE COMPLETED Work wll be done by force account)
Grade and place oil and stone on 700 FT x 16 FT of roadway to pre storm condition..
317DR2HB-12 Walker Road PA-02-NY-4020-PW-05808 PA-02-NY-4020-State-0058(57)
WORK COMPLETED: (Work done by force account)
Applicant used 56 hours force account labor, 47 hours equipment and $491.36 materials to replace 1) 72 Tons of

bank run gravel and 39 Tons of crushed gravel to repair embankments to pre disaster condition (Total 111 Tons. 2) replace 4.5 Tons of Item 4 rock in driveway entrances. 3) Repair asphalt damage with 10 Tons of asphalt patch material and place 14,000 SF of oil and stone surface.
WORK TO BE COMPLETED (Work will be done by force account)
Grade and place oil and stone on 700 FT x 16 FT (14,000 SF) of roadway to pre storm condition.
317DR2HD-12 Pavillion Road PA-02-NY-4020-PW-06415 PA-02-NY-4020-State-0079(78)
WORK COMPLETED: (Work done by force account and contract)
Applicant used 39 hours force account labor, 39 hours equipment, $769.50 in materials and $7972.94 in contracts to 1) grade and replace 54 Tons of Item 4 gravel….. 2) replace 87.8 Tons of asphalt to repair Pavillion Road to pre disaster condition.
WORK TO BE COMPLETED (Work will be done by force account)
1) Patch 20 Tons of asphalt on roadway. 2) Place oil and stone on 1000 FT x 18 FT (18,000 SF) of roadway to pre storm condition. NOTE: Applicant provided costs for oil and stone and asphalt patch based on historical costs.
Place 20 Tons of asphalt patch 90 FT x 18 FT = 1620/9 = 180 x 2 inches = 360 x 110 = 39,600/2000 = 20 Tons @ $151.85/Ton = 3037.00 (See attached applicant estimate based on historical costs).
Place 18,000 SF @ $0.20/SF = $3600.00 of oil and stone on roadway (See attached applicant estimates based on historical costs).
317DR2HE-12 Huckleberry Hill Road PA-02-NY-4020-PW-07257 PA-02-NY-4020-State-0084(83)
The applicant utilized Force Account Labor (1371.5 hours Regular time and 91.5 hours Overtime), Equipment (741.0 hours), Materials, Rental Equipment (458.0 hours) and Contract (placement of stone for the walls) to perform the work to repair the road to pre-disaster condition. The applicant utilized 5006 tons of gravel and crushed grave (5006/1.4=3575.7 CY) and 36 ton of light and medium stone fill (36/1.3=27.7 CY) to repair the eroded areas behind the wall as well as to place a driving surface on the road until oil and stone can be applied in the spring (833*18*.5/27= 277.7 CY). The applicant utilized 3341 tons of DC 16, Large Rock 2 to 4 ton (Wall Construction) (3341/2.4= 1392.1 CY) to repair the collapsed stacked stone walls. The applicant did obtain a General Permit from the NYDEC for the work performed.

WORK TO BE COMPLETED:…….
Provide 2 layers of “oil and stone” for approximately 1666 SY (833*18/9=1666 SY) of pavement wearing surface. The applicant has estimated that the cost would be $3.60 per SY based upon his historical costs for oil and stone. The cost would be $5,997.60 (1666*3.60). The applicant has estimated that it would take 2 days of grader and operator time to prepare the road to receive oil and stone. The applicant has estimated that the grader and operator cost $2,902.56 per day so the cost would be $5,805.12 (2*2902.56). Additionally the wall associated with Location 5 will need to be constructed. The wall will measure 150 linear feet by 14 feet in height by 4 feet thick (150*14*4/27= 311.1 CY). The material cost to construct the wall will be $22,959.18 (311.1*2.4= 746.64 ton, 746.64*30.75= 22,959.18, the 30.75 is the Delaware County bid price for this size of stone). Additional cost associated with the wall is the cost to place and construct it. The RS Means Code for wall abutments (32-32-6010-0800) shows a cost of $64.00 per square foot. The cost to place the stone will be $134,400.00 (150*14= 2100 SF, 2100*64.00= 134,400).
317DR2HF-12 West Hubbell Hill Road PA-02-NY-4031-PW-02021 PA-02-NY-4031-State-0027(26)

Applicant removed or chipped woody debris as follows:
Applicant used 45 hours (regular time)force account labor and 38 hours equipment to remove 120 Tons (86 CY) of mud and 20 Tons (40 CY) of woody debris from West Hubbell Hill Road and rights-of-way. Mud debris was taken to a private landowner on Cape Horn Road (42.20822, -74.61567) and dumped in a hole. Woody debris was chipped on site and stumps that were uprooted were taken to the temporary site located on County Road 38 in Arkville, NY (42.15854, -74.61973). The temporary staging area has been cleaned up and debris taken to Seneca Meadows and Auburn Landfill No.2 (see attachment for specific information). The cost for the temporary debris staging site is captured on another project worksheet. Cost per Cubic Yard for this project worksheet is $14.19 per cubic yard.
317DR2HC-12 Millbrook Road PA-02-NY-4020-PW-06404 PA-02-NY-4020-State-0065(64)
WORK COMPLETED: (Work done by force account and contract)
Applicant used 297 hours force account labor, 203.5 hours equipment, $23,421.54 in materials, $2440.78 in contracts and $806.38 in rental equipment to 1) Replace 1016.4 Tons of Bank Run Gravel on roadway, 102 tons of crushed gravel on surface of roadway and 1.5 Tons of No. 3 stone at entrance to cemetery, 2) (Site 1) Place 110 Tons heavy stone wall (Site 2) Place 205 tons heavy stone wall and 21 tons bank run gravel behind wall (Site 3) Place 485 Tons of heavy stone wall and 78 tons bank run gravel behind wall.
WORK TO BE COMPLETED (Work will be done by force account)
1) Grade and place 20 Tons of asphalt patch, Place 30,400 SF of Oil and Stone road surface.
1) Asphalt damage 100 FT x 5 FT = 500/9 = 56 x 3 inches = 168 x 110 = 18.480/2000 = 9 Tons, 120 Ft x 5FT = 600/9 = 67 x 3 inches = 201 x 110 = 22,110/2000 = 11 Tones, (Total 20 Tons). 2) Oil and Stone surface 200 FT x 20 FT = 4000 SF x 2 layers = 800 SF, 130 FT x 20 FT = 2600 SF, 130 FT x 20 FT = 2600 SF and 430 FT x 20 FT = 8600 SF x 2 layers = 17,200 SF (Total 30,400 SF) Total oil and stone replacement 30,400 SF x $0.20/SF = $6080.00. 3) Grade 700 FT x 16 FT @ $2902.56 daily costs provided by applicant based on historical costs. (See attached) and place Asphalt patch 100 FT x 5 FT = 500/9 = 56 x 3 inches = 168 110 = 18.480/2000 = 9 Tons, 120 FT x 5 FT = 600/9 = 67 x 3 inches = 201 x 110 = 22,100/2000 = 11 Tons (Total 20 Tons @ $151.85/SF (Estimated provided by applicant based on historical costs).

Estimate
Asphalt Patch - 20 Tons @ $3037.00
Grading - 1 day @ $2902.56
Oil and Stone road surface - 30, 400 SF @ $0.20 = $ 6080.00
Total Costs $12,019.56

Location Description:

Town of Middletown Road Reconstruction

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1708	2121	3829	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Project # / Title: 477DR3-12 / Greene County

Grantee Activity Number:	**477DR1131A-12**
Activity Title:	**Debris Removal**

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Tannersville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,243.67
Total Budget	$0.00	$2,243.67
Total Obligated	$0.00	$2,243.67
Total Funds Drawdown	$0.00	$2,243.67
Program Funds Drawdown	$0.00	$2,243.67
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,243.67
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Using 19 Hours O/T Force Account Labor, 124 Hours Force Account Equipment and Rental Equipment ($3,075.00) Applicant, in an effort to clear roadways for Emergency Vehicles and Public Transport, removed approximately 133 C/Y of Loose Woody Debris (96 C/Y were chipped and reduced to 24 C/Y < 1 IN) and 37 C/Y of non-reduced logs, hauled the debris and deposited it in an approved landfill in Greene County (GPS 42.17079 -74.13717)

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	221	239	460	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR1131B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Tannersville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$609.00
Total Budget	$0.00	$609.00
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3KP-12 Water Treatment Plant PA-02-NY-4020-PW-00547 PA-02-NY-4020-State-0006(4)
In performing various tasks and providing a range of services during the storm event. Mr. Myers has logged a total of 51 hours of labor not associated with other eligible damaged facilities. As per the written agreement with the village, Mr. Myers' rate is $45 per hour. The village is claiming $2,295 in labor costs for the emergency work provided by Mr. Myers. A copy of the agreement between Joe Myers Water Service Inc. and the village is included, as is a copy of Mr. Myers invoice for the emergency work.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	221	239	460	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR1131C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Tannersville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$21,163.68
Total Budget	$0.00	$21,163.68
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3KQ-12 Spring Street PA-02-NY-4020-PW-00938 PA-02-NY-4020-State-0015(12)
Using Force Account Labor (36 hrs), Force Account Equipment (22 hrs), Force Account Materials and Contracted Services Applicant: -Replaced one 40 FT L X 21 IN X 15 IN arched CMP and approx.10 C/YD of road surface and base (1FT L X 5 FT W X 1.8 FT D) -Replaced one 40 FT L X 42 IN X 29 IN arched CMP and aprox. 10 C/YD of road surface and base (28FT L X 5 FT W X 2FT D) - Resurfaced road washout using approx. 3 C/YD (20 FT L X 16 FT W X 3 IN D) asphalt restoring these portions of Spring Street to their Pre-Disaster Condition.
477DR3KR-12 Tompkins Street PA-02-NY-4020-PW-00740 PPA-02-NY-4020-State-0009(8)
Applicant proposes to use Force Account Labor (9 hours), Force Account Equipment (3 hours) and Materials Applicant proposes to do this work in the spring of 2012 and provided the estimate for repair as follows: Labor: 9 hours @ 15.96 LABOR TOTAL= $143.67 Equipment: Dump truck (FEMA code #8722) 3hrs @ $60.00= $180.00 EQUIPMENT TOTAL= $180.00 Materials: Using FEMA code #3091 (aggregate base course under bituminous surface) $19.50 c/y- 245' L x 2' W x .75' D = 367.5 C/F / 27= 13.6cy x $19.50 = $265.20 Using FEMA code #3111 (bituminous concrete overlay) $67.50tn- 10tn (using conversion factor 2.2 10tn= 4.5 c/y) @ $67.50= $675.00 Project specialist has reviewed estimate and has found it to be reasonable and cost effective.
477DR3KS-12 South Main Street PA-02-NY-4020-PW-01206 PA-02-NY-4020-State-0019(18)
Using Force Account Labor (84.75 hrs), Force Account Equipment (26.25 hrs), Force Account Materials and Contracted Services Applicant: Replaced approx. 40 CY (85 ft L X 25 ft W X 6 in D) of road surface and base, replaced and reset 140 ft L X 15" dia. plastic pipe with two plastic drop-in drain basins, and replaced approx. 15 CY (100 ft L X 2 ft W X 2 ft D) crusher run fill. NOTE: Copies of Invoices for Materials and Contracts are attached to PW. 25% of the KCK Paving Labor Contract was applied to this Road because Contractor provided Applicant one Invoice for Work done at three adjoining sites. Percentage was derived by actual amount of materials used on this Road.
477DR3KT-12 Village Wide Streets PA-02-NY-4020-PW-01552 PA-02-NY-4020-State-0023(20)

Site #1 Spruce Street- Using Force Account Labor (4.3 hrs), Force Account Equipment (3.5 hrs) and Materials Applicant replaced approx. 10tn=7.1 cy (10 tn crusher run X 1.4 factor = 7.1 cy) (96 ft L X 2ft W X 1 ft D = 7.1 cy) of the asphalt road's gravel shoulder fill returning it to pre-disaster condition. Site #2 Reservoire Road- Using Force Account Labor (59 hrs), Force Account Equipment (54.5 hrs) and Materials Applicant replaced approx. 210 tn=150 cy (210 tn unclassified fill X 1.4 factor =150 cy) (72 ft L X 20 ft W X 2.83 ft D = 150cy) of unclassified and reclaimable fill and 29.2 tn=20.9 cy (29.2 tn crusher run X 1.4 factor = 20.9cy) (85 ft L X 20 ft W X .33 ft D = 20.9 cy) crusher run restoring road to its pedisaster condition. Site #3 Upper Lake Road- Using Force Account Labor (5.5 hrs), Force Account Equipment (5.5 hrs) and Materials Applicant replaced approx. 7.2 cy (52 ft L X 15 ft W X .25 ft D = 7.2 cy) crusher run restoring road to if's pre-disaster condition. NOTE - Applicant provided documentation for Labor, Equipment and Materials copies of which are attached. Project Specialist reviewed these documents and find the costs claimed to be eligible costs.
477DR3KU-12 Lake Road PA-02-NY-4020-PW-01240 PA-02-NY-4020-State-0019(18)
Using Force Account Labor (46.5 hrs), Force Account Equipment (20.5 hrs), Force Account Materials and Contracted Services Applicant Replaced approximately 27.8 cy of road surface and base (60 L X 25 ft W X .33 ft D = 18.5 cy #3 Binder Course + 60 ft L X 25 ft W X .17 ft D = 9.3 cy #6 Top Coat),14.3 cy (50 ft L X 23 ft W X .33 ft D) fill (Crusher Run) returning it to its pre-disaster condition. Applicant proposes to Contract replacement of 301 sf of .33 ft D concrete sidewalk (104 ft L X 2.89 W = 301 sf) restoring to its pre-disaster condition. NOTE: Copies of invoices for Materials and Contracts are attached to PW. 50% of one KCK Paving Labor Contract and 10% of the other KCK Paving Labor Contract was applied to this Road because Contractor provided Applicant one Invoice for Work done at three adjoining sites. Percentage was derived by actual amount of materials used on this Road. NOTE: Copy of Sidewalk Contractor (T L Masonry) estimate attached to PW. Estimated total includes labor and materials =$1,359 (104 ft L X 2.89 W = 301 sf)
477DR3KV-12 Railroad Avenue PA-02-NY-4020-PW-01109 PA-02-NY-4020-State-0015(12)
Using Force Account Labor (137 hrs), Force Account Equipment (52.25 hrs), Force Account Materials and Contracted Services Applicant Replaced approximately 131 cy of road surface and base (455 ft L X 24 ft W X 2.25 in D = 76 cy #3 Binder Course + 455 ft L X 24 ft W X 1.5 in D = 50 cy #6 Top Coat), 455 ft L X 6 ft W X 5 in D = 42 cy of Shoulder fill (Crusher Run) and replaced 30 ft L X 15 in Poly Pipe and Drain Basin restoring road, shoulder and underground drain system to it's pre-disaster condition. Applicant proposes to Contract replacement of 654 SF of 4 in D concrete sidewalk (246 ft L X 2.66 ft W = 654 sf) restoring to it's pre-disaster condition. NOTE: Copies of invoices for Materials and Contracts are attached to PW. 65% of one KCK Paving Labor Contract and 50% of the other KCK Paving Labor Contract was applied to this Road because Contractor provided Applicant one Invoice for Work done at three adjoining sites. Percentages were derived by actual amount of materials used on this Road. NOTE: Copy of Sidewalk Contractor (T L Masonry) estimate attached to PW. 246 ft L X 32 in W = 654 sq ft @ $4.51 sq ft = $2,950

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	221	239	460	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR1131F-12
Activity Title:	Public Sewer/Public Water

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Tannersville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$102,872.99
Total Budget	$0.00	$102,872.99
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3KW-12 Tannersville Water Treatment Plant PA-02-NY-4020-PW-00534 PA-02-NY-4020-State-0006(4)
s part of the insurance claim for the storm-related damages to the water treatment plant, the damaged electrical components will be replaced by means of contracted labor. The water treatment plant operator has estimated that he will need to provide four hours of labor to prepare the plant for the repair work. The insurance company has assessed the value of the damaged components to be $18,516, and has agreed to cover $17,516 of the total damages. As per the agreement between the village and the contractor, a 50% deposit for the repair work has already been paid in order to secure the service. This deposit amounts to $9,528, and is listed as part of the invoice billed to the town by the contractor. Note: The scope of work will include all elements necessary to restore this facility back to pre-disaster condition. Fema Cost Codes were used to perform this project worksheet.
77DR3KX-12 Spruce St and Railroad St PA-02-NY-4020-PW-00831 PA-02-NY-4020-State-0012(10)
In order to restore water service to local residents, the applicant had already made temporary repairs to the water main using a combination of force account and contracted resources. Members of the Highway Department and the Water Department worked to excavate around the site, and jackhammered the damaged section out of the concrete wing wall. The exposed section of water main was patched with a 12-inch x 8-inch diameter repair clamp. The repaired section was covered with backfill. Currently the water main crossing remains exposed in the stream bed. In order to bring this facility in line with current NYSDOH codes and standards, the applicant has received a bid proposal to relocate the water main crossing underneath the stream bed. This work will necessitate directionally drilling underneath the stream, installing 110 LF. of water main for the crossing, connecting to the existing system, testing, backfilling and restoring the stream bed above the water main. Note: The scope of work will include all elements necessary to restore this facility back to pre-disaster condition.
477DR3KY-12 Baker Court Drive Water Main PA-02-NY-4020-PW-01474 PA-02-NY-4020-State-0023(20)
At the time of project formulation, the applicant had already completed repair work to the damaged extent of 8-

inch diameter water main through a combination of force account and contracted resources. The following repair work was performed: The damaged extent of water main was located and isolated from the rest of the system. This work was completed by Joe Myers Water Service. An agreement between Mr. Myers and the village of Tannersville was in place prior to the storm event by which Mr. Myers assumed responsibility for operating, monitoring, and maintaining the municipal water supply. The damaged extent of water main was excavated using an excavator and a bobcat. These equipment items were provided and operated by Jim WIltse, Inc., who has provided a lump sum contract quote for the work. The damaged extent of water main was replaced from existing stock materials by the village's force account labor force. The village used the following materials from existing stock in the course of repairing the damage: ten (10) linear-feet of 8-inch diameter class 52 tyton ductile iron pipe, two (2) compact 8-inch ductile iron metal jacket sleeves, and four (4) star-grip metal jacket mechnical joint restraint kits. The applicant has provided a quote for the replacement of these materials from Schmidt's Wholesale, Inc. Additionally, the village used two (2) tons of crusher run material purchased from Cobleskill Stone Products, Inc. to cover the damaged extent of water main after repair work had been completed. The village's force account resources accumulated 18.5 hours of regular time labor and 5 hours of overtime labor in the course of performing repair work to this particular facility. In addition to the labor hours, the village accumulated 6.5 hours of equipment usage in the course of the repair work. Documentation of all of the costs associated with the repair work to this facility has been provided by the applicant. Applicable documentation is included with this project worksheet. Note: The scope of work outlined above include all elements necessary to restore this facility back to pre-disaster condition.
477DR3KZ-12 Spring Street Extension PA-02-NY-4020-PW-00821 PA-02-NY-4020-State-0063(62) $360 PA-02-NY-4020-State-0012(10) $11,864.66
In order to restore limited function to the facility and water service to the community the applicant has performed the following limited repair work using a combination of force account and contracted resources: Shut off the water adjacent to the break to enable repairs. Excavated around the site of the damaged water main. Replaced 80 LF of 4 IN. ductile iron water main and water main connections in the stream bed. Backfilled over the repaired water main. The Village of Tannersville has provided documentation for this work including time sheets, invoices, and limited work scope descriptions. An in-place contract exists between the village and Joe Myers Water Service Inc. whereby Joe Myers Water Service Inc. is responsible for operating and maintaining the municipal water supply. A copy of this agreement was supplied by the village. In order to restore the facility to pre-disaster condition, the water main crossing must be returned to its original depth below the stream bed. NYSDOH standards mandate that the pipe run at least 5 feet below the stream base. The applicant has provided a quote covering the work to restore the water main crossing to its original depth. This project entails dewatering the main, excavating a new trench beneath the current crossing, reconnecting the water main at this depth, backfill and restore the stream bed above the crossing. Note: The scope of work will include all elements necessary to restore this facility back to pre-disaster condition. Fema Cost Codes were used to perform this project worksheet.
477DR3LA-12 Elka Park Road PA-02-NY-4020-PW-01372 PA-02-NY-4020-State-0019(18)
In order to restore this facility back to pre-disaster condition the following work will be performed by means of contracted services: Clearing debris from the site and the reconstruction of the 10 FT. by 10 FT. by 8FT. wood frame building to original specifications. The replacement of the following electrical components: the overhead service and electrical service panel, the electrical pump control panel, the unit heater, and the facility wiring. The replacement of the pump mechanism in its entireity. The applicant has submitted contract quotes for the reconstruction of the pump house structure and the replacement of the damaged pump components, respectively. These contracts are in compliance with villages procurement policy, which is also attached. The applicant has submitted a hazard mitigation proposal for this facility to construct a flood barrier on top of the current foundation slab. This barrier is intended to act as a dry-floodproofing element, preventing water from infiltrating the facility and damaging the facilities components. The specific electrical components to be furnished and installed per the repair work are as follows: one (1) 3-inch service head, ten (10) feet of 3-inch steel conduit, four (4) 3-inch conduit straps, four (4) lag bolts, one (1) 3-inch hub, one (1) 400 A bypass meter, eighty (80) feet of 500 MCM XHHW wiring, four (4) 3-inch grounding bushings, four (4) 3-inch locknuts, two (2) 3-inch close nipples, ninety (90) feet of 250 MCM XHHW wiring, three (3) 500 MCM tap-in lugs, seventy five (75) feet of #2 XHHW wiring, twenty (20) feet of #1/0 ground wire, thirty (30) feet of #4 ground wire, one (1) acorn clamp, one (1) #1/0 ground clamp, twenty (20) feet of 3-inch diameter schedule 40 PVC pipe, two (2) 3-inch schedule 40 PVC elbows, four (4) 3-inch schedule 40 PVC couplings, one (1) 3-inch schedule 40 PVC female connector, and two (2) 3-inch greenfield connectors with ground lugs. Additional components included in the proposed repairs to the facility are necessary to bring it up to current codes and standards. These elements will bring the facility within compliance with National Electric Code (NEC). This is outline on contract proposal #216. As such, these elements of the repair work are included in the scope of work and not on the Hazard Mitigation Proposal. Note: The scope of work will include all elements necessary to restore this facility back to pre-disaster condition. Fema Cost Codes were used to perform this project worksheet.

Location Description:

Village - Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	221	239	460	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR1263A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Windham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$17,300.75
Total Budget	$0.00	$17,300.75
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Applicant will utilize local contractors to remove debris from the shoreline and ballfields of Creamery Pond Park. This debris will be removed to allow proper recreational utilization of the park facility which has access for fishing and walking trails to the Bataviakill Creek. The following are measurements of the debris piles.
Woody Debris:
1. 15 FT x 5 FT x 6 FT = 16.67 CY
2. 20 FT x 6 FT x 7 FT = 31.11 CY
3. 90 FT x 17 FT x 4 FT = 226.67 CY
   105 FT x 16 FT x 5 FT = 311.11 CY
4. 120 FT x 30 FT x 5 FT = 666.67
5. 93 FT x 7 FT x 5 FT = 120.55 CY
6. 93 FT x 7 FT x 5 FT = 120.55 CY
7. 102 FT x 20 FT x 5 FT = 377.78 CY
8. 186 FT x 20 FT x 5 FT = 688.89 CY
9. 30 FT x 3 FT x 3 FT = 10 CY
Gravel Debris:
10. 96 FT x 14 FT x 3 FT = 1216 CY

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	660	1000	1660	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR1263B-12
Activity Title:	Temporary Bridge

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Windham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$32,874.72
Total Budget	$0.00	$32,874.72
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

As an emergency protective measure and in order to provide a safe access to local residents, the Applicant rented a temporary bridge from Kubricky Construction Corporation of Wilton, NY. The temporary bridge is approximately 63 ft long, steel beams with wood timber deck, and was installed adjacent to the damaged bridge. The weekly rental rate for the temporary bridge is $30.60/ft ($1,927.80/week) excluding installation cost. The temporary bridge will be in use until the completion of the replacement bridge construction which is expected to be completed and open to traffic by July 30, 2012. Applicant provided weekly rental invoices (Attached) for the period of September 19, 2011 thru March 26, 2012 for a total of 28 wks.
28 weeks x $1,927.80/wk = $53,978.40 (Contractor for weekly rental of temporary bridge - Kubricky Construction Corporation)

Temporary bridge installation including temporary concrete abutments and riprap to place rental bridge, jersey barriers, traffic control and gravel material was also contracted to Kubricky Construction Corporation of Wilton, NY. An invoice for these services in the amount of $40,610.07 was provided by the Applicant and is attached to this PW.
The Applicant utilized Praetorius and Conrad, PC. of Saugerties, NY to provide professional engineering services including field inspection of remaining abutments, review of abutment repairs, span and capacity of temporary bridge, and field inspection of temporary bridge, during the period of September 1, 2011 to September 17, 2011. An invoice (Attached) in the amount of $2,210.00 was provided by the Applicant for these services.
This emergency construction was necessary in order to provide residents and emergency vehicles road/bridge access to the community to cross the stream.
The Applicant will continue renting the temporary bridge until the completion of the replacement bridge construction which is expected to be completed and open to traffic by July 30, 2012. Weekly rental cost will be $1927.80/wk for the remaining 18 weeks (April 2, 2012 to July 30, 2012).

18 weeks x $1927.80/week = $34,700.40 (Contractor for weekly rental of temporary bridge - Kubricky Construction Corporation) The original bridge was last inspected by NYSDOT on December 15, 2001 with no flagging, see attached inspection report. A written notice, dated June 29, 2004 (attached) from NYSDOT was sent to the applicant stating that the State will no longer inspects

Location Description:

Town of Windham Bridge

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	660	1000	1660	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR1263C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Windham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$656,701.82
Total Budget	$0.00	$656,701.82
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3LB-12 Stewart Road PA-02-NY-4020-PW-05483 PA-02-NY-4020-State-0116(116)
The applicant, following town procurement policy, will contract the repair of the Stewart Road culverts.
Site 1. Stewart Road Culvert GPS 42.29264, -74.17093
1a) Replace and relay Stacked Stone Strip Footing (west side): 30 FT Long x 4 FT High x 2 FT Thick
1b) Replace and relay Stacked Stone Strip Footing (east side): 30 FT Long x 4 FT High x 2 FT Thick
1ca) Excavate road and culvert coverage: 30 FT Long x 26 FT Wide x 11.22 FT Thick / 27 = 324 CY
1cb) Demolish steel, multiplate arch culvert: 30 FT Long x 19 FT-11 IN Wide x 12 FT-1 IN High
1cc) Disposal of steel, multiplate arch culvert: 30 FT Long x 19 FT-11 IN Wide x 12 FT-1 IN High
1cd) Replace and install steel multiplate 19 FT-11 IN x 12 FT-1 arch culvert: 30 LF
1d) Remove and relay Stacked Stone wing walls: 12 FT Long x 12 FT Wide x 2 FT Thick x 4 (both ends / each side) / 27 = 42.7 CY
1e) Replace, install, and compact road Aggregate Base Course: 40 FT Long x 30 FT Wide x 0.33 FT Thick / 27 = 14.7 CY
1f) Replace and compact Bituminous Concrete road surface: 40 FT Long x 24 FT Wide / 9 = 106.7 SY (@ 0.33 FT Thick)
Site 2. Stewart Road Culvert GPS 42.29272, -74.17093
2a) Replace and relay Stacked Stone Strip Footing (west side): 30 FT Long x 4 FT High x 2 FT Thick
2b) Replace and relay Stacked Stone Strip Footing (east side): 30 FT Long x 4 FT High x 2 FT Thick
2ca) Excavate road and culvert coverage: 30 FT Long x 26 FT Wide x 11.22 FT Thick / 27 = 324 CY
2cb) Demolish steel, multiplate arch culvert: 30 FT Long x 19 FT-11 IN Wide x 12 FT-1 IN High
2cc) Disposal of steel, multiplate arch culvert: 30 FT Long x 19 FT-11 IN Wide x 12 FT-1 IN High
2cd) Replace and install steel multiplate 19 FT-11 IN x 12 FT-1 arch culvert: 30 LF

2d) Remove and relay Stacked Stone wing walls: 12 FT Long x 12 FT Wide x 2 FT Thick x 4 (both ends / each side) / 27 = 42.7 CY
2e) Replace, install, and compact road Aggregate Base Course: 40 FT Long x 30 FT Wide x 0.33 FT Thick / 27 = 14.7 CY
2f) Replace and compact Bituminous Concrete road surface: 40 FT Long x 24 FT Wide / 9 = 106.7 SY (@ 0.33 FT Thick)
Site 3. Stewart Road Culvert GPS 42.29558, -74.17289
3a) Replace and relay Stacked Stone Strip Footing (west side): 30 FT Long x 4 FT High x 2 FT Thick
3b) Replace and relay Stacked Stone Strip Footing (east side): 30 FT Long x 4 FT High x 2 FT Thick
3cb) Demolish steel, multiplate arch culvert: 30 FT Long x 19 FT-11 IN Wide x 12 FT-1 IN High
3cc) Disposal of steel, multiplate arch culvert: 30 FT Long x 19 FT-11 IN Wide x 12 FT-1 IN High
3cd) Replace and install steel multiplate 19 FT-11 IN x 12 FT-1 arch culvert: 30 LF
3d) Remove and relay Stacked Stone wing walls: 12 FT Long x 12 FT Wide x 2 FT Thick x 4 (both ends / each side) / 27 = 42.7 CY
3e) Replace, install, and compact road Aggregate Base Course: 40 FT Long x 30 FT Wide x 0.33 FT Thick / 27 = 14.7 CY
3f) Replace and compact Bituminous Concrete road surface: 40 FT Long x 24 FT Wide / 9 = 106.7 SY (@ 0.33 FT Thick)
477DR3LC-12 Peck Road & Stewart Road PA-02-NY-4020-PW-00442 PA-02-NY-4020-State-0006(4)
The applicant used contract labor and equipment (Cranbrook Construction Inc) to complete the following repairs on Peck Road and Stewart Drive. Thecant purchased the materials from Peckham Materials Corp which were hauled by Van Etten Trucking. The applicant used 10 hours of force account regular time labor, 11 hours of force account overtime labor, and 21 hours of force account equipment to haul materials from Peckham and from applicant owned stock to Peck Road.
Site 1. Peck Road GPS 42.29113, -74.16296
1a) Cleanout 15 IN CMP: 2 @ 40 LF EA
1b) Ditch shaping and cleaning: approximately 225 LF

Site 2. Peck Road GPS 42.29472, -74.16918
2a) Clogged, obstructed, and misaligned 6 FT Oval CMP: 50 LF
2b) Eroded and displaced Heavy Stone Rip Rap (outlet): 20 FT Long x 10 FT Wide x 5 FT Thick / 27 = 37 CY x 1.4 = 51.8 Ton
2c) Eroded and displaced Heavy Stone Rip Rap (inlet): 30 FT Long x 10 FT Wide x 5 FT Thick / 27 = 55.6 CY x 1.4 = 77.84 Ton
2d) Eroded and displaced Item 4 road shoulder (outlet): 40 FT Long x 4 FT Wide x 0.5 FT Thick / 27 = 3.0 CY x 1.6 = 4.8 Ton
2d) Eroded and displaced Item 4 road shoulder (inlet): 20 FT Long x 10 FT Wide x 0.5 FT Thick / 27 = 3.7 CY x 1.6 = 5.9 Ton
Site 3. Peck Road GPS 42.29149, -74.16905 (start): 42.29649, -74.16909 (end)
3a) Eroded and displaced Heavy Stone Rip Rap: 100 FT Long x 20 FT Wide x 4 FT Thick / 27 = 296.3 CY x 1.4 = 414.8 Ton
3b) Eroded and displaced Item 4 road shoulder: 120 FT Long x 6 FT Wide x 0.5 FT Thick / 27 = 13.3 CY x 1.6 = 21.3 Ton
3c) Eroded and displaced Heavy Stone Rip Rap: 60 FT Long x 14 FT Wide x 3 FT Thick / 27 = 93.3 CY x 1.4 = 130.6 Ton
3d) Eroded and displaced Item 4 road shoulder: 80 FT Long x 4 FT Wide x 0.33 FT Thick / 27 = 3.9 CY x 1.6 = 6.2 Ton
3e) Eroded and displaced Heavy Stone Rip Rap: 45 FT Long x 10 FT Wide x 2.74 FT Thick / 27 = 45.7 CY x 1.4 = 63.99 Ton
3f) Eroded and displaced Item 4 road shoulder: 55 FT Long x 4 FT Wide x 0.52 FT Thick / 27 = 4.2 CY x 1.6 = 6.75 Ton
Site 4. Peck Road Culvert GPS 42.29472, -74.16910
4a) Damaged and destroyed 84 IN CMP: 30 LF
4b) Eroded and displaced Item 4 road shoulder: 15 FT Long x 22 FT Wide x 2.24 FT Thick / 27 = 27.44 CY x 1.6 = 43.93 Ton
4c) Eroded and displaced Item 4 road shoulder: 375 FT Long x 22 FT Wide x 0.76 FT Thick / 27 = 231.25 CY x 1.6 = 370 Ton
Site 5. Stewart Drive GPS 42.29507, -74.17559 (start); 42.29274, -74.17218 (end)
5a) Clogged and obstructed ditch (intermittent both sides of road): approximately 0.26 mile
5b) Eroded and displaced Fine Stone road shoulder: 385 FT Long x 2 FT Wide x 0.25 FT Thick / 27 = 7.1 CY x 1.6 = 11.4 Ton
Site 6. Stewart Drive GPS 42.29552, -74.17501 (start); 42.29306, -74.17170 (end)
6a) Clogged and obstructed ditch (intermittent both sides of road): approximately 0.37 mile
6b) Eroded and displaced Fine Stone road shoulder: 358 FT Long x 2 FT Wide x 0.25 FT Thick / 27 = 6.6 CY x 1.6 = 10.6 Ton
Stone and gravel totals:

Heavy Stone Rip Rap: 739.03 Ton
Item 4 Gravel: 458.88 Ton
Fine Stone Fill: 21.98 Ton
477DR3LD-12 Vining Rd, Mill Rd, Peters Rd, Mt Pisgah Rd ad Siam Rd PA-02-NY-4020-PW-00691 PA-02-NY-4020-State-0009(8)
The applicant employed contract (J&A Bayly Construction) labor and equipment for ditch/shoulder repair and culvert replacement. The applicant also used 236.5 hours of force account labor, 236.5 force account equipment, purchased materials, and gae rom stock to complete the following road repairs at Vining Road, Mill Road, Peters Road, Mt. Pisgah Road, and Siam Road: Site 1. Mill Street GPS 42.24668, -74.25362 (start); 42.34371, -74.26024 (end)
1a) Replace and compact Item 4 driveway approach: 40 FT Long x 12 FT Wide x 0.5 FT Thick / 27 = 8.9 CY x 1.6 = 14.24 Ton
1b) Replace and compact Item 4 road shoulder: 175 FT Long x 4 FT Wide x 0.5 FT Thick / 27 = 13 CY x 1.6 = 20.8 Ton Site 2. Mill Street GPS 42.32244, -74.26855
2) Replace and compact Item 4 road shoulder & driveway approach: 40 FT Long x 20 FT Wide x 0.5 FT Thick / 27 = 14.8 CY x 1.6 = 23.68 T Site 3. Mill Street GPS 42.32076, -74.26407 (start); 42.31666, -74.25343 (end)
3) Replace and compact Item 4 driveway approaches: 40 FT Long x 20 FT Wide x 0.5 FT Thick / 27 = 14.8 CY x 1.6 = 23.68 Ton Site 4. Peters Road GPS 42.34367, -74.28656
4a) Replace and compact 57 IN x 38 IN Arch Culvert: 40 LF
4b) Replace and compact Item 4 culvert coverage: 30 FT Long x 20 FT Wide x 1 FT Thick / 27 = 22.22 CY x 1.6 = 35.55 Ton Site 5. Mt. Pisgah Road GPS 42.36473, -74.24740
5a) Reclaim and compact Unclassified Fill: 35 FT Long x 22 FT Wide x 2 FT Thick / 27 = 57 CY
5b) Replace and compact Item 4 surface gravel: 45 FT Long x 20 FT Wide x 0.5 FT Thick / 27 = 16.7 CY x 1.6 = 26.72 Ton Site 6. Siam Road GPS 42.31682, -74.25265 (start); 42.33203, -74.25282 (end)
6) Replace and compact Item 4 road shoulders: 575 FT Long x 5 FT Wide x 0.5 FT Thick / 27 = 53.2 CY x 1.6 = 85.12 Ton' Site 7. Vining Road GPS 42.31682, -74.25265
7) Replace and compact Item 4 road shoulder: 15 FT Long x 15 FT Wide x 4.26 FT Thick / 27 = 35.5 CY x 1.6 = 56.89 Ton All asphalt paving for the Town of Windham was captured on PW #8248002.
477DR3LE-12 Various locations throughout the Town of Windham PA-02-NY-4020-PW-00786 PA-02-NY-4020-State-0008(7)
he applicant used 48 hours of force account labor, 50 hours of force account equipment, and purchased materials (Chemung Supply Corp) to assist the following repairs. The applicant employed contract (Litchko Construction) labor and equipment to install the guide rail at the following locations:
Site 1. Peck Road GPS 42.29422, -74.16902
1a) Replace and install 6 IN x 6 IN Metal Box Guide Rail / Post: 168 LF Straight, 18 LF Radius, and 2 Type 1 ends (west side)
1b) Replace and install 6 IN x 6 IN Metal Box Guide Rail / Post: 72 LF Straight, 18 LF Radius, and 2 Type 1 ends (east side)
Site 2. Peck Road GPS 42.29552, -74.16915 (start); 42.29636, -74.16912 (end)
2) Replace and install 6 IN x 6 IN Metal Box Guide Rail / Post: 318 LF Straight, 18 LF Radius, and 2 Type 1 ends (east side)
Site 3. Big Hollow Road GPS 42.29195, -74.12853 (start); 42.29169, -74.12716 (end)
3) Replace and install 6 IN x 6 IN Metal Box Guide Rail / Post: 336 LF Straight, 36 LF Radius, and 2 Type 1 ends (north side)
Site 4. Big Hollow Road GPS 42.28892, -74.11407
4a) Replace and install 6 IN x 6 IN Metal Box Guide Rail / Post: 132 LF Straight and 2 Type 1 ends (north side)
4b) Replace and install 6 IN x 6 IN Metal Box Guide Rail / Post: 24 LF Straight and 2 Type 1 ends (south side)
Site 5. Nauvoo Road GPS 42.33919, -74.21865
5a) Reclaim and install 6 IN x 6 IN Metal Box Guide Rail / Post: approximately 40 LF (east side)
5b) Reclaim and install 6 IN x 6 IN Metal Box Guide Rai /Pot: approximately 40 LF (west side)
This PW is for Guide Rail replacement only. The road damages at Big Hollow Road were captured on PW #8248003; the road damages to Peck Road were captured on PW #8248004; the road damages to Nauvoo Road were captured on PW #8248006. All road paving was captured on PW #8248002.
477DR3LF-12 Ruland Rd, Pinekill Rd, High Peak Rd and Barmum Rd PA-02-NY-4020-PW-00812 PA-02-NY-4020-State-0012(10)
The applicant used 168 hours of force account labor, 168 hours of force account equipment, and purchased stone and gravel to complete the following repairs at Ruland Road, Pinekill Road, High Peak Road, and Barnum Road.
Site 1. Barnum Road GPS 42.27138, -74.18285 (start); 42.27105, -74.18300 (end)
1a) Ditch cleaning and shaping: 175 LF
1b) Replace and place Slope Material ditch lining: 150 FT Long x 5 FT Wide x0.441 FT Thick / 27 = 12.66 CY x 1.4 = 17.72 Ton Site 2. Pine Kill Meadows Road GPS 42.28689, -74.16678 (start); 42.28588, -74.16591 (end)
2a) Ditch cleaning and shaping: 250 LF
2b) Replace and place Slope Material ditch lining: 250 FT Long x 4 FT Wide x0.332 FT Thick / 27 = 12.3 CY x 1.4 = 17.24 Ton Site 3. Ruland Road GPS 42.29201, -74.14977 (start); 42.29071, -74.14661 (end)

3a) Ditch cleaning and shaping: 1,050 LF
3b) Replace and place Slope Material ditch lining: 1,050 FT Long x 5 FT Wide x0.482 FT Thick / 27 = 93.65 CY x 1.4 = 131.11 T
3c) Replace and compact Item 4 road shoulder/culvert coverage: 1,050 FT Long x 5 FT Wide x 0.231 FT Thick / 27 = 44.88 CY x 1.6 = 71.8 Ton
Site 4. High Peak Road GPS
4a) Ditch cleaning and shaping: 530 LF
4b) Replace and compact Slope Material ditch lining: 530 FT Long x 5 FT Wide x0.493 FT Thick / 27 = 48.38 CY x 1.4 = 67.73 Ton
4c) Replace and compact Item 4 road shoulder/culvert coverage: 275 FT Long x 5 FT Wide x 0.24 FT Thick / 27 = 12.23 CY x 1.6 = 19.56 Ton
477DR3LG-12 Hickory Hill Road PA-02-NY-4020-PW-00689 PA-02-NY-4020-State-0009(8)
The applicant used contract (Van Etten Trucking) labor and equipment for repairs to Hickory Hill Road. The applicant used from stock Item 4 gravel and purchased additional material as outlined below for repairs at Hickory Hill Road. Site 1. Hickory Hill Road GPS 42.30880, -74.26343 1) Replace and compact Item 4 road shoulder: 160 FT Long x 4 FT Wide x 0.40 / 27 = 9.4 CY x 1.6 = 15 Ton Site 2. Hickory Hill Road GPS 42.31052, -74.26350 (start); 42.31023, -74.26570 (end) 2a) Replace and compact Unclassified Fill: 320 FT Long x 6 FT Wide x 1.41 FT Thick / 27 = 100 CY x 1.4 = 140.3 Ton 2b) Eroded and set Slope Material ditch lining: 740 FT Long x 6 FT Wide x 0.5 FT Thick / 27 = 82.2 CY x 1.4 = 115.29 Ton 2c) Replace and compact Unclassified Fill: 690 FT Long x 8 FT Wide x 0.82 FT Thick / 27 = 167.6 CY x 1.4 = 234.64 Ton 2d) Replace and compact Item 4 shoulder gravel: 690 FT Long x 5 FT Wide x 0.49 FT Thick / 27 = 62.5 CY x 1.6 = 100 Ton
477DR3LH-12 Main Street PA-02-NY-4020-PW-08288 PA-02-NY-4020-State-0116(116)
Applicant will utilize a general contractor for the main portion of construction on the downtown streetscape and an electrician for all the re-wiring and repairs to the downtown lamps. Applicant placed the bid package out for bid as two separate contracts, one for electric work and the other for the general contract work. Applicant will folowthetown's procurement and award policy to choose the lowest bidder.
1. Applicant will demo temporary bituminous concrete and repair side walk with salvaged blue stone. Included in repair will be leveling the base under the sidewalk and repairing any of the damaged under-drainage (4 IN perforated CPE bedded in 2 FT x 2 FT of 1A pea stone, wrapped in filter fabric) :
45 FT x 4 FT = 180 SF
110 FT x 4 FT = 400 SF
215 FT x 4 FT = 860 SF
560 FT x 4 FT = 4,480 SF
885 FT x 4 FT = 3,540 SF
360 FT x 4 FT = 1,440 SF
20 FT x 4 FT = 80 SF
TOTAL = 10,980 SF of which we can estimate 10% is damaged
Re-lay sidewalk: 9,882 SF - New sidewalk: 1,098 SF
Demo bituminous surface: 10,980/9 = 1220 SY
2. Applicant will repair washed out parking lot with aggregate base course 6 IN deep compacted and topped with two layers of chip and tar:
62 FT x 130 FT = 8060 SF/9 = 895 SY
130 FT x 20 FT = 2600 SF/9 = 288.89 SY
Total = 1183.89
3. Applicant will repair entrance to parking lot 40 FT x 20 FT = 800 SF/9 = 88.89 SY with bituminous concrete 2.5 IN base and 1.5 IN top. 4. Applicant will repair lamp posts (Sternberg model Richmond 3912-FP4-12 with fixture model Old Town A850 Polycarbonate). Applicant will salvage as many bollards and lamps as can be repaired. Estimate that 25 lamps are damaged and applicant will salvage as many as can be fixed to pre-disaster condition. Estimate includes 30 LF for each lamp of PVC and 2 elbows for PVC. Estimate also includes 3,000 LF of #6 wiring. Amount of wiring needed to restore lamps to pre-disaster condition is an estimate and will be determined as the electrician checks each individual lamp. Applicant will repair 200 LF of 1.5 IN PVC on bridge for lamp wiring that was damaged from the storm. 5. Contractor will patch existing driveways and business entrances within the cities right of way to match sidewalk repairs. Contractor is not to exceed right of way. 6. Applicant will repair bluestone curb estimated at least 8 spots average of 4 FT each = 32 LF5. 7. Applicant will replace 2 lighting control units, 3 curb stop valve boxes, 3 damaged pull boxes.
Project Notes: 1. Applicant will contract a contractor for general construction and for electrical work. (See attached bids and e-mail with intent to award.) Note: Contract includes work on road "Mainstreet" route 23. Work on the road is not eligible as it is a federal highway road. See attached e-mail from DOT claiming Federal Highway status for the road, but not the streetscape. 2. Contractor will provide temporary signage as shown on attached bid documents to follow roadway regulations for construction. 3. Estimates for sidewalk are based on visual inspection. During repair, contractor will check for ADA compliance and to ensure all walkways have been returned to the level pre-disaster condition at which time additional quantities may be added or subtracted from the sidewalk repair scope of work. A large portion of the original blue stone was salvaged and available for repairs. 4. See attached bid package and drawings for further details. 5. Per policy, FEMA does not pay for eedig of areas. Applicant has included seeding of scoured areas in the bid scope and must remove cost when submitting for payment.

477DR3LI-12 Clogged and Obstructed Culverts- Townwide PA-02-NY-4020-PW-00191 PA-02-NY-4020-State-0004(2)
The applicant used contract labor and equipment to flush and jet approximately 520 LF of various diameter culverts throughout the Town of Windham. Site 1. Stewart Road GPS 42.29275, -74.17098 1)Machine flush and jet 18 IN CMP: 80 LF Site 2. Slater Road GPS 42.28791, -74.18513 2)Machine flush and jet 18 IN CMP: 3 @ 40 LF EA Site 3. Elm Ridge Road GPS 42.29221, -74.21021 3)Machine flush and jet 24 IN CMP: 40 LF Site 4. CD Lane Drive GPS 42.30077, -74.25710 4)Machine flush and jet 36 IN CMP: 2 @ 140 LF EA
477DR3LJ-12 Nauvoo Road PA-02-NY-4020-PW-00432 PA-02-NY-4020-State-0006(4)
The applicant used contract labor and equipment to repair the following damaged road sites to pre-disaster condition. Some materials used in these repairs were purchased new and some were used from applicant owned stock. The applicant used 30 hours of force account regular time labor, 3 hours of force account overtime labor, and 33 hours of force account equipment to complete the following: Site 1. Nauvoo Road GPS 42.32294, -74.22486 (start); 42.32477, -74.22273 (end) 1a) Ditch cleaning and shaping: approximately 700 LF (both sides) 1b) Replace and compact Unclassified Fill: 445 FT Long x 6 FT Wide x 1.44 FT Thick / 27 = 142.86 CY x 1.4 = 200 Ton. 1 c) Replace and compact Item 4: 1410 FT Long x 6 FT Wide x 0.48 FT Thick / 27 = 150 CY x 1.6 = 240 Ton. 1d) Replace and set Slope Material ditch lining: 1410 FT Long x 5 FT Wide x 0.5 FT Thick / 27 = 130.6 x 1.4 = 182.84 Ton Site 2. Nauvoo Road GPS 42.33094, -74.21896. 2a) Replace and install 24 IN DIA CMP: 40 LF. 2b) Replace and compact Item 4 culvert backfill: 30 FT Long x 22 FT Wide x 0.59 / 27 = 14.45 CY x 1.6 = 23.12 Ton. Site 3. Nauvoo Road GPS 42.33154, -74.21883. 3a) Replace and install 24 IN DIA CMP: 40 LF 3b) Replace and compact Unclassified Fill: 45 FT Long x 14 FT Wide x 2.13 FT Thick / 27 = 49.8 CY x 1.4 = 69.72 Ton. Site 4 Nauvoo Road GPS 42.33581, -74.21788 4a) Replace and install 57 IN x 38 IN Arch CMP: 40 LF 4b) Replace and compact Unclassified Fill: 195 FT Long x 7 FT Wide x 3.8 FT Thick / 27 = 192.1 x 1.4 = 268.94 Ton 4c) Replace and compact Slope Material: 45 FT Long x 7 FT Wide x 1 FT Thick / 27 = 11.7 CY x 1.4 = 16.38 Ton Site. 5. Nauvoo Road GPS 42.33919, -74.21865 5) Replace and compact Unclassified Fill: 40 FT Long x 24 FT Wide x 4.27 FT Thick / 27 = 151.95 CY x 1.4 = 212.73 Ton Site 6. Nauvoo Road GPS 42.34155, -74.21857 (start); 42.33919, -74.21865 (end) 6a) Ditch cleaning and shaping: approximately 900 LF (both sides) 6b) Replace and compact Slope Material ditch lining: 1588 FT Long x 7 FT Wide x 0.57 / 27 = 234.72 CY x 1.4 = 328.61 Ton. All asphalt road paving was captured on PW 824800&.
477DR3LK-12 Elm Ridge Rd, High Ridge Rd, Jennie Notch Rd, Old Rd, and Chase Dr Ext PA-02-NY-4020-PW-00725 PA-02-NY-4020-State-0008(7)
The applicant employed contract (J&A Bayly Construction and Van Etten Trucking) labor and equipment for material trucking, ditch and shoulder repair, and culvert replacement. The applicant also used 273.5 hours of force account labor, 273.5 hours of force account equipment, purchased materials, and gravel from stock to complete the folloing rad repairs:
Site 1. Elm Ridge Road GPS 42.29221, -74.21021
1a) Replace and install 15 IN CMP: 60 LF
1b) Ditch cleaning and shaping: approximately 325 LF
Site 2. High Ridge Road GPS 42.28962, -74.20554 (start); 42.29204, -74.20159 (end)
2a) Ditch cleaning and shaping: approximately 975 LF
2b) Replace and install Slope Material ditch lining: 975 FT Long x 5 FT Wide x 0.56 FT Thick / 27 = 101.1 CY x 1.4 = 141.51 Ton
Site 3. Jennie Notch Road GPS 42.32028, -74.18746 (start); 42.32337, -74.18788 (end)
3a) Ditch cleaning and shaping: approximately 885 LF
3b) Replace and compact Item 4 road surface gravel: 885 FT Long x 18 FT Wide x 0.10 FT Thick / 27 = 59 CY x 1.6 = 94.41 Ton
Site 4. Old Road GPS 42.31847, -74.19524
4) Replace and compact Item 4 road shoulder: 70 FT Long x 5 FT Wide x 2.5 FT Thick / 27 = 32.4 CY x 1.6 = 51.84 Ton
Site 5. Old Road GPS 42.31335, -74.20628
5) Ditch cleaning and shaping: approximately 375 LF
Site 6. Old Road GPS 42.31174, -74.21241
6a) Replace and install 112 IN x 75 IN Arch Culvert: 40 LF
6b) Replace and compact unclass. Fill culvert coverage: 40 FT Long x 12 FT Wide x 6 FT Thick / 27 = 106.7 CY x 1.4 = 149.38 Ton
6c) Replace and install 24 IN CMP: 20 LF
6d) Replace and compact unclass. Fill culvert coverage: 40 FT Long x 8 FT Wide x 3 FT Thick / 27 = 35.6 CY x 1.4 = 49.84 Ton
6e) Replace and compact unclass. Fill road shoulder: 115 FT Long x 5 FT Wide x 1.76 FT Thick / 27 = 37.5 CY x 1.4 = 51.54 Ton
6f) Replace and install Medium Stone Fill: 50 FT Long x 3 FT Wide x 4.2 FT Thick / 27 = 23.35 x 1.4 = 32.69 Ton
Site 7. Old Road GPS 42.30998, -74.23173
7a) Replace and install 12 IN CMP: 20 LF
7b) Replace and compact Item 4 culvert coverage: 20 FT Long x 6 FT Wide x 2 FT Thick / 27 = 8.9 CY x 1.6 = 14.24 Ton
Site 8. Chase Drive Extension GPS 42.29545, -74.20593
8a) Replace and install 24 IN CMP: 50 LF

8b) Replace and compact Item 4 culvert coverage: 50 FT Long x 12 FT Wide x 2.36 FT Thick / 27 = 52.45 CY x 1.6 = 83.92 Ton
477DR3LL-12 Wedding Bell Lane Bridge over Batavia Kill PA-02-NY-4020-PW-07836 PA-02-NY-4020-State-0125(125)
Due to the extensive damage sustained by the bridge, it would be not technically feasible to repair the existing structure. Repair of the facility would entail temporarily supporting the superstructure and completely replacing both abutments. As such, the facility is deemed a total loss and is eligible for replacement per the 50% rule (See FEMA Publication 322 pp. 36-38).
WORK COMPLETED:
For Cat. B, see PW#8248089, emergency work to construct temporary access bridge. The Applicant contracted with an engineering firm (Praetorius and Conrad, PC.) to develop construction cost estimate to restore the bridge to its original design, function, and capacity. Per the engineering cost esteem (Attached), the Applicant will perform the following work:
Since most of the structural elements of the existing bridge were compromised/completely destroyed by Hurricane Irene, replacement is recommended. The following work will be performed:
1. Mobilization &nsp $1000.00
2. Remove abutments/wingwalls – 60 cy x $90/cy $5,400.00
3. C/D Disposal fee – 120 Ton x $95/Ton $11,400.00
4. Structural Excavation – 1000 cy x $20/cy $20,000.00
5. Two concrete abutments – 90 cy x $600/cy $54,000.00
6. Dewatering – 15 days x $1200/day $18,000.00
7. Steel 3 (W24 x 104) – 15,000 lb x $1.20/lb $18,000.00
8. Steel erection – 2 days x $5400/day $10,800.00
9. Timber Deck – 650 sft x $15/sf $9,750.00
10. Bridge railing (2 rail) – 100 lf x $120/lf $12,000.00
11. Bridge approaches – 450 cy x $30/cy $13,500.00
12. Temporary access bridge removal (Contract) $15,000.00
The engineering firm has utilized the average 2011 bid prices from the NYSDOT website and industry standard construction cost data. The engineering Cost Estimates provided by the Applicant was reviewed by the Project Specialist for cost reasonableness and accuracy (44 CFR Part 13) and found to be in line with NYSDOT weighted item price report, which is delivered from historic contracted cost average, therefore, considered acceptable and was used to develop Part A. Also, the Project Specialist prepared a cost estimate including CEF (Attached) to validate the A/E Estimate. The engineering estimate found acceptable.
Also, the following additional engineering services will be completed
- Hydraulic analysis to be done by engineer. (Estimated : $3,000.00 - Reference: average 2011 bid prices from NYSDOT)
- Soil/Geotechnical investigation by engineer. (Estimated: $1,775.00 - Reference: average 2011 bid prices from NYSDOT & A/E quote)
- Survey to be done by engineer. (Estimated: $5,000.00 - Reference: average 2011bid prices from NYSDOT)
- Engineering of final design of bridge. Selection to be qualification based. .
- Dimension of final design dependent on NYSDOT Bridge Code for hydraulic opening.
- Open competitive solicitation for bridge contractor.
The Applicant intends to contract out soil/geotechnical investigation, hydraulic analysis, and survey engineering services. Cost for these services was estimated by utilizing the average 2011 bid prices from NYSDOT website and was discussed with the Applicant. These services are not accounted for in the standard engineering curves in CEF, therefore, they are added as separate line items. Removal of the temporary access bridge that was constructed as part of the emergency protective measures, will be commenced once the construction of the new/replacement permanent bridge is completed. The Applicant intends to contract the bridge removal to Kubricky Construction Corp. A proposal in the amount of $15, 000 was provided by the Applicant and is attached to this project worksheet. The Applicant is planning on mitigating the new bridge by using sheet pile abutments in lieu of typical concrete abutments in order to strengthen the foundation and to provide a better support for superstructure. In addition, the applicant proposing to use precast concrete box beams with concrete deck in lieu of wood deck. This mitigation, if approved, will increase the bridge load posting from 7.5 Ton to 25 Ton. A HMP has been prepared to show the additional cost for these mitigation measures and is attached to this Project Worksheet (PW). The new bridge will be placed on the existing roadway alignment and improvements will be made as required to meet the current codes & standards and project objectives. In order for the new bridge to align with current T-intersection of Tall Woods Road with County Rt 40/Maplecrest Road, the new bridge location will be approximately 100 ft NW of current temporary bridge.(See attached NYSDOEC Permit Application Project Drawing Page 8 of 8) The original bridge was last inspected by NYSDOT on December 15, 2001 with no flagging, see attached inspection report. A written notice, dated June 29, 2004 (attached) from NYSDOT was sent to the applicant stating that the State will no longer inspects the bridge. However, the Applicant stated that even thought the State is no longer inspects the bridge, the bridge is owned , inspected and maintained by the Town of Windham.
477DR3LM-12 33 Sites on Main Street, Windham (State Route 23) PA-02-NY-4020-PW-03434 PA-02-NY-4020-State-0035(34)
Due to the magnitude of the event and the extend of the damage, the Town of Windham entered into emergency time and material agreements with Peckham Materials Corp and Delaware Engineering. Peckham Materials Corp

coordinated the reconstruction of Main Street with Delaware Engineering and the Town Highway Superintendent providing daily inspection services and monitoring of all work. Delaware Engineering also provided daily progress reports. Time and material agreements were necessary due to the immediate need to repair the main traffic artery of the town and restore electrical power to the residents. In addition, access to other communities equally damaged were impacted by the closure of this road. For these reasons and the extent of the damage, the applicant needed more than 70 hours to complete the work. The tow repaired the concrete curbs and additional concrete sidewalks, underground conduit & wiring, and eroded aggregate base & fill but placed temporally bituminous concrete in place of the stone sidewalks. All reusable pieces of sidewalk slate were collected for the permanent repairs this spring, and will be captured on a future PW.
Site Map 1. Location 1 Main Street (Blueprint Sheet 65R1) GPS 42.30816, -74.24947
1a) Replace and compact Bituminous Concrete (in place of Blue Stone Slate Sidewalk): 45 FT Long x 4 FT Wide = 180 SF
1b) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 35 FT Long x 10 FT Wide x 1 FT Thick / 27 = 13 CY
Site Map 2. Location's 2, 32, & 33 Main Street (Blueprint Sheet 64) GPS 42.30788, -74.24947 (start); 42.30756, -74.25028 (end)
2a) Replace and compact Bituminous Concrete Road Surface: 65 FT Long x 10 FT Wide = 650 SF
2b) Replace and compact Item 4 (in place of Unclassified Fill Base Course): 75 FT Long x 8 FT Wide x 1 FT Thick / 27 = 22 CY
2c) Replace and compact Bituminous Concrete (in place of Blue Stone Slate Sidewalk): 110 FT Long x 4 FT Wide = 400 SF
2d) Reclaim and set 4 IN surface water drain pipes: 45 LF
Site Map 3. Locations 4, 5, & 31 Main Street (Blueprint Sheet 63) GPS 42.30749, -74.25120 (start); 42.30716, -74.25215 (end)
3a) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 40 FT Long x 20 FT Wide x 1 FT Thick / 27 = 30 CY
3b) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 85 FT Long x 10 FT Wide x 1 FT Thick / 27 = 31 CY
3c) Replace and compact Bituminous Concrete(in place of Blue Stone Slate Sidewalk): 215 FT Long x 4 FT Wide = 860 SF
3d) Temporary repair 8 FT Tall Ornamental Light & Post: 2 EA
Site Map 4. Locations 9-11, 25-27 Main Street (Blueprint Sheet 62) GPS 42.30739, -74.25370 (start); 42.30737, -74.25452 (end)
4a) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 560 FT Long x 8 FT Wide x 1 FT Thick / 27 = 166 CY
4b) Replace and compact Bituminous Concrete (in place of Blue Stone Slate Sidewalk): 560 FT Long x 4 FT Wide = 4,480 SF
4c) Replace and install 1.5 IN electrical conduit to Street Lights: 235 LF
4d) Temporary repair 8 FT Tall Ornamental Light & Post: 5 EA
Site Map 5. Locations 12-16, 22-23 Main Street (Blueprint Sheet 61) GPS 42.30754, -74.25510 (start); 42.30775, -74.25671 (end)
5a) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 395 FT Long x 12 FT Wide x 1 FT Thick / 27 = 176 CY
5b) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 505 FT Long x 10 FT Wide x 1 FT Thick / 27 = 187 CY
5c) Replace and compact Bituminous Concrete (in place of Blue Stone Slate Sidewalk): 885 FT Long x 4 FT Wide = 3,540 SF
5d) Temporary repair 8 FT Tall Ornamental Light & Post: 2 EA
Site Map 6. Locations 17-18 Main Street (Blueprint Sheet 60R1) GPS 42.30783, -74.25724 (start); 42.30792, -74.25786 (end)
6a) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 360 FT Long x 10 FT Wide x 1 FT Thick / 27 = 133 CY
6b) Replace and compact Bituminous Concrete (in place of Blue Stone Slate Sidewalk): 360 FT Long x 4 FT Wide = 1,440 SF
6c) Temporary repair 8 FT Tall Ornamental Light & Post: 1 EA
Ste Map 7. Location's 2, 32, & 33 Main Street (Blueprint Sheet 64) GPS 42.30788, -74.24947 (start); 42.30756, -74.25028 (end)
7a) Replace and compact Item 4 Road Shoulder: 165 FT Long x 4 FT Wide x 0.5 / 27 = 12 CY
7b) Replace and compact Item 4 Gravel (in place of Unclassified Fill Base Course): 165 FT Long x 10 FT Wide x 1 FT Thick / 27 = 61 CY
7c) Replace and compact Bituminous Concrete (in place of Blue Stone Slate Sidewalk): 20 FT Long x 4 FT Wide = 80 SF
477DR3LN-12 Big Hollow Road PA-02-NY-4020-PW-00190 PA-02-NY-4020-State-0004(2)
The applicant used contract labor / equipment and 154 hours of force account regular time labor, 8 hours of force account overtime labor, and 161.5 hours of equipment, and materials to complete the following repairs on Big Hollow Road.

Site 1. Big Hollow Road GPS 42.29197, -74.12911
1) Eroded and reclaimable Unclassified Fill: 60 FT Long x 20 FT Wide x 3 FT Thick / 27 = 133.3 CY
Site 2. Big Hollow Road GPS 42.29205, -74.12859
2a) Eroded and displaced Heavy Stone rip rap: 200 FT Long x 20 FT Wide x 1.99 Thick / 27 = 294.9 x 1.4 = 412.9 Ton
2b) Eroded and displaced Item 4 road shoulder: 200 FT Long x 14 FT Wide x 1.055 Thick / 27 = 109.4 CY x 1.6 = 175 Ton
Site 3. Big Hollow Road GPS 42.28963, -74.11737
3a) Replace and install 15 IN CMP: 40 LF
3b) Replace and compact Item 4 road surface: 70 FT Long x 18 FT Wide x 0.80 FT Thick / 27 = 37.5 x 1.6 = 60 Ton
Site 4. Big Hollow Road GPS 42.28951, -74.11646
4a) Replace and install 15 IN CMP: 20 LF
4b) Replace and compact Item 4 road surface: 55 FT Long x 18 FT Wide x 0.68 FT Thick / 27 = 25 CY x 1.6 = 40 Ton
Site 5. Big Hollow Road GPS 42.28915, -74.11554
5a) Replace and install 15 IN CMP: 40 LF
5b) Replace and compact Item 4 road surface: 70 FT Long x 18 FT Wide x 0.80 FT Thick / 27 = 37.5 x 1.6 = 60 Ton
The asphalt paving at site 1 and 2 was captured on PW #8248001 Town wide Paving.
477DR3LO-12 Slater Lane PA-02-NY-4020-PW-00430 PA-02-NY-4020-State-0006(4)
The applicant used contract (Van Etten Trucking) labor and equipment for ditch cleaning and shaping, and culvert repair. The applicant used 140 hours of force account regular time labor, 99 hours of force account overtime labor, and 239 hours of force account equipment to haul materials and complete repairs on Slater Road. Site 1. Slater Road GPS 42.28133, -74.18238. 1a) Clogged and obstructed ditch: approximately 425 LF. 1b) Eroded and displaced Slope / Ditch Material: 425 FT Long x 5 FT Wide x 0.48 FT Thick / 27 = 37.44 CY x 1.4 = 52.42 Ton. 1c) Eroded and displaced Item 4 shoulder gravel: 425 FT Long x 5 FT Wide x 0.35 FT Thick / 27 = 27.51 CY x 1.6 = 44.01 Ton. Site 2. Slater Road GPS 42.28619, -74.18489 (start); 42.28791, -74.18513 (end). 2) Ditch cleaning and shaping: approximately 1,500 LF. Site 3. Slater Road Culvert GPS 42.28750, -74.18497. 3a) Replace and install 15 IN CMP: 60 LF. 3b) Replace and set Slope Stone Ditch Material: 795 FT Long x 5 FT Wide x 0.55 FT Thick / 27 = 81.52 CY x 1.4 = 114.13 Ton. 3c) Replace and compact Item 4 shoulder gravel: 195 FT Long x 5 FT Wide x 0.37 FT Thick / 27 = 13.51 CY x 1.6 = 21.61 Ton. The asphalt paving was captured on PW 8248002.
477DR3LP-12 C.D. Lane PA-02-NY-4020-PW-00313 PA-02-NY-4020-State-0004(2)
The applicant used contract labor and equipment for hauing materials and road repairs. The applicant used 32 hours of force account regular time labor and 32 hours of force account equipment to complete the following repairs. Site 1. C.D. Lane Road GPS 42.30290, -74.25688 (start); 42.30062, -74.25712. 1a) Eroded and displaced Unclassified Fill road base: 1200 FT Long x 4 FT Wide x 2.57 FT Thick / 27 = 456.35 x 1.4 = 638.89 Ton. 1b) Eroded and displaced Slope Stone ditch lining: 1780 FT Long x 7 FT Wide x 0.74 FT Thick / 27 = 341.87 CY x 1.4 = 478.62 Ton. 1c) Eroded and displaced Rip Rap Shot Rock: 325 FT Long x 6 FT Wide x 0.49 FT Thick / 27 = 35.19 CY x 1.4 = 49.27 Ton. 1d) Eroded and displaced Item 4 road shoulder: 1780 FT Long x 6 FT Wide x 0.47 FT Thick / 27 = 185.99 CY x 1.6 = 297.58 Ton. The asphalt paving on C. D. Lane Road was captured on a town wide paving PW #8248002.
477DR3LQ-12 Various Locations Townwide PA-02-NY-4020-PW-00189 PA-02-NY-4020-State-0006(4)
The applicant used contract labor, equipment, and materials to complete the following road repairs. The labor and equipment contractor for paving is KCK Paving, LLC; material trucking from plant to sites is Van Etten Trucking; materials were purchased from Peckham Materials Corp.
Big Hollow Road GPS 42.29255, -74.13109 (start); 42.29127, -74.12663
Site 1. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 220 FT Long x 0.21 FT Thick / 27 = 30.6 CY x 1.9 = 58.1 Ton
Site 2. Eroded and displaced Bituminous Concrete road surface: 18 FT Wide x 55 FT Long x 0.21 FT Thick / 27 = 7.6 CY x 1.9 = 14.4 Ton
Site 3. Eroded and displaced Bituminous Concrete road surface: 18 FT Wide x 110 FT Long x 0.21 FT Thick / 27 = 15.3 CY x 1.9 = 29.1 Ton
Peck Road GPS 42.29149, -74.16905 (start); 42.29649, -74.16909
Site 4. Replace and compact Bituminous Concrete road surface: 8 FT Wide x 175 FT Long x 0.125 FT Thick / 27 = 6.5 CY x 1.9 = 12.4 Ton
Site 5. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 130 FT Long x 0.21 FT Thick / 27 = 18.1 CY x 1.9 = 34.4 Ton
Site 6. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 30 FT Long x 0.21 FT Thick / 27 = 4.2 CY x 1.9 = 8.0 Ton
Site 7. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 30 FT Long x 0.21 FT Thick / 27 = 4.2 CY x 1.9 = 8.0 Ton
Stewart Drive GPS 42.29555, -74.17335 (start); 42.29279, -74.17084
Site 8. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 60 FT Long x 0.21 FT Thick / 27 = 8.3 CY x 1.9 = 15.8 Ton
Site 9. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 60 FT Long x 0.21 FT Thick / 27 = 8.3 CY x 1.9 = 15.8 Ton

Slater Road GPS 42.28133, -74.18238
Site 10. Replace and compact Bituminous Concrete road surface: 8 FT Wide x 880 FT Long x 0.125 FT Thick / 27 = 32.6 CY x 1.9 = 61.9 Ton
Chase Drive Extension 42.29545, -74.20593
Site 11. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 25 FT Long x 0.21 FT Thick / 27 = 3.5 CY x 1.9 = 6.7 Ton
Old Road GPS 42.31847, -74.19522
Site 12. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 50 FT Long x 0.21 FT Thick / 27 = 6.9 CY x 1.9 = 13.1 Ton
Nauvoo Road GPS 42.32444, -74.22315 (start); 42.33875, -74.21774
Site 13. Replace and compact Bituminous Concrete road surface: 8 FT Wide x 165 FT Long x 0.125 FT Thick / 27 = 6.1 CY x 1.9 = 11.6 Ton
Site 14. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 55 FT Long x 0.21 FT Thick / 27 = 7.6 CY x 1.9 = 14.4 Ton
Site 15. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 20 FT Long x 0.21 FT Thick / 27 = 2.5 CY x 1.9 = 4.8 Ton
Site 16. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 10 FT Long x 0.21 FT Thick / 27 = 1.4 CY x 1.9 = 2.7 Ton
Site 17. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 10 FT Long x 0.21 FT Thick / 27 = 1.4 CY x 1.9 = 2.7 Ton
Site 18. Replace and compact Bituminous Concrete road surface: 8 FT Wide x 370 FT Long x 0.125 FT Thick / 27 = 13.7 CY x 1.9 = 26.0 Ton
Mill Street GPS 42.34668, -74.25362 (start); 42.31666, -74.25343
Site 19. Replace and compact Bituminous Concrete road surface: 18 FT Wide x 46 FT Long x 0.21 FT Thick / 27 = 6.4 CY x 1.9 = 12.2 Ton
Site 20. Replace and compact Bituminous Concrete road surface: 19 FT Wide x 120 FT Long x 0.21 FT Thick / 27 = 17.6 CY x 1.9 = 33.4 Ton
Hickory Hill Road GPS 42.31052, -74.26350
Site 21. Replace and compact Bituminous Concrete road surface: 8 FT Wide x 375 FT Long x 0.125 FT Thick / 27 = 13.9 CY x 1.9 = 26.4 Ton

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	660	1000	1660	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR1263F-12
Activity Title:	Public Sewer/Public Water

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Windham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$105,193.32
Total Budget	$0.00	$105,193.32
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477FR3LU-12 Bus Garage Well House (water system project) PA-02-NY-4020-PW-08938 PA-02-NY-4020-State-0130(130) The Applicant utilized contract services to replace the Bus Garage Well House to its pre-disaster function. A breakdown of the contract services awarded are as follows:
General Construction - Evergreen Mountain Contracting: $82,650.00
Electrical Construction - Balsam Mechanical: $10,000.00
1. Delaware Engineering, P.C. performed Engineering services which included field inspection, damage assessments and preparation of the plans and specification for the replacement of the Bus Garage Well House. 2. Bid documents included in the scope of work the hazard mitigation rip rap lined bank above the Batavia Kill Creek to the replacement Well House. A credit to the executed contract value of $8174.00 has been applied to the General Construction contract to Evergreen Mountain costs and transferred to the Hazard Mitigation Proposal. 3. The Repair vs. Replacement 50% Rule per FEMA Policy 9524.4 does not apply as the Bus Garage Well House structure was totally destroyed. 4. FEMA policy 9526.1 does not permit Hazard Mitigation to be applied to a replacement building. The Hazard Mitigation measures proposed is not related to new construction.
477FR3LV-12 Batavia Kill Creek Water Main Crossing Repairs PA-02-NY-4020-PW-02470 PA-02-NY-4020-State-0042(42) Contract costs (cost $135,271.02) from August 26, 2011 to October 2, 2011 including the following: 1.) Install 8 inch diameter shut off valves on each side of creek to stop leak- 2 EA. 2.) Replace broken section of 6 inch diameter ductile iron pipe and fittings- 200 LF. The existing water main was an 8 inch diameter ductile iron pipe on both sides of the stream but the section of water main crossing the stream was 6 inch diameter. When the water main broke, the town started to lose water pressure and the immediate concern was to stop the leak which was accomplished by installing 8 inch isolation valves on both sides of the stream. After the water leak was stopped, the

water main was replaced with a full size (8 inch diameter) section of HDPE (high density polyethylene) pipe which was core bored 7 ft below the creek bottom. HDPE pipe was used because it is current engineering practice for this type of installation. The replacement pipe was 8 inch diameter because it is good engineering practice to keep a consistent line size in a water main. The pipe installation involved core boring 7 ft below the creek bottom for the new pipe. This installation method was chosen due to the high level of the stream at the time of installation which made it almost impossible to lay the pipe back across the creek bottom. Also, current environmental regulations would not have allowed the laying of the pipe across the creek bottom. The alternate to core boring would have been to build a temporary coffer dam to divert the stream flow through pumps, and trench across the creek bottom. This also would have caused major environmental concerns and would have been very difficult for the stream conditions at the time. The installation using a coffer dam, pumps and trench would have been more costly (see attached cost analysis). The actual cost for the installation was: boring ($54,284.54) + mechanical ($72,076.79) for a total of $126,361.33. The estimated cost for the work using a coffer dam, pumps and trench is $126,336.54. This does not include any factor for the ency conditions under which the work was performed. The construction costs are reasonable. The applicant did not bid the work at the time because of the emergency conditions under which the pipe replacement was made. Work is complete - there are no mitigation opportunities. The Project Specialist has reviewed the contractor's invoice and has questioned the hourly rates charged for equipment. The Contractor has stated that he used the Equipment Watch Rental Rate Blue Book as a basis for the ownership and operating costs as charged. The Project Specialist has compared the Contractor's rates to the New York State DOT Operations Division Office of Transportation Maintenance Equipment Rental Rate Schedule (January, 2011) and has found the rates used by the contractor to be significantly higher. The PW has been written to include the contractor's costs as invoiced but Project Specialist believes that the rates used for equipment should be reviewed by FEMA at close out. The cost of engineering fees associated with the repairs was $8,909.69 or 7.4% of construction costs. The 2007 Curve B from PA Guide FEMA 322/ June 2007, pg 58 for above average complexity allows an engineering fee of 24.7 % (see attached engineering fee calculation). The engineering fees are reasonable. (See attached communications with applicant regarding equipment rates.)
477FR3LW-12 Hensonville Well House PA-02-NY-4020-PW-07539 PA-02-NY-4020-State-0091(90)
The Applicant utilized contract services, rented equipment and purchased material to complete the necessary repairs/replacements needed to bring the damaged items at the Hensonville Well House to pre-disaster function. A breakdown of the services are as follows:
CONTRACT SERVICES - $13,686.20
- Smith Well Drilling, Inc. (SWD) was contracted by the Applicant to perform the following:
1. Remove muck - dry Trench (above the Contact Tank) - (12 ft L x 6 ft W x 1 ft D) = 72 cu ft
2. Remove muck - 2,000 gallon Contact Tank - (12 ft L x 6 ft W x 4 ft D) = 288 cu ft
3. Remove muck - Well House interior floor - (10 ft x 10 ft x 1 ft D) = 100 cu ft
4. Remove debris - Well House interior walls - 10 ft W x 4 ft 2 in. H = 42 sq ft x 4 walls = 167 sq ft
5. Replace - Sch 80, PVC Pipe = 26 lf
6. Replace - 30 gallon Solution Tank - 1 ea
SWD installed a temporary bypass system to chlorinate the ground water for disinfection while the booster pump was undergoing repair. As shown in sketch 1, the Applicant connected bypass PVC pipe directly from the ground water well to the Distribution System. To this bypass pipe, a connection was made from the solution tank (chlorine) to the bypass pipe to provide disinfection prior to the water flowing to the distribution system. The solution was pumped into the water at 5 gal/day (pre-disaster 2 gal/day) in order to ensure the water was properly treated as the process time to normally chemically treat the water was decreased. Miscellaneous fittings were utilized to complete this process (see attached sketch). The cost of their services totaled $10,399.54.
- Grey Electric Co. was contracted to:
7. Complete rewind and insulated motor, replaced two new bearings and additional parts - 10 HP Booster Pump - 1 ea
The cost of their services totaled $1,393.66.
- Hammel Electric was contracted to:
8. Replaced - 5 ft, 1,050 Watt Electric Metal Wall Heaters (inside M uling) - 2 ea
9. Replaced - 10 ft, 2000 Watt Electric Metal Wall Heater (inside the dry pit) - 1 ea
The cost of their services totaled $708.00. - J. Myers Water Services, Inc. performed a bacteriological examination of the water produced from the bypass pipe as a result of the booster pump repairs (see attached results). The Town was placed on a boil water notice while the repairs to this location were undergoing. A series of three (3) samples were taken to ensure system cleanliness of the water was obtained. The results of the testing shows the water was absent for coli form and E. Coli. The cost of their services totaled $90.00. - Delaware Engineering, P.C. (DEPC) performed Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant on this project. DEPC has a pre-event to present contract with the Applicant to perform the duties described above. The cost of DEPC's services for this project totaled $795.00.

