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U.S. Department of Transportation Federal Highway Administration- California Division- Title 23 Damage Assessment Form (DAF)	DAF No. MEM - PTLV - 0 0 1 - 0 Sheet # 1 of 3 Federal Project # EO ER - ( ) Disaster No. CA 1 3 - 1 PR ER - 22X0 (001)

Applicant	County	Incident Date (mm/dd/yyyy)	Inspection
Town of Portola Valley	San Mateo County	12/23/2012	

Location of Damage: Per Site ✓ or ☐ Per Mile	Federal-aid Highway?
Name of Road/Bridge: Alpine Road	Y for yes, if no, ineligible for ER funds Y
PM Begin: 5500 Block of Alpine Road PM Length: 62.00 (in feet)	Map No 5M33
PM End: 3,940' south from Willowbrook Dr.	Functional Classification Type: Major Collector
Road/Bridge Data: Bridge No _____ Type: _____	Route # _____
Traveled Way: Width 17' Type: PCC ☐ AC ✓ Gravel ☐	Forest Hwy? Y/N N Interstate? Y/N N
Shoulder: Width 4.5' Type: PCC ☐ AC ☐ Gravel ✓	Existing ADT: _____
Description of Damage:	Due to winter storm event that occurred on December 23, 2012: Destabilization of creek bank, road shoulder, and paved road near 5500 block of Alpine Road. The asphalt road is showing signs of cracks indicating movement

COST ESTIMATE

	Type of Repair	Description of Work	Cost Summary	
Emergency Opening (EO)	EO- AGENCY FORCES CT Work Order #(s): _____ EA(s): _____		PE	
			CE	
			Construction	
	EO- CONTRACT EO EA(s): _____		PE	
			CE	
			Construction	
	NOTE: Environmental documentation for EO is required. It is generally started after work has begun.		R/W	
		Subtotal Emergency Opening		$0
Permanent Restoration (PR)	PR- CONSTRUCTION FA requires an approved PIF ✓ Contract ☐ FA PR EAs _____	Stich pier / lag retaining wall, and rip rap will be needed to stabilize bank. Geotechnical Engineer will determine final scope of work after geotechnical exploration.	PE	25,000
			CE	25,000
			Construction	250,000
	NOTE:PRIOR AUTHORIZATION (APPROVED E-76) IS REQUIRED TO PROCEED WITH PERMANENT RESTORATION R/W & CONSTRUCTION		R/W	0
	NOTE: Environmental clearance for permanent restoration is conducted through normal Federal-aid procedures	**Subtotal Permanent Restoration**		$300,000

Eligible	Signature	Date		
✓ Yes ☐ No	Local Agency (if applicable): Howard Young	6/3/13	PE Total	$25,000
✓ Yes ☐ No	Caltrans: M Militante	6·4·2013	CE Total	$25,000
✓ Yes ☐ No	FHWA*: [signature]		R/W Total	$0
			Construction Total	$250,000
		TOTAL ESTIMATE		**$300,000**

Agency sig. Name (print): Howard Young FHWA Sig. Name (print): _____
CT signature Name (print): Marco Militante DAF Prepared by (print): Howard Young

Original: Caltrans District **Copies:** FHWA, Division of Local Assistance(local roads), Federal Resources (state hwy), HQ Major Damage Engineer (state hwy)
*Write "N/A" in FHWA signature block if the project has no Federal ER funding or Federal ER funding delegated to the State.
FHWA Signature: REQUIRED for all Federal Funded State projects. REQUIRED for any Local Agency projects with 1) any BETTERMENT, 2) more than 2 ROW takes or 3) when paving is more than 50% of the Total Estimated Cost. **Reminder: This DAF must be accompanied by photos of the damage.**

FHWA CA Form (CA Rev 12/10)

U.S. Department of Transportation
Federal Highway Administration-
California Division- Title 23
Damage Assessment Form (DAF)

DAF # MEM - PTLV - 0 0 1 - 0
Sheet # 2 of 3
Applicant
Town of Portola Valley
Agency EO Calc [ ] EO contract [ ] PR Calc [✓]

Quantity*	Unit*	Labor, Materials, and Equipment	Unit Price	Cost
1	1	Construction of retaining wall	250,000.00	250,000.00
1	1	Geotechnical Report and Design	25,000.00	25,000.00
1	1	Construction management and inspection	25,000.00	25,000.00
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			Total	300,000.00

*Lump Sum will generally only be accepted for non biddable items, such as Mobilization.

Justifications/comments: Non-typical Scope, PE/CE Cost, Engineering estimates etc.

Due to the project having road and bank stabilization scope, a geotechnical engineering investigation and report will need to be produced.

Disaster # CA 13-1

DAF – Town of Portola Valley MEM – PTLV – 001 – 0

Photo #1: Alpine Road shoulder. Shoulder movement due to destabilization from storm event

Photo #2 Same as Photo #1 with Corte Madera Creek in background
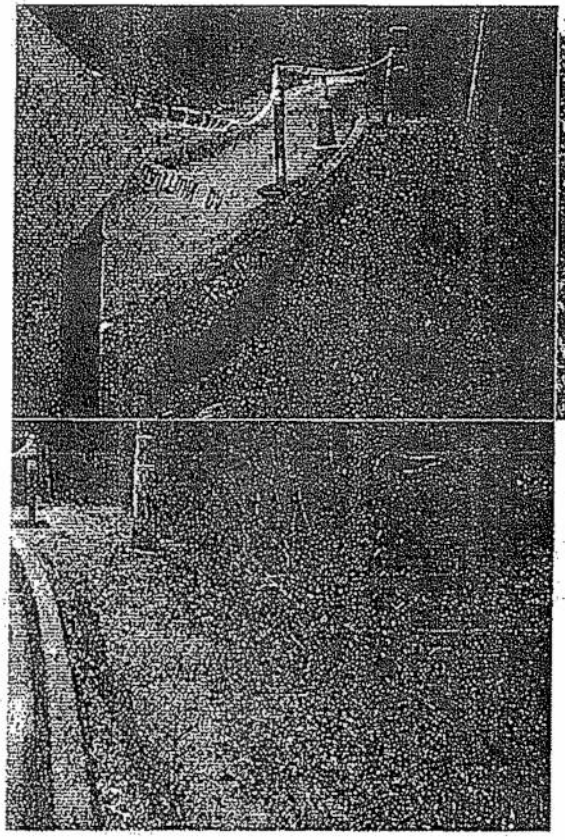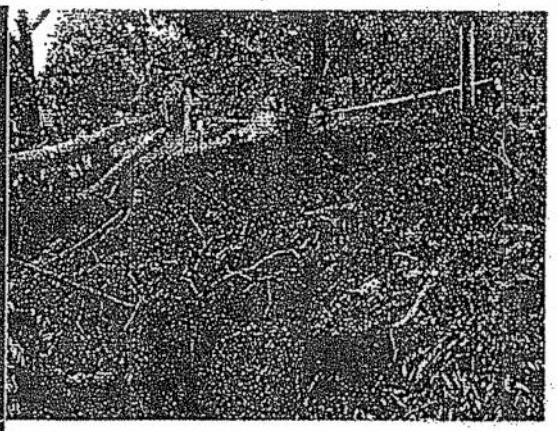
Photo #3 Cross section of Alpine Road at slippage area