



ALTERNATE PROJECT

MLRA022 - Coast Guard Pier, Marina

at Roosevelt Roads, Ceiba, Puerto Rico



EVENT: 4339DR-PR (Hurricane María)
APPLICANT NAME:
LOCAL REDEVELOPMENT AUTHORITY FOR ROOSEVELT ROADS
FEMA PA CODE (FIPS) No. 000-UV193-00
PW: 5734 | Project # 105722





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LRA-23-119

April 21st, 2023
Eng. Manuel A. Laboy-Rivera
Executive Director
Central Office of Recovery, Reconstruction and Resiliency (COR3)
(via email) mlaboy@cor3.pr.gov

RE: Category G - Parks, Recreational Facilities, and Other Item
Project Title – MLRA022 - Coast Guard Pier, Marina
Event: 4339DR-PR (4339DR)

Engineer Laboy-Rivera:

On September 20th, 2017, Puerto Rico was hit by Hurricane Maria with category 4 winds. This had unprecedented catastrophic effects on the island. Roosevelt Roads was no exception. Many of the facilities of the Former Naval Station Roosevelt Roads (FNSRR) were severely impacted. After the event, the Local Redevelopment Authority for Roosevelt Roads (LRA) initiated recovery efforts and the corresponding claims to the Federal Emergency Management Agency (FEMA). On April 15, 2021, FEMA obligated the Project 105722 (GM reference number) through the Public Assistance Alternative Procedures (Section 428) to do permanent work, including hazard mitigation (HM) purposes. Once approved, the LRA began a thorough evaluation and analysis to determine future uses for the claimed facilities. Based on that evaluation, the LRA understands and agrees to use the obligated funds as an Alternate Project (AP) 44 CFR § 206.203(d)(2). This change will benefit the LRA, the communities of Ceiba and Naguabo, among other related stakeholders.



Project 105722 (PW# 5734) consists of two Damage Inventories (DI's), these are:

- DI# 152542 - Pier - Coast Guard
- DI# 316049 - Pier – Marina

Both Damages are classified by FEMA under Category G - Parks, Recreational Facilities, and Other Item. Based on the current needs and priorities, the LRA understands that the best use of the obligated funds is to restore DI# 152542 to its pre-disaster state, while DI# 316049 funds will be used to demolish existing structures located on the grounds of the Coast Guard Pier site. The demolition of the adjacent structures is necessary, since they represent a threat to public safety, in addition to considerably improving the aesthetics and cleanliness of the place, thus resulting in benefits for the users of the Dock as well as for the surrounding community.

For the reasons set forth above, the LRA respectfully requests approval of this Alternate Project as presented herein.

If you required any additional information regarding this request, please feel free to contact our LRA Project Managers, Jesús Pérez-Rivera at jesus.perez@lra.pr.gov or Cristina Nuñez-Vélez at cristina.nunez@lra.pr.gov; or via phone at 787-705-7188.

Cordially,



Nilda Marchán
Executive Director
Local Redevelopment Authority for Roosevelt Roads



TABLE OF CONTENTS

1. OVERVIEW	6
1.1 ROOSEVELT ROADS NAVAL STATION CLOSURE BACKGROUND	6
1.2 CREATION OF THE LOCAL REDEVELOPMENT AUTHORITY	6
2 PROJECT INFORMATION	7
2.1 PROJECT WORKSHEET INFORMATION	7
2.2 BUILDINGS AND COURSE OF ACTION: ALTERNATE PROJECT DESCRIPTION	7
2.3 OVERVIEW OF BUILDINGS PROPOSED FOR DEMOLITION	9
2.4 PROJECT LOCATION	11
3 SCOPE OF WORK (SOW)	16
3.1 REASONS FOR SCOPE OF WORK PROPOSED CHANGES	16
3.2 NEW SCOPE OF WORK	17
4 SUPPORTING DOCUMENTATION	21
4.1 PROJECTED CONSTRUCTION PROJECT SCHEDULE (TIMELINE)	21
4.2 COPIES OF PW'S AND APPLICABLE PHOTOS	21
4.3 COST ESTIMATE OF NEW SOW	21
5 EXHIBITS	21
EXHIBIT A: SPECIAL PROJECT CHECKLIST	22
EXHIBIT B: SPECIAL CONSIDERATION QUESTIONS	26
EXHIBIT C: VICINITY MAP SHOWING LOCATION, FEMA FLOOD MAPS, DISTURBED AREAS AND WETLANDS.	27
EXHIBIT D: COST ESTIMATE	33
EXHIBIT E: CONSTRUCTION TIME SCHEDULE	34
SCHEDULE SUMMARY	35
6 APPENDIX	36
APPENDIX A: COPY OF FEMA PROJECT REPORT	36

TABLE OF FIGURES

FIGURE 1: DI# 152542 – COAST GUARD PIER	7
FIGURE 2: DI# 316049 – MARINA PIER	8
FIGURE 3: BUILDING 1 - TO BE DEMOLISHED	9
FIGURE 4: BUILDING 2 - TO BE DEMOLISHED	9
FIGURE 5: BUILDING 3 - TO BE DEMOLISHED	10
FIGURE 6: PROJECT LOCATION - AERIAL VIEW.	11
FIGURE 7: DI 152542, COAST GUARD PIER AERIAL VIEW	12
FIGURE 8: DI 316049, MARINA PIER AERIAL VIEW	13
FIGURE 9: BUILDING 1 TO BE DEMOLISHED.	14
FIGURE 11: BUILDING 2, TO BE DEMOLISHED.	15
FIGURE 12: BUILDING 2, TO BE DEMOLISHED.	ERROR! BOOKMARK NOT DEFINED.
FIGURE 13: BUILDING 3, TO BE DEMOLISHED.	16
FIGURE 14: BUILDING 3, TO BE DEMOLISHED.	16

TABLES

TABLE 1: PROJECT DI'S COORDINATES.....	11
TABLE 2: DI 152542 - COAST GUARD PIER	12
TABLE 3: DI 316049 - COAST GUARD PIER	13
TABLE 4: BUILDING 1 TO BE DEMOLISHED	14
TABLE 5: BUILDING 2 TO BE DEMOLISHED	15
TABLE 6: BUILDING 3 TO BE DEMOLISHED	16

1. OVERVIEW

1.1 ROOSEVELT ROADS NAVAL STATION CLOSURE BACKGROUND

In September 2003, Congress passed the Department of Defense Appropriations Act of Fiscal Year 2004 (Public Law No. 108-87) (the "Appropriations Act"). Section 8132 of the Appropriations Act directed the Secretary of the Navy to close Naval Station Roosevelt Roads, Puerto Rico no later than six (6) months after the enactment of the Appropriations Act and to do so pursuant to the procedures and authorities contained in the Defense Base Closure and Realignment Act of 1990 (title XXIX of Public Law 101-510; 10 U.S.C. 2687 note) (the "Base Closure Act"). NSRR was closed on March 31, 2004.