MATERIALS - $290.72
- Bottini Fuel Corporation provided 5.5 gallons of diesel fuel for use in the rented generator. The cost of the fuel totaled $18.52.
- RDN Pool Supply, LLC provided 18 ea - 5 gallon Sodium Hypochlorite containers to chemically treat the water processed at the Well House. The cost of the chemicals totaled $272.20.
COSTWORKS - $1,499.30

CostWorks 2012 was used to complete a cost estimate of costs to bring the Roof above the Dry Pit and Contact Tank back to its pre-disaster condition.
10. Replace - 12 ft L x 6 ft W Flat Plywood Base Asphalt Rolled Roof above the Dry Pit and Contact Tank
The Applicant did not bring this section to pre-disaster condition (see project note #1). The work to return the roof to pre-disaster condition is as follows:
10a. Demolish - wood framing, joists 2 in x 8 in - 48 lf
10b. Demolish - wood framing, joists 2 in x 12 in - 56 lf
10c. Demolish - thermal and moisture protection, roll roofing, cold adhesive - 0.72 sq
10d. Demolish - thermal and moisture protection, rood edge, aluminum soffit and fascia - 36 lf
10e. Demolish - thermal and moisture protection, roofing, roofing felt, #30 - 0.72 sq
10f. Demolish - wood framing, sill plate, 2 in x 8 in - 36 lf
10g. Demolish - wood framing, subfloor, plywood, 3/4 in thick - 72 sf
10h. Install - sill and ledger framing, sills, 2 in x 8 in - 36 lf
10i. Install - deck framing, treated lumber, joists 2 in x 8 in - 48 lf
10j. Install - deck framing, treated lumber, joists 2 in x 12 in - 56 lf
10k. Install - plywood underlayment grade, 3/4 in thick - 72 sf
10l. Install - roll roofing, asphalt, 1 ply #15 organic felt, 1 ply mineral surfaced, selvage roofing, lap 19 in, nailed & mopped - 0.72 sq
10m. Install - felt, asphalt, #30, 2 square per roll, no mopping - 0.72 sq
10n. Install toothing masonry, minimum labor/equipment charge - 1 job
10o. Install bulkhead cellar door - 1 job
10p. Install door hardware, hasp, steel, 3 in assembly - 1 ea
10q. Install door hardware, hinges, full mortise, non removable pin - 2 ea
10r. Install door hardware, hinges, for floating pin, driven tips - 2 ea
477FR3LX-12 Repairs to Hickory Hill Pump taio P-0-NY-4020-PW-02391 PA-02-NY-4020-State-0035(34)
Equipment cost ($5,304.00) and Contract cost ($26,254.92) from August 26, 2011 to October 27, 2011 including the following:. 1. Clean out wet well filled with sludge. 2. Replace 43 kW emergency generator that was submerged. 3. Replace propane tanks and piping washed away.
477FR3LY-12 Repairs Elm Street Pump Station PA-02-NY-4020-PW-01763 PA-02-NY-4020-State-0064(63)
Contract costs ($26,059.72) from August 26, 2011 to October 26, 2011 to complete the following storm related repairs: 1. Clean out wet well filled with sludge. 2. Replace 43 kW emergency generator that was submerged. 3. Replace propane tanks and piping washed away. 4. Replace pavement near building that was washed away 20 ft by 10 ft- 200 SF. 5. Replace washed away soil under pavement- 30 ft by 20 ft by 4 ft deep- 87 CY
The emergency generator was removed by the operating staff for the Town at minimal cost and the Town is not asking for reimbursement of these costs (see attached e-mail). The emergency generator was installed by the generator supplier and the associated costs are included in invoice from the vendor- Atlantic Detroit Diesel.
477FR3LZ-12 Westwinds Pump House PA-02-NY-4020-PW-07313 PA-02-NY-4020-State-0083(82)
The Applicant utilized contract services, rented equipment, force account (FA) labor and equipment, and purchased material to complete the necessary repairs/replacements needed to bring the damaged items at the Westwinds Pump House to pre-disaster function. A breakdown of the services is as follows:
CONTRACT SERVICES Cranbrook Construction, Inc. (Cranbrook) was contracted to complete the excavation, removal, replacement/installation, and backfilling work necessary to:
1. Approx. 650 lf - 4 in. Class 52 Ductile Iron (DIP) water main pipe - replaced (see project note #2)
2. Approx. 20 lf - 2, 3, and 4 in. Class 52 DIP interior well house pipe, fittings, restraints, and a flow meter inside the Pump House - replaced (see project note #2)
3. 1 ea. - Fire Hydrant with Shutoff Valve - replaced
4. 1 ea. - Fire Hydrant - reset
The Applicant initially discovered the displaced hydrant and thought that once reset, the issue of the Town's lack of water would be resolved. Cranbrook was called in to complete this work. During the process of resetting the hydrant, it was discovered that a section of the PVC water main pipe was broken. The broken section was replaced with DIP and pressure tested, which led to the discovery of another section of broken pipe. The replacement of broken pipe and pressure testing occurred for three (3) continuous cycles when the Applicant decided to replace the entire line of pipe from the Pump House to the fire hydrants. The pipe was installed at a depth between five (5) and six (6) ft. The cost of their services totaled $78,153.41. J. Meyers Water Services, Inc. was contracted to perform a bacteriological examination of the water produced at the Pump House as a result of the water main replacement (see attached results) per the Department of Health (DOH) standards for public water supplies (see attached AWWA Standard Document, Section 5). The cost of their services totaled $30.00. Smith Well Drilling, Inc. was contracted to assist in making the temporary hose connctin t reill the system while the damaged section of the water main was replaced. The cost of their services totaled $427.50. Delaware Engineering, P.C. (DEPC) has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The cost of DEPC's services for this project totaled $7,245.45. RENTED EQUIPMENT
The Applicant rented a 650 HP Dozer for two (2) days (August 30-31, 2012) for a total of 14 hours for use by the contractor Cranbrook Construction as part of their work performed on the site. The billing for the operator of the

equipment is included in Cranbrook's invoiced cost. The cost of the rental totaled $2,404.50.
FA LABOR
The Applicant utilized three (3) of its employees to operate the machinery required to grade, spread and compact:
1. 523 Tons -item #4 crush run limestone access road washed away (1050 ft L x 16 ft W x 0.5 ft D = 10,080 cf / 27 = 373 cy x 1.4 = 523 tons) - replaced
The employees worked three (3) consecutive days (May 8-10, 2012), 24 total hours each, for a total cost of $2,383.69.
FA EQUIPMENT
The Applicant utilized its Motor Grader and two (2) ea Dump Trucks to grade, spread and compact:
1. 523 Tons - item #4 crush run limestone access road (1050 ft L x 16 ft W x 0.5 ft D = 10,080 cf / 27 = 373 cy x 1.4 = 523 tns) - replaced
The equipment was operated three (3) consecutive days (May 8-10, 2012), 24 total hours each, for a total cost of $3,672.00.
MATERIALS
The Applicant purchased item #4 crush run limestone utilized for the access road to the Pump House. A total of 258.05 tons of material was delivered on May 8th. A total of 193.77 tons of material was delivered on May 9th. A total of 72.04 tons of material was delivered on May 10th for a grand total of 523.86 tons of material. The cost of the material totaled $3,902.76 (see project note #7). MITIGATION The work was complete at the time of the additional site inspection; as such, there are no add-on mitigation opportunities. There were also no mitigation opportunities identified by the Applicant during the November 21, 2011 original site inspection.
477FR3MA12 Windham Wastewater Treatment Plant (WWTP) - Outfall Restoration PA-02-NY-4020-PW-07629 PA-02-NY-4020-PW-07629
ollowing its established procurement policy (dated March 24, 1994, attached), the Applicant set out for bid work necessary to restore the WWTP outfall to pre-disaster function. A total of five (5) contractors partook in the open bidding. The Applicant's Engineer Company, Delaware Engineering, PC (DEPC) reviewed all bids and recommended awarding the construction contract to Hubbell, Inc. (the low bidder). The costs captured within this project are based on DEPC's recommendation. The work to be completed is as follows:
Install – 3 FT H temporary silt fence around project site – 40 LF
ESTIMATE - Hubbell Inc. - $11,750.00
1. Demo – reinforced-concrete headwall – 1 EA
1a. Replace Cast-in-Place – reinforced-concrete headwall (3 CY) – 1 EA
2. Demo – reinforced-concrete foundaton &ash; 1 EA
2a. Replace Cast-in-Place – reinforced-concrete foundation (7 CY) – 1 EA
3. Place – 12 IN #2 stone base below outfall structure – 11 Tons
4. Excavate slope surrounding pre-existing outfall structure – 6 CY
4a. Replace – fill – 6 CY
5. Place – 12 IN heavy stone fill surrounding outfall structure – 20 CY
6. Place – 12 IN medium stone fill in front of outfall structure – 13 CY
7. Reset – PVC sewer pipe – (14 FT L, 15 IN DIAM) – 1 EA
7a. Install – PVC sewer pipe sleeve – (1 FT L x 15 IN DIAM) – 1 EA
8. Spread – erosion control seeding – 8 SY
ENGINEERING SERVICES - DEPC - $1,000.00
DEPC has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The estimated time and cost for engineering services is 10 hours at $100/hr for a total cost of $1,000.00.
DIRECT ADMINISTRATIVE COSTS - $105.98
The sub grantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of this PA project only and in accordance with 44 CFR §13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub grantee activities and are not included in any approved indirect cost rates.
MITIGATION:
To prevent erosion of the embankment above the headwall, the Applicant has chosen to mitigate the 9 FT L x 7 FT W x 1 FT D (63 CF/27 = 2 CY x 1.4 = 3 Tons) said area with the placement of 12 IN minimum heavy stone fill. The outfall structure will also be installed further back onto the PVC Sewer Pipe in an attempt to reduce the likely hood of the outfall structure separating from the sewer pipe as it did during the declared event (see attached HMP).
477FR3MA12 Windham Wastewater Treatment Plant (WWTP) - Outfall Restoration PA-02-NY-4020-PW-07629(0) PA-02-NY-4020-State-0091(90)
Following its established procurement policy (dated March 24, 1994, attached), the Applicant set out for bid work necessary to restore the WWTP outfall to pre-disaster function. A total of five (5) contractors partook in the open bidding. The Applicant's Engineer Company, Delaware Engineering, PC (DEPC) reviewed all bids and recommended awarding the construction contract to Hubbell, Inc. (the low bidder). The costs captured within this project are based on DEPC's recommendation. The work to be completed is as follows:
Install – 3 FT H temporary silt fence around project site – 40 LF
ESTIMATE - Hubbell Inc. - $11,750.00
1. Demo – reinforced-concrete headwall – 1 EA
1a. Replace Cast-in-Place – reinforced-concrete headwall (3 CY) – 1 EA

2. Demo – reinforced-concrete foundation – 1 EA
2a. Replace Cast-in-Place – reinforced-concrete foundation (7 CY) – 1 EA
3. Place – 12 IN #2 stone base below outfall structure – 11 Tons
4. Excavate slope srrounig pre-existing outfall structure – 6 CY
4a. Replace – fill – 6 CY
5. Place – 12 IN heavy stone fill surrounding outfall structure – 20 CY
6. Place – 12 IN medium stone fill in front of outfall structure – 13 CY
7. Reset – PVC sewer pipe – (14 FT L, 15 IN DIAM) – 1 EA
7a. Install – PVC sewer pipe sleeve – (1 FT L x 15 IN DIAM) – 1 EA
8. Spread – erosion control seeding – 8 SY
ENGINEERING SERVICES - DEPC - $1,000.00
DEPC has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The estimated time and cost for engineering services is 10 hours at $100/hr for a total cost of $1,000.00. DIRECT ADMINISTRATIVE COSTS - $105.98 The sub grantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of this PA project only and in accordance with 44 CFR §13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub grantee activities and are not included in any approved indirect cost rates. MITIGATION: To prevent erosion of the embankment above the headwall, the Applicant has chosen to mitigate the 9 FT L x 7 FT W x 1 FT D (63 CF/27 = 2 CY x 1.4 = 3 Tons) said area with the placement of 12 IN minimum heavy stone fill. The outfall structure will also be installed further back onto the PVC Sewer Pipe in an attempt to reduce the likely hood of the outfall structure separating from the sewer pipe as it did during the declared event (see attached HMP).
477FR3MB-12 Collection System - Repairs PA-02-NY-4020-PW-07674 PA-02-NY-4020-State-0091(90)

Following its established procurement policy (dated March 24, 1994, attached), the Applicant set out for bid work necessary to restore the WWTP outfall to pre-disaster function. A total of five (5) contractors partook in the open bidding. The Applicant's Engineer Company, Delaware Engineering, PC (DEPC) reviewed all bids and recommended awarding the construction contract to Hubbell, Inc. (the low bidder). The costs captured within this project are based on DEPC's recommendation. The work to be completed is as follows:
Install – 3 FT H temporary silt fence around project site – 40 LF
ESTIMATE - Hubbell Inc. - $11,750.00
1. Demo – reinforced-concrete headwall – 1 EA
1a. Replace Cast-in-Place – reinforced-concrete headwall (3 CY) – 1 EA
2. Demo – reinforced-concrete foundation – 1 EA
2a. Replace Cast-in-Place – reinforced-concrete foundation (7 CY) – 1 EA
3. Place – 12 IN #2 stone base below outfall structure – 11 Tons
4. Excavate slope surrounding pre-existing outfall structure – 6 CY
4a. Replace – fill – 6 CY
5. Place – 12 IN heavy stone fill surrounding outfall structure – 20 CY
6. Place – 12 IN medium stone fill in front of outfall structure – 13 CY 7.&bsp; Reset – PVC sewer pipe – (14 FT L, 15 IN DIAM) – 1 EA
7a. Install – PVC sewer pipe sleeve – (1 FT L x 15 IN DIAM) – 1 EA
8. Spread – erosion control seeding – 8 SY ENGINEERING SERVICES - DEPC - $1,000.00
DEPC has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The estimated time and cost for engineering services is 10 hours at $100/hr for a total cost of $1,000.00. DIRECT ADMINISTRATIVE COSTS - $105.98
The sub grantee is requesting direct administrative costs that are directly chargeable to this specific project. Associated eligible work is related to administration of this PA project only and in accordance with 44 CFR §13.22. These costs are treated consistently and uniformly as direct costs in all Federal awards and other sub grantee activities and are not included in any approved indirect cost rates. MITIGATION: To prevent erosion of the embankment above the headwall, the Applicant has chosen to mitigate the 9 FT L x 7 FT W x 1 FT D (63 CF/27 = 2 CY x 1.4 = 3 Tons) said area with the placement of 12 IN minimum heavy stone fill. The outfall structure will also be installed further back onto the PVC Sewer Pipe in an attempt to reduce the likely hood of the outfall structure separating from the sewer pipe as it did during the declared event (see attached HMP).

477FR3MC-12 Hensonville Well House - Well Control Panel PA-02-NY-4020-PW-08166 PA-02-NY-4020-State-0097(96)
The Applicant used contract services and engineering and design services to complete the necessary repairs/replacements needed to bring the damaged items at the Hensonville Well House to pre-disaster function. A breakdown of the services are as follows:
CONTRACT SERVICES - $9,511.33
- Smith Control Systems, Inc. provided the Applicant with the following replacement equipment:
Replaced:

1. Control Panel - 1 EA (this encompasses damaged items 2 and 3 below)
2. Well Controls - 1 EA
3. Booster Pump Controls - 1 EA

WORK COMPLETED:

4. Well Pump Starter - 1 EA
5. Booster Pump Starter - 1 EA
6. Blower Starter - 1 EA
7. Main Breaker Panel - 1 EA (this encompasses damaged item 8 below)
8. Well Breaker - 1 EA
9. Auxiliary Breaker Panel - 1 EA
10. Main Disconnect - 1 EA
11. Float Controls - 4 EA (work completed via change order #1)

The cost Smith Control Systems, Inc. services totals $9,511.33. CONTRACT SERVICES ESTIMATE -$2,474.40

- CDE Electric installed the replacement equipment provided by Smith Controls Systems, Inc. As of the writing of this Subgrant Application (SA), CDE Electric had not provided the Applicant with an invoice for their services; however, the Applicant has indicated 2 ea electricians worked a total of three (3) days (assumed 8 hours) completing the work activities at this site. Using a spreadsheet taken from CostWorks 2012 - Installing Contractor's Overhead & Profit, for the Applicant's work area, the daily rate used for an electrician is $412.40. The estimate f $2,474.40 is derived as follows: $412.40 x 2 electricians = $824.80 x 3 days = $2,474.40. ENGINEERING AND DESIGN SERVICES - $1,633.33 Delaware Engineering, P.C. (DEPC) has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The cost of DEPC's services for this project totaled $1,633.33 (see attached email for breakdown of estimated costs).

477FR3MD-12 Hensonville Reservoir - Control Panels PA-02-NY-4020-PW-08173 PA-02-NY-4020-State-0097(96)

The Applicant used contract services and engineering and design services to upgrade the non-damaged, yet obsolete float interface with the float control system at the Hensonville Reservoir. A breakdown of the services are as follows:

CONTRACT SERVICES - $7,807.34

- Smith Control Systems, Inc. provided the Applicant with the following replacement equipment:

Replaced:

1. Radio Receiver - 1 EA
2. Antenna - 1 EA
3. 2 x 2 Enclosure with misc. fuses, surge protector, wiring (exact quantity and dimensions unknown)

CONTRACT SERVICES ESTIMATE - $824.80

- CDE Electric installed the replacement equipment provided by Smith Controls Systems, Inc. As of the writing of this Subgrant Application (SA), CDE Electric had not provided the Applicant with an invoice for their services; however, the Applicant has indicated 2 ea electricians worked one (1) day (assumed 8 hours) completing the work activities at this site. Using a spreadsheet taken from CostWorks 2012 - Installing Contractor's Overhead & Profit, for the Applicant's work area, the daily rate used for an electrician is $412.40. The estimate of $824.80 is derived as follows: $412.40 x 2 electricians = $824.80 x 1 day = $824.80. ENGINEERING AND DESIGN SERVICES - $1,633.34 Delaware Engineering, P.C. (DEPC) has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The cost of DEPC's services for this project totaled $1,633.34 (see attached email for breakdown of estimated costs).

477FR3ME-12 Windham Wastewater Treatment Plant (WWTP) and Influent Pump Station PA-02-NY-4020-PW-07328 PA-02-NY-4020-State-0084(83)

The Applicant utilized contract services, force account equipment, and purchased material to complete the necessary repairs/replacements needed to bring the Conference room, Skid-Steer Loader, and Influent Pump Station to pre-disaster function. A breakdown of the services is as follows: CONTRACT SERVICES Servpro was contracted to complete flood restoration and mold remediation as a prevention measure in the Conference room

1. Muck deposited throughout the Conference room (47 ft 6 in L x 24 ft 6 in W x 0.5 in D) - 48 cu ft.

The cost of their services totaled $9,260.01.

Coe Contracting was contracted to remove, replace, spackle, and paint:

1. 19.5 ft L x 30 in H – NE Wall (48 sq ft) and 5 ft 3 in L x 30 in H – SE Wall (13 sq ft) for a total of 61 sq ft of drywall.

The cost of their services totaled $570.00.

Alpine Flooring Inc. was contracted to remove and replace:

1. 7 ft 9 in L x 5 ft 1 in W – Corridor (4.38 sq yd) and 39 ft 9 in L x 24 ft 6 in W – Large floor space (108.21 sq yds) for a total of 112.59 sq yds of commercial grade carpet.
2. 140 lf of cove base in the conference room.

The cost of their services totaled $3,140.03.

Precision Industrial Maintenance, Inc. was contracted to clean the Influent Pump Station of muck, debris, and silt that infiltrated the system with the flood water. This was done utilizing high powered jetting and vacuuming

equipment.
1. Muck deposited throughout the facility and piping.
The cost of their services totaled $3,025.00.
Wolberg Electric Supply, Co. was contracted to remove and replace:
1. 1 ea. - Cutler Hammer, 2 pole, 50 amp, 120/240 volt, Circuit Breaker.
2. 6 ea. - Philips, 250 watt, clear, high pressure, sodium Bulbs.
3. 1 ea. - Square D, free standing, Magnetic Motor Starter.
The cost of their services totaled $905.35.
Robert H. Finke & Sons, Inc. was contracted to replace: 1. Bobcat - 34 hp, 1000 lb, Skid-Steer Loader Door. The cost of their service totaled $1,228.18. (See project note 2). Delaware Engineering, P.C. (DEPC) has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The cost of DEPC's services for this project totaled $5,517.50. FA EQUIPMENT The Applicant utilized its 2005, Bobcat, 4 hp, 1000 lb, Skid-Steer Loader, to remove silt and rock debris deposited on the grounds of the WWTP from flood event. The equipment was operated by Ed Davis, from August 29 through September 3, 2012 (6 days) for a total of four (4) hours ea day. The Applicant has opted not to claim FA labor costs for the operator as the work was completed during regular working hours and the work completed was nominal. MATERIALS The Applicant purchased gypsum board, a paint liner container, and paint needed to complete the replacement, spackling, and painting work completed by Coe Contracting.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	660	1000	1660	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR150C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Cairo

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$141,213.06
Total Budget	$0.00	$141,213.06
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3EA-12 Polly's Rock Road PA-02-NY-4020-PW-01518 PA-02-NY-4020-State-0023(20)
To repair Polly's Rock Road to pre-disaster condition, the subgrantee used 216.50 hours of force account labor (150.50 reg. and 66 OT), 192 hours of force account equipment and materials. The sub-grantee replaced 44 tons of scalpings to repair the road shoulder and replaced approximately 570 SY of 3 IN bituminous concrete overlay with 90 tons of material (285 x 18 x .25/27 = 47.5 CY x 1.9 conversion factor = 90 tons).
477DR3EB-12 Maple Lawn Road PA-02-NY-4020-PW-01654 PA-02-NY-4020-State-0036(35)
The sub-grantee used force account labor (39 regular hours), equipment (43 equipment hours) and material, and contract services to repair the upstream embankment and Maple Lawn road shoulder to pre-disaster condition. The sub-grantee placed 2 tons of scalpings to fill holes on the shoulder to make the road passable. In addition, the sub-grantee hauled and placed 70 tons of slope stone to repair the embankment and shoulder and 158 tons of heavy rip rap to replace the lost rip rap.
In regards to permitting for the work in the creek to repair the embankment, the sub-grantee referred to the Emergency Authorization from NYS Dept. of Environmental Conservation General Permit No. GP-0-11-000 for repair of damages resulting from 2011 storms.
Note: Equipment hours are more than labor hours because one of the trucks was pulling a trailer.
The sub-grantee will use contract services to repair the downstream embankment.
Based on the work already completed at this site, the cost estimate to repair the embankment is: 100 tons of fill material at $11/ton = $1100; hauling 100 tons of material at $12.50/ton = $1250; labor and equipment cost for 1 day @ $998 or a total cost estimate of $3,348.
477DR3EC-12 Storks Nest Road PA-02-NY-4020-PW-01651 PA-02-NY-4020-State-0036(35)
To begin restoring Storks Nest Road to pre-disaster condition, the sub-grantee used 107.50 hours of force account labor (10.50 OT and 97 reg.), 97 hours of equipment and materials. They hauled and placed 48 tons of purchased

scalpings at the washout site, and they reclaimed many tons of gravel from the slope failure and from culvert cleanouts on other roads (not quantified by the applicant), which they hauled to Storks Nest Road to fill in the washed out shoulder and prepare the road for asphalt re-surfacing.
The sub-grantee will use force account labor, equipment and materials on Storks Nest Road to replace 80 ft x 18 ft (160 SY) of 3 IN bituminous concrete road surface, approximately 25 tons of material (using a 1.9 conversion rate from CY to tons), at an estimated cost of $5,201.25. The cost is estimated from past roadwork completed for paving a road using 30 tons of material that had a labor and equipment cost of $132.80 per ton and $75.25/ton for the material. 25 tons x $208.05 = $5201.25.
477DR3ED-12 Deyo Road PA-02-NY-4020-PW-05916 PA-02-NY-4020-State-0057(56)
Utilizing 8 hours of force account labor, 2 hours of force account equipment, and material, the Applicant repaired the failed embankment on Deyo Road. Prior to the disaster, the embankment was armored with gravel measuring approximately [20 ft x 12 ft x 1 ft]; however, in an attempt to prevent similar future storm related damages, the Applicant opted to replace the washed out gravel with Rip Rap measuring approximately [20 12 ft x 1 ft]. This represents a hazard mitigation improvement, which is an eligible 406 hazard mitigation measure (if cost-effective). The cost of the gravel [20 ft x 12 ft x 1 ft] is included on the Force Account Material Sheet as a reference price (see attached Peckham Materials pricing sheet) for the cost-effectiveness calculation on the Hazard Mitigation Proposal (see attached). Rip Rap improvement is included on the HMP (see attached FEMA Cost Code Listing). The actual cost of the [20 ft x 12 ft x 1 ft] = 240/ 27 = 8.89 CY ($8.00) = $71.11. See HMP.
Utilizing force account labor, equipment, and material, the Applicant will complete repairs to the asphalt road and shoulder.
- Applicant will patch approximately 9.60 tons of bituminous concrete road surface [30 ft x 4 ft x 1 in] = 9.6 tons, at an estimated Historical cost of $129.54 [9.6 tons ($129.54)] = $1,243.58. Note: (see attached Billing Summary statement).
- Applicant will repair approximately 1.48 tons of aggregate surface course [20 ft x 2 ft x 6 in] = 20/ 27 = 0.74 cy(2) = 1.48 tons, at an estimated state cost of $19.00/ton [1.48 tons x $19.00 = $28.12]. Note: (see attached FEMA Cost Code Listing).
477DR3EE-12 Holzman Road PA-02-NY-4020-PW-05918 PA-02-NY-4020-State-0057(56)
Utilizing 12 hours of force account labor, 5 hours of equipment, and material estimates, the subgrantee will repair all damages sustained during the incident period of August 26, 2011, through September 5, 2011, to pre-disaster condition, including:
1. Excavate debris accumulation along facility's headwall
2. Replace Riprap washout along the embankment
3. Replace shoulder stone washout along shoulder and embankment
4. Reset guide rail displacement
To restore the facility to pre-disaster condition, the subgrantee proposes the following:
1. Excavate debris accumulation along facility's headwall [10 ft x 10 ft x 2 ft] = 7.41 CY (3.71 tons)
(7.41 CY x $25.00/ CY = $185.25) (FEMA Cost Code 1015)
2. Replace Riprap washout along the embankment [10 ft x 10 ft x 1 ft] = 3.70 CY (5.19 tons)
(3.70 CY x $44.00/ CY = $162.80) (FEMA Cost Code 4070)
3. Replace shoulder stone washout along shoulder and embankment [2.5 ft x 10 ft x 3 in] = .23 CY (.32 tons)
(.32 CY x $9.00/ ton = $3.20) (Peckham Materials Corp. pricing sheet)
4. Reset guide rail displacement [2 sections x 20 lf] = 40 lf guide rail adjustment
a. Removal (40 lf x $5.85/ lf = $234.00) (FEMA Cost Code 3411)
b. Reassembly (40 lf x $18.95/ lf = $758.00) (material and labor included) (CostWorks2012)
c. Total Reassembly: Removal ($234.00) + Reassembly ($758.00) = ($992.00)
5. Force account labor and equipment estimate: Labor (12 hrs x (average hourly rate) = $371.60) + Equipment (Equip. Code 8394 loader x 2 hrs ($52.00/ hr), Equip. Code 8721 dump truck x 2 hrs ($45.00/ hr), (Equip. Code 8802 pickup truck x 1 hr ($20.00/ hr) = ($214.00)
477DR3EF-12 Garcia Lane PA-02-NY-4020-PW-05875 PA-02-NY-4020-State-0057(56)
The applicant will use force account equipment and labor to perform the following work:
-Applicant will repair the road with bituminous concrete at a cost of $129.54/TON. (Cost based on historical data for area costs. See attached
data sheet.)
-15 FT x 16 FT x 3 IN = 2.22 CY (4.44 TON)
-20 FT x 6 FT x 3 IN = 1.11 CY (2.22 TON) -Applicant will replace th 5 T x 12 IN CMP Culvert at a cost of $7.87 /LF x 40 FT = $314,80. (40 LF will be used as the culvert material is sold in 20 FT sections)
-Cut driveway 50 LF to remove culvert (The town is responsible for all culverts on private drives located within their right of way.)
Excavate pavement and aggregate 6 FT x 25 FT x 6 IN = 2.78 CY -Replace aggregate 6 FT x 25 FT x 3 IN = 1.39 CY (1.94 TON) -Repair bituminous concrete 6 FT x 25 FT x 3 IN = 1.39 CY (1.78 TON)
Labor Hours: 24 (4 men at 6 hours using the average fringe rate of $30.89) (does not include asphalt as that price has labor hours built
in)
Equipment hours: 10 (see attached equipment estimate)
Asphalt repair: 8.44 TON
Total Site Repair Estimate: $2,432.76.

477DR3EG-12 Holzman Road PA-02-NY-4020-PW-05887 PA-02-NY-4020-State-0057(56)
Utilizing force account labor, equipment, and material, the subgrantee proposes to repair the damages incurred during the incident period of
August 26, 2011 through September 05, 2011, on Holzman Road with the following repair estimate:
Site 1:
1. Subgrantee will excavate approximately 7.56 tons of unclassified Fill [10 ft x 4 ft x 3 ft] = 4.44 cy (7.56 tons), at an estimated cost of $53.28.
Cost estimate is $12.00/ cy [4.44 cy ($12.00) = $53.28]. (FEMA Cost Code Listing, in place)
2. Subgrantee will replace approximately 26.67 tons of unclassified Fill [10 ft x 8 ft x 6 ft] = 17.78 cy (26.67 tons), at an estimated cost of $142.24.
Cost estimate is $8.00/ cy [17.78 cy ($8.00) = $142.24]. (FEMA Cost Code Listing, in place)
Total cost estimate for Site 1 S($195.52).
Site 2:
1. Subgrantee will replace approximately 17.78 cy of unclassified Fill [10 ft x 8 ft x 6 ft] = 17.78 cy (30.23 tons), at an estimated cost of $142.24. Cost estimate is $8.00/ cy [17.78 cy ($8.00) = $142.24]. (FEMA Cost Code Listing)
2. Subgrantee will excavate approximately 5.56 cy of debris [15ftx5ftx2ft] = 5.56 cy (8.34 tons), at an estimated cost of $66.72. Cost estimate is $12.00/ cy [5.56 cy ($12.00) = $66.72]. (FEMA Cost Code Listing)
3. Subgrantee will replace approximately s of flat stone headwall [10 ft x 3 ft ' = 30 sf *
$420.00. Cost estimate is $14.00/ sf [30 sf ($14.00) = $420.00]. (FEMA Cost Code Listing)
at an estimated cost of
4. Subgrantee will replace approximately 11.67 tons of Riprap [7 ft x 15 ft x 3 ft] = 11.67 cy (16.33 tons), at an estimated cost of $513.48. Cost estimate is $44.00/ cy [11.67 cy ($44.00) = $513.48]. (FEMA Cost Code Listing)
Total cost estimate for Site 2:4$ 1.000.20;
(see,attached FEMA Cost Code Listing for reference).
Note: (labor and equipment rate was determined using CostWorks 2012, CSI number 01 54 3650 0020, for mobilization and demobilization for both sites at the estimated cost of $1,044.00). (CostWorks 2012)
Total repair estimate: Site 1:^195.52 + Site 2: $1,000.20 = $1,195.72 + Labor and Equipment: $1,044.0(3)= Total: $2,239.72
Subgrantee proposes hazard mitigation measures.
477DR3EH-12 Bald Hill Road Site 2 PA-02-NY-4020-PW-05864 PA-02-NY-4020-State-0057(56)
Utilizing 5 hours of force account labor, 4 hours of equipment, and material estimates, the subgrantee will repair all damages sustained during
the incident period f ugut 26, 2011, through September 5, 2011, to pre-disaster condition, including:
1. Subgrantee will replace approximately 66 tons of bituminous concrete road surface [200 FTx18FTx3IN] = 33.33 CY (66.67 tons) 1.a (66.67 tons @ $129.54/ton) = $8,636.43, [estimate derived from historical in place pricing (see contract 8682)]
2. Subgrantee will repair approximately 5 tons of road shoulder [100 FT x 2 FT x 6 IN] = 3.7 CY (5.19 tons), [Peckham Materials Corp.] 2a. (5.19 tons @ $9.00/ton) = $46.71
3. Force Account Labor and Equipment estimate:
Labor [5 hrs of labor @ (average hourly rate) $30.00/hr] = Force Account Labor Total: $150.00 + Equipment [Equip, code 8722 dump truck x 2 hrs ($60.00/hr) = $120.00], [Equip, code 8720 truck x 1 hr ($35.00/hr) = $35.00], [Equip, code 8600 trailer x 1 hr ($10.25) = $10.25] = Force Account Equipment Total: $165.25
Total Force Account Labor: $150.00 + Total Force Account Equipment: $165.25 = $315.25
TOTAL REPAIR ESTIMATE: $8,683.14 TOTAL WORK TO BE COMPLETED: $8,998.39
477DR3EJ-12 Bogardus Road PA-02-NY-4020-PW-05897 PA-02-NY-4020-State-0057(56)
The applicant used force account labor (79 regular hours), equipment (58 equipment hours) and material, and contract services to repair the
embankment, shoulder, culvert, and roadway to pre-disaster condition. The applicant received a permit for the embankment repair on Bogardus
Road at Bowery Creek from the NYS Dept. of Environmental Conservation (Permit ID 4-1924-00214/00003). The following is work completed by
the applicant;
Site 1: The applicant repaired . • a portion of the shoulder with scalpings 775 FT x 2 FT x 6 IN = 28.7 CY (40.1 TON)
Site 3: Applicant replaced the 80 FT x 18 IN CMP culvert (See HMP)
Applicant repaired the shoulder with scalpings 170 FT x 3 FT x 6 IN = 9.44 CY (13 TON) Site 4: Applicant replaced lost embankment with heavy rip rap 100 FT x 8 FT x 10 FT = 296.3 CY (415 TON)

The sub-grantee will use force account labor, equipment and materials to complete the repairs on the shoulder and roadway.
Site 1 - Applicant will replace the remaining portion of the shoulder with scalpings 1865 FT x 2 FT x 6 IN = 69.07 CY (96.7 TON) at a cost of $19 per ton for material and placement from FEMA cost code 3010, at a total estimated cost of $2,473.50..($25.50 x 97 tons). -Applicant will repair the washout holes measuring 8 FT x 5 FT x 2 FT with scalpings 8 FT x 5 FT x X#FT = j.£i(?CY (3.63 TON) at a cost of $19 per ton for material and placement from FEMA cost code 3010, at a total estimated cost of $68.96. applicant will repair the top portion of the washout with bituminous concrete 8 FT x 5 FT x 3 IN = 0.37 CY (0.52 TON) at an estimated cost of $129.54 per ton for a total of

$67.36. (The cost is estimated from historical data of surrounding areas and the material cost provided for by the applicant.) Total for work to be completed at Site 1 = $2,609.82.
Site 2.
-Applicant will remove broken and damaged asphalt 500 FT x 18 FT = 1,000 SY at $5.00/SY removal and hauling price for a cost of $5,000.
-Applicant will repair road bed with scalpings 500 FT x 18 FT x 1 IN = 27.78 CY (38.89 TON) $194.44.
-Applicant will replace bituminous concrete road surface 500 FT x 18 FT x 3 IN = 83.33 CY (167 TON) at an estimated cost of $129.54 per ton, for a total of$21633.18. (The cost i estimated from historical data of surrounding areas and the material cost provided for by the applicant.) Total for work to be completed at Site 2 = $26,827.62
477DR3EK-12 Canniff Road PA-02-NY-4020-PW-05960 PA-02-NY-4020-State-0057(56)
Utilizing 3 regular hours of force account labor, 3 hours of equipment, and material, the sub-grantee replaced eroded Riprap and scalpings along the embankment and roadway shoulder, while repairing other partial roadway damages. In addition, sub-grantee proposes to remove the temporary asphalt patch (see below notation), excavate, fill, and compact the foundation using unclassified fill, asphalt repaving, and grouting the concrete headwall, in an attempt to restore the facility back to pre-disaster condition and capacity.
Note: (Reference PW [1164932] for Category B, emergency protective measures on facility's roadway) Note: (all dimensions are approximates)
SITE 1:
1. The sub-grantee replaced the washed out Riprap (18 FT x 10 FT x 2.5 FT) = 450/ 27 = 16.67 CY (1.4) = 23.34 TONS, at a material cost of $14.00/ TON (23.34 TONS x $14.00/ TON) = $336.00. (Peckham Materials Corp.) 1a. The sub-grantee replaced the washed out Riprap (12 FT x 10 FT x 2 FT) = 240/ 27 = 8.89 CY (1.4) = 12.45 TONS, at a material cost of $14.00/ TON (12.45 TONS x $14.00/ TON) = $174.30. (Peckham Materials Corp.) 2. Asphalt road repair listed under WORK TO BE COMPLETED 3. Concrete headwall repair listed under WORK TO BE COMPLETED 4. The sub-grantee patched the eroded asphalt measuring approximately (74 FT x 8 FT x 3 IN) = 148/ 27 = 5.48 CY (1.9) = 10.41 TONS, at a material cost of $129.54/ TON (1.9 TONS x $129.54/ TON) = $246.13. (See historical costs) Note: (sub-grantee was unable to furnish original invoice for bituminous concrete material, thus pricing approximates are a reflection of historical costs), (see attached) 5. The sub-grantee replaced the washed out scalpings (10 FT x 12 FT x 1 FT) = 120/ 27 = 4.44 CY = 6.22 TONS, at a material cost of $9.00/ TON (6.22 TONS x $9.00/ TON) = $55.98. (Peckham Materials Corp.) Work Completed (Site 1 Materials): $812.41.SITE 2: 1. The subgrantee replaced the shoulder stone wash out (10 FT x 6 FT x 6 IN) = 30/ 27 = 1.11 CY (1.4) = 1.56 TONS, at a material cost of $14.00/ TON (1.56 TONS x $14.00/ TON) = $21.84. (Peckham Material Corp.) Work Completed (Site 2 Materials): $21.84 Force Account Labor and Equipment: Labor (3 hrs of labor @ (average hourly rate) $32.43/hr] = Force Account Labor Total: $97.28 + Equipment [Equip. code 8722 dump truck x 1 hr ($60.00/hr) = $60.00], [Equip. code 8722 dump truck x 1 hr ($60.00/hr) = $60.00], [Equip. code 8394 trailer x 1 hr ($52.00) = $52.00] = Force Account Equipment Total: $172.00. Total Force Account Labor: $97.28 + Total Force Account Equipment: $172.00 = $269.28. Total Force Account for Site 1 and 2: $269.28 Total Work Completed: $1,103.53 WORK TO BE COMPLETED: Utilizing force account labor, equipment, and material to restore the damaged facility back to pre-disaster condition, the subgrantee proposes the following repair estimate: SITE 1: The subgrantee will repair the damaged facility by removing the temporary repair (Reference PW [1164932] for Category B, emergency protective measures on facility's roadway), and excavating the undermined roadway near the culvert (15 FT x 18 FT x 3 FT) = 810/ 27 = 30 CY (1.9) = 57.00 TONS, and utilizing unclassified fill to compact the damaged faciity before introducig an aggregate base and permanent asphalt layer. 2. Subgrantee will excavate (15 FT x 18 FT x 3 FT) = 810/ 27 = 30 CY (1.9) = 57.00 TONS, at an estimated cost of $327.00, (30 CY x $10.90/ TON) = $327.00 (FEMA Cost Code) a. Subgrantee will fill excavated site with unclassified fill (15 FT x 18 FT x 3 FT) = 810/ 27 = 30 CY (1.9) = 57.00 TONS, at an estimated cost of $336.00, (30 CY (1.4 compaction factor) x $8.00/ CY) = $336.00. (FEMA Cost Code) b. Subgrantee will compact 42 CY of unclassified fill, at an estimated cost of $1,050.00 (42 CY x $25.00/ CY) = $1,050.00. (FEMA Cost Code) c. Subgrantee will replace the aggregate surface course (75 FT x 17 FT x 6 IN) = 637.50/ 27 = 23.61 CY (1.9 asphaltic factor) = 44.86 TONS, at an estimated in place cost of $852.34, (44.86 TONS x $19.00) = $852.34. (FEMA Cost Code) d. Subgrantee will repair bituminous concrete roadway (75 FT x 17 FT x 6 IN) = 637.50/ 27 = 23.61 CY (1.9 asphaltic factor) = 44.86 TONS, at an estimated in place cost of $5,811.16, (44.86 TONS x $129.54 [historical costs]/ TON) = $5,811.16. (Historical costs) 3. Subgrantee proposes to grout the concrete headwall separation approximately (2 IN around both 60 IN CMP culverts), at an estimated cost of $183.84 (2.63 SFT x $69.90/ SFT) = $183.84. (CostWorks2012) Total Work to be Completed: $8,560.34

477DR3EL-12 Jones Road PA-02-NY-4020-PW-05851 PA-02-NY-4020-State-0057(56)
Utilizing 40 regular hours of force account labor, 0.5 overtime hours, 32.5 hours of equipment, and material, the subgrantee repaired the damages
sustained during the incident period and restored the facility back to pre-disaster condition.
WORK COMPLETED (CONTINUED)
Site 1:
1. The subgrantee repaired the shoulder with bituminous concrete approximately [300 FT x 5 FT x 2 IN] = 9.44 CY (18.88 tons), at a
material cost of $56.66/ ton (18.88 tons x $56.66/ ton) = $1,069.74. (county historical pricing)
1a. The subgrantee repaired shoulder wash out damage with scalpings approximately [150 FT x 5 FT x 2 IN] = 4.72

CY (6.61 tons), at a material cost of $9.00/ ton (6.61 tons x $9.00/ ton) = $59.49. (Peckham Materials Corp)
2. Asphalt scour listed under WORK TO BE COMPLETED
3. Subgrantee replaced drain ditch stone erosion with medium sized Riprap [150 FT x 4 FT x 3 IN] = 5.56 CY (7.78 tons), at a material cost of $14.00/ ton (7.78 tons x $14.00/ ton) = $108.92. (Peckham Materials Corp.)
Site 2:
1. Subgrantee repaired asphalt road washout with bituminous concrete [200 FT x 5 FT x 2 IN] = 6.3 CY (12.6 tons), at a material cost of
$56.66/ ton (12.6 tons x $56.66/ ton) = $713.92.
Note: (subgrantee was unable to furnish original invoice for bituminous concrete material; thus pricing approximates are a reflection of historical costs), (see attached)
Total Material for Work Completed: $1,952.07. Utilizing force account labor, equipment, and material to restore the damaged facility back to pre-disaster condition, the subgrantee
proposes the following repair estimate:
Site 1:
2. Subgrantee will repair asphalt scour with bituminous concrete [25 FT x 5 FT x 3 IN] = 1.16 CY (2.31 tons), at an estimated historical in
place cost of $129.54/ton, (2.31 tons x $129.54) = $299.24. (see attahed historical pricin voucher).
Total Repair Estimate for Work to be Completed: $299.24.
477DR3EM-12 Hawver Road PA-02-NY-4020-PW-05856 PA-02-NY-4020-State-0057(56)
Utilizing 24 hours of force account labor, 12 hours of equipment, and 53.41 tons of in stock material at $14.00/ ton, the subgrantee repaired the
eroded embankment to pre-disaster condition by replacing washed out slope stone. The subgrantee replaced the following:
1. Embankment inlet side erosion slope stone [110 ft x 8 ft x 1 ft] = 32.59 cy (45.63 tons)
2. Embankment outlet side erosion slope stone [30 ft x 5 ft x 1 ft] = 5.56 cy (7.78 tons)
477DR3EN-12 Bald Hill Road Site 1 PA-02-NY-4020-PW-05892 PA-02-NY-4020-State-0069(68)
Utilizing 105 regular hours and 1.5 overtime hours of eligible force account labor, 98.50 equipment hours, and material, the Applicant also obtained and utilized contract services through Maple Ridge Enterprises for the demolishment and replacement of the CMP culvert [3 days of work @ $998.00 = $2,994.00]. The contract services are in accordance with the Applicant's procurement policy (see attached).
- Applicant replaced 60 IN x 40 ft CMP culvert and 84 tons of shoulder material (72 tons of scalpings and 12 tons of slope stone), (68 FT x 12 FT x 2 FT) = 60.44 CY (120.89TON).
- Applicant received a permit for the embankment repair from the NYS Department of Environmental Conservation (see attached Permit ID 4-1924-00251/00001 and 4-1924-00251/00002). See HMP.
Utilizing contract services through Maple Ridge Enterprises, the Applicant demolished and replaced the CMP culvert on Bald Hill Road. Prior to the disaster, the CMP culvert measured [60 IN x 40 FT]; however, in an attempt to prevent future storm related damages, the Applicant opted to replace this with a [103 IN x 71 IN x 40 FT] galvanized arch culvert. This represents a hazard mitigation improvement, which is an eligible 406 hazard mitigation measure (if cost-effective). The cost of the [60 IN x 40 FT] CMP culvert (drawn from Chemung Supply est. invoice) is included on the Force Account Material Sheet as a reference price for the cost-effectiveness calculation on the Hazard Mitigation Proposal (see attached). The actual cost of the [103 IN x 71 IN x 40 FT] galvanized arch culvert is included on the HMP (see the attached Chemung Supply est. invoice cost estimate).
Work to be Completed:
Utilizing force account labor, equipment, and material, the Applicant will complete repairs to the shoulder and roadway. Additionally, Applicant proposes to have a hydrology study performed to support mitigation on the facility.
Applicant will replace approximately 31.7 tons of bituminous concrete road surface (100 FT x 18 FT x .25 FT) = 16.67 (33.33TON), at an estimated cost of $4,106.42. Cost estimate is $132.80/ton and $75.25/ton for the material (31.7 tons x $129.54 = $4,106.42). If approved and encourages mitigation, hydrology study will be reimbursable up to $1000.00. Note: (This cost is estimated from Historical data from surrounding areas with material costs provided by the applicant).
477DR3EP-12 Blackhead Mountain Road PA-02-NY-4020-PW-06455 PA-02-NY-4020-State-0083(82)
Utilizing force account labor, equipment, and in-stock material, the subgrantee proposes to replace eroded Riprap and slope stone along th embankment and roadwa shoulder. In addition, subgrantee proposes to remove the debris covering the concrete headwall, replace a section of the headwall, and repair the adjoining wingwall. In an effort to restore the facility back to pre-disaster condition and capacity, the subgrantee also proposes to disassemble and reposition displaced guide rail, excavate, fill, and compact the foundation using unclassified fill, prior to the paving of the roadway with asphalt.
The following is an in-kind repair estimate that includes the materials, equipment, and labor necessary to restore the facility back to pre-disaster condition and capacity.
3. Subgrantee proposes to replace the stone headwall (9 FT x 6 FT x 2 FT) = 108/ 27 = 4.0 CY (2.0) = 8 TONS, at a cost of $6,804.00. Cost estimate is $126.00/ SY (54 SY) = $6,804.00. (CostWorks2012) 4. Subgrantee proposes to excavate debris surrounding stone headwall (15 FT x 8 FT x 5 FT) = 600/ 27 = 22.22 CY (1.7 conversion factor) = 37.78 TONS, at a cost of $555.50. Cost estimate is $25.00/ CY (22.22 CY) = $555.50. (FEMA Cost Code Listing) 5. Subgrantee proposes repair damaged stone headwall (20 FT x 2 FT x 2 FT) = 80/ 27 = 2.96 CY (2.0) = 5.92 TONS, at a cost of $5,040.00. Cost estimate is $126.00/ SY (40 SY) = $5,040.00. (CostWorks2012)

5a. Subgrantee proposes repair damaged stone wingwall (15 FT x 2 FT x 5 FT) = 150/ 27 = 5.56 CY (2.0) = 11.12 TONS, at a cost of $3,780.00. Cost estimate is $126.00/ SY (30 SY) = $3,780.00. (CostWorks2012) 6. Subgrantee proposes to disassemble and reassemble guide rail (40 LF), at a cost of $758.00. Cost estimate is $18.95/ LF (40 LF) = $758.00. (CostWorks2012) 7. Subgrantee proposes to excavate, fill, and compact the foundation (20 FT x 12 FT x 5 FT) = 1,200.00/ 27 = 44.44 CY (1.4 compaction factor) = 62.22 TONS, at a cost of $3,004.00 (FEMA Cost Code Listing). Cost estimate breakdown is as follows:
i. Pavement removal at a cost of $5.00/ SY (240 SY) = $1,200.00. ii. Excavation structual at a cost of $16.00/ CY (44 CY) = $704.00.
iii. Fill and compaction at a shared cost of $25.00/ CY (44 CY) = $1,100.00. 7a. Subgrantee proposes to repave the damaged asphalt roadway (20 FT x 12 FT x 0.25 FT) = 60/ 27 = 2.22 CY (1.9 asphaltic factor) = 4.22 TONS, at a cost of $546.40. Cost estimate is $129.54 (4.22 TONS) = $546.40. (pricing reflects county negotiated rate for paving) (see attached)
Note: Preceding permanent asphalt roadway repair, the subgrantee will introduce a new aggregate surface to the facility at a cost of $80.18. Cost estimate is $19.00/ TON (4.22 TONS), at a cost of $80.18. (FEMA Cost Code Listing)
Total Work to be Completed (Site 1) = $21,807.68 (1). $639.60 + (2). 600.00 + (3). $6,804.00 + (4). $555.50 + (5). $5,040.00 + (5a). $3,780.00 + (6). $758.00 + (7). $3,004.00 + (7a). $546.40 + (Note). $80.18 = $21,807.68
Site 2: 1. Subgrantee proposes to replace Riprap washout (200 FT x 5 FT x 0.5 FT) = 120/ 27 = 4.44 CY (1.4) = 6.22 TONS, at a cost of $266.40. Cost estimate is $60.00/ CY (4.44 CY) = $266.40. (FEMA Cost Code Listing)
2. Subgrantee proposes to repair shoulder washout (200 FT x 1 FT x 0.25 FT) = 150/ 27 = 5.56 CY (1.4) = 7.78 TONS, at a cost of $155.68. Cost estimate is $28.00/ CY (5.56 CY) = $155.68. (FEMA Cost Code Listing) Total Work to be Completed (Site 2) = $422.08
Restoration total = Site 1 ($21,807.68) + Site 2 ($422.08) = $22,229.76
477DR3EQ-12 Baldhill Road PA-02-NY-4020-PW-07497 PA02-NY-4020-State-0092(91)
Utilizing contract service agreements with Maple Ridge Enterprises, Round Top, New York, and in-stock material, the subgrantee repaired the following to pre-disaster condition:
1. Subgrantee replaced washed out large size Riprap (48 FT x 11 FT x 3 FT) = 1,584/ 27 = 58.67 CY (1.4 conversion factor) = 82.13 TONS, and (34 FT x 15 FT x 3 FT) = 1,530/ 27 = 56.67 CY (1.4 conversion factor) = 79.33 TONS
WORK TO BE COMPLETED
The subgrantee proposes to restore the damaged facility back to pre-disaster condition, utilizing force account labor, equipment, and material. Specific repairs include the following:
2. Subgrantee proposes to replace eroded medium size Riprap (25 FT x 8 FT x 3 FT) = 600/ 27 = 22.22 CY
3. Subgrantee proposes to repair the damaged asphalt roadway along an intermittence, measuring (300 FT x 18 FT x 0.25 FT) = 1,350/ 27 = 50 CY (1.9 asphaltic factor) = 95 TONS
3a. Subgrantee proposes to add a layer of aggregate base course (300 FT x 18 FT x 0.25 FT) = 1,350/ 27 = 50 CY
4. Subgrantee proposes to replace both damaged CMP culverts: (4 FT x 40 FT) and (3 FT x 40 FT)
4a. Subgrantee proposes to disassemble and reassemble the guide rail during the culvert replacement [2] (50 LF sections) = 100 LF
A hydrology study will be required per FEMA Recovery Policy 9626.1, Appendix A, paragraph A-1. This is required and funded by FEMA up to $1,000.00, on projects that do not exceed the small project threshold of $63,900.00. Funding for drainage infrastructure that will change stream hydrology is contingent upon evaluation and approval of a localized hydraulic study prepared by an Engineer licensed in the State of New York. This is to classify the downstream effect.
477DR3ER-12 Chadderdon Road PA-02-NY-4020-PW-07607 PA-02-NY-4020-State-0092(91)
Utilizing force account labor, equipment, and in-stock material, the subgrantee will restore the facility to pre-disaster condition with the following:
Site 1
- Replace crushed 18 IN HDPE culvert
- Replace aggregate base course (18 FT x 6 FT x 0.25 FT) = 27/ 27 = 1 CY
- Repave scoured asphalt roadway over damaged 18 IN HDPE culvert (18 FT x 6 FT x 0.25 FT) = 27/ 27 = 1 CY (1.9 asphaltic factor) = 1.9 TONS
- Replace washed out medium size Riprap (5 FT x 5 FT x 2 FT) = 50/ 27 = 1.85 CY
- Replace scoured asphalt along roadway shoulder (20 FT x 18 FT x 0.25 FT) = 90/ 27 = 3.33 CY (1.9 asphaltic factor) = 6.33 TONS
Site 2
- Repace scoured asphalt roadway (30 FT x 18 FT x 0.25 FT) = 135/ 27 = 5.0 CY (1.9 asphaltic factor) = 9.5 TONS
Site 3
- Repave scoured asphalt roadway (20 FT x 18 FT x 0.25 FT) = 90/ 27 = 3.33 CY (1.9 asphaltic factor) = 6.33 TONS
- Repave scoured asphalt along roadway shoulder (25 FT x 5 FT x 0.25 FT) = 31.25/ 27 = 1.16 CY (1.9 asphaltic factor) = 2.20 TONS
The cost of this restoration is $4,557.22 (not including Direct Administrative Costs).
477DR3ES-12 Joseph Chadderdon Road PA-02-NY-4020-PW-07829 PA-02-NY-4020-State-0092(91)
Utilizing force account labor, equipment, and material, the Subgrantee completed the following restoration to the damaged facility:
1. Subgrantee replaced 62.22 TONS of scalping on the roadway shoulder (50 FT x 12 FT x 2 FT) = 44.44 CY (1.4

conversion factor) = 62.22 TONS, and the embankment (10 FT x 6 FT x 4 FT) = 8.89 C (1.4 conversion factor) = 12.45 TONS
2. Subgrantee replaced 15.8 tons of bituminous concrete road surface (50 FT x 18 FT x 0.25 FT) = 8.33 CY (1.9 asphaltic factor) = 16.67 TONS, and road base scalping (12 FT x 18 FT x 0.25 FT) = 2 CY (1.4 conversion factor) = 2.8 TONS
3. Subgrantee replaced CMP culvert (24 IN x 40 FT)
477DR3ET-12 Joseph Chadderdon Road PA-02-NY-4020-PW-07824 PA-02-NY-4020-State-0095(93)
Utilizing 284.75 hours of force account labor, 256.75 hours of equipment, and material, the subgrantee returned the following back to pre-disaster condition, design, and capacity: Site 1:
- Subgrantee replaced slope stone (20 FT x 8 FT x 1.5 FT) = 240/ 27 = 8.89 CY (1.4 conversion factor) = 12.45 TONS
- Subgrantee replaced embankment fill scalpings (20 FT x 10 FT x 6 FT) = 1,200/ 27 = 44.44 (1.4 conversion factor) = 62.22 TONS
- Subgrantee replaced CMP culvert (2 FT x 40 FT)
Site 2:
- Subgrantee replaced shoulder material w/ scalpings (12 FT x 4 FT x 2 FT) = 96/ 27 = 3.56 CY
- Subgrantee repaired bituminous concrete road surface (50 FT x 18 FT x 0.25 FT) = 225/ 27 = 8.33 CY (1.9 asphaltic factor) = 15.83 TONS
- Subgrantee replaced CMP culvert (3 FT x 40 FT)
Site 3:
- Subgrantee replaced shoulder material w/ scalpings (10 FT x 4 FT x 2 FT) = 80/ 27 = 2.96 CY
- Subgrantee repaired bituminous concrete road surface (25 FT x 15 FT x 0.25 FT) = 9.38/ 27 = 0.35 CY (1.9 asphaltic factor) = 1.90 TONS
- Subgrantee replaced CMP culvert (1.5 FT x 40 FT). (See HMP)
Site 4:
- Subgrantee replaced slope stone (40 FT x 8 FT x 3 FT) = 960/ 27 = 35.56 CY
- Subgrantee replaced scalpings (15 FT x 4 FT x 1 FT) = 60/ 27 = 2.22 CY and (40 FT x 2 FT x 5 FT) = 400/ 27 = 14.81 CY
- Subgrantee repaired bituminous concrete road surface (50 FT x 18 FT x 0.25 FT) = 225/ 27 = 8.33 CY (1.9 asphaltic factor) = 15.83 TONS (1/2 intermittence) = 7.92 TONS
WORK TO BE COMPLETED:
Site 1:
- Subgrantee proposes to replace aggregate base course (50 FT x 18 FT x 0.25 FT) = 225/ 27 = 8.33 CY
- Subgrantee proposes to repair bituminous concrete road surface (50 FT x 18 FT x 0.25 FT) = 225/ 27 = 8.33 CY (1.9 asphaltic factor) = 15.83 TONS
- Subgrantee proposes to replace shoulder stone washout (100 FT x 2 FT x 3 FT) = 600/ 27 = 22.22 CY
Site 2:
-Subgrantee proposes to replace Riprap washout (20 FT x 6 FT x 5 FT) = 600/ 27 = 22.22 CY
Site 3:
-Subgrantee proposes to replace Riprap washout (20 FT x 6 FT x 5 FT) = 600/ 27 = 22.22 CY
Site 4:
- Subgrantee proposes to replace aggregate base course (50 FT x 18 FT x 0.25 FT) = 225/ 27 = 8.33 CY
- Subgrantee proposes to repair bituminous concrete road surface (50 FT x 18 FT x 0.25 FT) = 225/ 27 = 8.33 CY (1.9 asphaltic factor) = 15.83 TONS (1/2 intermittence for work already complete) = 7.92 TONS
- Subgrantee proposes to disassemble and reassemble displaced steel guide rail section (40 LF)
- Subgrantee proposes to replace shoulder stone washout along the embankment (10 FT x 12 FT x 2 FT) 240/ 27 = 8.89 CY
- Subgrantee proposes to replace shoulder stone washout (10 FT x 10 FT x 8 FT) = 800/ 27 = 29.63 CY
- Subgrantee proposes to replace concrete headwall (6 FT x 6 FT x 1 FT) = 36/ 27 = 1.33 CY
Total Work to be Completed Repair Estimate = $7,804.44
477DR3EU-12 Bailey Road PA-02-NY-4020-PW-08223 PA-02-NY-020-State-0099(98)
Utilizing force account labor, equipment, and material, the subgrantee proposes the following restoration measures:
As a preventive measure, subgrantee proposes dewatering the facility during restoration to reduce and/ or eliminate natural stream obstruction(s) vulnerable to the scope of work delineated in the project.
Scope of Work estimate is derived from FEMA Cost Code Listings, CostWorks2012, and historical pricing provided by the subgrantee.
(Inlet side)
1. Fill and compact eroded embankment (4 FT x 6 FT x 3 FT) = 72/ 27 = 2.67 CY
2. Excavate undermined bituminous concrete roadway (25 FT x 18 FT x 0.25 FT) = 112.50/ 27 = 4.17 CY
2a. Replace undermined bituminous concrete roadway (25 FT x 18 FT x 0.25 FT) = 112.50/ 27 = 4.17 CY (1.9 asphaltic factor) = 7.92 TONS, and aggregate base course (25 FT x 18 FT x 0.25 FT) = 112.50/ 27 = 4.17 CY (1.9 asphaltic factor) = 7.92 TONS
2b. Disassemble and reassemble (50 LF) section of guide rail for access to bituminous concrete roadway
3. Replace eroded concrete wingwall (5 FT x 2.5 FT x 2.5 FT) = 31.25/ 27 = 1.16 CY
(Outlet side)

4. Replace scoured layered stone wingwall (6 FT x 6 FT) = 36/ 9 = 4 SY
477DR3EV-12 Chadderdon Road PA-02-NY-4020-PW-08228 PA-02-NY-4020-State-0109(108)
As a preventive measure, subgrantee proposes dewatering the facility during restoration to reduce and/ or eliminate natural stream obstruction(s) vulnerable to the scope of work delineated in the project. Additionally, subgrantee proposes to reroute traffic via detours while the facility is under construction.
Scope of Work estimate is derived from FEMA Cost Code Listings, CostWorks2012, and historical pricing provided by the subgrantee.
Utilizing force account labor, equipment, and material, the subgrantee repaired the following:
(Outlet side)
3. Subgrantee repaired shoulder with Item #4 stone (20 FT x 24 FT x 0.50 FT) = 240/ 27 = 8.89 CY (12.44), and dispersed an additional 2.42 TONS at an intermittence.
Utilizing force account labor, equipment, and material, the subgrantee proposes the following restoration measures:
(Inlet side)
1. Repair the eroded embankment with unclassified fill and compaction (100 FT x 5 FT x FT) = 2500/ 27 = 92.59 CY
(Outlet side)
2. Excavate, fill (unclassified), and compact undermined roadway (20 FT x 24 FT x 5 FT) = 2400/ 27 = 88.89 CY
2a. Disassemble and reassemble both guide rail sections (2 x 40 LF) = 80 LF
2b. Replace aggregate base course (20 FT x 24 FT x 0.25 FT) = 120/ 27 = 4.44 CY (1.3 conversion factor) = 5.77 TONS
2c. Replace bituminous concrete overlay (20 FT x 24 FT x 0.25 FT) = 120/ 27 = 4.44 CY (1.9 asphaltic factor) = 8.44 TONS
4. Replace fractured concrete headwall with reinforced poured concrete (26 FT x 15 FT x 1 FT) = 390/ 27 = 14.44 CY
4a. Demolition and debris removal of damaged concrete headwall (26 FT x 15 FT x 1 FT) = 390/ 27 = 14.44 CY
4b. Flowable fill injection in void areas (26 FT x 15 FT x 1 FT) = 390/ 27 = 14.44 CY
5. Repair the eroded embankment with unclassified fill and compaction (35 FT x 20 FT x 4 FT) = 2800/ 27 = 103.70 CY
477DR3EW-12 Suttmeiers Bridge PA-02-NY-4020-PW-08749 PA-02-NY-4020-State-0130(130)
As a preventive measure, subgrantee proposes dewatering the facility during restortion to reduce and/ or eliminate natural stream obstruction(s) vulnerable to the scope of work delineated in the project. Additionally, subgrantee proposes to reroute traffic via detours while the facility is under construction. Scope of Work estimate is derived from FEMA Cost Code Listings, CostWorks2012, and historical pricing provided by the subgrantee.
WORK COMPLETED
Utilizing force account labor and equipment, the subgrantee has completed preparation measures to the damaged facility, including:
• Sawcut (106 LF) in a checkerboard design, in preparation for future demolition work.
• Replace scoured twin CMP culverts (2) (5 FT x 30 FT)
In accordance with the Town of Cairo's procurement policy, the subgrantee will secure contract services for the following restoration measures:
(Inlet side) 1. Replace concrete headwall with poured concrete (27 FT x 10 FT x 1.5 FT) = 405/ 27 = 15 CY, and (10 FT x 10 FT x 1.5 FT) = 150/ 27 = 5.56 CY. Total = 20.56 CY
1a. Demolition and debris removal of damaged concrete headwall (27 FT x 10 FT x 1.5 FT) = 405/ 27 = 15 CY, and (10 FT x 10 FT x 1.5 FT) = 150/ 27 = 5.56 CY. Total = 20.56 CY
1b. Grout cavity walls (27 FT x 10 FT x 1.5 FT) = 270 SF, and (10 FT x 10 FT) = 100 SF. Total = 370 SF
2. Excavate, fill, and compact undermined roadway (50 FT x 24 FT x 8 FT) = 9600/ 27 = 355.56 CY
3. Replace aggregate base course (50 FT x 24 FT x 0.50 FT) = 600/ 27 = 22.22 CY (1.9 asphaltic factor) = 42.22 TONS
3a. Replace bituminous concrete overlay (50 FT x 24 FT x 0.25 FT) = 300/ 27 = 11.11 CY (1.9 asphaltic factor) = 21.11 TONS
4. Steel beam guide rail disassembly (40 LF)
4a. Steel beam guide rail replacement (40 LF)
4b. Steel beam guide rail assembly (40 LF)
Outlet side) 5. Replace concrete headwall (10.5 FT x 12 FT x 1.5 FT) = 189/ 27 = 7.00 CY, (15.25 FT x 12 FT x1.5 FT) = 274.50/ 27 = 10.17 CY, (12 FT x 12 FT x 1.5 FT) = 216/ 27 = 8.00 CY, and (12 FT x 7 FT x 1.5 FT) = 126/ 27 = 4.67 CY. Total = 29.84 CY
5a. Demolition and debris removal of damaged concrete headwall (10.5 FT x 12 FT x 1.5 FT) = 189/ 27 = 7.00 CY, (15.25 FT x 12 FT x1.5 FT) = 274.50/ 27 = 10.17 CY, (12 FT x 12 FT x 1.5 FT) = 216/ 27 = 8.00 CY, and (12 FT x 7 FT x 1.5 FT) = 126/ 27 = 4.67 CY. Total = 29.84 CY

5c. Grout cavity walls (27 FT x 10 FT) = 270 SF, and (10 FT x 10 FT) = 100 SF. Total = 270 SF
6. Steel pipe hand rail system disassemble (25 LF)

6a. Steel pipe hand rail system replacement (25 LF)

6b. Steel pipe hand rail system assembly (25 LF)
477DR3EX-12 Harold Meyer Road PA-02-NY-4020-PW-08759 PA-02-NY-4020-State-0130(130)
As a preventive measure, subgrantee proposes dewatering the facility during restoration to reduce and/ or eliminate natural stream obstruction(s) vulnerable to the scope of work delineated in the project. Additionally, subgrantee proposes to reroute traffic via detours while the facility is under construction.
Scope of Work estimate is derived from FEMA Cost Code Listings, CostWorks2012, and historical pricing provided by the subgrantee.
In accordance with the Town of Cairo's procurement policy, the subgrantee will secure contract services for the following restoration measures:
1. Sawcut bituminous concrete (40 FT x 24 FT) = 980 SF
1a. Excavate undermined roadway (40 FT x 24 FT x 8 FT) = 7,680/ 27 = 284.44 CY
1b. Fill w/ granular (40 FT x 24 FT x 8 FT) = 7,680/ 27 = 284.44 CY (1.3 swell factor) = 369.78 CY
1c. Compact fill (40 FT x 24 FT x 8 FT) = 7,680/ 27 = 284.44 CY (1.3 swell factor) = 369.78 CY
2. Aggregate base course (40 FT x 24 FT) = 960 SF
2a. Bituminous concrete overlay (40 FT x 24 FT x 0.25 FT) = 240/ 27 = 8.89 CY (1.9 asphaltic factor) = 16.89 TONS
3. Replace CMP (4 FT x 24 FT)
In addition, costs associated with mobilization and demobilization of equipment, dewatering, and sandbagging are identified in the Scope of Work estimate.
(Inlet)
4. Demolition and debris removal of concrete headwall (10 FT x 1.5 FT x 10 FT) = 150/ 27 = 5.56 CY, and wingwall (10 FT x 1.5 FT x 9
FT) = 135/ 27 = 5.00 CY. Total = 10.56 CY
4a. Concrete headwall (10 FT x 1.5 FT x 10 FT) = 150/ 27 = 5.56 CY
5. Concrete wingwall (10 FT x1.5 FT x 9 FT) = 135/ 27 = 5.00 CY
6. Riprap (15 FT x 8 FT) = 120/ 9 = 13.33 SY
7. Guiderail disassembly, replacement, and reassembly (40 LF)
(Outlet)
8. Fill w/ granular (20 FT x 12 FT x 10 FT) = 2,400/ 27 = 88.89 CY (1.3 swell factor) = 115.56 CY 8a. Compact fill (20 FT x 12 FT x 10 FT) = 2,400/ 27 = 88.89 CY (1.3 swell factor) = 115.56 CY
9. Demolition and debris removal of concrete headwall (10 FT x 1.5 FT x 10 FT) = 150/ 27 = 5.56 CY, and wingwall (12 FT x 1 5 FT x 12 FT) = 216/27 = 8.00 CY
9a. Concrete headwall (10 FT x 1.5 FT x 10 FT) = 150/ 27 = 5.56 CY
10. Concrete wingwall (12 FT x 1.5 FT x 12 FT) = 216 CY
11. Stack concrete blocks along embankment 15 (3 FT x 3 FT)
12. Riprap (20 FT x 8 FT) = 160/ 9 = 17.78 SY
13. Guiderail disassembly, replacement, and reassembly (40 LF)

Location Description:

Town of Cairo Town wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2673	3634	6307	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR196A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Catskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,047.25
Total Budget	$0.00	$5,047.25
Total Obligated	$0.00	$5,047.25
Total Funds Drawdown	$0.00	$5,047.25
Program Funds Drawdown	$0.00	$5,047.25
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$5,047.25
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3EY-12 Debris Removal

PW	Bundle
PA-02-NY-4020-PW-06987(0)	PA-02-NY-4020-State-0083(82)
PA-02-NY-4020-PW-06990(0)	PA-02-NY-4020-State-0083(82)
PA-02-NY-4020-PW-03111(0)	PA-02-NY-4020-State-0036(35)
PA-02-NY-4020-PW-03892(0)	PA-02-NY-4020-State-0041(41)

The Applicant used 163 hours of non-reimbursable straight time force account labor and 163 hours of force account equipment time to pick up and haul approximately 93 tons of C&D and household debris to the Greene County Solid Waste Management transfer facility and was finally disposed of at the Ontario County Landfill in Stanley NY. (42.85656, -77.07868) A contractor was used to haul one container to the Greene County Solid Waste Management transfer facility. The Project Specialist has reviewed the documentation submitted and found the costs reasonable.
The Applicant used 56 hours of non-reimbursable straight time force account labor, 46 hours of reimbursable force account overtime labor, 51 hours of force account equipment time and rental equipment to remove the gravel and woody debris from the three sites. --Site#1; The Applicant removed gravel and woody debris (60ft x 20ft x 1ft = 44.4cy gravel, 1200ft x 20ft x 0.5ft woody debris). (60ft x 20ft x 1ft gravel = 44.4cy, 60ft x 20ft x 1ft woody debris = 44.4 cy). The gravel debris was used as fill. The large tree trunks were cut up with a chain saw and stacked on the side of the road, where local residents reclaimed them for firewood. The brushy portion of the woody debris (estimated five dump truck loads, or 70 cy) was hauled to the Five Mile Woods Road Brush Dump, which is owned by the Town of Catskill. (GPS coordinates: 42.23702, -73.94738) --Site #2: the Applicant removed the woody debris that collected at the inlet end of the three tube culvert assembly estimated at (20ft x 10ft x 6ft = 44.4cy).Estimated three truck loads 42cy were hauled to the Five Mile Woods Road Brush Dump, which is owned by

the Town of Catskill. (GPS coordinates: 42.23702, -73.94738). The Applicant pushed the gravel to the sides of the stream bed creating a berm 6ft high. Estimated at (200ft x 20 ft x 2ft = 296cy) and (50ft x 20ft x 2ft = 74cy) down stream of the culvert assembly. --Site #3: The Applicant removed the woody debris collected at the inlet end of the box culvert and in the guide rails estimated at (20ft x 10ft x 6ft = 44.4cy). estimated three truck loads 42cy were hauled to the Five Mile Woods Road Brush Dump, which is owned by the Town of Catskill. (GPS coordinates: 42.23702, -73.94738). The gravel that accumulated in the stream bed upstream of the box culvert estimated at (100ft x 20ft x 2ft = 148.1cy) and (50ft x 20ft 2ft = 74cy) down stream of box culvert was pushed to the sides of the stream bed to create a berm 6ft high.
Utilizing force account labor and equipment, the applicant completed the following work on the days listed:10/3/11: - four force account personnel used the Gradall wheeled excavator and three dump trucks to haul approximately 5 x 12 CY and 10 X 10 CY truck loads of gravelly material to the Town of Catskill Five Mile Wood Road Dump for disposal; and, - the Gradall was also used to re-establish approximately 50 LF of ditchline along the southern side of the road.
Utilizing 88 OT hours of force account labor and 76 hours of equipment time, the applicant completed the following work on the days listed: 8/28/11: Six force account personnel used the front loader and two chain saws to get the seven fallen trees off the road. The trees were cut up enough to facilitate opening the road and then left on the side of the road. The steep terrain in this area and concerns about the possibility of downed power lines caused this work to go slowly. 9/16/11: Eight force account personnel used two dump trucks, the front loader, the Gradall wheeled excavator, a trailer-mounted brush chipper, and three chain saws to cut up the trees entirely and chip the branches, and re-established approximately 100 LF of ditchline where the roots that torn loose when the trees fell had blocked the ditch on the northern side of the road. The applicant estimates that 3 x 10 CY truck loads of chipped woody debris was taken to the Town of Catskill Five Mile Wood Road Dump (GPS coordinates: 42.23702, -73.94738) for disposal. If grinding typically results in a 75 percent reduction (Debris Management Guide, FEMA 325, July 2007, p. 23), this suggests that there was 120 CY of vegetative debris prior to chipping. The remainder of the wood was cut into pieces and left on the side of the road to be taken for firewood by the local residents. Photographs taken on 02/06/2012 show a pile of firewood that was approximately 8 CY in size; however, there was probably more firewood immediately after the tree removal was completed. By looking at the pieces in the firewood pile and the remaining stumps, a reasonable assumption is that there was at least two large (20-24" diameter) trees and the rest were medium-sized (estimate 14" diameter) trees. Online lumber calculators estimate that trees of this size would produce a total of 19 CY of firewood (see attached spreadsheet). Therefore, it is estimated that 120 + 19 = 139 CY of debris was generated on this project. This works out to a cost of ($2,704.56 force account labor + $1,730.60 force account equipment) / 139 CY = $31.91/CY. However, this cost per cubic yard is biased high, because the costs include the time and equipment that was used to re-establish the ditchline as well. If 8 hours of excavator plus operator time are assumed to have gone to ditchline repair ($312.00 excavator time @ 39.00/hour + $315.41 for the operator's 8 hours of force account labor @$39.43/hour), then the debris removal cost works out to $27.39/CY.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	4819	6547	11366	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR196C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Catskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$359,844.66
Total Budget	$0.00	$359,844.66
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3FA-12 High Falls Road Extension PA-02-NY-4020-PW-01574 PA-02-NY-4020-State-0023(20)
Utilizing force account labor, equipment, and materials, the applicant completed the following work on the dates listed:
8/30/11
- filled both washed-out areas with 702.06 tons of unclassified fill material to allow the bridge to be re-opened.
9/21/11
- replaced road subbase using 48.83 tons of scalpings
- re-positioned all guide rails to pre-disaster configuration
10/11/11
- used 57.25 tons of asphalt to re-pave a total of 180 LF x 18 FT width for both sections, to a depth of approximately 3 IN.
477DR3FB-12 Wolven Road PA-02-NY-4020-PW-01583 PA-02-NY-4020-State-0023(20)
Utilizing force account labor, equipment, and materials, the applicant completed the following work on the days listed:
9/14/11
- cleared gravelly debris off of a 15 FT x 100 FT area of Wolven Road;
- backfilled 3 FT x 60 FT x 2 FT of shoulder, 2 FT x 40 FT x 2 FT of road base along the southern road edge, and a 15 FT x 20 FT x 2 FT patch of road base, using 101.32 TONS (72.4 CY) of scalpings;
- the road base material was graded and rolled to prepare the roadbed for paving.
10/6/11
- repaved the 2 FT x 40 FT and 15 FT x 20 FT areas to an average depth of 3 IN, using a total of 7 TONS of asphalt.
477DR3FC-12 Mossy Hill Road PA-02-NY-4020-PW-01558 PA-02-NY-4020-State-0023(20)

Utilizing force account labor, equipment, and materials, the applicant:
-re-installed the 60"-diameter CMP culvert (which, other than being displaced, was undamaged by the storm);
-used a total of 16 CY of concrete to reinforce the two headwalls of the culvert;
-backfilled 20 FT x 18 FT x 3.5 FT of subbase, using approximately 62 tons (44.3 CY) of scalpings;
-used approximately 9 tons of asphalt to re-pave the 20 FT x 18 FT segment of the road to a depth of approximately 4 IN;
-re-installed the 40 FT of guide rail (which, other than being displaced, was undamaged by the storm) in the pre-disaster configuration.
The applicant stated that 62 tons of scalpings were used to backfill the washed-out area. However, an invoice for the purchase of this material was not found. The applicant made numerous purchases of this material from the same supplier for repairs at other locations; therefore, the cost of this material was included on the known per-ton cost of $7.75/ton. A copy of an invoice showing this cost is included
477DR3FD-12 Polly Rock Road PA-02-NY-4020-PW-03113 PA-02-NY-4020-State-0036(35)
Utilizing force account labor, equipment, and materials, the applicant completed the following work on 9/2/11:
- Five force account personnel used three dump trucks and a backhoe to place and grade 193.68 TONS / 138.3 CY of unclassified fill on 45 LF of road and shoulders.
477DR3FE-12 Whites Road PA-02-NY-4020-PW-03853 PA-02-NY-4020-State-0036(35)
Utilizing 70 RT hours of force account labor, 44 hours of force account equipment, and materials, the applicant performed the following work on the days listed:
SEGMENT 1:
9/13/11
- removed damaged 25 LF x 36"-diameter CMP pipe;
- backfilled 15 FT x 20 FT x 3 FT of road base material with 50.49 TONS (36.1 CY) of Item 4 gravel.
9/22/11
- Dug trench to replace culvert pipe
- Prior to the isaster, this culvert pipe was 25 LF of 36-IN CMP. The applicant opted to replace this with 25 LF of 36-IN HDPE culvert pipe. This represents an upgrade, which is an eligible 406 hazard mitigation measure (if cost effective). The cost of 40 LF (2 x 20 LF sections, as required for the repair) of 36-IN CMP (drawn from CostWorks 2012) is included on the Force Account Materials Sheet as a reference price for the cost-effectiveness calculation on the attached Hazard Mitigation Proposal. The actual cost of the 40 LF of 36-IN HDPE culvert pipe is included on the HMP. See the attached CostWorks 2012 cost estimae and the Pipe Plus invoice.
SEGMENT 2:
10/19/11
- backfilled 7.5 FT x 18 FT x 1 FT of road base materials with 7.53 TONS (5.4 CY) of scalpings;
- used 2.97 TONS of asphalt to re-pave a 7.5 FT x 18 FT area to an average depth of 3.5 IN.
477DR3FF-12 Bogart Road PA-02-NY-4020-PW-03116 PA-02-NY-4020-State-0036(35)
Utilizing force account labor, equipment, and materials, the applicant completed the following work on the days listed:
8/29/11:
- cleaned out 80 LF of the roadside ditches, then placed the recovered gravelly debris back onto the road; and,
- backfilled 15 FT x 40 FT of the road with 20.13 tons (14.4 CY) of scalping (adding an average of 8 IN to the backfilled area);
- compacted the road surface with a roller.
10/6/11:
- repaved the 15 FT x 40 FT area to an average depth of 3 IN, using 11 TONS of asphalt
477DR3FG-12 Woodstock Avenue and Kaaterskill Avenue PA-02-NY-4020-PW-01822 PA-02-NY-4020-State-0036(35)
Utilizing force account labor, equipment, and materials, the applicant performed the following work on two different days:
10/4/11
- abandoned the crushed 10" CMP drain in place and removed the crushed catch basin;
- installed a new, 1 FT x 1 FT, pre-cast, flush-mounted catch basin;
- installed a new, 60 FT, 10" PVC drain pipe parallel to the abandoned pipe;
- used 29.93 TONS of scalpings to backfill over the crushed pipe, the new pipe, and to make a bed of subbase for the road.
10/6/11
- used approximately 18 TONS of asphalt to re-pave to 30 FT x 33 FT portion of the intersection to a depth of approximately 3 IN.
The applicant provided invoices for the purchases of the scalpings and asphalt. However, the pre-cast catch basin and 10" PVC drain pipe were drawn from stored materials, and the applicant cannot provide invoices documenting the cost of these items. Using CostWorks 2012, the cost of the pre-cast catch basin was estimated as $325.00 and the cost of 60 FT of 10" PVC drain pipe was estimated as $336.00
477DR3FH-12 Snake Road PA-02-NY-4020-PW-03885 PA-02-NY-4020-State-0036(35)
Using force account labor, equipment, and materials, the applicant will replace 310 FT of galvanized steel guide rail. The applicant provided a quote from Chemung Supply Corporation for 25 x 12.5 FT sections of galvanized guide rail at $105.00/section.

477DR3FI-12 Cauterskill Road PA-02-NY-4020-PW-03119 PA-02-NY-4020-State-0036(35)
Utilizing force account labor, equipment, and materials, the applicant completed the following work on the days listed:
10/4/11
- re-established the roadside ditch by removing debris from 100 LF along the road;
- cleaned away broken asphat.
10/6/11
- paved the one 50 FT x 15 FT segment and the five small patches with 2 IN of asphalt, using 6.61 tons in total.
477DR3FJ-12 Pennsylvania Ave PA-02-NY-4020-PW-06993 PA-02-NY-4020-State-0073(72)
The applicant used 50 hours of reimbursable force account labor, 40 hours of force account equipment and force account material to accomplish the following work:
1. Replaced a 60 FT x 20 FT x 3.5 IN = 13 CY/26.7 tons of asphalt paving;
2. Replaced the fill material between the three CMP culvert pipes underlying Pennsylvania Avenue, creating a hole approximately 10 FT wide x 20 FT long x 6 FT deep = 44.4 CY from steam bed.
3. Replaced a 60 FT x 20 FT x 1 FT = 44.4 CY of road base material.

4. Replace 140 LF of guide rail on the down stream side and 60 LF of guide rail on the up stream side of the roadway @ $3,760.00 as per RS Means Estimate.
477DR3FK-12 Pennsylvania Ave At Box Culverts PA-02-NY-4020-PW-07394 PA-02-NY-4020-State-0091(90)
The Applicant used 16 hours of force account labor, 12 hours of force account equipment and force account material valued at $740.04 to accomplish the following work. The Project Specialist has reviewed all documentation and found the costs reasonable.
1. Replace the road shoulder on the outlet side of the aluminum box culvert measuring 30ft x 10ft x 10ft deep.
2. Replace the road shoulder on the outlet side of the concrete box culvert measuring 20ft x 6ft x 2ft deep.
3. Replace the asphalt road surface and road base across the road between the two culverts measuring 15ft x 20ft x 2ft deep.
4. Replace a section of the asphalt road surface at the concrete box culvert measuring 6ft x 6ft x 1ft deep.

Following State Government Procurement rules the Applicant will use force account labor, equipment and contractor to complete the following work. Work To Be Completed was estimated using RS Means/cost works (attached)
5. Excavate and reset a section of the concrete wing wall on the outlet end of the concrete box culvert measuring 8ft x 10ft x 1ft
6. Eroded the east side of the stream bank at the outlet end of the concrete box culvert measuring 25ft x 20ft x 6ft deep = 111.1cy
7. Eroded the west side of the stream bank at the outlet end of the concrete box culvert measuring 20ftx 10ft x 6ft deep = 44.4cy
477DR3FL-12 Highway 23A 48 IN Diameter CMP Culvert Pipe PA-02-NY-4020-PW-07394 PA-02-NY-4020-State-0098(97)
1. Remove 10 trees along east side of project work area to prevent them from falling into the trench.
2. Excavate 185 LF x 8 FT wide x 5 to 15 FT deep trench (see attached calculation page).
3. Remove 185 LF of damaged 48 IN-diameter CMP culvert pipe.
4. Install 185 LF of new 48 IN-diameter CMP culvert pipe, attached to existing Basins B and C.
5. Backfill trench using excavated materials.
6. Backfill three existing sinkholes with 158 LCY / 221 TONS of select fill.
7. Place (185 LF x 10 FT wide x 1 FT deep =) 70 CY of topsoil with grass seed over the trench scar. This re-seeding is an erosion and sediment control measure that will be required by the New York State Department of Environmental Conservation in order for the project to be issued a GP-0-10-001 permit.
Costs for the work to be completed were initially developed using CostWorks 2012 The applicant's engineer (Rich Praetorius, Praetorius & Conrad, PC) has provided documentation of local costs that are higher than the estimate developed using CostWorks 2012. These higher costs appear to be reasonable and have been used instead of the CostWorks 2012 numbers.
477DR3FM-12 Woodstock Avenue Retaining Wall PA-02-NY-4020-PW-08632 PA-02-NY-4020-State-0125(125)
Subgrantee proposes to utilize contract services to repair the damaged two-tier concrete retaining wall, roadbed, and shoulder to pre-disaster design, function, and capacity. For reimbursable consideration, the eligible scope of work defined herein this project worksheet must be in compliance with local procurement policies and regulations. All quantifications presented reflect approximates identified in Attachment 1 within the Cost Estimating Format (CEF). Construction and demolition (C&D) debris consists of waste that is generated during new construction, renovation, and demolition of buildings, roads, and bridges. The following damaged elements will be demolished:
Site 1: Section B1:
• 101.5 LF of the upper tier of the concrete wall - generating approximately 46.35 CY of C&D debris
Section C3:
• 56 LF of the lower tier of the concrete wall - generating approximately 196.421 CY of C&D debris
Section C3 adjoining:
• 435 SY of broken pavement on Woodstock Avenue - generating approximately 144.85 CY of C&D debris• 155 LF of damaged guiderail and 32 guide rail posts - generating approximately 5 CY of C&D debris

• 25 LF of 12 IN diameter CMP culvert pipe with end flares located above Section C4 - generating approximately 2 CY of C&D debris
• (20 FT x 30 FT) 68 SY of 2 FT thick grouted Riprap apron - generating approximately 45 CY of C&D debris Total estimate = 440 CY of C&D debris (1.2 conversion factor) = 530 LCY (1.6 density factor) = 842 TONS. Debris will be hauled and disposed of at a predestinated, permitted site. In preparation for permanent repair and/ or restoration measures, the subgrantee proposes the following approximate preliminaries:
• 15 trees will be removed from the area above wall sections C4 and C5, (stumps included)
• (20 FT x 110 FT) 400 SY area of topsoil will be stripped and stockpiled above wall sections C4 and C5.
• Temporary bracing supports will be added to the lower tier of the retaining wall while repair/ and or restoration measures take place on the upper tier Permanent restoration measures include the following: Site 1: The subgrantee proposes the following repair and/ or restoration measures for the two-tier concrete retaining wall: • excavate 3,606 BCY of material from around wall sections B1 and B2 (644.27 CY), C3 (632.33 CY), C4 (1,542.36 CY), and C5 (786.2 CY)
• rebuild wall sections B1, B2, C3, C4, and C5 using a total of 678 CY of 3,000 PSI reinforced structural concrete.
• replace 25 LF of 12 IN CMP culvert pipe and flared end
• backfill behind wall with 1,800 CY of sand and gravel and 1,763 CY of fill, clay, or rock with trucked-in material. Compact backfilled material in 12 IN lifts Site 2: The subgrantee proposes the following repair and/ or restoration measures for the Riprap apron:
• rebuild the 30 FT x 20 FT apron with a 6 IN thick slab-on-grade pour of 3,000 PSI structural concrete Site 3: The subgrantee proposes the following repair and/ or restoration measures for the roadway:
• place and roll 435 SY of aggregate base course to a depth of approximately 9 IN
• pave approximately 435 SY of roadway, using binder course, wearing course, tack coat, and prime coat
• install 155 LF of galvanized steel guide rail Additionally, the subgrantee proposes to:
• place topsoil on a (15 FT x 110 FT) 183 SY area above the southern end of the wall and a (20 FT x 110 FT) 400 SY area above wall sections C4 and C5. Total area subtract Riprap apron area = 334 SY
• establish grass on previously mentioned areas for erosion control.