The Appropriations Act required the closing of NSRR to proceed in accordance with the procedures and authorities contained in the Base Closure Act that authorized local redevelopment authorities to receive real property and personal property located at a closing military installation. The Base Closure Act defines a redevelopment authority as, "any entity (including an entity established by a State or local government) recognized by the Secretary of Defense as the entity responsible for developing the redevelopment plan with respect to the installation or for directing the implementation of such plan." The primary Federal responsibility of a local redevelopment authority under the Base Closure Act is to prepare a redevelopment plan ("Reuse Plan") for the surplus property at the closed military installation.

Accordingly, on October 24, 2003, Governor Sila María Calderón signed an Executive Order appointing the Puerto Rico Department of Economic Development and Commerce as the Federal local redevelopment authority responsible for planning the redevelopment and reuse of NSRR. The Puerto Rico Department of Economic Development and Commerce was recognized as the "planning" Local Redevelopment Authority (Herein LRA) by the Office of Economic Adjustment of the Department of Defense on November 20, 2003.

1.2 CREATION OF THE LOCAL REDEVELOPMENT AUTHORITY

In September 2004 by means of the Senate Bill #2378, the Law 508 of 2004 was approved thus creating the Local Redevelopment Authority for Roosevelt Roads. The LRA stands for the Commonwealth of Puerto Rico as the government instrumentality with the responsibility to manage, develop and maintain the FNSRR. This represents an unprecedented opportunity to establish a Reuse Plan that responds to the needs of Puerto Rico's East region, in particular the Municipalities of Ceiba and Naguabo, through the implementation of sustained economic development strategies in harmony with the environment protection.

(END OF SECTION 1)

2 PROJECT INFORMATION

2.1 PROJECT WORKSHEET INFORMATION

The proposed project was obligated and approved through the PW#5734 and is part of the FEMA Grants Portal Number 105722. It is comprised of the following facilities or DI's:

DI# 152542 - Pier - Coast Guard

DI# 316049 - Pier – Marina

2.2 BUILDINGS AND COURSE OF ACTION: ALTERNATE PROJECT DESCRIPTION

The two facilities listed above were part of the naval operation at Roosevelt Roads with the use described above and were operational prior to the event. As previously stated, the LRA is the entity responsible for redeveloping the Roosevelt Roads Land and Existing Facilities. To continue with its vision, the LRA, conducted an thorough analysis to determine the best and most appropriate uses for the facilities mentioned herein in terms of community benefit and best management practices, among other parameters. After said analysis, the LRA determined that it would be beneficial to improve the project proposals as follows:

DI# 152542 - Pier - Coast Guard		General Facility Information	
		Facility Description	The Coast Guard pier is approximately 183 feet long by 32 feet wide with a bent spacing of 10 feet and 12-inch-thick reinforced concrete deck.
		GPS Coordinates	18.22384, -65.63540
		Year Built	1943

Figure 1: DI# 152542 – Coast Guard Pier

This DI has approximately a Pier area of 5,860 sf. The pier is made of Reinforced concrete. It measures 183 ft (length) x 32 ft (width) and its slab has 1 ft (height). The Rip Rap shoreline is approximately 265 ft long. Its damages include:

- Pavement washout.
- Access driveway Washout/scour.
- Rip rap shoreline erosion.
- Broken/missing timber pile fenders.

Course of Action:

The Roosevelt Roads Redevelopment Master Plan considers the reuse, reassign, and restore structures and facilities within the FNSRR, therefore the LRA intends to restore it to its pre-disaster condition.


DI# 316049 - Pier - Marina		General Facility Information	
		Facility Description	Commercial Marina also known as Pelican Roost Marina, 767 FT long x 8.25 Ft wide at the sidewalk (shorelines side), include 120 Ft primary walkway, 283 Ft secondary walkway, 40 fingers piers, boat ramp and utilities stations
		GPS Coordinates	Start: 18.23533, -65.62676 End: 18.23318, -65.62620
		Year Built	1972

Figure 2: DI# 316049 – Marina Pier

This DI suffered the following Damages:

- Concrete sidewalk settlement.
- Concrete boat ramp slab settlement
- Damage to Lighting fixtures and its components
- Electrical breaker panel and concrete base eroded/water damaged.

Course of Action:

The Roosevelt Roads Redevelopment Master Plan considers the reuse, reassign and restore structures and facilities within the FNSRR. Nonetheless, for DI# 316049, the LRA understands it is best to allocate the obligated funds to the demolition of the structures adjacent to the Coast Guard Pier. This will prevent these structures from affecting the aesthetics, safety, public health, and access of citizens and surrounding communities.

2.3 OVERVIEW OF BUILDINGS PROPOSED FOR DEMOLITION

As mentioned before, it is the LRA 's intent to demolish the structures near the Coast Guard Pier by allocating the obligated funds to DI# 316049. A general description of the structures is provided below.


Building 1 - To be Demolished		General Facility Information	
	Facility Description	Structural steel structure covered with galvanized steel panels, with an approximate footprint of 5,614 SF in area. It is currently in an advanced state of deterioration and represents a Safety Hazard to visitors.	
	GPS Coordinates	18.223878, -65.635963	
	Year Built	Unknown	

Figure 3: Building 1 - To be Demolished


Building 2 - To be Demolished		General Facility Information	
	Facility Description	It is a 60 ft. x 35 ft. wooden structure with an approximate footprint of 2,100 SF. It is currently in an advanced state of deterioration.	
	GPS Coordinates	18.223744, -65.635799	
	Year Built	Unknown	

Figure 4: Building 2 - To be Demolished


Building 3 - To be Demolished		General Facility Information	
		Facility Description	Concrete structure of 15 ft x 15 ft and with an approximate footprint of 225 SF of area. It is currently in a state of abandonment.
		GPS Coordinates	18.223803, -65.635545
		Year Built	Unknown

Figure 5: Building 3 - To be Demolished

2.4 PROJECT LOCATION

As stated before, Project 105722 consists of two Damage Inventories.