Location Description:

Town of Catskill Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	4819	6547	11366	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR197A-12
Activity Title:	Village of Catskill Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,155.19
Total Budget	$0.00	$7,155.19
Total Obligated	$0.00	$7,155.19
Total Funds Drawdown	$0.00	$7,155.19
Program Funds Drawdown	$0.00	$7,155.19
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$7,155.19
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Public Works force account labor and equipment was used to collect flood debris Village-wide in public rights-of-way for three weeks. The debris, 93 truck loads, totalling 111 tons of mixed waste, was hauled to Greene County Solid Waste Management's licensed, approved landfill at 181 State Route 385 Catskill, NY 12414 (42.25131, -75.83771). Greene County has waived tipping fees for portions of this event to member agencies. The applicant rented a chipper to assist with reducing volume and disposing of vegetative waste.
The applicant's ten eligible employees performed: 668 hours of regular labor (of which only 72 are eligible for one temp employee), and 73.50 hours of overtime, total man hours = 741.5.Various equipment 723 hours for this Category A project.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2201	2103	4304	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR197C-12
Activity Title:	Village of Catskill Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Catskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$144,137.58
Total Budget	$0.00	$144,137.58
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3BJ-12 Black Bridge over Catskill Creek PA-02-NY-4020-PW-02593(0) PA-02-NY-4020-State-0116(116)
Applicant intends to repair Piers 1 & 2 to predisaster condition and add steel armor on the upstream nose of Pier 1 to prevent future damage (see HMP). Repair plan is as follows:
Site Prep:
- Remove debris from around the Piers, including tree trunks and other misc.
- Remove and store guardrail along West Main Street. Erect temporary concrete barriers along West Main Street to protect staging area and construction entrance.

- Construct 15'-0" wide (max) temporary causeway for construction vehicle access off of West Main St. on the west side of Catskill Creek. (See VHB Engineering Drawing GP-1) Causeway to be 2'-0" above max. predicted high tide and serves as upstream side of cofferdam.
- Install cofferdams around downstream end of piers for construction work in the creek. Cofferdams to be 2'-0" above max. predicted high tide.
- Dewater construction site for temporary causeway and access to piers.

Pier 1:
- Temporarily shore loose stone on the pier nose.
- Form and place reinforced concrete to replace missing stones of Pier 1. Use #5 rebar. (See Drawing DET-1 Section A-A for reinforcement detail) The reinforced concrete will be in the same footprint as the original pier. In this way the flow of the creek is unchanged.
- Perform isolated stone repositioning (as necessary)
- Position concrete grout filled fabric bags between bottom layers of stone in areas where mortar is gone.

- Drill and grout 3/4" dia. anchor rods between the new reinforced concrete and the original stone piers. (See VHB Engineering Drawing DET-1)
- Grout the voids and joints in the pier.

Pier 2:
- Temporarily shore loose stone on the pier nose.
- Perform isolated stone repositioning (as necessary).
- Position concrete grout filled fabric bags between bottom layers of stone in areas where mortar is gone.
- Grout the voids and joints in the pier.
- Drill and grout 3/4" dia. anchor rods between stones in the pier. (See VHB Engineering Drawing DET-2)

Additional work considerations:
- Provide adequate cofferdam as necessary around each pier to do the work in the dry. Note, Catskill Creek is tidal with a range. Additional rainfall runoff of 5' to 6'.
- No work or access may be performed from the existing bridge.
- Proposed construction access to the Catskill Creek to be made from West Main Street immediately south of the abutment.
- Current use of Black Bridge is to carry water, sewer, and gas lines across the Catskill Creek. Damage to Piers 1 & 2 are a high concern because service will be interupted if the bridge fails. Black Bridge was closed to pedestrian traffic prior to Hurricane Irene and is only used for utilities.
- For cost estimating purposes of bid proposals it is assumed that 1800'-0" of 9" diameter fabric tubes are required to shim both Pier 1 & 2. Quote provided by Construction Techniques Inc. (See attached email quote)

Selection of Engineer and Contractor: Applicant was engaged in selection process for separate repair on Black Bridge unrelated to the storm when Hurricane Irene hit. Retention of the engineer for repair related to Hurricane Irene is acceptable. See attached selection documentation. VHB Engineering provided an invoice for engineering consulting services. (See attached) Estimated engineering consulting services are included in CEF H.2. (See attached CEF) The construction contract will go out for public bid.

Strategy for creek access was discussed with VHB Engineering. An alternative to constructing the temporary causeway is accessing Piers 1 & 2 by barge. Because of the tidal effect and uneven rocky bottom of Catskill Creek, barges tend to be damaged when bottoming out. Repair costs and time lost do not make the water access by barge a cost effective alternative. The temporary causeway functions as the upstream side of the cofferdam and, once constructed, provides ease of access while saving time. For these reasons the temporary causeway alternative was selected over the use of barges.

Bids from Contractors: Three contractors submitted lump sum bids based on VHB Engineering's drawings and specification. (See attached) The lowest bid was $642,774. Cost estimate, by CEF, estimates construction costs at $458,089. With additional non-construction costs (including engineering and owner's costs) the total estimate is $575,438.

Location Description:

Village of Catskill Road Reconstruction

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2201	2103	4304	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR197F-12
Activity Title:	Village of Catskill Sewer Repairs

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Village of Catskill

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,052.85
Total Budget	$0.00	$5,052.85
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3BK-12 Three Sanitary Sewer Lift Stations PA-02-NY-4020-PW-00086 PA-02-NY-4020-State-0008(7)
The applicant and it's contractors and vendors restored three flood damaged sanitary sewer lift station facilities to pre-disaster condition with dewatering, drying, cleaning, repairing, rebuilding, replacing and ordering various components as follows:
Lift Station #1 - W. Main Street - The applicant's force account handled initial response, assessment and attempts to dewater, removed mud and debris, called contractors, ordered replacement parts, dismantled two damaged motors from the pumps, cleaned both pumps and installed 2 new 30-hp motors (without electrical connection), 10-quarts of oil w/1-funnel and 6 industrial V-belts and cleaned both pumps. The applicants contractor dried, cleaned and evaluated electrical panels and controls, performed all electrical reconnection work including hooking up 2 30-hp motors, installed three floats, installed one veriable frequency drive (VFD) and tested.
Lift Station #2 - Bushnell Avenue - The applicant's force account staff handled initial emergency response, assessment and attempts to dewater, removed mud and debris, called contractors, ordered replacement parts, dismantled two damaged motors from the pumps, clean both pumps and installed 2 rebuilt Westinghouse 5-hp motors (without electrical connection), The applicant's contractor dried, cleaned and evaluated the electrical panels and controls, installed 2 C-flanges on 5-hp motors for mounting, rebuilt two Westinghouse 5-hp motors, performed all electrical reconnection work including reconnection of both rebuilt 5-hp motors, installed three floats and relays and tested.
Lift Station #3 - Allen Street - The applicant's force account staff handled initial emergency response, assessment and attempts to dewater, remove mud and debris, called contractor, ordered replacement parts, dismantled two motors from the pumps and driveshafts, cleaned the pumps and check-valves, greased drive shafts, installed two rebuilt Westinghouse 20-hp motors (without electrical connection). The applicant's contractor dried, cleaned and evaluated the electrical panels and controls, rebuilt two Westinghouse 20-hp motors, performed all electrical

reconnection work including reconnection of both rebuilt Westinghouse rebuilt 20-hp motors, installed one VFD, replaced lights in the wetwell and tested.
The applicant's three eligible employees performed: 112 hours of regular labor, 78.50 hours of overtime, and used 3 pieces of equipment for 88.5 hours for this project. Note that applicant purchased all materials and repair parts, they were not provided by contractors.
Work to be Completed:
Lift Station #1 - W. Main Street - Contractual labor from Jerry Jennings Electrical Contractor, Inc to install: one variable frequency drive (VFD), Omni site control (for alarms), and close and secure all covers.
Lift Station #2 - Bushnell Avenue - Contractual labor from Jerry Jennings Electrical Contractor, Incto furnish and install a new level control unit and close and secure all covers.
Lift Station #3 - Allen Street - Contractual labor to close and secure all covers.

Location Description:

Village of Catskill Sewer Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2201	2103	4304	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR292A-12
Activity Title:	Town of Coxsackie Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Coxsackie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$8,064.69
Total Budget	$0.00	$8,064.69
Total Obligated	$0.00	$8,064.69
Total Funds Drawdown	$0.00	$8,064.69
Program Funds Drawdown	$0.00	$8,064.69
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$8,064.69
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Work Completed: Public Works force account labor and equipment was used town-wide to clear and relocate storm generated vegetative debris in public rights-of-way through September 13th following the storm. In addition, assistance was requested and rendered to four neighboring communities, under long standing handshake pacts to four neighboring communities to collect and dispose of household debris.
Approximately 800 CY of mixed waste debris was hauled to Greene County Solid Waste Management's licensed, approved landfill at 181 NY Rt. 385 Catskill, NY 12414 (42.25128, -75.83771). Greene County has waived tipping fees for portions of this event to member agencies.
The applicant's six eligible employees performed: 532 hours of regular labor, 96 hours of overtime labor and used 11 pieces of equipment totaling 612 hours of usage for this debris project.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2306	3631	5937	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR292C-12
Activity Title:	Town wide road repair

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Coxsackie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$10,810.52
Total Budget	$0.00	$10,810.52
Total Obligated	$0.00	$10,810.52
Total Funds Drawdown	$0.00	$10,810.52
Program Funds Drawdown	$0.00	$10,810.52
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$10,810.52
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Public Works Force Account Labor and Equipment was used to repair the eligible roadway, drainage ditch and headwall damage including:
Site 1 - Replaced 30 TN of item 4 stone.
Site 2 - Reshaped 120 LF ditches and replaced 36 TN of shale stone.
Site 3 - Repaired stone/concrete bridge headwall at 5-culvert creek crossing using on-site dislodged stones and replaced 25 TN of shale stone.
Site 4 - Replaced 37.34 TN of medium stone and 30 TN of item 4 stone.
Site 5 - Reshaped 809 LF ditches, replaced 12 IN x 40 LF and 18 IN x 40 LF sections of culvert pipe and replaced 10 TN of fine item 4 stone and 5 TN of super pave asphalt.
Site 6 - Reshaped 1035 LF of ditches and replaced 12 IN x 40 LF section of culvert pipe.

Location Description:

Town wide road repair

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	2306	3631	5937	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR293A-12
Activity Title:	Village of Coxsackie Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Coxsackie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,478.56
Total Budget	$0.00	$1,478.56
Total Obligated	$0.00	$1,478.56
Total Funds Drawdown	$0.00	$1,478.56
Program Funds Drawdown	$0.00	$1,478.56
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,478.56
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3U-12 PA-02-NY-4020-PW-03130 PA-02-NY-4020-State-0032(30)
The sub-grantee used force account labor (191 regular hours which are not eligible) and equipment (60 hours) to take away woody debris from roads, rights of way and public property to remove the threat to public health and safety. The sub-grantee picked up approximately 600 CY of woody debris and hauled it to a temporary storage site owned by the village of Coxsackie at 5 Cato Street, Coxsackie. A woody debris pile measuring 50 ft long x 20 ft wide x 8 ft deep remains at the site. Approximately half of the debris from the storm has been chipped (50 ft long x 20 ft wide x 8 ft deep), and the rest will be chipped as time allows, and used by the village. The cost of the debris removal is very reasonable as there were no eligible labor costs or contract costs.
477DR3V-12 PA-02-NY-4020-PW-03391 PA-02-NY-4020-State-0032(30)
Applicant used force account labor and equipment to perform emergency debris removal. Work included removal of tree debris from the drainage canal and catch basin area. Because work performed was emergency, only overtime labor is reimbursable. The 148 CY of debris was hauled to a temporary storage site owned by the village of Coxsackie at 5 Cato Street, Coxsackie. Applicant obtained written approval from land owner to access the canal and obtained all permits associated with this work. (see attached permit)
Cost of Debris per cy= $2630.00/148 cy = $17.77cy
Force Account Labor: 0 eligible hours
Force Account Equipment: 98 hours

Location Description:

Village Wide Debris Removal

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1226	1588	2814	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR293C-12
Activity Title:	Village of Coxsackie Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Coxsackie

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,673.16
Total Budget	$0.00	$3,673.16
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3FN-12 South River Street PA-02-NY-4020-PW-03385 PA-02-NY-4020-State-0040(38)
Scope of Work: Applicant used force account labor, equipment, and materials to restore the damaged facility to pre-disaster condition. The following is a scope of work and an estimate to restore pre-disaster conditions. For stone 1 TON = 1.4 CY. For asphalt 1 TON = .5 CY.
Applicant repaired the shoulder with stone 8 FT x 20 FT x 1 FT = 5.93 CY (8.3 TON)
Applicant repaired the road with asphalt 8 FT x 20 FT x 6 IN = 2.96 CY (5.92 TON)
Applicant repaired the road with asphalt 10 FT x 10 FT x 6 IN = 1.85 CY (3.7 TON)
Applicant repaired the pot holes in the road with asphalt (3 sections) 3 x 5 FT x 5 FT x 6 IN = 1.39 CY (2.78 TON)
Force Account Labor: 64 hours
Force Account Equipment: 17 hours
477DR3FO-12 Riverside Avenue PA-02-NY-4020-PW-03443 PA-02-NY-4020-State-0056(55)
Applicant used force account labor and equipment to partially restore the damaged facility to pre-disaster condition. The following is a scope of work and an estimate to restore pre-disaster conditions (see HMP for actual work completed). For stone 1.4 TON = 1 CY. For asphalt 1 TON = .5 CY.
Applicant repaired the ditch with gravel 405 FT x 2.5 FT x 6 IN = 18.75 CY (26.25 TON)
Applicant repaired the road bed with # 4 gravel 405 FT x 1.5 FT x 3 IN = 5.63 CY (7.88 TON)
Applicant repaired the road with asphalt 405 FT x 1.5 FT x 3 IN = 5.63 CY (11.26 TON)
Applicant used air compressor to clear debris from 12 IN culvert 410 FT
Force Account Labor: 88 hours
Force Account Equipment: 42 hours

Location Description:

Village of Coxsackie Road Reconstruction

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1226	1588	2814	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR342A-12
Activity Title:	Town of Durham Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Durham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$630.83
Total Budget	$0.00	$630.83
Total Obligated	$0.00	$630.83
Total Funds Drawdown	$0.00	$630.83
Program Funds Drawdown	$0.00	$630.83
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$630.83
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Assistance was requested and rendered by the Town of Durham to the neighboring communities, under longstanding handshake pacts to collect and dispose of household debris. Approximately 120 cy of mixed waste debris was hauled to a holding site at S. Cairo, NY., 12482; and then disposed of at the Town of Colonie's Landfill; Permit # 01526. The only costs for this debris removal that is being requested by the Applicant is the contractual rental of the (6) 20 yd trash containers, delivery and pick-up of the trash containers and the Landfill Charge:
6) 20 yd Trash Containers - $2100.00
Delivery & Pickup of Containers - $150.00
Landfill Charge - $241.60
Total: $ 2,491.60

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1079	1469	2548	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR342C-12
Activity Title:	Town of Durham Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Durham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$57,661.52
Total Budget	$0.00	$57,661.52
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3FQ-12 Brand Hollow Road PA-02-NY-4020-PW-00241 PA-02-NY-4020-State-0003(3)
Site 1: Applicant used 12 hours of Force Account Labor and 12 hours of Force Account Equipment, and Materials (120 cy of gravel and 128 cy of crusher run to repair the gravel shoulder road section (200' long x 2' wide x 8.64' deep = 3456 / 27 = 128 cy) and (660' long x 2' wide x 2.4'5 deep = 3234 / 27 = 120 cy); total = 248 cy.).
Site 2: Applicant used 32 hours of Force Account Labor and 32 hours of Force Account Equipment, and Materials to secure the displaced 9' dia x 32' long CMP and used 8 hours of Rental Equipment to replace the 75' x 30' x .41' = 34.3 x 1.4 factor = 48 tons of rip rap.
There is no charge for the gravel material, however, the labor costs includes transportation of the gravel to the site.
The Applicant used Force Account Labor and Force Account Equipment to load the donated gravel at a cost of $2.02 per CY; statement from the Applicant is included in backup documentation.
477DR3FR-12 Saybrook Hill Road PA-02-NY-4020-PW-00251 PA-02-NY-4020-State-0003(3)
The Applicant used 10 hours of Force Account Labor, 10 hours of Force Account Equipment and Materials to repair the eroded asphalt road shoulder section 100' L x 10' W x 0.54' D = 540 / 27 = 20 cy x 1.4 factor = 28 tons of crusher rock.
477DR3FS-12 Allen Teator Road PA-02-NY-4020-PW-00264 PA-02-NY-4020-State-0003(3)
The Applicant used 15 hours of Force Account Labor, 15 hours of Force Account Equipment, Materials and Contractor to re-set the 24" Dia x 50' L CMP and repair the eroded chip and seal road section of 20' x 10' x 3.47 / 27 = 25.71 cy x 1.4 factor = 36 tons of crusher rock. Brush chippers were used to clear and chip minor amount of vegetative debris incidental to this road repair.
477DR3FT-12 Lower Loop - Old 23 PA-02-NY-4020-PW-00243 PA-02-NY-4020-State-0003(3)
Applicant reset the salvageable 12" Dia x 30' long CMP, and repaired chip seal road section (30' x 15' x 6'); the Applicant utilized 20 hours of Force Account Labor, 20 hours of Force Account Equipment and (10) 2 x 2 x 4

concrete blocks and 30 cy of gravel.
The Applicant used Force Account Labor and Force Account Equipment to load the donated gravel at a cost of $2.02 per cy; statement from the Applicant is included in backup documentation.
477DR3FU-12 Hervey Sunshine Road PA-02-NY-4020-PW-00249 PA-02-NY-4020-State-0003(3)
The Applicant used 11 hours of Force Account Labor,11 hours of Force Account Equipment and Materials to repair the eroded chip seal road shoulder section of 200'L x 8'W x 0.8'D = 1280/27 = 47.4 cy.
16 tons Crusher Run cy 11.4 factor = 11.4 of crusher rock + 36 cy of gravel = 47.4 total cy.
477DR3FV-12 Strong Road PA-02-NY-4020-PW-00242 PA-02-NY-4020-State-0003(3)
The Applicant re-secured the salvageable 12' square x 40' metal culvert, and repaired the chip seal shoulder road section (10' long x 20' wide x 6.25' deep) utilizing 14 hours of Force Account Labor, 14 hours of Force Account Equipment and Materials; and 46.28 cy of medium rock, gravel and crusher run. There is no charge for the gravel material, however, the labor costs includes loading and transportation of the gravel to the site.
The Applicant used Force Account Labor and Force Account Equipment to load the donated gravel at a cos $2.02 per cy; statement from the Applicant is included in backup documentation.
477DR3FW-12 Clay Hill Road PA-02-NY-4020-PW-00330 PA-02-NY-4020-State-0005(5)
The Applicant used 8 hours of Force Account Labor, 8 hours of Force Account Equipment and Materials to re-set the 24" Dia x 50' L CMP and to repair the eroded gravel road section of 100 ft long x 8 ft wide x 1.06 ft deep = 848 / 27 = 31.4 cy of crusher rock and 75 ft long x 8 ft wide x 0.84 ft deep = 504 / 27 = 18.7 cy Road Shoulder.
The Force Account Labor hours are overtime; Applicant is on a 4 - 10 week, 9/2/11 is on a Friday.
477DR3FX-12 Town Road Culverts and Road Shoulders PA-02-NY-4020-PW-00431 PA-02-NY-4020-State-0005(5)
The Applicant used 14 hours of Force Account Labor, 14 hours of Force Account Equipment and Materials to re-set the 30 inch dia x 30FT L CMP and the 4 FT Dia x 50 FT L CMP using (3) new concrete blocks to re-secure the CMPs, and repair the eroded gravel road shoulder section of 15 FT L x 10 FT W x 6.55 FT D = 982.5 / 27 = 36.4 CY. Applicant also used contractor services for material delivery.
477DR3FY-12 Traver Road PA-02-NY-4020-PW-00499 PA-02-NY-4020-State-0005(5)
The Applicant used 56 hours of Force Account Labor and 56 hours of Force Account Equipment, and Materials and Contractor to re-install the 8' dia x 50’ L CMP and repair the eroded gravel road section of 10’ long x 20’ wide x 19.98’ deep = 148 cy; 120 cy gravel and 28 cy crusher run.
There is no charge for the gravel material, however, the labor costs includes the loading of the gravel onto the Applicant's Equipment.
Project was reviewed for 406 Hazard Mitigation and determination is made that mitigation is not feasible.
477DR3FZ-12 Old S. Durham Highway PA-02-NY-4020-PW-00487 PA-02-NY-4020-State-0005(5)
Site 1: Applicant used 18 hours of Force Account Labor, 12 hours of Force Account Equipment and Materials to repair the gravel shoulder road section of 75' L x 5' W x 3.6' D = 1350 / 27 = 50 cy, x 1.4 factor = 70 tons.
WORK TO BE COMPLETED:
Replace the underminded rip rap on the road embankment adjacent to Old S. Durham Highway: 300' L x 15' W x 0.86 D = 142.9 cy x 1.4 factor = 200 tons of rip rap x $17.50 = $3,500 (Material) + 30 hours of Excavator x $150 = $4,500 = $8000; material and equipment costs estimates based on local costs supplied by the Applicant; included with back-up documentation.
Note: Using FEMA cost codes 3070, 4081 and 8732, estimated at $8,507.
3070 - Shaping / $3.40 per LF x 300 LF = $1020.
4081 - Rip Rap Placed / $30 per cy x 142,9 cy = $4287
8732 - Hauling Rip Rap to Site: 10 loads x 4 hrs x $80/hr = $3200
Total Estimate: $8507 - Using FEMA Cost Codes; Applicant Estimate $8000.00
Project was reviewed for 406 Hazard Mitigation and determination is made that mitigation is not feasible.
477DR3GA-12 Sunside Road PA-02-NY-4020-PW-00365 PA-02-NY-4020-State-0005(5)
The Applicant used 9 hours of Force Account Labor, 9 hours of Force Account Equipment and Materials to repair the eroded asphalt road shoulder section of 200 ft long x 4 ft wide x 1.93 ft deep = 1544 / 27 = 57.1 cy.x 1.4 factor = 80 tons of crusher rock.
477DR3GB-12 Cochrane Road PA-02-NY-4020-PW-00502 PA-02-NY-4020-State-0009(8)</g;
Applicant used 16 hours of Force Account Labor, 16 hours of Force Account Equipment and Materials to repair and re-set (2) Concrete Culvert Head Walls 12' L x 10' H x 12" D each on both the inlet and outlet water flow sides, and to repair the eroded road shoulder section around the displaced Concrete Culvert Head Walls 30' L x 15' W x 7.72' D = 3474 / 27 = 128.7 cy.
128.7 cy x 1.4 factor = 180 tons.
There is no charge for the gravel material, however, the labor costs includes transportation of the gravel to the site.
The Applicant used Force Account Labor and Force Account Equipment to load the donated gravel at a cost of $2.02 per cy; statement from the Applicant is included in backup documentation.
477DR3GC-12 Sutton Road PA-02-NY-4020-PW-01044 PA-02-NY-4020-State-0013(14)
The Applicant used 282 hours of Force Account Labor, 282 hours of Force Account Equipment, Rented Equipment, Contractor and Materials to repair the eroded chip seal road section 2828' L x 8' W x 1.82' D = 41,176 / 27 = 1525 cy.
Project was reviewed for 406 Hazard Mitigation and determination is made that mitigation is not feasible.
The Applicant used Force Account Labor and Force Account Equipment to load the donated gravel at a cost of $2.02 per cy; statement from the Applicant is included in backup documentation.

477DR3GD-12 Cunningham Road PA-02-NY-4020-PW-01048 PA-02-NY-4020-State-0013(14)
The Applicant used 144 hours of Force Account Labor,144 hours of Force Account Equipment, Contractor and Materials to replace the 15" Dia x 70' L CMP and repaired the eroded road shoulder section 3907' L x 2' W x 0.41' D = 3203.7 / 27 = 118.6 cy
Project was reviewed for 406 Hazard Mitigation and determination is made that mitigation is not feasible.
There is no charge for the gravel material, however the contract costs includes transportation of the gravel to the site; $2.02 per cy.
477DR3GE-12 Cochrane Road PA-02-NY-4020-PW-01157 PA-02-NY-4020-State-0016(15)
Applicant used 63 hours of Force Account Labor, 63 hours of Force Account Equipment and Materials to repair the gravel shoulder road section (650' L x 25' W x 0.868' D = 14105 / 27 = 522 cy) and re-set the 42" dia x 50' L CMP.
There is no charge for the gravel material, however, the labor costs includes transportation of the gravel to the site.

The Applicant used Force Account Labor and Force Account Equipment to load the donated gravel at a cost of $2.02 per cy;
477DR3GF-12 Saybrook Valley Road PA-02-NY-4020-PW-01168 PA-02-NY-4020-State-0016(15)
The Applicant used Force Account Labor, Force Account Equipment, Materials and Contractor to repair the damage at the 2 Sites.
Site 1: Applicant used 26 hours of Force Account Labor, 26 hours of Force Account Equipment, Materials and Contractor to repair the eroded (2) road shoulder sections 20' L x 20' W x 13.6' D = 5440 / 27 = 201 cy and road shoulder section 200' L x 8' W x 4.92' D = 7872 / 27 = 291 CY.
Site 2: Applicant used 16 hours of Force Account Labor and 4 hours of Force Account Equipment to repair the eroded blacktop road section 45' L x 25' W x 0.15' D, equivalent to 9 Tons.
Project was reviewed for 406 Hazard Mitigation and determination is made that mitigation is not feasible.
477DR3GG-12 Intersection of Cornwallville Rd. and Flynn Rd. &nspnbsp;PA-02-NY-4020-PW-01493 PA-02-NY-4020-State-0021(22)
The Town of Durham contracted with R&B Construction to fix the culvert by replacing the damaged portion of the bottom with concrete. The construction was achieved using pumps to redirect the water while the concrete was installed. The contract amount was for $23,536.00 and included all materials, labor and equipment except for the following provided by the applicant:
• The applicant purchased 19.94 tons of sand for a total of $299.10 from Carver Sand for fine aggregate in the concrete.
• The applicant used 24 hours of Force Account Labor and 24 total hours of Force Account Equipment to run an excavator for 16 hours and a dump truck for 8 hours.
The area repaired with concrete was 11' L x 18' W x 1.51' D = 298.98 / 27 = 11.1 CY x 1.8 = 19.94 tons of sand.
477DR3GH-12 Sutton Road PA-02-NY-4020-PW-01084 PA-02-NY-4020-State-0021(22)
The Applicant used 44 hours of Force Account Labor, 44 hours of Force Account Equipment, Materials and Contract to repair the eroded blacktop road shoulder section of 200' L x 20' W x 0.68' D = 2720 / 27 = 100 cy.
WORK TO BE COMPLETED:
Replace the damaged 10' W x 6' H x 40' L galvanized arch culvert. Estimated costs are local costs supplied by Chemung Supply Corp., Otsego, NY 800-755-4530, Carl Pertine. (Estimate included in Back-up Documentation.)
Arch Culvert - $269.34 per LF x 40' LF = $10,773.60, coupler $808.02, Labor/Equipment to install $1200.00; total estimate: $12,781.62.
477DR3GI-12 Cornwallville Road PA-02-NY-4020-PW-03197 PA-02-NY-4020-State-0032(30)
The applicant used 111.5 hours of force account labor and 106.75 hours of force account equipment, 674.4 Ton reclaimed gravel (see attached equipment and labor costs) 522 Ton heavy and medium stone and 70 Ton crusher run to repair the damaged road, road shoulder and slope. Equipment and man hours spent to reclaim the gravel for reuse is included in the total hours. The asphalt repair was captured on a town-wide road surface repair PW.
Site 1. Washout at Box Culvert GPS 42.34790, -74.15318
1a) Replace and set reclaimed Gravel: 80 FT Long x 10 FT Wide x 6.08 FT Thick / 27 = 180 CY x 1.6 = 288 Ton
1c) Replace and set Crusher Run: 80 FT Long x 10 FT Wide x 1.48 FT Thick / 27 = 43.8 CY x 1.6 = 70 Ton
Site 2.Cornwallville Road Mud Slide GPS 42.33339, -74.13713
1a) Replace and set Rip Rap (heavy and medium rock): 100 FT Long x 35 FT Wide x 2.88 FT Thick /27 = 372.9 CY x 1.4 = 522 Ton
1b) Replace and set reclaimed Gravel: 100 Ft Long x 35 FT Wide x 2.13 FT Thick / 27 = 276 CY x 1.4 = 386.4 Ton
477DR3GJ-12 Hervey Street PA-02-NY-4020-PW-03201 PA-02-NY-4020-State-0033(33)
The applicant used 135.25 hours of force account labor and 127.25 hours of force account equipment, 547.60 Ton reclaimed gravel (see attached equipment and labor costs), 188 Ton crusher run, 54 Ton blacktop, 30 linear feet culvert and culvert collar to repair the damaged road and road shoulder sections. Equipment and labor hours spent to reclaim the gravel for reuse is included in the total hours.
Site 1. Hervey Street below Sherwood Forest GPS 42.370278, -74.12500
1a) Replace and set reclaimed Gravel: 60 FT Long x 10 FT Wide x .35 FT Thick / 27 = 7.7 CY x 1.3 = 10 Ton
1b) Replace and set Crusher Run: 140 FT Long x 18 FT Wide x 1.14 FT Thick / 27 = 106.30 CY x 1.6 = 170 Ton
1c) Replace and apply Blacktop: 140 FT Long x 18 FT Wide x .30 FT Thick / 27 = 28.42 CY x 1.9 = 54 Ton
1d) Replace and install 24 Inch CMP: 30 linear feet.
1e) Replace 1 culvert collar.
Site 2. Hervey Street above Stiel Road GPS 42.35212, -74.13017

1a) Replace and set reclaimed Gravel: 80 FT Long x 30 FT Wide x 3.78 FT Thick / 27 = 336 CY x 1.6 = 537.60 Ton
1b) Replace and set Gravel: 80 FT Long x 30 FT Wide x 0.127 FT Thick / 27 = 11.29 CY x 1.6 = 18.06 Ton
WORK TO BE COMPLETED:
Site 1. Hervey Street below Sherwood Forest GPS 42.370278, -74.12500
1a) Replace and install 84 FT galvanized steel "W" rail: 7 lengths and 21 posts.
Project was reviewed for 406 Hazard Mitigation and determination is made that mitigation is not feasible.
477DR3GK-12 Cornwallville Road PA-02-NY-4020-PW-03272 PA-02-NY-4020-State-0033(33)
The applicant used 30.75 hours of force account labor, 30.75 hours of force account equipment, 36 tons of crusher run, 76.8 tons of reclaimed gravel (see attached equipment and labor hours,) 30 LF of culvert pipe and one coupler to repair the shoulder and driveway culvert washout on Cornwallville Road near Hulls Hill. Equipment and man hours spent to reclaim the gravel for reuse are included in the total hours.
Site 1. Hulls Hill Shoulder and Culvert GPS 42.36400, -74.15765
1a) Replace and set Crusher Run: 1000 FT Long x 2 FT Wide x .31 FT Thickness / 27 = 22.22 CY x 1.6 = 35.6 Ton
1b) Replace and set reclaimed Gravel: 1000 FT Long x 2 FT Wide x .65 FT Thickeness / 27 = 48.15 CY x 1.6 = 77 Ton
1c) Replace and set 15 IN CMP: 30 LF
1d) Replace and set 1 Culvert Coupler

Location Description:

Town of Durham Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1079	1469	2548	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$103,209.97
Total Budget	$0.00	$103,209.97
Total Obligated	$0.00	$103,209.97
Total Funds Drawdown	$0.00	$103,209.97
Program Funds Drawdown	$0.00	$103,209.97
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$103,209.97
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Greene County used a combination of Force Account Labor and Equipment & Contract Services to collect and transport Mixed Debris from the County Right-of-Way to Three Collection Sites: Hunter, Windham, and Catskill Transfer Stations. The Debris that was collected at Hunter and Windham was then shipped to Catskill Transfer Station to be readied for disposal.
The applicant hired a contractor, New England Waste Services to Dispose of all the Debris at Catskill Transfer Station to Ontario County Landfill for final disposal. Copies of the invoices, load tickets, and permits are attached to this Project Worksheet.

The total amount of Debris that was Disposed of by New England Waste Services as of 1/25/2012: 1,406.29 Tons of Vegetative, Household White Goods and C & D Debris.
The Contractor New England Waste Services charged the Applicant a total sum of $84,902.43 to Haul and Dispose of 1,406.29 Tons of Mixed Debris. The price per ton for hauling and disposal is $84,902.43/1,406.29 = $60.37/tn.
The Applicant hired a contractor, DeGennaro Carting Co. LLC to set up Four Dumpsters for Mixed Debris throughout the County and Haul them to Catskill Transfer Station for a total cost of $1,750.
Green County used FA Labor and Equipment to remove Debris from County roadways and to stage it at various collection sites.
Force Account Labor (overtime) of $13,305.56 x 21.54% (fringe benefit rate) = $2,866.02 for a total of [$16,171.58]
NOTE: The FEMA review team used the applicants FA Labor Sheets which show $16,152.75 in OT. The FEMA FA Spreadsheets show a different figure do to the Fringe Benefit diferential between adding the Fringe on the hourly wage verses adding the Fringe on to the Total amount of the OT as the applicant does. SEE APPLICANT INCLUDED

FA LABOR SHEETS
Force Account Equipment included Excavator, Backhoe & Tractor for $7,176.00 and Truck Tractors, Trailers & GCHD Tri-Axle for $9,035.00 for a total of [$16,211.00]
Additional costs include direct administrative costs of [$5,906.25], rented a Crawler Loader, Excavator, and Two Dozers from Montano Equipment Co. Inc. for a total cost of $5,176.25
The Temporary Collection sites are as follows:
1.) Catskill Transfer Station located at 183 NY-Rt. 385 Catskills, NY; GPS: 42.22422 -73.86208
2.) Windham Transfer Station located at County Rd. Rt. 21 Windham, NY; GPS: 42.31336 -74.24830
3.) Hunter Transfer Station located at 74 Hylan Rd Hunter, NY; GPS: 42.20137 -74.18407
The final disposal site was Ontario County Landfill located at 1879 State Route 5 and 20, Stanley, NY; GPS 42.86072 -77.08182 which is a permitted facility.
The Applicant used 42 hours of nonreimbursable force account straight time labor and 40 hours of reimbursable force account equipment time to remove the sediment from the Catskill Point Park. The sediment was taken by the highway department, located at 240 W. Main St. Catskill NY for use as fill. The Applicant purchased a six foot 3pt box scraper attachment for a tractor to remove the sediment. The Applicant has insurance and a copy of the policy is on file at the Albany JFO. The Project Specialist has reviewed the documentation and found the costs reasonable.
Greene County set up an emergency contractual agreement with Peckham Industries in Ashland, NY. in which the debri would be staged at their facility as a temporary transfer site. The contract with Peckham also included the construction of a temporary road, the unloading of the incoming debris, use of their (Peckham's) equipment, and a site restoration of the temporary staging area after the work was completed for a total of $43,276.09 + $5,775.00 = [$49,051.09]. After Greene County Highway Department removed mixed debris from the right-of-way of roads county-wide, the County enlisted the services of New England Waste Services of New York, Inc. - a company with which they have an ongoing contract -to haul the mixed debris to Ontario County Landfill, the final debris deposition site for a total of [$47,886.32].
Assistance with debris removal and hauling of debris to the Ashland Temporary Transfer site included the following towns as emergency sub-contractors:
Town of Ancram $ 8,697.20
Town of Athens $ 2,955.32
Town of Chatham $1,641.05
Town of Copake $ 6,684.46
Town of Livingston $ 4,973.64
Town of Stockport $ 8,597.54

For a total of [$33,549.21]
Force Account Labor (overtime) of $1525.86 x 21.54% (fringe benefit rate) = $328.67 for a total of [$1853.40]
Force Account Equipment included the use of a dump truck (4 hours x $35.00) = $140.00, and a pick-up (2 hours x $14.00) = $28.00 for a total of [$168.00]
Additional costs include direct administrative costs of [$683.43], rental of an office trailer (set up at the temporary disposal site) for a total of [$823.00], and a hazardous waste disposal fee of [$154.00].
The County retained a Contractor to load, haul and dispose of 1.250CY of woody debris which was collected from the Fly Creek and brought to a Temporary Storage Site. This large woody debris pile was a hazard to the County Bridge, the Town Garage and homes downstream. .The applicant followed their procurement procedures as established and conducted a competitive bidding process. The applicant hired the contractor offering the lowest responsible bid to remove the debris from the site. The debris was collected from the staging area and brought to Greene County waste, a permitted facility for final disposal. Copies of the bid and invoice are attached to this project worksheet.
The Contractor, Wm Biers, Inc charged the County of Greene a total of 37,150.00 to load, haul and dispose of 1,250 CY of debris. The price per cubic yard for hauling and disposal is ($37,150.00/1,250CY)=$ 29.72
The final disposal site was Greene County Waste, which is located on Route 23.
The County retained a Contractor to load, haul and dispose of 1.250CY of woody debris which was collected from the Fly Creek and brought to a Temporary Storage Site. This large woody debris pile was a hazard to the County Bridge, the Town Garage and homes downstream. .The applicant followed their procurement procedures as established and conducted a competitive bidding process. The applicant hired the contractor offering the lowest responsible bid to remove the debris from the site. The debris was collected from the staging area and brought to Greene County waste, a permitted facility for final disposal. Copies of the bid and invoice are attached to this project worksheet.
The Contractor, Wm Biers, Inc charged the County of Greene a total of 37,150.00 to load, haul and dispose of 1,250 CY of debris. The price per cubic yard for hauling and disposalis ($37,150.00/1,250CY)=$ 29.72
The final disposal site was Greene County Waste, which is located on Route 23.
The County will use Force Labor Account and Equipment to remove and to load, haul and dispose of 370 CY of from the Cauterskill Creek, in the Town of Catskill. The debris pile in this particular location is a hazard to the community during a fast moving flood water event. The debris piles should be removed and brought to a permitted facility for final disposal. The County will work with DEC to obtain permit to perform the work.
The unit price listed below on the PW is based on FEMA Cost Estimate to remove 370CYin the Cauterskill Creek.
Green County will use Force Account Labor and Equipment to remove Debris from County the Catskill Creek.
The County will charge a total sum of $2,190.40 to Haul and Dispose of 370 CY of woody debris from the Catskill

Creek. 2 dumpster truck $60/hr for 1 day; 8hrs work=$960.00; 1 excavator $44/hr for 1 day; 8hrs work cost $352.00; 1 Inch bar Chain Saw $3.10/hr for 1 day; 8hrs work=$24.80; 1 Boat for $44/hr for 1 day; 8hrs work cost $264.00; 1 Ford F450 Stake Body $36/hr for 1 day; 8hrs work=$288.
Direct administrative Cost $37.63 for 1 day 8hrs work=301.04. The price for hauling and disposal of 370 CY cost a total sum of $2,190.40.
Direct administrative cost claimed
Total Force Account Labor Hours: 7 employees/ 8hrs: Regular Time 56 hrs (Ineligible); No Overtime hour claimed
Total Force Account Equipment Hours: Regular Time 24 hrs. No Overtime hour claimed.
The final disposal site will be Greene County Waste, I which is located on Route 385, NY, 12015
The County will provide a copy of the Department of Environmental Conservation permit.
The County will use Force Labor Account and Equipment to remove and to load, haul and dispose 3 trees from the Cauterskill Creek, in the Town of Catskill. These 3 trees in this particular area could endanger the downstream Culvert and the County Bridge if mobilized during a fast-moving flood water event. These trees should be removed and brought to a permitted facility for final disposal. The County will work with DEC to obtain permit to perform the work.
The unit price listed below on the PW is based on FEMA Cost Estimate to remove 3 trees in the Cauterskill Creek

Greene County will use Force Account Labor and Equipment to remove Debris from County the Catskill Creek.
The County will charge a total sum of $1,901.04 to Haul and Dispose of three (3) trees from the Cauterskilll Creek. 2 dumpster truck $60/hr for 1 day; 8hrs work=$960.00; 1 excavator $44/hr for 1 day; 8hrs work cost $352.00; 1 Inch bar Chain Saw $3.10/hr for 1 day; 8hrs work=$24.80; I Boat for $44/hr for 1 day; 8hrs work cost $264.00; Direct administrative cost, $37.63; 8hr work=301.04 The price for hauling and disposal of three (3) trees of 3 ft diameter each is $1,901.04
Direct administrative cost claimed
Total Force Account Labor Hours: 8 employees/ 8hrs: Regular Time 64 hrs (Ineligible); No Overtime hour claimed
Total Force Account Equipment Hours: Regular Time 24 hrs. No Overtime hour claimed
The final disposal site will be Greene County Waste, which is located on Route 385, NY, 12015
The County will provide a copy of the Department of Environmental Conservation permit.
The County will use Force Labor Accoun and Equipment to remove and to load, haul and dispose 3 trees from the Cauterskill Creek, in the Town of Catskill. These 3 trees in this particular area could endanger the downstream Culvert and the County Bridge if mobilized during a fast-moving flood water event. These trees should be removed and brought to a permitted facility for final disposal. The County will work with DEC to obtain permit to perform the work.
The unit price listed below on the PW is based on FEMA Cost Estimate to remove 3 trees in the Cauterskill Creek

Greene County will use Force Account Labor and Equipment to remove Debris from County the Catskill Creek.
The County will charge a total sum of $1,901.04 to Haul and Dispose of three (3) trees from the Cauterskilll Creek. 2 dumpster truck $60/hr for 1 day; 8hrs work=$960.00; 1 excavator $44/hr for 1 day; 8hrs work cost $352.00; 1 Inch bar Chain Saw $3.10/hr for 1 day; 8hrs work=$24.80; I Boat for $44/hr for 1 day; 8hrs work cost $264.00; Direct administrative cost, $37.63; 8hr work=301.04 The price for hauling and disposal of three (3) trees of 3 ft diameter each is $1,901.04
Direct administrative cost claimed
Total Force Account Labor Hours: 8 employees/ 8hrs: Regular Time 64 hrs (Ineligible); No Overtime hour claimed
Total Force Account Equipment Hours: Regular Time 24 hrs. No Overtime hour claimed
The final disposal site will be Greene County Waste, which is located on Route 385, NY, 12015
The County will provide a copy of the Department of Environmental Conservation permit.
Applicant used 300.75 regular hours of ineligible force account labor and 202.5 hours of equipment to restore roads and bridges at Site 1: County Route 23B in Leeds, and also the Ashland and Windham areas, where 11,121 CY of brush and trees was removed, and at Site 3: County Route 65 Debris Pile at Hensonville, where the woody debris from Site 1 and Site 2 was chipped into 2,894 CY of mulch and 187 loads were hauled to Story's Nursery in Freehold, Kern's Nursery in Jewitt, and Green County Soil and Water, and 15.41 Tons of non-woody debris was hauled to the Catskill Transfer Station, 183 Route 385, Catskill, NY for disposal. At Site 2: West of County Route 19 upstream from the Case Road Bridge, applicant used contract labor and equipment to remove 455 CY of woody debris and trees from around the streams and creeks and haul it to the Hensonville Debris Pile.
The applicant will retain a Contractor services to load, haul and dispose of 741 CY of vegetative and woody debris from the East Creek, in the town of Jewett. There is a small bridge which facilitates the inter-community transportation from various towns to the mountain top. So, this woody debris pile in the Creek is a hazard to the bridge, it will compromise the bridge structural ability.
The Contractor, A. Colarusso & Son, Inc will charge Greene County a lump Sum price of $32,000.00 to load, haul and dispose of 741 CY of debris. The price per cubic yard for hauling and disposal is ($ 32,000.00/741 CY)=$ 44.00
The applicant also provided a copy of the Department of Environmental Conservation permit.
Copy of the invoice will be provided upon the completion of the work.
The final disposal site of the woody debris pile will be Greene County Waste, a permited facility which is located on Route 2
The County will use Force Labor Account and Equipmet to remove and to load, haul and dispose 3 trees from the

Creek, in the Town of Catskill Hamlet. These 3 trees in this particular location would endanger both the structure of the bridge and the roadway during a flooding event. These trees should be removed and brought to a permitted facility for final disposal.
The County will work with DEC to obtain permit to perform the work.
The unit price listed below on the PW is based on FEMA Cost Estimate to remove 3 trees in the Catskill Creek
Greene County will use Force Account Labor and Equipment to remove Debris from County the Catskill Creek.
The County will charge a total sum of $1,765.84 to Haul and Dispose of 3 trees from the Catskill Creek.
- 1 Dumpster truck $60/hr for 1 day; 8hrs work=$480.00;
- 1 Grade all $120/hr for 1 day; 8hrs work=$960.00;
- 1 Inch bar Chain Saw $3.10/hr for 1 day; 8hrs work=$24.80;
- Direct administrative Cost $37.63 for 1 day 8hrs work= 301.04.

The price for hauling and disposal 3 trees 32ftX2 diameter each costs a total sum of $1,765.84.
Direct administrative cost claimed
Total Force Account Labor Hours: 7 employees/ 8hrs: Regular Time 56 hrs (Ineligible); No Overtime hour claimed
Total Force Account Equipment Hours: Regular Time 24 hrs. No Overtime hour claimed.
The final disposal site will be Greene County Waste, I which is located on Route 385, NY, 12015
The County will provide a copy of the Department of Environmental Conservation permit.
The Applicant used an area contractor (Evergreen Mountain Contracting, Inc., West Kill, NY 12492) to remove excess rock debris and reshape the channel sides and bottom. The contractor performed the ditch clean-out (i.e., 277-FT long X 6-FT wide X 1.5-FT deep (average-estimated) = 2,493 SF / 27 CF/CY = 92.3 CY) on 9-21-11 and 9-22-11 using a hydraulic excavator and 2 tri-axle dump trucks. The total project cost, including labor and equipment, was $7,935.62.
(NOTE 2: The Applicant's rights-of way (ROW) maps and property taxation documentation were inundated during the storm, and are currently not accessible. The Applicant stated that all County roads except turnpikes have a 50-FT ROW, (i.e., 25-FT out from centerline, each direction). (Turnpikes have a 60-FT ROW, side-to-side.) CR-3 is a 16-FT wide chip and seal roadway. The ditch that was cleaned/reshaped along CR-3 was located on the remaining 17 FT extending outward from the road edge and, therefore, is the Applicant's responsibility.)
(NOTE 3: The estimated 92.3 CY of rock spoils excavated from the ditch along CR-3 were transported to another Greene County damage site between Falke Road (42.26728, -74.41113) and Beechridge North Road for use in roadway restoration.)
(NOTE 4: The Applicant performed the creek work based on an emergency waiver to New York State Department of Environmental Conservation permitting requirements granted by the governor of New York.)

1. Utilizing contract labor and equipment at CR-3 and Turk Hollow Road at approximately 42.21545 -74.47077 the applicant cleared an area of approximately 65LF x 15LF x 2LF = 1950CF / 27 = 72.22CY of woody debris on the East side of CR-3 North of Turk Hollow Road. The woody debris was transported to, and stockpiled at, the Town garage on Ursum Way.

Site #2. Utilizing contract labor and equipment, at CR-3 near Sylas Lake Road at approximately 42.214367 -74.471230 on the West side of CR-3 and the South side of Sylas Lake Road, the applicant cleared an area of approximately 81LF x 20LF x 2LF = 3240CF / 27 = 120CY and an incidental section of the adjacent stream and culvert, of woody debris and an incidental small amount of stream gravel. The woody debris and an incidental amount stream gravel was transported to, and stockpiled at, the Town Garage on Ursum Way.
Site#3. Utilizing contract labor and equipment, on CR-3 at the intersection with CR-1 at approximately 42.188365 -74.491668 the applicant cleared an area of approximately 40LF x 12LF x 2LF = 960CF / 27 = 33.56CY of woody debris in the steam on the South side of CR-1. The applicant obtained NYS DEC General Permit GP-0-11-007 granting woody debris removal prior to completing the work. The woody debris was transported to, and stockpiled at, the Town Garage on Ursum Way.

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	19095	29100	48195	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AB-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Hunter

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,500.92
Total Budget	$0.00	$3,500.92
Total Obligated	$0.00	$3,500.92
Total Funds Drawdown	$0.00	$3,500.92
Program Funds Drawdown	$0.00	$3,500.92
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,500.92
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 210 hours of Force Account Regular Time (regular time not eligible according to FEMA Policy 9527.7 Labor Costs-Emergency Work), 56.50 hours of Force Account Overtime, 271.50 hours Force Account Equipment to collect, haul and dispose of 377 CY of vegetative debris, sand and gravel.
50 CY went to the landfill, 50 CY were chipped and buried at the site or shot into the woods, and 25 CY were cut up and used as firewood. There was 42 CY of stumps and 210 CY of sand and stone that were buried in a 12FT Deep hole located at Wright Road.
The Applicant also used contracting services for the removal of a tree from a Stream.
NOTE: There are 5 additional hours of equipment time than labor time. This is because the Trailer is attached to Dump Truck #315.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1058	1367	2425	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AC-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Hunter

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,606.35
Total Budget	$0.00	$3,606.35
Total Obligated	$0.00	$3,606.35
Total Funds Drawdown	$0.00	$3,606.35
Program Funds Drawdown	$0.00	$3,606.35
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,606.35
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant to follow their procurement policy to obtain contracting services to excavate, remove and haul a total of 382.2 CY of unclassified debris from before and after the steel pipes to prevent future flooding of Plateau Mountain Road. NYSDEC permit attached.
1) Excavate, remove and haul unclassified grave>debrisyl91.1 CY (150 LF x 21.6 FT Wide x 1.6 Feet Deep) (Flow of stream heading North East towards Plateau Mountain Road stream crossing)
2) Excavate, remove and haul unclassified gravel debris: 191.1 CY (150LF x 21 <6~ FT Wide x 1.6" Feet Deep) (Flow of stream heading North East towards Plateau Mountain Road stream crossing)
On June 7th, 2012, Hoda Sondossi and Rick Donaldson (US Fish & Wildlife Service), Judy Moran (FEMA), Patrick Battista (NY-OEM), John Farrell (Town of Hunter-Hwy Superintendent), Susan Graham (Asst to John F.) conducted a site visit to provide recommendations to the applicant to consider in addition to gravel removal to prevent this from further flooding the roadway.
Fish and Wildlife Service Recommendations:
Twin (6" 4" dia) culverts under Plateau Mountain Rd should be removed and replaced with bottomless culvert or concrete bridge, with capacity to allow passage of flows similar to Hurricane Irene, as well as the considerable sediment load the stream carries in large flow events. High flows of any significant magnitude will most certainly overwhelm the double culvert again if it remains.
Any bioengineering measures would be ineffective without replacing the culverts. There is potential however to use bioengineering techniques to improve instream and riparian habitat if an appropriately sized culvert or bridge is installed to allow appropriate flow passage and sediment transport. These measures would include strategic placement of existing large woody debris and planting of native shrubs and trees.
Report is attached to this PW.
Project Specialist reviewed the project with the Debris Task Force. The Debris Removal Costs established by the

debris team on a memo dated 1/09/2012 (attached) at the hard difficulty level was used to determine the removal costs for this PW.
191.1 CY + 191.1 CY = 382.2 CY @ $37.<}0/CY (Hard Difficulty) = $ f4.141.40
NYSDEC Permit is attached.
Applicant removed some of the gravel, rock and woody debris that was blocking the 2 culverts during emergency protective measures. This work was captured on PW #3617806 (Emmie PW #Q1165).

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1058	1367	2425	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AD-12
Activity Title:	Kaaterskill Creek Bridge

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Hunter

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,359.35
Total Budget	$0.00	$3,359.35
Total Obligated	$0.00	$3,359.35
Total Funds Drawdown	$0.00	$3,359.35
Program Funds Drawdown	$0.00	$3,359.35
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,359.35
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

WORK COMPLETE: At the time of a meeting with the applicant, work on the temporary crossing and detour had already been completed. The temporary crossing and detour consists primarily of compacted of gravel and fill material and measures approximately 230 feet long by 20 feet wide. Of this extent, the temporary crossing measures approximately 75 feet long by 20 feet wide by 15 feet high and is constructed from rip-rap, aggregate fill material and overlying compacted gravel The highway superintendent stated that it wouldn't be feasible to perform any permanent work to replace the bridge until the spring.
Permanent repair work to the bridge crossing is disscussed in detail on P/W reference # 3617891. In order to effect most of the emergency protective work, the town contracted the services of multiple contractors to furnish and provide labor, equipment and material necessary for the repair work. Given the emergency declaration, these contracts were let in accordance with the local procurement policy. In addition to the contracted resources, the town of Hunter highway department contributed 67 regular time labor hours, 8.5 overtime hours, and 75 hours of equipment use. The town has provided documentation covering the costs associated with both the contracted and force account resources used to perform this work.
SCOPE OF WORK (CONTINUED):
On September 3rd, 2011, the town submitted an application to the NYSDEC for permission to perform work in the streambed. Per the scope of work outlined in the authorization document, the temporary crossing and detour are described. This authorization approves stream restoration work associated with the permanent replacement of the bridge. As such, it will be discussed in further detail on PW # 3617891.
The specific labor, materials, and equipment necessary in the construction of a temporary bridge over the Kaaterskill Creek on Glen Park Road are listed below:
The project amount was reduced by Amendment #1 from $30,863.70 to $11,637.40

Location Description:

Kaaterskill Creek Bridge

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1058	1367	2425	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AE-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Jewett

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$6,176.13
Total Budget	$0.00	$6,176.13
Total Obligated	$0.00	$6,176.13
Total Funds Drawdown	$0.00	$6,176.13
Program Funds Drawdown	$0.00	$6,176.13
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$6,176.13
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

On September 2, 2011 the New York State Department of Environmental Conservation (NYSDEC) issued the Town of Jewett a General Permit GP-0-11-007 Authorization for the Schoharie Creek ""just above Carr Road bridge"". The permit's project description reads as follows: ""Excavate gravel bars that have collected as a result of blockage on Carr Rd bridge. Total stream distance 800 ft"". This permit will expire on September 30, 2012.
Utilizing 89 RT hours (ineligible) and 19 OT hours of force account labor, 108 hours of force account equipment time, and contractors, the applicant completed the following work on the days listed:
09/12-10/06/11:
- A combination of force account labor, force account equipment, and contractors removed the 15 trees from the stream. Two truckloads (approximately 20 CY total) of vegetative debris were hauled to the vegetative debris pile in the Town of Prattsville (42.30626, -74.41898). The woody portions of the trees were stacked to the east of Carr Road, where local residents cut them up for firewood. Online lumber calculators estimate that 15 trees (assuming the tree sizes range from 5 IN to 22 IN in diameter) would produce approximately 21 CY of firewood. Therefore a total of approximately 41 CY of vegetative debris was removed from the Creek.
- Large quantities of gravelly debris was excavated from the gravel bar in order to restore the pre-disaster flow channel of the Schoharie Creek and stop the flooding of Carr Road. This gravel was subsequently re-used as backfill material at two road repair locations. The Town of Jewett used an estimated 12,040 CY / 8,600 TONS of this material as backfill at the Beaches Corners Road washout (see PW#3863805). Greene County used an unknown quantity of this material as backfill for at the Route 17 washout (Greene County PW#9903958).
- The total estimated quantity of debris removed from this location is (41 + 12,040 =) 12,081 CY. Total project costs are $24,568.07, which gives a unit cost of ($24,568.07 / 12,081 CY =) $2.03 per CY.
01/05-06/12:
- In order to comply with the terms of their NYSDEC General Permit, the applicant hired Belgian Trucking Co. to

restore the natural contours of the Schoharie Creek after all debris removal operations were completed. The contractor spent 18 hours with an excavator, restoring the steam channel to its pre-disaster configuration. No debris was removed during these activities

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	315	655	970	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AF-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Jewett

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,245.05
Total Budget	$0.00	$5,245.05
Total Obligated	$0.00	$5,245.05
Total Funds Drawdown	$0.00	$5,245.05
Program Funds Drawdown	$0.00	$5,245.05
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$5,245.05
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Between 09/02/11 and 09/13/11, using force account labor, equipment, and contracts the applicant completed the following work:
- removed approximately 56 CY of vegetative debris from the Mill Hollow Road and its shoulders;
- scraped up approximately 222 CY of gravelly debris from Mill Hollow Road and used it to backfill the washed-out section of Whaley Road;
- constructed a 20 FT long x 8 FT wide access road leading from Mill Hollow Road into the East Kill to facilitate access with heavy equipment;
- used a backhoe, dozer, and trucks to clear 1,556 CY of vegetative debris from the East Kill; and,
- used the same equipment to clear 2,074 CY of gravelly debris from the East Kill and used it to backfill the washed-out section of Whaley Road.

Vegetative debris that was pulled from the Kill and removed from the roads was transported across the East Kill to a temporary staging area. This staging area was being used by crews from Columbia County, who were clearing debris around the County-maintained bridge on behalf of Greene County (see PW#9903945), and the Town of Jewett force account labor crew. The applicant estimated that the debris pile was 70 FT long by 70 FT wide by 15 FT high, for a total volume of 2,700 CY. Further, the applicant estimated that 2/3 of the material in the debris pile was generated by the Town of Jewett crew (~1,800 CY), and 1/3 by the Columbia County crew. This debris was eventually transported to the Greene County brush pile on County Route 65 and Elm Ridge Road in the Town of Windham (42.29438, -74.21266). Debris from this pile was eventually ground and distributed for beneficial reuse as mulch.

Permanent repairs to Whaley Road are documented on PW#3863817. Note on force account labor and materials: on the applicant's labor and equipment tracking spreadsheet, some hours were noted for "Mill Hollow Rd 3", some for "Whaley/Mill Hollow 3". The applicant explained that "Whaley/Mill Hollow 3" denotes time spent

clearing gravelly debris from the roads and from the East Kill blockage, and then using it to backfill the washout on Whaley Road. Therefore, these labor and equipment hours have been split evenly between this PW and PW#3863817.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	315	655	970	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AG-12
Activity Title:	East Kill Channel

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Jewett

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,167.52
Total Budget	$0.00	$3,167.52
Total Obligated	$0.00	$3,167.52
Total Funds Drawdown	$0.00	$3,167.52
Program Funds Drawdown	$0.00	$3,167.52
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,167.52
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Utilizing force account labor, equipment, materials, and contracts, the applicant completed the following work on the dates listed:
8/29-30/11:
- 4 force account laborers using a grader, backhoe, and two trucks cleared approximately 20 CY of vegetative debris and 200 CY of gravelly debris from the road;
- the vegetative debris was piled on the northwestern side of the northern bridge approach;
- the gravelly debris was used to backfill the hole along the northwestern side of the southern bridge approach;
- Belgian Trucking hauled in 6 loads (assumed 15 CY each, total 90 CY) of gravel from the G.R. Excavation quarry, which was also used to backfill the hole; and,
- C&C Excavating hauled in 50 CY of gravel from the G.R. Excavation quarry, which was also used to backfill the hole.
9/17-19/11:
- the New York State Department of Environmental Conservation (NYSDEC) issued the Town of Jewett a General Permit GP-0-11-007 Authorization for the East Kill channel, permitting them to "restore channel configuration from bridge upstream 500 feet"; and,
- Belgian Trucking used an excavator and a dozer crawler for a total of 20.5 hours to clear fallen trees, vegetative debris, and gravelly debris from the upstream portion of the East Kill. They excavated an estimated 600 CY of gravel, which was used to finish filling in the hole in Scribner Hollow Road, and to build a temporary gravel surface for the portions of the road where the asphalt had washed out.
Permanent repairs to be completed for Scribner Hollow Road are documented on PW#3863826.
Notes on contracts:
The applicant did not follow their normal procurement procedures when hiring the contractors used for this

project. However, on 8/28/11, the Town of Jewett's Board of Supervisors passed a local state of emergency declaration, which specifically directed the Highway Department (and other departments) to "take whatever steps [are] necessary to protect life and property, [and] public infrastructure". This declaration lasted until 9/2/11, and was renewed twice, extending until 9/16/11. Their normal procurement procedure states that "if an emergency exists wherein the delay caused by soliciting quotes would endanger the health, welfare, or property of the County or of an individual taxpayer, then the procurement of goods or services will be at the discretion of the property department supervisor". Furthermore, Greene County had also passed an emergency order (originally passed 9/1/11, and subsequently extended on 9/5/11 and 9/10/11 in five-day increments) which ordered that "procurement and acquisition of materials, equipment, and services via standard bidding procedures is suspended".
The costs incurred for this scope of work were validated against local historical costs (for materials) and CostWorks 2012 (for contractor costs) and were found to be reasonable.

Location Description:

East Kill channel

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	315	655	970	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AH-12
Activity Title:	Carr Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Jewett

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,485.27
Total Budget	$0.00	$1,485.27
Total Obligated	$0.00	$1,485.27
Total Funds Drawdown	$0.00	$1,485.27
Program Funds Drawdown	$0.00	$1,485.27
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,485.27
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Utilizing 14 RT hours (ineligible) and 10 OT hours of force account labor, 24 hours of force account equipment time, materials, and contractors, the applicant completed the following work on the days listed:
08/29-09/02/11
- A contractor (C&C Excavating) used a dozer to grade the Carr Road approach to the county bridge, and to move gravel from the gravel bar in Schoharie Creek (see PW#3863806) into the washed-out portions of the road bed.
- Force account personnel used a grader, backhoe, and two trucks to clear small amounts of debris from the road path, and to use gravel pulled from the stream to re-build (360 FT x 30 FT wide x 4 FT deep =) 1,600 CY of the road bed and shoulders.
- C&C Excavating hauled 3 loads (1 load from Peckham Materials Corp. and 2 loads from Cobleskill Stone Products) of scalping and crusher run to the project site. A total of 103.69 TONS/145.2 CY of scalping and crusher run were hauled to the project site.
- These materials were used to build 360 FT long x 20 FT wide x 6 IN deep gravel road as a temporary road surface.

Location Description:

Carr Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	315	655	970	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3AI-12
Activity Title:	Griffen Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Jewett

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$6,436.60
Total Budget	$0.00	$6,436.60
Total Obligated	$0.00	$6,436.60
Total Funds Drawdown	$0.00	$6,436.60
Program Funds Drawdown	$0.00	$6,436.60
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$6,436.60
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

At the time of the storm, the Greene County Soil and Water Conservation District had a contracted work crew on Griffen Road for a previously-scheduled project. Their contractor, Fastracs Rentals, Inc., was hired by the applicant to clear debris and perform temporary repairs to re-open the road. The applicant also purchased 12 x 20 LF 30"-diameter PVC culvert pipes that the Conservation District had on-site, and used them to construct temporary drainage at the Halsey Brook stream crossing. Fastracs performed the following work: /31 - 9/13/11 - cleared woody and gravelly debris from 130 FT x 30 FT of road and shoulders, which the applicant estimated was covered with 1-2 FT of gravel (217 CY) and 1-2 FT of woody debris (217 CY); - cleared an average of 3 FT of gravel and 2-5 FT of woody debris from approximately 25 FT x 100 FT of the streambed of Halsey Brook to prevent water from flowing onto Griffen Road (278 CY gravel, 325 CY woody debris); - re-graded the Halsey Brook crossing in preparation for the installation of temporary culvert pipes;
- installed 4 x 40 LF x 30"-diameter PVC culvert pipes as a temporary replacement for the destroyed 8-FT arched culvert; - rebuilt 130 FT x 30 FT of the road surface and shoulders using gravel from the streambed; and, - transported the woody debris and leftover gravelly debris to Colgate Lake Parking Area, a state-owned parking area that was used as a temporary debris holding area. On approximately 11/16/11, area residents informed the Town of Jewett Highway Department that school buses were not crossing the temporary stream crossing, reportedly due to safety concerns. In order to provide the area's school children with bus access, the applicant undertook additional temporary measures at the stream crossing. Utilizing force account labor, equipment, and materials, the applicant: 11/21
- extended the previous 4 x 30"-diameter culvert pipes by 20 LF each, for a total length of 60 LF; - expanded the width of the stream crossing with the addition of 50 CY of medium stone fill and 20 CY of gravel recovered from the Carr Road debris removal project (see PW#3863806); and, 11/22 - expanded the width of the stream crossing with the addition of 100 CY of gravel recovered from Carr Road and 80 CY of Item 4 gravel. The applicant's records

of work performed during this time report that 5 truckloads (50 CY or 70 TONS) of medium stone fill and 8 truckloads (80 CY or 112 TONS) of Item 4 gravel were used to increase the size of the temporary stream crossing. However, invoices for the purchases of these materials specifically for Griffen Road were not found. The applicant made numerous purchases of these materials from the same suppliers for repairs at other locations; therefore, the costs for these materials were included based on per-ton costs derived from other invoices from the same time period. Copies of example invoices showing these costs are included in the backup for this PW. Rains in late November flooded the temporary stream crossing several times, demonstrating that the 4 x 30" culverts were an insufficient temporary repair. Therefore, more drainage was added. The following work was performed by a contractor, Belgian Trucking: 12/19/11 - applicant purchased 60 LF of 48"-diameter culvert pipe from Pipes Plus. 12/20/11 - Belgian Trucking installed 60 LF of 48"-diameter culvert pipe at the Halsey Brook stream crossing. Notes on contracts: The applicant did not follow their normal procurement procedures when hiring Fastracs and Belgian Trucking. However, on 9/11/11, the Town of Jewett's Board of Supervisors passed a local state of emergency declaration, which specifically directed the Highway Department (and other departments) to "take whatever steps [are] necessary to protect life and property, [and] public infrastructure". Their normal procurement procedure states that "if an emergency exists wherein the delay caused by soliciting quotes would endanger the health, welfare, or property of the County or of an individual taxpayer, then the procurement of goods or services will be at the discretion of the property department supervisor". Furthermore, on Greene County had also passed an emergency order (originally passed 9/1/11, and subsequently extended on 9/5/11 and 9/10/11) which ordered that "procurement and acquisition of materials, equipment, and services via standard bidding procedures is suspended". The costs documented on the invoices from both contractors have been evaluated and appear to be reasonable. Permanent repairs to this facility are documented on PW#3863802.

Location Description:

Griffen Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	315	655	970	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BE-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Windham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$25,973.93
Total Budget	$0.00	$25,973.93
Total Obligated	$0.00	$25,973.93
Total Funds Drawdown	$0.00	$25,973.93
Program Funds Drawdown	$0.00	$25,973.93
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$25,973.93
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant utilized contract services to complete the necessary debris removal activities needed to bring the wastewater collection system to pre-disaster condition.
Hunter Environmental Inc. was contracted to perform emergency pump out services of an inoperable grinder pump located at a private home. As the grinder pump is a part of the collection system, the Applicant is responsible for any applicable maintenance/repairs. The cost of their services totaled $250.00.
Van Etten Trucking was contracted to haul stone removed from the collection system to the Windham WWTP (GPS 42.30317, -74.27345) for processing. The cost of their services totaled $131.25.
Phoenix Environmental Laboratories, Inc was contracted to sample the debris and stone removed from the collection system prior to its lab testing for hazardous containments. The ND listed in the results columns stands for Non Detectable, which is means what was tested was uncontaminated gravel, and thus wouldn't be subject to any additional hazardous materials handling requirements. The cost of their services totaled $130.00.
Waste Management of NY was contracted to haul away all debris (stone, sediment, sludge and vegetative) deposited at the WWTP. Debris was taken to the High Acres Landfill, 425 Perinton Pkwy, Fairport, NY 14450-9104 (GPS: 43.08443, -77.38097). The cost of their services totaled $4,033.21.
Precision Industrial Maintenance, Inc. was contracted to complete a final cleaning and a CCTV video inspection of the collection system to ensure it was thoroughly cleaned of storm sediment and debris and restored to pre-disaster function. Video and an inspection report are attached. The cost of their services totaled $50,437.50. See project note #2. (less 5 day6s at $200.00 per day for videoing with balance applied to celaning pipes.)
Delaware Engineering, P.C. (DEPC) has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the

Applicant in this manner. The cost of DEPC's services for this project totaled $11,613.75.
MITIGATION
This project is written for debris removal (emergency work). As such there are no eligible mitigation opportunities.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	660	1000	1660	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BG-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Windham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$8,753.46
Total Budget	$0.00	$8,753.46
Total Obligated	$0.00	$8,753.46
Total Funds Drawdown	$0.00	$8,753.46
Program Funds Drawdown	$0.00	$8,753.46
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$8,753.46
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant contracted with MacDonald Sanitation, Sean Wayman Construction, Green-Del Sanitation, Evergreen Disposal, Robert & Lani Nursery & Landscape, and Green County Solid Waste to collect and load trucks & dumpsters located throughout the Town and haul the debris to any 1 of the 4 Greene County Solid Waste Management's transfer stations.
A total of 101.61 ton and 440 CY's were collected. A factor of 0.5 was used to convert the CY into tons: 440 CY x 0.5 / T = 220 Ton + 101.61 = 321.61 ton. $34,894.87 / 321.61 = $108.50 / ton.
The locations specified on the invoices are for reference only and don't reflect the origin of the debris. Any debris collected from private property (that was brought to public rights-of-way in the Applicant's jurisdiction) was collected and disposed of because it presented an immediate threat to lives, public health, and safety.
The 4 Greene County Solid Waste Management's transfer station locations are:
1) Catskill Transfer Station, 181 Route 385, Catskill New York 12414
2) Coxsackie Transfer Station, Plank Road & Baily Street, Coxsackie New York 12051
3) Hunter Transfer Station, Tannersville Road, Hunter New York 13442
4) Windham Transfer Station, 105 Mitchell Hollow Road, Windham New York 12496

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	660	1000	1660	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BH-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Windham

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$6,139.37
Total Budget	$0.00	$6,139.37
Total Obligated	$0.00	$6,139.37
Total Funds Drawdown	$0.00	$6,139.37
Program Funds Drawdown	$0.00	$6,139.37
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$6,139.37
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1. No pictures of the storm system during the flood are available.
2. Delaware Engineering, P.C. (DEPC) has a pre-event to present contract with the Applicant to perform Engineering services which included field inspection, damage assessments and documentation, direction of contractors and administrative work associated with the FEMA claim. Mike Budris, PE, is the primary Engineer working with the Applicant in this manner. The cost of DEPC's services for this project totaled $4,888.50.
3. The breakdown of cost for the cleaning of the system was done by DEPC by verbal communication with the company about hours spent each day in each area. From this, a total value of $19,550 was assigned to route 23.
PROCUREMENT: The applicant is required to adhere to State Government Procurement rules and regulations and maintain adequate records to support the basis for all purchasing of goods and materials and contracting services for projects approved under the Public Assistance program, as stated in 44 CFR 13.36. The applicant has advised they followed their normal procurement procedures.
DIRECT ADMINISTRATIVE COSTS: The sub grantee requested Direct Administrative Costs (DAC) that are directly chargeable to this specific project. Associated eligible work is related administration of the PA project only and in accordance with 44 CFR 13.22. These costs are treated consistently and uniformly as direct costs in all federal awards and other sub grantee activities and are not included in any approved indirect cost rates. Future DAC costs have been estimated for work to be completed using the FEMA DAC chart. All future costs must be verified.
RECORD RETENTION: Complete records and cost documents for all approved work must be maintained for at least 3 years from the date the last project was completed or from the date final payment was received, whichever is later.
DOCUMENTATION REVIEW: 20% or more sampling of the documentation was reviewed/validated and found to be complete and reasonable by the FEMA project specialist. Copies of applicant's pertinent pre-disaster policies, invoices, cancelled checks (or other proofs of payment) were reviewed and samples of payroll data are attached.

PERMITS: The applicant must obtain all required federal, state, and local permits prior to the commencement of work. Permits are attached for work on the embankment.
APPEAL: The applicant may appeal this determination through the State office of the Governor's Authorized Representative (GAR) within 60 days of notification of this determination as stated in Title 44 CFR 206.206. The appeal must include supporting documentation and reference appropriate regulations.
ACTUAL COSTS: FEMA and State staff have reviewed the documentation and costs provided by the applicant in support of this project and based on that review, the costs appear to meet the minimum eligibility standards.
HAZARD MITIGATION MEASURES: No mitigation measures are available.
Insurance: The town of Windham's insurance policy is on file at the Albany JFO for reference. This road falls under FHWA guidelines and is the responsibility of NYSDOT.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	660	1000	1660	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BL-12
Activity Title:	CR-6 and CR-42

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$14,198.41
Total Budget	$0.00	$14,198.41
Total Obligated	$0.00	$14,198.41
Total Funds Drawdown	$0.00	$14,198.41
Program Funds Drawdown	$0.00	$14,198.41
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$14,198.41
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant employed contract (Evergreen Mtn. Contracting) Labor and Equipment to reclaim and rebuild the following section of CR-6:
Site 1. County Road - 6 GPS 42.19545, -74.33511
Reclaim, place, and compact rock and gravel road shoulder, embankment, and base: 310 FT Long x 12 FT Wide x 5 FT Thick / 27 = 689 CY

Location Description:

CR-6 and CR-42

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BM-12
Activity Title:	Eroded and Displaced Light, Medium, and Heavy Ston

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$12,412.90
Total Budget	$0.00	$12,412.90
Total Obligated	$0.00	$12,412.90
Total Funds Drawdown	$0.00	$12,412.90
Program Funds Drawdown	$0.00	$12,412.90
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$12,412.90
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

2 Locations on CR-6: Site 1. Approximately 0.54 mile from the intersection of Rusk Mountain Road & CR-6. Site 2. is at the intersection of Tumbleweed Ranch Road & CR-6.
The applicant used contract labor and equipment (Wm. J Keller & Sons Construction Corp. and Callanan Industries, Inc), and applicant purchased materials to complete the following repairs:
Site 1. County Road-6 GPS 42.19321, -74.31720
1a) Replace and set Light Stone Fill Rip Rap: 110 FT Long x 8 FT Wide x 0.87 FT Thick / 27 = 28.4 CY x 1.4 = 39.81 Ton
1b) Replace and set Medium Stone Fill Rip Rap: 95 FT Long x 4 FT Wide x 1.87 FT Thick / 27 = 26.34 CY x 1.4 = 36.88 Ton
1c) Replace and set Heavy Stone Fill Rip Rap: 95 FT Long x 16 FT Wide x 3.34 FT Thick / 27 = 188.12 CY x 1.4 = 263.37 Ton
Site 2. County Road-6 GPS 42.19432, -74.33406
2) Replace and set Heavy Stone Fill Rip Rap: 110 FT Long x 25 FT Wide x 4.27 FT Thick / 27 = 435.22 CY x 1.4 = 609.31 Ton

Location Description:

Rusk Mountain Road & CR-6, Tumbleweed Ranch Road & CR-6.

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BN-12
Activity Title:	Eroded road embankment and wing walls

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$15,008.97
Total Budget	$0.00	$15,008.97
Total Obligated	$0.00	$15,008.97
Total Funds Drawdown	$0.00	$15,008.97
Program Funds Drawdown	$0.00	$15,008.97
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$15,008.97
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Site 1. County Road - 6 @ Higgins Bridge GPS 42.19806, -74.34102
1a) Eroded and displaced Stackable Stone: 20 FT Long x 5 FT Wide x 2.84 FT Thick / 27 = 10.5 CY x 1.4 = 14.71 Ton
1b) Eroded and displaced Extra Heavy Stone Fill: 125 FT Long x 10 FT Wide x 5 FT Thick / 27 = 231.6 CY x 1.4 = 324.23 Ton
1c) Eroded and displaced Heavy Stone Fill: 125 FT Long x 10 FT Wide x 5.88 FT Thick / 27 = 272.4 CY x 1.4 = 381.11 Ton
1d) Eroded and displaced Medium Stone Fill: 125 FT Long x 5 FT Wide x 2.37 FT Thick / 27 = 54.8 CY x 1.4 = 76.77 Ton
1e) Eroded and displaced Light Stone Fill: 90 FT Long x 30 FT Wide x 2.29 FT Thick / 27 = 229.3 CY x 1.4 = 321.06 Ton
1f) Eroded and displaced Crusher Run Gravel: 90 FT Long x 30 FT Wide x 0.35 FT Thick / 27 = 34.7 x 1.6 = 55.59 Ton
The damaged Guide Rail was captured on a county wide Guide Rail PW.
Wm J Keller & Sons Construction Corp. is one of Greene County DPW's pre-qualified contractors for emergency contract work (see attached Resolution #99-09).
Creighton Manning Engineering was adopted as the County's engineering consultant under resolution #434-11 (attached).
Callanan Industries, Inc is pre-approved as the County's paving contractor for this year through a process of quick quotes

Location Description:

County Road-6

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BO-12
Activity Title:	Eroded road shoulder and embankment

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,149.98
Total Budget	$0.00	$9,149.98
Total Obligated	$0.00	$9,149.98
Total Funds Drawdown	$0.00	$9,149.98
Program Funds Drawdown	$0.00	$9,149.98
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$9,149.98
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 12 hours of force account regular time labor, 12 hours of equipment, 45.56 Ton of Light Stone Fill, and 48.5 Ton of Crusher Run gravel to aid the contractor in the repairs of the damaged road section.
The applicant employed Wm. J Keller & Sons Construction Corp. to provide the labor and equipment to complete the repairs.
The contractor also supplied 528.38 Ton of Heavy Stone Fill and 22.25 Ton of Light Stone Fill.
Site 1. County Road - 6 GPS 42.19254, -74.32316
1a) Replace and set Heavy Stone Fill: 15 FT Long x 20 FT Wide x 2.48 FT Thick / 27 = 27.6 CY x 1.4 = 38.65 Ton
1b) Replace and set Heavy Stone Fill: 20 FT Long x 20 FT Wide x 2.4 FT Thick / 27 = 35.6 CY x 1.4 = 49.81 Ton
1c) Replace and compact Light Stone Fill: 35 FT Long x 8 FT Wide x 1.53 FT Thick / 27 = 15.9 CY x 1.4 = 22.25 Ton
1d) Replace and set Heavy Stone Fill: 40 FT Long x 20 FT Wide x 2.99 FT Thick / 27 = 88.7 CY x 1.4 = 124.22 Ton
1e) Replace and set Heavy Stone Fill: 30 FT Long x 20 FT Wide x 2.09 FT Thick / 27 = 46.4 CY x 1.4 = 64.91 Ton
1f) Replace and set Heavy Stone Fill: 40 FT Long x 20 FT Wide x 2.973 FT Thick / 27 = 88.1 CY x 1.4 = 123.39 Ton
1g) Replace and set Heavy Stone Fill: 20 FT Long x 20 FT Wide x 2.4 FT Thick / 27 = 35.6 CY x 1.4 = 49.81 Ton
1h) Replace and compact Light Stone Fill: 130 FT Long x 6 FT Wide x 0.785 FT Thick / 27 = 22.7 CY x 1.4 = 31.82 Ton
1i) Replace and set Heavy Stone Fill: 20 FT Long x 20 FT Wide x 2.95 FT Thick / 27 = 43.7 CY x 1.4 = 61.11 Ton
1j) Replace and compact Light Stone Fill: 20 FT Long x 6 FT Wide x 2.21 FT Thick / 27 = 9.8 CY x 1.4 = 13.72 Ton
1k) Replace and compact Crusher Run shoulder surface: 185 FT Long x 10 FT Wide x 0.442 FT Thick / 27 = 30.3 CY x 1.6 = 48.5 T

Location Description:

County Road - 6

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BP-12
Activity Title:	Wright Road Bridge Over Stoney Clove Creek

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,578.83
Total Budget	$0.00	$2,578.83
Total Obligated	$0.00	$2,578.83
Total Funds Drawdown	$0.00	$2,578.83
Program Funds Drawdown	$0.00	$2,578.83
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,578.83
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used Force Account Materials and Contracted Services from Wm. J. Keller & Sons Construction Corp. to complete the following repairs:
-Site #1A- (North Abutment)Excavate, form and pour concrete scour apron (36 ft L X 1.5 ft W X 2ft D = 4 cy) in front of face of existing abutment stem and reclaim and replace 36 ft L X 5 ft W X 2.5 ft D = 16.7 cy stone fill.
-Site #1B- (South Abutment) Reclaim and replace approx. 15 ft L X 4 W X 2.5 ft D = 5.56 cy stone fill at West side of abutment.
Note: Material receipt (Bonded Concrete, Inc.) attached to PW.
Note: Project was competitively bid and was awarded to low bidder Wm. J. Keller & Sons Corp. (agreement attached)
Note: Guardrails need to be re-set but will be captured on a County-wide PW.