Figure 6: Project Location - Aerial view.

Damage 152542, Coast Guard Pier, will be restored to it's pre-disaster condition, while Damage 316049 is proposed to use its obligated funds to demolish DI 152542 adjacent structures. Coast Guard Pier (DI#152542) is located at Kearsarge Road and Marina Pier (DI# 316049) is located at Towaway Road, both are in Formal Naval Base of Roosevelt Road, Municipality of Ceiba Puerto Rico. The following is a summary of their GPS coordinates (Latitude, Longitude):

	DI	Name	Latitude	Longitude
A	152542	Coast Guard Pier	18.22384	-65.6354
B	316049	Marina Pier	Start: 18.23533 End: 18.23318	Start: -65.62676 End: -65.62621

Table 1: Project DI's Coordinates

2.4.1 PROJECT CORNER COORDINATES

The following figures and tables show the requested coordinates demarking the project boundary for each DI.



Figure 7: DI 152542, Coast Guard Pier Aerial View

Point	Latitude	Longitude
A	18.224015	-65.635626
B	18.223763	-65.634873
C	18.223407	-65.63498
D	18.223572	-65.635699

Table 2: DI 152542 - Coast Guard Pier



Figure 8: DI 316049, Marina Pier Aerial View

Point	Latitude	Longitude
A	18.235456	-65.626125
B	18.234529	-65.626147
C	18.234284	-65.626919
D	18.235171	-65.627295

Table 3: DI 316049 - Coast Guard Pier

2.4.2 PROPOSED BUILDINGS TO BE DEMOLISHED COORDINATES

The following figures and tables show the coordinates demarking the coordinates of each proposed building to be demolished using obligated funds of DI # 316049.



Figure 9: Building 1 to be demolished.

Point	Latitude	Longitude
A	18.224018	-65.635731
B	18.223969	-65.63585
C	18.223655	-65.635945
D	18.223731	-65.636155

Table 4: Building 1 to be demolished



Figure 10: Building 2, to be demolished.

Point	Latitude	Longitude
A	18.224018	-65.635731
B	18.223969	-65.63585
C	18.223655	-65.635945
D	18.223731	-65.636155

Table 5: Building 2 to be demolished



Figure 11: Building 3, to be demolished.

Point	Latitude	Longitude
A	18.223812	-65.635578
B	18.223831	-65.635554
C	18.223795	-65.635512
D	18.223771	-65.635556

Table 6: Building 3 to be demolished

(END OF SECTION 2)

3 SCOPE OF WORK (SOW)

3.1 REASONS FOR SCOPE OF WORK PROPOSED CHANGES

The Strategic Economic Plan for the Recovery of the Government of Puerto Rico proposes that the vision and objectives should be focused on the following: creation of immediate jobs, community benefit, accessibility of government services, education to the community, promotion of sustainable economic growth, social transformation that will contribute to the creation of a more dynamic and competitive economy for the growth of employment and business offers.

To carry out said plan it is necessary to achieve and develop the following goals and objectives:

- Stop the immigration from the island and promote economic growth by facilitating commercial activity by encouraging the formal participation of the workforce.
- Rehabilitation of government property through appropriate structural strengthening, as well as compliance with current codes to assure the safety of employees and the public.
- Improvement of energy and water efficiency and reduce operating costs.
- Creation of business incubators.
- Generation of economic growth, stabilization, and expansion of the surrounding communities
- Increase in municipal revenues through construction taxes.
- Rebuild, repair, and adjust the size of the inventory of public facilities.
- Reduces costs of operation and maintenance of government buildings, improves the effectiveness of government operations, provision of services, eliminates the creation of public nuisances destroyed and abandoned because of the event. the effectiveness and accessibility to the public.
- Improvement of the infrastructure to make it more modern, sustainable, and resilient.

In addition to the goal and objectives, the aforementioned Plan intends to achieve a capital investment with the recovery funds. This way, the facilities can be repaired, rebuilt, and adapted to guarantee that they meet current standards, mitigate future disasters, and meet community needs. Based on the previous statement, the LRA initiated a thorough evaluation, analysis and assessment for this project to make sure that the obligated recovery funds are aligned with the Economic Strategic Plan, the Master Plan, the organic law of the LRA and the community.

In general terms the proposed change in scope will allow significant benefits to the LRA and the surrounding community. With this alternate project the LRA envision to:

- Restore to its pre-disaster conditions and reuse the facilities that compose DI# 152542, to comply with the LRA master plan.
- Reassign funds obligated to DI# 316049 for the demolition of three (3) structures adjacent to DI# 152542, Coast Guard Pier. These structures have significant negative impact on the redevelopment efforts for Roosevelt Roads. This will allow a more integrated relationship between the LRA, the community and the general public and will prevent these facilities to become public nuisance affecting the aesthetics, safety and public health of citizens and surrounding communities.

3.2 NEW SCOPE OF WORK

3.2.1 DI# 152542 - SOW

The Coast Guard Pier will be restored to its pre-disaster conditions. To do this we will follow the Scope of Work and recommendations given by FEMA. These recommendations are contained within the FEMA Damage Report (see Appendix A). Below is the FEMA SOW for this DI.

- Remove and replace, 26.01 SY, Asphalt Surface, Base, Subbase, and Granular Fill. Repair and replace 23.11 CY Embankment.
- Remove and replace, 7.56 SY, Asphalt Surface, Base, Subbase, and Granular Fill. Repair and replace 0.82 CY Embankment.
- Repair, remove, and replace, Washout/Scour Embankment, 221.00 CY, Fill, 45 FT long x 11 FT wide x 6 FT deep.

- Repair, remove, and replace, Washout/Scour Embankment, 23.11 CY, Fill, 9 FT long x 9.33 FT wide x 4 FT deep.
- Remove and replace, 145.00 SY, Asphalt Surface, 45 FT long x 29 FT wide x 4 IN high.
- Repair, remove, and replace, Shoreline Protection, 590.63 Tons, Riprap, 45 FT long x 35 FT wide x 5 FT high.
- Remove and replace 16 EA, 35 FT X 14 IN Vertical Timber Fenders.
- Remove and replace 28 EA, 8 FT X 12 IN Vertical Timber Fenders. (See Scope Note #4).
- Remove and replace 2 EA, 35' X 14" (4 EA per cluster) Vertical Timber Fenders.