Location Description:

Wright Road Bridge Over Stoney Clove Creek

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BQ-12
Activity Title:	Eroded road embankment

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$22,919.17
Total Budget	$0.00	$22,919.17
Total Obligated	$0.00	$22,919.17
Total Funds Drawdown	$0.00	$22,919.17
Program Funds Drawdown	$0.00	$22,919.17
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$22,919.17
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-07: Site 1 beginning at the intersection of State Route 23 & CR-07; Site 2 is approximately 0.20 mile north of site 1. The applicant used 16 hours of Force Account Labor, 16 hours of Force Account Equipment, in addition to numerous contractors to complete the following repairs on CR-07.
The following contractors were employed: Evergreen Mountain Contracting (labor & equipment), Goff Construction (labor & equipment for material hauling), Litchko Construction (guide rail), and KCK Paving (road surface). The applicant purchased 1,519.61 Tons of stone to complete the repairs which compares favorably to the damage dimensions.
Site 1. CR-07 GPS 42.32095, -74.43552 (start); 42.32205, -74.43521 (end)
1a) Replace and set Stackable Stone Fill: 95 FT Long x 4 FT Wide x 4.24 FT Thick / 27 = 59.7 CY x 1.4 = 83.6 Ton
1b) Replace and set Extra Heavy Stone Fill: 325 FT Long x 4 FT Wide x 2.77 FT Thick / 27 = 133.6 CY x 1.4 = 187.04 Ton
1c) Replace and set Heavy Stone Fill: 425 FT Long x 4 FT Wide x 3.24 FT Thick / 27 = 204 CY x 1.4 = 285.6 Ton
1d) Replace and set Medium Stone Fill: 580 FT Long x 8 FT Wide x 1.65 FT Thick / 27 = 284.3 x 1.4 = 398 Ton
1e) Replace and install 6 IN x 6 IN steel Box Beam guide rail w/ 3 IN steel posts: 230 LF (west side CR-07)
Site 2. CR-07 GPS 42.32402, -74.43299 (start); 42.32517, -74.42971 (end)
2a) Replace and set Medium Stone Fill: 485 FT Long x 8 FT Wide x 1.97 FT Thick / 27 = 283.7 x 1.4 = 397.16 Ton
2b) Replace and set Light Stone Fill: 485 FT Long x 2.5 FT Wide x 1.65 FT Thick / 27 = 77.5 x 1.4 = 108.51 Ton
2c) Replace and compact Crusher Run gravel: 485 FT Long x 5 FT Wide x 0.48 FT Thick / 27 = 42.7 x 1.4 = 59.75 Ton
2d) Replace and install 6 IN x 6 IN steel Box Beam guide rail w/ 3 IN steel posts: 210 LF (west side CR-07)
2e) Replace and install 6 IN x 6 IN steel Box Beam guide rail w/ 3 IN steel posts: 275 LF (east side CR-07)

Location Description:

State Route 23 & CR-07

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BR-12
Activity Title:	Bridge damage

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$22,313.19
Total Budget	$0.00	$22,313.19
Total Obligated	$0.00	$22,313.19
Total Funds Drawdown	$0.00	$22,313.19
Program Funds Drawdown	$0.00	$22,313.19
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$22,313.19
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Case Road Bridge: approximately 300 yards west of the intersection of Case Road and CR-19

The applicant used 37 hours of force account regular time labor, 41 hours of force account equipment, heavy stone fill (153.2 Ton), and bituminous concrete (57 Ton) to assist the contractor in repairs of the Case Road Bridge.
The applicant employed Advanced Enterprise to complete the repairs with KCK Paving hired to pave the bridge surface. The Town of Coxsackie contributed labor and equipment to haul material for paving.
Case Road Bridge (BIN 3200540) GPS 42.32036, -74.24686
1) Replace and set Heavy Stone Rip Rap: 65 FT Long x 12 FT Wide x 3.79 FT Thick / 27 = 109.4 CY x 1.4 = 153.2 Ton
2) Replace and compact Bituminous Concrete road surface: approximately 65 FT Long x 24 FT Wide = 1,560 SF
3) Reclaim and compact unclassified gravel embankment material: 175 FT Long x 15 FT Wide x 7 FT Thick / 27 = 681 CY
4) Collect and haul debris to chipping site: 1) 40 FT Long x 25 FT Wide x 6 FT High / 27 = 222 CY; 2) 35 FT Long x 25 FT Wide x 6 FT High / 27 = 194 CY (416 CY Total)
Incidental to the bridge repairs was the collecting and hauling of two debris piles located on the east and west upstream side of the bridge: 1) 40 FT Long x 25 FT Wide x 6 FT High / 27 = 222 CY; 2) 35 FT Long x 25 FT Wide x 6 FT High / 27 = 194 CY (416 CY Total). The debris was hauled to the chipping site in Hensonville (GPS 42.29457, -74.21275).

Location Description:

Case Road Bridge

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BS-12
Activity Title:	Bridge demolition at CR-40

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,403.00
Total Budget	$0.00	$7,403.00
Total Obligated	$0.00	$7,403.00
Total Funds Drawdown	$0.00	$7,403.00
Program Funds Drawdown	$0.00	$7,403.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$7,403.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

At the intersection of CR-40 & 65A
The applicant, after receiving 3 bids, selected Advanced Enterprise as the low bid to demolish the bridge over Batavia Kill Creek on CR-40 (BIN 3-30285-0). The superstructure only was demolished with the abutments to be removed at the time of replacement. The bridge replacement will be captured on a future PW. All work was completed from above and no equipment entered the water.
BIN 3-30285-0 CR-40 Bridge GPS 42.28830, -74.21483
1) Demolish and dispose of 24 FT Wide x 62 FT Long bridge superstructure

Location Description:

Bridge demolition at CR-40

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BT-12
Activity Title:	Displace Culvert and Rip Rap

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$13,733.50
Total Budget	$0.00	$13,733.50
Total Obligated	$0.00	$13,733.50
Total Funds Drawdown	$0.00	$13,733.50
Program Funds Drawdown	$0.00	$13,733.50
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$13,733.50
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-10; Approximately 0.36 mile north east from the intersection of CR-32C and CR-10
The applicant used 11 hours of Force Account Regular Time Labor, 11 hours of Force Account Equipment, and Materials (Peckham Industries) to assist the contractor with the culvert repair on CR-10.
The applicant employed A. Colarusso for the culvert, culvert coverage, and rip rap replacement with KCK Paving providing the labor and equipment to resurface the road.
Site 1. County Road 10 GPS 42.33978, -74.29105
1a) Replace and install 8.5 FT DIA Steel Culvert: 45 LF
1b) Replace and install Heavy Stone Fill Rip Rap: 50 FT Long x 12 FT Wide x 2.13 FT Thick / 27 = 47.3 CY x 1.4 = 66.16 Ton
1c) Replace and compact Bituminous Concrete road surface: 100 FT Long x 21 FT Wide x 0.25 FT Thick = 19.4 CY = 39.19 Ton

Location Description:

CR-10

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BU-12
Activity Title:	Undermined Concrete Bridge Abutment

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$17,810.52
Total Budget	$0.00	$17,810.52
Total Obligated	$0.00	$17,810.52
Total Funds Drawdown	$0.00	$17,810.52
Program Funds Drawdown	$0.00	$17,810.52
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$17,810.52
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Bloomer Road Bridge over Goosberry Creek:
approximately 0.34 mile north west of the intersection of Bloomer Road & CR-16.
The applicant used 10 hours of force account regular time labor and 5 hours of force account equipment to assists the contractor in the repairs of the bridge at Gooseberry Creek on Bloomer Road. The applicant employed Advanced Enterprise Concrete & Excavation to complete the following repairs:
Bloomer Road Bridge CR-16: GPS 42.18578, -74.15649
1) Replace unclassified fill with concrete under north concrete abutment: 30 FT Long x 6 FT Wide x 6 FT Thick / 27 = 40 CY
2) Replace and set Large Landscape Stone Rip Rap south abutment: 60 FT Long x 8 FT Wide x 1.99 FT Thick / 27 = 35.3 x 1.4 = 49.4 TON
3) Replace and set Heavy Stone Fill Rip Rap north abutment: 90 FT Long x 15 FT Wide x 3.49 FT Thick / 27 = 174.4 x 1.4 = 244.11 T
4) Replace and set Medium Stone Fill Rip Rap north abutment: 35 FT Long x 15 FT Wide x 2.26 FT Thick / 27 = 43.9 x 1.4 = 61.48 T
Advance Enterprise is one of 3 pre-approved contractors for Greene County and was awarded the contract as the low bidder

Location Description:

Bloomer Road Bridge over Goosberry Creek:

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BV-12
Activity Title:	Eroded and Displaced Stone Rip Rap

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$24,016.92
Total Budget	$0.00	$24,016.92
Total Obligated	$0.00	$24,016.92
Total Funds Drawdown	$0.00	$24,016.92
Program Funds Drawdown	$0.00	$24,016.92
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$24,016.92
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Location Description:

CR-23C: at the intersection of Alfred O'Bryan Road (approximately 1.7 mile South East of the intersection of CR-23C & Scribner Hollow Road)
The applicant purchased concrete (47 CY), heavy stone fill (420.54 Ton), and stackable stone (145.47 Ton) to repair the scour and displaced rip rap for bridge BIN 3-36358-0 on CR-23C. The applicant employed WM. J. Keller & Sons Construction to provide the labor and equipment to complete the repairs. Creighton Manning provided engineering and bid documents.
Bridge @ County Road-23C GPS 42.23807, -74.14592
1) Replace (scour) Unclassified Fill at the north concrete bridge abutment with Class G Concrete: 63 FT Long x 8.06 FT Wide x 2.5 FT Thick / 27 = 47 CY
2) Replace and set Landscape (stackable) Stone: 63 FT Long x 8 FT Wide x 5.57 FT Thick / 27 = 103.9 CY x 1.4 = 218.4 Ton
3) Replace and set Heavy Stone Fill: 60 FT Long x 20(average) FT Wide x 6.76 FT Thick / 27 = 300.4 CY x 1.4 = 420.54 Ton
Repairing the eroded abutment with poured concrete was the least cost alternative to replacing and compacting unclassified fill.
Anti Washout Additive: The DEC permit requires that no concrete be released into the stream. At the time of repairs the water level in the creek was so high that it was impossible to completely dewater the concrete forms. The anti washout additive is added to the concrete to help the material set and prevent the concrete from

entering the creek.

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BW-12
Activity Title:	Displaced Gravel Shoulders

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,213.19
Total Budget	$0.00	$5,213.19
Total Obligated	$0.00	$5,213.19
Total Funds Drawdown	$0.00	$5,213.19
Program Funds Drawdown	$0.00	$5,213.19
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$5,213.19
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-54 approximately 900 FT east of the intersection of CR-54 & Jennings Road
The applicant used 220 hours of force account regular time labor, 220 hours of force account equipment, and materials to complete the following repairs on CR-54.
CR-54 Eroded Ditches & Culverts GPS 42.40776, -73.86266 (start); 42.40805, -73.86641 (end)
1) Replace and compact Light Stone Fill ditch lining: 325 FT Long x 5 FT Wide x 0.69 FT Thick / 27 = 41.48 CY x 1.4 = 58.07 Ton
2) Replace and compact Medium Stone Fill ditch lining: 275 FT Long x 7 FT Wide x 0.771 FT Thick / 27 = 55.07 CY x 1.4 = 77.1 Ton
3) Replace and compact Surge Stone ditch lining: 225 FT Long x 7 FT Wide x 0.52 FT Thick / 27 = 30.56 CY x 1.4 = 42.78 Ton
4) Replace and compact Item 4 (scalpings) road shoulder: 225 FT Long x 5 FT Wide x 0.49 FT Thick / 27 = 20.36 CY x 1.4 = 28.51 Ton
5) Replace and compact Slope Stone ditch lining: 340 FT Long x 9 FT Wide x 0.47 FT Thick / 27 = 52.91 CY x 1.4 = 74.08 Ton

Location Description:

CR-54 approximately 900 FT east of the intersection of CR-54 & Jennings Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BX-12
Activity Title:	Eroded Rd Embankment, Shoulders, and Ditches

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,501.28
Total Budget	$0.00	$1,501.28
Total Obligated	$0.00	$1,501.28
Total Funds Drawdown	$0.00	$1,501.28
Program Funds Drawdown	$0.00	$1,501.28
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,501.28
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Beech Ridge South from the intersection with State Route 42 extending uphill approximately 0.25 mile

Beech Ridge South Road is owned by the Town of Lexington and this PW addresses work preformed by the Greene County DPW to assists in repairs. Following the incident, 2 bridges were damaged and unusable on State Route 42 requiring an alternate route for traffic. Beech Ridge North & South, both severely damaged, were needed to serve as an alternate / detour around SR-42. The Town of Lexington, already overwhelmed by damages in their jurisdiction, requested assistance from Greene County to help repair damages on Beech Ridge South. The DPW hauled and paid for materials. This PW is written to capture the labor, equipment, and materials provided by Greene County DPW to aid and assists in the repairs of Beech Ridge South.
The applicant used 17 hours of force account regular time, 17 hours of force account equipment, and materials to assists in the following repairs:
Beech Ridge South Road GPS 42.20739, -74.39051 (start); 42.21011, -74.39316 (end)
1) Replace and compact Light Stone Fill: 520 FT Long x 5 FT Wide x 1.07 FT Thick / 27 = 102.6 CY x 1.4 = 143.66 Ton
2) Replace and compact Medium Stone Fill: 325 FT Long x 5 FT Wide x 1.40 FT Thick / 27 = 84 CY x 1.4 = 117.591 Ton
3) Replace and compact Crusher Run gravel: 525 FT Long x 5 FT Wide x 0.42 FT Thick / 27 = 40.6 CY x 1.4 = 56.87 Ton

Location Description:

Beech Ridge South from the intersection with State Route 42

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BY-12
Activity Title:	Scour Around Bridge Abutment

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,143.50
Total Budget	$0.00	$7,143.50
Total Obligated	$0.00	$7,143.50
Total Funds Drawdown	$0.00	$7,143.50
Program Funds Drawdown	$0.00	$7,143.50
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$7,143.50
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

At the intersection of CR-22 and Clay Hill Road

The applicant provided the materials (Cranesville Block / Peckham Materials Corp) for the following repairs completed by WM. J. Keller and Sons Construction Corp. at the bridge on CR-22. Creighton Manning Engineering provided inspection / engineering services and the scope of work for repairs. The bent fascia I beam was load tested for strength and determined to be sound (see Creighton Manning Invoice 111144#6).
Repairing the eroded abutment with poured concrete was the least cost alternative to replacing and compacting unclassified fill. The guide rail will be captured on a future county wide guide rail PW.
Bridge (BIN 3-30312-0) County Road 22 GPS 42.40583, -74.15206
1) Replace and pour Class A Concrete apron: 34 FT Long x 3 FT Wide x 1.59 FT Thick / 27 = 6 CY
2) Replace and compact Item 4 (scalping - Item 4 with additional fines) shoulders east side approach: 70 FT Long x 12 FT Wide x 1.49 FT Thick / 27 = 46.4 CY x 1.6 = 74.2 Ton
3) Replace and set Heavy Stone Fill Rip Rap: 55 FT Long x 10 FT Wide x 5.77 FT Thick / 27 = 117.6 CY x 1.4 = 164.7 Ton

Location Description:

At the intersection of CR-22 and Clay Hill Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3BZ-12
Activity Title:	Mitchell Hollow Bridge (CR-21) over Mad Brook

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$18,109.47
Total Budget	$0.00	$18,109.47
Total Obligated	$0.00	$18,109.47
Total Funds Drawdown	$0.00	$18,109.47
Program Funds Drawdown	$0.00	$18,109.47
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$18,109.47
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

County Road - 21: Approximately 450 FT south of the intersection of Siam Road and CR-21

The applicant used 38.5 hours of force account regular time labor, 34 hours of force account equipment, and materials to assist the contractor in the repairs of the Mitchell Hollow Bridge on County Road - 21.
The Applicant employed Town and County Bridge & Rail to complete the following repairs:
Mitchell Hollow Bridge GPS 42.34306, -74.24681
1)Form and pour concrete at north side concrete abutment: 48 FT Long x 2.5 FT Wide x 3.6 FT Thick / 27 = 16 CY
2)Replace and compact #1A stone at downstream north side abutment wing wall: 7 FT Long x 5 FT Wide x 3 FT Thick / 27 = 3.9 CY
3)Form and pour concrete at south side concrete abutment: 64 FT Long x 4.5 FT Wide x 4.69 FT Thick / 27 = 50 CY
4)Reclaim and place unclassified gravel downstream south side abutment wing wall: 5 FT Long x 4 FT Wide x 3 FT Thick / 27 = 2.2 CY
5)Reclaim and place unclassified gravel upstream south side road shoulder: 15 FT Long x 8 FT Wide x 4 FT Thick / 27 = 17.8 CY
Town and County Bridge & Rail, Bonded Concrete Inc. and Cranesville Block Company, Inc are pre-approved suppliers per resolution #185-11, May 22, 2011 - May 21, 2012.
General Permit # GP-0-11-007 for this work is attached.

Location Description:

Mitchell Hollow Bridge (CR-21) over Mad Brook

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3C-12
Activity Title:	Temporary Bridge

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$12,494.58
Total Budget	$0.00	$12,494.58
Total Obligated	$0.00	$12,494.58
Total Funds Drawdown	$0.00	$12,494.58
Program Funds Drawdown	$0.00	$12,494.58
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$12,494.58
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 28 hours of regular time force account labor, 10 hours of force account equipment, and materials to flag and barricades the road, and assists the contractor in the placement of a temporary bridge over the washed out culvert on CR-23C.

The applicant employed A. Colarusso & Son to provide labor, equipment, and materials to place the temporary bridge, set the Jersey Barriers, and pave the approaches.

Damaged Culvert County Route 23C GPS 42.25349, -74.25880

1a) Rebuild embankment (East & West), base, and approaches for the temporary bridge using Light & Heavy Stone Fill, Slope Material, and Fine Stone Fill (673.33 Ton Total)

1b) Place temporary bridge and pave approaches and bridge deck: approximately 220 FT Long x 20 FT Wide

1c) Install Jersey Barriers (4 each approach) and Guide Rail 70 LF each side

Location Description:

County Route 23C

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CA-12
Activity Title:	Eroded Embankment on Falke Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$17,234.04
Total Budget	$0.00	$17,234.04
Total Obligated	$0.00	$17,234.04
Total Funds Drawdown	$0.00	$17,234.04
Program Funds Drawdown	$0.00	$17,234.04
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$17,234.04
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Location Description:

Damage starts approximately 800 FT from the intersection of Falke Road & CR-2 and extends for approximately 0.5 mile at intermittent sections

Falke Road is owned by the Town of Lexington and is the only egress into the Coblestone rock quarry that serves the entire area. Lexington is a small town and was overwhelmed by damages in their jurisdiction. With roads and bridges washed out throughout Greene County it was imperative to maintain egress to the quarry via Falke Road. To facilitate repairs throughout Greene County, Greene County DPW took over supervision of the repairs and awarded the repair contract to Evergreen Mountain Contracting. The contract cost were presented to the Town of Lexington upon completion and these labor only cost were captured on PW #4220205 (EMMIE #01049). This PW is written to capture the material costs which were charged through Greene County DPW. All work was complete at the time of inspection and the dimensions are approximate.
Site 1 Falke Road Erosion Damage GPS 42.26879, -74.41329 (start); 42.27367, -74.40891 (end)
1) Replace and compact Light Stone Fill: 110 FT Long x 35 FT Wide x 1.99 FT Thick / 27 = 284 CY x 1.4 = 397.56 Ton
2) Replace and compact Medium Stone Fill: 125 FT Long x 15 FT Wide x 0.83 FT Thick / 27 = 57.6 CY x 1.4 = 80.59 Ton
3) Replace and compact Heavy Stone Fill: 190 FT Long x 20 FT Wide x 2.54 FT Thick / 27 = 356.9 CY x 1.4 = 499.63 Ton

4) Replace and compact Extra Heavy Stone Fill: 520 FT Long x 45 FT Wide x 2.34 FT Thick / 27 = 2,029.6 CY x 1.4 = 2,841.43 Ton
5) Replace and compact Flat Stackable Rock: 125 FT Long x 15 FT Wide x 5.08 FT Thick / 27 = 352.6 CY x 1.4 = 493.67 Ton
6) Replace and compact #3 Stone: 55 FT Long x 10 FT Wide x 0.79 FT Thick / 27 = 16.1 CY x 1.4 = 22.49 Ton
Evergreen Mountain Contracting was awarded the no-bid contract as allowed per Greene County Emergency Order issued 8/28/11 and extended through 9/15/11 whereas all "procurement and acquisition of materials, equipment and services via standard bidding procedures are suspended" (attached). In addition, New York State Department of Environmental Conservation suspended permits for critical emergency work

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CB-12
Activity Title:	Scour Around ridge abutments

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,129.14
Total Budget	$0.00	$3,129.14
Total Obligated	$0.00	$3,129.14
Total Funds Drawdown	$0.00	$3,129.14
Program Funds Drawdown	$0.00	$3,129.14
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,129.14
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Advan Road is approximately 0.49 mile east of the intersection of Rusk Mountain Road & CR-6; Wolf Road is an additional 0.52 Mile east of Advan Road

The applicant employed Wm. J Keller & Sons Construction to complete the repairs at both the following locations. The site 1 repair required the contractor to form up and pour 5 CY of concrete in front of and under the west side abutment. Site 2 required 1 CY of concrete poured into the scour hole and the displaced rip rap to be reclaimed and reset.
Site 1. Advan Road Bridge GPS 42.18911, -74.29788
1a) Form and pour 3000 PSI Concrete: 32 FT Long x 2 FT Wide x 2.11 FT Thick / 27 = 5 CY
Site 2 Wolf Road Bridge GPS 42.18900, -74.28815
2a) Machine pump 3000 PSI Concrete: 2 FT Long x 5 FT Wide x 1.8 FT Thick / 27 = 1 CY
2b) Recover and set heavy stone rip rap: 50 FT Long x 12 FT Wide x 2.5 FT Thick / 27 = 55.6 CY

Location Description:

Advan Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CC-12
Activity Title:	Damage CR-2

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$51,929.30
Total Budget	$0.00	$51,929.30
Total Obligated	$0.00	$51,929.30
Total Funds Drawdown	$0.00	$51,929.30
Program Funds Drawdown	$0.00	$51,929.30
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$51,929.30
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Wing wall @ Mosquito Point Bridge & continuing 1,650 LF downstream on CR-2
The applicant employed Evergreen Mountain Contracting, KCK Paving, and Litchko Construction for labor and equipment to complete the following repairs at the Mosquito Point Bridge and County Road 2. The applicant used 20.5 hours of force account regular time labor, 20.5 hours of equipment, and supplied all materials (stone & gravel, bituminous concrete, and guide rail) needed for repairs. The Town of Coxsackie and the Town of Windham supplied labor and dump trucks to haul the bituminous concrete on the day of paving.
Site 1. Mosquito Point Bridge Eroded Wing Wall (north side upstream) GPS 42.26072, -74.39818
1a) Replace and set Flat Stackable Rock: 45 FT Long x 6 FT Wide x 6.22 FT Thick / 27 = 62.2 CY x 1.4 = 87.1 Ton
1b) Replace and set X Heavy Stone Fill: 45 FT Long x 5 FT Wide x 4.75 FT Thick / 27 = 39.6 CY x 1.4 = 55.4 Ton
1c) Replace and set Heavy Stone Fill: 45 FT Long x 5 FT Wide x 5.74 FT Thick / 27 = 47.8 CY x 1.4 = 66.9 Ton
1d) Replace and set Light Stone Fill: 45 FT Long x 15 FT Wide x 0.54 FT Thick / 27 = 13.4 CY x 1.4 = 18.7 Ton
1e) Replace and compact Crusher Run gravel: 45 FT Long x 20 FT Wide x 2.68 FT Thick / 27 = 89.4 CY x 1.6 = 143.01 Ton
Site 2. County Road 2 GPS 42.26046, -74.39818 (start); 42.26369, -74.40323 (end)
2a) Replace and set Flat Stackable Rock: 525 FT Long x 6 FT Wide x 4.57 FT Thick / 27 = 533.3 CY x 1.4 = 746.67 Ton
2b) Replace and set X Heavy Stone Fill: 925 FT Long x 7 FT Wide x 4.85 FT Thick / 27 = 1,163.4 CY x 1.4 = 1,628.772 Ton
2c) Replace and set Heavy Stone Fill: 1,225 FT Long x 8 FT Wide x 3.662 FT Thick / 27 = 1,329.4 CY x 1.4 = 1,861.13 Ton
2d) Replace and set Medium Stone Fill: 1,225 FT Long x 12 FT Wide x 1.94 FT Thick / 27 = 1,055 CY x 1.4 = 1,476.965 Ton

2d) Replace and set Light Stone Fill: 1,225 FT Long x 20 FT Wide x 0.987 FT Thick / 27 = 895.3 CY x 1.4 = 1,253.38 Ton
2e) Replace and compact Crusher Run gravel: 1,650 FT Long x 12 FT Wide x 0.663 FT Thick / 27 = 486.3 CY x 1.6 = 778 Ton
2f) Replace and compact Fine Stone Fill: 450 FT Long x 4 FT Wide x 0.39 FT Thick / 27 = 25.8 CY x 1.6 = 41.31 Ton
2g) Replace and install 6 IN x 6 IN Galv. Box Beam Guide Rail w/ 3 IN steel Posts (5ft3in): 810 LF Rail & 138 Posts
2h) Replace and compact Bituminous Concrete Road Surface: 600 FT Long x 18 FT Wide (0.33 FT Thick) / 9 = 1,200 SY
(Bituminous Concrete weighs 110 lbs / SY / IN therefore 1,200 SY x 110 x 3 = 396,000 / 2,000 = 198 Ton)

Location Description:

Damage CR-2

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CD-12
Activity Title:	Damage CR-2

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,651.16
Total Budget	$0.00	$5,651.16
Total Obligated	$0.00	$5,651.16
Total Funds Drawdown	$0.00	$5,651.16
Program Funds Drawdown	$0.00	$5,651.16
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$5,651.16
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Intersection of Slater Road and CR-56
The applicant purchased concrete (16 CY), Medium Stone Fill (22.3 Ton), Slope Stone (23.5 Ton), and Bituminous Concrete (25 Ton) to repair the undermined abutment and displaced rip rap for the Slater Road Bridge (BIN #3201370). The applicant contracted with Advanced Enterprise to provide the labor and equipment to complete the repairs. Creighton Manning provided provided engineering analysis.
Slater Road Bridge GPS 42.28114, -74.18157
1) Replace Unclassified Fill under east concrete abutment with Type A Concrete: 32 FT Long x 4 FT Wide x 3.38 FT Thick / 27 = 16 CY
2) Replace and compact Medium Stone Fill rip rap (upstream eastside) embankment: 18 FT Long x 15 FT Wide x 1.59 / 27 = 15.9 CY x 1.4 = 22.3 Ton
3) Replace and compact Slope Stone rip rap (downstream eastside) embankment: 25 FT Long x 15 FT Wide x 1.21 FT Thick / 27 = 16.8 CY x 1.4 = 23.5 Ton
4) Replace and compact Bituminous Concrete surface course (approach): 50 FT Long x 36 FT Wide (0.17 - 0.21 FT Thick) = 25 Ton

Location Description:

The Intersection of Slater Road and CR-56

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CE-12
Activity Title:	Damaged road surface

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,318.56
Total Budget	$0.00	$7,318.56
Total Obligated	$0.00	$7,318.56
Total Funds Drawdown	$0.00	$7,318.56
Program Funds Drawdown	$0.00	$7,318.56
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$7,318.56
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Site 1 starts approximately 0.74 mile southeast of the intersection of CR-25 and CR-23C
The applicant used 169 hours of force account regular time, 32.5 hours of force account overtime, 185 hours of force account equipment, and varying amounts of stone and gravel to complete the following repairs on CR-25. The applicant contracted with Fastracs Inc for labor and equipment for shoulder and ditch work, KCK Paving for road paving, Cobleskill Stone for rock and gravel, and Peckham Materials Corp for additional stone, gravel, and asphalt. The Towns of Coxsackie and Windham provided labor and equipment for hauling. Creighton Manning provided engineering analysis.
Site 1. County Road 25 GPS 42.22035, -74.12090 (start); 42.21930, -74.11875 (end)
1a) Ditch cleaning and shaping: 480 LF
1 b) Replace and compact Item 4 gravel shoulder: 375 FT Long x 4 FT Wide x 0.22 FT Thick / 27 = 12.2 CY x 1.6 = 19.48 Ton
Site 2. County Road 25 GPS 42.21548, -74.11422
2a) Replace and compact Item 4 road base and culvert coverage: 54 FT Long x 24 FT Wide x 2.04 FT Thick / 27 = 97.8 CY x1,6= 156.55 Ton
2b) Replace and compact Light Stone ditch lining: 54 FT Long x 5 FT Wide x 0.5 FT Thick / 27 = 5 CY x 1.4 = 7.03 Ton
2c) Reclaim and relay stacked stone rip rap: 35 FT Long x 14 FT Wide x 3 FT Thick
2d) Replace and compact Bituminous Concrete road surface: 54 FT Long x 24 FT Wide / 9 = 144 SY 144 SY x 0.33 FT Thick = 31.7 Ton (1 SY asphalt =110 lbs. per IN -144 x 110 x 4 / 2000 = 31.7)
Site 3. County Road 25 GPS 42.20616, -74.10638
3a) Replace and compact Medium Stone Fill road embankment: 65 FT Long x 8 FT Wide x 2.87 FT Thick / 27 = 55.3

CY
x 1.4 = 77.39 Ton
3b) Replace and compact Light Stone Fill ditch lining: 80 FT Long x 5 FT Wide x 0.43 FT Thick / 27 = 6.4 CY x 1.4 = 8.9 Ton
3c) Replace and compact Item 4 road base course: 35 FT Long x 24 FT Wide x 0.5 FT Thick / 27 = 15.6 CY x 1.6 = 24.96 Ton
3d) Replace and compact Item 4 gravel road shoulder: 362 FT Long x 5 FT Wide x 0.53 FT Thick / 27 = 35.5 CY x 1.6 = 56.8 Ton
3e) Replace and compact Bituminous Concrete road surface: 35 FT Long x 24 FT Wide / 9 = 93.3 SY
93.3 x 0.33 Thick = 20.41 Ton (1 SY asphalt = 110 lbs per IN-93.3 x 110 x 4/2000 = 20.41 Ton)
Site 4. County 25 GPS 42.20258, -74.10938 (start); 42.20074, -74.10940 (end)
4) Replace and compact Item 4 gravel road shoulder: 320 FT Long x 5 FT Wide x 0.28 / 27 = 16.6 CY x 1.6 = 26.56 Ton

Location Description:

intersection of CR-25 and CR-23C

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CG-12
Activity Title:	Shoulder and Embankment Washout

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,603.00
Total Budget	$0.00	$2,603.00
Total Obligated	$0.00	$2,603.00
Total Funds Drawdown	$0.00	$2,603.00
Program Funds Drawdown	$0.00	$2,603.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,603.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

1911 County Road 06 GPS: 42.19147, -74.30710
The applicant used 13 hours force account labor and 13 hours equipment to haul the #4 and light stone fill to the site. Applicant used contracted labor (Wm. J. Keller & Sons) to place fabric and repair and replace the damaged embankment. The applicant procured this contract work under emergency measures. The applicants contractor repaired the following:
-Light Stone Fill washed away 65 FT x 10 FT x 1 FT = 24.07 CY (28.88 TON) (1 CY = 1.2 TON)
-Light Stone Fill washed away 50 FT x 8 FT x 1 FT = 14.81 CY (17.77 TON) = (1 CY = 1.2 TON)
-Item #4 washed away 40 FT x 4 FT x 2 FT = 11.85 CY (17.78 TON) (1 CY = 1.5 TON)
-Heavy Stone Fill washed away 25 FT x 8 FT x 2 FT = 14.81 CY (20.74 TON) (1 CY = 1.4 TON)

Location Description:

1911 County Road 06

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CH-12
Activity Title:	Eroded Embankments and Bridge Scour

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,227.52
Total Budget	$0.00	$2,227.52
Total Obligated	$0.00	$2,227.52
Total Funds Drawdown	$0.00	$2,227.52
Program Funds Drawdown	$0.00	$2,227.52
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,227.52
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-63 and Long Road Bridge
The applicant used 75 hours of force account regular time, 9 hours of force account overtime, 68 hours of force account equipment, and materials (item 4 gravel & light stone fill) to complete the following repairs. A rented excavator (Fink & Sons, Inc) was used for 2 days on these projects. Creighton Manning provided engineering services.
Site 1. County Road 63 (West Settlement Road) GPS 42.31495, -74.34417 (start); 42.31015, -74.33890 (end)
1a) Replace and compact Fine Stone Fill road shoulder: 425 FT Long x 6 FT Wide x 0.50 FT Thick / 27 = 47.2 CY x 1.4 = 66 Ton
1b) Replace and compact Item 4 road shoulder: 180 FT Long x 5 FT Wide x 0.26 FT Thick / 27 = 8.7 CY x 1.4 = 12 Ton
Site 2. Long Road Bridge BIN #3201320 GPS 42.20087, -74.36751
2a) Replace and compact Light Stone Fill north bridge abutment: 30 FT Long x 8 FT Wide x 3.79 FT Thick / 27 = 34 CY x 1.4 = 47.6 Ton
2b) Replace and compact Light Stone Fill embankment erosion: 20 FT Long x 8 FT Wide x 7.76 FT Thick / 27 = 46 CY x 1.4 = 64 Ton
2c) Replace and compact Item 4 road shoulder: 85 FT Long x 8 FT Wide x 2.06 FT Thick / 27 = 52 CY x 1.4 = 73 Ton

Location Description:

CR-63 and Long Road Bridge

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CI-12
Activity Title:	Eroded road surface, base, shoulders, and embankme

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$42,998.36
Total Budget	$0.00	$42,998.36
Total Obligated	$0.00	$42,998.36
Total Funds Drawdown	$0.00	$42,998.36
Program Funds Drawdown	$0.00	$42,998.36
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$42,998.36
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Intersection of CR-65 and CR-65A
The applicant used 114.5 hours of force account regular time labor, 23.75 hours of force account overtime, 115.25 hours of equipment, and various types of stone and gravel assist the contractor in the repairs of CR-65 and CR-65A. The applicant contracted with Peckham Road Corp and Advance Enterprise for labor & equipment for construction repairs, and Callanan Industries for paving.
Site 1. County Road 65 GPS 42.29242, -74.21569 (start); 42.29358, -74.21462 (end)
1a) Replace and compact Item 4 gravel bridge approach: 30 FT Long x 3 FT Wide x 7.92 FT Thick / 27 = 26.4 CY x 1.4 = 36.96 Ton
1b) Replace and compact Item 4 gravel shoulder: 125 FT Long x 10 FT Wide x 3.80 FT Thick / 27 = 175.93 CY x 1.4 = 246.3 Ton
1c) Replace and compact Unclassified Fill approach shoulder: 125 FT Long x 6 FT Wide x 1.75 FT Thick / 27 = 48.6 CY x 1.4 = 68 Ton
1d) Replace and compact Item 4 Aggregate Base Course: 425 FT Long x 26 FT Wide x 0.71 FT Thick / 27 = 290.6 CY x 1.4 = 406.8 Ton
1e) Replace and compact Medium Stone Fill shoulder damage: 290 FT Long x 10 FT Wide x 0.87 FT Thick / 27 = 93.4 CY x 1.4 = 131 Ton
Site 2. County Road 65A GPS 42.28841, -74.21466 (start); 42.29287, -74.21508 (end)
2a) Replace and compact Medium Stone Fill embankment repair: 325 FT Long x 10 FT Wide x 0.98 FT Thick / 27 = 118 CY x 1.4 = 165 Ton
2b) Replace and compact intermittent sections Item 4 shoulder and aggregate base course: 550 FT Long x 12 FT Wide x 0.94 FT Thick / 27 = 230 CY x 1.4 = 322 Ton

2c) Replace and compact Item 4 aggregate base course: 375 FT Long x 26 FT Wide x 0.31 FT Thick / 27 = 112 CY x 1.4 = 157 Ton
2d) Calcium chloride for excessive dust from exposed Item 4 during construction and before road surface replaced: 797 gallons
2e) Replace and compact Bituminous Concrete road surface: 140 FT Long x 20 FT Wide = 311 SY x 2 IN Thick = 17 CY / 35 Ton
2f) Replace and compact Bituminous Concrete road surface: 200 FT Long x 20 FT Wide = 444 SY x 2 IN Thick = 25 CY / 49 Ton
Any incidental vegetative debris removed during the repairs of CR-65 and CR-65A was taken to the State run tub grinder in Hensonville (42.29430, -74.21292) and chipped for mulch

Location Description:

Intersection of CR-65 and CR-65A

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CJ-12
Activity Title:	County Road 78

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$30,737.34
Total Budget	$0.00	$30,737.34
Total Obligated	$0.00	$30,737.34
Total Funds Drawdown	$0.00	$30,737.34
Program Funds Drawdown	$0.00	$30,737.34
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$30,737.34
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

County Road 78
The applicant used 341.5 hours of force account regular time labor, 29 hours of force account overtime labor, 376.5 hours of force account equipment, and materials (item 4 gravel, light stone fill, culvert pipe to assist the contractor in the repair of CR-78. The applicant contracted with Fastracs Inc for labor and equipment for road repairs, KCK Paving for asphalt road surface repairs, and Creighton Manning Engineering for engineering analysis. The Town's of Coxsackie and Windham hauled Bituminous Concrete on the paving days.
Site 1. County Road 78 GPS 42.23475, -74.14410 (start); 42.23396, -74.14239 (end)
1a) Replace and compact Item 4 Gravel bridge approach: 28 FT Long x 4 FT Wide x 3.59 FT Thick / 27 = 14.9 CY x 1.4 = 20.9 Ton
1b) Replace and compact Light Stone Fill road embankment: 75 FT Long x 4 FT Wide x 0.93 FT Thick / 27 = 10.3 CY x 1.4 = 14.4 Ton
1c) Ditch cleaning and shaping: 875 LF
1d) Replace and compact Item 4 Gravel road shoulder: 875 FT Long x 6 FT Wide x 0.64 FT Thick / 27 = 124 CY x 1.4 = 174 Ton
1e) Replace and install 18 IN Poly Culvert pipe: 30 LF
1f) Replace and compact Item 4 gravel road base: 180 FT Long x 26 FT Wide x 0.64 FT Thick / 27 = 111 CY x 1.4 = 155 Ton
1g) Replace and compact Bituminous Concrete road surface: 180 FT Long x 20 FT Wide = 400 SY x 1.5 IN Thick = 16.7 CY / 33 Ton
Site 2. County Road 78 GPS 42.23319, -74.13981 (start); 42.23356, -74.13752 (end)
2a) Replace and compact Item 4 road shoulder: 375 FT Long x 4 FT Wide x 0.93 FT Thick / 27 = 52 CY x 1.4 = 73 Ton

2b) Replace and compact Bituminous Concrete road surface: 375 FT Long x 10 FT Wide = 417 SY x 2 IN Thick = 23 CY / 46 Ton
Site 3. County Road 78 GPS 42.23684, -74.12697 (start); 42.23768, -74.12529 (end)
3a) Replace and compact Item 4 Gravel shoulders: 475 FT Long x 4 FT Wide x 0.82 FT Thick / 27 = 58 CY x 1.4 = 81 Ton
3b) Replace and compact Bituminous Concrete road surface: 475 FT Long x 10 FT Wide = 528 SY x 1.5 IN Thick = 22 CY / 44 Ton
Site 4 County Road 78 GPS 42.23800, -74.12433 (start); 42.23848, -74.12252 (end)
4a) Jet and flush 72 IN Steel Pipe Culvert: 40 LF
4b) Replace and compact Aggregate Base Course: 450 FT Long x 26 FT Wide x 0.54 FT Thick / 27 = 234 CY x 1.4 = 328 Ton
4c) Replace and compact Bituminous Concrete road surface: 450 FT Long x 20 FT Wide = 1,000 SY x 2 IN Thick = 56 CY / 110 Ton
The damage at the sites is intermittent but all work is located within the coordinates provided.
Any incidental debris removed during the road repairs was taken to the State run grinder site in Hudsonville and chipped for mulch (42.29455, -74.21264).
The damaged guide rail will be captured in a countywide guide rail PW

Location Description:

County Road 78

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CK-12
Activity Title:	County Road 6 at #1795

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$8,470.16
Total Budget	$0.00	$8,470.16
Total Obligated	$0.00	$8,470.16
Total Funds Drawdown	$0.00	$8,470.16
Program Funds Drawdown	$0.00	$8,470.16
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$8,470.16
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

County Road 6 at #1795
The Applicant issued an emergency contract to Wm. J. Keller & Sons and used 12 hours of force account labor, 12 hours of force account equipment and force account material to complete the following work. The Project Specialist has reviewed the documentation that was submitted and found the costs reasonable.
1. Replace the rip rap along the creek adjacent to County Road 6 measuring approximately 100ft x 3ft x 8ft.
2. Replace and stabilize the road shoulder and slope measuring approximately 100ft x 15ft x 12ft.

Location Description:

County Road 6 at #1795

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CL-12
Activity Title:	Embankment Failure

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,867.11
Total Budget	$0.00	$9,867.11
Total Obligated	$0.00	$9,867.11
Total Funds Drawdown	$0.00	$9,867.11
Program Funds Drawdown	$0.00	$9,867.11
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$9,867.11
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR 06 Kern's Manor, Lexington, NY
The applicant reconstructed the embankment to pre-disaster function and capacity measuring 210 ft. X 13 ft. X 4 ft. = 404 CY using a combination of force account labor and contracted work. The applicant used 22 hours of force account regular time and 22 hours of force account equipment. In accordance with their procurement policy (Supplies Resolution No. 185-11 attached), the applicant utilized the contracted services as follows:
1) William J. Keller & Sons Construction Corp. to provide additional labor, equipment and material to remove vegetative debris from the eroded section of embankment, place/grade the embankment using light stone fill (30.49 tons), crusher run stone (31.08 tons) and heavy stone fill (388.85 tons).
2) Cobleskill Stone Products, Inc. to provide light stone fill (30.49 tons) and crusher run stone (31.08 tons).
3) Peckman Materials Corp. to provide Item 4 stone (105.15 tons).
4) Callanan Industries, Inc. to provide hauling (92.75 hrs.) and heavy stone fill (388.85 tons).

Location Description:

CR 06 Kern's Manor, Lexington, NY

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CM-12
Activity Title:	CR-6 between Auffarth Road and Mink Hollow Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,335.11
Total Budget	$0.00	$1,335.11
Total Obligated	$0.00	$1,335.11
Total Funds Drawdown	$0.00	$1,335.11
Program Funds Drawdown	$0.00	$1,335.11
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,335.11
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant contracted with Wm. J. Keller & Sons Construction Corp (pre-qualified emergency contractor - Resolution #99-09) for the following repairs on CR-6. Callanan Industries supplied and hauled the light & heavy stone fill.
County Road 6 GPS 42.19169, -74.32872
1) Replace and install Heavy Stone Fill Rip Rap: 22 FT Long x 10 FT Wide x 2.64 FT Thick / 27 = 21.5 CY x 1.9 = 40.85 Ton
2) Replace and install Light Stone Fill embankment: 22 FT Long x 10 FT Wide x 1.77 FT Thick / 27 = 14.4 CY x 1.4 = 20.2 Ton
By using the least cost alternative / best construction practice of using light and heavy stone in place of unclassified fill and stone, the applicant effectively mitigated the site.

Location Description:

CR-6 between Auffarth Road and Mink Hollow Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CN-12
Activity Title:	Eroded & Damaged Road Surface & Base

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$180,108.02
Total Budget	$0.00	$180,108.02
Total Obligated	$0.00	$180,108.02
Total Funds Drawdown	$0.00	$180,108.02
Program Funds Drawdown	$0.00	$180,108.02
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$180,108.02
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Numerous Locations on County Road 40 & 56 The applicant used 790.5 hours of force account regular time, 46.25 hours of force account overtime, 710.75 hours of force account equipment, various types of stone and gravel (see attached Stone & Gravel Totals tab), and rental equipment (excavator - 1.5 days) to assist in the repairs of County Roads 40 & 56. The applicant contracted with Advance Construction for the majority of the road repairs. Callanan Industries and KCK Paving supplied labor and equipment to place and compact the applicant supplied asphalt. Litchko Construction installed the applicant supplied guide rails. Creighton Manning Engineering provided engineering analysis. Site 1. County Road 40 GPS 42.28656, -74.21414 1a) Replace and compact Item 4 Aggregate Base Course: 10 FT Long x 20 FT Wide x 0.5 FT Thick / 27 = 3.7 CY x 1.6 = 5.9 Ton 1b) Replace and compact Bituminous Concrete Road Surface: 10 FT Long x 20 FT Wide = 44.5 SY @ 2 IN Thick (2.5 Ton) Site 2. County Road 40 GPS 42.28649, -74.21411
2a) Replace and compact Item 4 Aggregate Base Course: 10 FT Long x 20 FT Wide x 0.5 FT Thick / 27 = 3.7 CY x 1.6 = 5.9 Ton
2b) Replace and compact Bituminous Concrete Road Surface: 10 FT Long x 20 FT Wide = 44.5 SY @ 2 IN Thick (2.5 Ton) Site 3. County Road 40 Culvert GPS 42.28542, -74.21302 3a) Eroded and destroyed 18 IN Poly Culvert: 95 LF 3b) Eroded and reclaimable Unclassified Culvert backfill: 95 FT Long x 5 FT Wide x 3 FT Thick / 27 = 52.8 CY 3c) Replace and compact Item 4 Aggregate Base Course: 50 FT Long x 20 FT Wide x 0.5 FT Thick / 27 = 18.5 CY x 1.6 = 29.6 Ton 3d) Replace and compact Bituminous Concrete Road Surface: 50 FT Long x 20 FT Wide = 222 SY @ 2 IN Thick (12.5 Ton) Site 4. County Road 40 Culvert GPS 42.28478, -74.21210
4a) Jet and flush 52 IN Squash Pipe: 80 LF 4b) Replace and compact Item 4 gravel Road Base: 40 FT Long x 26 FT Wide x 0.37 FT Thick / 27 = 14.1 CY x 1.6 = 22.54 Ton 4c) Replace and compact Bituminous Concrete Road Surface: 40 FT Long x 20 FT Wide = 178 SY @ 2 IN Thick (12.5 Ton) Site 5. County Road 40 GPS 42.27862, -74.20029 (start); 42.27630, -74.19701 (end) 5a) Replace and compact Unclassified Fill (#2) embankment: 85 FT

Long x 6 FT Wide x 2.71 FT Thick / 27 = 51.2 CY x 1.4 = 72 T 5b) Replace and compact Slope Stone embankment: 435 FT Long x 6 FT Wide x 2.14 FT Thick / 27 = 207 CY x 1.4 = 290 Ton 5c) Replace and compact Light Stone Fill embankment: 275 FT Long x 4 FT Wide x 0.98 FT Thick / 27 = 40 CY x 1.4 = 56 Ton 5d) Replace and compact Medium Stone Fill embankment: 625 FT Long x 7 FT Wide x 1.3 FT Thick / 27 = 211 CY x 1.4 = 295 Ton 5e) Replace and compact Fine Stone Fill shoulder: 125 FT Long x 7 FT Wide x 0.79 FT Thick / 27 = 25.6 CY x 1.4 = 36 Ton 5f) Replace and compact Heavy Stone Fill embankment: 800 FT Long x 6 FT Wide x 2.89 FT Thick / 27 = 514 CY x 1.6 = 822 T 5g) Replace and compact Item 4 Aggregate Base Course: 800 FT Long x 26 FT Wide x 0.45 FT Thick / 27 = 347 CY x 1.6 = 555 T 5h) Replace and compact Bituminous Concrete Road Surface: 800 FT Long x 20 FT Wide = 3,555 SY @ 2 IN Thick (196 Ton) 5i) Replace and install 6 IN SQ Steel Guide Rail with metal posts: 1,041 LF Site 6. County Road 40 GPS 42.27495, -74.19364 (start); 42.27513, -74.18743 (end) 6a) Replace and compact Light Stone Fill embankment: 425 FT Long x 7 FT Wide x 0.2 FT Thick / 27 = 22 CY x 1.4 = 31 Ton 6b) Replace and compact Slope Stone embankment: 755 FT Long x 5 F Wide x 0.64 FT Thick / 27 = 90 CY x 1.4 = 126 Ton 6c) Replace and compact Medium Stone Fill embankment: 365 FT Long x 6 FT Wide x 0.26 FT Thick / 27 = 21 CY x 1.4 = 29 Ton 6d) Replace and compact Heavy Stone Fill embankment: 1,300 FT Long x 6 FT Wide x 2.95 FT Thick / 27 = 852 CY x 1.8 = 1534 T 6e) Replace and compact Item 4 Aggregate Base Course: 1,300 FT Long x 26 FT Wide x 0.4 FT Thick / 27 = 501 CY x 1.6 = 802 T 6f) Replace and compact Bituminous Concrete Road Surface: 1,300 FT Long x 20 FT Wide = 7,222 SY @ 2.5 IN Thick (400 Ton) 6g) Replace and install 6 IN SQ Steel Guide Rail with metal posts: 155 LF (upstream side) and 110 LF (downstream side) Site 7. County Road 56 GPS 42.28219, -74.18012 (start); 42.28222, -74.17880 (end) 7a) Replace and compact Light Stone Fill embankment: 325 FT Long x 4 FT Wide x 0.81 FT Thick / 27 = 39 CY x 1.4 = 55 Ton 7b) Replace and compact Slope Stone embankment: 325 FT Long x 12 FT Wide x 1.01 FT Thick / 27 = 146 CY x 1.4 = 204 Ton 7c) Replace and compact Medium Stone Fill embankment: 325 FT Long x 5 FT Wide x 1.06 FT Thick / 27 = 64 CY x 1.4 = 90 Ton 7d) Replace and compact Heavy Stone Fill embankment: 325 FT Long x 12 FT Wide x 4.36 FT Thick / 27 = 659 CY x 1.8 = 1,186 Ton 7e) Replace and compact Item 4 Aggregate Base Course: 365 FT Long x 26 FT Wide x 0.68 FT Thick / 27 = 239 CY x 1.6 = 382 T 7f) Replace and compact Bituminous Concrete Road Surface: 365 FT Long x 20 FT Wide = 2,433 SY @ 3 IN Thick (135 Ton) 7g) Replace and install 18 IN Poly Culvert: 65 LF 7h) Replace and install 6 IN SQ Steel Guide Rail with metal posts: 375 LF Site 8. County Road 56 GPS 42.28428, -74.17462 (start); 42.28383, -74.17538 (end) 8a) Jet and flush 48 IN CMP: 40 LF 8b) Replace and compact Item 4 Aggregate Base Course: 280 FT Long x 26 FT Wide x 0.5 FT Thick / 27 = 135 CY x 1.6 = 216 Ton 8c) Replace and compact Bituminous Concrete Road Surface: 280 FT Long x 20 FT Wide = 1,556 SY @ 2.5 IN Thick (86 Ton) Site 9. County Road 56 42.29047, -74.15446 (start); 42.29030, -74.15484 (end) 9a) Jet and flush 18 IN CMP: 40 LF
9b) Ditch cleaning and shaping: 240 LF (both sides) 9c) Replace and compact Item 4 Aggregate Base Course: 240 FT Long x 26 FT Wide x 0.5 FT Thick / 27 = 116 CY x 1.6 = 184 Ton 9d) Replace and compact Bituminous Concrete Road Surface: 240 FT Long x 20 FT Wide = 1,333 SY @ 2.5 IN Thick (74 Ton) Site 10. County Road 56 GPS 42.29154, -74.15063 (start); 42.29126, -74.15106 (end)
10a) Jet and flush twin 24 IN Steel Pipe Culvert: 80 LF 10b) Ditch cleaning and shaping: 220 LF 10c) Replace and compact Item 4 Aggregate Base Course: 220 FT Long x 26 FT Wide x 0.5 FT Thick / 27 = 106 CY x 1.6 = 170 Ton 10d) Replace and compact Bituminous Concrete Road Surface: 220 FT Long x 20 FT Wide = 1,222 SY @ 2.5 IN Thick (67 Ton) Site 11. County Road 56 GPS 42.29348, -74.13643 11) Reclaim and compact Unclassified Gravel shoulder: 375 FT Long x 25 FT Wide x 1.21 FT Thick / 27 = 420 CY Site 12. County Road 56 GPS 42.29348, -74.13872 12a) Replace and install 18 IN CMP: 40 LF 12b) Replace and install 48 IN CMP: 40 LF 12c) Replace and compact Item 4 Aggregate Base Course: 55 FT Long x 26 FT Wide x 0.5 FT Thick / 27 = 26 CY x 1.6 = 42 Ton 12d) Replace and compact Bituminous Concrete Road Surface: 55 FT Long x 20 FT Wide = 306 SY @ 2.5 IN Thick (17 Ton)
Site 13 County Road 56 GPS 42.27504, -74.18774 13a) Ditch cleaning and shaping: 125 LF 13b) Replace and compact Item 4 Aggregate Base Course: 110 FT Long x 26 FT Wide x 0.5 FT Thick / 27 = 53 CY x 1.6 = 85 Ton 13c) Replace and compact Bituminous Concrete Road Surface: 110 FT Long x 20 FT Wide = 611 SY @ 2.5 IN Thick (34 Ton)

Location Description:

Numerous Locations on County Road 40 & 56

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CO-12
Activity Title:	Undermined and Scoured Bridge Abutment

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,581.79
Total Budget	$0.00	$5,581.79
Total Obligated	$0.00	$5,581.79
Total Funds Drawdown	$0.00	$5,581.79
Program Funds Drawdown	$0.00	$5,581.79
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$5,581.79
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Creighton Manning Engineering is Greene County's general engineering consultant (Resolution #434-11) and provided engineering services for this project.
Sun Set Bridge BIN #3201100 GPS 42.19276, -74.09556
1) Apply Shotcrete to left abutment, scour apron, and wingwall: approximately 12 FT Long x 2 FT High x 3.8 FT Deep / 27 = 3.4 CY
2) Apply Shotcrete to right abutment and wingwall: approximately 10 FT Long x 2 FT High x 1.3 FT Deep / 27 = 1 CY
Town & Country Bridge and Rail is approved through Resolution #185-11 Material Bid Supplier for maintenance, construction, and reconstruction of County roads and bridges and an estimate for the repairs from Town & Country is attached.

Location Description:

Approximately 600 FT South of the intersection of Sun Set Road and State Route 23A

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CP-12
Activity Title:	County Route 23C

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$29,776.76
Total Budget	$0.00	$29,776.76
Total Obligated	$0.00	$29,776.76
Total Funds Drawdown	$0.00	$29,776.76
Program Funds Drawdown	$0.00	$29,776.76
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$29,776.76
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

County Route 23C
The Applicant used 1034 hours of force account labor, 947 hours of force account equipment time and approximately 1,135 tons of force account material and contractors (Fastracs, KCK Paving, Town Of Coxsackie, Town Of Windham) to replace the eroded ditches, road shoulders, road base, asphalt pavement and a 20ft X 15in dia. corrugated metal pipe culvert at multiple locations along the 0.9 mile section of County Route 23C. The Applicant has submitted invoices, contracts and labor sheets for this project and the Project Specialist has reviewed the documentation and found the costs reasonable.

Location Description:

County Route 23C

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CQ-12
Activity Title:	County Road 6

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$4,642.12
Total Budget	$0.00	$4,642.12
Total Obligated	$0.00	$4,642.12
Total Funds Drawdown	$0.00	$4,642.12
Program Funds Drawdown	$0.00	$4,642.12
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$4,642.12
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

County Road 6
The Applicant issued an emergency contract to Wm. J. Keller & Sons and used 12 hours of force account labor, 12 hours of force account equipment and force account material to complete the following work. One truck load approximately 8CY of vegetative debris incidental to the road repair was taken to the State run chip site in Hensonville (42.29430, -74.21292) The Project Specialist has reviewed the documentation that was submitted and found the costs reasonable.
1. Replace the rip rap along the creek adjacent to County Road 6 measuring approximately 60ft x 3ft x 8ft.
2. Replace the road shoulder measuring approximately 50ft x 3ft x 6ft.
3. Replace the road base across the road measuring approximately 20ft x 18ft x 2ft.

Location Description:

County Road 6

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CR-12
Activity Title:	Slope Failure - Adjacent to BIN 3303040

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,138.56
Total Budget	$0.00	$3,138.56
Total Obligated	$0.00	$3,138.56
Total Funds Drawdown	$0.00	$3,138.56
Program Funds Drawdown	$0.00	$3,138.56
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,138.56
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-18
The Applicant used FA labor and equipment to make repairs to the embankment erosion along CR-18 during the period 4-30- through 5-3-12 by placing 215.86 TN of rip rap (referred to as medium stone fill (MSF) on vendor invoices) on the subsided slope portion. Project costs included: FA labor = 112.5 HRs, at a cost of $4,147.69; FA equipment = 88.5 HRs, at a cost of $2,943.00; rental equipment (hydraulic excavator) = 1 week, at a cost of $1,338.75; and materials = 215.86 TN of MSF, at cost of $3,647.50.
The damaged bridge was further inspected/evaluated by the Applicant's engineering consultant, Creighton Manning Engineering (CME), at a cost of $563.50. No engineering report was provided by the Applicant.
The Applicant obtained General Permit No. GP-0-11-008, authorization types: Article 15, Title 5, "Protection of Water," and "Water Quality Certification" from the New York State Department of Environmental Conservation (NYSDEC) for the period 4-17-12 through 9-30-12 to perform slope repair activities.

Location Description:

CR-18 Slope Failure - Adjacent to BIN 3303040

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CS-12
Activity Title:	CR-31 Culvert, Shoulder, Guardrail

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$926.65
Total Budget	$0.00	$926.65
Total Obligated	$0.00	$926.65
Total Funds Drawdown	$0.00	$926.65
Program Funds Drawdown	$0.00	$926.65
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$926.65
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-31
The applicant utilized 41.5 hours of Force Account Labor and 41.5 of Fore Account equipment and repaired the damage of a box culvert at 42.27552, -74.04175 on CR31 scoured are above and around the down stream and approximately 34LF x 25LF x 6LF = 5100CF/ 27+ 190 CY with 190 CY of borrow stream gravel fill.

Location Description:

CR-31

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CT-12
Activity Title:	CR67 Road Shoulder

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,105.71
Total Budget	$0.00	$2,105.71
Total Obligated	$0.00	$2,105.71
Total Funds Drawdown	$0.00	$2,105.71
Program Funds Drawdown	$0.00	$2,105.71
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,105.71
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR67 South Cairo
The applicant utilizing force labor and equipment and normal purchasing procurement repaired the shoulder damage that occurred immediately North of the South Cairo Bridge over the Catskill Creek on the East side of CR67. Beginning at approximately 42.27939 -73.95660 the East shoulder was filled and graded for an area of approximately 315LF x 4LF x 5LFT = 6300CF / 27 = 233.33CY with approximately 327.23 Tons of scalpings.

Location Description:

CR67 Road Shoulder

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

No Beneficiaries Performance Measures found.

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CU-12
Activity Title:	Shoulders/Ditches along CR-18

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,541.76
Total Budget	$0.00	$1,541.76
Total Obligated	$0.00	$1,541.76
Total Funds Drawdown	$0.00	$1,541.76
Program Funds Drawdown	$0.00	$1,541.76
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,541.76
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Shoulders/Ditches along CR-18 at East Intersection with Osborne Road

The Applicant used FA labor and equipment to make repairs to damaged portions of shoulders and ditches along CR-18. The 150 LF of eroded ditch along the north side of CR-18 were lined with 8-IN (average) of slope material (graded 4-IN to 6-IN in size). The quantity of slope material used = (150 FT long X 6 FT (ditch profile) high X 0.67 FT thick = 603 CF / 27 CF/CY = 22.3 CY X 1.5 TN/CY =) 33.5 TN. On the south-side of CR-18, significant erosion required (70 FT long X 6 FT wide X 3 FT deep = 1,260 CF / 27 CF/CY = 46.7 CY X 1.5 TN/CY =) 70 TN of crusher run (Item 4).
Work was performed on 9-15-11 and 9-16-11. Project costs included: FA labor = 61 HRs, at a cost of $2,025.59; FA equipment = 61 HRs, at a cost of $2,375.00; materials = 34.09 TN of slope material and 69.01 TN of Item 4, at a cost of $1,427.39.

Location Description:

Shoulders/Ditches along CR-18 at Intersection with Osborne Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CV-12
Activity Title:	CR-3 Paving

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$5,933.38
Total Budget	$0.00	$5,933.38
Total Obligated	$0.00	$5,933.38
Total Funds Drawdown	$0.00	$5,933.38
Program Funds Drawdown	$0.00	$5,933.38
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$5,933.38
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Intersection of CR-2 and CR-3, extending 900 FT southwestward on CR-3.
The Applicant used a pre-qualified paving contractor to pave the 900-FT section of CR-3 on 11-9-11 and 11-10-11 with a 2.5-IN thick top-coat of Type 6 asphalt topping mix. The Applicant supplied 198.25 TN of Type 6 mix. To assist the paving contractor, the Applicant supplied FA labor and equipment as well as trucks and drivers from nearby towns to haul and apply the asphalt mix.
Dimensions/quantity of asphalt required: 900 FT long X 18 FT wide X 0.21 FT thick (2.5 IN) = 3,402 CF / 27 CF/CY = 126 CY; 126 CY X 1.5 TN/CY = 189 TN + 9.25 TN for feathering front and rear edges, and overage (probably placed on nearby shoulders/embankments).
Project costs included: FA labor = 33.5 HRs (includes regular and overtime), at a cost of $1,223.09; FA equipment = 38.5 HRs, at a cost of $1,430.00; materials = 198.25 TN of Type 6 asphalt topping mix, at a cost of $14,085.66; and contract costs of $6,655.71.
(NOTE 2: FA equipment HRs exceeded FA labor HRs because a dump truck and equipment trailer were used, in tandem by 1 employee, to haul county-supplied paving equipment to and from the site. One employee is credited with 2 pieces of equipment each way.)

Location Description:

CR-3

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CX-12
Activity Title:	County Road 14

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,720.90
Total Budget	$0.00	$1,720.90
Total Obligated	$0.00	$1,720.90
Total Funds Drawdown	$0.00	$1,720.90
Program Funds Drawdown	$0.00	$1,720.90
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,720.90
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

3 Sites on County Road 14

The applicant used 36 hours of force account regular time labor, 2 hours of force account overtime, 45 hours of equipment, and materials (Slope Stone, Item 4, & Type 6 Topping). KCK Paving was contracted for the paving.
Site 1. County Road 14 GPS 42.27174, -74.28223
1) Replace and compact Item 4 shoulder gravel: 95 FT Long x 5 FT Wide x 0.38 FT Thick / 27 = 6.7 CY x 1.6 = 10.7 Ton
Site 2. County Road 14 GPS 42.26594, -74.26544
2) Replace and compact Slope Stone ditch lining: 80 FT Long x 8 FT Wide x 0.46 FT Thick / 27 = 10.9 CY x 1.6 = 17.4 Ton
Site 3. County Road 14 GPS 42.26702, -74.25447
3) Replace and compact Bituminous Concrete road surface: 65 FT Long x 20 FT Wide / 9 = 144 SY = 19.9 Ton (2.5 IN Thick)
Any gravel cleaned from the road culverts was used in the repair of the road. Any woody debris incidental to the culvert repair was hauled to the chip site in Hensonville (42.29440, -74.21252) and chipped for mulch.

Location Description:

3 Sites on County Road 14

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CY-12
Activity Title:	Stony cove Creek Stream Bank

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,796.22
Total Budget	$0.00	$2,796.22
Total Obligated	$0.00	$2,796.22
Total Funds Drawdown	$0.00	$2,796.22
Program Funds Drawdown	$0.00	$2,796.22
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,796.22
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant will use force labor and equipment and will purchase materials using the normal procurement process to repair the Stony Cove Creek erosion of the approach ramp and the stream bank made up of large rough cut stones covering structural stone fill to beginning at the northern side of the down stream wing wall of Jansen Road bridge BIN 3201060 and extending to area of approximately 39LF x 16LF x 9LF = 5616CF / 27 = 208CY by filling an area of 39LF x 16LF x 6LF= 3774CF / 27 = 138.66CY with approximately 138.66CY of structural fill (FEMA Cost Code 3310) @ $25.00CY and covering that area with an area of 39LF x 16LF x 3LF = 1872CF / 27 = 69.33CY with 97TN of Stackable Rip Rap @ $20.00TN (Cobleskill Stone Products) completely filling the eroded area of 39LF x 16Lf x 9LF = 5616CF / 27 = 208CY.
The project is estimated based on the following:
Materials:
Structural Backfill 138.66CY @ $25.00 CY = $3,466.50 FEMA Cost Code 3310
Rip Rap 97.00 Tons @ $20.00Ton = $1,940.00 Cobleskill Stone Products
Total $5,406.50
Force Account Labor:
HMEO 2 @ $34.41HR x 16HR = $1,101.12
Operator 1 @ $34.48HR x 16HR = $ 551.68
Laborer 1 @ $23.10HR x 16HR = $ 369.60
Total $2,022.40
Force Account Equipment:
DUMP 2 @ $60.00HR x 16HR = $1,920.00
Backhoe 1 @ $38.00HR x 16HR = $ 608.00

Pick Up 1 @ $20.00HR x 16HR = $ 320.00
Total $2,848.00
Materials, Labor, & Equipment Total = $10,276.90

Location Description:

Jansen Road at BIN 3201060.

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3CZ-12
Activity Title:	Bridge Abutment & Approach Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,699.98
Total Budget	$0.00	$1,699.98
Total Obligated	$0.00	$1,699.98
Total Funds Drawdown	$0.00	$1,699.98
Program Funds Drawdown	$0.00	$1,699.98
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,699.98
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Diamond Notch Road
The applicant, utilizing force labor and force equipment and following normal procurement procedures, will repair the damage to the bridge abutment base, approach road embankment, and approach road pavement as follows:
Note: DUNS Number required before PW obligation.
1. West end of the Mortared Stone base of the Southern abutment
a. Divert the stream flow from the abutment by constructing a temporary dam with sand bags 3LF x 1LF x 30LF = 90CF / 27 = 3.33CY@ $31.00CY (FEMA Cost Code 2045) = $103.23
b. Dewater the area behind the coffer dam using a 3" Pump 24HR/day for 3 days = 72HR @ $1.00HR (FEMA Cost Code 2090) = $72.00
c. Fill the scoured area of 1CY with 1CY of Grouted Rip Rap @ $156CY (FEMA cost code 4080) = $156.00
2. Repair the West side of the Southern, or entrance, approach road embankment made up of large natural stones covering structural stone fill is scoured for an area approximately 6LF x 8LF x 16LF = 768CF / 27 = 28.44CY undermining and eroding the pavement cap for an approximate area of 6LF x 8LF = 48SF:
a. Remove 16LF of Guide rail @ 15.00 LF (FEMA Cost Code 3411) = $240.00
b. Saw cut the pavement for an area of 6LF + 8LF + 6LF = 20LF @ $1.50LF (FEMA COST CODE 3151) = $30.00
c. Fill an area approximately 6LF x 7LF x 16LF = 672CF / 27 = 24.89CY with 24.89CY of structural backfill @ $25.00CY (FEMA Cost Code 3310) = $622.25
d. Cover that area with an area of 6LF x 1LF x 16LF = 96CF /27 3.55CY with 3.55CY of Rip Rap @ $60CY (FEMA Cost Code 3250) = $213.00
e. Pave an area of 6LF x 8LF = 48SF / 9 = 5.33SY to a depth of 3IN with Bituminous Concrete Overlay @ $3.50SY/IN (FEMA Cost code 3110) = $55.97
f. Install 16LF of Guide rail @ $18.00LF FEMA Cost Code 3293) = $288.00

FORCE ACCOUNT LABOR:
HMEO 1 @ $34.41HR x 24HR = $ 825.84
Operator 1 @ $34.48HR x 8HR = $ 275.84
Laborer 2 @ $23.10HR x 24HR = $1,108.80
Total $2,210.48
FORCE ACCOUNT EQUIPMENT:
DUMP 1 @ $60.00HR x 24HR = $1,440.00
Backhoe 1 @ $38.00HR x 8HR = $ 304.00
Pick Up 1 @ $20.00HR x 24HR = $ 480.00
Total $2,224.00
FEMA COST CODE ELEMENTS:
2045 Sand Bags $103.23
2090 Pump 72.00
4080 Grouted Rip Rap 156.00
3411 Remove Guide Rail 240.00
3151 Saw Cut 30.00
3310 Structural Fill 622.25
3250 Slope Protection Rip Rap 213.00
3110 Bituminous CC Overlay 55.97
3293 Install Guide Rail 288.00
Total $1780.45
MATERIALS, LABOR, FEMA COST CODE ELEMENTS, & EQUIPMENT TOTAL = $6,214.93

Location Description:

Diamond Notch Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3DA-12
Activity Title:	CR-57

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,565.59
Total Budget	$0.00	$1,565.59
Total Obligated	$0.00	$1,565.59
Total Funds Drawdown	$0.00	$1,565.59
Program Funds Drawdown	$0.00	$1,565.59
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,565.59
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-57 over culvert
The applicant, utilizing force labor and force equipment and following normal procurement procedures, will repair the damage to the bridge abutment base, approach road embankment, and approach road pavement as follows:
Note: DUNS Number required before PW obligation.
1. West end of the Mortared Stone base of the Southern abutment
a. Divert the stream flow from the abutment by constructing a temporary dam with sand bags 3LF x 1LF x 30LF = 90CF / 27 = 3.33CY@ $31.00CY (FEMA Cost Code 2045) = $103.23
b. Dewater the area behind the coffer dam using a 3" Pump 24HR/day for 3 days = 72HR @ $1.00HR (FEMA Cost Code 2090) = $72.00
c. Fill the scoured area of 1CY with 1CY of Grouted Rip Rap @ $156CY (FEMA cost code 4080) = $156.00
2. Repair the West side of the Southern, or entrance, approach road embankment made up of large natural stones covering structural stone fill is scoured for an area approximately 6LF x 8LF x 16LF = 768CF / 27 = 28.44CY undermining and eroding the pavement cap for an approximate area of 6LF x 8LF = 48SF:
a. Remove 16LF of Guide rail @ 15.00 LF (FEMA Cost Code 3411) = $240.00
b. Saw cut the pavement for an area of 6LF + 8LF + 6LF = 20LF @ $1.50LF (FEMA COST CODE 3151) = $30.00
c. Fill an area approximately 6LF x 7LF x 16LF = 672CF / 27 = 24.89CY with 24.89CY of structural backfill @ $25.00CY (FEMA Cost Code 3310) = $622.25
d. Cover that area with an area of 6LF x 1LF x 16LF = 96CF /27 3.55CY with 3.55CY of Rip Rap @ $60CY (FEMA Cost Code 3250) = $213.00
e. Pave an area of 6LF x 8LF = 48SF / 9 = 5.33SY to a depth of 3IN with Bituminous Concrete Overlay @ $3.50SY/IN (FEMA Cost code 3110) = $55.97
f. Install 16LF of Guide rail @ $18.00LF FEMA Cost Code 3293) = $288.00

FORCE ACCOUNT LABOR:
HMEO 1 @ $34.41HR x 24HR = $ 825.84
Operator 1 @ $34.48HR x 8HR = $ 275.84
Laborer 2 @ $23.10HR x 24HR = $1,108.80
Total $2,210.48
FORCE ACCOUNT EQUIPMENT:
DUMP 1 @ $60.00HR x 24HR = $1,440.00
Backhoe 1 @ $38.00HR x 8HR = $ 304.00
Pick Up 1 @ $20.00HR x 24HR = $ 480.00
Total $2,224.00
FEMA COST CODE ELEMENTS:
2045 Sand Bags $103.23
2090 Pump 72.00
4080 Grouted Rip Rap 156.00
3411 Remove Guide Rail 240.00
3151 Saw Cut 30.00
3310 Structural Fill 622.25
3250 Slope Protection Rip Rap 213.00
3110 Bituminous CC Overlay 55.97
3293 Install Guide Rail 288.00
Total $1780.45
MATERIALS, LABOR, FEMA COST CODE ELEMENTS, & EQUIPMENT TOTAL = $6,214.93

Location Description:

CR-57 over culvert

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3DB-12
Activity Title:	Road Shoulders and Ditches

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,941.68
Total Budget	$0.00	$2,941.68
Total Obligated	$0.00	$2,941.68
Total Funds Drawdown	$0.00	$2,941.68
Program Funds Drawdown	$0.00	$2,941.68
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,941.68
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR 32C- Town of Ashland
To repair road shoulders and ditches, applicant used 147 Hours of Force Account Regular time Labor, 147 Hours of Equipment, and materials to perform repairs to CR 32C in the Town of Ashland:

a) Replaced (727 ft L X 4 ft W X 2 ft D) = 216'CY of gravel road shoulders and ditches with (727 ft L X 4ft W X 2ftD = 216CY) = 280.8(conv/1.3) tons of bank run gravel.

b) Replaced (134 ft L X 4 ft W X 1 ft D) = 19.8 CY of aggregate material from along the road shoulders with (134 ft L X 4 ft W X 1 ft D = 19.8 CY)
= 29.77 (conv.1.5)tons of aggregate surface course (Item #4).

Location Description:

CR 32C- Town of Ashland

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3DC-12
Activity Title:	CR-1, South of Silas Lake Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$10,795.15
Total Budget	$0.00	$10,795.15
Total Obligated	$0.00	$10,795.15
Total Funds Drawdown	$0.00	$10,795.15
Program Funds Drawdown	$0.00	$10,795.15
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$10,795.15
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-1, South of Silas Lake Road
The Applicant used 2 area contractors to repair damages along the affected section of CR-1:
8-30-11 – 9-15-11: Garfield Mountain Excavating, Inc. restored 4 washed-out sections of embankment and roadway along CR-1: northeast lane/shoulder - (A) 40-FT long X 4-FT wide X 3-FT thick = 480 CF / 27 CF/CY = 17.8 CY; (B) 20-FT long X 8-FT wide X 4-FT deep = 640 CF / 23.7 CY driveway turn-in; and southwest embankment – (C) 30-FT long X 6-FT high X 2-FT thick = 360 CF / 27 CF/CY = 13.3 CY; and (D) 25-FT long X 6-FT high X 2-FT thick = 300 CF / 27 CF/CY = 11.1 CY. All required fill materials used were supplied from reshaping/ditch clean-out operations. (See NOTE 1 – no quantities of excavated materials were supplied by the Applicant.)
12-7-11: KCK Paving, LLC, paved a total of 1,025 LF of scoured sections of road surface. D/Q = 1,025 FT long X 10 FT wide X 0.25 FT thick = 2,562.5 CF / 27 CF/CY = 94.9 CY X 1.35 TN/CY = 128.1 TN.
Total contractor costs = $31,650.48 (Garfield =$29,015.04 +KCK Paving = $2,635.44). Material costs = $8,447.93 for 128.31 TN of Type 6F asphalt topping.
The Applicant supplied FA labor and equipment to assist the paving contractor on 12-7-11. Labor = 52.5 HRs (51.5 RT and 1 HR OT) for a cost of $1,829.70; and equipment = 37.5 HRs, for a cost of $1,006.00.

Location Description:

CR-1, South of Silas Lake Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3DD-12
Activity Title:	CR-23C - road surface and culvert scouring

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,432.13
Total Budget	$0.00	$1,432.13
Total Obligated	$0.00	$1,432.13
Total Funds Drawdown	$0.00	$1,432.13
Program Funds Drawdown	$0.00	$1,432.13
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,432.13
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-23C, west of Boy Scout Road.
9-6-11: The Applicant used FA labor to haul and place Item 4 (crushed stone) around and over the exposed pipe along the south side of CR-23C (D/Q = 12-FT long X 6-FT wide X 5-FT deep = 360 CF / 27 CF/CY = 13.3 CY). In addition, a 2-IN thick layer (average) of Item 4 was spread over a 25-FT long X 18-FT wide X 0.17-FT thick = 76.5 CF / 27 CF/CY = 2.8 CY section of roadway overlying the culvert. FA labor = 12 HRs, for a cost of $402.93; equipment = 12 HRs, for a cost of $512.00. Material cost = 24.43 TN (divided by 1.5 TN/CY = 16.3 CY) of Item 4 X $15.25/TN = $372.56.
11-3-11 and 11-4-11: The Applicant authorized KCK, LLC, to pave a 75-FT long X 18-FT wide X 0.5-FT thick (2 – 3-IN layers applied on consecutive days) = 675 CF / 27 CF/CY = 25 CY section of damaged asphalt pavement. Cost of material = 25 CY X 1.35 TN/CY = 33.75 TN X $71.05/TN = $2,371.65. Paving contractor costs = $771.11. The Applicant contracted with the towns of Windham and Coxsackie to haul asphalt topping from the batch plant to the CR-23C paving site. The towns billed a total of 4 HRs labor and equipment, for a cost of $314.12. The Applicant assigned FA labor and equipment to assist with paving. FA labor = 9 HRs RT and 4.5 HRs OT, for a cost of $524.61; equipment = 9 HRs, for a cost of $288.00.

Location Description:

CR-23C - road surface and culvert scouring

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3DE-12
Activity Title:	Shoulder/Ditch Erosion - CR-2 and CR-3

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,039.34
Total Budget	$0.00	$9,039.34
Total Obligated	$0.00	$9,039.34
Total Funds Drawdown	$0.00	$9,039.34
Program Funds Drawdown	$0.00	$9,039.34
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$9,039.34
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Various locations - CR-2 and CR-3, Prattsville, NY
The Applicant used FA labor and equipment to make repairs to the various sites along CR-2 and CR-3.
SITE 1 – (9-2-11 – date repaired) – (1) Graded intersection of CR-2/CR-3 (dimensions/quantity = 30-FT long X 20-FT wide (including shoulders) X 0.5-FT thick = 300 CF / 27 CF/CY = 11.1 CY); (2) filled behind headwall/tail-wall, around 6-FT diameter culvert west of CR-3, on CR-2, downstream embankment (D/Q = 25-FT long X 8-FT high X 1.5-FT thick = 300 CF / 27 CF/CY = 11.1 CY; stacked stone wing-wall 8-FT long X 6-FT high X 2.5-FT thick = 120 CF / 27 CF/CY = 4.4 CY). Labor = 0 HRs – RT; 42.25 HRs – OT; equipment = 42.25 HRs; materials = crusher run (CR) – 17.2 TN (11.5 CY), cost = $125.56; light stone fill (LSF) – 16.89 TN (11.3 CY), cost = $185.79; stackable rip rap – 6.41 TN (4.3 CY), cost = $128.20.
SITE 2 – (8-31-11 – date repaired) – Placed CR on roadway and widened locations where roadway was washed-out (under water), and restored grade – various locations (CR-2 – between Falke Road and Beechridge N Road - 0.67-MI long section) – (D/Q of road repairs = 450-FT long X 16-FT wide X 0.33-FT thick = 2,376 CF / 27 CF/CY = 88 CY). Labor = 70 HRs – RT; 3.5 HRs – OT; equipment = 73.5 HRs; materials = CR – 130.24 TN (88 CY), cost = $950.75.
SITE 3 – (9-1-11 – date repaired) – (CR-2 – between Falke Road and Beechridge N Road; CR-2/CR-3 intersection, east of Don Irwin Road). Removed rock debris from road surface, and cleaned-out creek channel – (D/Q = 200-FT long X 4-FT wide X 1.5 FT deep = 1,200 CF / 27 CF/CY = 44.4 CY). Labor = 51 HRs – RT; 6.5 HRs – OT; equipment = 57.5 HRs; materials = None.
SITE 4A – (8-30-11 – date repaired) – (CR-3 and CR-2 intersection, culvert near intersection): (1) removed washed-out asphalt topping and filled with creek rock and CR. (D/Q = 20-FT long X 12-FT wide X 2-FT thick = 18 (17.8) CY); (2) northwest shoulder, next to creek, between CR-2 and Truesdell Road; repaired with creek gravel – (D/Q = 100-FT long X 3-FT wide X 1-FT = 300 CF / 27 CF/CF = 11.1 CY); creek gravel used to repair damaged shoulders. Labor = 23.75 HRs – RT; 12 HRs – OT; equipment – 35.75 HRs; material – None.

SITE 4B – (9-3-11 – date repaired) – Repaired eroded embankment and shoulder along CR-3, between CR-3 and Truesdell Road – (D/Q: slope = 32-FT long X 8-FT high X 2-FT thick = 528 CF / 27 CF/CY = 19.5 CY; shoulder = 50-FT long X 7-FT wide X 0.5-FT thick = 175 CF / 27 CF/CY = 6.5 CY.) Labor = 0 HRs – RT; 12 HRs – OT; equipment = 12 HRs; material = CR – 10.31T (6.9 CY), cost = $75.26; LSF – 29.02T (19.4 CY), cost = $319.22.
SITE 5 – (9-8-11 – date repaired) – Repaired headwall and shoulders at 6-FT diameter double steel plate pipes. D/Q = 25-FT long X 3-FT wide X 2-FT deep = 150 CF / 27 CF/CY = 5.6 CY; additional erosion – 20-FT long X 6-FT –high X 1.5 FT thick = 6.7 CY. Labor = 43 HRs – RT; 0 HRs – OT; equipment = 35 HRs; materials = LSF – 8.82 TN (5.9 CY), cost = $97.02; MSF – 9.98 TN (6.7 CY), cost = $114.77.
SITE 6 – (9-9-11 – date repaired) – Repaired shoulder and headwall near 1228 CR-2, Prattsville. D/Q: (1) upstream – right shoulder = 8-FT long X 4-FT high X 4-FT thick = 128 CF / 27 CF/CY = 4.7 CY; (2) downstream – left embankment = 30-FT long X 8-FT high X 2-FT thick = 480 CF / 27 CF/CY = 17.7 CY); (3) downstream - right embankment = 10-FT long X 6-FT high X 4-FT thick = 240 CF / 27 CF/CY = 8.9 CY). Labor = 35 HRs – RT; 0 HRs – OT; equipment – 35 HRs; materials = CR – 9.71 TN (6.5 CY), cost = 70.88; MSF – 36.64 TN/24.4 CY, cost = $421.36. The estimated 31.3 CY eroded volume was filled with a combination of CR and MSF.
SITE 7 – (9-13-11 – date repaired) – Repaired shoulder washouts along CR-2, from Falke Road to 23A (overall length = 0.80 miles/4,224 FT) – total shoulder length repaired = (D/Q = 840-FT long X 4-FT wide X 0.5-FT thick (various locations) = 1,680 CF/ 27 CF/CY = 62.2 CY. Labor = 28 HRs – RT; 0 HRs – OT; equipment – 28 HRs; materials = CR – 62.01 TN, cost = $452.67.
SITE 8 – (9-14-11 and 9-15-11 – dates repaired) – Drained and filled-in sinkhole water hole in roadway at 321 CR-2 – (D/Q = 42-FT long X 20-FT wide X 2-FT deep = 1,680 CF / 27 CF/CY = 62.2 CY). Labor = 56 HRs – RT; 0 HRs – OT; equipment = 56 HRs; materials – CR – 75.22 TN (50.2 CY), cost = $549.10; No. 3 stone – 16.77 TN (11.2 CY), cost = $150.93.

Location Description:

Shoulder/Ditch Erosion - CR-2 and CR-3

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3DH-12
Activity Title:	Road Shoulder and Embankment Washout

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$64,076.63
Total Budget	$0.00	$64,076.63
Total Obligated	$0.00	$64,076.63
Total Funds Drawdown	$0.00	$64,076.63
Program Funds Drawdown	$0.00	$64,076.63
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$64,076.63
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Road Shoulder and Embankment Washout

Location Description:

CR-17 Road Shoulder and Embankment Washout

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3DJ-12
Activity Title:	CR-3 - CR-3 - between Mead and Hubbard Roads

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$8,246.04
Total Budget	$0.00	$8,246.04
Total Obligated	$0.00	$8,246.04
Total Funds Drawdown	$0.00	$8,246.04
Program Funds Drawdown	$0.00	$8,246.04
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$8,246.04
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

CR-3, near intersection with Mead Road (1312 CR-3, Fleischmanns, NY - approximate).
The Applicant used 2 contractors, Enck Excavating (Enck) and Garfield Mountain Excavating, Inc. (Garfield), to repair/rebuild damaged retaining walls and shoulders along CR-3. Both contractors began work on 9-2-11, working on various sections of the damaged retaining walls.
Enck repaired the bulk of the embankment between 9-2 and 9-6-11, at a total cost of $13,630.00. Enck also furnished 490 TN of large stackable rock for an invoice total of $8,820.00. D/Q of missing rock: Section 1 = 175 FT long X 7 FT high X 2-FT thick = 2,450 CF / 27 CF/CY = 90.7 CY X 1.5 TN/CY = 136.1 TN; and Section 2 = 250 FT long X 7 FT high X 3.5-FT thick = 6,125 CF / 27 CF/CY = 227 (226.9) CY X 1.5 TN/CY = 340.5 TN. (Estimated missing rock total = 136.1 TN + 340.5 TN = 476.6 TN.)
Garfield worked intermittently between 9-2- and 9-23-11 removing/retrieving large and small rock from the creek channel; repairing additional portions of retaining walls; and repairing the section of eroded shoulder near Ursum Way along CR-3 with recovered creek rock material (15 FT long X 3-FT wide X 2-FT thick = 90 CF / 27 CF/CY = 3.3 X 1.5 TN/CY = 5 TN). Garfield's contract total = $10,425.31.
The Applicant obtained General Permit GP-0-11-007 from NY State Department of Environmental Conservation (DEC) to work in Vly Creek channel at and near Allen Bridge.

Location Description:

CR-3 - CR-3 - between Mead and Hubbard Roads

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3E-12
Activity Title:	Bush Road to Rappleyea Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$6,998.08
Total Budget	$0.00	$6,998.08
Total Obligated	$0.00	$6,998.08
Total Funds Drawdown	$0.00	$6,998.08
Program Funds Drawdown	$0.00	$6,998.08
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$6,998.08
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant used 343.5 hours of non-reimbursable force account straight time labor, 29.5 hours of reimbursable force account overtime labor, 350 hours of force account equipment time and S12,356.92 of force account material to reopen, improve and maintain a former detour approximately 0.50 mile long that connects Bush Road to Rappleyea Road until the bridge is replaced. The Project Specialist has reviewed the documentation and found the costs reasonable

Location Description:

Emergency RepairsBush Road to Rappleyea Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of Linear feet of Public	0	0/2600

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3F-12
Activity Title:	Vly Creek and areas along CR-3 at Allen Bridge

Activitiy Category:
Dike/dam/stream-river bank repairs

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$20,092.16
Total Budget	$0.00	$20,092.16
Total Obligated	$0.00	$20,092.16
Total Funds Drawdown	$0.00	$20,092.16
Program Funds Drawdown	$0.00	$20,092.16
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$20,092.16
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Applicant used 4 area contractors (Garfield Mountain Excavating, Inc.; Josh Construction Company; PGK Logging, Inc.; and Four Seasons Landscaping) to complete various aspects of removing and transporting vegetative and rock debris from the creek channel and transport it to the Halcott DPW garage; excavating for, installing, and backfilling around temporary drainage culverts, along with subsequent removal; and KCK Paving, LLC for paving the section of damaged road surface topping. The period of work lasted from 8-29-11 through 12-16-11. An overview of work activities included: 8-29-11 to 9-11-11: Removed rock and vegetative debris and collapsed bridge components from creek channel; installed temporary galvanized arch culvert, approximate size = 95-IN wide X 67-IN high X 40-FT long (borrowed from and later returned to Belleayre Mountain DPW); built large rock walls – D/Q = 390-LF (120-FT + 120-FT + 150-FT) X 6-FT high (average) X 3-FT thick = 5,850 CF / 27 CF/CY = 216.7 CY (most rock components used were those that initially collapsed); filled-in sections of eroded road surface; and cut down damaged trees. 9-30-11 to 10-19-11: Obtained General Permit GP-0-11-007 from NY State Department of Environmental Conservation (DEC) to work in creek channel; installed temporary ACROW bridge to replace arch culverts. (An ACROW bridge system is designed to be quickly assembled from pre-designed and fabricated galvanized steel components.) 11-16-11 to 12-2-11: Excavated and removed temporary arched culverts, and returned them to Belleayre Mountain; transported additional rock debris along with collapsed bridge scrap metal and I-beams to Halcott DPW garage; cleaned up woody debris. 12-5-11: Contractor paved surface across temporary ACROW bridge, and north and south approaches (coordinates: 42.22361, -74.47103, north end; to 42.22283, -74.47118, south end) of road surface damaged by bridge collapse and temporary repair measures. D/Q of pavement = 255-LF X 18-FT wide (average) X 0.5-FT thick (2 - 3-IN layers 128.86 TN) = 2,295 CF / 27 CF/CY = 85 CY X 1.35 TN/CY = 114.75 TN. (NOTE: North of temporary bridge, Mead Road branches off of CR-3, towards the northeast. A 30-FT section was paved: 30-FT long X 18-FT wide X 0.5-FT thick = 270 CF / 27 CF/CY = 10 CY

X 1.35 TN/CY = 13.5 TN.) Total asphalt used = 128.25 TN. 12-15-11 and 12-16-11: Contractor completed removing woody debris from Vly Creek and areas along CR-3 at Allen Bridge. 2-15-12: Greene County Commission approved Resolution 55-12 authoring NYDepartment of Transportation (NYSDOT) to install the temporary ACROW bridge. 3-1-12: Greene County Commission signed agreement with NYSDOT that would allow the agency to apply for FEMA PA reimbursement for bridge installation (estimated to be $200,000.00).
During paving operations on 12-5-11, the Applicant furnished FA labor and equipment to assist the contractor. Labor = 18.75 HRs (16 HRs – RT and 2.75 HRs – OT), at a cost of $138.08 (only OT hours are eligible for Category B projects); equipment = 18.75 HRs, at cost of $517.50. Other costs included: contractors (combined) = $67,387.06; and material (asphalt binder) = $12,077.78
The damaged bridge and adjacent areas were inspected/evaluated by the Applicant's engineering consultant, Creighton Manning Engineering (CME), at a cost of $4,133.23. No engineering report was provided by the Applicant

Location Description:

Vly Creek and areas along CR-3 at Allen Bridge

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of public facilities	0	0/1

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3G-12
Activity Title:	Destroyed Bridge on Bush Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
N/A

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$10,884.12
Total Budget	$0.00	$10,884.12
Total Obligated	$0.00	$10,884.12
Total Funds Drawdown	$0.00	$10,884.12
Program Funds Drawdown	$0.00	$10,884.12
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$10,884.12
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Following county procurement policy, the applicant contracted with A. Colarusso & Son to remove the destroyed bridge on Bush Road. The contractor provided 2 prices for demolition: 1 price for removal and disposal of the bridge ($39,000.00), and 1 price to disassemble and save for reuse ($55,000.00). The county elected to recover and save the reusable parts for a possible future project and accepted the contract for the higher price. The project cost listed below reflects the lower cost option as all "costs must be reduced by all applicable credits such as salvage values." PA Guide FEMA 322 pg 40. The applicant also contracted with Creighton Manning for engineering analysis. The recovered bridge sections were transported to the Bridge Maintenance Shop, 90 Allen Street, Catskill, New York 12414 for storage.

Bush Road Bridge GPS 42.23847, -74.33940

1) Dismantle and remove Acrow Bridge: 130 FT Long x 19 FT Wide

Any vegetative debris incidental to reclaiming the bridge was taken to the state run tub grinder in Hensonville (42.29430, -74.21292) and chipped for mulch. The bridge replacement will captured an a future Cat-C Pw.

Location Description:

Destroyed Bridge on Bush Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

	This Report Period	Cumulative Actual Total / Expected
	Total	Total
# of Linear feet of Public	0	0/1

Beneficiaries Performance Measures

No Beneficiaries Performance Measures found.

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3H-12
Activity Title:	Temporary Bridge adjacent to the damaged bridge on

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$39,404.60
Total Budget	$0.00	$39,404.60
Total Obligated	$0.00	$39,404.60
Total Funds Drawdown	$0.00	$39,404.60
Program Funds Drawdown	$0.00	$39,404.60
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$39,404.60
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant contracted with ING Civil, Inc to supply and install a Temporary Bridge adjacent to the damaged bridge on Benjamin Road. The applicant supplied materials (Heavy Stone Fill & Item 4 gravel) which was hauled to the site by the suppler (Callanan Industries). Creighton Manning Engineering provided damage and engineering analysis for the site.

Benjamin Road Bridge (BIN 3201040) GPS 42.13243, -74.23434
1a) Supply and install steel girder (4) temporary bridge (57 FT Long) with 12 IN x 12 IN wood crane mat decking, 2 IN x 12 IN wear strips, and concrete Jersey barriers as guide rails
1b) Supply and install Heavy Stone Fill rip rap protection for temporary bridge: 80 FT Long x 12 FT Wide x 4.90 FT Thick / 27 = 174.39 CY x 1.4 = 244.15 Ton
1c) Supply and install Item 4 gravel approach on each side of temporary bridge: 100 FT Long x 26 FT Wide x 0.69 FT Thick / 27 = 66.163 CY x 1.6 = 105.86 Ton

Temporary Bridge Cost: The temporary bridge is owned by ING Civil and leased to Greene County until the new bridge is built. The value of the bridge is estimated at $64,699.80 (see attached Creighton Manning cost estimate). The common per month rental rate for a bridge of this size is $5,250.00. A 12 month rental period is anticipated bringing the cost of the rental close to the value of the bridge. Greene County can not pay in rent more than the bridge is worth and the not to exceed amount is $64,699.80. The rental cost from 9/9/11 - 2/9/12 ($26,250.00) has been charged and paid (see contract sheet). The remaining not to exceed cost is $38,449.80.
An estimate to dismantle the temporary bridge ($5,629.20), load and ship the temporary bridge ($2,737.58), and unload the temporary bridge ($3,391.10) is included for a total estimate of $15,800.00. All cost associated with the

rental and dismantling & removal are to be reconciled at the time of closeout.

Location Description:

Temporary Bridge adjacent to the damaged bridge on Benjamin Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3I-12
Activity Title:	Damaged Bridge CR 6 Spruceton Road

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$33,452.16
Total Budget	$0.00	$33,452.16
Total Obligated	$0.00	$33,452.16
Total Funds Drawdown	$0.00	$33,452.16
Program Funds Drawdown	$0.00	$33,452.16
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$33,452.16
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 46 hours of Force Account Regular time, 8.25 hours of Force Account Overtime, and 50.25 hours of equipment to barricade and block off traffic, and to haul material to the site for bridge repair. The applicant employed Wm. J Keller & Sons to cut an access road for construction equipment, place barriers and blocks to support stone leveling pads for cranes and formwork, form and pour concrete pads, and set and weld steel post & beam bridge supports. A state contractor set the temporary bridge provided by NYDOT while Callanan Industries Inc paved the approach on each side of the temporary bridge. The temporary bridge is single lane which requires temporary traffic lights at each approach. Keller & Sons are providing the traffic lights on a per month basis.
Site 1. Damaged Bridge / CR-6 GPS 42.20279, -74.37754 1a) Crusher Run gravel for temporary access road: 40 FT Long x 15 FT Wide x 0.525 FT Thick / 27 = 11.67 CY x 1.6 = 18.81 Ton 1b) #2 Stone for leveling concrete form areas: 40 FT Long x 5 FT Wide x 0.82 FT Thick / 27 = 6.1 CY x 1.4 = 8.53 Ton 1c) #3 Stone for leveling crane pad: 30 FT Long x 30 FT Wide x 1.245 FT Thick / 27 = 41.52 CY x 1.4 = 58.13 Ton 1d) Lt Stone Fill for leveling crane pad: 30 FT Long x 30 FT Wide x 0.825 FT Thick / 27 = 27.61 CY x 1.4 = 38.66 Ton 1e) Crusher Run gravel for temporary bridge approaches: 30 FT Long x 15 FT Wide x 0.655 FT Thick / 27 = 10.91 CY x 1.6 = 17.45 Ton The bridge is set for replacement in spring / summer 2012. An additional 6 months rental for the temporary traffic lights is anticipated at which time the state contractor for the bridge replacement will take over or supplies the traffic control. The monthly estimate for rental including Jersey barriers and check up labor is $6,244.88 / month. 6 x $6,244.88 = $37,469.28 estimated for 6 month period. Rental costs are not to exceed the purchase price of the lights (see attached invoices from Keller Construction and North America Traffic).

Location Description:

Damaged Bridge CR 6 Spruceton Road

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3J-12
Activity Title:	Damaged Bridge Elk Creek Road over Vly Creek

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$63,716.41
Total Budget	$0.00	$63,716.41
Total Obligated	$0.00	$63,716.41
Total Funds Drawdown	$0.00	$63,716.41
Program Funds Drawdown	$0.00	$63,716.41
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$63,716.41
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The old collapsed bridge was excavated and removed. A contractor to the county (ING Civil Inc.) performed all of the following repairs: 1.) Erected a temporary bridge (57FT long) steel girder (4) with 12IN x 12IN wood crane mat decking, 2IN x 2IN wear strips, and concrete jersey barriers as guide rails. 2a.) Supplied and installed 2147.75 Tons of heavy rip rap for embankment. 2b.) Supplied and installed 169.42 Tons of medium rip rap for embankment. 3a.) Supplied and installed 42.39 Tons of #4 sub base for bridge approach. 3b.) Supplied and installed 107.33 Tons of #2 sub base for bridge approach. 3c.) Supplied and installed 584.42 Tons of granular fill for bridge approach. 3d.) Supplied and installed 37.56 Tons of crushed #2 stone for bridge approach.
Materials for embankment and temporary bridge approach were supplied and hauled by Callanan Industries. Direct administration costs for this project are included with Category C work, refer to PW#9903993. Work to be completed: The temporary bridge is owned by ING Civil and leased to Greene County until the new bridge is built. The value of the bridge is estimated at $64,699.80 (see attached Creighton Manning cost estimate). The common per month rental rate for a bridge of this size is $5,250.00. A 12 month rental period is anticipated bringing the cost of the rental close to the value of the bridge. Greene County cannot pay in rent more than the bridge is worth and not to exceed amount is $64,699.80. The rental cost from 9/9/11 - 2/9/12 ($26,250.00) has been charged and paid (see contract sheet). The remaining not to exceed cost is $38,449.80. An estimate to dismantle the temporary bridge ($5,629.20), load and ship the temporary bridge ($2,737.58), and unload the temporary bridge ($3,391.10) is included for a total estimate of $15,800.00. All cost associated with the rental and dismantling & removal are to be reconciled at the time of closeout.

Location Description:

Damaged Bridge Elk Creek Road over Vly Creek

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3K-12
Activity Title:	stabilize the road and embankment on CR-10

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$45,462.17
Total Budget	$0.00	$45,462.17
Total Obligated	$0.00	$45,462.17
Total Funds Drawdown	$0.00	$45,462.17
Program Funds Drawdown	$0.00	$45,462.17
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$45,462.17
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 82 hours of force account regular time (regular time not eligible - FEMA PA Guide pg 42), 67.5 hours of force account overtime, 143.5 hours of equipment, rental equipment (trailer to haul heavy stone fill), and materials (various types of stone & gravel) to stabilize the road and embankment on CR-10. The applicant contracted with Advanced Enterprise for the initial road stabilization and A. Colarusso & Son to set in place the temporary bridge. The temporary bridge is rented from Acrow Corp of America. Creighton Manning supplied engineering services. With numerous closures on State Route 23, County Route 10 became a major artery to the Town of Prattsville. County Road 10 Culvert GPS 42.33085, -74.41792 1a) Rent and install 700XS Acrow Panel Bridge: 70 LF (A. Colarusso & Son) 1b) Item 4 Gravel temp bridge approach: 100 FT Long (50 each side) x 16 FT Wide x 2.87 FT Thick (average / tapered) / 27 = 170 CY x 1.6 = 272 Ton 2a) Heavy Stone Fill to stabilize failed concrete wing walls: 30 FT Long x 10 FT High x 1.75 FT Thick / 27 = 19.4 CY x 1.8 = 34.9 Ton 2b) Medium Stone Fill to stabilize failing intermittent sections of road embankment: 85 FT Long x 20 FT High x 1.58 FT Thick / 27 = 99.7 CY x 1.4 = 139.6 Ton 3) Light Stone Fill to stabilize sink hole: 8 FT Long x 8 FT Wide x 8 FT Deep / 27 = 19 CY x 1.6 = 30.4 Ton (used 32.06 Ton) 4a) Item 4 Gravel to replace road shoulders: 185 FT Long x 7 FT Wide x 1.24 FT Thick / 27 = 59.5 x 1.6 = 95.2 Ton 4b) Light Stone Fill to stabilize road shoulder: 85 FT Long x 6 FT Wide x 1.32 FT Thick / 27 = 24.9 CY x 1.6 = 39.8 Ton Sales Tax Note: The contractor who originally rented the bridge was charged sales tax: Section 1101(b)(5) of the Tax Law defines "sale" as "any transfer of title or possession or both, exchange or barter, rental, lease or license to use or consume… conditional or otherwise, in any manner or by any means whatsoever for a consideration...." Therefore, the term "sale" includes a rental for purposes of the Tax Law. The terms "selling" and "purchase" also include rentals. See Section 526.7 of the Sales and Use Tax Regulations. The bridge is considered rental equipment and because it was rented by the contractor, the sales tax is a legitimate expense paid by the contractor and is eligible for reimbursement. The applicant assumed rental of the bridge after the initial term of the rental and is now renting directly from Acrow so the monthly rental is now exempt from

additional sales tax. Continuing Bridge Rental: The monthly rental cost are $3,100.00 / month. Permanent repairs to the site are expected to be complete in December 2012 and an additional 9 months (April - December) are anticipated.

Location Description:

Road and embankment on CR-10

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR3L-12
Activity Title:	CR 10 culvert over tributary

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,276.49
Total Budget	$0.00	$9,276.49
Total Obligated	$0.00	$9,276.49
Total Funds Drawdown	$0.00	$9,276.49
Program Funds Drawdown	$0.00	$9,276.49
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$9,276.49
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The temporary bridge is owned by the State of New York and a NYSDOT contractor set the bridge. Creighton Manning provided damage and engineering analysis. Culvert and road debris was removed from the tributary using force labor (646.50 regular hours - not eligible PA Guide pg42) and equipment (586.25 hours).
1.)Greene County elected to use force account labor to construct temporary Bailey bridge on County Route 10. Williams Lumber provided treated lumber and plywood for Bailey bridge. Sign Department installed necessary detour signage on County Route 10 where necessary.
Peckham Materials Corp. provided various materials to build road for temporary bridge.
2.)Installed (147.63 Tons) of heavy rip rap for embankment.
3.)Installed (34.98 Tons) of medium rip rap for embankment.
4.)Replaced (114.76 Tons) of #4 sub base for culvert approach.
5.)Replaced (45.62 Tons) of #6 asphalt for culvert approach.

Location Description:

CR 10 culvert over tributary

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR477C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Greene County

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,849,952.74
Total Budget	$0.00	$1,849,952.74
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3BK-12 County Road 83/ Eroded Embankment PA-02-NY-4020-PW-07635(0) PA-02-NY-4020-State-0087(86)
The applicant will use force account resources (labor/equipment to set up and maintain road closure & detour signs), and to supply materials (Heavy & Medium Stone Fill) to assist the contractor in the repairs of CR-83. Following county procurement policy (Resolution #99-09, attached), the project has been bid by 3 contractors pre-approved for miscellaneous bridge and contract work. In order to complete the repairs the site will first be secured and the guide rail must be removed. The repair will require dumping the rock in the driving line closest to the creek. It is anticipated that the bituminous concrete road surface will be damaged and need to be resurfaced at the completion of the repair. County Road 83 GPS 42.20199, -74.20331 (start); 42.20236, -74.20351 (end) 1a) Remove and reset Galvanized Steel W Guide Rail with Steel Posts: 240 LF 1b) Replace and install Heavy Stone Fill Road Embankment: 473 Ton
1c) Repair and repave as needed Bituminous Concrete Road Surface: 200 FT Long x 12 FT Wide / 9 = 266.7 SY (0.17 FT Thick)
477DR3CF-12 CR-16 Culvert and Road Damage PA-02-NY-4020-PW-06002 PA-02-NY-4020-State-0060(59)
Site 1. is approximately 200 FT NW of the intersection of Byrne Rd. and CR-16;
Site 2. is approximately 0.39 mile NW from the intersection of Farrell Road & CR-16
Site 1. CR-16 Culvert GPS 42.14373, -74.10490
1a) Replace and compact Light Stone Fill embankment: 85 FT Long x 26 FT Wide x 0.36 FT Thick / 27 = 29.5 CY x 1.4 = 41.3 Ton
1b) Replace and compact Item 4 gravel shoulder: 85 FT Long x 10 FT Wide x 0.41 FT Thick / 27 = 12.9 CY x 1.4 = 18.06 Ton
1c) Replace and compact Item 4 Aggregate Base Course: 85 FT Long x 26 FT Wide x 0.36 FT Thick / 27 = 29.5 CY x

1.4 = 41.3 Ton
1d) Replace and compact Bituminous Concrete road surface: 85 FT Long x 22 FT Wide = 208 SY x 3 IN Thick = 34.3 Ton
Site 2. CR-16 Road Damage GPS 42.16737, -74.13372
2a) Replace and compact Light Stone Fill embankment: 75 FT Long x 12 FT Wide x 0.87 FT Thick / 27 = 29 CY x 1.4 = 40.6 Ton
2b) Replace and compact Item 4 road shoulder: 75 FT Long x 5 FT Wide x 0.48 FT Thick / 27 = 6.7 CY x 1.4 = 9.4 Ton
Site 1. CR-16 Culvert GPS 42.14373, -74.10490
1e) Uncover and repair aluminum culvert bottom: approx.15 FT Long x 16 FT Wide
477DR3CW-12 Saybrook Valley Bridge Road PA-02-NY-4020-PW-7680 PA-02-NY-4020-State-0089(89)
The following damaged areas will be restored to pre-disaster condition. The work will be completed by Greene County using an independent contractor hired in accordance with the County procurement policy.1. Repair scoured out area under the concrete scour apron approximately 26 ft. long x 1 ft wide (avg.) x 2 ft deep (avg.) = 52 CF/27 = 1.93 CY. (Best construction practices would dictate that this scoured out area be filled with concrete. It would not be effective to try to compact gravel backfill in the void space under the concrete scour apron). 2. Replace a section of gabion basket embankment protection (east side) upstream of abutment approximately 20 ft long x 8 ft high x 3 ft wide = 480 CF/27 = 17.8 CY. 3. Replace a section of gabion basket embankment protection (east side) downstream of abutment approximately 20 ft long x 4 ft high x 3 ft wide = 240 CF/ 27 =Y. 4. Re-grade a section of the roadway embankment upstream of abutment approximately 20 ft long x 20 ft wide x 2 ft deep = 800 CF/27 = 29.6 CY . 5. Replace a section of the roadway shoulder near the northeast corner of the bridge approximately 20 ft long x 4 ft wide x 6 inches deep = 40 CF/27 = 1.48 CY.
6. Remove temporary fill material and replace roadway subbase (crusher run stone) near the northeast corner of the bridge approximately 10 ft long x 5 ft wide x 2 ft deep (avg.) = 100 CF/27 = 3.70 CY. Replace a section of the asphalt roadway pavement 10 ft long x 5 ft wide x 4.5 inches thick = 50 SF/9 = 5.56 SY x 4.5 inches = 25.0 SYin. (10 ft x 5 ft x .375 ft = 18.75 CF x 140 lbs/CF = 2,625. lbs/2000 lbs/Ton = 1.31 tons).
477DR3DF-12 Eroded and Displaced Road Surface, Road Base, Gravel Shoulder, Guide Rail, and Embankment PA-02-NY-4020-PW-07672 PA-02-NY-4020-State-0098(97)
CR-17: Site 1 starts approximately 0.26 mile northeast of the intersection of CR-17 and State Route 23A The applicant contracted with A. Colarusso and Son for the following repairs to County Road 17. The applicant has a New York State Department of Environmental Conservation permit to reclaim the embankment material deposited in the creek for the repairs to the road. Additional material to armor the site was purchased and placed, and is addressed in the attached HMP (see attached HMP for cost breakdown). Site 1 - County Road 17 GPS 42.23921, -74.31420 (start); 42.23987, -74.31237 (end) 1e) Reclaim, place, and compact Unclassified Fill Road Embankment: 24,356 CY Site 2 - County Road 17 GPS 42.24006, -74.31189 (start); 42.24046, -74.31101 (end) 2e) Reclaim, place, and compact Unclassified Fill Road Embankment: 11,378 CY Site 3 - County Road 17 GPS 42.23945, -74.31380 (start); 42.23996, -74.31245 (end)
3a) Screen Fill for temporary road fill: 61 Ton 3b) Crusher Run temporary access road during construction: 234 Ton Site 4 - County Road 17 GPS 42.23922, -74.31421 (start); 42.24049, -74.31102 (end) 4) Crusher Run leveling course to top reclaimed gravel: 395 Ton
Site 1 - County Road 17 GPS 42.23921, -74.31420 (start); 42.23987, -74.31237 (end) 1a) Replace and install galvanized steel W Guide Rail with steel post: 548 LF 1b) Replace and compact Bituminous Concrete Road Surface: 731 SY 1c) Replace and compact Aggregate Base Course: 114 Ton 1d) Replace and compact Aggregate Shoulder Gravel: 97.6 Ton Site 2 - County Road 17 GPS 42.24006, -74.31189 (start); 42.24046, -74.31101 (end) 2a) Replace and install galvanized steel W Guide Rail with steel post: 256 LF 2b) Replace and compact Bituminous Concrete Road Surface: 341 SY 2c) Replace and compact Aggregate Base Course: 53 Ton 2d) Replace and compact Aggregate Shoulder Gravel: 45 Ton
477DR3DG-12 County Road 2 damaged embankment, shoulder, surface and guide rail PA-02-NY-4020-PW-07684 PA-02-NY-4020-State-0098(97)
County Road 2 with Site 1, approximately 150 south of the intersection of CR-2 and State Route 23. The applicant used 28 hours of force account regular time labor, 28 hours of force account equipment, rental equipment (1 day / excavator), and applicant owned traffic barriers to secure the damaged sites on CR-2. Site 1. County Road 2 GPS 42.31927, -74.43680 (start); 42.31908, -74.43685 (end)
1a) Replace and compact Unclassified Fill road embankment: 65 FT Long x 35 FT Wide x 8 FT Thick / 27 = 674 CY 1 b) Replace and compact Item 4 road shoulder: 65 FT Long x 8 TWd 05 FT Thick / 27 = 9.6 CY 1c) Replace and compact Bituminous Concrete road surface: 65 FT Long x 2 FT Wide x 0.33 FT Thick == 57.78 SY / IN 1d) Remove and reset galvinized steel W Guide Rail and steel posts: 65 LF Site 2. County Road 2 GPS 42.31882, -74.43694 2a) Replace and compact Unclassified Fill road embankment: 40 FT Long x 20 FT Wide x 8 FT Thick / 27 = 237 CY 2b) Replace and compact Item 4 road shoulder: 40 FT Long x 8 FT Wide x 0.5 FT Thick / 27 = 5.93 CY 2c) Replace and compact Bituminous Concrete road surface: 40 FT Long x 2 FT Wide x 0.33 FT Thick == 35.56 SY / IN
2d) Remove and reset galvanized steel W Guide Rail and steel posts: 40 LF Site 3. County Road 2 GPS 42.31745, -74.43686
3a) Replace and compact Unclassified Fill road embankment: 75 FT Long x 20 FT Wide x 6 FT Thick / 27 = 333.33 CY 3b) Replace and compact Item 4 road shoulder: 40 FT Long x 8 FT Wide x 0.5 FT Thick / 27 = 5.93 CY 3c) Replace and compact Bituminous Concrete road surface: 40 FT Long x 2 FT Wide x 0.33 FT Thick == 35.56 SY / IN 3d) Remove and reset galvanized steel W Guide Rail and steel posts: 75 LF 3e) Ditch cleaning and shaping: 125 LF

Site 4. County Road 2 GPS 42.31709, -74.43676 4a) Replace and compact Unclassified Fill road embankment: 30 FT Long x 20 FT Wide x 5 FT Thick / 27 = 111.11 CY 4b) Replace and compact Item 4 road shoulder: 30 FT Long x 8 FT Wide x 0.5 FT Thick / 27 = 4.44 CY 4c) Replace and compact Bituminous Concrete road surface: 30 FT Long x 2 FT Wide x 0.33 FT Thick == 26.67 SY / IN 4d) Remove and reset galvanized steel W Guide Rail and steel posts: 30 LF
40% compaction has been added to the material total for the CEF Part A estimate: 1,355 CY + 40% = 1897 CY.
477DR3DI-12 Elk Creek Road Bridge Over Vly Creek PA-02-NY-4020-PW-02566(1) PA-02-NY-4020-State-0100(99)
Elk Creek Road Bridge Over Vly Creek Since all structural elements of the existing bridge were compromised /completely destroyed by Hurricane Irene, replacement is eligible. Replacement is estimated utilizing NYSDOT Preliminary Cost Estimate Worksheet, which is a recognized standard in the State of New York and is derived from historic contracted costs. Direct Administrative Costs - Greene County Highway Dept - site visit, meetings. - Direct Administrative Costs - Creighton Manning Engineering - site visits, interact with FEMA, and FEMA meetings. (Senior Project Manager hourly rate from attached invoice. Other items covered by invoice, and clarified in attached email, are preliminary engineering costs covered by CEF Part H.2) These are DAC completed to date. As this is a large project, actual costs will be evaluated at close out. - Preliminary engineering, LDSA Region 1 Consultant (see attached list) - Hydraulic analysis to be done by engineer. (See attached fee proposal) - Soil investigation by engineer. (See attached fee proposal) - Survey to be done by engineer. (See attached fee proposal) - Engineering of final design of bridge. Includes coordination of utility relocation. Selection to be qualification based. See LDSA Region 1 Consultant List. - Dimension of final design dependent on NYSDOT Bridge Code for hydraulic opening. - Open competitive solicitation for bridge contractor. Note, contractor may be awarded more than one bridge as a package for cost effectiveness. Construction of new bridge (to pre-disaster condition) to include: - Install cofferdamsateah bumen to allow for substructure operations in the creek to include: construction of new abutments. - Install reinforced concrete abutments according to County Codes and Standards (NYSDOT). (12’ tall x 21’-4” long along skew x 4’-7” deep assumed) - Erect steel beams for 35'-0" span. (Number of beams and beam spacing according to engineering design.) - Install 20'-5" x 42'-0" reinforced concrete deck. - Install 42'-0" (single steel rail) railing similar to existing (2.7’ tall). According to current Codes & Standards, aspects of the bridge will change. (See attached sections requiring bridges to adhere to NYSDOT Bridge Manual.) Applicable Codes & Standards are listed below. - AASHTO Geometric Design of Highways and Streets - NYSDOT Standard Specifications, Construction and Materials - NYSDOT Highway Design Manual - NYSDOT Bridge Design Manual - AASHTO LRFD Standard Specifications for Highway Bridges - NYSDOT Geometric Design Policy for Bridges By Codes & Standards the bottom angle length (dimension for NYSDOT Preliminary Cost Estimate Worksheet) is estimated to increase to 35'-0" and the bridge width increases to 23'-0". New bottom angle length is estimated for Codes & Standards by Creighton Manning Engineering prior to hydraulic analysis being done. Height from creek bed to top of deck remains 12'-0". According to the NYS Highway Manual Tables 4-1 and 4-4 the two lane widths are 20'-0" total with an additional 1'-6" on each side for guardrail attachment for a total bridge width of 23'-0". NYSDOT Bridge Manual Section 2.4.3 requires a hydraulic analysis and engineering evaluation for hydraulic opening. Based on failure of bridge, a 6'-0" wider opening is assumed for estimating purposes. Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items. - Removal of temporary structure is included in Cat. B PW #9903993. Note, preliminarily no detour structure is required for maintenance of traffic during construction. An alternate route will be utilized and Elk Creek Road will be closed at this location for construction. Applicant expressed interest in utilizing concrete box beams in lieu of in-kind steel beams, however, this substitution would not be a function of Codes & Standards; neither would an HMP apply since the steel beams were not damaged elements. According to the most recent bridge inspection report (6/21/2011) before the disaster event, the Elk Creek Rd Bridge received a Yellow Flag for undermining issues at both abutments. Cracking was noted on one abutment as well. (See attached inspection report) Hurricane Irene destroyed Elk Creek Rd Bridge before any plan for repair could be put in place. Note, NYSDOT Yellow Flags do not have a requirement for immediate action as they are applied to damage that is 'potentially' hazardous. (NYSDOT Inspection Flagging Procedure for Bridges)
477DR3DK-12 Kirk Road Bridge Over West Kill PA-02-NY-4020-PW-03992 PA-02-NY-4020-State-0116(116)
Intersection of Kirk Rd and Co Rd 6, 3.6 mi East of Intersection of Co Rd 6 and NY 42. - For Cat. B Emergency works see PW #9903997. - Direct Administrative Costs - Greene County Highway Dept - FEMA sie vsit metins. -Direct Administrative Costs - Creighton Manning Engineering - site visits, interact with FEMA, and FEMA meetings. (Senior Project Manager hourly rate from attached invoice. Other items covered by invoice, and clarified in attached email, are preliminary engineering costs covered by CEF Part H.2) these are DAC completed to date. As this is a large project, actual costs will be evaluated at close out. - Preliminary engineering by Creighton Manning, LDSA Region 1 Consultant (see attached list) - Survey to be done by engineer. (See attached proposal) - Geotechnical Investigation to be done by engineer. (See attached proposal) - Hydraulic analysis to be done by engineer. (See attached proposal) - Engineering of final design of bridge. Selection of engineer to be qualification based. See LDSA Region 1 Consultant list. Includes coordination of utility relocation. - Dimensions of final design dependent on NYSDOT Bridge Code for hydraulic opening. (low volume standard) - Open competitive solicitation for bridge contractor. Note, contractor may be awarded more than one bridge as a package for cost effectiveness. - The NY State-owned temporary bridge must be disassembled and returned to a NYSDOT facility after the replacement of Kirk Rd Bridge. According to the drafted agreement between NYSDOT and Greene County: ‘Municipality will disassemble the temporary structure as per the recommendations of Arrow Bridges, and return

the Acrow Bridge to the NYSDOT Region 3 Syracuse designated storage facility within 30 days of opening of the new bridge to traffic.' Construction of new bridge (to pre-disaster condition) to include: Functions/activities that are required to complete the Scope of Work but are not applicable to the Damage Description, i.e.: - Demolition and removal of remaining damaged bridge elements. - Install cofferdams at each abutment to allow for substructure operations in the creek to include: construction of new abutments. Functions/activities that are required to complete the Scope of Work, i.e.: - Construct reinforced concrete abutments. 2 each (9' tall x 20' long x 4' deep assumed); - Erect steel beams for 34' span, 4 each x 11" tall rolled steel beams, (actual number of beams and beam spacing pending engineering design); - Install 23' x 36' reinforced concrete deck in lieu of 18'x36' timber deck per Codes & Standards. (See citations below) - Install 60' (single steel rail) railing on each side of the bridge (120' total) similar to existing.
According to current Codes & Standards, aspects of the bridge will change. (See attached sections requiring bridges to adhere to NYSDOT Bridge Manual.) Applicable Codes & Standards are listed below. - AASHTO Geometric Design of Highways and Streets
- NYSDOT Standard Specifications, Construction and Materials - NYSDOT Highway Design Manual - NYSDOT Bridge Design Manual - AASHTO LRFD Standard Specifications for Highway Bridges - NYSDOT Geometric Design Policy for Bridges By Codes & Standards and per the hydraulic Analysis Report, a 15'-4" wider opening will be required, therefore, the bottom angle length (dimension for NYSDOT Preliminary Cost Estimate Worksheet) is estimated to increase from 19'-8" to 35'-0". According to the NYS Highway Manual Tables 4-1 and 4-4, the two lane widths are 20'-0 totl wih anaddiional1'-8" on each side for guardrail attachment for a total bridge width of 23'-4", therefore, the bridge width (out-to-out) increases from 18'-0" to 23'-4". Height from creek bed to top of deck increases from 9 ft to 11 ft to match the existing reconstructed roadway and to increase the hydraulic opening. The rail system will be upgraded to meet current highway standards and will consist of a 2 rail steel bridge railing transitioning to box beam guiderail along each approach. Applicant expressed interest and requested utilizing a 50 ft single span prestressed concrete voided slab superstructure with a reinforced concrete deck, in lieu of in-kind steel beams. This substitution would not be a function of Codes & Standards; neither would an HMP apply due to this project is for total replacement, however, this superstructure type (prestressed concrete box beams) is no more costly than multiple steel beams with cast in place reinforced concrete deck; and it better meets the project objectives (improved hydraulic opening) and the recommendations set forth in the NYSDOT Bridge Manual. Selection guidelines set forth in the Bridge Manual include the following: 1. For spans not exceeding 100 feet, prestressed box beam units are always considered. If the structure is over a stream , prestressed concrete is more advantageous because of maintenance and inspection considerations. Elimination of form work for the deck slab minimizes work over the feature. 2. Prestressed concrete slab units will be chosen to satisfy critical profile and vertical clearance restrictions. Prestressed concrete structures with adjacent boxes require a 6-inch deck while a steel composite structure requires a 91/2 inch deck and a 2 inch minimum haunch. 3. Prestressed concrete boxes are preferred over streams where ice and/or debris is a problem. The smooth underside of adjacent units reduces the potential for snagging. 4. This option will set the abutments back from the existing abutments which increases the hydraulic opening to be more than adequate to handle the peak flow for the 50-yr storm at the bridge location. In addition to the guidelines set forth for selection of prestressed box beams versus steel beams, the Bridge Manual discussed recommendations for the use of unpainted weathering steel, which is the preferred structural steel because of its cost effectiveness. However, unpainted weathering steel is not recommended where bridges are over low water crossings because the steel is prone to delamination under those circumstances. Therefore, painted steel would be required for this location, which would increase the cost of the steel multi girder option. Based on the facts listed above, utilizing prestressed concrete structure with cast-in-place reinforced concrete deck, in lieu of in-kind steel beams is recommended. Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items. In order to strengthen the foundation and to provide a better support for the superstructure, the Applicant is planning on mitigating the new bridge by utilizing integral abutment foundations on steel pipe piles driven to a depth of approximatelly 30 to 35 feet below existing grade. Integral Autmens beaing o steelpipe piles driven below scour depth will preclude structural compromise during future events even if creek bed material in front of the abutment stem is scoured away
477DR3DL-12 500ft Roadway and Roadbed washed away PA-02-NY-4020-PW-06954 PA-02-NY-4020-State-0116(116) Intersection of Kirk Rd and Co Rd 6, 3.6 mi East of Intersection of Co Rd 6 and NY 42. To restore CR-17 to pre-disaster condition, the Applicant has received an engineering estimate (Attached) and will select a contractor to complete the work. The contractor will cut 30ft back from damaged ends of the roadway for the required safety cutbacks, then dredge to prepare the site. The contractor will dredge L560ft X W58ft X D4ft = 129,920CF/27 = 4,811.9CY and reuse as much as possible as backfill and haul the unusable portion to the contractor's designated location (SEE PROJECT NOTE 1). Replacement is estimated utilizing NYSDOT Average Weighted Unit Pricing, when possible, which is the recognized standard in the State of New York and is derived from historic contracted costs. The breakdown of the dimensions of the work to be completed is as follows: 1. The contractor will excavate L560ft X W58ft X D4ft = 129,920CF/27 = 4,811.9CY (SEE PROJECT NOTE NO. 3) 2. Replace embankment, L500ft X W30ft X D20ft = 300,000CF/2 = 150,000CF/27 = 5,555.6CY 3. The contractor will place sub-base fill, L560ft X W28ft X D18.667ft = 292,698.5CF/27 = 10,841CY
4. Replace sub-base course, Type 2 = L560ft X W28ft X D1ft = 15,680CF/27 = 580.7CY 5. Replace 12.5 F2 Top Course HMA, 80 Series Compaction = L500ft X W28ft X D.125ft = 1,750CF/27 = 64.8CY = 128.3 Tons 6. Replace 19 F9 Binder Course HMA, 80 Series Compaction = L500ft X W28ft X D.208ft = 2,912CF/27 = 107.9CY = 213.9

Tons 7. Replace Gyosynthetic Reinforced Earth System Slope = L500ft X W18.03ft = 9,015SF 8. Replace box beam guide rail = 500LF (SEE PROJECT NOTE NO. 2) 9. Replace Extra Heavy Stone Wall, Type A = L500ft X W18ft X D1.5ft = 13,500CF/27 = 500CY 10. Replace concrete stub parapet, L500ft X W1.25ft X H1.5 = 937.5CF/H1.5ft = 625SF In order to reduce the potential for future roadway damage, the Applicant proposes to install a less costly Soldier Pile and Lag Wall in lieu of replacing the stone rock wall that existed prior to the incident. A HMP has been prepared to show the reduced cost of these mitigation measures and is attached to this Project Worksheet. 1. The length and width dimensions for the excavation for site preparation does not match the Damage Description and Dimensions due to the following: a. The length includes 30ft for over excavation on each end (60ft total) for roadway, the standard cut back based on the average f 20ft depth and a ratio of 1ft to 1.5ft b. The width is a total of excavation of both the roadway and embankment 2. Applicant will utilize box beam guide rail in lieu of 3 inch round pipe as it is more cost effective. 3. The quantities for this Project Worksheet does not match the Engineer's Estimate because the engineer's dimensions are greater and also included HMP measures. The engineer used 60ft cut backs on each end of the damaged roadway; whereas the Project Specialist utilized 30ft on each end (1ft to 1.5ft ratio X 20ft =30ft) . Te Applcant islegally responsible for the road listed in this S.A, and is eligible in accordance with 44 CFR §206.222(a). 5. If the Applicant disagrees with this determination of eligibility, the Applicant has the right to appeal this decision to the State within 60 days of the Applicant's notice of this decision.

477DR3DM-12 County Wide Guide Rails PA-02-NY-4020-PW-06601 PA-02-NY-4020-State-0116(116)

Multiple Sites Within Greene County In accordance with their procurement policy, the applicant will utilize Litchko Construction, Inc. to provide labor and equipment and Chemung Supply Corporation for associated materials, awarded by low-bid annual contract (see attached document noted as Supplies Resolution No. 185-11) as approved suppliers for various sites. Contractor's estimates have been verified by CEF as reasonable to repair or replace the damaged elements as per New York State Department of Transportation Standard Specifications outlined in Section 606 (see attached NYSDOT specs and associated Standard Sheet detail), SITE 1: CR15 (42.30503. -74.33133) Remove and replace type 1 end section and 192 ft standard galvanized guide rail, posts and hardware as per specs: Qty. (8) - 24' long standard galvanized box beams - 421.75 x 8 = S3374 Qty. (9) - Sets of Splices-79.11 x9 = $711.99 Qty. (33) - 3" standard guide rail posts - 52.21 x 33 = $1722.93 Qty. (1) -Type 1 end post- $44.11 Qty. (33) - Shelf Angles - 9.84 x 33 = $324.72 Qty. (9) - 1 Type Angle - 9.90 x 9 = $89.10 Qty. (72) - Splice Bolts w/ Washers -1.44 x 72 = $103.68 Qty. (34) - Clip Bolts (complete) - .94 x 34 = $31.96

Qty. (33) - Pin Bolts- 1.98 x 33 = $64.68 Qty. (1) - 3/4 x 8" Hex Bolt w/ 2 washers & 1 nut - $4.97 MATERIAL TOTAL: $6472.14 LABOR TOTAL: 4 HRS./ 2 OPERATORS INC. EQUIPMENT @ 100/HR & 1 LABORER @ 60/HR = $1040 SITE 2: CR17 North (42.24570. -74.30746) Remove and reset 350 ft. of guide rail posts and hardware as per specs: Qty. (15) - 3" standard guide rail posts - 52.21 x 15 = $783.15 Qty. (60) - W-beam master bolts - .93 x 60 = $55.80 Qty. (64) - W-beam splice bolts & nut - .93 x 64 = $59.52

MATERIAL TOTAL: $898.47 LABOR TOTAL - 5 HRS./ 2 OPERATORS INC. EQUIPMENT @ 100/HR PER OP. & 1 LABORER @ 60/HR = $1300 SITE 3: CR 78 Colgate Road Bridge BIN 3302990 (42.23452, -74.14375) Reset two corners of bridge with W beam and 75 ft. of guide rail posts and hardware as per specs: Qty. (20) - W-beam master bolts - .93 x 20 = $18.60 Qty. (50) - W-beam splice bolts w/ nuts - .93 x 50 = S46.50 Qty. (2) - Wrap-around end sections - 54.50 x 2 = $109.00 Qty. (20) - 3" standard guide rail posts - 52.21 x 20 = $1044.20 MATERIAL TOTAL: $1218.30 LABOR TOTAL: 3 HRS./ 2 OPERATORS INC. EQUIPMENT @ 100/HR PER OP. & 1 LABORER @ 60/HR =S780 SITE 4: CR 17 South (42.23895. -74.31466 span to 42.24028.-74.310983) Install 1128 ft standard box beams and 36 ft. radius shop curve box beams and hardware as per specs: Qty. (47) - 24' long standard galvanized box beams - 421.75 x 47 = $19822.25 Qty. (2) -18" @ 205' radius shop curve box beams - 342 x 2 - $684.00 Qty. (1) - Type 1 end section - $348.11 Qty. (196) - Clip bolts - .94 x 196 = $184.24 Qty. (195) - 3" standard guide rail posts - 52.21 x 195 = $10180.95 Qty. (1) -Type 1 post-$44.11 Qty. (50) - Sets Of Splices - 79.11 x 50 = $3955.50 Qty. (195) - Pin bolts -1.96 x 195 = $382.20 Qty. (195) - Shelf angles - 9.87 x 195 =$1924.6 Qty. () -ype 1 agle - $990 Qty. (400) - Splice bolts -1.44 X 400 = $576.00 Qty. (1) - ¾" x 8" Hex bolt w/ 2 washers & nut = $4.97 Qty. (12) - 3" I x 7 ft posts - 79.21 x 12 = $950.72 MATERIAL TOTAL: $39067.60 LABOR TOTAL: 20 HRS./ 2 OPERATORS INC. EQUIPMENT100/HR PER OP. & 1 LABORER @ 60/HR = $5200 SITE 5: Wright Road Bridge BIN 3201070 (42.13021. -74.24582) Install 64 ft transition beams and hardware as per specs: Qty. (4) - Bar splices -194.95 x 4 = $779.80 Qty. (4) - 7'3" Tapers - 405 x 4 = $1620.00 Qty. (4) -16' Transition beams (2 upper & 2 lower) - 365 x 4 = $1460.00 Qty. (2) - Doglegs - 214.30 x 2 = $428.60 Qty. (2) - Type 1 end sections - 348.11x2 = $696.22 ty. (8) - Sets of splice plates - 79.11 x 8 = $632.88 Qty. (2) - Angle tube splices-162.86 x 2 = $325.72 Qty. (6) - 6" I x 7 ft posts - 94.11 x 6 = $564.66 Qty. (12) - 3" I x 7 ft. posts - 79.21 x 12 = $950.52 Qty. (4) - 3" standard guide rail posts - 52.21 x 4 = $208.84 Qty. (6) - Type 1 posts - 44.11 x 6 = $264.66 Qty. (12) - 6"x 8" Tube block-outs - 24.90 x 12 = $298.80 Qty. (40) - Shelf angles - 9.87 x 40 = $394.80 Qty. (2) - Type 1 angles - 9.90 x 2 = $19.80 Qty. (4) - 5/8"x 1 1/2" hex bolt w/ washer - 2.25 x 4 = $9.00 Qty. (12) - ¾" x 8" carriage bolts (w/ standard washer/lock washer/nuts) - 5.62 x 12 = $67.44

Qty. (64) - Slice bolts (3/4" x 1 ½" w/ washer) 1.44 x 64 = $92.16 Qty. (6) - ¾" x 8" hex bolts w/ 2 washers & nuts - 4.97 x 6 = $29.82

Qty. (70) - Clip bolts w washers & nuts - .94 x 70 = $65.80 Qty. (50) - Pin bolts w/ 2 washers & nuts -1.96 x 50 = $98.00 ATERIAL TOTAL: $9007.52 LABOR TOTAL: 16 HRS./ 2 OPERATORS INC. EQUIPMENT @ 100/HR PER OP. & 1 LABORER @ 60/HR = $4160 ITE 6: Railroad Avenue Bridge BIN 2201440 (42.19050,-74.13521) Reset transition beam and hardware as per specs: Qty. (2) - 27" Tube splices - 145.50 x 2 = $291.00 Qty. (3) - 6" I x 7 ft. posts - 94.11 x 3 = $282.33 Qty. (6) - 3" I x 7 ft. posts - 79.21 x 6 = $475.26 . (3) - ype 1 posts - 44.11 x 3 = $132.33

Qty. (6) - 6" x 8" Tube block-outs - 24.90 x 6 = $149.40 Qty. (14) - Shelf angles - 9.87 x 14 = $138.18 Qty. (1) - Type 1 angle = $9.98 Qty. (11) - ¾" x 8" Hex bolt w/ 2 washers & nuts - 4.97 x 11 = $54.67 Qty. (30) - Clip bolts w/ washer & nut - .94 x 30 = $28.20 Qty. (20) - Pin bolts w/ washer & nut -1.96 x 20 = $39.20 Qty. (16) - Splice bolts (3/4" x 1 W w/washer) -1.44 x 16 = $23.04 Qty. (6) - ¾" x 8" Carriage bolts (w/ standard washer/lock washer/nuts) - 5.62 x 6 = $33.72
MATERIAL TOTAL: $1657.31 LABOR TOTAL: 5 HRS./ 2 OPERATORS INC. EQUIPMENT @ 100/HR PER OP. & 1 LABORER @ 60/HR = $1300 SITE 7: Lower Mill Hollow Bridge BIN 3201130 (42.24886, -74.30290) Reset 136 ft. box beams and hardware as per specs: Qty. (6) - Bar splices -194.95 x 6 = $1169.70 Qty. (4) - 7'3" Tapers - 405 x 4 = $1620.00 Qty. (4) - 16' Transition box beams shop curve @ 100 ft. radius (2 Top pes. & 2 Bottom pes.) - 425.40 x 4 = $1701.60 Qty. (2) -18' Box beams shop curved @ 90 ft. radius - 342. x 2 = $684.00 Qty. (2) -18' Box beams shop curved @ 75 ft. radius - 342. x 2 = $ 684.00 Qty. (3) - Doglegs 214.30 x 3 = $642.90
Qty. (2) - Type 1 end sections - 348.11 x 2 = $696.22 Qty. (17) - Sets of splice plates - 79.11 x 17 = $1344.87 Qty. (3) - Angle tube splices - 162.86 x 3 = $488.58 Qty. (9) - 6&dquo I x7 ft. pots - 94.1 x 9 = $846.99 Qty. (18) - 3" I x 7 ft. posts - 79.21 x 18 = $1425.78
Qty. (25) - Standard guide rail posts - 52.21 x 25 = $1305.25 Qty. (9) - Type 1 posts - 44.11 x 9 = $396.99 Qty. (18) - 6" x 8" Tube block-outs - 24.90 x 18 = $448.20 Qty. (75) - Shelf angles - 9.87 x 75 = $740.25 Qty. (3) - Type 1 end angles 9.90 x 3 = $29.70
Qty. (6) - 5/8" x 1 1/2" Hex bolt w/ washer - 2.25 x 6 = $13.50 Qty. (18) - ¾" x 8" Carriage bolts (w/ standard washer/lock washer/nuts) - 5.62 x 18 = $101.16 Qty. (136) - Splice bolts w/washer- 1.44x 136 = $195.84 Qty. (9) – 3/4" x 8" He bolts w/ 2 washers & nuts- 4.97 x 9 = $44.73 Qty. (120) - Clip bolts - .94 x 120 = $112.80 Qty. (95) - Pin bolts - 1.96 x 95 = $186.20
MATERIAL TOTAL: $14879.26
LABOR TOTAL: 21 HRS./ 2 OPERATORS INC. EQUIPMENT @ 100/HR PER OP. & 1 LABORER @ 60/HR = $5460
Additional Hardware: Qty. (100) - Master bolts - .93 x 100 = $93.00 Qty. (100) - Pin bolts -1.96 x 100 = $196.00 Qty. (250) - Corrugated bolts & nuts - .93 x 250 = $232.50 Qty. (100) - 6" x 6" Splice bolts - 1.44 x 100 = $144.00 Qty. (12) - 3" x 7' posts - 79.21 x 12 = $950.52
MATERIAL TOTAL: $1616.02 TOTAL MATERIALS: $74816.62 TOTAL LABOR: 74 HRS./ 2 OPERATORS INC. EQUIPMENT @ 100/HR PER OP. & 1 LABORER @ 60/HR = $19240 TOTAL MATERIALS, EQUIPMENT & LABOR: $94056.62
477DR3DN-12 Bush Road Bridge over Schoharie Creek (BIN # 3201210) PA-02-NY-4020-PW-07107 PA-02-NY-4020-State-0116(116)
Since most of the structural elements of the bridge superstructure were compromised /completely destroyed by Hurricane Irene, replacement of the superstructure and repair/modification to the existing abutments are recommended. Superstructure replacement and abutments repair/modification to accept the new superstructure are estimated utilizing NYSDOT average weighted unit prices taken from local costs based on contract history. WORK COMPLETED: For Cat. B see PW Ref. No. 9903952, emergency work for cleanup, dismantle, removal and disposal of the destroyed bridge. - Preliminary engineering, including preliminary design, environmental documentation and permitting - Survey to be done by engineer.(See attached fee proposal) - Engineering Services- Includes preliminary engineering, environmental documentation and permitting, final design package, final plans, specifications and estimates, preparation of bid documents and bidder review, procurement of bids, construction phase administration and inspection, and coordination of utility relocation (if required). These services are accounted for in the CEF estimate. - Selection is based on qualification; LDSA Region 1 Consultant (See attached list). Creighton Manning was selected. - Since both abutments remain in place, soil borings will not be required
- The hydraulic opening for the bridge will not be changed; therefore, a hydraulic analysis will not be required. - Open competitive solicitation for bridge contractor. Note, contractor may be awarded more than one bridge/culvert as a package for cost effectiveness.
Construction of new bridge (to pre-disaster condition) to include: - Generally, the rehabilitation will consist of the installation of a new single lane superstructure according to County Codes and Standards and modification to the existing substructure units (abutments, bridge seats, top walls) to accept the new superstructure.Scourcountrmeasureswill be intalled at the bridge as well. - Clearing and grubbing for truss assembly. - Install prefabricated steel truss with a new concrete deck and bridge railing in accordance with County Codes and Standards. Install 72 ft (single pipe rail), railing similar to existing construct bridge begin and end approaches, and associated embankment fill by performing the following: Placement of 350 CY of embankment fills Installation of 80 CY of Sub base course, Type 2 Installation of 24 Ton of asphalt Concrete binder course Installation of 15 Ton of asphalt concrete top course
Installation of 15 CY of riprap material for the drainage ditch Installation of approximately 200 lf of approach guide railing; and perform repair for the gabion basket walls surrounding both abutments. ccording to current Codes and Standards, aspects of the bridge will change. (See attached sections requiring bridges to adhere to NYSDOT Bridge Manual.) Applicable Codes and Standards including but not limited to the list below: - AASHTO Geometric Design of Highways and Streets - NYSDOT Standard Specifications, Construction and Materials - NYSDOT Highway Design Manual - NYSDOT Bridge Design Manual- AASHTO LRFD Standard Specifications for Highway Bridges - NYSDOT Geometric Design Policy for Bridges Per Codes & Standards the proposed replacement bridge will be prefabricated steel truss (129 ft long x 18' -8" width centerline of truss) with a new concrete deck, sidewalk & safety walk , and a 13'-2" travel lane. Height from creek bed to top of deck remains 13'-0" and the skew angel remains zero. Also, per Codes and Standards, a structural approach slab with integral wearing surface will be constructed at the transition area (approach to bridge deck) of each abutment. At the time of preparation this cost estimate, the project is 0% complete. Applicant to select a contractor. Cost is estimated by utilizing NYSDOT average weighted

unit prices taken from local costs based on contract history. Additional engineering services, including survey are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items. According to the most recent bridge inspection report (Attached, October 22, 2010) before the disaster event, the Bush Road Bridge received one yellow (#1W100059) flag for the truss pin clip. The yellow flag was removed by NYSDOT on January 13, 2011 based on office review and discussion with the manufacturer of the structure regarding the condition of the truss pin circle clips described in the subject flag. The misalignment of the clips does not affect the performance of the pins as the pins are all in bearing. Therefore, the yellow flag has been removed by NSDOT. See attached NYSDOT letter dated January 13, 2011, documenting the removal of the yellow flag. (See attached NYSDOT Inspection Flagging Procedure for Bridges).Per the referenced bridge inspection report, the bridge computed condition rating was "5.5" and the general recommendation was "5". Note: Numerical rating "5" is used for minor deterioration, but functioning as originally designed. (See attached NYSDOT Inspection Flagging Procedure for Bridges).
In order to reduce the potential for future scour of the substructure and to protect approach roadway embankment, the Applicant proposes to place approximately 30 CY of riprap matrial nar theembankment In additio, the Applicant proposes to remove existing damaged gabion walls at both abutments and construct a concrete back wall (U-Shape) in lieu of using a gabion walls. Constructing a concrete back wall and placing riprap will minimize the potential for structural damage from scour during future similar storm events.
A HMP has been prepared to show the additional cost for these mitigation measures and is attached to this Project Worksheet (PW).
477DR3DO-12 CR3 Mountain Road Over Valley Creek PA-02-NY-4020-PW-05495 PA-02-NY-4020-State-0116(116)
CR3 Mountain Road Over Valley Creek Since all structural elements of the existing bridge were compromised/completely destroyed by Hurricane Irene, replacement is recommended. Replacement is estimated utilizing NYSDOT Preliminary Cost Estimate Worksheet, which is a recognized standard in the State of New York and is derived from historic contracted cost.
WORK COMPLETED: - Direct Administrative Costs - Greene County Highway Dept - site visit, meetings. - Direct Administrative Costs - Creighton Manning Engineering - site visits, interact with FEMA, and FEMA meetings. (Senior Project Manager hourly rate is from attached invoice.) Other items covered by invoice, and clarified in attached email, are preliminary engineering costs covered by CEF Part H.2)
Engineering and design for new bridge replacement to include: - Preliminary engineering - Including preliminary design, environmental documentation and permitting. LDSA Region 1 Consultant (see attached list) - Hydraulic analysis to be done by engineer. (See attached proposal) - Soil investigation to be done by engineer. (See attached proposal) - Survey to be done by engineer. (See attached proposal)
- Engineering Services - Includes final design package, specifications and estimates, preparation of bid documents and bidder review, procurement of bids, construction phase administration and inspection, and coordination of utility relocation (if required). Selection of engineer to be qualification based. (See attached LDSA Region 1 Consultant List and proposal. Clark Patterson Lee was selected). These services are accounted for in the standard engineering curves in CEF. - Dimension of final design dependent on NYSDOT Bridge Code for hydraulic opening. - Open competitive solicitation for bridge contractor. Note: contractor may be awarded more than one bridge as a package for cost effectiveness. - There is no alternative detour that can be utilized to reach the north side of the CR3 crossing over Valley Creek. As a result, Design and construction of a temporary detour structure for maintenance of traffic during construction of permanent replacement will be required. For cost estimating purposes, a triple CMP culvert is assumed utilizing 6'-0" diameter, 26'-0" long CMP's. (See CEF) Estimated backfill for triple box culvert is 191 LCY. (22' + 15.34') length x (7.67') height x (26') width - 3 CMP x (28.27 sq ft) area x (26') width = 5241 cu ft = 191 CY of fill approx. Construction of new bridge (to pre-disaster condition) to include: - The NY State-owned temporary bridge must be disassembled and returned to a NYSDOT facility, as it lies along the existing roadway alignment. According to the drafted agreement between NYSDOT and Greene County, 'Municipality will disassemble the temporary structure asper therecommedations of crow Bridges and return the Acrow bridge to the NYSDOT Region 3 Syracuse designated storage facility within 30 days of opening of the new bridge to traffic.' - Install cofferdams at each abutment to allow for substructure operations in the creek to include: construction of new abutments. - Excavate and remove damaged existing abutments in preparation for construction of new abutments. (7' tall x 26' long x 4'-7" deep assumed) - Install reinforced concrete abutments according to County Codes and Standards (NYSDOT). (7' tall x 26' long x 4'-7" deep assumed) - Erect steel beams for 32'-0" span. Bottom angle length is 22 ft. - Install 20'-0" x 38'-0" reinforced concrete deck. Original deck was steel beam & jack arch construction. For new construction, reinforced concrete is standard. (See NYSDOT Bridge Manual Section 5.1.2.2) - Existing bridge had vehicle guardrail on one side and pedestrian handrail on the other side. Follow Codes & Standards for guardrail requirement on new bridge.
- Reconstruct immediate approach area where excavation for new abutments was done. See shoulder break area on Preliminary Cost Estimate Worksheet. (20' x 68'-9" = 1375 sq ft of shoulder break area). Approach area approximated at 614 sq ft. According to current Codes & Standards, aspects of the bridge will change. (See attached sections requiring bridges to adhere to NYSDOT Bridge Manual.) Applicable Codes & Standards are listed below. - AASHTO Geometric Design of Highways and Streets - NYSDOT Standard Specifications, Construction and Materials - NYSDOT Highway Design Manual- NYSDOT Bridge Design Manual - AASHTO LRFD Standard Specifications for Highway Bridges - NYSDOT Geometric Design Policy for Bridges By Codes & Standards, the new bridge will be placed on the existing roadway alignment and improvements will be made as required to meet the current codes & standards and project objectives. The proposed bridge roadway width will accommodate the existing 16-foot roadway width plus 2-foot shoulders on each side for a total bridge roadway width of 20 feet, in

accordance with the design criteria provided in the NYSDOT Bridge Manual. Steel bridge rail will be installed in accordance with NYSDOT Bridge derails, adding 1 foot-8-inches to each side for a total bridge width of 23' - 4". (Exiting bridge width was 20 feet) The proposed substructures will be placed to provide for the most effective hydraulic opening, therefore, the existing channel width (bottom angel length - dimension for NYSDOT Preliminary Cost Estimate Worksheet) is estimated to increase to 24'-0. from bank to bank, measured perpendicular to the channel. Height from creek bed to top of deck increases to 9'-0". Since the abutments will be built parallel to the stream channel (50 degree skew angel, an increased from the 40 degree for the existing bridge) and at a sufficient distance from the channel to maximize the hydraulic opening, the proposedsubstructure will have a span length of 60 feet, measured along the roadway centerline. A non-permanent detour structure for CR3 Mountain Road must be constructed before removing the temporary bridge. For cost estimating purposes, a triple CMP culvert is assumed utilizing 6'-0" diameter CMP's. (See CEF Part A) Volume of fill is estimated at 191 LY. Additonal engneering servces, includin survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items. Applicant expressed interest and requested utilizing pre-stressed concrete box beams with a cast-in-place reinforced concrete deck, in lieu of in-kind steel beams. This substitution would not be a function of Codes & Standards; neither would an HMP apply, however, this superstructure type (pre-stressed concrete box beams) is no more costly than multiple steel beams with cast in place reinforced concrete deck; and it better meets the project objectives (improved hydraulic opening) and the recommendations set forth in the NYSDOT Bridge Manual. Selection guidelines set forth in the Bridge Manual include the following: 1. For spans not exceeding 100 feet, pre-stressed box beam units are always considered. If the structure is over a stream, pre-stressed concrete is more advantageous because of maintenance and inspection considerations. Elimination of form work for the deck slab minimizes work over the feature. 2. Pre-stressed concrete slab units will be chosen to satisfy critical profile and vertical clearance restrictions. Pre-stressed concrete structures with adjacent boxes require a 6-inch deck while a steel composite structure requires a 91/2 inch deck and a 2 inch minimum haunch. 3. Pre-stressed concrete boxes are preferred over streams where ice and/or debris is a problem. The smooth underside of adjacent units reduces the potential for snagging. In addition to the guidelines set forth for selection of pre-stressed box beams versus steel beams, the Bridge Manual discussed recommendations for the use of unpainted weathering steel, which is the preferred structural steel because of its cost effectiveness. However, unpainted weathering steel is not recommended where bridges are over low water crossings because the steel is prone to delamination under those circumstances. Therefore, painted steel would be required for this location, which would increase the cost of the steel multi girder option. Based on the facts listed above, utilizing pre-stressed concrete box beams with cast-in-place reinforced concrete deck, in lieu of in-kind steel beams is recommended. The Applicant is planning on mitigating the new bridge by utilizing abutment foundations on micro-piles in order to strengthen the foundation and to provide a better support for the superstructure. Abutments bearing on micro-piles driven below scour depth will preclude structural compromise during future events even if creek bed material in front of the abutment stem is scoured away.
477DR3DP-12 CR 40 (Maple Crest Road) Bridge over Batavia Kill - BIN# 3302850 PA-02-NY-4020-PW-06695 PA-02-NY-4020-State-0116(116)
Since all structural elements of the existing bridge were compromised /completely destroyed by Hurricane Irene, replacement is recommended. Replacement is estimated utilizing NYSDOT Preliminary Cost Estimate Worksheet, which is a recognized standard in the State of New York and is derived from historic contracted costs. WORK COMPLETED: Demolition and removal of the destroyed bridge was completed as an emergency measure to prevent a catastrophic drop into the water way. These emergency protective measures costs are captured under SA#9903922, (See PW reference No. 9903922, Cat. C) Preliminar engineerng, LDSA egion 1 Consutant (see attahed list) - Hydraulic analysis to be done by engineer. (See attached fee proposal) - Soil investigation by engineer. (See attached fee proposal) - Survey to be done by engineer. (See attached fee proposal) - Engineering of final design of bridge. Includes coordination of utility relocation. Selection to be qualification based. See LDSA Region 1 Consultant List. - Dimension of final design dependent on NYSDOT Bridge Code for hydraulic opening. - Open competitive solicitation for bridge contractor. Note, contractor may be awarded more than one bridge as a package for cost effectiveness.Construction of new bridge (to pre-disaster condition) to include: - Install cofferdams at each abutment to allow for substructure operations in the creek to include construction of new abutments. - Install reinforced concrete abutments according to County Codes and Standards (NYSDOT). (12 ft tall x 27 ft long along average skew angle 15 degrees x 4ft-7" deep assumed) Erect six steel beams (girders) for the span. (Number of beams and beam spacing according to engineering design). - Install 27 ft x 59.2 ft reinforced concrete deck. - Install 59.2 ft (single steel rail) railing similar to existing.
- Approach pavement removal - 2 each x 27 ft W x 40 ft L/9 = 240 Sy. - Approach sub base construction - 2 each x27ftWx40ftLx 0.75 ft average depth /27 = 60 Cy. Tack coat - 100 gallon. - Bituminous asphalt pavement - 2 each x 27 ft W x 40 ft L/9 = 240 SY.
According to current Codes & Standards, aspects of the bridge will change. (See attached sections requiring bridges to adhere to NYSDOT Bridge Manual.) Applicable Codes & Standards are listed below. - AASHTO Geometric Design of Highways and Streets.
- NYSDOT Standard Specifications, Construction and Materials - NYSDOT Highway Design Manual NYSDOT Bridge Design Manual
- AASHTO LRFD Standard Specifications for Highway Bridges. - NYSDOT Geometric Design Policy for Bridges By Codes & Standards the bottom angle length (dimension for NYSDOT Preliminary Cost Estimate Worksheet) to 48ft-0INand the bridge width increases to 28ft-0in. New bottom angle length is estimated for Codes & Standards

Engineering prior to hydraulic analysis being done. Height from creek bed to top of deck remains 12FT-0IN. According to the NYS Highway Manual Tables 4-1 and 4-4 the two lane widths are 22FT-0IN total with an additional 3 ft on each side for safety and guardrail attachment for a total bridge width of 28ft-0in. NYSDOT Bridge Manual Section 2.4.3 requires a hydraulic analysis and engineering evaluation for hydraulic opening. Above items are included in the Part A NYSDOT Preliminary Cost Estimate Worksheet items based on average weighted unit prices taken from local costs based on contract history. At the time of cost estimate project is 0% complete. Applicant to select engineering firm. Cost data is a combination of NYSDOT Preliminary Cost Estimate Worksheet and average weighted unit prices taken from local costs based on contract history. Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items.
The Applicant is planning on mitigating the new bridge by utilizing abutment foundations on piles in order to strengthen the foundation and to provide a better upport forthe supersructure. In adition, the Applcant proposes to use precast concrete box beams in lieu of in kind steel beams. This substitution would not be a function of codes and standards; however, utilizing a preexist concrete box beams will result in a decrease in the unit cost of the bridge by approximateelt $16/sq ft, thus, it's recommended since it's cost effective. A HMP has been prepared to show the additional cost for these mitigation measures and is attached to this Project Worksheet (PW). According to the most recent bridge inspection report dated April 25, 2011, (Attached), before the disaster event, the CR 40 (Maple Crest Road) Bridge received no flagging and the overall condition rating was 5. No load restriction is posted on the bridge.
477DR3DQ-12 CR10 Culvert in tributary - Ashland PA-02-NY-4020-PW-07794 PA-02-NY-4020-State-0116(116)
For Cat. B Emergency work, see PW #99039N2.
- Direct Administrative Costs - Greene County Highway Dept - FEMA site visit, meetings.
- Direct Administrative Costs - Creighton Manning Engineering - site visits, interact with FEMA, and FEMA meetings. (Senior Project Manager hourly rate from attached invoice. Other items covered by invoice are preliminary engineering costs covered by CEF Part H.2) These are DAC completed to date. As this is a large project, actual costs will be evaluated at close out.
Engineering and design for new culvert replacement to include:
- Preliminary engineering by Creighton Manning, LDSA Region 1 Consultant
- Survey to be done by engineer.
- Geotechnical Investigation to be done by engineer.
- Hydraulic analysis to be done by engineer.
- Engineering of final design of culvert. Selection of engineer to be qualification based. See LDSA Region 1 Consultant list. Includes coordination of utility relocation.
- Dimensions of final design dependent on NYSDOT Code for hydraulic opening. (low volume standard)
- Open competitive solicitation for contractor. Note, contractor may be awarded more than one facility as a package for cost effectiveness.
- The County-owned temporary bridge must be disassembled and removed from the site.
Construction of new culvert (to pre-disaster condition) to include:
Functions/activities that are required to complete the Scope of Work but are not applicable to the Damage Description, i.e.:
- Excavate stone rip rap (to clear area for new substructure). (30' x 13.42' x 3') x 2 sides = 2,416 cu ft = 90 CY
- Load and haul away rip rap. (90 CY) Rip Rap was placed for temporary bridge.
Functions/activties that are required to complete the Scope of Work, i.e.:
- Install cofferdams or temporary water diversion to allow for operations in the creek.
- Install new corrugated metal culvert. (8' opening, 18' culvert barrel length)
- Fill and compact (12” lifts) to 6’-0” road height from creek bed.
- Lay new asphalt road surface.
According to current Codes & Standards, aspects of the culvert will change. Applicable Codes & Standards are listed below.
- AASHTO Geometric Design of Highways and Streets
- NYSDOT Standard Specifications, Construction and Materials
- NYSDOT Highway Design Manual Rev. 63, Chapter 19: Reinforced Concrete Box Culverts and Similar Structurs.
ByCodes &Standards the lngth of barrel o the culvert is estimated to increase from 18'-0" to 23’-0” and the corrugated metal arch diameter increases from 9'-0" to 13’-0”. New barrel length and opening are estimated for Codes & Standards by Creighton Manning Engineering prior to hydraulic analysis being done. Height from creek bed to top of deck remains 6’-0”.
Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items.
477DR3DR-12 Mill Hollow Road (Upper Bridge over East Kill (Bin#21011140) PA-02-NY-4020-PW-06919 PA-02-NY-4020-State-0116(116)
Since all structural elements of the existing bridge were compromised /completely destroyed by Hurricane Irene, replacement is recommended. Replacement is estimated utilizing NYSDOT Preliminary Cost Estimate Worksheet, which is a recognized standard in the State of New York and is derived from historic contracted costs. WORK TO BE COMPLETED: - Preliminary engineering, including preliminary design, environmental documentation and permitting - Hydraulic analysis - by engineer. (See attached fee proposal) - Soil investigation - by

engineer. (See attached fee proposal) - Survey to be done by engineer. (See attached fee proposal)
Engineering Services- Includes final design package, specifications and estimates, Preparation of bid documents and bidder review, procurement of bids, construction phase administration and inspection, and coordination of utility relocation (if required). Selection is based on qualification; LDSA Region 1 Consultant (See attached list). Creighton Manning was selected. - Dimension of final design dependent on NYSDOT Bridge Code for hydraulic opening. - Open competitive solicitation for bridge contractor. Note, contractor may be awarded more than one bridge/culvert as a package for cost effectiveness. Construction of new bridge (to pre-disaster condition) to include: - Install cofferdams at each abutment to allow for substructure operations in the creek to include construction of new abutments and wingwalls. - Install reinforced concrete abutments according to County Codes and Standards (NYSDOT). (11.9 ft wide x 15 ft tall x 4.7 ft deep assumed). Installation of concrete wingwall according to County Codes and Standards. - Erect steel beams for 72 ft span (Number of beams and beam spacing according to engineering design) and steel truss similar to existing. - Install 11.9 ft wide x 72 ft long timber deck. - Install 72 ft (single pipe rail), railing similar to existing - construct bridge begin and end approaches, and associated embankment fill by performing the following: Unclassified Excavation and Disposal of 250 CY; Placement of 1220 Cy of embankment fill; Placement of 200 CY of select structural fill; Structural excavation of 450 CY; Installation of 152 CY of subbase course, Type 2; Installation of 19 Ton of 12.5 F2 top surface course asphalt; and Installation of 38 Ton of 19 F9 binder course asphalt.
According to current Codes & Standards, aspects of the bridg will change (See attachd sections requiing bridges to adere to NYSDOT Bridge Manual.) Applicable Codes & Standards including but not limited to the list below: AASHTO Geometric Design of Highways and Streets NYSDOT Standard Specifications, Construction and Materials NYSDOT Highway Design Manual - NYSDOT Bridge Design Manual - AASHTO LRFD Standard Specifications for Highway Bridges - NYSDOT Geometric Design Policy for Bridges A hydrological/hydraulic analysis (50-year storm event) of the bridge crossing was completed by Creighton Manning (Attached) to evaluate the effects that a replacement bridge would have on upstream and down stream water surface elevations and velocities. The NYSDOT Highway Design Manual recommends that the maximum backwater elevation (headwater) at a bridge crossing during the 50-year design flood be a minimum of 2 feet below the low point of the roadway. Based on the results of the hydraulic analysis, replacing the bridge with 90 ft long x 18 ft wide out to out (16 ft clear roadway), pre-stressed concrete box beam superstructure with a composite concrete deck will provides an improvement to the hydraulic characteristics of the bridge by providing an increased span length, increased structure opening and increased structure width. The proposed bridge structure under this option provides a minimum of 2.11 feet of freeboard during the 50-year storm event, which meets/exceeds the NYSDOT standard of 2 feet for bridge crossing, (see attached Hydrological/hydraulic Analysis Report). Mitigation achieved through Codes and Standards. As stated above, based on the results of the hydraulic analysis and per Codes & Standards the proposed replacement bridge will be pre-stressed concrete box beam superstructure with a composite concrete deck. The bottom angle length (dimension of roadway width for the bridge to be used in the NYSDOT Preliminary Cost Estimate Worksheet) is estimated to increase to 90-0" and the bridge width increases to 18'-0". Height from creek bed to top of deck remains 16'-0" and the skew angel remains zero. At the time of preparation this cost estimate, the project is 0% complete. Applicant to select a contractor. Cost data is a combination of NYSDOT Preliminary Cost Estimate Worksheet and average weighted unit prices taken from local costs based on contract history. Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items. FOR FURTHER QC REVIEW: According to the most recent bridge inspection report (May 11, 2011) before the disaster event, the Mill Hollow Road (Upper) Bridge received 4 Yellow Flags and one Safety Flag. The Safety Flag was issued for bridge railing. Yellow Flags were as follows: - Yellow Flag: Begin Abutment scour and undermining. - Yellow Flag: End abutment scour and undermining. - Yellow Flag: Interior stringer S5 section loss and fascia stringer S1 section loss.
- Yellow Flag: Secondary horizontal cross bracing is broken or severely degraded at each end panel (begin left & right braces and end left & right braces) Hurricane Irene destroyed Mill Hollow Road (Upper) Bridge before any plan for repair could be put in place. Note, NYSDOT Yellow Flag used to reort a potentilly hazardouscondition that wold probably becomea clear and present danger if left unreported beyond the next anticipated inspection. The yellow Flag can also be used to report actual or imminent failure of non-critical structural components, if its failure would reduce the bridge's reserve capacity or redundancy but would not result in structural collapse. The Safety Flag used to report a condition presenting a clear and present danger to vehicle or pedestrian traffic, but not structural failure or collapse. (NYSDOT Inspection Flagging Procedure for Bridges). See attached bridge inspection report. In addition, and per the referenced bridge inspection report, the bridge computed condition rating was "3.158" and the general recommendation was "3.0".
Note: Numerical rating "3" is used for serious deterioration, or not functioning as originally designed. (See attached NYSDOT Inspection Flagging Procedure for Bridges). In order to reduce the potential for future scour of the substructure, the applicant proposes to install the replacement bridge foundations on piles in lieu of replacing the spread on-earth footings in kind, in addition, the Applicant proposes to place approximately 180 CY of riprap material near the embankment on both sides to provide a better slope protection. Utilizing a pile foundation and placing riprap will minimize the potential for structural damage from scour during future similar storm events. However, because this is a replacement project funding for the additional pile foundation as Hazard Mitigation measures are not eligible for PA funding. See FEMA PA Guide, June 2007 "cannot be applied to replacement ... applies only to repairs."
477DR3DS-12 CR 23C Culvert (Near 296/Ryan Rd.) over Tributary to the East Kill PA-02-NY-4020-PW-06189 PA-

02-NY-4020-State-0116(116)
Since all structural elements of the existing culvert were compromised /completely destroyed by Hurricane Irene, replacement is recommended. Replacement is estimated utilizing NYSDOT Preliminary Cost Estimate Worksheet, which is a recognized standard in the State of New York and is derived from historic contracted costs. WORK COMPLETED: Demolition, removal of the destroyed culvert and construction of a temporary bridge were completed as an emergency measure. These emergency protective measures costs are captured under SA#9903943, (See PW reference No. 9903943, Cat. B Preliminary engineering, including preliminary design
- Hydraulic analysis - by engineer. (See attached fee proposal) - Soil investigation - by engineer. (See attached fee proposal) - Survey to be done by engineer. (See attached fee proposal) - Engineering of final design of bridge. Includes final design package, procurement of bids, construction phase and coordination of utility relocation (if required). Selection is based on qualification and Barton & Loguidice, P.C. Consultant was selected. - Dimension of final design dependent on NYSDOT Bridge Code for hydraulic opening. - Open competitive solicitation for bridge/culvert contractor. Note, contractor may be awarded more than one bridge/culvert as a package for cost effectiveness. Construction of new culvert (to pre-disaster condition) to include: - The NY State-owned temporary bridge must be disassembled and returned to a NYSDOT facility, as it lies along the existing roadway alignment. Accordingto the draftedagreement between YSDOT and Greene Conty, 'Municipality will disassemble the temporary structure as per the recommendations of Acrow Bridges, and return the Acrow bridge to the NYSDOT Region 3 Syracuse designated storage facility within 30 days of opening of the new bridge to traffic.' - Install cofferdam and dewatering. - Culvert replacement with a similar size structure as the one originally in place (17-foot single span corrugated metal pipe/arch x 55 ft length) with footings according to County Codes and Standards. Over roadway height (rise) is 7 feet 2 inch. -Construct 23 foot wide roadway width(2- 9.5 foot travel lanes, 2-2 foot shoulders, provisions for railings) to match the adjacent highway sections. - Install 55 ft (single steel rail) railing similar to existing.
- Approach pavement removal - 2 each x 24 ft W x 40 ft L/9 = 214 Sy. -Approach sub base construction - 2 each x 24 ft W x 40 ft L x 1.0 ft average depth /27 = 72 Cy. - Tack coat - 100 gallon - Bituminous asphalt pavement - 2 each x 24 ft W x 40 ft L/9 = 214 SY.
According to current Codes & Standards, aspects of the culvert will change. (See attached sections requiring bridges/culvert to adhere to NYSDOT Bridge Manual.) Applicable Codes & Standards are listed below: - AASHTO Geometric Design of Highways and Streets
- NYSDOT Highway Design Manual - NYSDOT Bridge Design Manual - AASHTO LRFD Standard Specifications for Highway Bridges - NYSDOT Geometric Design Policy for Bridges By Codes & Standards the bottom angle length (dimension of roadway width for the culvert to be used in the NYSDOT Preliminary Cost Estimate Worksheet) is estimated to increase to 25'-0". A hydrological/hydraulic analysis (50-year and 100 year storm events) of the culvert crossing was completed by Barton & Loguidice, P.C. (Attached) to evaluate the effects that a replacement culvert would have on upstream and downstream water surface elevations and velocities. The NYSDOT Highway Design Manual recommends that the maximum backwater elevation (headwater) at a culvert crossing during the 50-year design flood be a minimum of 2 feet below the low point of the roadway. Based on this hydraulic analysis, replacing the culvert to predisaster condition (17 foot span, 7'-2" rise aluminum structural plate arch structure) will cause the water surface profile to inundates the low chord (arch crown) during the 50- year storm event and overtops the roadway to a depth of 1.81 feet during the 100-year storm event. The maximum backwater elevation during the 50-year storm event is 0.43 feet below the roadway low point, which is less than the NYSDOT standard of 2 feet for culvert crossing. Therefore, an increased in culvert size will be required. Based on the results of the hydraulic analysis, replacing the culvert with a 19-foot span, 10 foot rise three-sided concrete rigid frame structure will provides an improvement to the hydraulic characteristics of the culvert by providing an increased span length, increased structure opening and an increased low chord elevation. The proposed culvert structure under this option provides 0.96 feet of freeboard during the 50-year storm event and the maximum backwater elevation during the 50-year storm event is 3.54 feet below the roadway low point, which meets/exceeds the NYSDOT standard of 2 feet for culvert crossing. The concret rigid fram structur provides a 56% incease in the bridge oening area and reduces water surface elevations in the vicinity of the bridge by approximately three to four feet during the 50 and 100-year storm events. Also, provides for a passage of the 100-year storm event without overtopping the roadway and results in lower stream flow velocities through the structure. (see attached Hydrological/hydraulic Analysis Report). Mitigation achieved through Codes and Standards. At the time of preparation this cost estimate, the project is 0% complete. Applicant to select a contractor. Cost data is a combination of NYSDOT Preliminary Cost Estimate Worksheet and average weighted unit prices taken from local costs based on contract history. Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items.
In order to reduce the potential for future scour of the substructure, the applicant proposes to install the replacement culvert foundations on piles in lieu of replacing the spread on-earth footings in kind. in addition the proposed structure will be constructed with concrete wingwalls and headwalls in order to properly retain and protect the roadway embankment adjacent to the structure. Construction of a structure with wingwalls and headwalls, and utilizing a pile foundation, will minimize the potential for structural damage from scour during future similar storm events. Also, the Applicant proposes to place riprap material near the embankment on both sides to provide a better slope protection. A HMP has been prepared to show the additional cost for these mitigation measures and is attached to this Project Worksheet (PW).