3.2.2 DI# 152542 – 406 HMP Scope of Work

FEMA assigned funds to mitigate future damages to this DI. The mitigation to be performed includes the following:

- For the Asphalt and embankment washout, add 199 SY geotextile fabric after excavation and prior to the repair of aggregate base and asphalt concrete pavement. Install curb and gutters along the other side of the road to minimize future erosion to the road.
- For the Asphalt and embankment washout, add 29 SY geotextile fabric after excavation and prior to the repair of aggregate base and asphalt concrete pavement. Install curb and gutters along the other side of the road to minimize future erosion to the road.
- For the washout/scour at driveway access, add 138 SY geotextile fabric after excavation and prior to the repair of aggregate base and asphalt concrete pavement.
- For the Pier's Asphalt approach, add 138 SY geotextile fabric after excavation and prior to the repair of aggregate base and asphalt concrete pavement. Install curb and gutters along the side of the road to minimize future erosion to the road.
- For the Shoreline protection, add 1,575 SY geotextile fabric after excavation, anchor using base ground and prior to the repair of riprap.
- For the settlement in the concrete sidewalk, excavate base course to replace existing base material, compact base material, add base course drainage layers, reinforce concrete pavement with fiber additive increase resilience and to minimize settlement.
- For the concrete boat ramp, reinforce concrete mixture with fiber additive to increase resilience.
- For Electrical distribution panel, install 1 EA. Meter Center, Main Circuit Breaker, with distribution panel watertight / rain proof, 1 P, 3W 120/240 V, 400 Amps.
- For concrete used in Lighting poles base, add fibrous reinforcing, synthetic fibers to concrete mix to add resilience prior to pouring.

3.2.3 DI# 316049 - SOW

Commercial Marina also known as Pelican Roost Marina, is 767 FT long x 8.25 Ft wide at the sidewalk (shorelines side). It also includes a 120 Ft primary walkway, a 283 Ft secondary walkway, 40 fingers piers, boat ramp and utilities stations.

Damages associated with the Marina pier include:

- Structure
 - Settlement of concrete sidewalk -6,327 SF
 - Settlement in concrete Boat Ramp – 777 SF
- Utilities
 - Damage to electrical distribution panels and its components.
 - Damage to Electrical distribution panels concrete base.
 - Lighthouse Power Pedestal, Model LH 3050, 250 A.

Development opportunities have recently arisen in certain areas within the Base, for the benefit of the Authority and the community. The area where DI# 316049 is located is no exception. The location of the Marina Pier is under development plans by a private contractor. They will carry out the development and improvements of the pier that they understand are necessary for its safe use and operation, therefore FEMA obligated funds for DI# 316049 will not be used for its restoration. The LRA suggests using the obligated funds of DI# 316049, for the demolition of the 3 buildings, located next to the Coast Guard Pier (DI# 152542). That way, the Coast Guard Pier site will be clean and free of public safety hazards. See Figures 3, 4 and 5 on pages 8 and 9 and Figures 9, 10 and 11 on pages 12 to 14 for description, location and other details of the buildings.

3.2.4 STRUCTURES DEMOLITION - SOW

Complete all demolition and disposal of demolished material for all items of work indicated on drawings, specified herein or as required for construction of the project. Contractor shall inspect the site and review construction drawings to determine level of work and details of pertinent information that would affect demolition work to be completed. Demolition work includes but is not limited to:

1. Install all safety barriers as required by federal and state codes or as necessary to protect public.
2. Install all erosion and sedimentation control measures.
3. Install all tree protection barrier, if necessary, prior to starting work.
4. Install all traffic control and/or construction signage as required by the City and/or PRDOT.
5. Contractor shall use demolition methods that shall not damage adjacent structures, road and utilities.
6. Contractor shall work times as approved by, or as required by the LRA
7. Contractor to provide all necessary safety precautions during demolition to include safety fencing around excavator prior to lot being graded.
8. Contractor shall wet down or use other dust control measures to keep airborne debris, resulting from demolition work, from adjacent Owners and R.O.W.
9. Contractor shall handle and properly dispose of hazardous material (Lead and Asbestos), if any. Contractor shall refer to Drawings and Specifications for details.
10. Demolish all utilities after receiving necessary permits and haul off-site to an approved disposal area. Contact all utility companies to disconnect any services prior to demolition. Arrange for all utilities to be capped and abandoned at the public right-of-way or utility pole. This should be done in advance of the actual demolition and the contractor shall pay all necessary fees. Water service line shall be permanently capped at the curb stop and be inspected by the Local state Authorities. Natural gas service shall be permanently terminated by governing utility at the right- of- way.
11. Columns, walls footings and any foundation elements shall be removed completely from the site.
12. Demolish all existing concrete curbs and existing asphalt paving, if any, where shown and/or as required and haul off site to an approved disposal area.
13. Any damage to public sidewalks, curbs and streets shall be replaced in-kind or repaired pursuant to LRA specifications. The street is to be left clean and free from any demolition debris or dirt generated during the demolition.
14. The lot shall be cleaned and graded to drain properly and level with surrounding grades. A minimum of 2 inches layer of topsoil shall be placed on all areas affected by equipment or removal of structures and paving to facilitate growth of grass. All bare earth to be seeded with grass and the entire site shall be protected with a silt fence/ barrier until such time that the lawn has taken root and the soil is stable and will not permit soil runoff.

15. Contractor shall perform all the required clearing and grubbing for this project. Properly dispose of all existing debris off-site and all debris generated by this contractor. This includes all soils, roots, and other debris. Excess soils not used in the project shall be removed from site.
16. The entire site, within clearing and grubbing limits, shall be cleared of miscellaneous deleterious materials such as glass, metal, plastics, underbrush, stumps, roots, stones larger than 3 inches, roots larger than ½ inch, wood, brick batts, paving materials and other debris. This clean up shall be accomplished and approved prior to beginning of stripping of topsoil and rough grading. All such deleterious materials shall be disposed of off-site in an approved manner.

3.2.5 COMPLETE SOW DEVELOPMENT AND CHANGE INFORMATION SUPPORT AS LISTED IN PERMANENT WORK SECTION OF TABLE 9 OF THE PAPPG

The LRA understands that the proposed scope of work defined at the beginning of this Section will be in alignment with the LRA's vision for Roosevelt Roads and will benefit the surrounding communities. See Section 3.1 for more detailed information.