477DR3DU-12 Road Shoulders, Surface, Approach Ramp PA-02-NY-4020-PW-09145 PA-02-NY-4020-State-0122(122)
Site #1. The applicant, utilizing force labor and equipment, repaired CR-10 in the town of Town of Ashland in Greene County near CR-4. Beginning at approximately 42.33308 -74.37572 on the South side of CR-10, ending at approximately 42.33364 -74.37735 the applicant repaired the shoulder by filling and grading an area of approximatley 475LF x 2.25LF x .75LF = 801.56CF / 27 = 29.7CY with approximately 24.75TON of light stone fill.
site #2. The applicant, utilizing force labor and equipment, repaired the damaged areas on CR-10 in the town of Ashland in Greene County West of CR-32C beginning at approximately 42.33421 - 74.31212 continuing West, the North shoulder was filled and graded for an area of 435LF x 4LF x 3LF = 5232CF / 27 = 193.33CY with 187.07TON / 1.4 = 133.62CY Unclassified Fill and 74.44TON / 1.3 = 60CY Unclassified Fill #2. The North ditch was also filled for an area of approximately 500LF x 4.25LF x .75LF = 1593.75CF / 27 = 59CY with 71TON / 1.2 = 59CY Slope Stone.
Site #3. The applicant, utilizing force labor and equipment from Columbia County, repaired CR-10 in the town of Ashland in Greene County West of CR-32C beginning at approximately 42.33723 -74.30280 an area of approximately 200LF x 5LF x 6LF = 6000CF / 27 = 222CY of the North shoulder encroaching into the road bed and road surface by filling and grading with approximately 310.74TON / 1.4 = 222CY of Unclassified Fill. An area of approximately 160LF x 4LF .75LF = 480C / 27 = 17.7CY o the North ditch sloe stone lining was reaired by filling with approximately 21.28TON / 1.2 = 17.7 CY of Slope Stone. An area of approximately 250LF x 2LF x .75LF = 375CF / 27 = 13.9CY of the South shoulder was repaired by filling and grading approximately 19.47TON / 1.4 = 19.9CY of Item 4 (1 1/4IN crusher run).
NOTE: A separate PW was submitted by Columbia County for the force labor and equipment charges associated with this repair. Greene County was billed directly for the materials used and this PW, PW9903950, contains the material costs only.
Site #4. Utilizing force account labor and equipment, the applicant repaired CR-10 in the Town of Windham in Greene County East of Breezy Hill Road beginning at approximately 42.34927 -74.27406 continuing West an area of approximately 78LF x 18LF x 1.75LF = 2457CF / 27 = 91CY by filling, and grading the area with approximately 91CY of stone fill above two 36IN steal culverts, which overflowed. The stone fill was comprised of approximately 40.43TON / 1.3 = 31.1CY of Unclassified Fill #2, 42.85TON / 1.4 = 30.6CY of Unclassified Fill, and 42.24TON / 1.4 = 30.2CY of Item 4 (1 1/4 crusher run). An area of approximately 85LF x 19LF = 1615SF / 9 = 179.44SY, above and around the filled area was paved to a depth of 2IN with approximately 19.75TON of Type 6 TOP asphalt utilizing force account labor and equipment and assisted by, contract, KCK Paving.
Site #5. Utilizing force account labor and equipment the applicant repaired CR-16 near the intersection of Farrell Road in the Town of Hunter in Greene County beginning at approximately 42.164202 -74.128973 and continuing West for an area of approximately 672LF X 3LF X 1.5LF = 3024CF / 27 = 112CY of CR-16 North shoulder by filling and grading the area with approximately 168TON / 1.5 = 112CY of Item 4 (1 1/4 crusher run). NOTE: conversion factor used, 1.5, is stated by the applicant.
Site #6. Utilizing force labor and equipment from Columbia County and the Town of Claverack, the applicant repaired Mill Hollow Road near the intersection of CR-17, at the bridge over the East Kill, BIN 3-20113-0. The bridge approach ramp was filled and graded for an area of approximately 40LF x 24LF x 10.5LF = 10080CF / 27 = 364.57CY with 510.32TON / 1.4 = 364.5CY of Unclassified stone fill.
NOTE: A separate PW, PW99999 was submitted by Columbia County and the Town of Claverack for the force labor and equipment charges associated with this repair. Greene County was billed directly for the materials used and this PW, PW9903950, contains the material costs only.
Site #7. The applicant, utilizing force labor and equipment and normal purchasing procedures, repaired the North West gabion basket wingwall consisting of an area of approximately 12LF x 14LF x 8.2LF = 1377.6CF / 27 = 51CY and repaired the damaged asphalt cap in an area of approximately 3LF x 12LF = 36SF / 9 = 4SY. The applicant filled the damaged area and reset the gabion baskets with approximately 67.57TON of stone fill and filled over that area with 4.5TON of crusher run for a total of 72.07TON / 1.4 = 51CY of stone fill and repaved the damaged asphalt cap area of approximately 3LF x 12LF to a depth of 3IN with approximately .7TON of Super Pave asphalt.
NOTE: The force account labor and equipment hours, as well as the material costs, for paving the damaged area in ths PW have beenreduced from the mounts shown in the atached documentation.&bsp; The total amounts claimed include labor, equipment and materials that the applicant used to repair damaged areas that are not included in this PW.
Site #8. The applicant, utilizing a contract with Van Etten Trucking, repaired CR-79, Church Street, in the Town of Windham in Greene county. At approximately 42.30484 -74.25093, the South end of the bridge over the Batavia Kill, and continuing South, both the West and East edges of the road were repaired. On the West side an area of approximately 102LF x 3LF x 3LF = 918CF / 27 = 34CY of the shoulder and small sections of the pavement cap were filled and graded with approximately 47.83TON of Item 4 (1 - 1/4). On the East side an area of approximately 85LF x 4LF x3LF = 1020CF / 27 = 37.7CY of the road shoulder, slope stone lined ditch, and small sections of the pavement cap were filled and graded with approximately 47.83TON of Slope Material and borrow fill.
Site #9. Utilizing force labor and equipment, on CR-13A, the applicant removed the sand and gravel deposited from a culvert located approximately 42.242733 -74.368918 for an area of approximately 27LF x 23LF x 5LF = 3105CF / 27 = 115CY. The applicant removed a stockpile of sand and gravel was located at the end of CR-13A at approximately 42.243794 -74.371106 of approximately 43LF x 30LF x 6LF = 7740CF / 27 = 286.7CY from a previous removal of flood related material from the road surface of CR-13A. All the material was transported to, and stockpiled at, the Jewett Quarry site for future use as borrow fill where needed.

Site #10. Utilizing force labor and equipment from Columbia County and the Town of Claverack, the applicant repaired CR-15 at approximately 200LF North of CR-23 beginning at 42.304040 -72.333099 continuing North by filling and grading an area of approximately 89LF x 3LF x 3LF = 801CF / 27 = 29.7CY of the West shoulder and a portion of the road cap with 29.88CY of stone fill.
NOTE: A separate PW, PW99999 was submitted by Columbia County for the force labor and equipment charges associated with this repair. Greene County was billed directly for the materials used and this PW, PW9903950, contains the material costs only.
Site #11. During the period 9/6/11 through 10/17/11 the applicant, utilizing force labor and equipment, hauled 85.12TON of Crusher run, 769.5TON of Light Stone Fill, 31.03TON of Slope Material, 35.61TON of Fine Stone Fill and 17.34TON of Heavy Stone Fill to the Building 5 Stock Pile to create a material stock pile to be used to repair storm related damages in Green County. During the period 9/6/11 through 10/17/11 the applicant, utilizing force labor and equipment, hauled 525.17TON of Slope Stone, 48.39TON of Scalpings, 35.92TON of Light Stone Fill, and 37.22TON of Medium Stone Fill to the Jewett Quarry Stock Pile to create a material stock pile to be used to repair storm related damages in Greene County.
Site #12. The applicant, utilizing force labor and equipment repaired CR-6, Spruceton Road, a rural road approximately 18LF wide made up of a compacted gravel base with a 3IN asphalt cap, in the town of Lexington in Greene county, that was damaged in two locations. At approximately 42.20395 -74.37939, 228 Spruceton Road, proceeding West the applicant repaired an area of aproximately 4275LF x 3LF x 1.5LF 427.5CF / 27 = 15.83CYof the North road shouler by filling and grading the area with approximately 18.74TON of stone fill. At approximately 42.20063 -74.36469, 578 Spruceton Road, proceeding West the applicant repaired an area of approximately 264LFx 3LF x1.5LF = 1188CF / 27 = 44.02CY on the North road shoulder by filling a grading the area with approximately 50.43TON of purchased stone fill and 11.2 TON of borrow fill for a total of 61.63TON of stone fill.
Site #13. CR-6, Spruceton Road, at approximately 42.198856 -74.354419, at a concrete box culvert, the applicant, utilizing force account labor and equipment, repaired an area of approximately 30LF x 7LF x 10LF = 2100CF / 27 = 77.78CY by filling and grading it with approximately 62.76TON / 1.4 = 44.8CY of Heavy Stone fill, 31.36TON / 1.4 = 22.4CY of Stackable Rip Rap, 9.08TON / 1.4 = 6.5CY of Light Stone fill, and 4CY of Borrow fill, on the down stream, or North, side.
Site #14. The applicant, utilizing force labor and equipment, repaired CR-6, Spruceton Road, at approximately 42.1985 -74.35206 proceeding West, where portions of both the North and South road shoulder were washed away. On the North side, the applicant repaired an area of the shoulder that was washed away approximately 115LF x 3LF x 2.5LF = 5625CF / 27 = 31.9CY by filling and grading the area with approximately 31.52TON / 1.5 = 21CY of Item 4 (1-1/4) and 16.5TOn / 1.5 = 11CY of borrow fill. On the South side the applicant repaired an area of the shoulder that was washed away approximately 132LF x 3LF x 2.5LF = 990CF / 27 = 36.7CY by grading and filling the area with approximately 31.52TON / 1.5 = 21CY of Item 4 (1 1/4) fill and 23.55TON / 1.5 = 15.7CY of borrow fill.
Site #15. The applicant, utilizing Columbia County and the Town of Claverack force account labor and equipment, repaired damaged areas on CR-17, CR-21, CR-40, Cr-56, Mill Hollow, Maplecrest, and CR-23C by filling and grading the damaged areas with ITEM 4 from the Windham stockpile. The Truck #82 Town of Claverack on 9/3/11 hauled approximately 108TON, on 9/4 hauled approximately 216TON, on 9/6/11 hauled approximately 162TON, on 9/12/11 hauled approximately 243, on 9/13/11 hauled approximately 54TON, on 9/14/11 hauled approximately 189TON. The Truck #84 on 9/2/11 hauled approximately 297TON, on 9/3/11 hauled approximately 54TON, on 9/4/11 hauled approximately 27TON, on 9/6/11 hauled approximately 216TON, on 9/7/11 hauled approximately 297TON, on 9/12/11 hauled approximately 27TON, on 9/13/11 hauled approximately 54 TON, on 9/14/11 hauled approximately 54 TON.
NOTE: Columbia County and the Town of Claverack submitted their own PW's for their force account labor and equipment pertaining to this work completed in Greene County. This PW, PW9903950, contains only the material costs charged to Greene County when Greene County established the material stockpile.
Site 16 CR 23C (42.26380, -74.32728) - Repaired a section of the existing asphalt roadway embankment 60 ft long x 22 ft wide x 1 ft deep (ave.) = 1,320.cf / 27 = 48.9cy (48.9cy x unit weight of crusher run stone of 1.75 tons/cy = 85.6 tons . Replaced a section of the asphalt pavement 60 ft long x 22 ft wide x 4 inches thick = 439.6 cf x 140 lbs/cf = 30.8 tons.
Site 17 CR 13 (42.25815, -74.33605) - Repaired a section of the existing asphalt roadway embankment 40 ft lon x 5 ft wide x 1 f deep (ave.) = 200.cf / 7 = 7.4cy (7.4cy x unit weight of crusher run stone of 1.75 tons/cy = 13 tons. Repaired a section of the asphalt pavement 40 ft long x 5 ft wide x 4 inches thick = 66.6 cf x 140 lbs/cf = 4.7 tons.
Site 18 CR 52 (42.26193, -74.35617) - Reshaped a section of the existing roadside drainage ditch 100 ft long x 5 ft wide x 1 ft deep (ave.).
Site 19 CR 23C (42.26057, -74.30663) - Repaired a section of the existing asphalt roadway embankment 150 ft long x 22 ft wide x 2 ft deep (ave.) = 6,600.cf / 27 = 244.4cy (244.4cy x unit weight of crusher run stone of 1.75 tons/cy = 427.7 tons.. Replaced a section of the asphalt pavement 150 ft long x 22 ft wide x 4 inches thick = 1,099. cf x 140 lbs/cf = 76.9 tons.
Site 20 CR 17 (42.26280, -74.30380) - Replaced a section of the existing asphalt roadway embankment 50 ft long x 5 ft wide x 5 ft deep (ave.) = 1,250.cf / 27 = 46.3cy (46.3cy x unit weight of crusher run stone of 1.75 tons/cy = 81.0 tons.
Site 21 CR 77 (42.26053, -74.28648) - Repaired a section of the existing roadway shoulders embankment 100 ft long x 3 ft wide x 3 ft deep (ave.) = 900.cf / 27 = 33.3cy (33.3cy x unit weight of slope stone of 1.75 tons/cy =

58.3.0 tons. and Reshaped a section of roadside drainage ditch 100 ft long x 3 ft wide.
Site 22 CR 03 (42.18832, -74.49173) - Replaced a section of the existing stone headwalls on the upstream and downstream end of the culvert 80 ft long x 6 ft high x 2 ft wide = 960. cf x 150 lbs/cf (stacked stone) = 72 tons. Replaced the existing steel bridge rails 40 ft long.
Site 23 CR 23C (42.24412, -74.17078) -Cleaned up old broken pieces of bridge rail.
Site 23 CR 23C (42.24412, -74.17078) - Replace a 57 ft section the existing steel bridge rails.
Site 24 CR 1 (42.19415, -74.49572) - Replace a 30 ft long section existing steel bridge rails.
Site 25 CR 03 (42.21944, -74.47155) - Replace a section of the existing roadway embankment armor 93 ft long x 10 ft wide x 2 ft deep (ave.) = 1860.cf / 27 = 68.9cy (68.9cy x unit weight of medium stone fill of 1.75 tons/cy = 120 tons.
477DR3DT-12 Benjamin Rd Bridge over Stoney Clove Creek PA-02-NY-4020-PW-05509 PA-02-NY-4020-State-0116(116)
For Cat. B see PW #990391, repair of embankment and costs associated with the temporary bridge. - Preliminary engineering by Wilbur Smith, LDSA Region 1 Consultant (see attached list & resolution for consultant engineering services) - Hydraulic analysis to be done by engineer. (See attached fee proposal) - Soil investigation by engineer. (See attached fee proposal) - Survey to be done by engineer. (See attached fee proposal) - Engineering of final design of bridge. Includes coordination of utility relocation. Qualification based selection of engineer. (See CEF Part H.2 for estimate of engineering costs) - Dimensions of final design dependent on NYSDOT Bridge Code for hydraulic opening. - Open competitive solicitation for bridge contractor. Note, contractor may be awarded more than one bridge as a package for cost effectiveness A repair versus replace cost comparison was done. (See attached.) Repair estimate assumes jacking of superstructure in order to repair abutments below. Replacement construction costs are estimated utilizing NYSDOT Preliminary Cos Estimate Worksheet, whic is a recognized standardin the State of New York. As repair construction cost ($121,752 estimated with RSMeans) is greater than 50% of the replacement construction cost ($172,640), replacement of bridge is eligible. (See CEF Part A) Benjamin Road Bridge was a single span 16'-0" wide single lane bridge with 'bottom angle distance' of approximately 22'-5" and the repair vs. replace comparison was done for those dimensions. Replacement estimate (to pre-disaster condition) includes:
- Install cofferdams at each abutment to allow for substructure operations in the creek to include: substructure removal, and construction of new abutments. - Removal of superstructure - guardrail, timber deck, steel beams. - Remove both damaged stacked stone abutments with shotcrete cover. (16’ wide x 11’ tall x 4'-7" deep, assumed) - Construct (16’ wide x 11’ tall x 4'-7" deep) reinforced concrete abutments according to County Codes and Standards. Stacked stone abutments are no longer standard. Install gabion basket protection for wingwalls. (approx. 24'x3'x3')- Erect (32’-0” centerline of bearing to centerline of bearing) steel beams. - Install (34’-0” long x 16’-0” wide) timber deck. Curb to curb width is 14’-0”. - Install 2’-8” tall 2-rail steel guard rail similar to existing. (64’each side = 128’) - Northwest gravel bridge approach reconstruction. (200'x15.25'x1') - Maintenance of traffic during construction. - Minor staging of substructure during construction. According to current Codes & Standards, aspects of the bridge will change. (See attached sections requiring bridges to adhere to NYSDOT Bridge Manual.) Applicable Codes & Standards are listed below. - AASHTO Geometric Design of Highways and Streets. - NYSDOT Standard Specifications, Construction and Materials - NYSDOT Highway Design Manual - NYSDOT Bridge Design Manua - AASHTO LRFD Standard Specifications for Highway Bridges - NYSDOT Geometric Design Policy for Bridges By Codes & Standards the bottom angle length (dimension for NYSDOT Preliminary Cost Estimate Worksheet) is estimated to increase to 32'-0" and the bridge width increases to 18'-0". (See attached NYSDOT Code for one-lane bridges. Codes states 16'-0" lane, but because of shortened span length use 15'-0" lane. 15'-0" lane width plus 1'-6" on each side for curb and guardrail anchorage equals 18'-0" overall bridge width.) Height from creek bed to top of deck remains 12.7'. Timber deck will be changed to reinforced concrete deck with integral wearing surface composite with the steel beams as the current standard for new construction. (See attached NYSDOT Bridge Manual Section 5.1.2.2) Mitigation achieved through Codes & Standards. Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services that are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items. Applicant expressed interest and requested utilizing pre-stressed concrete box beams with a cast-in-place reinforced concrete deck, in lieu of in-kind seel beams. This substitutin would not be a function of Codes & Standards; neither would an HMP apply due to this project is for total replacement, however, this superstructure type (pre-stressed concrete box beams) is no more costly than multiple steel beams with cast in place reinforced concrete deck; and it better meets the project objectives (improved hydraulic opening) and the recommendations set forth in the NYSDOT Bridge Manual. Selection guidelines set forth in the Bridge Manual include the following: 1. For spans not exceeding 100 feet, pre-stressed box beam units are always considered. If the structure is over a stream, pre-stressed concrete is more advantageous because of maintenance and inspection considerations. Elimination of form work for the deck slab minimizes work over the feature.
2. Pre-stressed concrete slab units will be chosen to satisfy critical profile and vertical clearance restrictions. Pre-stressed concrete structures with adjacent boxes require a 6-inch deck while a steel composite structure requires a 91/2 inch deck and a 2 inch minimum haunch. 3. Pre-stressed concrete boxes are preferred over streams where ice and/or debris is a problem. The smooth underside of adjacent units reduces the potential for snagging. In addition to the guidelines set forth for selection of pre-stressed box beams versus steel beams, the Bridge Manual discussed recommendations for the use of unpainted weathering steel, which is the preferred structural steel because of its cost effectiveness. However, unpainted weathering steel is not recommended where bridges are over

low water crossings because the steel is prone to delamination under those circumstances. Therefore, painted steel would be required for this location, which would increase the cost of the steel multi girder option. Based on the facts listed above, utilizing pre-stressed concrete box beams with cast-in-place reinforced concrete deck, in lieu of in-kind steel beams is recommended. The Applicant is planning on mitigating the new bridge by utilizing abutment foundations on micro-piles in order to strengthen the foundation and to provide a better support for the superstructure. Abutments bearing on micro-piles driven below scour depth will preclude structural compromise during future events even if creek bed material in front of the abutment stem is scoured away. A HMP has been prepared to show the additional cost for this mitigation measures and is attached to this
Project Worksheet (PW)
477DR3DV-12 CR10 Culvert Over Tributary PA-02-NY-4020-PW-04636 PA-02-NY-4020-State-0122(122)
Prattsville, 330 ft west of intersection with Etta Post Rd
For Cat. B Emergency work, see PW #99039S2.
- Direct Administrative Costs - Greene County Highway Dept - site visit, meetings.
- Direct Administrative Costs - Creighton Manning Engineering - site visits, interact with FEMA, and FEMA meetings. (Senior Project Manager hourly rate from attached invoice. Other items covered by invoice, and clarified in attached email, are preliminary engineering costs covered by CEF Part H.2) These are DAC completed to date. As this is a large project, actual costs will be evaluated at close out.
- Preliminary engineering by Creighton Manning, LDSA Region 1 Consultant (see attached list)
- Survey to be done by engineer. (See attached proposal) - Geotechnical Investigation to be done by engineer. (See attached proposal)
Hydraulic analysis to be doe by engineer. (See attached proposal) - Engineering of final design of culvert. Selection of engineer to be qualification based. See LDSA Region 1 Consultant list Includes coordination of utility relocation. - Dimensions of final design dependent on NYSDOT Code for hydraulic opening, (low volume standard) - Open competitive solicitation for contractor. Note, contractor may be awarded more than one facility as a package for cost effectiveness. - The contractor-owned temporary bridge must be disassembled and removed from the site. Construction of new culvert (to pre-disaster condition) to include: Functions/activities that are required to complete the Scope of Work but are not applicable to the Damage Description, i.e.: - Disassemble and remove temporary bridge over CR10 culvert. (See CEF Part A) - Excavate gravel and fill around corrugated metal arch. (360 BCY) - Install cofferdams or temporary water diversion to allow for operations in the creek. Functions/activities that are required to complete the Scope of Work, i.e.:
- Demolish damaged concrete headwalls and wing walls. (52 CY) - Load and haul away excavated gravel, broken concrete, and corrugated metal arch. (428 CY) - Install new corrugated metal arch. (18'-0" deformed diameter x 23'-0" barrel length in lieu of original 12'-0" wide x 10'-0" tall x 20'-0" barrel length - per anticipated Codes & Standards) - Form and pour new cast-in-place reinforced concrete headwalls and wing walls. - Fill and compact (12" lifts) to 15'-0" road height from creek bed. (1494 sq ft of shoulder break area) - Lay new asphalt road surface. (1494 sq ft of shoulder break area) - Install vehicle guardrail on each side of the road.
According to current Codes & Standards, aspects of the culvert will change. Applicable Codes & Standards are listed below.
- AASHTO Geometric Design of Highways and Streets - NYSDOT Standard Specifications, Construction and Materials
- NYSDOT Highway Design Manual Rev. 63, Chapter 19: Reinforced Concrete Box Culverts and Similar Structures.
By Codes & Standards the length of barrel of the culvert is estimated to increase from 20'-0" to 23'-0" and the corrugated metal arch diameter increases from 12'-0" to 18'-0". New bottom angle length is estimated for Codes & Standards by Creighton Manning Engineering prior to hydraulic analysis being done. Height from creek bed to top of deck remains 15'-0".
Additional engineering services, including survey, geotechnical investigation, and hydraulic analysis, are additional services mat are not accounted for in the standard engineering curves in CEF. Therefore they are added as separate line items.
477DR3II-12 CR19- Ashland and Windham PA-02-NY-4020-PW-07241 PA-02-NY-4020-State-0131(131)
To repair road shoulders, clean out culverts, and clean and reshape roadside ditches, applicant used a combination of contract and Force Account Regular Time Labor (44 hours), Eligible Overtime (23.75 hours), Equipment (61 hours), Rental Equipment (4 hours), and materials to perform repairs to the following two sites:
Site #1 (GPS 42.336409, -74.287661
Contractor replaced and compacted (25 ft L X 20 ft W X .095 ft D) = 1.8 CY (3.33 tons) of bituminous concrete road surface.
Applicant replaced (20 ft L X 15 ft W X 1.54 ft D) = 17.1 CY (24.04 tons) of aggregate material from behind the rip rap bank and around the headwallwith (20 ft L X 15 ft W X 1.5 ft D) = 17.1 |CY (24.04 tons) of aggregate material (Item #4).
Applicant removed 2 X (20 ft L X10 ft W X 5 ft D = 37 CY = 63 tons) = 74 CY (126 tons) of gravel from both ends of clogged culvert, hauled away and used on 11/28/11 to fill intermittent washouts along road.
Site #2: (GPS 42.335471, -74.287369)
*Contractor replaced and compacted (100 ft L X 20 ft W X .095 ft D) = 7.0 CY (13.30 tons) of bituminous concrete road surface.
*Applicant cleaned and reshaped 125 LF of Roadside Ditch to restore to pre-disaster condition.
*Applicant replaced (70 ft L X 12 ft W X 2.33 ft D) = 72.5 CY of road shoulder with (70 ft L X 11 ft W X 2.33 ft D) = 66.5 CY (106.42 tons of fine stone and (70 ft L X 1 ft W X 2.33 ft D) = 6 CY (8.44 tons) of slope stone (rip rap).
477DR3IJ-12 Jewett Heights Road PA-02-NY-4020-PW-08614 PA-02-NY-4020-State-0131(131)

The following damaged areas were restored to pre-distaster condition. The work was completed by Greene County Highway Department using
an independent contractor hired in accordance with the County procurement policy.
1. Jewett Heights Road Bridge (42.29346, -74.30586) - Replace an area of gravel foundation material under the Jewett Heights Road Bridge concrete abutement and wing walls 40 ft. long x 4 ft wide (ave.) x 3 ft deep (ave.) = 480 cf/27 = 17.8 CY. (which is reasonably close to the 18 CY actually used). (Best construction practices would dictate that this scoured out area be filled with concrete. It would not be effective to try to compact gravel backfill in the void space under the concrete scour apron).
2. Jewett Heights Road - Site 1: (North End: 42.29463, -74.30551) (South End: 42.29314, -74.30594) Replaced a section roadway subbase material (crusher run stone) approximately 400 ft long x 22 ft wide x 4 inches deep = 2930 cf / 27 = 108.5 cy. (108.5 cy x unit weight of crusher run stone of 1.60 tons/cy = 173.6 tons) and replaced a section of Asphalt Roadway Pavement approximately 400 ft long x 22 ft wide x 2.5 inches deep = 1833 cf (1833 cf x unit weight of bituminious asphalt of 140 lbs/cf /2000 lbs/ton = 128.3 tons). Replaced a section of crusher run stone shoulders approximately 400 ft. long x 6 ft. wide (3 ft each side) x 4 inches deep = 799 cf / 27 = 29.6 cy. (29.6 cy x unit weight of crusher run stone of 1.6 tons/cy = 47.4 tons) and replaced a section of gravel roadway embankment approximately 400 ft long x 28 ft wide x 6 inches deep (ave.) = 5600 cf / 27 = 207.4 cy. (207.4 cy x unit weight of gravel material of 1.6 tons/cy = 331.9 tons).
3. Jewett Heights Road - Site 2: (North End: 42.29088, -74.30586) (South End: 42.28843, -74.30487) Replaced a section roadway subbase material (crusher run stone) approximately 900 ft long x 22 ft wide x 4 inches deep = 6593 cf / 27 = 244 cy. (244 cy x unit weight of crusher run stone of 1.6 tons/cy = 390.7 tons) and replaced a section of Asphalt Roadway Pavement approximately 900 ft long x 22 ft wide x 2.5 inches deep = 4125 cf (4125 cf x unit weight of bituminious asphalt of 140 lbs/cf /2000 lbs/ton = 288.8 tons). Replaced a section of crusher run stone shoulders approximately 900 ft. long x 6 ft. wide (3 ft each side) x 4 inches deep = 1798 cf / 27 = 66.6 cy. (66.6 cy x unit weight of crusher run stone of 1.6 tons/cy = 106.6 tons) and replaced a section of gravel roadway embankment approximately 900 ft long x 28 ft wide x 6 inches deep (ave.)= 12,600 cf / 27 = 466.7 cy. (466.7 cy x unit weight of gravel material of 1.6 tons/cy = 746.7 tons).
Total materials from calculations above:
Bituminious Asphalt Pavement: 128.3 tons + 288.8 tons = 417.1 tons (which is reasonably close to the 424 tons actually used)
Crusher Run Stone: 173.6 tons + 47.4 tons + 390.7 tons + 106.6 tons = 718.3 tons (which is reasonably close to the 680.5 tons actually
used)
Roadway Embankment Fill: 331.9 tons + 746.7 tons = 1,078.6 tons (which is reasonably close to the 1,022 tons actually used)
477DR3II-12 CR19- Ashland and Windham PA-02-NY-4020-PW-07241 PA-02-NY-4020-State-0131(131)
To repair road shoulders, clean out culverts, and clean and reshape roadside ditches, applicant used a combination of contract and Force Account Regular Time Labor (44 hours), Eligible Overtime (23.75 hours), Equipment (61 hours), Rental Equipment (4 hours), and materials to perform repairs to the following two sites:
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Applicant removed 2 X (20 ft L X10 ft W X 5 ft D = 37 CY = 63 tons) = 74 CY (126 tons) of gravel from both ends of clogged culvert, hauled away and used on 11/28/11 to fill intermittent washouts along road. Site #2: (GPS 42.335471, -74.287369)
*Contractor replaced and compacted (100 ft L X 20 ft W X .095 ft D) = 7.0 CY (13.30 tons) of bituminous concrete road surface. *Applicant cleaned and reshaped 125 LF of Roadside Ditch to restore to pre-disaster condition. *Applicant replaced (70 ft L X 12 ft W X 2.33 ft D) = 72.5 CY of road shoulder with (70 ft L X 11 ft W X 2.33 ft D) = 66.5 CY (106.42 tons of fine stone and (70 ft L X 1 ft W X 2.33 ft D) = 6 CY (8.44 tons) of slope stone (rip rap).
477DR3IJ-12 Jewett Heights Road PA-02-NY-4020-PW-08614 PA-02-NY-4020-State-0131(131)
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unit weight of gravel material of 1.6 tons/cy = 331.9 tons).
3. Jewett Heights Road - Site 2: (North End: 42.29088, -74.30586) (South End: 42.28843, -74.30487) Replaced a section roadway subbase material (crusher run stone) approximately 900 ft long x 22 ft wide x 4 inches deep = 6593 cf / 27 = 244 cy. (244 cy x unit weight of crusher run stone of 1.6 tons/cy = 390.7 tons) and replaced a section of Asphalt Roadway Pavement approximately 900 ft long x 22 ft wide x 2.5 inches deep = 4125 cf (4125 cf x unit weight of bituminious asphalt of 140 lbs/cf /2000 lbs/ton = 288.8 tons). Replaced a section of crusher run stone shoulders approximately 900 ft. long x 6 ft. wide (3 ft each side) x 4 inches deep = 1798 cf / 27 = 66.6 cy. (66.6 cy x unit weight of crusher run stone of 1.6 tons/cy = 106.6 tons) and replaced a section of gravel roadway embankment approximately 900 ft long x 28 ft wide x 6 inches deep (ave.) = 12,600 cf / 27 = 466.7 cy. (466.7 cy x unit weight of gravel material of 1.6 tons/cy = 746.7 tons).
Total materials from calculations above:
Bituminious Asphalt Pavement: 128.3 tons + 288.8 tons = 417.1 tons (which is reasonably close to the 424 tons actually used)
Crusher Run Stone: 173.6 tons + 47.4 tons + 390.7 tons + 106.6 tons = 718.3 tons (which is reasonably close to the 680.5 tons actually
used)
Roadway Embankment Fill: 331.9 tons + 746.7 tons = 1,078.6 tons (which is reasonably close to the 1,022 tons actually used)

Location Description:

County Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	17520	26698	44218	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR481C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Greenville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$9,304.37
Total Budget	$0.00	$9,304.37
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3GL-12 Irving Road Site #1 Road Embankment Washout PA-02-NY-4020-PW-04890 PA-02-NY-4020-State-0066(65)
Applicant used a competitive bid contract to restore the damaged facility to pre-disaster conditions. Borwegan Excavation & Repair excavated the 30 Ton of riprap that washed downstream and placed it back on the slope embankment along the road. Emergency protective measures that added 17 ton of rip rap during the storm were performed under PW 3062001.
477DR3GM-12 Scutt Road PA-02-NY-4020-PW-04882 PA-02-NY-4020-State-0067(66)
The applicant temporarily repaired [20 LF] of guide rail during emergency protection measures. See PW #3062001. Hauling charges for asphalt have been included in the estimate.
Utilizing force account labor and equipment the applicant will repair the following when weather permits:
1. Applicant will repair roadbed with #4 gravel: [(465 FT x 10 FT x .08 FT) = 13.78 CY (19.29 TON)]
2. Applicant will repair asphalt road: [(465 FT x 10 FT x .25 FT) = 43.06 CY (86.11 TON)]
3. Applicant will repair shoulder damage with #4 gravel: [(100 FT x 5 FT x .25 FT) = 4.63 CY (6.48 TON)]
4. Applicant will remove and reassemble a [20 LF] section of Guide Rail for accessibility to site
5. Applicant will replace washed out Rip Rap: [(52 FT x 4 FT x 8 FT) = 61.23 CY (86.28 TON)]
477DR3GN-12 Ingalside PA-02-NY-4020-PW-07204 PA-02-NY-4020-State-0083(82)
Utilizing force account labor, equipment, and material, the subgrantee proposes to restore the damaged facility to pre-disaster condition and design. The following is a repair estimate for complete restoration:
GPS recorded: (42.42862, -74.04198)
WORK TO BE COMPLETED
1. Subgrantee proposes to replace Item #4 washout (95 FT [L] x 5 FT [W] x 0.5 FT [H]) = 237.50/ 27 = 8.80 CY (1.4 conversion factor) = 12.31 TONS, at a cost of $334.40. Cost estimate is $38.00/ CY = $38.00 (8.80 CY) = $334.40.

(FEMA Cost Code Listing)
1a. Subgrantee proposes to replace medium size Riprap shoulder washout (95 FT [L] x 3 FT [W] x 0.5 FT [H]) = 142.50/ 27 = 5.28 CY (1.4 conversion factor) = 7.39 TONS, at a cost of $316.80. Cost estimate is $60.00/ CY = $60.00 (5.28 CY) = $316.80. (FEMA Cost Code Listing)
2. Subgrantee proposes to replace asphalt roadway aggregate base course (95 FT [L] x 4 FT [W] x 0.25 FT [H]) = 95/ 27 = 3.52 CY (1.4 conversion factor) = 4.93 TONS, at a cost of $98.56. Cost estimate is $28.00/ CY = $28.00 (3.52 CY) = $98.56 (FEMA Cost Code Listing)
477DR3GO-12 Old Plank Road PA-02-NY-4020-PW-07262 PA-02-NY-4020-State-0083(82)
Utilizing force account labor, equipment, and material, the subgrantee proposes to restore the damaged facility to pre-disaster condition and design.
The following is a repair estimate for complete restoration:
1. Subgrantee proposes to excavate, fill, and compact the undermined roadway (75 FT x 5 FT x 3.25 FT) = 1,218.75/ 27 = 45.14 CY (1.7 compaction factor) = 76.74 TONS, at a cost of $541.68. Cost estimate is $12.00/ CY = $12.00 (45.14 CY) = $541.68. (FEMA Cost Code Listing)
1a. Subgrantee proposes to add a layer of aggregate base course (100 FT x 5 FT x 0.25 FT) = 125/ 27 = 4.63 CY (1.4 asphaltic factor) = 6.48 TONS, prior to permanent bituminous concrete replacement, at a cost of $129.64. Cost estimate is $28.00/ CY = $28.00 (4.63 CY) = $129.64.
1b. Subgrantee proposes to replace damaged asphalt roadway (100 FT x 5 FT x 0.25 FT) = 125/ 27 = 4.63 CY (1.9 asphaltic factor) = 8.80 TONS, at a cost of $594.00. Cost estimate is $67.50/ TON = $67.50 (8.80 TONS) = $594.00. (FEMA Cost Code Listing)
2. Subgrantee proposes to replace eroded medium size Riprap (50 FT x 5 FT x 3 FT) = 750/ 27 = 27.78 CY (1.4 conversion factor) = 38.89 TONS, at a cost of $1,666.80. Cost estimate is $60.00/ CY = $60.00 (27.78 CY) = $1,666.80. (FEMA Cost Code Listing, includes uniform coverage)
2a. Subgrantee proposes to replace eroded Item #4 stone (25 FT x 5 FT x 2 FT) = 250/ 27 = 9.26 CY (1.4 conversion factor) = 12.96 TONS, at a cost of $351.88. Cost estimate is $38.00/ CY = $38.00 (9.26 CY) = $351.88. (FEMA Cost Code Listing)
3. Subgrantee proposes to disassemble and reassemble the displaced guide rail during restoration measures [2] (20 LF sections) = 40 LF, at a cost of $234.00 and $600.00. Cost estimate is $5.85/ LF = $5.85 (40 LF) = $234.00 and $15.00/ LF = $15.00 (40 LF) = $600.00. (FEMA Cost Code Listing)
Restoration estimate: $4,118.00
477DR3GP-12 Carter Bridge Road PA-02-NY-4020-PW-07267 PA-02-NY-4020-State-0083(82)
Utilizing force account labor, equipment, and material, the subgrantee proposes to restore the damaged facility to pre-disaster condition and design. The following is a repair estimate for complete restoration:
1. Replace the washed out Item #4 stone along the roadway shoulder (150 FT [L] x 5 FT [W] x 0.5 [H]) = 375/ 27 = 13.89 CY (1.4 conversion factor) = 19.44 TONS, at a cost of $527.82. Cost estimate is $38.00/ CY = $38.00 (13.89) = $527.82. (FEMA Cost Code Listing)
2. Replace the eroded medium size Riprap along the CMP culverts and embankment (25 FT [L] x 5 FT [W] x 3.5 FT [H]) = 437.50/ 27 = 16.20 CY (1.4 conversion factor) = 22.69 TONS, at a cost of $972.00. Cost estimate is $60.00/ CY = $60.00 (16.20) = $972.00. (FEMA Cost Code Listing)
477DR3GQ-12 Irving Road (site 2) PA-02-NY-4020-PW-07210 PA-02-NY-4020-State-0131(131)
Utilizing force account labor, equipment, and material, the subgrantee proposes to restore the damaged facility to pre-disaster condition and design. The following is a repair estimate for complete restoration:
Site 1. Subgrantee proposes to replace the separated (3 FT [D] x 30 LF) CMP culvert, at a cost of $2,490.00. Cost estimate is $83.00/ LF = $83.00 (30 LF) = $2,490.00. (FEMA Cost Code Listing)
1a. Subgrantee proposes to replace Riprap (12 FT x 3 FT x 2 FT) = 72/ 27 = 2.67 CY, around (36 IN [D] x 30 LF) culvert during restoration measures, at a cost of $320.40. Cost estimate is $60.00/ CY = $60.00 (2.67 CY)(2- both outlets) = $320.40. (FEMA Cost Code Listing)
Site 2. Subgrantee proposes to add a layer of aggregate base course prior to permanent bituminous overlay replacement, (20 FT x 10 FT x 0.6 FT) = 120/ 27 = 4.44 CY, at a cost of $86.58. Cost estimate is $19.50/ CY = $19.50 (4.44 CY) = $86.58. (FEMA Cost Code Listing)
2a. Subgrantee proposes to replace the scoured bituminous concrete overlay (20 FT x 10 FT x 0.6 FT) = 120/ 27 = 4.44 CY (1.9 asphaltic factor) = 8.44 TONS, to restore the facility back to pre-disaster condition, at a cost of $569.70. Cost estimate is $67.50/ TON = $67.50 (8.44 TONS) = $569.70. (FEMA Cost Code Listing)

Location Description:

Townof Greenville Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1092	2224	3316	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR495A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Halcott

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,546.95
Total Budget	$0.00	$3,546.95
Total Obligated	$0.00	$3,546.95
Total Funds Drawdown	$0.00	$3,546.95
Program Funds Drawdown	$0.00	$3,546.95
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,546.95
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3Y-12 PA-02-NY-4020-PW-01937 PA-02-NY-4020-State-0044(43)
The applicant used contractor services to remove the woody debris located at Mead Road, and the stream in front of the Highway Garage and the Greene County Highway Department cut and removed the trees located at Turk Hollow Road. All woody debris was brought to the town garage and used as fire wood.
477DR3Z-12 PA-02-NY-4020-PW-07333 PA-02-NY-4020-State-0091(90)
The Town of Halcott, according to their procurement policy, advertised in the local newspaper (attached) a bid to remove the 374.37 CY pile of debris still remaining at the Town Highway Garage. The Town received 2 bids (both attached). Aaron Dumond was the low bidder with a lump sum price of $6,000.00. (Award letter attached). The material was removed from the Town Highway Garage and donated to the Chris DiBenedetto farm, Main Street, Halcott, NY 12430.
(GPS Coordinates: 42.18954, -74.48623).
(Right of Entry letter attached). This property is above the floodplain.
Bid removal price: $6,000.00/374.37CY in stockpile = $16.03/CY.
This is a reasonable dollar amount for removal of debris.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	93	121	214	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR495C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Halcott

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$109,198.98
Total Budget	$0.00	$109,198.98
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3GR-12 Silas Lake Road PA-02-NY-4020-PW-01161 PA-02-NY-4020-State-0017(16)
Site #1: Applicant used 6 hours of force account labor, 6 hours equipment and materials (83.5 CY Crusher Run) in order to make the 12LF x 23FT Wide x 8.42FT Deep road section passable to traffic; and placed from stock a 24" x 42" Dia Aluminum Arch PIpe x 40FT
Site #2: Applicant used 9.5 hours of force account labor, 9.5 hours equipment and materials (25 CY Crusher Run) and used contractor services in order to make the 150LF x 18FT Wide x 0.50FT Deep Road Section passable to traffic.
Work To Be Completed:
The applicant will use contractor services to place a double layer of Chip and Seal when weather permits.
Site #1: Applicant to place 30.7 SY of Chip and Seal (Double) = 12LF x 23 FT Wide

Site #2: Applicant to place 300 SY of Chip and Seal (Double) = 150LF x 18FT Wide
477DR3GS-12 Elk Creek Road PA-02-NY-4020-PW-06032 PA-02-NY-4020-State-0066(65)
The applicant used 77.50 Hours of Force Account Labor, 77.50 Hours of Force Account Equipment and materials (48CY Bank Run Gravel and 60 CY of Screened Gravel) to claim and reuse three (3) 18”Dia x 20LF CMP driveway culverts, clean and reshape 349LF of ditches and line them with gravel.
SITE #1: 8) 164 LF Rip Rap Lined Ditches
SITE #3: 17) 185 LF Rip Rap Lined Ditches 18) 3 each – 18” x 20 LF CMP – displaced, claimed and reused
The applicant to scarify 750SY of road surface, place 170.6CY of fresh gravel, and 750SY of Double Chip and Seal to the road. Place 87.6CY aggregate to the shoulders, Clean and reshape 205LF of ditches, place 7.6CY of rip rap in the ditches, place 1.8CY of rip rap for slope protection at the culverts, place 13.3CY of laid Up Stone to the outlet of a culvert, and replace 20LF of 18” Dia. CMP that was damaged.

SITE #1: 1) A) 125 LF x 18 FT Wide = 250 SY Scarify B) 125 LF x 18 FT Wide x 0.167 Deep = 13.9 CY Aggregate C) 125 LF x 18 FT Wide = 250 SY Double Chip & Seal 2) A) 125 LF x 4 ft wide x 0.334 Deep = 6.2 CY Shoulder Aggregate 3) A) 205 LF Clean & Reshape Ditches B) 205 LF x 2FT Wide x 0.50 FT Deep = 7.6 CY Rip Rap 4) A) 205 LF x 3 FT Wide x 0.25 FT Deep = 5.7 CY Shoulder 5) A) 3 FT x 2FT Wide x 3 Ft Deep = 0.70 CY Aggregate 6) A) 2 FT x 2FT Wide x 3 FT Deep = 0.40 CY Aggregate
7) A)20LF x 18FT Wide = 40 SY Scarify B) 20LF x 18FT Wide x 2.83FT Deep = 37.7 CY Aggregate C) 20LF x 18FT Wide = 40 SY Double Chip & Seal 9) A) 6LF x 4 FT High x 1 FT Thick = 0.90 CY Rip Rap 10) A) 6LF x 4 FT High x 1 FT Thick = 0.90 CY Rip Rap
11) A) 30 LF x 18 FT Wide = 60 SY Scarify B) 30 LF x 18 FT Wide x 4.83 FT Deep = 96.6 CY Aggregate C) 30 LF x 18 FT Wide = 60 SY Double Chip & Seal 12) A) 30 LF x 4 FT Wide x 5 FT Deep = 22.2 CY Aggregate
SITE #2: 13) A) 18" X 20 LF CMP Damaged 14) A) 20 LF x 9FT high x 2FT Thick = 13.3 CY Laid Up Rock
SITE #3: 15) A) 200LF x 18FT Wide = 400 SY Scarify B) 200LF x 18FT Wide x 0.167 FT Deep = 22.3 CY Aggregate C) 200LF x 18FT Wide = 400 SY Double Chip & Seal 16) A) 215LF x 2 FT Wide x 0.50 Ft deep = 8 CY Aggregate 19) A) 200 LF x 4 FT Wide x 3 ft deep = 44.4 CY Aggregate
QUANTITY CALCULATIONS: 1) Reclamation:&bsp; Total = 750 SY Site #1: 1A) 125LF x 18FT Wide = 250 SY Site #1: 7A) 20LF x 18FT Wide = 40 SY Site #1: 11A) 30LF x 18FT Wide = 60 SY Site #3: 15A) 200LF x 18FT Wide = 400 SY
Aggregate for Road: Total = 258.1 CY Site #1: 1B) 125LF x 18FT Wide x 0.167 Deep = 13.9 CY Road Aggregate Site #1: 2A) 125LF x 4 ft wide x 0.334 Deep = 6.2 CY Shoulder Aggregate Site #1: 4A) 205LF x 3FT Wide x 0.25FT Deep = 5.7CY Shoulder Aggregate Site #1: 5A) 3LF x 2FT Wide x 3FT Deep = 0.70 CY Shoulder Aggregate Site #1: 6A) 2LF x 2FT Wide x 3FT Deep = 0.4 CY Shoulder Aggregate Site #1: 7B) 20LF x 18FT Wide x 2.83FT Deep = 37.7 CY Road Aggregate
Site #1: 11B) 30LF x 18FT Wide x 4.83FT Deep = 96.6 CY Road Aggregate Site #1: 12A) 30LF x 4FT Wide x 5FT Deep = 22.2 CY Shoulder Aggregate Site #3: 15B) 200LF x 18FT Wide x 0.167FT Deep = 22.3CY Road Aggregate Site #3: 16A) 215LF x 2FT Wide x 0.50FT Deep = 8 CY Shoulder Aggregate Site #3: 19A) 200LF x 4FT Wide x 3FT Deep = 44.4CY Shoulder Aggregate
Double Chip & Seal Road: (Chips, ASphalt Emulsion, and hauling) Total = 750 SY Site #1: 1C) 125LF x 18FT Wide = 250 SY
Site #1: 7C) 20LF x 18FT Wide = 40 SY Site #1: 11C) 30LF x 18FT Wide = 60 SY Site #3: 15C) 200LF x 18FT Wide = 400SY
Ditches: Total = 205LF Site #1: 3A) 205 LF Rip Rap Lined Ditches (Rip Rap calculation listed below)
Rip Rap: Total = 9.4 CY
Site #1: 3B) 205 LF x 2FT Wide x .50 Deep Rip Rap Lined Ditches = 7.6CY Rip Rap Site #1: 9A) 6LF x 4 FT High x 1 FT Thick = 0.90 CY Rip Rap Headwall Site #1: 10A) 6LF x 4 FT High x 1 FT Thick = 0.90 CY Rip Rap Headwall
Laid Up Rock Total = 13.3 CY Site #2: 14A) 20 LF x 9FT high x 2FT Thick = 13.3 CY Laid Up Rock on outlet side of the culvert
Pipe: Total = 20LF Site #2: 13A) 18" X 20 LF CMP Damaged
477DR3GT-12 Mead Hollow Road PA-02-NY-4020-PW-06521 PA-02-NY-4020-State-0066(65)
The pplicant used 89 Hours of Force Account Labor, 89 Hours of Force Account Equipment and material (50 CY Bank Run Gravel and 24 CY of Screened Gravel; remainder of the gravel was taken from the stream – see attached permit) and contracting services (PGK Logging, Bruce Rowe and 4 Seasons) to place gravel on the road surface to make the road passable to traffic.
1) Replaced and compacted gravel road surface: 52LF x 12FT Wide x 5.34FT Deep = 123.3CY
2) Replaced and compacted gravel road surface: 305LF x 12FT Wide X 1.333FT Deep = 180.7CY
3 Replaced and compacted gravel road surface: 193LF x 12FT Wide x 1.333FT Deep = 114.3CY
Work To Be Completed:
Place an additional 8 IN (163.11 CY) of gravel and compact, to bring it back to the pre-disaster grade. Place 11.8 CY of slope protection rip rap on the inlet and outlet sides of the culvert. Clean and reshape 300 LF of ditches.
1) Replace and compact gravel road surface: 52LF x 12FT Wide x 0.667FT Deep = 15.4CY
2) Replace and compacted gravel road surface: 305LF x 12FT Wide X 0.667FT Deep = 90.4CY
3) Replace and compact gravel road surface: 193LF x 12FT Wide x 0.667FT Deep = 57.3 CY
4) Replace slope protection rip rap headwalls: 20LF x 8FT High x 1 FT Thick = 5.9CY– Inlet side
5) Replace slope protection rip rap headwalls: 20LF x 8FT High x 1 FT Thick = 5.9CY – Outlet side
6) Clean and Reshape Ditches = 300LF
477DR3GU-12 Townsend Hollow Road PA-02-NY-4020-PW-06031 PA-02-NY-4020-State-0083(82)
The applicant used 40 Hours of Force Account Labor, 40 Hours of Force Account Equipment, material (77 CY Bank Run Gravel and 72 CY of Screened Gravel and unclassified fill) and Contracting Services (4 Season Dump Truck & Johnson Excavating – Bulldozer) to repair the eroded and displaced gravel road sections at the stream crossing road and shoulders to make the road passable to traffic.
1) Replaced and Compacted Gravel road base: 17LF x 10FT Wide x 6.417FT Deep = 40.4CY
2) Replaced and Compacted Gravel road base: 229LF x 10FT Wide x 1.167FT Deep = 99 CY
3) Replaced and Compacted Gravel shoulder: 229LF x 3FT X 1.167FT Deep = 29.7 CY Shoulder Section
Contractors listed above were the only contractors available in the area at the time of the event.
Work To Be Completed:
Place an additional 144.2 CY of Item 4 gravel on the road surface and place 40.3 CYs Item 4 gravel on the

shoulders to bring the road back to the pre-disaster grade. Clean and reshape 70LF of ditches, and place 5 CYs of Slope Protection Rip Rap by hand to the inlet side of the 72" Dia. Culvert.
1) Replace and Compact Item 4 Gravel road base: 17LF x 10FT Wide x 1.583FT Deep = 10 CY
2) Replace and Compact Item 4 Gravel road base 229LF x 10FT Wide x 1.583FT Deep = 134.2CY
3) Replace and Compact Item 4 Gravel shoulders: 229LF x 3FT X 1.583FT Deep = 40.3 CY
4) Ditch Cleaning & Shaping: 70LF
5) Replace Slope Protection Rip Rap: 17LF x 8FT Deep x 1FT Thick = 5 CY
In order to prevent future damages from a similar event, the applicant proposes the following mitigation measures:
1. Replace the existing 72" Dia Corrugated Metal pipe with either a 23 FT x 8 FT Concrete Box Culvert or use sheet piling at the abutment and decking as the bridge in lieu of a culvert.
477DR3V-12 Turkey Ridge Road PA-02-NY-4020-PW-07236 PA-02-NY-4020-State-0083(82)
The applicant used 54.5 Hours of Force Account Labor, 52 Hours of Force Account Equipment , materials (60 CY of Screened Cobbles and gravel from the stream – permit attached) and contracting services (Greg DiBenedetto) to repair the road , reclaim, remove obstructions and reset the culvert, and clean and reshape the ditches in order to open the road to traffic.
1) Eroded and displaced Gravel Road Surface: 200 LF x 16FT Wide x 3 FT Deep = 355.6CY
2) Reclaimed, cleaned & reset 12" Dia. Culvert: 20LF
3) Cleaning and reshaping ditches: 200LF
Direct Administrative Costs:
Calculation:
Innes Kasanof - Town Supervisor - Annual Salary of $3,100.00 @ 30 hours per week = 1560 Hours = $1.99/hr. No Benefits
Russell Bouton - Hwy Supt. = $39,030.00/2080 Hrs. = $18.76/hr. + $10.34/hr. Benefits = $29.10/Hr.
477DR3GW-12 Turk Hollow Road PA-02-NY-4020-PW-07218 PA-02-NY-4020-State-0091(90)
The applicant used 138.5 Hours of Force Account Labor, 138.5 Hours of Force Account Equipment , materials (purchased 280CY Gravel and remainder of gravel came from the stream) and contracting services (Garfield Mountain Excavation and Ballard Lumber) to repair the shoulders, reclaim and set the 24" Polyethylene Pipe, place, shape and compact 31 CY (20 LF x 18 FT Wide x 2.5 Deep) of gravel into the washed away section of the road, and clean the 60LF of 18" CMP @ Site 1. Place 33.3 CY of gravel in the shoulder, clean and reshape 583 LF of ditches @ Site 2. Place, shape and compact 20.3 CY of gravel in the shoulders at Site 3. Placed, shaped and compacted 275 CY of gravel at the turnaround at Site 4.
Site # 1: Turk Hollow Road: GPS recorded at the top of the damaged road: 42.21481; -74.45728
GPS recorded at the bottom of the damaged road: 42.21481; -74.45280
1b) Eroded and displaced Item 4 Gravel road shoulder: 100 LF x 4 FT Wide x 1.25 FT Deep = 18.5 CY
1c) Displace and Reclaimed Polyethylene Pipe: 30LF
1d) Eroded and displaced Chip & Seal Road Surface: 20 LF x 18 FT Wide x 2.5 Deep = 31 CY
(Calculations: 20 LF x 18FT Wide x 2.5 Deep = 33.3 CY less volume of pipe = 31 CY)
1d) Cleaned 18 IN CMP: 60 LF
Site # 2: Turk Hollow Road: GPS recorded at the beginning of the damaged shoulder: 42.21506;-74.44990
2a) Eroded and displaced Item 4 Gravel road shoulder: 245 LF x 2 FT Wide x 1.833 FT Deep = 33.3 CY
2b) Cleaned and Reshaped Ditches: 583 LF
Site # 3: Turk Hollow Road: GPS recorded at the undermined road: 42.21540;-74.44825
3b) Eroded and displaced Item 4 Gravel road shoulder: 150 LF x 2 FT Wide x 1.833 FT Deep = 20.3 CY
Site #4: Snow Plow Turn Around: GPS recorded at the entrance of the turnaround
4a) Eroded and displaced Item 4 Gravel turn around: 45 LF x 66 FT Wide x 2.5 FT Deep = 275 CY
Work To Be Completed:
The applicant to:&nsp; Scarify 3,020 SY of road surface, place 170.3 CY of fresh gravel, place 3,020 SY of Double Chip and Seal to the road, and place 8.6 CY of gravel on the shoulders.
Site # 1. Turk Hollow Road: GPS recorded at the top of the damaged road: 42.21481; -74.45728
GPS recorded at the bottom of the damaged road: 42.21481; -74.45280
1a) Scarify Chip & Seal Road Surface: 2,720 SY (1,360 LF x 18 FT Wide)
1a) Place and Compact Base Aggregate: 151.4 CY (1,360 LF x 18 FT Wide x 0.167 Deep)
1a) Place and Compact Double Chip & Seal Road Surface: 2,720 SY (1,360 LF x 18 FT Wide)
1b) Place and Compact Item 4 Gravel road shoulder: 3.7 CY (100 LF x 4 FT Wide x 0.25 FT Deep)
1d) Place and Compact Base Aggregate : 2.2 CY (20 LF x 18 FT Wide x 0.167 Deep)
Site # 2: Turk Hollow Road: GPS recorded at the beginning of the damaged shoulder: 42.21506;-74.44990
2a) Place and Compact Item 4 Gravel road shoulder: 3 CY (245 LF x 2 FT Wide x 0.167 FT Deep)
Site # 3: Turk Hollow Road: GPS recorded at the undermined road: 42.21540;-74.44825
3a) Scarify Chip & Seal Road Surface: 300 SY (150 LF x 18 FT Wide)
3a) Place and Compact Base Aggregate: 16.7 CY (150 LF x 18 FT Wide x 0.167 deep)
3a) Place and Compact Chip & Seal Road Surface: 300 SY (150 LF x 18 FT Wide)
3b) Eroded and displaced Item 4 Gravel road shoulder: 150 LF x 2 FT Wide x 0.167 Deep = 1.9 CY
Direct Administrative Costs:
Calculation:
Innes Kasanof - Town Supervisor Annual Salary of $3,100.00 @ 30 hours per week = 1560 Hours = $1.99/hr. No Benefits

Russell Bouton - Hwy Supt. = $39,030.00/2080 Hrs. = $18.76/hr. + $10.34/hr. Benefits = $29.10/Hr
"Work To Be Completed" Calculations:
FEMA Cost Code #3061 – Scarifying @ $ 2.00/SY
1a) 2,720 SY
3a) 300 SY
Total: 3,020 SY
FEMA Cost Code #3091 – Aggregate Base Course @ $19.50/CY
1a) Road: 151.4 CY
1b) Shoulder: 3.7 CY
1d) Road: 2.2 CY
2a) Shoulder: 3 CY
3a) Road: 16.7 CY
3b) Shoulder: 1.9 CY
Total: 178.9 CY
Double Chip and Seal Road:
1a) Double Chip & Seal Road Surface: 2,720 SY (1,360 LF x 18 FT Wide)
3a) Double Chip & Seal Road Surface: 300 SY (150 LF x 18 FT Wide)
CSI #32112 619 0700 – Asphalt Emulsion
2,720 SY + 300 = 3,020 SY = 3,020 SY x 0.9 gal/SY = 2,718 Gal. @ 8.20/Gal.
CSI #03051 325 0500 – Chips for Road Surface
1a) Double Chip & Seal Road Surface: 151.4 CY (1,360 LF x 18 FT Wide x 0.167 FT Deep)
3a) Double Chip & Seal Road Surface: 16.7 CY (150 LF x 18 FT Wide x 0.167 FT Deep)
151.4 CY + 16.7 CY = 168.1 CY x 1.7 factor = 284.07 Tons @ $29.00/Ton
CSI #31232 320 9086 – Truck Hauling for Chips
1a) Double Chip & Seal Road Surface: 151.4 CY (1,360 LF x 18 FT Wide x 0.167 FT Deep)
3) Double Chip & Seal Road Surface: 16.7 CY (150 LF x 18 FT Wide x 0.167 FT Deep)
151.4 CY + 16.7 CY = 168.1 CY x 1.25 factor = 210.13 LCY @ $16.30/LCY
477DR3GX-12 Hubbard Road Span PA-02-NY-4020-PW-06479(1) PA-02-NY-4020-State-0102(100) / PA-02-NY-4020-State-0083(82)
The applicant has sought bids on the bridge repair. Bids included repair of original structure and additional work. Please see the attached CEF for the original cost to repair the bridge in kind which differs slightly from applicants bids. The following is a scope of work to repair the bridge back to pre-disaster condition:
1. Contractor will install a cofferdam 20 FT x 5 FT = 100 SF x (2) = 200 SF with pump and line, around the worksite to de-water the work area. Applicant is responsible for proper permits and environmental procedures.
2. Contractor will install a temporary Bent System to support light traffic over the bridge during construction. This will require a temporary footing 1.5 FT x 20.5 FT x 1 FT placed on crushed rock 1.5 FT x 20.5 FT x 1 FT to support the system on the creek bed.
3. Contractor will use a crane to lift the span for the placement of the Bent System and placement of timber blocking under the ends of the span.
4. Contractor will work on (1) 8 FT section while keeping the other 8 FT section open to traffic. This will require (2) steel plates to be temporarily installed 8 FT x 10 FT.
5. Contractor will remove cracked and crumbling abutment rock 16 FT x 2 FT on each side x (2) = 64 SF and replace.
6. Contractor will have a crane lift the span and will remove Bent System from creek bed (concrete 1.5 FT x 20.5 FT x 1 FT = 1.14 CY)and timber blocking from span ends.
7. Contractor will repair approach on both sides with 16.5 FT x 6 FT x 3 FT = 14.66 BCY x 1.3 = 19.06 LCY of Soil and compact.
8. Contractor will install aggregate base course 16.5 FT x 6 FT x 6 IN = 11 SY x (2) sides = 22 SY
477DR3GY-12 Johnson Hollow Road PA-02-NY-4020-PW-07586 PA-02-NY-4020-State-0116(116)
The applicant used 60.5 Hours of Force Account Labor, 58 Hours of Force Account Equipment , materials (102CY Bank Run Gravel) and contracting services (Enck Excavating and 4 Seasons) to repair the shoulders at site #1 and repair the embankment at site #2.
Site # 1. Johnson Hollow Road:
1b) Eroded and displaced Item 4 Gravel road shoulder: 240 LF x 2 FT Wide x 3FT Deep = 53.33 CY
Site # 2. Johnson Hollow Road:
2a) Eroded and displaced rip rap road embankment: 19 LF x 6 FT Wide x 15 FT High = 63.33 CY
Work to be completed:
The applicant to
(Site #1): scarify 6766.2 SY of road surface, place 376.7 CY of fresh gravel, and place 6766.2SY of Double Chip and Seal to the road.
(Site #2): Place 4.4 CY of laid Up Stone to the inlet of the 72“Dia. culvert.
(Site #3): Replace 30LF of 24” Dia. CMP, in kind, that was damaged.
Site # 1. Johnson Hollow Road
1a) Scarify Chip & Seal Road Surface: 3,806 LF x 16 FT = 6766.2 SY
1a) Place an additional 2 IN of fresh aggregate: 3,806 LF x 16 FT x 0.167 FT Deep = 376.7
1a) Apply Double Chip & Seal to the road: 3,806 LF x 16 FT = 6766.2 SY

Site # 2. Johnson Hollow Road:
2b) Displaced laid up rock headwall: 15LF x 8FT high = 13.33 SY
Site # 3. Johnson Hollow Road:
3a) Replace the damaged 24 IN Corrugated Metal Pipe: 30LF
3a) Remove old 24" Dia. CMP
3a) Furnish & Install 24" dia. Corrugated metal pipe: 30 LF
Project Specialist calculated Work To Be Completed using CEF. Attached.
Direct Administrative Costs:
Calculation:
Innes Kasanof - Town Supervisor - Annual Salary of $3,100.00 @ 30 hours per week = 1560 Hours = $1.99/hr. No Benefits.
Russell Bouton - Hwy Supt. = $39,030.00/2080 Hrs. = $18.76/hr. + $10.34/hr. Benefits = $29.10/Hr.

Location Description:

Town of Halcott Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	93	121	214	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR54A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Ashland

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$7,700.77
Total Budget	$0.00	$7,700.77
Total Obligated	$0.00	$7,700.77
Total Funds Drawdown	$0.00	$7,700.77
Program Funds Drawdown	$0.00	$7,700.77
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$7,700.77
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 15 hours of regular force account labor (regular time not eligible according to FEMA Policy 9527.7 Labor Costs-Emergency Work) and 15 hours of force account equipment to collect, haul and dispose of 96 CY of debris. The 16 CY of vegetative debris was collected and put on the side of the road. The Greene County came, used a tub grinder and the woody waste was taken away. The 80 CY of gravel was used to fill in sections of roads. Contracting services (Layne Christensen Company) were used to clean sediment and gravel from the wells. The debris that was removed from the wells were used to fill in potholes on the gravel entrance road to the site.
16 CY + 80 CY = 96 CY Total of Debris/$678.00 Total of Cost = $7.06/CY. This is a reasonable cost for debris removal. The Well Water area was inundated with woody debris, mud, and gravel. The total area surrounding each of the wells is a 50 foot radius and a 60 LF road to gain access to them. Road = 60 LF x 20 FT Wide x 3 FT Deep = 133.33 CY
Well #1 = 50 FT x 50 FT X 3 FT Deep = 277.78 CY Well #2 = 50 FT x 50 FT x 3 FT Deep = 277.78 CY Road between the 2 wells = 80LF X 20 FT Wide x 3 FT Deep = 177.78 CY
Project Specialist reviewed the project with the Debris Task Force. The Debris Removal Costs established by the debris team on a memo dated 1/09/2012 (attached) - Sediment and Gravel Removal @ $24.00/CY - was used to determine the removal costs for this PW.
133.33 CY + 277.78 CY + 277.78 CY + 177.78 CY = 866.67 CY @ $24.00/CY = $20,800.08

Location Description:

Town of Ashland Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	329	434	763	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR54B-12
Activity Title:	Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Ashland

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,080.75
Total Budget	$0.00	$3,080.75
Total Obligated	$0.00	$3,080.75
Total Funds Drawdown	$0.00	$3,080.75
Program Funds Drawdown	$0.00	$3,080.75
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,080.75
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The Town of Ashland used contracted services to install a 200LF x 15Ft Wide x 1.42FT Deep gravel road and installed 1 - 20FT (L) of 24" (R) CMP for drainage to access the treatment plant. The permanent road will be built and all costs associated with it will be in a future PW.

Location Description:

Town of Ashland

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	329	434	763	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR54C-12
Activity Title:	Road Repairs

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Ashland

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,128.02
Total Budget	$0.00	$2,128.02
Total Obligated	$0.00	$2,128.02
Total Funds Drawdown	$0.00	$2,128.02
Program Funds Drawdown	$0.00	$2,128.02
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,128.02
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3DW-12 Campbell Road PA-02-NY-4020-PW-01170 PA-02-NY-4020-State-0018(17)
Applicant used 23.5 hours of force account labor, 23.5 hours equipment and materials (92.44 Tons of Item 4 and 12.84 Tons of Fine Stone Fill) in order to make the 220LF x 15FT Wide x 0.883FT Deep road section passable to traffic, and to repair 220LF x 8FTWide x 0.583Deep shoulder and placed 15" x 60LF and 18" x 20LF of polyethylene Pipe from stock.
220LF x 15FT Wide X 0.417 FT Deep Road Section = 51 CY
220LF x 7FT Wide X 0.417 FT Deep Shoulder Section = 23.78CY
Applicant Purchased 92.44 Tons of Item 4 + 12.84 Tons of Fine Stone Fill = 105.28 Tons/1.4 Factor = 75.2CY
The applicant to remove SY of pavement, place 30.6 CY Course Base to the road section and 20.4 CY Top to the road section, 14.3 CY aggregate surfaces to the shoulder section, when weather permits.
220LF x 15FT Wide = 366.7 SY Pavement Removal
220LF x 15FT Wide X 0.25 FT Deep Road Section = 30.6 CY
220LF x 15FT Wide X 0.167 FT Deep Road Section = 20.4 CY = 220LF x 15FT Wide = 3300/9 x 2 = 733.33 SY/IN
220LF x 7FT Wide X 0.25 FT Deep Shoulder Section = 14.3 CY

Location Description:

Town of Ashland Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	329	434	763	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR54F-12
Activity Title:	Town of Ashland Sewer District

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Low/Mod

Responsible Organization:
Town of Ashland

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$84,988.91
Total Budget	$0.00	$84,988.91
Total Obligated	$0.00	$8,190.53
Total Funds Drawdown	$0.00	$8,190.53
Program Funds Drawdown	$0.00	$8,190.53
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$8,190.53
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3DY-12 Waste Water Treatment Plant PA-02-NY-4020-PW-00837 PA-02-NY-4020-State-0012(10)
The applicant contracted out the repairs. Fill in the washed out areas and reset and bed the bioretention underdrain and the WWTP outfall piping to grade as required. Replace cover on existing outfall pipe with onsite material. Refill and compact washed out area at the end of the bioretention basin and structural fill pad. Area: 30Ft x 30Ft x 12Ft Finish grading and seeding and mulching disturbed areas. This repair work will bring the site back to its pre-disaster condition.
477DR3DZ-12 Ashland Sewer System Pump Station #1 PA-02-NY-4020-PW-05441 PA-02-NY-4020-State-0063(62)
A company named LVDV Operations, Inc. operates the sewage system for the Town of Ashland, an eligible applicant. An engineering company, Lamont Engineers, PC is on-call with LVDV. Lamont assessed the damage and coordinated with Cranbrook Construction, Inc., a contractor (who had several subcontractors) to pump water from Pump Station #1, investigate the source of problems with the pumps, and replace or repair damaged components of the system.
The Town of Ashland followed their purchasing procedures in retaining the contractor.
In addition to the restoring the facility to its function and capacity, the Town identified a mitigation opportunity to help prevent this flooding problem from reoccurring at Pump Station # 1. The contractor will install a crushed stone curtain drain into the backfill that surrounds the concrete pump station vault. (see Mitigation Plan, attached).
The work necessary to put the pump station back in service was coordinated by Lamont Engineers, PC, an engineering company that works on call on a time and materials basis for the Town of Ashland.
477DR3DX-12 Road to Sewer Treatment Plant PA-02-NY-4020-PW-08995 PA-02-NY-4020-State-0127(127)
The applicant used contracting services (W. M Schultz Construction, Inc. and Lamonte Engineers, P.C.) to remove

and store the guiderail, excavate around the culvert to inspect for damages and provide a scope of work.
Work Completed:
The applicant to follow their procurement policy to utilize contracting services to remove the damaged 19 LF x 30 FT Wide x 7 Ft High, three sided, precast concrete culver and replace in kind, place 69.66CYof Item 4 gravel on the road surface to restore the permanent road and remove the temporary road and culvert.
1) Replace and compact Item 4 gravel road base: 209 LF x 19 FT Wide x .33 FT Deep 121 = 48.53 CY
2) Replace and compact Item 4 gravel road base: 91 LF x 19 FT Wide x .33 FT Deep/27 = 21.13 CY
3) Replace and install precast concrete culvert, three-sided: 19 LF x 30 FT Wide x 7 Ft High
4) Remove and restore the temporary road and culvert
NOTE #1: The applicant used contracting services to install an interim road and culvert to have access to the plant. The temporary road work was written on PW #280302.
NOTE #1: Applicant has requested mitigation of the 3-sided concrete box culvert.
NOTE #2: The applicant used contracting services to install an interim road and culvert to have access to the plant. The temporary road work was written on PW #280302.

Location Description:

Town of Ashland Sewer District

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	97	89	186	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR562C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Hunter

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$341,681.17
Total Budget	$0.00	$341,681.17
Total Obligated	$0.00	$153,920.95
Total Funds Drawdown	$0.00	$153,920.95
Program Funds Drawdown	$0.00	$153,920.95
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$153,920.95
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3HL-12 Legg Road PA-02-NY-4020-PW-00214 PA-02-NY-4020-State-0004(2)
The applicant used 15 hours force account labor, 11 hrs equipment and materials (10 CY's of Light Stone and 20 CY of Crusher run) to partial repair 1507 LF length x 4 LF wide x 4" deep area in order to make road passable. The applicant placed 81.6 CY (= 2937.60 Sq. Inches) of bituminous concrete overlay to bring road back to pre-disaster condition.
477DR3HM-12 Scutt Road PA-02-NY-4020-PW-01235 PA-02-NY-4020-State-0019(18)
During Emergency Protective Measures, (Force Account Labor and Equipment on PW #3617806) the Applicant placed gravel as needed and graded the 2210 LF x 14FT Wide x 0.33FT Deep Gravel Road Section to make the road passable to traffic. The applicant to place and grade 378.2 CY of Item 4 to the 2210 LF x 14FT Wide x 0.33FT Deep gravel road section. 2210 LF x 14FT Wide x 0.33FT Deep = 378.2 CY x 1.4Factor = 529.48 = 530 Tons
477DR3HN-12 Hylan Road PA-02-NY-4020-PW-02518 PA-02-NY-4020-State-0044(43)
Applicant used 68 Hours force account labor, 68 hours force account equipment and materials (66.49 Tons of Crusher Run, 22.63 Tons of #1 Stone) in order to make the 2923LF LF x 18 FT Wide X 0.25FT Deep road passable to traffic. 66.49 Tons of Crusher Run + 22.63 Tons of #1 Stone = 89.12 Tons = 59.4CY material used to fill in the undermined areas of the road. Scarify the surface of the 2923 LF x 18FT Wide gravel road, place 487.2 CY of aggregate on the surface of the road. Replace the collapsed 24”Dia x 40LF CMP; place 2.2 CY of stabilization rip rap on the inlet and outlet side of the culvert. Replace the clogged and damaged 36” Dia. X 40LF polyethylene pipe and replace 13.34 CY Laid Up Stone on both the inlet and outlet side of the culvert , (20LF x 10FT deep x 1FT Thick on each side). 2923 LF x 18FT Wide = 5846 SY Scarify the damaged road surface 2923 LF x 18FT Wide x 0.25 Deep = 487.2 CY Place aggregate on the surface of the road 24”Dia. X 40LF CMP replace collapsed pipe 10LF x 3FT High x 1FT Deep = 1.1 CY Place Stabilization Rip Rap on Inlet Side 10LF x 3FT High x 1FT Deep = 1.1 CY Place Stabilization Rip Rap on Outlet Side 36” Dia x 40LF Polyethylene Pipe replace clogged and damaged pipe 20LF x

10FT deep x 1FT Thick = 7.4 CY Laid Up Stone on the Inlet Side 20LF x 10FT deep x 1FT Thick = 7.4 CY Laid Up Stone on the Outlet Side
477DR3HO-12 Neal Road PA-02-NY-4020-PW-01987 PA-02-NY-4020-State-0044(43)
Applicant used 24 hours force account labor, 24 hours force account equipment in order to make the185LF x 18FT Wide x 0.33FT Deep road section, the 70LF x 20FT Wide x 0.33FT Deep road section, and the 25LF x 40FT Wide x 0.33FT Deep road section passable to traffic;
Place 0.33FT of Bituminus Concrete overlay on Section A - 185LF x 18FT Wide x 0.33FT Deep road section,Section B - 70LF x 20FT Wide x 0.33FT deep road section, and Section C - 25LF x 40FT Wide x 0.33FT deep road section. Replace the damaged 36"Dia x 40LF Polyethylene Pipe in kind. Place slope protection rip rap (3.8CY) around the inlet and outlet of the culvert. All work to be done when weather permits.
Asphalt Calculations:
1Section A = 185LF x 18FT Wide x .33FT Deep = 40.7 CY Bituminous Concrete Overlay Road Section Section B = 70 LF x 20FT Wide x 0.33FT Deep = 17.1 CY Bituminous Concrete Overlay Road Section C = 25LF x 40FT Wide x 0.33FT Deep = 12.2 CY Bituminous Concrete Overlay Road Section 40.7CY + 17.1CY + 102.2CY = 70CY x 2.1Factor = 147 Tons of Bituminus Concrete material needed. 147 Tons of material/0.33FT Deep = 36.75 Tons per inch. 36.75 Ton x 0.167FT Deep = 73.50 Tons Type 6 Top @ $72.50/Ton IN PLACE = $5,328.75 36.75 Ton x 0.167FT Deep = 73.50 Tons Type 3 Binder @ $67.75/Ton IN PLACE = $4,979.63Total amount of contractor quote - $10,308.38 See attached quote from Carver Construction to place the Binder and Top.
477DR3HP-12 Sunset Road PA-02-NY-4020-PW-03137 PA-02-NY-4020-State-0044(43)
The applicant used 35 Hours of Force Account Labor, 24 Hours of Force Account Equipment and material (12 Tons of #1 Stone) to reclaim, clean out and set the 2 - 12"Dia Steel Pipe x 26LF each. Replace the existing clogged and damaged 18" Dia CMP pipe, scarify the road surface and place a 3" Overlay of 6 TOP to bring the road back to pre disaster condition. 1624LF x 18' Wide = 29,232/9 = 3,248SY Scarify the Road Surface 1624LF x 18 'Wide x 0.25FT Deep = 270.7CY x 2.1 Factor = 568.47 Tons Bituminous Concrete Overlay 100LF x 18"Dia CMP
477DR3HQ-12 Osbourne Road PA-02-NY-4020-PW-01806 PA-02-NY-4020-State-0044(43)
Applicant used 22 hours force account labor, 14 hours equipment and materials (31.68 Tons Scalping) in order to make the 928LF x 18FT Wide x 0.167 FT Deep road section passable to traffic; reclaimed and set 36" CMP x 40LF. Applicant purchased 31.68 Tons of Scalping = 31.68 Tons/1.6 Factor = 19.80 CY Reclaimed pipe area: 20LF x 20FT Wide x 1.34FT Deep = 19.9CY Applicant to use Force Account Labor, Force Account Equipment and Materials to scarify the 928LF x 18FT Wide x 0.167 deep road surface, and place an aggregate surface course on the 582LF x 5FT Wide x 0.167 FT Deep Shoulder and clean and reshape 928LF of clogged and obstructed ditches when weather permits. 928LF x 18FT =16704/9 = 1856 SY 582LF x 5FT Wide x 0.167 FT Deep =18CY Material Required 928LF of clogged and obstructed ditches
477DR3HR-12 Silver Hollow Road PA-02-NY-4020-PW-03431 PA-02-NY-4020-State-0044(43)
Applicant used 160 Hours force account labor, 144 hours equipment, materials (94 Tons of Crusher Run, 174.38 Raw Fines and 22.47 Tons #1 Stone)and contracting services (Harvey Ostrander Excavating, Inc. $2,160.00) in order to make the 3912LF x 16FT Wide x .5FT Deep Gravel road pWork To Be Completed:
Scarify 6954.74 SY and place 788.2 CY of Item 4 onto the 3912LF x 16FT Wide x .25 FT Deep Road Section, clean & reshape 1522LF of ditches, place 30.4CY of Slope Protection Rip Rap on both the inlet and outlet sides at 3 culverts, and replace a 24" Dia x 20LF CMP and 36" Dia x 32LF CMP when weather permits.
3912LF x 16 FT Wide = 6954.74 SY Scarify the road
3912LF x 16 FT Wide x 0.25 FT Deep = 579.6 CY Aggregate Surface Course
1522LF Ditch Cleaning and Shaping
42LF x 10FT High x 1 Ft Thick = 15.6 CY Slope Protection Rip Rap
12LF x 6FT High x 1FT Thick = 2.7CY Washed Out Rip Rap
12LF x 3FT High x 1FT Thick = 1.3CY Washed Out Rip Rap
24" Dia x 20LF CMP
16LF Wide x 3FT High x 1FT Thick = 1.8CY Washed Out Rip Rap
16LF Wide x 3FT High x 1FT Thick = 1.8CY Washed Out Rip Rap
36" Dia x 32LF CMP
24LF Wide x 4FT High x 1FT Thick = 3.6CY Washed Out Rip Rap
24LF Wide x 4FT High x 1FT Thik=36YWshed Out Rip Rap Passable to traffic.
RECORD RETENTION: Complete records and cost documents for all approved work must be maintained for at least 3 years from the date the last project was completed or from the date final payment was received, whichever is later.
477DR3HS-12 Camp Meadowbrook Road PA-02-NY-4020-PW-01891 PA-02-NY-4020-State-0044(43)
The applicant used 56 Hours force account labor, 56 Hours equipment and materials (23.01Tons #1 Stone, 40 Tons Crusher Run, 39.34 Tons Binder, 19.61 Tons of Top - used for T&L) in order to make the 743FT x 18 FT Wide x 0.33FT Deep road section passable to traffic. 743 LF x 18FT wide x 0.167FT Deep/27 = 82.72CY. Applicant purchased: 23.01 Ton (#1 Stone) + 40 Tons Crusher Run = 63.01 Tons / 1.4 Factor = 45 CY Applicant purchased: 39.34 Tons binder + 19.61 Tons Top = 58.95 Tons / 2.1 Factor = 42.CY The applicant has placed a double layer of Chip and Seal to the road. 743 LF x 18FT wide = 1486 SY
477DR3HT-12 Benjamin Road PA-02-NY-4020-PW-03412 PA-02-NY-4020-State-0044(43)
In order to restore local access, the Town of Hunter filled in the washed out area with 1586 CY of unclassified and 146 CY crusher run. The County installed a temporary bridge and the Town of Hunter made a temporary road and approaches to the temporary bridge using the above materials. In the summer, the County plans on placing a permanent bridge. At that time the Town of Hunter will permanently repair the 500LF x 16FT Wide x .50FT Deep

road, approaches, and shoulders. Applicant used 53.5 hours force account labor, 53.5 hours force account equipment, materials (219 Tons Crusher Run) and contracting services (D Van Valkenburgh, Jr. Construction - $825.00) in order to make Benjamin Road passable to traffic. 92LF x 42LF x 8FT Deep Hole = 1145CY Washed Out section of Benjamin Road filled in 20LF x20 FT Wide x 3FT /2 (Wedge) on each side of the bridge = Total of 44.4 CY Approaches to the bridge. 500LF x 16FT x 0.50 FT Deep = 148 CY placed gravel for road The permanent work: shoulder reconstruction and blacktop placement, will be captured on PW #3617813.
477DR3HU-12 Laurel House Road PA-02-NY-4020-PW-01880 PA-02-NY-4020-State-0044(43)
Applicant used 40 hours of force account labor, 42 hours of force account equipment and materials (30 Tons of Crusher Run, and 49.06 Tons Binder and 39.32 Tons of top for Truing & Leveling) in order to repair the 40LF x 20FT Wide x 2.167FT Deep rut in the road to make the road passable to traffic. Placed a double layer of Chip and Seal to the road. Calculations: 1850LF x 18FT Wide = 33,300/9=3,700SY. Applicant obtained 2 quotes (both attached) for Chip and Seal work. The lower quote, provided by Peckham, was used as the PW price per SY. Note - The Force Account Labor and Force Account Equipment hours differ by 2 hours. There is an additional 2 hours for the equipment time due to the trailer being used to mob and demob the Roller.
477DR3HV-12 Scribner Hollow Road PA-02-NY-4020-PW-03439 PA-02-NY-4020-State-0044(43)
The applicant used 16 hours of force account labor and 17 hours of force account equipment in order to assist the Village of Hunter to clean out the 18" Dia x 80LF culvert, clean, reshape, and rip rap the 42LF of ditches at the end of the 18” Pipe, attempt to clean out the debris from the 12” Dia CMP, clean, reshap, ndri rp he 190 LF of ditches, place stone to reestablish the 3Ft wide shoulder.
The Town and Village of Hunter are part of the Intermunicipal Highway Department Agreement, copy attached. The Village of Hunter work was captured on PW # 3616709. Work Completed:
18”Dia x 80LF Polyethylene Pipe Clogged and Cleaned Out
5LF x 2Ft Deep x 1FT Thick = 0.40 CY Slope Protection Rip Rap on the Inlet Side of both culverts
2LF x 2FT Deep x 1FT Thick = 0.10 CY Slope Protection Rip Rap on the outlet Side of the 12” Dia culvert
3LF x 2FT Deep x 1FT Thick = 0.10 CY Slope Protection Rip Rap on the outlet Side of the 18” Dia culvert
190LF Ditches caved in and rip rap washed away outlet Side of the 18” Dia culvert
42LF Ditches caved in and rip rap washed away outlet Side of the 12” Dia culvert
100LF x 3FT Wide x 0.25FT Deep Shoulders washed out
477DR3HW-12 Notch Inn Road PA-02-NY-4020-PW-05111 PA-02-NY-4020-State-0054(53)
Applicant used 51 hours of Force Account Labor, 51 hours of Force Account Equipment, and materials (30 tons Crusher Run and 24" x 20LF Poly Pipe) to replace a 24" x 20LF Poly Pipe, used unclassified and 30 tons of crusher run to fill in the deep ruts of the road, and graded sections of the road to make Notch Inn Road passable to traffic. Applicant intends to use force account labor, equipment and materials to add 239.4 CY of Item 4 and scarify the road to a depth of 4” to bring the road back to pre-disaster condition.
1) a. 1056 LF x 18 FT Wide x 0.34 FT Deep = 239.4 CY Gravel Road Surface
b. 1056 LF x 18 FT Wide = 2,112 SY of Scarifing
477DR3HX-12 Benjamin Road PA-02-NY-4020-PW-02623 PA-02-NY-4020-State-0054(53)
Place 74.1CY of Aggregate sub-base, 156 Tons of Bituminous Concrete Overlay and place 27.8CY of Item 4 on the shoulders to bring Benjamin Road back to pre-disaster condition. 500LF x 16FT Wide x .25 FT Deep = 74.1CY Aggregate Sub-base 500LF x 16FT Wide x .25 FT Deep = 74.1CY x 2.1 factor = 156Tons Bituminous Concrete Overlay @ $72.50/Ton IN PLACE - (quote attached) 500LF x 3FT Wide x .50 FT Deep = 27.8CY Aggregate Surface Course for shoulders
477DR3HY-12 Jensen Road PA-02-NY-4020-PW-06001 PA-02-NY-4020-State-0064(63)
Applicant used 260 hours of force account labor, 260.5 hours force account equipment to repair the 50 LF of guiderail that was damaged, cleaned out the 100LF of ditches, replace the 50LF of 12" Dia. CMP and the 52LF of 18" Dia. CMP. Note: The labor hours and the equipment hours do not match because there was 12 hours of labor without equipment and 12.5 hours of trailer time to transport the equipment. SITE #1: 1a) Replaced: 5 Logs (Check Dam) 1c) Repaired: 5 Sections @ 10 Ft per Section Guiderail 1i) Cleaned and shaped ditch: 100LF SITE #2: 2e) Replace and install 12” Dia CMP: 50 LF (See HMP) 2f) Replace and install 18” Dia CMP: 52 LF (See HMP) Applicant to use force account labor, equipment, materials and contracting services to complete the work listed below. Applicant intends to scarify the intersection and the road to a depth of 4”, reclaim the material and add 2” of base aggregated, use contracting services to finish with 2” of Type 6 Top. Project specialist used RS Means, FEMA cost codes and contractor quote (Cunt Bi Prce or Asphalt In Place) were used to calculate "To Be Completed" unit prices. SITE #1: 1a) Replace and install: 5 Logs (Check Dam) 1b) Replace and install Laid Up Wall: 15LF x 3FT Wide x 4.75FT High = 8 CY 1d) Scarify: 333.3SY = 60LF x 50LF wide 1d) Replace and compact Item 4 gravel road base: 60LF x 50LF wide x 0.167FT deep = 18.6 CY 1e) Replace and Compact Bituminous Concrete road surface: 60LF x 50LF wide x 0.167FT deep = 18.6 CY 1f) Scarify: 222.2 SY = 100LF x 20FT wide 1f) Replace and compact Item 4 gravel road base: 100LF x 20FT wide x 0.167FT deep = 12.4 CY 1g) Replace and compact Bituminous Concrete road surface: 100LF x 20FT wide x 0.167FT deep = 12.4 CY 1h) Replace and compact Item 4 gravel shoulders: 100LF x3 FT wide x 0.34 deep = 3.8 CY 1i) Replace Rip Rap in Ditches:100LF x 2FT Wide x .5 Thick = 3.7CY SITE #2: 2a) Scarify 994 SY = 497LF x 18FT Wide 2a) Replace and compact Item 4 gravel road base: 497LF x 18FT Wide x 0.167FT Deep = 55.3CY 2b) Replace and compact Bituminous Concrete road surface: 497LF x 18FT Wide x 0.167FT Deep = 55.3CY 2c) Ditch cleaning and shaping: 397LF 2d) Replace Rip Rap in ditches: 25LF x 3LF wide x 0.50FT thick = 1.4 CY Stone lined 2e) Replace and compact Item 4 Shoulder= 497LF x 3FT wide x 0.34 FT deep = 18.8 Cy SITE #3: 3a) Replace and compact Item 4 gravel shoulders: 140LF x 3FT wide x 0.34FT deep = 5.3 CY 3b) Scarify: 311.1 SY

= 140LF x 20LF Wide 3b) Replace and compact Item 4 gravel road base: 140LF x 20LF Wide x 0.167FT deep = 17.3CY 3c) Replace and compact Bituminous Concrete road surface: 140LF x 20LF Wide x 0.167FT deep = 17.3
477DR3HZ-12 Byrne Road PA-02-NY-4020-PW-07191 PA-02-NY-4020-State-0083(82)
The applicant will use force account labor and equipment to repair the damages on Byrne Road. The following is a listing of repairs to bring the facility to pre-disaster conditions. 1. Applicant will install rip-rap minimum 18 IN thickness, machine placed along 10 FT x 5 FT x 5FT = 5.56 SY and 20 FT x 10 FT x 5 FT = 22.22 SY of the abutment. 2. Applicant will install rip rap along the abutment under the bridge 24 FT x 4 FT x 4 FT x 2 (sides) = 21.33 SY See attached estimate from RS Means for the scope of work. Price is $99.50/SY x 49.11 SY = $4,886.45
477DR3IA-12 Platte Clove Mountain Road Bridge Over Platte Kill Creek PA-02-NY-4020-PW-07391 PA-02-NY-4020-State-0084(83)
Bridge repair is estimated utilizing NYSDOT weighted average item price report, which is derived from historic contracted costs. Also RSMeans was utilized as applicable.
In order to restore the facility to its pre-disaster condition, function, and capacity, generally, the Applicant will have to dewater the area around the east abutment and east wingwalls with minimal impact to the stream, construct form work and pour a narrow concrete knee wall as well as concurrently placing concrete into the existing undermined sections of the abutment and wingwalls.
Below is a summary of the work to be performed:
1. Dewater the area around the east abutment and east wingwalls.
5 days x $258.00/day = $1,290.00 (reference: CSI# 3123 1920 0650).
2. Construct temporary silt fence, approximately 100 ft around the work area to minimize sediments migrations into the stream.
100 lf x $10.0/lf= $100.0&nbs (Reference: NYSDOT – 209.02000010)
3. Cleanup the scour areas around and beneath the abutment stem and wingwalls by excavating, removal and disposal of the unclassified material, in preparation for forming, approximately 5.5 cy. (50 ft L x 2 ft W x 1.5 ft avg. depth/27 = 5.5 CY)
5.5 cy x $39.07/cy = $214.90 (Reference: NYSDOT – 203.2)
4. Drilling and grouting bolts or reinforced pins. All bolts/pins imbedded in the existing abutment footing should be grouted with epoxy grout and placed at 12-inch spacing in horizontal fashion x 12-inch long along the entire abutment and wingwalls footing length (40 ft).
40 ft x 1 bolts/each foot = 40 bolts x 12 inch long each bolt = 480 inch
480 inch x $5.00/inch = $2,400.00 (Reference: NYSDOT – 586.01)
5. Placement of epoxy -coated reinforcement rebar, approximately 150 ft of 3/4 inch epoxy coated rebar cut at various lengths will be needed.
150 ft x 1.502 lb/ft = 226 lbs (Reference: American Institute of Structural Steel "AISC" specifications).
226 lbs x $3.71/lb = $838.46 (Reference: NYSDOT - 556.0202)
6. Placement of 11.2 cy of concrete for structure for abutment astem and wingwalls footing and extend 5 ft passed the wingwalls on both sides. (50 ft L x 2 ft w x 3 ft avg. depth/27= 11.2 CY)
11.2 cy x $699.15/cy = $7,830.48 (Reference: NYSDOT – 555.09)
7. Mobilization & demobilization. Estimated 2 days
2 days x $241.67/day = $483.34 (Reference: NYSDOT – 696.00910011)
8. Backhoe /loader, 40-45HP 5/8 cy capacity to perform cleanup, removal of the unclassified material, one day .
1 days x $281.00/day = $281.00 (Reference: RS Means, Cost Work CSI# 01 54 3320 0400).
9. Dump truck to haul and load unclassified material, one day.
1 days x $405/day = $405.00 (Reference: RSMeans, Cost Work # 01 54 3320 5250).
Total estimated cost for work to be completed = $14,743.19
Estimate Subgrantee Direct Administrative Cost:
Labor (Salary & Benefits) = $238.00
Travel = $25.00
Supplies and Equipment = $21.00
Total = $284.00
477DR3IB-12 Kissley Road PA-02-NY-4020-PW-07355 PA-02-NY-4020-State-0091(90)
The applicant will use force acount labor and equipment to repair the damages on Kissley Road. The following is a listing of repairs to bring the facility to pre-disaster conditions. 1. Applicant will replace rip-rap minimum 18 IN thickness, machine placed along 100 FT x 14 FT = 155.56 SY of embankment. Applicant will do these repairs in the stream bed and therefore will place a sandbag barrier 350 FT x 3.5 FT x 1.5 FT around the area with a pump to dewater the streambed. 2. Applicant will replace large rip rap dumped 200 FT x 10 FT x 3 FT = 222.22 CY 3. Applicant will repair the road by applying a tack coat and 1 IN overlay course 300 FT x 18 FT = 600 SY. See attached estimate from RS Means for the scope of work
477DR3IC-12 Cranerry Road PA-02-NY-4020-PW-07351 PA-02-NY-4020-State-0091(90)
The applicant will use force account labor and equipment to repair the damages at the wall and culvert on Cranberry Road. Reparing he cuvertswll require the road and part of headwall to be removed and replaced with salvaged material. The following is a listing of repairs to bring the facility to pre-disaster conditions. 1. Applicant will install sandbags and a dewatering pump to block the entire work area. 2. Applicant will excavate road and culvert 22 FT x 10 FT x 3.5 FT = 28.52 CY - (area of culverts) 12.80 = 15.72 CY Applicant will also install a 12 FT x 10 FT steel plate with guiderails and signs over the excavated area to allow for local traffic as road is limited to one entrance. 3. Applicant will remove and save 10 FT x 5 FT x 3 FT of large laid stone around the outlet end to

access the area. Applicant will remove 10 FT x 4 FT x 2 FT = 80 CF - (culvert area) 31.4 CF = 48.6 CF of small laid stone around inlet headwall to access the culverts. 4. Applicant will install a new 2 FT x 40 FT CMP culvert and 4 FT x 40 FT CMP culvert. 5. Applicant will backfill and compact around the arch culvert 22 FT x 10 FT x 3.5 FT = 28.52 CY - (area of culverts) 12.80 = 15.72 CY x 1.25 (swell) = 19.65 LCY. 6. Applicant will re-place 6 IN of stone (compacted) and 4 IN of asphalt in the 10 FT x 22 FT area. This is to repair the road that was excavated during culvert replacement. 7. Applicant will apply a tack coat 100 FT x 22 FT = 220 SF and place 1 IN overlay of asphalt 100 FT x 22 FT x 1 IN = to repair damages to the road around the culvert area. 8. Applicant will repair stone head wall 10 FT x 5 FT x 3 FT = 150 CF with stone on site. Applicant will repair the remainder of outlet end of culvert headwall with 30 FT x 5 FT x 3 FT = 450 CF of large stone. 9. Applicant will repair inlet end of culvert headwall that was removed to replace the culvert, with 10 FT x 4 FT x 2 FT = 80 CF - (culvert area) 31.4 CF = 48.6 CF of smaller hand laid stone. See attached estimate from RS Means for the scope of work and cost estimate.
477DR3ID-12 Wright Road PPA-02-NY-4020-PW-07839 PA-02-NY-4020-State-0091(90)
Applicant used 166 hours force account labor, 154 hours force account equipment, materials (235 Yards of Unclassified Fill and 9 CY of concrete) and contracting services (D. Van Valkenburgh Jr. Construction) to fill in the eroded area and place concrete for the approaches in order to make Wright Road passable to traffic.
1) Replace and compacted unclassified fill bituminous concrete overlay road: 369.15 CY
(85 LF x 16 FT Wide x 6.27 FT Deep)
(90 LF x 16 FT Wide x 1.00 FT Deep)
2) Replace and compacted Shoulders: 71.48 CY
(85LF x 3 FT Wide x 6.51 FT Deep)
&nbp;nbsp;&bs;&bsp; (90LF x 3 FT Wide x 1.00 FT Deep)
3a) Replace and compacted unclassified at the approach: 60.62 CY
(10 LF x 16 FT Wide x 10.23 FT Deep)
3b) Place concrete at the approach: 9 CY
(10 LF x 16 FT Wide x 1.52 FT Deep)
4) Replace and compacted unclassified embankment: 1,444.4 CY
(65LF x 50FT Wide x 12FT Deep)
The applicant to place 4 inches of aggregate base course on the road, place 4 inches of item 4 gravel on the shoulders and place 3 inches of top on the road and the approach.
1a) Replace and compact Aggregate Base Course: 35.2 CY
(85 LF x 16 FT Wide x 0.34 FT Deep)
(90 LF x 16 FT Wide x 0.34 FT Deep)
1b) Replace and Compact Bituminous Concrete road surface: 25.9 CY
(85 LF x 16 FT Wide x 0.25 FT Deep)
(90 LF x 16 FT Wide x 0.25 FT Deep)
2) Replace and compacted Item 4 Gravel road shoulders: 6.6 CY
(85LF x 3 FT Wide x 0.34 FT Deep)
&nsp;nbs;&nsp; (90LF x 3 FT Wide x 0.34 FT Deep)
3) Replace and Compact Bituminous Concrete road surface approach: 1.5 CY
(10 LF x 16 FT Wide x 0.25 FT Deep)
477DR3IE-12 France Road PA-02-NY-4020-PW-07847 PA-02-NY-4020-State-0091(90)
Applicant used 96 hours of force account labor, 50 hours force account equipment, and materials (36” CMP, 60.11 tons of Scalpings ,and 50 lb of contractors mix) to repair the displaced road subbase, replace the 36” pipe, and repair the Laid up Wall. 1) Replaced and Installed 36” Dia. Corrugated Metal Pipe: 40 LF 2) Placed and Compacted road subbase: 22.22 CY (20LF x 6FT wide x 5 ft deep) 3) Replaced Laid Up Wall: 8.89CY (20 LF x 6 FT deep x 2 FT Thick) Applicant to use force account labor, equipment, materials and contracting services to scarify 2,917.78 SY (1313 LF x 20 FT Wide/9) of the Bituminous Concrete Overlay Road surface and place and compact 243.15 CY of overlay on the road surface. 4a) Scarify the Bituminous Concrete Overlay Road: 2,917.78 SY (1313 LF x 20 FT Wide/9) 4b) Place and compact Displaced Bituminous Concrete Overlay Road: 243.15 CY (1313 LF x 20 FT Wide x 0.25 FT Deep Project specialist used RS Means, FEMA cost codes and contractor quotes (County Bid Price for Asphalt in Place) were used to calculate "To Be Completed" unit prices.
477DR3IF-12 Glen Park Road PA-02-NY-4020-PW-07842 PA-02-NY-4020-State-0091(90)
Applicant to scarify 1,640 SY of the Bituminous Concrete Overlay Road surface, apply 1640 SY of tack coat, place and compact 136.68 CY of overlay on the road surface and place and compact 9.44 CY of item 4 on the shoulders. 1a) Scarify the Bituminous Concrete Overlay Road on the north side of the bridge: 333.33 SY - 150 LF x 20 FT Wide/9) 1b) Place 0.05 gallons per SY of Tack Coat on the Bituminous Concrete Overlay Road on the north side of the bridge: 333.33 SY - (150 LF x 20 FT Wide/9) 1c) Place and compact Displaced Bituminous Concrete Overlay Road: 27.78 CY - (150 LF x 20 FT Wide x 0.25 FT Deep/27) 2a) Scarify the Bituminous Concrete Overlay Road on the south side of the bridge: 1,306.67 SY - (588LF x 20 FT Wide/9) 2b) Place 0.05 gallons per SY of Tack Coat on the Bituminous Concrete Overlay Road on the south side of the bridge: 1,306.67 SY - (588LF x 20 FT Wide/9) 2c) Place and compact Displaced Bituminous Concrete Overlay Road: 108.9 CY - (588 LF x 20 FT Wide x 0.25 FT deep /27) 3) Replace and compact Item 4 gravel on the shoulders: 9.44 CY - (500 LF x 1.5 FT Wide x 0.34 x 0.34/27)
477DR3IG-12 Byrne Road PA-02-NY-4020-PW-07195 PA-02-NY-4020-State-0109(108)
The applicant will use force account labor and equipment to repair the damages at the wall and culvert on Byrne Road. The following is a listing of repairs to bring the facility to pre-disaster conditions. 1. Applicant will install sandbags and a dewatering pump to block the entire work area. 2. Applicant will repair hand laid stone wall that

was washed out and destroyed 52 FT x 4 FT x 3 FT = 624 CF 3. Applicant will repair hand laid stone culvert in (8) sections 2 FT x 2 FT x 1.5 FT = 48 CF. This will require applicant to remve te paemen over the culvert 22 FT x 8 FT and the Teak wood under the pavement for access. Teak wood is 3 IN x 3 IN. Applicant will install a steel plate 10 FT x 10 FT on one side of the crossing while working on the other side so as to allow traffic as there is no other egress. Applicant will install signs and barricades for crossing. After repairs, applicant will re-lay Teak wood and repave culvert area. 4. Applicant will repave road in places that were scoured and culvert repair section 140 FT x 22 FT x 2 IN = 114.07 SY
477DR3IH-12 Plateau Mountain Road PA-02-NY-4020-PW-08651 PA-02-NY-4020-State-0116(116)
Applicant to use Force Account Labor, Equipment and contracting services to replace the 42" x 29" Arch pipe, replace the 24" CMP, place large rocks on the embankment, place laid up rocks on the headwalls, replace the gabion baskets, and place 4" of asphalt on the road. 6) Eroded and Displaced stone headwall: 0.89 CY (4LF x 4 FT High x 1.5 FT Deep) 7) Replace and Install gabion baskets: 2 each @ 3x3x9 each = 3 CY each = 6 CY
A) Remove gabion baskets: 2 each @ 3CY each : TOTAL of 6 CY (3' x3' x9')
B) Replace gabion baskets: 2 each @ 3CY each : TOTAL of 6 CY (3' x3' x9') 8) Replace and install: Embankment: 59.26 CY (40LF x 8 FT high x 5 FT deep) 9) Replace and Install stone headwall (Inlet): 16.67 CY (30LF x 10FT High x 1.5 FT Deep) 10) Replace and Install stone headwall (Outlet): 2.78 CY (10LF x 5FT High x 1.5 FT Deep)
477DR3IK-12 Diamond Notch Road PA-02-NY-4020-PW-09017 PA-02-NY-4020-State-0131(131)
Applicant used 383.5 hours force account labor,354.5 hours force account equipment, materials (70 Tons Crusher Run) and contracting services (Kevin Thompson Excavating) and rentals (Haines Falls Rental) in order to bring Diamond Notch Road back to pre-disaster condition.
Site #1:
1c) Replace and compact Item 4 Gravel bridge approach: 3.21 CY (5 FT x 16FT wide x 1.082 FT deep)
1d) Replace and compact Item 4 Gravel Turn round: 46 CY (35LF x 25FT Wide x 1.42 FT Deep)
Site #2:
2b) Replace and compact Item 4 Gravel Shoulder: 18.5 CY (400LF x 5FT Wide x 0.25 FT Deep)
2c) Clean and reshape Ditches: 400LF
2d) Replace and install 18" Dia.CMP: 60LF
2e) Replace and install 21" x 15" Dia. CMP: 40LF
Site # 1:
1a) Place and compact Bituminous Concrete Overlay Road: 25.96CY (75LF x 16FT Wide x 0.584 FT Deep)
1. Removal of Pavement: 133.33 SY (75 LF x 16 FT Wide/9)
2. Place and compact aggregate base: 11.11 CY (75LF x 16FT Wide x 0.25 FT Deep)
3. Place and Compact Bituminous Concrete Overlay Road: 14.84 CY(75LF x 16FT W x 0.334 FT D)
1b) Place and compact Bituminous Concrete Overlay Road : 18.17CY
&bp; (60LF x 14 FT Wide x 0.584 FT Deep)
1. Removal of Pavement: 93.33 SY (60 LF x 14 FT Wide/9)
2. Place and compact aggregate base: 7.78 CY(60LF x 14 FT Wide x 0.25 FT Deep)
93.33 SY (60 LF x 14 FT Wide/9)
3. Place and Compact Bituminous Concrete Overlay Road: 10.39 CY (60LF x 14 FT W x 0.334 FT D)
93.33 SY (60 LF x 14 FT Wide/9)
1c) Replace and compact bridge approach: 0.99 CY (5 LF x 16 FT W x 0.334 FT D
8.89 SY (5 LF x 16 FT Wide/9)
1e) Furnish and Install 6" Dia. NPT Steel Pipe Dry Hydrant: 56 LF
1f) Furnish and Install Dry Hydrant Assembly: 1 each
Site #2:
2a) Place and Compact Bituminous Concrete Overlay Road: 155.73 CY
(400LF x 18FT Wide x 0.584 FT Deep)
1. Removal of Pavement: 800 SY (400 LF x 18 FT Wide/9)
2. Place and compact aggregate base: 66.67 CY (400LF x 18FT Wide x 0.25 FT Deep)
800 SY (400 LF x 18 FT Wide/9)
3. Place and Compact Bituminous Concrete Overlay Road: 89.07 CY (400LF x 18FT W x 0.334 FT D)
800 SY (400 LF x 18 FT Wide/9)
477DR3IL-12 Glen Park Road PA-02-NY-4020-PW-09085 PA-02-NY-4020-State-0125(125)
Given the extent of the storm-related damages, the damaged elements of the culvert, approaches, and roadway must be replaced in order to return the facility to pre-disaster conditions. This includes the culvert pipes, dry stacked rock, aggregate road base, asphalt surface material on the culvert crossing, guide rail, and the asphalt surface material and aggregate base material comprising the roadway adjacent to the bridge. The FEMA project specialist has developed an estimate of the repair costs using CostWorks 2012 software as well as a local price from invoice # 7507993 RI billed to the town by Chemung Supply for a 57-inch x 38-inch 12 guage CMP culvert pipe. It was necessary to perform a CEF on this project due to the total overall repair costs. A copy of a bridge inspection report conducted on 4/6/2011 was provided by the town. This was used in conjunction with field data in preparing the repair estimate. In order to enable and facilitate repair construction for this facility, it will be necessary to de-water the construction site. The dewatering method applied by the project specialist consists of installing a cofferdam upstream of the construction site and using a pump to bypass water around the construction site. During the meeting and site visit conducted with the applicant, it was indicated that construction was not planned until the spring, when there are typically high flow levels in local streams associated with regional

snowmelt.
SCOPE OF WORK (CONTINUED): In order to restore the damaged facility to its' pre-disaster condition, the following items must be replaced:
- Two (2) 20 linear-foot segments of 60-inch diameter CMP pipes,
- Four (4) end sections of 60-inch diameter CMP pipe,
- Twenty (20) linear-feet of 57-inch x 38-inch 12 Guage CMP pipe,
- 112 linear-feet of Steel Guide Rail, 50 FT long x 1 FT wide x 15 FT high volume of Dry Stacked Stone (each side of bridge) less the volume of the culvert pipes,
- 56 FT long x 20 FT wide x 14.5 FT high volume of Aggregate Road Base Material,
- 56 FT x 20 FT area of 3-inch thick Asphalt Binder Layer,
- 56 FT x 20 FT area of 3-inch thick Asphalt Surface Layer.
CALCULATIONS: The calculations that were performed in quantifying the repair costs are as follows:
REPLACEMENT OF CULVERT BATTERY: - Twenty (20) Linear Feet (LF) of 60-inch diameter Corrugated Metal Pipe (CMP) x 2 = 40 LF total - Four (4) end sections of 60-inch diameter Corrugated Metal Pipe - Twenty (20) LF of 57-inch x 38-inch 12 Guage CMP (Taken from invoice # 7507993 RI from Chemung Supply) - 56 LF of Guide Rail on each side of the culvert and approach span x 2 = 112 LF total - 50 FT long x 1 FT wide x 15 FT high volume of Dry Stacked Stone = 1,500 CF total (less the total volume of the culvert pipes) Total volume of te culvert pipes = 3.14 x (5 FT^2) x 1 FT = 3.14 x 25 CF = 78.5 CF x 6 = 471.2 CF. 1,500 CF - 471.2 CF = 1,028.8 CF total Dry Stacked Stone - 56 FT long x 20 FT wide x 14.5 FT high volume of Aggregate Road Base Material = 16,240 CF/27 = 601.5 CY total - 56 FT long x 20 FT wide area of 3-inch thick Asphalt Binder Layer = 1,120 SF/9 = 124.4 SY total - 56 FT long x 20 FT wide area of 3-inch thick Asphalt Surface Layer = 1,120 SF/9 = 124.4 SY total - Temporary Cofferdam 56 FT long x 5 FT high = 280 SF total - Dewatering (use of 4-inch pump to dewater work site, assuming a three week project schedule) = 15 days
REMOVAL OF TEMPORARY DETOUR: - Excavation, loading, and hauling of fill material used for temporary detour = 750 CY - Removal of dry stacked rock material/pre-cast concrete support material = 83.33 CY These quantities were used in conjunction with R.S. Means 2012 unit cost data to provide unit costs for the repair work. Each of these items was included as Part A of the CEF. See attached CEF for further discussion of contingency factors applied to this specific project. Note: The scope of work will include all elements necessary to restore this facility back to pre-disaster condition. Fema Cost Codes were used to perform this project worksheet.
477DR3IM-12 Scribmer Hollow Road, Platt Cove Mountain Road and Josh Road PA-02-NY-4020-PW-09005 PA-02-NY-4020-State-0130(130)
Site #1: The applicant used 155 Force Account labor hours, 119 Force Account equipment hours and materials (Light Stone Fill, Crusher Run,
Scalpings and 2" x 15" CMP) to placed Item 4 gravel on the shoulders, reshaped and placed rip rap in the ditches, placed heavy stone on the
headwalls, replaced 18" CMP with 21 x 15 arch CAP from stock.
Site #2: The applicant used 395 Force Account labor hours, 318.5 Force Account equipment hours and rentals (SK115 Excavator) to clean and reshape 600 LF ditches, salvaged the rocks from further downstream and hand placed 200 LF of laid up rock embankment wall.
Site #3: The applicant used 152 Force Account labor hours, 141 Force Account equipment hours, and materials (19.58 Tons Type 6 Top and 52 LF 42" x 29" Arch CAP) to place Item 4 gravel in the shoulders, clean and reshape the ditches, and placed 52LF of 42" x 29" Arch pipe (from
stock).
Site #1: Scribner Hollow Road: GPS 42.21737, -74.19005 beginning of damaged section of road
1b) Replace and compact item 4 gravel road shoulder: 23.06 CY (415LF x 3 FT Wide x 0.5 FT Deep)
1c) Cleaning & Reshaping Item 4 gravel lined ditch: 415 LF
1d) Replace and compact Item 4 gravel in the ditches: 7.69 CY (415 LF x 2 FT Wide x 0.25 FT Thick)
GPS Location: 42.21571, -74.19091 (1e-f) 1e) Replace and install 18" CMP: 20 LF 1f) Replace and install heavy stone riprap headwall: 3.6 CY (16 LF x 4 FT High x 1.5 FT Deep)
GPS Location: 42.21793, -74.18977 (1j) 1j) Replace and install embankment protection laid up stone wall: 4.4 CY (15 LF x 4 FT High x 2 FT Thick)
Site #2: Piatt Cove Road: GPS 42.12653, -74.07095
2b) Cleaning & Reshaping ditch: 600 LF
2c) Eroded and displaced laid up rock embankment: 59.26 CY (200 LF x 4 FT High x 2 FT Thick)
Site #3: Josh Road:
Beginning of damaged section of road GPS Coordinates: 42.13650, -74.09407 End of damaged section of road GPS coordinates: 42.13749, -74.09348
3b) Replace and compact section of Bituminous Overlay Road: 13.89 CY (75LF x 20 FT Wide x 0.25 deep) 3c) Replace and compact item 4 aggregated base: 18.56 CY (75LF x 20 FT Wide x 0.334 deep 3d) Cleaning & Reshaping Slope stone lined Ditch: 400 LF Ditch 22.2 CY Slope Stone (400LF x 3 FT Wide x 0.5 FT Thick) 3e) Replace and compact item 4 road shoulder: 9.9 CY (400 LF x 2 FT Wide x 0.334 FT Deep) 3f) Replace and install 36" Dia. Corrugated Metal Pipe: 52LF
Site #1: Scribner Hollow Road: GPS 42.21737, -74.19005 beginning of damaged section of road
1a) Replace and compact Bituminous Concrete Overlay Road: 26.88 CY(415 LF x 3 FT Wide x 0.583 Deep) 1b) Replace and compact item 4 gravel road shoulder: 11.53 CY (415LF x 3 FT Wide x 0.25 FT Deep) 1g)Replace and install 60" Dia.CMP: 20LF 1h) Replace and install laid up rock headwall inlet side: 3.9 CY (10LF x 7FT High x 1.5 FT

Deep) 1i) Replace and install laid up rock headwall outlet side: 3.9 CY (10LF x 7FT High x 1.5 FT Deep) Site #2: Piatt Cove Road: GPS 42.12653, -74.07095 2a) Replace and compact Bituminous Concrete Overlay Road: 148.2 CY (600LF x 20 FT Wide x 0.334 FT Deep) 2d) Replace and install 18" Dia. Corrugated Metal Pipe: 32LF 2e) Replace and install laid up rock Retaining Wall: 11.9 CY (40 LF x 4 FT High x 2 FT Thick) 2f) Replace and install laid up rock headwall: 0.70 CY (4LF x 3FT High x 1.5 FT Deep) Site #3: Josh Road: Beginning of damaged section of road GPS Coordinates: 42.13650, -74.09407 End of damaged section of road GPS coordinates: 42.13749, -74.09348 3a) Replace and compact Bituminous Overlay Road: 74.07 CY (400LF x 20 FT Wide x 0.25 Deep)

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1058	1367	2425	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR563A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Hunter

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$329.60
Total Budget	$0.00	$329.60
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3AA-12 PA-02-NY-4020-PW-02179 PA-02-NY-4020-State-0044(43)
The applicant used 64 Hours of regular Force Account Labor (regular time not eligible according to FEMA Policy 9525.7 Labor Costs-Emergency Work) and 30 Hours of Force Account Equipment to dislodge the debris from the 24" Dia. x 75LF of Polyethelene Pipe on Botti Drive and to break up the rock in the ditch located on Pine Lane. Wood debris - branches and leaves- was removed from the culvert and placed on the bank in the wood area. The rock was used to line the ditch, returning it back to pre-existing condition, and the remainder of the rock was trucked back to the Town Garage and put into the stockpile for future use.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	194	278	472	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR563C-12
Activity Title:	Village of Hunter Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Hunter

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$83,308.62
Total Budget	$0.00	$83,308.62
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3GZ-12 Scribner Hollow Road PA-02-NY-4020-PW-03437 PA-02-NY-4020-State-0044(43)
The applicant used 49.25 hours of force account labor, 31.25 hours equipment and materials (10.91 Tons of Crusher Run) and used the services of the Town of Hunter - force account labor and equipment hours were recorded on PW #3617828, in order to clean out the 18” Dia culvert, clean, reshape, and rip rap the 42LF of ditches at the end of the 18” Pipe, attempt to clean out the debris from the 12” Dia CMP, clean, reshape, and rip rap the 190 LF of ditches, place stone to reestablish the 3Ft wide shoulder.
The Town and Village of Hunter are part of the Intermunicipal Highway Agreement, copy attached.
190LF Ditches cleaned, reshaped and rip rap
18”Dia x 80LF Polyethylene Pipe Cleaned Out
3LF x 2FT Deep x 1FT Thick = 0.10 CY Placed Slope Protection Rip Rap on the outlet Side of the 18” Dia culvert
42LF Ditches cleaned, reshaped and rip rapped
100LF x 3FT Wide x 0.25FT Deep Shoulders reestablished
Work To Be Completed:
Applicant to use force account labor, equipment, materials and contracting services to replace a 12” Dia x 50LF CMP (HMP Attached) and 0.50 CY of Slope protection rip rap Inlet Side of both culverts and the outlet Side of the 12” Dia culvert and clean and reshape 120LF ditch.
FEMA cost codes and estimated contracting costs used to determine prices .
1 - 50LF x 4FT Wide = 22.2 SY Pavement Removal
2 - 12” Dia. X 50LF CMP (HMP Attached)
3 - 50LF x 4FT Wide x 0.34FT Deep = 1.2 CY x 2.1 Asphalt Factor= 2.52 Tons Type 3 Binder
4 - 50LF x 4FT Wide x 0.167FT Deep = 2.5 CY x 2.1 Asphalt Factor = 5.25 Tons Type 6 Top
5 - 120LF Ditches caved in and rip rap washed away inlet side of the 12" Dia Culvert

477DR3HA-12 Glen Ave Site #2 PA-02-NY-4020-PW-02284 PA-02-NY-4020-State-0044(43)
The applicant used 116.25 hours of force account labor, 116.25 hours equipment and materials (32 Tons of Light Stone Fill & 59.81 Tons Crusher Run) in order to rebuild the stone headwalls (37LF x 8FT Wide X 3FT Deep) and repair the shoulder(100LF x 3FT Wide x 6.75 FT deep).
Work To Be Completed:
Remove 77.8 SY of pavement; place 13 CY of subbase, 8.8 CY of Binder and 4.3CY of Top when weather permits.
35LF x 20FT Wide = 77.8SY Pavement Removal
35LF x 20FT Wide x .5FT deep = 13 CY Aggregate Base Course
35LF x 20FT Wide x .34FT deep = 8.8 CY x 2.1 Factor = 19 Tons of Type 3 Binder
35LF x 20FT Wide x .167 FT deep = 4.3CY x 2.1 Factor = 9 Tons of Type 6 Top
477DR3HB-12 Glen Road - Site #1 PA-02-NY-4020-PW-01872 PA-02-NY-4020-State-0044(43)
The applicant used 52.25 hours of force account labor, 51.5 hours equipment and materials (30CY Item 4) and used contracting services in order to make the 6LF x 20FT Wide x 5.667FT Deep road passable to traffic and to repair the 5LF x 5FT Wide x 5.25FT Deep shoulder, placed 36LF of 42" x 29" Dia CAP from stock and placed 80 SY/IN of Bituminus Cold Patch (6LF x 20FT Wide x .50FT Deep/27 x 36 = 79.999SY/IN = 80 SY/IN).
477DR3HC-12 Glen Ave. Site #4 PA-02-NY-4020-PW-01926 PA-02-NY-4020-State-0044(43)
Remove and replace a 20LF x 20FT Wide section of bituminus concrete overlay.
20LF x 20FT Wide = Pavemet Removal
20LF x 20FT Wide x .5FT Deep = 44.45SY Converts to 266.67 SY/SI Bituminous Concrete Overlay
20LF x 20FT Wide x 1 FT Deep = 14.8 CY Aggregate Subbase
477DR3HD-12 Garfield Ave. PA-02-NY-4020-PW-02572 PA-02-NY-4020-State-0044(43)
Replace the damaged 12” Dia. X 20LF CMP, clean and reshape the 179LF of ditches, remove the 179LF x 20FT Wide x 1FT Deep road section, place .5FT subbase, place 0.34FT of Asphalt Type 3 Binder and 0.167of Asphalt Type 6 Top when weather permits.
179LF x 20FT Wide = 397.8 SY Pavement Removal
179LF x 20FT Wide x. 5 FT Deep = 66.3 CY Aggregate for under the Road Surface
179LF x 20FT Wide x. 0.34 FT Deep = 45.1CY x 2.1 Factor = 94.71 Tons Type 3 Binder
179LF x 20FT Wide x0.167 FT Deep = 22.1CY x 2.1 Factor = 46.41 Tons Type 6 Top
179LF - Ditch cleaning and reshaping
12” Dia x 20 LF CMP
477DR3HE-12 Glen Ave Site #3 PA-02-NY-4020-PW-02573 PA-02-NY-4020-State-0058(57)
The applicant used force account labor, equipment and materials in order make the road passable to traffic. These hours were recorded on PW # 3616705 - Emergency Protective Measures - Town Wide. No other work has been done.
Replace a 12" Dia x 30LF CMP, clean and shape the ditches, place aggregate onto the shoulders to bring them back to grade, place slope protection rip rap around the culvert outlet, and place binder and top on the road surface (an estimate is attached).
208LF x 20FT Wide x. 08 FT Deep = 12.3CY Aggregate for under the Road Surface
208LF x 20FT Wide x.34FT Deep: 52.4CY x 2.1 Factor = 110.04 Tons Type 3 Binder @ $67.75/Ton = $7,455.21
208LF x 20FT Wide x .167 FT Deep : 25.7 CY x 2.1 Factor = 53.97 Tons Type 6 Top @ $72.50/Ton = $3,912.83
50LF x 3FT Wide X 1.0 FT deep = 5.6 CY Aggregate for Shoulders
27LF x 10FT high x 1FT Thick = 10CY Slope Protection Rip Rap around the outlet of the culvert
30LF - Ditch cleaning and reshaping
12” Dia. X 30LF CMP
477DR3HF-12 Maple Ave. PA-02-NY-4020-PW-07067 PA-02-NY-4020-State-0081(79)
Scarify 550 SY of pavement, place 30.6 CY of fresh aggregate and place 45.8 CY of Bituminous Concrete Overlay on Maple Ave. Clean and reshape 16 LF of ditches, box out and remove 25.3 SY of pavement , place 1.40 CY of fresh aggregate and place 4.2 CY of bituminous concrete overlay to repair the road to the pump station. Clean, reshape and line 142 LF of ditches with 10.5 CY of Rip Rap and place 16.9 CY of Slope Protection Rip Rap to stabilize the embankment along the road to the pump station.
1) a. 275 LF x 18 FT Wide = 550 SY Scarify
   b. 275 LF x 18 FT Wide x 0.167 FT Deep = 30.6 CY Aggregated Base Course
   c. 275 LF x 18 FT Wide x 0.25 FT Deep = 45.8 CY
Bituminous Concrete overlay Road Surface
2) 16 LF Clean and Reshape Ditches
3) a. 30 LF x 4 FT Wide = 13.3 SY of Pavement Removal
   b. 30 LF x 4 FT Wide x 0.167 Deep = 0.70 SY
Aggregated Base Course
   c. (30 LF x 4FT Deep).5 x 4 FT Wide = 8.9 CY of
Slope Protection Rip Rap
   d. 30 LF x 4 FT Wide x 0.50 Deep = 2.2 CY of
Bituminous Concrete Overlay
4) a. 27 LF x 4 FT Wide = 12 SY of Pavement Removal
    b. 27 LF x 4 FT Wide x 0.167 FT Deep = 0.70 CY Aggregated Base Course
    c.(27 LF x 4 FT Deep).5 x 4 FT Wide = 8 CY of Slope Protection Rip Rap
    d. 27 LF x 4 FT Wide x 0.50 Deep = 2 CY of

Bituminous Concrete Overlay
5) a. 142 LF Clean and Reshape Ditches
b. 142 LF x 2FT Deep x 1FT Thick = 10.5 CY Slope Protection Rip Rap

Location Description:

Village of Hunter Village Wide Roads

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	194	278	472	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR563F-12
Activity Title:	Village of Hunter Sewer and Water

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Hunter

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$37,074.67
Total Budget	$0.00	$37,074.67
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3HG-12 Klein Ave Bridge Water Main Crossing PA-02-NY-4020-PW-00253 PA-02-NY-4020-State-0004(2)

ITEM #3: Fasten Water Main onto rollers and test for leaks -1 day Labor Crew @ $2,500.00 = $2,500.00
ITEM #4: Repair Water Main insulation and metal jacket - 1.5 days Labor Crew @$2,500.00 = $3,750.00
ITEM #5: Disinfect and test Water Main - 0.5 days @ $2,500.00 = $1,250.00
Construction Cost: $15,000.00
10% Engineering: $1,500.00
3% Administration: $495.00
FEMA Code 9901 - Direct Administrative Cost = $489.00
Total Project Cost =
Note: The scope of work will include all elements necessary to restore this facility back to pre-disaster condition. Fema Cost Codes were used to perform this project worksheet
477DR3HH-12 Shanty Hollow Brook Reservoir PA-02-NY-4020-PW-00305 PA-02-NY-4020-State-0006(4)
In order to restore this facility back to pre-disaster condition the applicant will complete the following work by means of contracted resources:
- Remove 100 FT x 75 FT x 2 FT volume of debris from reservoir.
- Re-grade affected embankment and backfill over 35 LF. of exposed pipe.
- Furnish and install geo-textile fabric and seed to armor embankment.
- Remove and replace the broken valve.

The applicant has provided a cost estimate for this work, which was determined to be reasonable given the scope of repair work.

CALCULATIONS:
FEMA Code 1020: Debris Removal (Waterway Structure) -100 FT x 75 FT x 2 FT = 15,000 CF/27 = 556 CY x $17.00/CY = S9.452.00 This cost estimate wasn't used; the applicant provided an estimate for the same work.
ESTIMATE FROM APPLICANT:
*AII equipment and material costs are included by applicant in labor cost.
Crew #1(4): 1 Teamster, 1 Laborer, 1 Operator, 1 Foreman (with equipment) = 53,000.00/day
Crew #2 (3): 1 Foreman, 2 Laborers = $1,200.007day
Crew #3 (3): 1 Foreman, 1 Operator, 1 Laborer (with 330 Excavator) = $2,500.00/day

ITEM 1: Remove Debris From Reservoir (From Applicants Estimate) Crew #1 - 3 Days @ $3,000.00/day = 39,000.00
ITEM 2: Re-grade embankments and backfill 35 LF. of exposed water pipe Crew #3 -1 Day @ $2,500.00/day = $2,500.00
ITEM 3: Furnish and install geo-textile fabric and seed on embankment Crew #2 -1 Day @ $1,200.00/day = $1,200.00
ITEM 4: Remove and replace broken valve Crew #3 - 2 Days @ $2,500.00/day = $5,000.00
Construction Total = S17, 700.00 10% Engineering Cost = $1,770.00 3% Administrative Cost = $584.10 Total Cost = $20,054.10
Note: The scope of work will include all elements necessary to restore this facility back to pre-disaster condition. FEMA Cost Codes were used to develop this project worksheet.
477DR3HI-12 Bridge St./Main St. bridge PA-02-NY-4020-PW-00973 PA-02-NY-4020-State-0017(16)
The Bridge St./Main St. bridge crosses over the Schoharie Creek at the intersection of these two streets.
In order to re-establish water service to the community, the applicant will perform the following work by means of contracted resources:
Furnish and install five brackets and anchors for pipe support. Locate and excavate two 10 FT. x 10 FT. x 5 FT. areas around existing water main on either side of bridge. Furnish and install five 6 IN. rollers on brackets. Furnish and install 65 LF. of 6 IN. insulated ductie iron water main on bridge. Furnish and install fitting and valve to 6 IN. water main on either side of bridge. Backfill to grade 10 FT. x 10 FT. x 5 FT. excavated area on either side of bridge. Test and disinfect the new water main. Surface restoration and clean up of the damage site. Delaware Engineering, a firm representing the village of Hunter, has provided a cost estimate for the scope outlined above.
The applicant has submitted a hazard mitigation proposal involving the replacement of the 6 in. main with an 8 in. main to protect against similar flood-related damage in the future. This is discussed in further detail on the Hazard Mitigation Proposal Page.
SCOPE OF WORK (CONTINUED):
CALCULATIONS (From Applicants' Cost Estimate):
NOTE: Item 1 was removed from the scope of eligible repair work as it pertained directly to the work outlined in the Hazard Mitigation Proposal. It is included as such.
Item 2 - Furnish and install five (5) brackets for pipe support: - Brackets and anchors - 5 x $300.00/EA. = $1,500.00 - Installation - 3 man crew 1 day x $2,000.00/day = $2,000.00 Total for Item 2 = $3,500.00
Item 3 - Locate and excavate the existing 6 in. water main on either side of bridge: - (10 FT x 10 FT x 2 FT volume) x 2 = 1,000 cy/27 = 37 cy - 3 man crew with JD 450 backhoe - 1 day = $2,500.00 Total for Item 3 = $2,500.00
Item 4 - Furnish and install 8 IN. rollers on brackets: - Materials - five (5) 6 IN. rollers x $225/ea = $1,125.00 - Installation - 3 man crew 1 day x $2,000/day = $2,000.00 Total for Item 4 = $3,125.00
Item 5 - Furnish and install 65 lf. of 8 in. insulated water main: - Materials - 8 in. mj - dip with 3 in. insulation and aluminum jacket - 65 lf. x $30.50/lf. = $1,982.50 - Installation - 3 man crew 2 days x $2,000/day = $4,000.00 Total for Item 5 = $5,982.50
Item 6 - Furnish and install fitting and valve on both sides of bridge (all MJ fittings): - Materials - $5,000.00 - Installation - 3 man crew 3 days x $2,000/day = $6,000.00 Total for Item 6 = $11,000.00
Item 7 - Furnish and Install Backfill to Grade: - Materials to site - 37 cy x $25/cy = $925.00 - 3 man crew with equipment - 1 day x $2,000/day = $2,000.00 Total for Item 7 = $2,925.00
Item 8 - Testing and disinfection of new water main: - 3 man crew 1 day x $2,000/day = $2,000.00 Total for Item 8 = $2,000.00
Item 9 - Surface restoration and site clean-up: - 3 man crew 1 day x $2,000/day = $2,000.00 Total for Item 9 = $2,000.00
477DR3HJ-12 Pine Lane Sewer Line PA-02-NY-4020-PW-01928 PA-02-NY-4020-State-0044(43)
The applicant used 42 Hours of Force Account and 18 Hours Equipment and materials (29.83 Tons of Light Stone Fill and 26.90 Tons of Crusher Run) to repair the 30LF x 6FT Wide x 5.167 FT Deep exposed sewer pipe and clean, shape and place rip rap in the ditches (85LF x 2FT High x 1FT Thick).
477DR3HK-12 Intersection of Main St and CR-83 PA-02-NY-4020-PW-04519 PA-02-NY-4020-State-0063(62)
In order to restore this facility to its' pre-disaster condition, the applicant has submitted a proposal to repair and rebuild 70 ft by 10 ft by 8 ft (207 CY) of scoured rip-rap and underlying fill material. This proposal was provided by Delaware Engineering, an engineering firm representing the applicant, and includes a scope of proposed repair work as well as an estimate of the total cost of the project. The scope of work outlined in the proposal states that some of the rip-rap material washed into the creek bed during the storm will be re-used in the course of repairing this facility. The items of work outlined in the construction proposal are discussed in detail on the continuation page.
The applicant has submitted a proposal to incorporate 406 Hazard Mitigation funding into the proposed repairs to

the embankment armoring at this location.The scope of the HMP involves the placement of anchored rock material along the base of the damaged section. This is discussed in detail on the Hazard Mitigation Proposal (HMP) page.
SCOPE OF WORK (CONTINUED): In the construction proposal provided by the applicant, the following items of work are
ITEM 2 - A Mobilization and General Construction Cost Contingency
1 Lump Sum of $1,900.00 estimated
ITEM 3 - A lump sum estimate for dewatering activities necessary to facilitate construction including the installation of a cofferdam at the construction site and by-pass pumping. The applicants' representative stated that this estimate was based on typical dewatering operations in the area requiring a NYSDEC Article 15 permit and ACOE approval.
1 Lump Sum of $10,500.00 estimated
ITEM 4 - Furnish and install 55 linear feet (LF) of silt fence for erosion control at the construction site.
55 LF x $5/LF = $275.00
ITEM 5 - Furnish and install rip-rap along damaged portion of embankment.
70 FT x 10 FT x 8 FT = 5,600 CF/27 = 207 CY
(From Estimate) 194 CY x $100/CY = $19,400.00
Differential of 13 CY -------> re-use of material deposited in stream bed
ITEM 6 - Furnish and install filter fabric for excavation trench stabilization during construction activities. The applicant estimates that 120 square yards (SY) of filter fabric will be necessary.
120 SY x $5/SY = $600.00
ITEM 7 - A lump sum estimate for site restoration work.
1 Lump Sum of $6,000.00 estimated
ITEM 8 - A lump sum estimate for engineering/design fees and bid administration fees
1 Lump Sum of $6,000.00 estimated

Location Description:

VIllage of Hunter Water and Sewer Repairs

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	194	278	472	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR56A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Athens

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$2,345.69
Total Budget	$0.00	$2,345.69
Total Obligated	$0.00	$2,345.69
Total Funds Drawdown	$0.00	$2,345.69
Program Funds Drawdown	$0.00	$2,345.69
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$2,345.69
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3O-12 PA-02-NY-4020-PW-03755 PA-02-NY-4020-State-0036(35)
The applicant used 130 regular (not eligible) and 25 overtime hours of force account labor and 132.5 equipment hours to remove debris from the roads and from the Village right-of-way.
Mixed Household Waste Debris GPS 42.23762, -73.85543
1a) Collected, hauled and disposed of mixed household waste debris: 40 CY.
1b) The applicant incurred $159.60 dollars in disposal fees for two loads of debris disposed of and interred in the landfill facilities at the Greene County Solid Waste Management facility at 183 Route 385 in Catskill. Subsequent loads were not charged for disposal fees.
Vegetative Debris GPS 42.25860, -73.81538
2a) Collected and hauled branch debris: 623 CY.
2b) Collected and hauled logs and trunk debris: 53 CY.
676 CY of total vegetative debris was moved to the municipal debris pile at the Village recycling and brush drop off-site on South Washington Street.
The applicant intends to hire a contractor to chip the vegetative woody debris piles in the Spring. The applicant has provided a unit price estimate from Wood Waste Reduction Services for tub grinding at $7.00/CY. The Irene debris is estimated at 716 CY x $7.00 = $5,012.00 for grinding. The applicant does not intend to move the wood chips, but instead to leave them in place as free mulch available to residents. No hauling or disposal costs are anticipated.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	679	991	1670	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR56E-12
Activity Title:	Buildings and Equipment

Activitiy Category:
Rehabilitation/reconstruction of public facilities

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Athens

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,720.66
Total Budget	$0.00	$1,720.66
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3LR-12 PA-02-NY-4020-PW-07925 PA-02-NY-4020-State-0099(98)
The applicant used force account labor and materials to replace the dehumidifier and to remove the damaged flooring. They elected not to replace the carpet but, instead, to paint the concrete floor. The applicant contracted with Kosco and Kingston Oil Supply, Corp. to repair the damage to the furnace.
1) Repaired and replaced Weil-McLain steam boiler, model 680: drained water, replaced damaged combustion chamber, water feeder and ruined parts.
2) Replaced dehumidifier: 1 each.
3) Replaced sump pump: 1 each.
4a)Removed and disposed of damaged basement meeting room carpeting: 400 SF.
4b)Painted basement floor: 400 SF.
See attached procurement procedures. All work completed will return the site to its pre disaster design, function, capacity, and profile.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	679	991	1670	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR56F-12
Activity Title:	Public Sewer/Public Water

Activitiy Category:
Construction/reconstruction of water/sewer lines or systems

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Village of Athens

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,427.15
Total Budget	$0.00	$1,427.15
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3LS-12 WWTP Fuel Storage Facility PA-02-NY-4020-PW-05444 PA-02-NY-4020-State-0063(62)
The applicant contracted with Mac-Son Industrial Services, Inc. on 8/31/11 to pump out and dispose of 997 gallons of a water and contaminated gasoline mix. Main Care re-filled the tank on 9/1/11. The applicant installed 3 NAPA Gold Fuel Filters on the gas tank.

Waste Water Treatment Plant Gas Tank GPS 42.26311, -73.80607
1) Total water and contaminated fuel mix in tank: 997 gallons
   1a) Pump out and dispose of water and contaminated fuel: 997 gallons
   1b) Fill tank with new fuel: 704.9 gallons
2) Replace Napa gold fuel filters on tank: 3 each

See attached procurement procedures. All work completed will return the site to its pre disaster design, function, capacity, and profile.
477DR3LT-12 WWTP PA-02-NY-4020-PW-05364 PA-02-NY-4020-State-0067(66)
The Village contracted with Kosco to repair the boiler with replacement parts. Repairs were done on 8/29/11 and 9/15/11. The Village contracted with Kingsley Arms, Inc. to replace the two damaged suction valves. The suction valves are necessary for the facility to operate correctly and their replacement was required to return the facility to pre-disaster condition. The Village followed their procurement policy for these purchases, see attached.
See attached procurement procedures. All work completed will return the site to its pre disaster design, function, capacity, and profile.

Location Description:

Village Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	679	991	1670	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR584C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Jewett

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$324,654.40
Total Budget	$0.00	$324,654.40
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3IN-12 Mill Hollow Road Upper PA-02-NY-4020-PW-01971 PA-02-NY-4020-State-0031(31)
Utilizing force account labor, equipment, materials, and contractors, the applicant completed the following work on the days listed:
SEGMENT 1:
- from 8/29 to 9/12/11, three contractors (G.R. Excavation, C&C Excavating, and Belgian Trucking Inc.) hauled an estimated total of 3,057 loose CY (LCY) of gravel and rock to fill in the washed-out embankment. Assuming a loose:bank factor of 1.25, this is a reasonable amount of backfill for the size of the washout.
- 9/8/11 - force account labor and equipment was used to install a new 20 LF x 15"-diameter HDPE culvert pipe. The new pipe was from the applicant's stores; however, the applicant could not produce an invoice for the pipe. A cost estimate for purchasing this item was generated using R.S. Means CostWorks 2012 (see attached spreadsheet).
SEGMENT 2:
- 9/8/11 - force account labor and equipment was used to install a new 20 LF x 15"-diameter HDPE culvert pipe. The new pipe was from the applicant's stores; however, the applicant could not produce an invoice for the pipe. A cost estimate for purchasing this item was generated using R.S. Means CostWorks 2012 (see attached spreadsheet).
- from 8/30/11 to 9/13/11, a contractor (Larry Folke Excavating) used stackable rip rap to reconstruct the 231 LF x 13 FT high section of stacked-stone retaining wall, partially backfilling behind the wall with gravel.
- 913/11 - Belgian Trucking Inc. and G.R. Excavation hauled approximately 56 CY of gravel to finish backfilling behind the repaired walls, and to re-finish the gravel surface of the road.
SEGMENT 3:
9/8/11 - force account labor and equipment was used to install a new 30 LF x 18"-diameter HDPE culvert

pipe. The new pipe was from the applicant's stores; however, the applicant could not produce an invoice for the pipe. A cost estimate for purchasing 2 x 20-LF segments of pipe (necessary for the 30-LF replacement) was generated using R.S. Means CostWorks 2012 (see attached spreadsheet).
- from 8/30/11 to 9/13/11, a contractor (Larry Folke Excavating) used stackable rip rap to reconstruct the 141 LF x 8 FT high section of stacked-stone retaining wall, partially backfilling behind the wall with gravel.
- 913/11 - Belgian Trucking Inc. and G.R. Excavation hauled approximately 56 CY of gravel to finish backfilling behind the repaired walls, and to re-finish the gravel surface of the road.
ENTIRE ROAD SURFACE:
- 11/14/11: force account labor, equipment, and materials were used to haul in approximately 115 CY (161 TONS) of Item 4 gravel, then graded it to cover 2,665 LF of road surface. This included restoring the road surfaces of Segments 1-3. The Item 4 gravel used on this road was taken from the applicant's stockpile; however, the applicant could not determine which invoices for purchases made of this material were directly tied to this project. The cost-per-ton that the applicant pays for this material has been consistent on other projects from this time period ($7.45/TON). Therefore, the cost of 161 TONS of Item 4 gravel is included in this PW.
477DR3IO-12 Shadow Mountain Road PA-02-NY-4020-PW-01962 PA-02-NY-4020-State-0031(31)
Utilizing force account labor, equipment, materials, and contracts, the applicant completed the fwork on the dates listed: 8/29/11 (force account labor and equipment)
- moved debris and downed trees to provide access to road area and to allow residents with four-wheel drive vehicles to access the area. 9/8/11 (contract, Kevin Johnson Excavating, Inc.)
- placed 75 CY of gravel to backfill the 4 large holes (approximately 10 FT x 10 FT x 5 FT each) in the road bed and graded the gravel level. 10/18/11(force account labor, equipment, and materials) - used 193 CY of road base materials to place a 12 FT x 1,906 FT x 3 IN base down on the road bed. - place 12 FT x 1,906 FT x 2 IN (approximately 200 TONS) of surface course aggregate, grade, and compact for road bed. - double chip-seal 12 FT x 1,906 FT of road surface. This cost was estimated using data from the Town of Jewett's last six chip-seal jobs. The unit cost ($4.00/SY) was significantly higher than the National FEMA cost code for double chip-seal (3081 - $1.50/SY). However, this cost is still reasonable given the remote location of the Town and the requirement to use more costly, vegetable-based oils, due to the facility's location within the protected Catskill Watershed.
477DR3IP-12 Little Timber Rd PA-02-NY-4020-PW-05442 PA-02-NY-4020-State-0051(51)
Using (12 RT + 20 OT =) 32 hours of force account labor and 32 hours of force account equipment time, the applicant completed the following work: - Hauled in (12 x 10 CY/load =) 120 CY of gravel and used a backhoe to fill in the runnels, roughly leveling the road to make it accessible. The materials used for backfilling were drawn from stores and the per-ton cost of $7.45/TON is based on local historical costs. Utilizing force account labor, equipment, and contracts, the applicant will complete the following work: - Place (20 FT x 10 FT x 4 FT =) 30 CY / 42 TONS of large stone fill on the washed-out embankment to the left of the culvert pipe outlet. - Place (20 FT x 2,150 FT x 2 IN =) 266 CY / 372 TONS of surface course aggregate, then grade and compact it for the road bed. - Double chip-seal (20 FT x 2,150 FT =) 4,778 SY of road surface. This cost was estimated using the Town of Jewett's last six chip-seal jobs (see attached spreadsheet). The unit cost ($4.00/SY) was significantly higher than FEMA's National cost code for double chip-sealing (3081 - $1.50/SY). However, this cost is considered reasonable given the remote location of the job site and the requirement to use more costly, vegetable-based oils, due to the Town of Jewett's location within the protected Catskill Watershed.
477DR3IQ-12 Scribner Hollow Road PA-02-NY-4020-PW-03386(0) PA-02-NY-4020-State-0051(51)
Utilizing force account labor, equipment, and materials, the applicant will complete the following work: - grind 250 LF x 22 FT of broken asphalt to prepare road bed for re-paving; - re-build 250 LF x 5 FT x 8 IN and 250 LF x 7 FT x 8 IN of gravel shoulders, using 74.1 CY / 52.9 TONS of Item 4 gravel; - spread, grade, and roll the gravel and the ground asphalt; and, - re-pave 250 LF x 22 FT of the road with 3 IN of Type 6 top pavement. Costs for this scope of work were prepared using local bids acquired by the applicant and local historical costs for materials. These costs were validated using CostWorks 2012, ZIP code 124, Union wages. The applicant has received one bid (Reclamation, LLC) for grinding asphalt at numerous locations in the Town of Jewetta eedmaged by the declared event. According to the conditions of the bid, the grinding cost will be $2,120. Validating this against the CostWorks 2012 estimate of $831.11, this bid does not appear reasonable. However, this bidder is the only service provider in the area and has always been used previously by the applicant, so this is considered the going local rate for this work. The cost of the Item 4 gravel and delivery was derived from local historical costs. A FEMA Cost Code (3060, Regional rate) was used to estimate the labor needed to grade and shape the shoulders. The applicant has received two bids (Carver Stone Products and Cobleskill Stone Products) for paving numerous locations in the Town of Jewett that were damaged by the declared event. According to the conditions of each bid, the Carver Stone Products bid would be $7,322.50 and the Cobleskill Stone Products bid would be $28,502.22. Validating these bids against CostWorks 2012 estimate of $13,021.43, the Carver Stone Products bid is reasonable but the Cobleskill Stone Products bid is not reasonable.
477DR3IR-12 Peck Road PA-02-NY-4020-PW-05462(0) PA-02-NY-4020-State-0051(51)
Using a total of 2 RT hours of force account labor and 2 hours of equipment time the applicant completed the following work: CULVERT #1: - Used a chain saw to cut up a large tree that was blocking the culvert intake and which smashed part of the headwall, and used a backhoe to move the cut-up sections out of the ditch. - The applicant also backfilled the washed-out hole but did not present costs for this work. Utilizing force account labor, equipment, and contracts, the applicant will complete the following work: CULVERT #1: - Remove approximately 10 LF x 20 wide x 3 IN of pavement. - Demolish the 7 FT wide x 4 FT tall x 3 FT thick headwall, setting aside stackable

stone for re-use. - Demolish the 12 FT wide x 6 FT tall x 3 FT thick endwall, setting aside stackable stone for re-use. - Excavate 40 LF x 8 FT wide x 4 FT deep trench. - Remove existing pipe. - Replace 40 LF of 18 IN-diameter CMP culvert pipe. See the attached HMP-1 for the proposal to upgrade this pipe to a 24-IN HDPE culvert pipe. - Backfill trench with (40 LF x 8 FT x 4 FT =) 48 CY / 66.4 TONS of crusher run. - Re-build the 7 FT wide x 4 FT tall x 3 FT thick headwall. /The applicant estimates that 50 percent of the stackable rip rap from the pre-disaster wall is still present and can be re-used. Therefore the contactor will need to purchase approximately (7 FT x 4 FT x 3 FT x 50% =) 1.6 CY / 2.2 TONS of stackable rip rap to re-build the headwall. - Re-build the 12 FT wide x 6 FT tall x 3 FT thick endwall. The applicant estimates that 50 percent of the stackable rip rap from the pre-disaster wall is still present and can be re-used. Therefore the contactor will need to purchase approximately (12 FT x 6 FT x 3 FT x 50% =) 4 CY / 5.6 TONS of stackable rip rap to re-build the headwall. - Re-pave 10 FT long x 20 FT wide x 3 IN deep section of road with Type 6 pavement. CULVERT #2: - Remove approximately 10 LF x 20 FT wide x 3 IN of pavement. - Demolish the 8 FT wide x 3 FT tall x 3 FT thick headwall, setting aside stackable stone for re-use. - Excavate 40 LF x 8 FT x 3 FT deep trench to access washed-out areas around the culvert pipe. - Re-build 6 FT wide x 4 FT tall x 3 FT thick headwall, re-using original stones. See theatacedHM-2fo te proposal to add an end flare to this culvert pipe. - Backfill with (40 FT x 2 FT x 3 FT =) 8.9 CY / 12.4 TONS of crusher run. - Place approximately 3 CY /4.2 TONS of light stone fill on disharge end of pipe. - Re-pave 10 FT x 20 FT x 3 IN deep section of road with Type 6 pavement. Costs for this scope of work were prepared using CostWorks 2012, ZIP code 124, Union wages. The costs for stackable rip rap, light stone fill, and crusher run were derived from local historical costs.
477DR3IS-12 Pangman Road PA-02-NY-4020-PW-03208(0) PA-02-NY-4020-State-0051(51)
Utilizing force account labor, equipment, and materials, the applicant completed the following work on the dates listed:
8/30/11
- 3 force account laborers used a grader, a backhoe, and a dump truck to move debris and downed trees off the road to provide access for residents. No debris was removed from the area by the applicant, although local residents removed the woody debris to be used for firewood; and,
- the 2 x 500 LF x 1 FT x 1 FT gullies were filled with 4 truckloads (4 x 10 CY = 40 CY / 28.6 TONS) of Item 4 gravel.
10/6/11
- 4 force account laborers used a backhoe and 3 dump trucks to:
- re-surface 1,100 FT x 18 FT x 2 IN with 122 CY / 87.3 TONS of Item 4 gravel; and,
- re-surface 2 x 1,100 FT x 5 FT x 2 IN of gravel shoulders with 67 CY / 47.8 TONS of Item 4 gravel.
- complete re-surfacing of road with 1,100 FT x 18 FT x 2 IN with 122 CY / 87.3 TONS of Item 4 gravel.
- complete re-building of shoulders with 2 x 1,100 FT x 5 FT x 2 IN of gravel shoulders with 67 CY / 47.8 TONS of Item 4 gravel.
The applicant has not been able to tie specific force account materials receipts to this project. However, the applicant has produced receipts showing the quantities of materials that were purchased during the time frame that disaster-related repairs were taking place. Using these receipts and estimating quantities from measurements taken at the project site, costs for materials have been calculated and added to this PW. A spreadsheet summarizing the applicant's materials purchases is attached.
477DR3IT-12 Butternut Lane PA-02-NY-4020-PW-05446(0) PA-02-NY-4020-State-0051(51)
Utilizing 3 RT hours of force account labor, 3 hours of force account equipment time, and contracts, the applicant completed the following work: - 09/02/11: C&C Excavation hauled (6 loads x 15 CY/load =) 90 CYof gravel and (6 loads x 10 CY/load =) 60 CY of slopestone to the site. - 09/06/11: Force account laborers brought additional gravel from stores to the site, then shaped the slopestone on the ditch. No costs were presented for the gravel drawn from stores.
477DR3IU-12 Silver Spring Rd PA-02-NY-4020-PW-04058(0) PA-02-NY-4020-State-0051(51)
Using 110 RT hours and 20 OT hours of force account labor, 130 hours of force account equipment, materials, and contracts, the applicant completed the following work: AREA 1 - Moved approximately 1,037 CY of gravelly debris off the road and shoulders and used it as backfill for the washout in Area 2 (08/31/11, 09/01/11). - Began to dig out the debris in the box culvert. However, the culvert was cleared on 09/08/11 when high waters from the remnants of Tropical Storm Lee washed out the remaining debris (09/04/11). - Re-established the stream channel for 70 FT above the box cuver an 30 FTbelw it. According to the applicant, it was necessary to clear the channel above the box culvert to ensure that water flowed to the box culvert, instead of continuing to flood Silver Spring Road. It was necessary to clear the channel below the box culvert, because the uncleared channel was causing continued flooding of the private residences on either side of the channel (09/04/11). AREA 2 - Force account labor and equipment was used to partially backfill the washout with 1,037 CY of material from Area 1 (08/31/11, 09/01/11). - More backfill material was added on 10/06/11. This material was taken from the Carr Road gravel bar (see PW#3863805). The amount of gravel brought to the site is estimated as (3 trucks working x 3 hours x 6 round trips per hour x 6 CY per load =) 324 CY of backfill. - Between 11/09/11 and 11/16/11, a combination of force account labor and contractors backfilled the washout using 160.9 TONS / 114.9 CY of crusher run, 266.58 TONS / 190.4 CY of light stone fill, and 47.97 TONS / 34.3 CY of medium stone fill (total fill volume = 340 CY). Belgian Trucking Inc. hauled the material from Cobleskill Stone Products. - Between 11/09/11 and 11/15/11, Larry Falke Excavating spent 45 hours with a 120 John Deere re-building 250 LF x 25 FT high of the stackable rip-rap along the embankment between Silver Spring Road and the Schoharie Creek. AREA 1 - Haul, place, and grade approximately (250 LF x (5 + 18 + 5) FT x 6 IN =) 130 CY / 182 TONS of road base material (Item 4 gravel) was

washed out from the road bed and shoulders. This cost was estimated using FEMA Cost Code 3011. - Grind and re-pave (250 LF x 18 FT =) 500 SY with 3 IN of Type 6 pavement (82.5 TONS). This re-paving cannot be done by the normal paving contractors used by the Town of Jewett, because the Carr Road bridge is not large enough to allow the paver to cross (weight restrictions). Therefore, this site will be re-paved by force account labor and equipment. The cost was estimated using CostWorks 2012 (124 ZIP prefix, Union wages). AREA 2 - Haul, place, and grade approximately (1,000 LF x 28 FT x 6 IN =) 519 CY / 370 TONS of Item 4 gravel road finish on the road and shoulders. This cost was estimated using FEMA Cost Code 3011.
477DR3IW-12 Ryan Road PA-02-NY-4020-PW-05455(0) PA-02-NY-4020-State-0051(51)
Utilizing force account labor, equipment, and contracts, the applicant will complete the following work: - Remove an approximately (18 FT wide x 10 FT long =) 20 SY area of pavement. - Dismantle the 6 FT wide x 4 FT high headwall, setting aside stackable stone for re-use. - Dismantle the top 4 FT of the 12 FT wide endwall (going down to the bottom invert of the pipe but not all the way to the bottom of the wall), setting aside stackable stone for re-use. - Excavate (20 FT long x 8 FT wide x 4 FT deep =) 24 BCY trench, exposing the top and sides of the culvert pipe. - Backfill under and around the culvert pipe with approximately 1 LCY / 1.4 TONS of crusher run to fill in the areas where bed material was washed away. - Backfill trench with (20 FT x 8 FT x 4 FT x 1.4 BCY/LCY factor =) 34 LCY / 48 TONS of crusher run. - Re-build the 6 FT wide x 4 FT high headwall, re-using the stacked stone that was set aside. - Re-build the 12 FT wide x 4 FT tall section of the endwall that was dismantled, re-using the stacked stone that was set aside. - Re-pave the 20 SY sectin ofroad&nbs Thee costs were estimated using CostWorks2012, 124 ZIP prefix, Union wages. The cost for the crusher run is a local historical cost of $7.30/TON
477DR3IX-12 Griffen Road at Halsey Brook PA-02-NY-4020-PW-03398(0) PA-02-NY-4020-State-0051(51)
Emergency repairs to re-open Griffen Road are documented on PW#3863801/EMMIE#01852. The applicant worked with the Greene County Soil and Water Conservation District (GCSWCD) to develop a scope of work for repairing the crossing to pre-disaster design, capacity, and function. This estimate was prepared using CostWorks 2012. This cost estimate has been double-checked, with the ten most expensive line items validated against FEMA's version of CostWorks 2012. No discrepancies were noted. The cost estimate prepared by GCSWCD included costs for planting grass along 200 LF of both sides of the stream bank. This cost was determined to be ineligible based on FEMA Disaster Assistance Policy 9524.5: Trees, Shrubs, and Other Plantings Associated With Facilities, July 2007. According to this policy, FEMA has categorically ruled that the replacement of trees, shrubs, and other ground cover is not an eligible cost.
To return the road to its pre-disaster design, function, and capacity, the applicant will hire a contractor to:
- Provide a temporary crossing to provide emergency access to the homeowners above the project site, since Griffin Road is a single access dead end road.
- According to the GCSWCD, the culvert replacement will be performed in a dry condition in order to meet various regulatory agency requirements. Therefore, during construction the contractor shall divert the entire stream flow around the work area. Dewatering must be maintained 24 hours per day, 7 days per week during the construction period and will be accomplished by a pump and pipeline scenario. Dewatering will require the excavation of a sump and construction of a gravel coffer dam across the existing channel at both the top and bottom. This estimate assumes that 3 days of dewatering will be required.
- Remove the 4 x 60 LF x 30 IN-diameter PVC culvert pipes and 1 x 60 LF x 48 IN-diameter culvert pipe that were installed as temporary repairs at the Halsey Brook crossing.
- Make two saw cuts (approximately 48 LF) in the pavement, then remove approximately (10 FT long x 24 FT wide =) 480 SF of pavement.
- Install 60 LF of the 7.9-FT x 5.6-FT CMP arched culvert.
- Re-build 20 FT x 10 FT x 1.5 FT of medium stone rip rap.
- Re-build both 7.5-FT long concrete headwalls.
- Sediment control during construction will be accomplished through collection of all turbid water within the work area, and pumping the sediment-laden water to designated filter areas. In the event that adequate sediment control cannot be accomplished using existing filter areas, the contractor will be required to develop open sediment basins constructed of hay bales lined with filter fabric. These constructed basins would be placed near the locations of the existing filter areas and will pre-treat the discharge before it enters the existing filter areas. All disturbed areas will be temporarily stabilized as soon as possible to minimize soil erosion. The sediment control measures will ensure that no turbid water discharges from the work area. Some disturbance to the channel is expected at the upstream and downstream ends of the ulver. Theestimt prepred by the SCSWCD includes 2% for permitting costs and 6% for engineering costs. These percentages are consistent with those that would have been applied in the CEF; therefore, they have been left in the estimate and not added in the CEF.
477DR3IY-12 Whaley Road PA-02-NY-4020-PW-03995(0) PA-02-NY-4020-State-0051(51)
Debris removal activities for Whaley Road and the surrounding environs are covered on PW#3863807. During these activities, approximately 2,074 CY of gravelly debris was used to backfill the washout on Whaley Road.
Using 143.5 RT hours and 10 OT hours of force account labor, 151 hours of force account equipment time, materials, and contracts, the applicant completed the following work:
- 09/12/11: Belgian Trucking Inc. hauled 5 loads (assume 10 CY/load =) 50 CY of backfill material from Halsey Brook near Griffen Road (see PW#3863801) to Whaley Road to use to backfill the washout.
-10/05/11: Giordano's Blue Mountain Excavation began re-building the rip-rap, starting at the north end of Whaley Road and using materials they recovered from the East Kill. This effort was terminated after six hours due to insufficient quantities of recovered rip-rap material. Approximately 10 LF of the rip-rap embankment was reconstructed.

- 10/13/11: 30.58 TONS / 21.8 CY of slope materials 4"-6" was hauled in from Peckham Materials Corp.
- 10/17-21/11: 173.83 TONS / 124.2 CY of Item 4 gravel was hauled in from Peckham Materials Corp.
- 11/03/11: 8.23 TONS / 5.9 CY of slope materials 4"-6" was hauled in from Peckham Materials Corp.
- 11/09/11: Carver Sand & Gravel delivered 33.20 TONS / 23.7 CY of ROB gravel.
- 11/10/11: Carver Sand & Gravel delivered 33.30 TONS / 23.8 CY of ROB gravel.
- Force account labor and equipment was used to place, grade, and compact backfilled materials.

A total of 2,323 CY (including the 2,074 CY from PW#3863807) of backfill material was applied to the washed-out road and embankment. This is less than the total estimated volume of the washout (1,611 CY + 1,074 CY = 2,685 CY) but since the washout volume is an estimate, this discrepancy is not considered significant. Note on force account labor and equipment time: on the applicant's labor and equipment tracking spreadsheet, some hours were noted for "Mill Hollow Rd 3", some for "Whaley/Mill Hollow 3". The applicant explained that "Whaley/Mill Hollow 3" denotes time spent clearing gravelly debris from the roads and from the East Kill stream blockage, and then using it to backfill the washout on Whaley Road. Therefore, these labor and equipment hours have been split evenly between this PW and PW#3863807, which covers the debris removal activities on Mill Hollow and Whaley Roads, and in the East Kill. These costs have been estimated using Cost Works 2012. 1. Re-build (890 LF x 17.5 FT high x 4 FT thick) = 2,037 CY of rip-rapped embankment. 2. Replace washed-out culvert pipe: - Mobilize one excavator to the site.

477DR3IZ-12 Round Hill Road PA-02-NY-4020-PW-05817(0) PA-02-NY-4020-State-0057(56)

Utilizing force account labor, equipment, and contracts, the applicant will complete the following work:

SEGMENT 1: -Remove a (20 FT long x 6 FT wide =) 13.3 SY area of pavement over the damaged culvert. -Excavate (20 FT long x 6 FTwide x3 FT dep=) 13. BCY trench. -Remove and replace the damaged 30 FT long x 12-IN diameter CMP culvert pipe. -Backfill trench with (20 FT x 6 FT x 3 FT x 1.4 BCY/LCY factor =) 18.7 LCY / 26 TONS of crusher run. -Re-pave three areas - the (20 FT long x 6 FT wide =) 13.3 SY over the culvert pipe, the (120 FT long x 20 FT wide =) 267 SY on the road, and (120 FT long x 10 FT wide =) 133 SY on the western gutter, for a total of 413 SY of asphalt. -Clear and re-shape 60 LF of ditch.

SEGMENT 2: -Re-pave (100 FT long x 20 FT wide =) 222 SY on the road. -Clear and re-shape 200 LF of ditch.

477DR3JA12 Bobillen Road PA-02-NY-4020-PW-04516(0) PA-02-NY-4020-State-0057(56)

Using a total of 38 RT hours of force account labor, 38 hours of equipment time, materials, and contracts, the applicant completed the following work:

CULVERTS #1-4

In order to re-open the road, the applicant hauled in approximately (44.4 CY + 22.2 CY + 107 CY + 118.5 CY =) 292.1 CY of gravel to temporarily fill the slumped segments of the road. This was done by a contractor (Belgian Trucking Inc.) on 09/03/11 and by force account labor and equipment on 10/11/11. Belgian Trucking brought in (3 loads x 15 CY/load =) 45 CY of gravel and approximately 247.1 TONS were brought in by force account labor. On 11/23/11, the applicant applied more gravel to re-fill the four crossings over the culverts, which had slumped further. The applicant has estimated that force account labor and contracts applied, in total, approximately 350 CY / 242.9 TONS of gravel to the various washouts on Bobillen Road.

CULVERT #2

On 11/23/11, force account labor and equipment were used to replace Culvert #2. Prior to the disaster, this culvert pipe was 40 LF of 18" CMP. The applicant opted to replace this with 40 LF of 18" HDPE culvert pipe. This represents an upgrade, which is an eligible 406 hazard mitigation measure (if cost-effective). The cost of 40 LF of 18" CMP (drawn from CostWorks 2012) is included on the Force Account Materials Sheet as a reference price for the cost-effectiveness calculation on the first Hazard Mitigation Proposal, attached. The actual cost of the 40 LF of 18 " HDPE culvert pipe is included on the HMP. See the attached CostWorks 2012 cost estimate and Pipe Plus invoice.

CULVERT #3

On 09/06/11, force account labor used one chain saw, one backhoe, and one dump truck to remove approximately 16 CY of debris from the upper end of Culvert #3. This debris was transported to the Greene County brush pile on County Route 65 and Elm Ridge Road in the Town of Windham (42.29438, -74.21266). Debris from this pile was eventually ground and distributed for beneficial reuse as mulch. On 09/02 and 09/03/11, a contractor (C&C Excavating) re-built the endwall of the culvert pipe, using approximately 40 CY / 28.6 TONS of stackable rip-rap to re-build the (12 FT high x 30 FT wide =) 360 SF of 3 FT-thick end wall. The contractor's labor costs were ($3,150 / 40 CY =) $78.75, which was considered reasonable when compared to FEMA Cost Code 3250 (Slope Protection Rip Rap, hand placed, $60/CY) because stackable rip-rap walls require more precise rock placement than plain rip-rap (see photographs of the re-built endwall). The contractor's costs were also calculated as ($3,150 / 360 SF =) $8.75/SF.

Utilizing force accunt labr, equimen, and cntracts, the applicant will complete the following work:

CULVERT #1
- Grind 8 FT long x 20 FT wide section of broken asphalt to prepare road bed for re-paving.
- Re-pave 8 FT long x 20 FT wide x 3 IN deep section of road with Type 6 pavement.

CULVERT #2
- Grind 8 FT long x 20 FT wide section of broken asphalt to prepare road bed for re-paving.
- Re-pave 8 FT long x 20 FT wide x 3 IN deep section of road with Type 6 pavement.