3.2.6 ALTERNATE PROJECT DOCUMENTATION

- Cost Estimates
- Please refer to Exhibits D and E for an analysis of the proposal's costs for the facilities with DI number: 152542 and the remaining funds available for this PW.
- Aerial Photos.
- At this stage, the proposed project is at a conceptual design stage.
- Specifications
- At this stage, the design of the proposed project is at the initial development phase, therefore no technical specifications are yet produced. However, they will be part of the RFP scope of work once a qualified proponent is selected.

3.2.7 DETERMINE WORK TO BE PERFORMED

Please refer to pages 17-19 for more details.

3.2.8 APPROVED INDUSTRY STANDARDS

Proposed project will be updated and constructed by current codes and standards required by local and federal regulations.

3.2.9 Explanation of all ground disturbing activities

The construction phase will include the following ground disturbance activities:

Removal of vegetation and topsoil for clearing and grubbing on the proposed access and parking lot areas with an approximate maximum depth of 4" (0.10 m). Construction staging zones are included on those cleared areas.

Undercut existing terrain for the installation of a new pavement structure and re-grading on the proposed parking lot areas. A removal of 10" (0.25m) is expected. This will be performed by means of hydraulic excavators. This removed soil will be replaced with gravel and asphalt pavement.

(END OF SECTION 3)

4 SUPPORTING DOCUMENTATION

4.1 PROJECTED CONSTRUCTION PROJECT SCHEDULE (TIMELINE)

Please refer to Exhibit E for more details.

4.2 COPIES OF PW'S AND APPLICABLE PHOTOS

Please refer to Appendix A for more details.

4.3 COST ESTIMATE OF NEW SOW

Please refer to Exhibit D for more details.

(END OF SECTION 4)

5 EXHIBITS

EXHIBIT A: SPECIAL PROJECT CHECKLIST

SPECIAL PROJECTS CHECK LIST

(ITEMS IN THE PACKAGE SHOULD FOLLOW THE ORDER OF CHECKLIST)

Project Type:

☒ Alternate Project ☐ Improved Project

Disaster: 4339

PROJECT/CONSTRUCTION DATA:

- ☒ Applicant Name LOCAL REDEVELOPMENT AUTHORITY FOR ROOSEVELT ROADS
- ☒ FEMA PA CODE (FIPS) No. 000-UVI93-00
- ☒ Proposed Project Address Towway Rd. at the formal Naval Base of Roosevelt Roads, Municipality of Ceiba, Puerto Rico.
- ☒ 4 Corner Coordinates of the Proposed Project: See page 12 for project coordinates.
- ☒ Applicant Request Letter to COR3
- ☒ List of related Project Worksheet Number(s) and Grants Portal reference number:
- ☒ *Vicinity map showing proposed location, disturbed areas, waterways & wetlands
- ☒ *Map or drawing showing existing footprint and proposed footprint
- ☒ Complete and include the New Special Consideration Form (9 Questions) for Imp/Alt Project Request (*see attached on page 26*)
- ☒ New Scope of Work (SOW) for Proposed Project shall include:
 - ☒ Complete SOW development and change information support as listed in permanent work section of Table 9 of the PAPPG
 - ☒ Any available costs, plans, spec's, contracts, functional area square footage comparisons between damaged facility and proposed, additional information as requested by COR3/FEMA.
 - ☒ Determine work to be performed; identify location of work, capacity, footprint, alignment, and size of proposed facility; specific improvements or changes beyond disaster-damage restoration (for Improved Project); and disposition of disaster-damaged facility (for Alternate Project, Public Assistance Program and Policy Guide (PAPPG) Chapter 2: VII.G.6., page 1152)
 - ☒ Ensure work follows the uses allowed per PAPPG Chapter 2: VII.G.3. (pages 110-112)
 - ☒ Confirm (for Alternate Project with Bipartisan Budget Act (BBA) funding approved) that new SOW will be constructed to an approved industry standard. Cite industry standard(s) applied to new SOW
 - ☒ Review project for compliance with appropriate Environmental and Historic Preservation (EHP) laws, regulations, and Executive Orders (EOs). Include information such as ground disturbance, facility age, floodplain/wetland impacts, anticipated permits, etc. (See FEMA Environmental Considerations Green sheets for FEMA DR-4339-PR attached)

Commented [RRGD(1): Missing coordinates

☒ Review Hazard Mitigation Proposal (HMP) for damaged components of the facility only (for Improved Project). HMPs are not eligible for a 406 Alternate Project. For 428 Alternative Procedures Projects, HMPs will only be considered based on the actual recovery solution to be implemented. If the recovery solution results in reduction of risk to the function of a damaged facility, 406 mitigation costs may be eligible and included in the fixed cost subaward. Request HMP assistance as necessary

☒ • *Explanation of all ground disturbing activities (digging, excavation, structure removal, soil replacement, site work, access roads, staging areas; including maximum depth) [If applicable]

SUPPORTING DOCUMENTATION:

- ☐ *Copies of all Federal and State environmental and regulatory permits and approvals, and/or other relevant documentation (e.g., environmental site assessments or Phase I's environmental baseline surveys, or other environmental reports) **[IF APPLICABLE AND AVAILABLE]**
- ☐ *Documentation of consultation with the State Historic Preservation Officer (SHPO) and/or other relevant State and local agencies by Applicant, State or FEMA personnel **[IF APPLICABLE AND AVAILABLE]**
- ☒ *Projected construction project schedule (timeline) from Approval to Completion **[IF APPLICABLE]**
- ☒ Copies of PW's and applicable photos (clear pictures or digital format)
- ☐ Copies of insurance settlement documents (particularly Statements of Loss), including Adjuster estimate of damages.
*Information not required for equipment or contents projects
- ☒ Cost Estimate of new SOW; reason for change (see PAPPG, Table 9, page 138)
- ☒ Cost estimate of new SOW; for improve projects: construction timeline/project schedule. For Alternate projects: community benefitted and construction timeline/project schedule. [Time extension request if new project schedule exceeds the previously approved period of performance (POP)]

Approvals

A. Improved Projects

1. The Subrecipient must obtain approval from the Recipient. If the projects significantly change the pre-disaster configuration of the facility (for example, location, footprint or size) the Recipient must forward the request to FEMA prior to the start of construction to ensure that the Improved Project complies with appropriate EHP laws, regulations and Executive Orders.