CULVERT #3
- Re-build 12 FT high x 30 FT wide x 3 FT thick headwall. The applicant estimates that 40% of the stackable rip rap from the pre-disaster wall is still present and can be re-used. Therefore the contactor will need to purchase

approximately 24 CY / 17.1 TONS of stackable rip rap to re-build the headwall. Using the C&C Excavating invoice for repairing the endwall for a local cost, the estimated cost for repairing the endwall is (360 SF x $8.75/SF =) $3,150.
- Grind 20 FT long x 20 FT wide section of broken asphalt to prepare road bed for re-paving.
- Re-pave 20 FT long x 20 FT wide x 3 IN deep section of road with Type 6 pavement.
CULVERT #4
- Replace 40 LF of 30 IN-diameter CMP culvert pipe & re-pack road material around the pipe. The cost for this scope was estimated using CostWorks 2012 (estimate attached). See also the second HMP, attached.
- Re-build (8 FT high by 12 FT wide x 2 walls =) 192 SF of heavy stone fill headwall and endwall, averaging 18 IN thick. The applicant estimates that less than 10% of the heavy stone fill from the pre-disaster walls is still present and available for re-use. Therefore the contractor will need to purchase approximately 10.7 CY / 7.6 TONS of heavy stone fill to re-build the headwall and endwall. For estimating purposes, the C&C Excavating invoice from the repair of the endwall was used to calculate $8.75/SF cost for repairing the endwall. Therefore, the estimated cost for repairing the endwall is (192 SF x $8.75/SF =) $1,680.
- Grind 15 FT long x 20 FT wide section of broken asphalt to prepare road bed for re-paving.
- Re-pave 15 FT long x 20 FT wide x 3 In deep section of road with Type 6 pavement.
Costs for this scope of work were prepared using local bids acquired by the applicant and local historical costs for materials. These costs were validated using CostWorks 2012, ZIP code 124, Union wages.
- The costs for stackable rip-rap and heavy stone fill were derived from local historical costs.
- The applicant has received one bid (Reclamation, LLC) for grinding asphalt at numerous locations in the Town of Jewett that were damaged by the declared event. According to the conditions of the bid, the grinding cost for all four sections of Bobillen Road will be $2,120. Validating this against the CostWorks 2012 estimate of $154.09, this bid does not appear reasonable. However, this bidder is the only service provider in the area and has always been used previously by the applicant, so this is considered the going local rate for this work. The higher costs are largely due to the numerous remobilizations that will be required to move between small areas of repair.
- The applicant has received two bids (Carver Stone Products and Cobleskill Stone Products) for paving numerous locations in the Town of Jewett that wer damagedby te declard event. According to the conditions of each bid, the Carver Stone Products bid for re-paving all four sections of Bobillen Road would be (18.7 TONS x $72.50/TON IN-PLACE =) $1,355.75 and the Cobleskill Stone Products bid would be (113.3 SY x $9.94/SY + $1,800 mobilization fee =) $2,926.53. Validating these bids against CostWorks 2012 estimate of $2,410.90, both bids are reasonable. The lower bid cost will be used in the PW.
477DR3JB12 Hauser Road PA-02-NY-4020-PW-05842(0) PA-02-NY-4020-State-0057(56)
Using a total of 20 hours of force account labor, 20 hours of equipment time, and $140.16 in materials the applicant has filled the road and shoulder holes. The cost for crusher run was derived from local historical costs, see attached invoice.
Hauser Road 42.26461, -74.18898
1) Replaced road and slope crusher run: 15 FT Long x 6 FT Wide x 3.6 FT Thick/ 27 = 12CYx1.6 = 19.2 Ton. Costs for work to be completed were determined using Cost Works 2012.
Hauser Road 42.26461, -74.18898 2) Replace asphalt pavement: 8 FT Long x 6 FT Wide x 0.25 FT Thick / 27 = 0.44 CY x 1.9 = 0.84 Ton All work completed and to be completed will return the site to its pre disaster design, function, capacity, and profile.
477DR3JC12 Ford Hill Road PA-02-NY-4020-PW-05811(0) PA-02-NY-4020-State-0057(56)
Utilizing force account labor, equipment, materials, and contracts, the applicant will complete the following work: -Remove an approximately (20 FT wide x 10 FT long =) 22 SY area of pavement. -Dismantle a (10 FT wide x 6 FT high x estimated 3 FT thick =) 6.7 CY section of the inlet headwall, setting aside the stackable stone for re-use. -Dismantle a (10 FT wide x 6 FT high x estimated 3 FT thick =) 6.7 CY section of the outlet headwall, setting aside the stackable stone for re-use. -Excavate (40 FT long x 8 FT wide x 6 FT deep =) 71 BCY trench, exposing the top and sides of the culvert pipe. -Backfill under and around the culvert pipe with approximately 2 LCY / 2.7 TONS of crusher run to fill in the areas where bed material was washed away. -Backfill trench with (40 FT x 8 FT x 6 FT x 1.4 BCY/LCY factor =) 99 LCY / 140 TONS of crusher run. -Re-build the 10 FT wide x 6 FT high section of the inlet headwall, re-using the stacked stone that was set aside. -Re-build the 10 FT wide x 6 FT tall section of the outlet headwall that was dismantled, re-using the stacked stone that was set aside. -Re-pave the 22 SY section of road. Costs for this scope of work were estimated using CostWorks2012, ZIP prefix 124, Union wages. Known local historical costs were used for the crusher run backfill material. The applicant has numerous invoices for this material from 2011 and the cost is $7.30/TON.
477DR3JD12 Boyscout Road PA-02-NY-4020-PW-06004(0) PA-02-NY-4020-State-0064(63)
Using a total of 3 hours of force account labor, 3 hours of equipment time, and $140.16 in materials the applicant repaired damaged road shoulders. The cost for crusher run was derived from local historical costs, see attached invoice. 1) Replace road shoulder crusher run: 150 FT Long x 3 FT Wide x 0.72 FT Thick /27 = 12 CY x 1.6 = 19.2 Ton 2) Replace road shoulder and ditch slope shot rock: 200 FT Long x 3 FT Wide x 1 FT Thick / 27 = 22.22 CY x 1.4 = 31.1 Ton 3) Reshape ditch: 200 LF. All work completed and to be completed will return the site to its pr disater desig, function, capacity, and profile.
477DR3JE12 Merwim Street PA-02-NY-4020-PW-06008(0) PA-02-NY-4020-State-0064(63)
Using a total of 3 hours of force account labor, 3 hours of equipment time the applicant cleared the road and shoulder of debris. The applicant will fill eroded road shoulders with item 4. Cost for item 4 was derived from local historical costs, see attached invoice. 1) Eroded and displaced road shoulder item 4: 1,620 FT Long x 4 FT Wide (2

FT both sides) x .33 FT Thick /27 = 79.2 CY x 1.6 = 126.7 Ton. All work completed and to be completed will return the site to its pre disaster design, function, capacity, and profile.
477DR3JF12 Hyer Road PA-02-NY-4020-PW-06024(0) PA-02-NY-4020-State-0064(63)
Using a total of 38 RT hours of force account labor, 38 hours of equipment time, materials, and contracts, the applicant completed the following work: Utilizing force account labor, equipment, and contracts, the applicant will complete the following work: Hyer Road (42.229580, -74.146731) 1) Damaged and displaced 18 IN-diameter CMP: 40 LF (lower culvert.) 2) Replace gravel: 60 FT Long x 25.2 FT Wide x 0.3 FT Thick / 27 = 16.8 CY x 1.3 = 21.8 Ton 3) Replace crusher run: 45 FT Long x 24.9 FT Wide x 0.48 FT Thick / 27 = 20 CY x 1.6 = 31.88 Ton Hyer Road (42.229580, -74.146731) 4) Replace surface course: 990 FT Long x 30.04 FT Wide x 0.25 FT Thick / 27 = 275.4 CY x 1.3 = 358 Ton 5) Clean and reshape ditch: 525 LF. All work completed and to be completed will return the site to its pre disaster design, function, capacity, and profile.
477DR3JG12 Orlander Road PA-02-NY-4020-PW-05813(0) PA-02-NY-4020-State-0064(63)
Utilizing force account labor, equipment, materials, and contracts, the applicant will complete the following work: -Remove an approximately (20 FT wide x 10 FT long =) 22 SY area of pavement. -Dismantle a (20 FT wide x 10 FT high x estimated 3 FT thick =) 22 CY section of the inlet headwall, setting aside the stackable stone for re-use. -Dismantle a (20 FT wide x 10 FT high x estimated 3 FT thick =) 22 CY section of the outlet headwall, setting aside the stackable stone for re-use. -Excavate (30 FT long x 10 FT wide x 10 FT deep trench, exposing the top and sides of the culvert pipe. Due to the depth of this trench, the sides of the trench will be stepped at 5 FT. The total excavated volume will be (30 FT x 10 FT wide x 5 FT) + (30 FT x 14 FT wide x 5 FT) = 133 CY. -Backfill under and around the culvert pipe with approximately 4.4 LCY / 6.2 TONS of crusher run to fill in the areas where bed material was washed away. -Backfill trench with (133 CY x 1.4 BCY/LCY factor =) 186 LCY / 261 TONS of crusher run. -Re-build the 20 FT wide x 10 FT high section of the inlet headwall that was dismantled, re-using the stacked stone that was set aside. -Re-build the 20 FT wide x 10 FT tall section of the outlet headwall that was dismantled, re-using the stacked stone that was set aside. -Re-pave the 22 SY section of road. Costs for this scope of work were estimated using CostWorks2012, ZIP prefix 124, Union wages. Known local historical costs were used for the crusher run backfill material. The applicant has numerous invoices for this material from 2011 and the cost is $7.30/TON.
477DR3JH12 Wilderness Road PA-02-NY-4020-PW-06509(0) PA-02-NY-4020-State-0066(65)
Using a otal of 6 T hours of force account labor, 6 hours of equipment time, and materials the applicant completed the following work. The cost for crusher run was derived from local historical costs, see attached invoice.
1) Replaced crusher run gravel road shoulder and driveway entrance: 50 FT Long x 2 FT Wide x .33 FT Thick / 27 = 1.2 CY x 1.6 = 2 Ton
2) Cleaned and reshaped debris filled ditch: 50 LF

1) Replace crusher run gravel road shoulder: 50 FT Long x 2.5 FT Wide x .33 FT Thick / 27 = 1.5 CY x 1.6 = 2.4 Ton
2) Cleaned and reshaped debris filled ditch: 125 LF
Work to be completed was estimated using fema cost codes and CostWorks 2012.
All work completed and to be completed will return the site to its pre disaster design, function, capacity, and profile.
477DR3JI12 Rice Street PA-02-NY-4020-PW-06567(0) PA-02-NY-4020-State-0066(65)
Using a total of 16 hours of force account labor, 12 hours of equipment time, and $116.22 in materials the applicant stabilized the road to make it passable for travel. The cost for item 4 was derived from local historical costs, see attached invoice.
1) Replaced Item 4 gravel: 30 FT Long x 10 FT Wide x 1.08 FT Thick / 27 = 12 CY x 1.3 = 15.6 Ton
Cost for work to be completed was determined using Cost Works 2012.
2) Replace asphalt road surface: 20 FT Long x 10 FT Wide x .25 FT Thick / 27 = 1.85 CY x 1.9 = 3.5 Ton
3) Replaced CMP pipe: 36 IN DIA x 30 FT Long
4) Rebuild stacked stone headwall with reclaimed stone, lower side: 33 FT Long x 12 FT High x 3 FT Thick / 27 = 44 CY
5) Rebuild stacked stone headwall with reclaimed stone, upper side: 20 FT Long x 8 FT High x 3 FT Thick / 27 = 17.8 CY
Applicant is submitting a hazard mitigation proposal with this PW. All work completed and to be completed will return the site to its pre disaster design, function, capacity, and profile.
477DR3JJ12 Barnum Road PA-02-NY-4020-PW-06771(0) PA-02-NY-4020-State-0066(65)
The applicant utilized 1.5 hours of force account labor, 1.5 hours of force account equipment and 1 ton of materials.
Site 1: Driveway, headwall and channel damage 42.263953, -74.176568
1) Replaced Item 4 driveway gravel: 8 FT Long x 20 FT Wide x 0.1 FT Thick / 27 = 0.6 CY x 1.6 = 1 Ton
Site 1: Driveway, headwall and channel damage 42.263953, -74.176568
2) Furnish and set light stone fill on ditch slope: 40 FT Long x 4 FT Wide x 1 FT Thick / 27 =5.93 CY x 1.4 = 8.3 Ton
3) Rebuild stacked stone headwall, reusing stone on site: 8 FT Long x 3 FT High x 3 FT Thick / 27 = 2.67 CY x 1.4 = 3.74 Ton
Site 2: Road shoulder and Slope 42.267388, -74.180017
1) Furnish and set light stone fill on slope: 40 FT Long x 8 FT High x 2 FT Thick / 27 =23.7 CY x 1.4 = 33.2 Ton

2) Replace asphalt pavement: 40 FT Long x 4 FT Wide x .25 FT Thick / 27 = 1.48 CY x 1.9 = 2.8 Ton
See attached contract and procurement procedures. Applicant has included a hazard mitigation proposal.
All work completed and to be completed will return the site to its pre disaster design, function, capacity, and profile.
477DR3JK12 Carr Road PA-02-NY-4020-PW-05839PA-02-NY-4020-State-001(90)
Debris removal from Carr Road and the Schoharie Creek is covered on PW#3863806. Temporary repairs to re-open Carr Road are covered on PW#3863810. The temporary repairs included backfilling the washed-out material from under the road and shoulders.
To restore Carr Road to its pre-disaster design, function, and capacity, the applicant will:
1. Replace 40 LF of 18-IN diameter CMP culvert pipe:
- Mobilize one excavator to the site.
- Excavate a (40 FT x 3 FT wide x 4 FT deep =) 18 CY trench.
- Install 40 LF of 18 IN-diameter galvanized CMP culvert pipe.
- Backfill the trench with 25 CY of excavated material (bank to loose factor = 1.4).
- Demobilize equipment.
2. Purchase, haul, and grade (360 FT x (5 + 20 + 5 FT) x 6 IN =) 200 CY /143 TONS of Item 4 gravel to re-build the road surface and shoulders in preparation for chip-sealing. This cost was estimated using FEMA Cost Code 3010.
3. Double chip-seal (360 FT x 20 FT =) 800 SY of road surface. This cost was estimated using data from the Town of Jewetts last six chip-sealing jobs. The unit cost ($4.00/SY) is significantly higher than the National FEMA cost code for double chip-sealing (3081 -$1.50/SY). However, this cost is still considered reasonable given the remote location of the town and the requirement to use more costly, vegetable-based oils, due to the facility's location within the protected Catskill Watershed.
477DR3JL12 Bailey Road PA-02-NY-4020-PW-06071(0) PA-02-NY-4020-State-0097(96)
Using 6 RT and 4 OT hours of force account labor, 10 hours of force account equipment time, and materials from stocks, the applicant completed the following work on the days noted:
08/30/11:
- Re-positioned 40 LF of 12-IN diameter corrugated HDPE culvert pipe.
- Backfilled over culvert pipe and replaced gravel on (30 FT wide x 10 FT long x 6 IN deep =) 5.6 CY of Item 4 gravel, taken from stocks.
09/02/11:
- One force account laborer used a chain saw for 4 hours to remove the tree that fell into the ditch. The wood was stacked on the side of the road and local residents took it for firewood.
Using force account labor, equipment, and materials, the applicant will complete the following work:
- Clean and re-shape 200 LF of the roadside ditch on the northwest side of Bailey Road.
- Make 2 x 20 FT saw cuts and remove a (20 FT wide x 10 FT wide =) 22 SY of pavement.
- Excavate a trench (40 FT long x 8 FT wide x 3 FT deep =) 36 BCY to uncover the damaged culvert pipe.
- Remove 40 LF of 15 IN CMP culvert pipe.
- Install a new 40 FT long 15 IN CMP culvert pipe.
- Backfill the trench with (71 BCY x 1.4 LCY/BCY factor =) 50 LCY / 70 TONS of Item 4 gravel.
- Re-pave 22 SY section of road.
The cost estimate for the work to be completed scope was developed using FEMA cost codes, CostWorks 2012 (124 ZIP prefix, Union wages), and local historical costs for materials.
477DR3JM-12 Intersection of Ford Hill and Wright Road PA-02-NY-4020-PW-08807(0) PA-02-NY-4020-State-0121(121)
Using a total of 34 hours of force account labor, 34 hours of equipment time, and $223.50 in materials the applicant repaired deep ruts and portions of the road to a drivable condition] The cot for crusher run was derived from local historical costs, see attached invoice.
1) Applicant will excavate road at culvert location 30 FT x 24 FT x 8 FT = 5760/27 = 213.33 BCY Applicant will recompact around 54 IN steel culvert and re-build the roadbed.
2) Replace road shoulder and ditch slope shot rock: 60 FT x 2 FT x 3 FT /27 = 13.33 CY x 1.4 = 18.67 Ton
3) Reshape ditch: 200 LF
4) Applicant will repair damaged inlet headwall (part of repair to road will require further damage to headwalls and wing walls during excavation, resulting in larger quantity for repair)
head wall 20 FT x 12 FT x 1.5 FT = 360 CF
wing wall 14 FT x 10 FT x 1.5 FT = 210 CF
wing wall 10 FT x 10 FT x 1.5 FT = 150 CF
5) Applicant will repair damaged outlet head wall 20 FT x 12 FT x 1.5 FT = 360 CF
wing wall 12 FT x 10 FT x 1.5 FT = 180 CF
wing wall 12 FT x 10 FT x 1.5 FT = 180 CF
6) Replace road surface asphalt 60 FT x 24 FT x 3 IN = 13.33 CY x 2 = 26.66 Tons
and aggregate: 60 FT x 24 FT x 2 FT /27 = 106.67 CY x 1.4 = 149.33 Ton
477DR3JN-12 Beaches Corners Road PA-02-NY-4020-PW-03410(1) PA-02-NY-4020-State-0121(121)
Utilizing 492 RT hours and 54.5 OT hours of force account labor, 546.5 hours of force account equipment, materials, and contractors, the applicant completed the following work on the days listed:
9/12/11:

- Force account labor and equipment was used to place the gravel that was being brought in by contractors.
9/12-13/11:
- C&C Excavating hauled 46 loads of gravel from the Colgate Road debris removal site (see Greene County PW#9903951) for re-use as backfill at Beaches Corner Road.
- Borwegan Excavation & Repair hauled 40 loads of gravel from the Griffen Road/Vista Road debris removal site (see Town of Jewett PW#3863801) for re-use as backfill at Beaches Corner Road.
9/13/11:
- Belgian Trucking Inc. hauled 1 load of gravel from the Colgate Road debris removal site for re-use as backfill at Beaches Corner Road.
9/14-16/11:
- Giordano's Blue Mountain Excavation used gravel from the East Kill to build a ramp down into the stream from Beaches Corner Road, to allow access for placing stone fill and stackable rip rap on the slope.
9/15-23/11:
- C&C Excavating hauled 163 loads of gravel from the Carr Road debris removal site (see Town of Jewett PW#3863810) for re-use as backfill at Beaches Corner Road.
9/15-10/6/11:
- force account labor and equipment was used to load trucks with gravel from the Carr Road debris removal site and transport it to Beaches Corner Road for re-use. One loader and three trucks, working on 15 days, hauled an estimated 792 loads (7,920 CY) of gravel.
9/22-10/4/11:
- Belgian Trucking Inc. hauled 42 loads of rock and stackable rip rap from Falke Quarry to Beaches Corner Road.
- Giordano's Blue Mountain Excavation was placing rip rap on the stream bank.
9/23-10/4/11:
- Carver Sand & Gravel, LLC delivered 10 loads of heavy stone fill from the Schoharie Quarry.
9/27-30/11:
- C&C Excavating hauled 19 loads of heavy stone fill and stackable rip rap from Falke Quarry to Beaches Corner Road.
11/9-17/11:
- Carver Sand & Gravel, LLC delivered 1,090.3 tons of run-of-ank (ROB) gravel.
11/15-17/11:
- Peckham Materials Corp. delivered 75.63 tons of Item 4 gravel.
- Force account labor and materials was used to grade and compact the gravel as an interim road surface.
Prior to the storm, the slope between Beaches Corners Road and the East Kill was a natural, wooded slope, with mature trees and undergrowth stabilizing the stream bank. After the washout, the applicant recognized that the now-un-vegetate slope required other means of stabilization. They contacted the New York State Department of Environmental Conservation (NYSDEC), and on September 6, 2011, NYSDEC issued the Town of Jewett a General Permit GP-0-11-007 Authorization allowing "streambank restoration - 500' - may rip rap as much as needed" for the East Kill streambank along Beaches Corner Road (permit attached in backup). Therefore, 62 CY of medium stone fill, 344 CY of heavy stone fill and 863 CY of stackable rip rap was used to stabilize the slope and to protect it from erosion, in lieu of the vegetation that was there before and which cannot be restored in a reasonable time frame.
Costs for this scope of work were estimated using CostWorks 2012.
To complete the work of returning this facility to its pre-disaster design, function, and capacity, the applicant will:
1. Mobilize one excavator to the site.
2. Excavate a 35 FT x 2.5 FT x 4 FT trench.
3. Install 35 LF of 18"-diameter galvanized CMP culvert pipe (pipe is sold in 20-ft sections so 40 LF must be purchased).
4. Backfill the trench with excavated material.
5. Demobilize equipment.
6. Haul, place, grade, and compact bank run gravel as a base course drainage layer over a 550 FT x (5 FT shoulder + 20 FT road + 5 FT shoulder) = 1,833 SY area, to a depth of 4 IN.
7. Haul, place, grade, and compact bituminous asphalt concrete over a 550 FT x 20 FT = 1,222 SY area, to a depth of 4 IN.
The applicant has received two bids (Carver Stone Products and Cobleskill Stone Products) for paving numerous locations in the Town of Jewett that were damaged by the declared event. According to the conditions of each bid, the Carver Stone Products bid would be $18,855.80 (using 2 IN of Type 3 binder and 2 IN of Type 6 top) and the Cobleskill Stone Products bid would be $65,342.78 (using 4 IN of Type 6 top). Validating these bids against CostWorks 2012 estimate of $19,764.15, the Carver Stone Products bid is reasonable but the Cobleskill Stone Products bid is not reasonable.
Notes on contracts:
The applicant did not follow their normal procurement procedures when hiring the contractors used for this project. However, on 8/28/11, the Town of Jewett's Board of Supervisors passed a local state of emergency declaration, which specifically directed the Highway Department (and other departments) to "take whatever steps [are] necessary to protect life and property, [and] public infrastructure". This declaration lasted until 9/2/11, and was renewed twice, extending until 9/16/11. Their normal procurement procedure states that "if an emergency exists wherein the delay caused by soliciting quotes would endanger the health, welfare, or property of the County

or of an individual taxpayer, then the procurement of goods or services will be at the discretion of the property department supervisor". Furthermore, Greene County had also passed an emergency order (originally passed 9/1/11, and subsequently extended on 9/5/11 and 9/10/11 in five-day increments) which ordered that "procurement and acquisition of materials, equipment, and services via standard bidding procedures is suspended". The contract costs incurred on this project were compared to local historical costs and found to be reasonable.

Location Description:

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	315	655	970	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR639A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Lexington

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$3,321.90
Total Budget	$0.00	$3,321.90
Total Obligated	$0.00	$3,321.90
Total Funds Drawdown	$0.00	$3,321.90
Program Funds Drawdown	$0.00	$3,321.90
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$3,321.90
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 181 hours of force account regular time (regular time not eligible - ref. FEMA PA Guide 322/June 2007 pg 42), 16.5 hours of force account overtime, and 177 hours of equipment to collect, haul, and dispose of 169.47 tons of mixed solid waste. During the opening days of the disaster, Ashland was registered as a temporary transfer station site with NYSDEC (permit #20T30). The Lexington DPW delivered 10 loads each of 10 CY and 14 CY loads {(10 x 10 CY) 100 CY + (10 x 14 CY) 140 CY = 240 CY x 0.5 = 120 ton} to this temporary site in Ashland. The additional 49.47 ton was delivered directly to the Greene County Solid Waste Management (Hylan Road, Hunter, NY. 12442). For disposal of the Ashland site, Greene County used it's existing contract with New England Waste Services (attached). The waste was transported to and disposed at the Ontario County Landfill which is a NYSDEC permitted landfill. All vegetative debris was chipped on site and none was transported out of the town.
$13,133.52 / 169.47 Ton = $77.49 / Ton

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	365	444	809	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR639B-12
Activity Title:	Bush Road Extension

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Lexington

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$1,873.61
Total Budget	$0.00	$1,873.61
Total Obligated	$0.00	$1,873.61
Total Funds Drawdown	$0.00	$1,873.61
Program Funds Drawdown	$0.00	$1,873.61
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$1,873.61
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

The applicant used 51 hours of force account regular time (regular time not eligible - FEMA PA Guide 322 / May 2007 pg 42), 51 hours of force account equipment and materials (gravel & stone) to assist Greene County DPW in resurrect the old detour known as the Bush Road Extension to provide egress to the residents of Van Road until which time the bridge is rebuilt The applicant contracted with ER Excavation for labor and equipment necessary to complete the repairs and make the road passable. Bush Road Extension GPS 42.23494, -74.34286 (start); 42.23387, -74.34718 (end)

1) Replace and compact Item 4 road surface: 425 FT Long x 16 FT Wide x 0.32 FT Thick / 27 = 80.6 CY x 1.6 = 128.9 Ton
2) Replace and compact Light Stone Fill shoulder 35 FT Long x 9 FT Wide x 0.75 FT Thick / 27 = 8.8 CY x 1.6 = 14.08 Ton
3) Supply and stack Unclassified Fill embankment 15 FT Long x 5 FT Wide x 1.69 FT Thick / 27 = 4.7 CY x 1.9 = 8.9 Ton

In place of unclassified gravel for the embankment repair, the applicant elected to repair with Stackable Stone as a least cost / good construction practice repair of rebuilding the damaged embankment

Location Description:

Bush Road Extension

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	365	444	809	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR639C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Lexington

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$299,088.80
Total Budget	$0.00	$299,088.80
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3JP-12 Truesdell Road PA-02-NY-4020-PW-01985(0) PA-02-NY-4020-State-0031(31)
The applicant used 32 hours of Force Account Regular time labor, 2 hours of Force Account Overtime labor, 29.5 hours of equipment, and materials to assist the contractor in the repairs of Truesdell Road. The applicant employed Evergreen Mountain Contracting Inc to rebuild and regrade the road shoulders and embankments, haul in displaced stone and gravel, reset culvert and replace rip rap, and for cleaning & shaping ditches. Site 1. Truesdell Road GPS 42.26791, -74.43273 (start); 42.27051, -74.44390 (end) 1b) Replace and compact Crusher Run gravel road shoulders (intermittent sections totally): 425 FT Long x 5 FT Wide x 0.41 FT Thick / 27 = 32.4 CY x 1.4 = 45.33 Ton 1c) Replace and set Light Stone Fill (intermittent sections totally): 65 FT Long x 5 FT Wide x 0.87 FT Thick / 27 = 10.5 CY x 1.4 = 14.7 Ton Site 2. Truesdell Road GPS 42.26928, -74.44047 2) Replace and install 18 IN Poly Culvert: 40 LF Site 3. Truesdell Road GPS 42.27047, -74.44389 3a) Reclaim and install 48 IN Boiler Tube Culvert: 45 LF 3b) Reinstall W-Beam Guide Rail: 50 LF 3c) Replace and install Guide Rail Ends: 2 EA An estimate from Peckham Industries for the road surface repair is attached along with the RS Means cost estimate for validation. Site 1. Truesdell Road GPS 42.26791, -74.43273 (start); 42.27051, -74.44390 (end) 1a) Replace and compact oil and stone road surface: 3,200 FT Long x 18 Ft Wide / 9 (0.042 FT Thick) = 6,400 SY
477DR3JQ-12 Rappleya Road and Broad Street Hollow PA-02-NY-4020-PW-07237(0) PA-02-NY-4020-State-0091(90)
The applicant used 128 hours of force account labor, 112 hours of force account equipment, and materials (culvert, stone & gravel) to complete the following repairs. The applicant contracted with GR Excavation to supply needed labor and equipment to assists in the following road repairs. Site 1: Rappleya Road GPS 42.23900, -74.36550 1a) Replace and install 60 IN CMP: 40 LF 1b) Replace and compact Unclassified Gravel embankment: 30 FT Long x 8 FT High x 3.05 FT Thick / 27 = 27.1 CY x 1.9 = 51.5 Ton 1c) Replace and compact Light Stone Fill rip rap: 30 FT Long x 14 FT Wide x 1.70 FT Thick / 27 = 26.4 CY x 1.6 = 42.2 Ton 1d) Replace and compact Item 4 gravel shoulder:

295 FT Long x 9 FT Wide x 0.77 FT Thick / 27 = 75.7 CY x 1.6 = 121 Ton Site 2: Broad Street Hollow GPS 42.13605, -74.33605 2) Reclaimable and compact Unclassified gravel shoulder and embankment: 175 FT Long x 8 FT Wide x 3 FT Thick / 27 = 15.6 CY Site 3: Broad Street Hollow GPS 42.13684, -74.33624 3) Reclaimable and compact Unclassified gravel road surface and shoulder: 245 FT Long x 12 FT Wide x 0.65 FT Thick / 27 = 71 CY Site 4: Broad Street Hollow GPS 42.13796, -74.33386 4a) Replace and compact Light Stone Fill shoulder embankment: 110 FT Long x 5 FT Wide x 0.37 FT Thick / 27 = 7.5 CY x 1.6 = 12 Ton 4b) Supply and install Medium Stone Fill road embankment: 135 FT Long x 9 FT Wide x 2 .39 FT Thick / 27 = 107.6 CY x 1.6 = 172 Ton 4b note: In place of unclassified gravel for the embankment repair, the applicant elected to repair with Medium Stone Fill as a least cost / good construction practice repair. The value of this mitigated repair is considered the cost of the stone ($1,979.15) as the labor and equipment to replace with compacted fill vs. stone is roughly equal.
477DR3JR-12 Spruceton Road and Wolf Road PA-02-NY-4020-PW-01260(1) PA-02-NY-State-0091(90
Spruceton Road, which starts as County Road 6 (Greene County's responsibility), becomes Spruceton Road and the responsibility of the Town of Lexington at the Wolf Road Bridge (42.18902, -74.28814). On a section of CR-6 to the west of the Lexington damage site, Greene County Department of Public Works had a large stone and gravel deposit left behind after the flood water receded. Needing to dispose of this unwanted material, Greene County DPW trucked the stone and gravel to the Lexington site. The applicant employed Evergreen Mnt. Contracting to place and compact the material; no material was purchased. A future PW will capture the item 4 finish road surface for Spruceton Road, and Greene County DPW's labor and equipment will be captured on a future PW for Geene County (applicant). C & C Excavating was a subcontractor to Evergreen Mnt Contracting. Site 1. Spruceton Road GPS 42.18853, -74.28624 1) Eroded and displaced road shoulder, embankment, and base: approximately 280 FT Long x 65 FT Wide x 3 FT Thick / 27 = 2,022 CY
477DR3JS-12 Loucks Road PA-02-NY-4020-PW-07641(0) PA-02-NY-4020-State-0091(90)
The applicant will use force account labor, equipment, and materials to repair the washout on Loucks Road. The applicant will obtain all necessary permits prior to starting the work. Loucks Road GPS 42.24612, -74.37996 1) Replace and install Heavy Stone Fill Rip Rap: 120.4 CY
477DR3JT-12 Falke Road & CR-2 PA-02-NY-4020-PW-01049(0) PA-02-NY-4020-State-0017(16)
The applicant employed Evergreen Mnt. Contracting to provide the labor and equipment to complete the repairs at Falke Road. Due to the size of job, the materials were charged through Greene County DPW and these costs will be captured on a future PW. Site 1. Falke Road GPS 42.26879, -74.41329 (start); 42.27367, -74.40891 (end) 1a) Eroded and displaced unclassified stone fill: 520 FT Long x 55 FT Wide x 3 FT Thick / 27 = 3,178 CY 1b) Eroded and displaced unclassified stone fill: 190 FT Long x 65 FT Wide x 3 FT Thick / 27 = 1,372 CY 1c) Eroded and displaced unclassified stone fill: 125 FT Long x 45 FT Wide x 3 FT Thick / 27 = 625 CY 1d) Eroded and displaced unclassified stone fill: 110 FT Long x 35 FT Wide x 3 FT Thick / 27 = 428 CY
477DR3JU-12 Spruceton Road PA-02-NY-4020-PW-05713(0) PA-02-NY-4020-State-0051(51)
The applicant contracted with E.D. Dippold to reclaim displaced gravel and stone around the culvert on Spruceton Road to make the road passable for traffic until the culvert could be properly repaired. The applicant will contract the following permanent repairs to the culvert, road base, and rip rap. Spruceton Road Culvert GPS 42.18456, -74.27313. 1a) Excavate 72 IN Steel Culvert Pipe: 37.7 CY. 1b) Replace and install 72 IN Steel Pipe Culvert: 30 LF. 1c) Backfill and compact 72 IN Steel Culvert Pipe: 37.7 CY. 1d) Remove and reset Guide Rail: 110 LF. 2) Replace and compact Item 4 Aggregate Base Course: 180 FT Long x 16 FT Wide / 9 = 320 SY @ 0.5 FT Thick. 3) Replace and compact Medium Stone Rip Rap: 80 FT Long x 10 FT Wide x 1.5 FT Thick / 27 = 44.4 CY x 1.4 = 62 Ton. 1a calculations: each side is 30 FT Long x 2 FT Wide x 6 FT Deep / 27 = 13.3 CY x 2 (each side) = 26.6 CY. top calculation: 30 FT Long x 10 FT Wide x 1 FT Thick / 27 = 11.1 CY therefore 26.6 + 11.1 = 37.7 CY
477DR3JV-12 Jennings Hill Road PA-02-NY-4020-PW-03848()ns;PA-02-NY-4020-State-0050(49)
The applicant used 101.5 hours of force account regular time labor, 3 hours of force account overtime labor, 96 hours of force account equipment, 110.88 tons of Item 4 gravel, and 86.58 tons of Light Stone fill for the immediate repair to open Jennings Hill Road. Harmony Hill Trucking hauled Light Stone Fill to replace the displaced road base on the Jennings Hill Road section at the intersection. The applicant contracted with Evergreen Mountain Contracting to reclaim the displaced and deposited gravel, and to repaired the embankment to redirect the flood water back into the creek and prevent further erosion to the road. Evergreen hauled 28.07 tons of Light Stone Fill to replace the displaced rip rap on Jennings Road at the intersection. Jennings Hill Road GPS 42.21600, -74.40551 (start); 42.21783, -74.40324 (end)
1) Reclaim and compact Unclassified Fill road embankment (at intersection): 285 FT Long x 11 FT Wide x 3 FT Thick (average) / 27 = 348 CY 2) Replace and compact Light Stone Fill (in place of Unclassified Gravel) road base: 65 FT Long x 12 FT Wide x 2.14 FT Thick / 27 = 61.8 CY x 1.4 = 86.52 Ton 3) Replace and compact Aggregate Base Course: 285 FT Long x 12 FT Wide x 0.5 FT Thick / 27 = 63.3 CY x 1.6 = 101.28 Tons 4) Replace and compact Light Stone Fill rip rap (Evergreen): 45 FT Long x 12 FT Wide x 1.01 FT Thick / 27 = 20.1 CY x 1.4 = 28.1 Ton 5) Reclaim and compact Unclassified Fill road embankment (culvert): 65 FT Long x 6 FT Wide x 4 FT Thick (average) / 27 = 57.8 CY 6) Replace and compact Item 4 gravel road shoulder: 65 FT Long x 5 FT Wide x 0.5 FT Thick / 27 = 6 CY x 1.6 = 9.6 Ton The damaged area of bituminous concrete road surface will be captured on a future town wide paving PW. The damaged guide rail was captured on a town wide guide rail PW 4220224.
477DR3JW-12 Jaeger Road PA-02-NY-4020-PW-03214(1) PA-02-NY-4020-State-0102(100)
The applicant used Evergreen Mountain Contracting, Inc to clean and repair the road ditches and shoulders, reclaim usable gravel, and grade the road. The contractor also supplied and hauled 288 CY of #3 Stone and 60 CY's of item 4.
Site 1. Jaeger Road GPS 42.26574, -74.43503 (start); 42.26342, -74.43376 (end)

1a) Reclaim and repair road shoulders, embankments, clogged ditches, and item 4 road surface: 1050 LF
The applicant will use contract labor, equipment, and materials to complete the following repairs.
Site 1. Jaeger Road GPS 42.26574, -74.43503 (start); 42.26342, -74.43376 (end)
1b) Replace and compact aggregate surface course: 1,050 FT Long x 18 FT Wide x 0.33 FT Thick / 27 = 231 CY (1,050 x 18 / 9 = 2,100 SY)
1c) Replace and compact chip and seal road topping (binder/chips/topping): 1,050 FT Long x 18 FT Wide x 0.04 FT Thick / 27 =
28 CY x 1.6 = 44.8 Ton
Site 2. Jaeger Road Culvert GPS 42.26342, -74.43376
2a) Selective demolition of existing stone rip rap: 4 FT Wide x 5 FT High (x 2 - each side of culvert) = 20 x 2 = 40 SF; 4 FT Wide x 1 FT High (above culvert) = 4 SF; 40 + 4 = 44 SF / 9 = 4.8 SY. The stone is stacked at each end of the culvert: 4.8 SY x 2 = 9.6 SY Total
2b) Excavate culvert backfill: 4 FT Wide x 5 FT High x 60 FT Long (each side of culvert) / 27 = 44.4 CY x 2 = 88.8 CY. Top of culvert = 4 FT Wide x 1 FT High x 60 FT Long / 27 = 8.9 CY. 88.8 CY + 8.9 CY = 97.7 CY Total
2c) Replacement4 T IACMP: 60 LF
2d) Culvert backfill: 97.7 CY (see 2b excavation)
2e) Air tamp to compact culvert backfill: 97.7 CY
2f) Relay stone rip rap: 9.6 SY
477DR3JX-12 Arbor Road, Rusk Mountain Road, Kipp Hill Road, Arffarth Road, Condon Hollow Road, Todd Hill Road, Reres Road, and Ad Van Road PA-02-NY-4020-PW-07330(0) PA-02-NY-4020-State-0091(90)
The applicant used 186.5 hours of force account regular time, 34 hours of force account overtime, 185 hours of force account equipment, and 1,177 ton of gravel & stone to complete the following repairs. Site 1. Arbor Road GPS 42.20596, -74.32773 (start); 42.21135, -74.33076 (end) 1a) Replace and compact Unclassified Fill road embankment: 13.68 Ton 1b) Replace and compact Item 4 gravel road shoulder: 143 Ton 1c) Replace and compact Item 4 gravel road surface: 160.8 Ton 1d) Replace and compact 1B Stone gravel road surface: 230 Ton Site 2 Rusk Mountain Road GPS 42.19322, -74.30576 (start); 42.19525, -74.30588 (end) 2a) Replace and compact Light Stone Fill road sub-shoulder: 5.12 T 2b) Replace and compact Item 4 gravel road shoulder: 18.4 Ton Site 3 Kipp Hill Road GPS 42.25692, -74.41568 (start); 42.25271, -74.40976 (end) 3) Eroded and displaced Item 4 gravel road surface & shoulder: 115 Ton Site 4 Arffarth Road (Kirk / Evergreen Mnt. Road) GPS 42.19177, -74.32765 (start); 42.19219, -74.32741 (end) 4) Replace and compact Item 4 road surface: 30 Ton Site 5 Condon Hollow Road GPS 42.21861, -74.40833 (start); 42.21788, -74.41003 (end) 5) Replace and compact Item 4 road shoulder & surface: 129 Ton Site 6 Todd Hill Road GPS 42.21379, -74.39565 (start); 42.21303, -74.39033 (end) 6) Replace and compact Item 4 road shoulder & surface: 99.2 Ton Site 7 Reres Road GPS 42.24657, -74.35091 (start); 42.24914, -74.34908 (end) 7) Replace and compact Item 4 road shoulder & surface: 109 Ton Site 8 Ad Van Road GPS 42.18889, -74.29796 (start); 42.18837, -74.29921 (end) 8) Replace and compact 1B Stone gravel road surface: 122 Ton 1B Stone is simply Item 4 gravel with less stone dust, and is charged at the same rate as Item 4. Both materials are used interchangeably.
477DRJY-12 Tumbleweed Ranch Road and CR-6 PA-02-NY-4020-PW-00989(0) PA-02-NY-4020-State-0019(18)
The applicant used 24 hours of regular time force account labor, 20 hours of equipment, and 105.6 Ton of item 4 gravel to complete the shoulder repairs on Tumbleweed Ranch Road. The applicant employed Edwin Dippold Jr. (contractor) to complete the road and bridge approach repairs. Site 1. Tumbleweed Ranch Road GPS 42.19438, -74.33369 (start); 42.19997, -74.33509 (end) 1a) Reclaim and compact Unclassified Gravel bridge / road approach: 175 FT Long x 130 FT Wide x 3 FT Thick / 27 = 2,528 CY 1b) Replace and compact Crusher Run gravel shoulders: 1,860 FT Long x 4 FT Wide x 0.24 FT Thick / 27 = 66 CY x 1.6 = 105.6 Ton The applicant will employ Peckham Materials Corp. to complete the following repairs on Tumbleweed Ranch Road: Site 1. Tumbleweed Ranch Road GPS 42.19438, -74.33369 (start); 42.19997, -74.33509 (end) 1c) Replace and compact Oil and Stone road base: 2,640 FT Long x 18 FT Wide x 0.0285 / 27 = 50 CY x 1.6 = 80 Ton 1d) Replace and compact Oil and Stone road surface: 2,640 FT Long x 18 FT Wide x 0.0285 / 27 = 50 CY x 1.6 = 80 Ton Site 2. Tumbleweed Ranch Road GPS 42.19775, -74.33333 (start); 42.19764, -74.33226 (end) 2a) eplce and compact Oil and Stone road base: 300 FT Long x 18 FT Wide x 0.0282 / 27 = 5.6 CY x 1.6 = 9 Ton 2b) Replace and compact Oil and Stone road surface: 300 FT Long x 18 FT Wide x 0.0282 / 27 = 5.6 CY x 1.6 = 9 Ton
477DR3JZ-12 Fuller Road PA-02-NY-4020-PW-06767 PA-02-NY-4020-State-0083(82)
The applicant used 24 hours of force account labor, 24 hours of force account equipment, and materials (stone & gravel) for initial repairs to the road shoulder. The damage is intermittent but all work is located between the coordinates provided. Site 1. Fuller Road GPS 42.26021, -74.39860 (start); 42.25978, -74.39519 (end) 1a) Replace and compact Light Stone Fill shoulder embankment: 35 FT Long x 10 FT Wide x 0.91 FT Thick / 27 = 11.8 CY x 1.4 = 16.5 Ton
1b) Replace and compact Item 4 gravel shoulders: 285 FT Long x 6 FT Wide x 0.38 FT Thick / 27 = 24 CY Following Town procurement policy, the applicant will contract the following repairs on Fuller Road. An RS Means estimate to return the site to it's pre-disaster condition is included. The applicant has decided to the repair the site using stone rip-rap and this mitigated repair is addressed on the attached HMP. Sites 2 - 5 Fuller Road Erosion Damage GPS 42.26000, -74.39734 (start); 42.25908, -74.39448 (end) Site 2) Replace and compact stone, soil, and gravel road embankment: 120 FT Long x 25 FT Wide x 6 FT Thick / 27 = 667 CY Site 3) Replace and compact stone, soil, and gravel road embankment: 70 FT Long x 20 FT Wide x 6 FT Thick / 27 = 311 CY Site 4) Replace and compact stone, soil, and gravel road embankment: 40 FT Long x 20 FT Wide x 6 FT Thick / 27 = 178 CY Site 5) Replace and compact stone, soil, and gravel road embankment: 30 FT Long x 20 FT Wide x 6 FT Thick / 27 = 133 CY The CY

total as measured is 1,289 CY. A factor of 1.4 has been added for compaction: 1,289 CY x 1.4 = 1,805 CY of material needed to complete the project. However, the applicant intends to mitigate the erosion by repairing the sites with heavy stone fill. Tonnage calculation is estimated at 1,289 CY x 1.9 = 2,449 Ton.
477DR3KA-12 Beech Ridge Road: North, South, and Central PA-02-NY-4020-PW-03855 PA-02-NY-4020-State-0050(49)
The applicant contracted with GR Excavation and Harmony Hill Trucking to assist in the repair of Beech Ridge Road in the Town of Lexington. GR Excavation supplied labor, equipment, and materials to clean and repair ditches, culverts, and road shoulders. Harmony Trucking hauled various types of stone and gravel. The applicant used 298 hours of force account regular time labor, 49.5 hours of force account overtime labor, 313.5 hours of force account equipment, 1,806.29 Tons of purchased stone and gravel, and 265.36 Tons of Crusher Run gravel from town stockpiles.
Site 1. Beech Ridge Road GPS 42.26043, -74.40306 (start); 42.25243, -74.40920 (end)
1a) Ditch cleaning and shaping: approximately 600 LF (intermittent / both sides of road)
1b) Replace and compact Light Stone Fill ditch lining: approximately 600 LF (intermittent / both sides of road)
1c) Replace and compact Crusher run gravel shoulder: approximately 600 FT Long x 5 FT Wide x 0.5 FT Thick
Site 2. Beech Ridge Road GPS 42.25243, -74.40920 (start); 42.24863, -74.40514 (end)
2a) Ditch cleaning and shaping: approximately 725 LF (intermittent / both sides of road)
2b) Replace and compact Light Stone Fill ditch lining: approximately 725 L (inermittent / both sides of road)
2c) Replace and compact Crusher Run gravel shoulder: approximately 725 FT Long x 5 FT Wide x 0.5 FT Thick
Site 3. Beech Ridge Road GPS 42.24863, -74.40514 (start); 42.24525, -74.40745 (end)
3a) Clogged and obstructed ditch: approximately 450 LF (intermittent / both sides of road)
3b) Eroded and displaced Light Stone Fill ditch lining: approximately 450 LF (intermittent / both sides of road)
3c) Eroded and displaced Medium Stone Fill ditch lining: approximately 200 FT Long x 4 FT Wide x 1 FT Thick
3d) Eroded and displaced Crusher Run gravel shoulder: approximately 375 FT Long x 5 FT Wide x 0.5 FT Thick
Site 4. Beech Ridge Road GPS 42.24529, -74.40970 (start); 42.24568, -74.41372 (end)
4a) Replace and compact Light Stone Fill ditch lining: approximately 250 LF
4b) Replace and compact Crusher Run gravel shoulder: approximately 420 FT Long x 4 FT Wide x 0.5 FT Thick
Site 5. Beech Ridge Road GPS 42.24568, -74.41372 (start); 42.24020, -74.41793 (end)
5a) Replace and compact Light Stone Fill ditch lining: approximately 370 LF (intermittent / both sides of road)
5b) Replace and compact Medium Stone Fill ditch lining: approximately 150 FT Long x 4 FT Wide x 1 FT Thick
5c) Replace and compact Crusher Run gravel shoulder: approximately 375 FT Long x 5 FT Wide x 0.5 FT Thick
Site 6. Beech Ridge Road GPS 42.23961, -74.41671 (start); 42.23700, -74.41517 (end)
6a) Replace and compact Light Stone Fill ditch lining: approximately 220 LF
6b) Replace and compact Crusher Run gravel shoulder: approximately 275 FT Long x 5 FT Wide x 0.5 FT Thick
Site 7. Beech Ridge Road GPS 42.23410, -74.41233 (start); 42.23082, -74.41189 (end)
7a) Replace and compact Light Stone Fill ditch lining: approximately 320 LF
7b) Replace and compact Crusher Run gravel shoulder: approximately 320 FT Long x 4 FT Wide x 0.5 FT Thick
Site 8. Beech Ridge Road GPS 42.23034, -74.40676 (start); 42.22980, -74.40013 (end)
8a) Replace and compact Light Stone Fill ditch lining: approximately 175 LF
8b) Replace and compact Crusher Run gravel shoulder: approximately 175 FT Long x 4 FT Wide x 0.5 FT Thick
Site 9. Beech Ridge Road GPS 42.22915, -74.41271 (start); 42.22597, -74.41554 (end)
9a) Replace and compact Light Stone Fill ditch lining: approximately 225 LF
9b) Replace and compact Crusher Run gravel shoulder: approximately 225 FT Long x 5 FT Wide x 0.5 FT Thick
Site 10. Beech Ridge Road GPS 42.21927, -74.40839 (start); 42.21555, -74.40498 (end)
10a) Replace and compact Medium Stone Fill (culvert outlet): 30 FT Long x 20 FT Wide x 2 FT Thick
10b) Replace and compact Medium Stone Fill (culvert inlet): 30 FT Long x 20 FT Wide x 2 FT Thick
10c) Replace and compact Light Stone Fill (culvert outlet): 55 FT Long x 30 FT Wide x 1 FT Thick
10d) Replace and compact Light Stone Fill (culvert inlet): 75 FT Long x 20 FT Wide x 1 FT Thick
10e) Replace and compact Crusher Run gravel shoulder: 325 FT Long x 3 FT Wide x 0.5 FT Thick (intermittent / both sides)
477DR3KB-12 Van Road PA-02-NY-4020-PW-03287 PA-02-NY-4020-State-0050(49)
The applicant used 41 hours of force account regular time labor, 44 hours of force account overtime, 76 hours of force account equipment, 67.1 Ton of Item 4 gravel, and gravel reclaimed from the shoulders and embankment to make Van Road passable. The applicant will use force account labor, equipment, and materials to complete the aggregate base course and the aggregate surface course repairs. The applicant will use contract labor, equipment, and materials to complete the chip and seal road topping.
Site 1. Van Road (Location 1 - Location 2) GPS 42.24019, -74.32601 (start); 42.24124, -74.32781 (end)
1a) Eroded and displaced Chip Seal (binder / chips / surface oil) road surface: 590 FT Long x 18 FT Wide x 0.04 = 15.73 CY x 1.6 = 25.17 T
1b) Replace and compact Item 4 Aggregate Surface Course: 590 FT Long x 18 FT Wide / 9 = 1,180 SY (@ 0.33 FT Thick)
1c) Replace and compact Aggregate Base Course: 590 FT Long x 18 FT Wide / 9 = 1,180 (@ 0.5 FT Thick)
Site 2. Van Road GPS 42.24124, -74.32781
2a) Excavate sink hole: 12 FT Long x 8 FT Wide x 8 FT Thick / 27 = 28.44 CY
2b) Replace and compact Classified Fill in excavated sink hole: 2 FT Long x 8 FT Wide x 8 FT Thick / 27 = 28.44 CY

Site 3. Van Road (Location 2 - Location 3) GPS 42.24124, -74.32781 (start); 42.23967, -74.33459 (end)
3a) Replace and compact Chip Seal (binder / chips / surface oil) road surface: 1,860 FT Long x 18 FT Wide x 0.04 = 49.6CY x 1.6 = 79.36 Ton
3b) Replace and compact Item 4 Aggregate Surface Course: 1,860 FT Long x 18 FT Wide / 9 = 3,720 SY (@ 0.33 FT Thick)
3c) Replace and compact Aggregate Base Course: 1860 FT Long x 18 FT Wide / 9 = 3,720 SY (@ 1 FT Thick)
Site 4. Van Road (Location 3 - Location 4) GPS 42.23967, -74.33459 (start); 42.23668, -74.33907 (end)
4a) Replace and compact Chip Seal (binder / chips / surface oil) road surface: 1,240 FT Long x 18 FT Wide x 0.04 = 33.07 CY x 1.6 = 52.9 Ton
4b) Replace and compact Item 4 Aggregate Surface Course: 1,240 FT Long x 18 FT Wide / 9 = 2,480 SY (@ 0.33 FT Thick)
4c) Replace and compact Aggregate Base Course: 1,240 FT Long x 18 FT Wide / 9 = 2,480 SY (@ 0.5 FT Thick)
477DR3KC-12 New Road, Truesdell Rd, Beech Ridge and Jennings Roads, South Beechridge Road, Rappleyea Road ,and Spruceton Road PA-02-NY-4020-PW-01261(0) PA-02-NY-4020-State-0019(18)
The applicant employed contract (Litchko Construction Inc) labor, equipment, and materials to complete the following guide rail repairs: Site 1. New Road GPS 42.25586, -74.36757 1a) Reclaim and install W-Beam Guide Rail: 50 LF 1b) Reclaim and install W-Beam Guide Rail: 37.5 LF 1c) Replace and install Bull Nose Rail Ends: 4 EA Site 2. Truesdell Road GPS 42.26757, -74.43270 2a) Reclaim and install W-Beam Guide Rail: 50 LF 2b) Replace and install Bull Nose Rail Ends: 2 EA Site 3. Beechridge Road (@ Jennings Hill Road) GPS 42.21430, -74.40608 3a) Replace and install W-Beam Guide Rail: 225 LF 3b) Reclaim and install W-Beam Guide Rail: 25 LF 3c) Replace and install End Section: 3 EA Site 4. Beechridge Road (South) GPS 42.21497, -74.40333 4a) Replace and install W-Beam Guide Rail: 25 LF (each side) 4b) Reclaim and install Guide Rail Post: 1 EA Site 5. Rappleyea Road GPS 42.23583, -74.36130 5a) Replace and install W-Beam Guide Rail: 75 LF 5b) Replace and install End Section: 4 EA Site 6. Spruceton Road GPS 42.18532, -74.27839 6a) Reclaim and install W-Beam Guide Rail: 125 LF 6b) Replace and install End Sections: 2 EA Site 7. Spruceton Road GPS 42.18507, -74.27460 7a) Replace and install W-Beam Guide Rail: 75 LF 7b) Replace and install End Sections: 1 EA
477DR3KD-12 Banks Road, New Road, and CrumpHill / Gooding Road PA-02-NY-4020-PW-07361 PA-02-NY-4020-State-0091(90)
The applicant used 250 hours of force account regular time labor, 83 hours of force overtime labor, 313 hours of equipment, reclaimed and purchased material to repair the following damages. The applicant contacted with Harmony Hill Trucking to replace the culvert on New Road and to haul reclaimed material from Banks Road to Brooks Road. GR Excavation, Inc contracted for excavator and dozer work on Banks Road. Site 1. Banks / Brooks Road GPS 42.24943, -74.37244 (start); 42.25557, -74.36766 (end) 1) Reclaim and replace Unclassified gravel road shoulder and embankment: 1,242 CY Over the course of 2 days, the applicant loaded and hauled 46 loads each in 2 dump trucks from the bottom of Banks Road, spreading and using the material to repair numerous intermittent sites located on Banks / Brooks Road. All reclaimed material was used within the coordinates recorded above [46 each x (12CY & 15CY) for a total 1,242 CY] Site 2. New Road Culvert GPS 42.25578, -74.36715 2a) Replace and install 18 IN poly culvert: 50 LF (2 couplers) 2b) Replace and compact Item 4 culvert backfill: 45 Ton Site 3. New Road GPS 42.25560, -74.36775 (start); 42.25191, -74.36922 (end) 3a) Ditch cleaning and shaping: 525 LF 3b) Replace and compact Item 4 gravel shoulders: 104 Ton 3c) Replace and compact Item 4 road surface: 37.3 Ton Site 4. Crump Hill Road / Gooding Road GPS 42.16182, -74.43137 (start); 42.15886, -74.42129 (end) 4a) Replace and compact Light Stone Fill shoulder edge: 8.96 Ton 4b) Replace and compact Item 4 road shoulder: 33.4 Ton 4c) Replace and compact Item 4 road surface: 128 Ton Site 5. Crump Hill Road Culvert GPS 42.16613, -74.43931 5a) Reclaim and install 48 IN CMP: 40 LF 5b) Ditch cleaning and shaping: 125 LF 5c) Replace and set Medium Stone Fill rip rap: 13.3 CY 5d) Replace and set Light Stone Fill road embankment: 22.6 Ton Site 5. Crump Hill Road GPS 42.16613, -74.43931 5e) Replace and compact embankment: 41.5 CY 5f) Ditch cleaning and shaping: 70 LF 5g) Replace and compact Item 4 gravel road surface: 33 CY
477DR3KE-12 Falke Road PA-02-NY-4020-PW-03401 PA-02-NY-4020-State-0057(56)
Following Town procurement policy, the applicant will contract the following repairs on Falke Road. An RS Means estimate to return the site to it's pre-disaster condition is included. The applicant has decided to the repair the site using stone rip-rap and this mitigated repair is addressed on the attached HMP. Site 1 - 5. Falke Road Erosion Damage GPS 42.27040, -74.41343 (start); 42.27110, -74.41316 (end) Site 1. Replace and compact stone, soil, and gravel road embankment: 240 FT Long x 30 FT Wide x 7 FT Thick / 27 = 1,867 CY Site 2. Replace and compact stone, soil, and gravel road embankment: 175 FT Long x 10 FT Wide x 5 FT Thick / 27 = 324 CY Site 3. Replace and compact stone, soil, and gravel road embankment: 90 FT Long x 10 FT Wide x 5 FT Thick / 27 = 167 CY Site 4. Replace and compact stone, soil, and gravel road embankment: 150 FT Long x 25 FT Wide x 5 FT Thick / 27 = 694 CY Site 5. Replace and compact stone, soil, and gravel road embankment: 125 FT Long x 25 FT Wide x 4 FT Thick / 27 = 463 CY Site 6. Falke Road Erosion Damage (Site 4) GPS 42.27335, -74.40925 (start); 42.27359, -74.40871 (end) Site 6. Replace and set Large Stone Rip Rap: 55 FT Long x 12 FT Wide x 5 FT Thick / 27 = 122 CY As a mitigated repair, an estimate from RS Means for large stone rip rap instead of stone, soil, and gravel is attached.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	365	444	809	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR782A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of New Baltimore

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$455.76
Total Budget	$0.00	$455.76
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

This project worksheet addresses the force account equipment utilized by the Applicant in performing emergency work by doing debris removal throughout the town. Town crew cut and chipped brushes from fallen trees, hauled chips to stock pile at town garage using (3 ea.) three chain saws 16 inch for 48 hours total; (1 ea.) one Brush Chipper 12 inch for 16 hours total; (1 ea.) one dump truck 12 CY capacity for 16 hours total and (1 ea.) one pickup truck 1 ton for 16 hours total. Force account equipment total 96 hours, force account regular labor hours used (6) six employees for 96 total hours total is not reimbursable for emergency debris removal as per FEMA Public Assistance Debris Management Guide (FEMA 325 -July 2007) page 13, Chapter 2 Applicant Resources - Labor. Town residents picked-up chipped wooden debris for mulch.
No Firmette Map is attached. This project worksheet is for emergency work only.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1004	2284	3288	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR782B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of New Baltimore

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$437.50
Total Budget	$0.00	$437.50
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

Using Contracted Services and Volunteer Labor (not eligible costs for this PW) Applicant proposes interim emergency repairs to stabilize structure through the Winter to include:
Provision, Mobilization, Placement and Removal of three pre-cast engineered removable concrete footers (14 ft L X 40 in W X 8 in D) in stream bed to support vertical wooden posts (provided and positioned in place by Volunteers). Contractor to provide, deliver and grade off approx. 20 ton (12.5 CY = 112 ft L X 12ft W X 3 in D) of Crusher Run at vehicle access point to Trail (42.56056 -73.79011) to facilitate mobilization of materials and equipment to Bridge site.
Applicant to obtain all applicable permits for removable footers and supports.
Applicant to perform permanent repairs when weather allows; repairs addressed on separate PW.
NOTE: Copies of contract estimate proposals are attached to PW

Location Description:

Town of New Baltimore Bridge

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1004	2284	3288	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR782C-12
Activity Title:	Road Reconstruction

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of New Baltimore

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$37,880.26
Total Budget	$0.00	$37,880.26
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3KJ-12 Shady Lane PA-02-NY-4020-PW-00439 PA-02-NY-4020-State-0006(4)
The Applicant used 56 hrs.of Force Account Labor, 56 hrs of Force Account Equipment and Force Acccount Materials (50tn= 38.5 cy light fill, 45tn=32.1 cy crusher run, 20tn=10 cy type #7 asphalt) in order to re-set 18" * 60' CMP and to restore 20' L * 6' W * 10' D section of road to pre-disaster condition.
477DR3KK-12 Highmount Road PA-02-NY-4020-PW-00438 PA-02-NY-4020-State-0006(4)
Applicant used 40 hrs of Force Account Labor, 40hrs of Force Account Equipment and Force Account Materials =(2 gabion baskets, 16 ton = 11.4 cy light stone fil, 12 ton =8.6 cy crusher run) to repair 62' L * 4' W * 5' D = (1240cf / 27 = 46 cy * 1.4 factor = 64ton) shoulder to pre-disaster condition.
477DR3KL-12 Beaver Lane PA-02-NY-4020-PW-00428 PA-02-NY-4020-State-0006(4)
Applicant used 48 hours of Force Account Labor,48 hours Equipment and $524.50 in Materials (45tons crusher run 20 tons light fill)65tn total =46.4cy, in order to repair 105' x 24' x 6" D crusher run road and reset dislodged 48"d x 30' L CMP.
477DR3KM-12 Hillcrest Road PA-02-NY-4020-PW-00714 PA-02-NY-4020-State-0031(31) $2,500 PA-02-NY-4020-State-0009(8) $23,914.23
he Applicant used 100 hrs. of Force Account Labor, 100 hrs. of Force Account Equipment and 200 c/y (conversion factor 1.5 tn = 1cy) of light stone and crush run materials to repair 1,125 x 6 x .8 shoulder section and 34.1 c/y (75 tn) to repair 1,020 x 3 x .3 asphalt road surface section to pre-disaster condition.
477DR3KN-12 Hudson River Interpretive Trail Bridge PA-02-NY-4020-PW-01605 PA-02-NY-4020-State-0025(23)
Using Contracted Services (Estimate attached to PW) the Applicant proposes to: 1) Replace all five of the 2 in X 8 in members that comprise each of the two laminated structural arches (both measuring approx. 40 ft L X .66 ft W X .83 ft D). 2) Repair the fractures and add shoring under the two bottom chords (30 ft L X .66 ft W X .66 ft D) at the NW, SW, and NE corners, returning Bridge to it's pre-disaster condition. This Bridge provides crossing over

Hannacroix Creek for maintenance vehicles and pedestrians along the Hudson River Interpretive Trail which is managed and maintained by the New Baltimore Conservancy (management agreement attached to PW) NOTE: This Bridge, constructed in 2000 of Recycled Post-Consumer Plastics with an Empire State Research and Development Grant, was built by the same Firm (McLaren Engineering Group) that proposes to repair the Bridge (proposal for repairs is attached to PW). Proposal includes $3,018 in Contingency which is not eligible for funding. As per Applicant, the original Grant amount to build the bridge was $83,000 Applicant has chosen Non-Competitive bid procurement (see attached letter of explanation) because of the unique nature of this Bridges' construction methods/materials and because of very limited options for qualified Contractors. R S Means has no equivalent type structure to verify against. Estimate appears to be reasonable and Project Specialist recommends funding. NOTE: Applicant proposes to mitigate this facility by using a new, specialty adhesive (DP 8010) in the laminating process which was not available in 2000 when the bridge was built.
477DR3KO-12 Honey Hollow Road PA-02-NY-4020-PW-00465 PA-02-NY-4020-State-0006(4)
The Applicant used 56 hrs. of Force Account Labor, 48 hrs. of Force Account Equipment and 95cy of Force Account Materials (36tn Crusher Run * 1.4 factor= 25.7 cu/yd + 75 ton Light Stone Fill * 1.4 factor = 53.6 c/y + 10 ton Asphalt * 1.4 factor = 7.1 c/y = 86.4cy) to restore 112' L * 12' W * 3.5' D of damaged road shoulder and 48' * 16' * 3" = 7.1 c/y road surface to its pre-disaster condition.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	1004	2284	3288	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR951A-12
Activity Title:	Debris Removal

Activitiy Category:
Debris removal

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Prattsville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$434,372.91
Total Budget	$0.00	$434,372.91
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3AN-12 PA-02-NY-4020-PW-00639 PA-02-NY-4020-State-0007(6)
Using emergency procurement procedures, the applicant contracted with multiple contractors to collect debris and load dumpster located throughout the town. This PW addresses work contracted to Evergreen Mnt. Construction Inc. These dumpsters, along with additional debris loaded into contractor trucks, were dumped at the temporary staging site. All work was monitored and supervised by Town employees. Due to the magnitude of the disaster and the urgent need to open the roads, quantities of debris moved are not available. However, once all debris is collected and deposited at the debris staging site, the total quantity of debris will be caculated.
477DR3AO-12 PPA-02-NY-4020-PW-01572 PA-02-NY-4020-State-0047(46)
Using emergency procurement procedures, the applicant contracted with multiple contractors to collect and load trucks and dumpsters, located throughout the town. Additional debris was loaded and hauled to Town monitored debris sites. All work was monitored and supervised by Town employees.
This PW covers the dumpsters that were stationed throughout the Town by Greene Del Sanitation, and either hauled to the Town's temporary storage site, or disposed through the local (Greene Del Sanitation) transfer station and sent to Seneca Meadows Landfill, Waterloo, NY. See attached contract, landfill permit for Seneca Meadows, and procurement policy.
@@@Note@@@@@@@@ Ref PW461
Temporary Storage Site was located near 14235 Main St, Prattsville, NY 12468 42.30677N -74.41944W. The applicant was given a verbal agreement by The Department of Environmental Conservation to host the Emergency Temporary Storage Site in its exact location. The applicant discussed the site with Thomas Reynolds, P.E. DEC Div of Solid and Hazardous Materials Region 4 518-357-2245trreynol@gw.dec.state.ny.us. Material is being sorted at final resting ground
The cleanup is ongoing and curbside dumpsters are still in use. The Applicant estimates that remaining dumpster

debris is approximately 10% of the dumpster volume collected thus far, which represents 34 dumpsters at estimated average cost of $950 each, totaling approximately $32,300. Rough totals for debris captured by this PW are 7,910 CY collected and dumped at the debris staging site (not weighed); 175.22 Ton taken to the Seneca Falls Disposal Site, Waterloo, New York (weighed). Approximate total weight: 7,910 CY x 0.5 = 3,955 Ton + 175.22 Ton = 4,130.22 Ton. $175,041.49 / 4,130.22 Ton = $42.38 per Ton. (See backup spread sheet - attached) Due to the magnitude of the disaster and the urgent need to open the roads, exact quantities of debris at the staging site are not available. However, once all debris is collected and deposited at the debris staging site, the total quantity of debris will be calculated. In addition, the staging site debris will be weighed when it is transferred to a disposal site. The locations specified on the invoices are for reference only and don't reflect where the debris came from. Any debris collected from private property (that was brought to public rights-of-way in the applicant's legal jurisdiction) was collected because it presented an immediate threat to lives, public health, and safety requiring the collection, hauling, and disposal of vegetative and demolition debris. Future Direct Administrative Costs anroject Management Costs are anticipated for supervision of contractors and management of execution of the remainder of the scope of work, invoice processing, documentation for closeout, and closeout. These additional costs will be settled at closeout
477DR3AP-12 PA-02-NY-4020-PW-00461 PA-02-NY-4020-State-0006(4)
The Town of Prattsville retained a Contractor to load, haul and dispose of 2,701CY of Construction & Demolition Debris that was collected from Town Right-of-Ways and brought to a Temporary Storage Site. Due to the emergency and road conditions debris couldn't be moved directly to a landfill and a Temporary Storage Site was used. Due to the emergency the Town hired a contractor to remove debris from the site bypassing regular procurement procedure. The debris was brought from the Temporary Storage Site to Burton Clark C&D Landfill, a permitted facility for final disposal. Copies of the invoices, load tickets, and permits are attached to this Project worksheet. C&D Debris removed from Temporary Storage Site as of 11/8/11: 2,701 CY The Contractor: Clark Companies charged The Town of Prattsville a total sum of $135,050 to Load, Haul, and Dispose of 2,701 CY of C&D Debris. The contract included a not to exceed price of $180,000 dollars. The price per cubic yard for hauling and disposal is 135,050/2701= $50 per cubic yard. Temporary Storage Site was located near 14235 Main St, Prattsville, NY 12468 42.30677N -74.41944W. The applicant was given a verbal agreement by The Department of Environmental Conservation to host the Emergency Temporary Storage Site in its exact location. The applicant discussed the site with Thomas Reynolds, P.E. DEC Div of Solid and Hazardous Materials Region 4 518-357-2245trreynol@gw.dec.state.ny.us. The final disposal site was Burton Clark C&D Landfill located at SR10 Delhi, NY 13753 /42.25814N -74.95548W Future Direct Administrative Costs are anticipated and will be settled at closeout.
477DR3AQ-12 PA-02-NY-4020-PW-00638 PA-02-NY-4020-State-0007(6)
Using emergency procurement procedures, the applicant contracted with multiple contractors to collect and load dumpsters located throughout the town. These dumpsters, along with additional debris loaded onto contractor trucks, were all dumped at the temporary staging site. This PW addresses work contracted to Goff Construction, Halsted Excavating, Dan's Septic, and Rick Lutz Logging. All work was monitored and supervised by Town employees. Due to the magnitude of the disaster and the urgent need to open the roads, quantities of debris moved are not available. However, once all debris is collected and deposited at the debris staging site, the total quantity of debris will be calculated. (See attached contract and procurement policy).
477DR3AR-12 PA-02-NY-4020-PW-08149 PA-02-NY-4020-State-0109(108)
The Applicant used a contractor (James E. Rion Construction), 121 hours of non-reimbursable force account labor, 52.5 hours of reimbursable force account labor, and 173.5 hours of rental equipment to remove the estimated 80ft dia x 4ft high = 745 CY of vegetative debris from the privately owned property to an adjacent property that is owned by the Applicant. The Applicant will use force account labor, force account equipment and contractors to do soil testing, excavate and haul the approximately 80ft dia. x approximately 2ft deep = 372.34cy = 392.07t. of debris contaminated sis. The debris contaminated soils will be hauled to a permanent approved dump site. A site will be selected when a contract is issued. The Applicant will replace the contaminated soils and and top soil to return the property to pre-disaster condition. Work to be completed was estimated using FEMA Costs Codes, local costs and contract cost: a. 3300: excavate 80ft dia. 2ft = (40 x 40 x 3.1416 x 2 / 27) = 372cy @ $16.00cy = $5952.00 b. hauling to dump (contract costs) 372cy = 392t @ $61.35t = $24,049.20 c. soil testing (local costs) @ $433.00 x 7 = $3,031.00 d. 3020: fill (unclassified) (40 x 40 x 3.1416 x 2 / 27) = 372cy @ $13.00cy = $4,836.00 e. 3060: grading 40 ft X 40 ft = 1,600 sf / 9 = 177.78 sy @ $1.75 sy = $311.12 e. top soil (local cost) 200ft x 200ft = 40,000 x 0.5ft = 20,000cf/27 = 741cy @ $20.00cy = $14,820.00 f. 3060: grading 200ft x 200ft = 40,000sf/ 9 = 4445sy @ $1.75sy = $7778.50 Total estimated costs for work to be completed is $58,917.82
477DR3AS-12 PA-02-NY-4020-PW-00631 PA-02-NY-4020-State-0007(6)
Using emergency procurement procedures, the applicant contracted with multiple contractors to collect and load dumpster located throughout the town. Additional debris was loaded and hauled to Town monitor debris sites. All work was monitored and supervised by Town employees. Due to the magnitude of the disaster and the urgent need to open the roads, quantities of debris moved are not available. However, once all debris is collected and deposited at the debris staging site, the total quantity of debris will be caculated. (See attached contract and procurement policy) Future Direct Administrative Costs are anticipated for invoice processing, documentation for closeout, and closeout, and these costs will be reconciled at closeout.
477DR3AT-12 PA-02-NY-4020-PW-08345 PA-02-NY-4020-State-0117(115)
The Applicant will use State and local procurement rules to select a contractor to flush the 15,000ft of 8in dia. sewer pipes and dispose of the sewage contaminated sediments The sewage contaminated sediment will be disposed of at the Rapp Road Waste Management Landfill, Albany, NY GPS 42.705997, -73.851042. 1. Flush

15,000ft of 8" sewer pipes @ $4.00ft (FEMA cost code 6010) 15,000ft x $4.00ft = $60,000.00 2. Disposal of flood sediments, volume est. 25% = 5448 x .25 = 1362cf/27 = 51cy x 1.7 = 86.7t @ $85.00t (local cost) = $7,369.50.
477DR3AU-12 PA-02-NY-4020-PW-08152 PA-02-NY-4020-State-0105(104)
The Applicant used 1,579.0 hours of eligible Force Account Labor (Regular Time), 412.0 hours of ineligible Force Accouunt Labor (Regular Time), 86.75 hours of Force Account Labor (Overtime), and 444.25 hours of Equipment to collect and remove debris town-wide from public rights-of-way and Town property, and haul it to a temporary staging site at the Ballfield Park on Rt 23 in Prattsville (GPS 42.30628,-74.1882). The eligible Force Account Labor (Regular Time) was performed by temp employees hired by the town to provide additional assistance clearing and monitoring debris. In addition, the Town used 873.5 hours of rental equipment to perform this work. The amount of debris could not be quantified, as some of it was pushed to the side of the road, out of the right-of-way, however the total amount of debris at the Ballfield Park exceeded 15,000 CY. Disposal of the debris was accomplished through a controlled burn at the site; copies of permits are atached.
477DR3AV-12 PA-02-NY-4020-PW-06021 PA-02-NY-4020-State-0063(62)
Using emergency procurement procedures, the applicant contracted with multiple contractors to collect debris located throughout the town and to haul the debris to the Town's temporary staging sites. This PW addresses work contracted to Hubbell Contracting, Inc. All work was monitored and supervised by Town employees. Due to the magnitude of the disaster and the urgent need to open the roads, quantities of debris moved are not available. However, once all debris is collected and deposited at the debris staging site, the total quantity of debris will be calculated. (See attached contract and procurement policy). Future Direct Administrative Costs are anticipated for invoice processing, documentation for closeout, and closeout. These additional costs will be settled at closeout. The Debris Team has carefully scrutinized all Cat A PW's from the initial debris removal operations in the Town of Prattsville. A list of these projects along with the amounts is shown below. These project worksheets did not contain quantification because it was not available from the applicant at the time they were written. Contractors were called out to clear huge amounts of debris to get the town open for emergency vehicles as well as general traffic. Since this disaster was so severe for the town, they were not able to quantify all debris picked up from the town Right of Ways. However, the debris was deposited at the temporary storage site east of town. This was measured by the debris team and we were able to get a quantity of all debris picked up from the ROW at that time. The breakdown of that documentation is included with this report. The debris collected as quantified by the Debris Team came to 16,529CY plus the 2,701CY that were disposed of already comes to a total of 19,230CY which we broke down into the individual project worksheets that came to $76.41/CY. This was derived from seven (7) project worksheets which totaled $1,469,267.07/19,230cy=$76.41. The difference between the amount billed and amount "claimed" by the contractor on this PW is due to the fact that contractors worked on several projects. The amount of the difference betwen claimed and billed appears on other PWs.
477DR3AW-12 PA-02-NY-4020-PW-00374 PA-02-NY-4020-State-0006(4)
Using emergency procurement procedures, the applicant contracted with multiple contractors to collect and load dumpster located throughout the town. Additional debris was loaded and hauled to Town moniter debris sites. All work was monitored and supervised by Town employees. Due to the magnitude of the disaster and the urgent need to open the roads, quantities of debris moved are not available (See attached contract and procurement policy).
477DR3AX-12 PA-02-NY-4020-PW-01545 PA-02-NY-4020-State-0022(21)
Using emergency procurement procedures, the applicant contracted with 2 contractors, Clark Companies and Carman Sand and Gravel to collect and stockpile the gravel debris scattered throughout the town. As the least cost alternitive for the disposal of the debris, the Town elected to convert the gravel debris into an unclassified crusher run / item 4 fill. The Town contracted with Clark Companies to provide the stone crusher. The Town contracted with both Clark and Carman Sand and Gravel to provide equipment and operators to load and unload the crusher. All work was monitored and supervised by Town employees. Exact totals are known from the reading recorded by the equipment indicator at the end run 9/15/11: $47,385.88 / 10,620 ton = $4.46 / ton. All processed debris was used locally as fill on eroded roads for emergency egress. (See attached contracts and procurement policy). Local cost for Item 4 fill: $7.45 per ton (excluding delivery). Cost if purchased: 10,620 tons at $7.45 per ton = $79,119.00 Contract costs for crusher, equipment, and operators: $ 47,385.88 or $4.46 per ton. Cost savings for material used: $79,119.00 - $47,385.88 = $31,733.12
477DR3AY-12 PA-02-NY-4020-PW-00538 PA-02-NY-4020-State-0006(4)
The Town will retain a Contractor to load, haul and dispose of 9,933CY of C&D Debris that was collected from Town Right of Ways and brought to a Temporary Storage Site. The debris should to be disposed of in a permitted facility or other environmentally compliant means.The CY amount is based on estimates of debris piles currently at the Temporary Storage Site. The Town has conducted competitive bidding and anticipates awarding a unit price contract based on those bid results.The price per cubic yard used below is a Historical Cost from past Contractors that have already removed Debris from the Town. Actual reimbursements will be paid on invoices from work completed. Copy of bid sheet attached. The following is an estimate of C&D debris currently at the Temporary Debris Storage & Reduction Site (TDSRS) that needs to be loaded, hauled & disposed of: C&D to be collected and to be disposed: Estimated Volume remaining at TDSRS is 160ft Diameter x 40ft height: 9,933 CY Estimated cost to Load, Haul and Dispose of 9,933 CY: Local Historical disposal unit cost $50 per CY. 9,933 CY @ $50/CY = $496,650 Temporary Debris Storage & Reduction Site (TDSRS) is located at 14235 Main St, Prattsville, NY 12468 / N42.30626 W-74.42010. Future Direct Administrative Costs are anticipated and will be settled at closeout.

Location Description:

Town Wide

Activity Progress Narrative:

There was no Non-Federal Share local match activity recorded for this community during the quarter. This activity is now closed.

Accomplishments Performance Measures

No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	301	349	650	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	

Grantee Activity Number:	477DR951B-12
Activity Title:	Emergency Actions

Activitiy Category:
Construction/reconstruction of streets

Activity Status:
Completed

Project Number:
477DR3-12

Project Title:
Greene County

Projected Start Date:
09/01/2011

Projected End Date:
07/24/2015

Benefit Type:
Area Benefit (Survey)

Completed Activity Actual End Date:

National Objective:
Urgent Need

Responsible Organization:
Town of Prattsville

Overall	Oct 1 thru Dec 31, 2017	To Date
Total Projected Budget from All Sources	N/A	$156,318.20
Total Budget	$0.00	$156,318.20
Total Obligated	$0.00	$0.00
Total Funds Drawdown	$0.00	$0.00
Program Funds Drawdown	$0.00	$0.00
Program Income Drawdown	$0.00	$0.00
Program Income Received	$0.00	$0.00
Total Funds Expended	$0.00	$0.00
Most Impacted and Distressed Expended	$0.00	$0.00
Match Contributed	$0.00	$0.00

Activity Description:

477DR3BA-12 PA-02-NY-4020-PW-06664 PA-02-NY-4020-State-0066(65)
Applicant used contract labor and equipment (Hubbell Construction) to perform emergency repairs of the (1200 ft X 30 ft X 8 ft) = 10,666.7 CY of gravel and stone that had eroded from the East Berm, and placed (1200 ft X 30 ft X 8 ft) = 10,666.7 CY of stone and gravel that was reclaimed from Schoharie Creek, to restore protection to Main Street and thereby lessen the immediate threats to life, public health and safety. In addition, the Town purchased 1,893 Tons = (640 ft X 8.78 ft X 6.5 ft = 1,352.1 CY) of Rip Rap and utilized contract labor and equipment (Goff Construction) to haul the Rip Rap stone to the site as an emergency protective measure to protect the community and reduce the threat of further damage to Town facilities and other improved property. Following the flooding event from Hurricane Irene, the applicant purchased large quantities of stone and gravel for 5 major damage sites which required immediate repair in the town . In addition, the applicant contracted labor and equipment for repair at these sites. Due to the emergency conditions the applicant was working under, detailed records of how much stone went to each site were not kept. All material claimed went to one of these 5 sites, but exact quantities for each site are unknown. In an attempt to divide the material costs between sites, a percentage of the materials have been assigned to each site location based on the dimensions of each site. A spreadsheet has been prepared listing all 5 sites with assigned PW numbers, site dimensions and the percentage of cost assigned. Therefore, the total material costs have been divided among the 5 sites based on this percentage. Additional DAC: A PW for reimbursement of the material only was written by the applicant's consultant as a Cat-B project worksheet (applicant labeled PW-18) and the applicant is requesting reimbursement for DAC spent producing this prior PW. The PW was never submitted because the material has to be assigned to specific site locations and divided as permanent repair work and Cat-B emergency work as outlined by the description of sites. The applicant is requesting that the same site percentage from each individual site be applied to these previous DAC charges and added to each site PW. The site distribution of stone was developed during the formulation of PW-18 and this

information is being used in the current 5 PW's written by the project specialist. Applicant has noted that future Direct Administrative Costs are anticipated for invoice processing, documentation for closeout, and closeout. These additional costs will be settled at closeout. *Public Assistance Guide, Category B - Emergency Protective Measures, p.74: Construction of emergency protective measures to protect lives or improved property to include the following: > temporary levees, berms, dikes, and sandbagging by itself or on top of a levee; > buttressing, bracing, or shoring of a damaged structure to protect against further damage to the structure, or to protect the general public; > emergency repairs to protective facilities (work is limited to that which would provide protection from a 5-year event or would restore the facility to its pre-disaster design, whichever is less);
477DR3BB-12 PA-02-NY-4020-PW-06694 PA-02-NY-4020-State-0072(71)

Applicant used cntract labor and equipment (Goff Construction and Hubbell Construction) to haul and place (1100 ft X 20 ft X 2.58 ft = 2,103.6 CY) = 2,945.0 Tons of Rip Rap Stone to stabilize the Schoharie Creek stream bank immediately upstream of the Main Street / Rt. 23 Bridge to protect improved property from further damage and lessen the immediate threat to life, public health and safety. WORK COMPLETED Following the flooding event from Hurricane Irene, the applicant purchased large quantities of stone and gravel for 5 major damage sites which required immediate repair in the town . In addition, the applicant contracted labor and equipment for repair at these sites. Due to the emergency conditions the applicant was working under, detailed records of how much stone went to each site were not kept. All material claimed went to one of these 5 sites, but exact quantities for each site are unknown. In an attempt to divide the material costs between sites, a percentage of the materials have been assigned to each site location based on the dimensions of each site. A spreadsheet has been prepared listing all 5 sites with assigned PW numbers, site dimensions and the percentage of cost assigned. Therefore, the total material costs have been divided among the 5 sites based on this percentage. Additional DAC: A PW for reimbursement of the material only was written by the applicant's consultant as a Cat-B project worksheet (applicant labeled PW-18) and the applicant is requesting reimbursement for DAC spent producing this prior PW. The PW was never submitted due to the FEMA PAC's insistence that the material be assigned to specific site locations and recorded as permanent repair work and not Cat-B emergency work as outlined by the applicant's consultant. The applicant is requesting that the same site percentage from each individual site be applied to these previous DAC charges and added to each site PW. The site distribution of stone was developed during the formulation of PW-18 and this information is being used in the current 5 PW's written by the project specialist *Public Assistance Guide, Category B - Emergency Protective Measures, p.74: Construction of emergency protective measures to protect lives or improved property to include the following: > temporary levees, berms, dikes, and sandbagging by itself or on top of a levee; > buttressing, bracing, or shoring of a damaged structure to protect against further damage to the structure, or to protect the general public; > emergency repairs to protective facilities (work is limited to that which would provide protection from a 5-year event or would restore the facility to its pre-disaster design, whichever is less);
477DR3BC-12 PA-02-NY-4020-PW-06694 PA-02-NY-4020-State-0072(71)
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Location Description:

Town Wide

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No Accomplishments Performance Measures

Beneficiaries Performance Measures

	Beneficiaries - Area Benefit Survey Method			
	Low	Mod	Total	Low/Mod
# of Persons	301	349	650	100.00

Activity Locations

No Activity Locations found.

Other Funding Sources Budgeted - Detail

No Other Match Funding Sources Found

Other Funding Sources	Amount
No Other Funding Sources Found	
Total Other Funding Sources	