B. Alternate Projects

1. The Subrecipient, through the Recipient, must obtain approval from FEMA. If the project involves construction, the Subrecipient must obtain FEMA approval prior to start the construction.

For all Project Types

Beginning construction prior to FEMA approval in Grants portal may jeopardize project funding as FEMA must ensure compliance with EHP laws, regulations, and Executive Orders.

I certify that I have submitted all the documentation required for this project review.

Alfonso L. Nieves-Vélez
Subrecipient Name or Authorized
Representative Name

Subrecipient Signature



Authorized Representative

CONTACT (NAME/PHONE):

☐ STATE PDMG _____ / (____)____ - _____

☐ FEMA PDMG _____ / (____)____ - _____

FEMA/STATE USE ONLY

☐ FEMA SECTOR LEAD SIGNATURE _____

☐ STATE SECTOR LEAD SIGNATURE _____

☐ STATE DIRECTOR SIGNATURE _____

EXHIBIT B: SPECIAL CONSIDERATION QUESTIONS

DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency
SPECIAL CONSIDERATION QUESTIONS

O.M.B. Control Number: 1660-0017
Expires: June 30, 2020

PAPERWORK BURDEN DISCLOSURE NOTICE		
Public reporting burden for this data collection is estimated to average .5 hours per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and submitting this form. This collection of information is not required to obtain or retain benefits. You are not required to respond to this collection of information unless a valid OMB control number is displayed in the upper right corner of this form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing the burden to: Information Collections Management, Department of Homeland Security, Federal Emergency Management Agency, 500 C Street, SW., Washington, DC 20472, Paperwork Reduction Project (1660-0017) NOTE: Do not send your completed form to this address.		
APPLICANT Local Redevelopment Authority for Roosevelt	PA ID # 000-UVI93-	DATE
PROJECT NAME MLRA022 - Coast Guard Pier, Marina	PROJECT # 105722	LOCATION Kearsage Rd. Roosevelt Roads Former Naval Base
Form must be filled out - for each project.		
1. Does the damaged facility or item of work have insurance and/or is it an insurable risk? (e.g., buildings, equipment, vehicles, etc.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure Comments		
2. Is the damaged facility located within a floodplain or coastal high hazard area or does it have an impact on a floodplain or wetland? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unsure Comments		
3. Is the damaged facility or item of work located within or adjacent to a Coastal Barrier Resource System Unit or an Otherwise Protected area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure Comments		
4. Will the proposed facility repairs/reconstruction change the pre-disaster condition? (e.g., footprint, material, location, capacity, use or function) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure Comments		
5. Does the applicant have a hazard mitigation proposal or would the applicant like technical assistance for a hazard mitigation proposal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure Comments		
6. Is the damaged facility on the National Register of Historic Places or the state historic listing? Is it older than 50 years? Are there other, similar buildings near the site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure Comments		
7. Are there any pristine or undisturbed areas on, or near, the project site? Are there large tracts of forestland? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure Comments		
8. Are there any hazardous materials at or adjacent to the damaged facility and/or item of work? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unsure Comments		
9. Are there any other environmental or controversial issues associated with the damaged facility and/or item of work? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure Comments		

FEMA FORM 009-0-120

PREVIOUS EDITION OBSOLETE

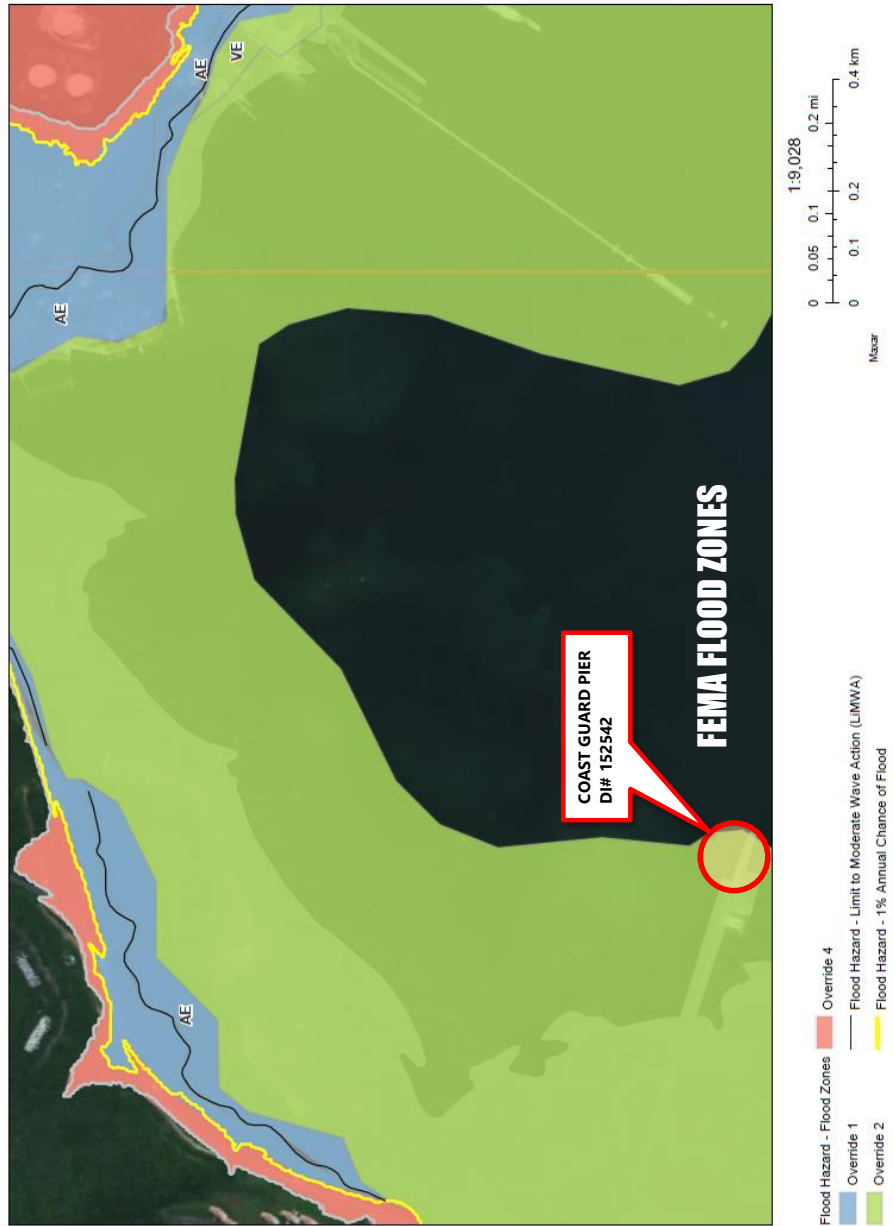
EXHIBIT C: VICINITY MAP SHOWING LOCATION, FEMA FLOOD MAPS, DISTURBED AREAS AND WETLANDS.

Roosevelt Roads Redevelopment



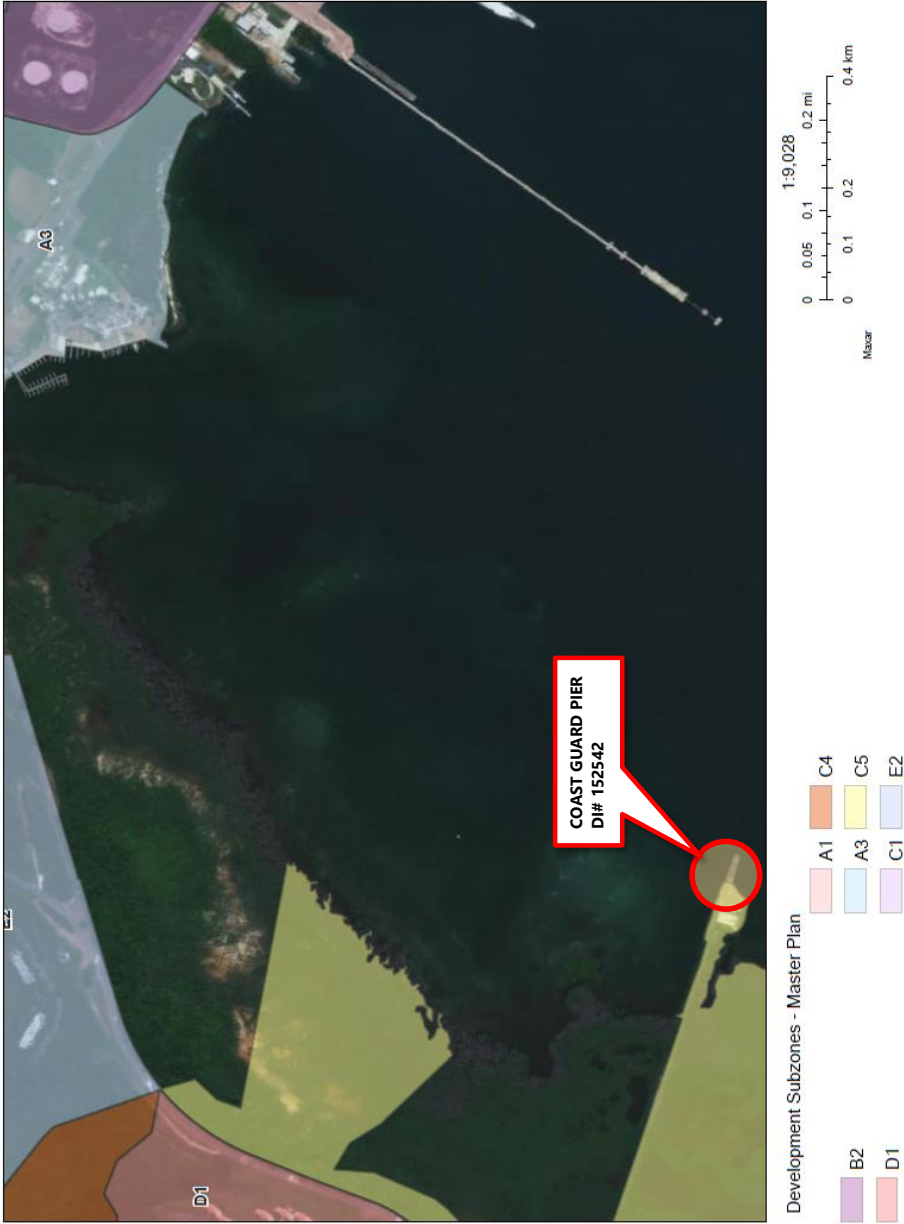
Commented [RRGD(2)]: Coast Guard Pier delimitation includes structures that aren't part of DI

Roosevelt Roads Redevelopment



Commented [RRGD(3)]: Incluir poligonos mostrando localizacion de las estructuras/pier

Roosevelt Roads Redevelopment



Roosevelt Roads Redevelopment



Roosevelt Roads Redevelopment

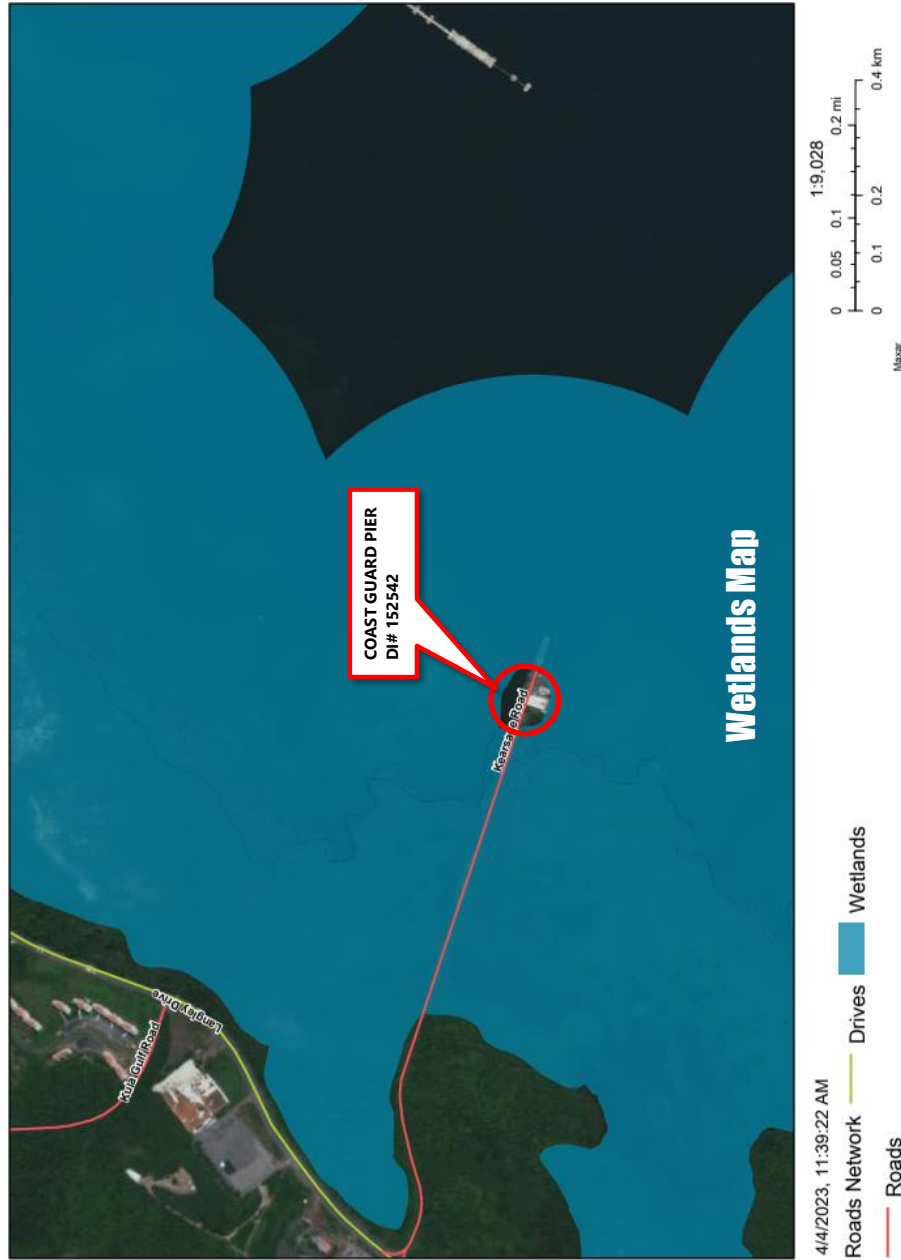
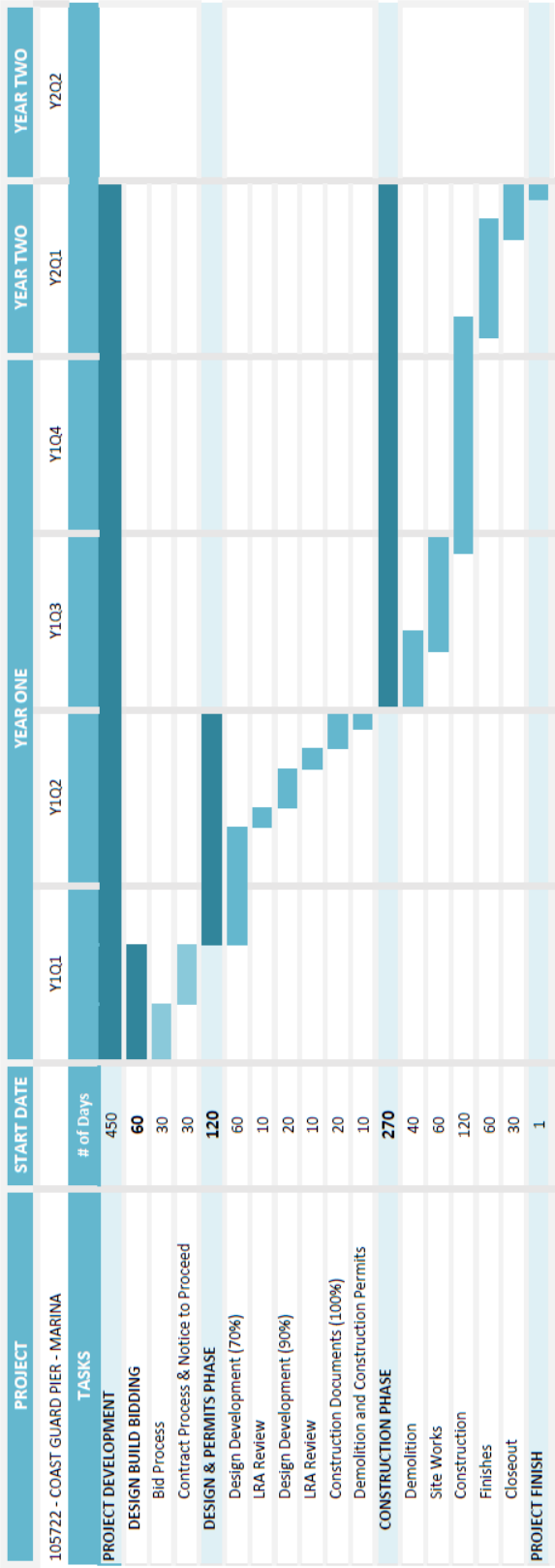


EXHIBIT D: COST ESTIMATE

DI	COURSE OF ACTION	OBLIGATED FUNDS	HM FUNDS
152542	Will be worked according to the FEMA Project Report	\$ 516,579.00	\$ 35,267.90
316049	Will be left as is. Obligated funds will be used to demolish 3 buildings adjacent to Coast Guard Pier.	\$ 687,731.00	
		\$ 1,204,310.00	\$ 35,267.90
		AVAILABLE PROJECT FUNDS	\$ 1,239,577.90
		DI 152542 COSTS	\$ 551,846.90
		DEMOLITION COSTS (COAST GUARD PIER AREA)	\$ 536,000.00
		SURPLUS (TOTAL AVAILABLE FUNDS)	\$ 151,731.00

Note: Contingencies are already included in costs.

EXHIBIT E: CONSTRUCTION TIME SCHEDULE



Commented [RRGD(4)]: Se puede cambiar el layout?

SCHEDULE SUMMARY

PROJECT	START DATE
105722 - COAST GUARD PIER - MARINA	TBD
TASKS	# Of Days
PROJECT DEVELOPMENT	450
DESIGN BUILD BIDDING	60
Bid Process	30
Contract Process & Notice to Proceed	30
DESIGN & PERMITS PHASE	120
Design Development (70%)	60
LRA Review	10
Design Development (90%)	20
LRA Review	10
Construction Documents (100%)	20
Demolition and Construction Permits	10
CONSTRUCTION PHASE	270
Demolition	40
Site Works	60
Construction	120
Finishes	60
Closeout	30
PROJECT FINISH	1

(END OF SECTION 5)

6 APPENDIX

APPENDIX A: COPY OF FEMA PROJECT REPORT