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# Lowell Creek Flood Diversion Feasibility Study

## Appendix E - Cost Engineering

### Seward, Alaska



**U.S. Army Corps  
of Engineers**

Alaska District

**TABLE OF CONTENTS**

1. APPENDIX PURPOSE ..... 1

2. PROJECT ALTERNATIVES AND MEASURES ..... 1

3. ALTERNATIVES COST SUMMARY ..... 2

4. QUANTITIES..... 2

5. ESTIMATE SOFTWARE AND DATA SOURCES ..... 2

6. PROJECT MARKUPS..... 3

7. ESTIMATE ASSUMPTIONS ..... 3

8. REFERENCES..... 5

9. ATTACHMENTS – ARA RESULTS AND MCACES COST REPORTS ..... 6

## 1. APPENDIX PURPOSE

This Appendix is the cost estimate basis for the proposed modifications to the Lowell Creek Flood Control Project. It provides the cost assumptions for materials, labor, equipment, and markups utilized in the cost estimate.

## 2. PROJECT ALTERNATIVES AND MEASURES

The alternatives below with structural (S) measures and nonstructural (NS) measures were evaluated for this report. Below is the summary of the alternatives and its measures:

- I. Alternative #1 – No Action
- II. Alternative #2 - Improve Existing Flood Diversion System
  - a. NS3 - Tree removal
  - b. S26 - Improve Low Flow Diversion System
  - c. NS1 - Implement Early Warning System and Evacuation Plan
  - d. S18 - Protect Tunnel Inlet from Landslide Blockage
  - e. S14 - 10': 150' Extend Tunnel Outlet into Resurrection Bay
  - f. S3 - Refurbish Existing Tunnel
- III. Alternative #3A - Enlarge Existing Flood Diversion System – 18' Tunnel
  - a. NS3 - Tree removal
  - b. S26 - Improve Low Flow Diversion System
  - c. NS1 - Implement Early Warning System and Evacuation Plan
  - d. S18 - Protect Tunnel Inlet from Landslide Blockage
  - e. S14 - 18': 150' Extend Tunnel Outlet into Resurrection Bay
  - f. S4 - Enlarge Existing Tunnel to 18'
- IV. Alternative #3B - Enlarge Existing Flood Diversion System – 24' Tunnel
  - a. NS3 - Tree removal
  - b. S26 - Improve Low Flow Diversion System
  - c. NS1 - Implement Early Warning System and Evacuation Plan
  - d. S18 - Protect Tunnel Inlet from Landslide Blockage
  - e. S14 - 18': 150' Extend Tunnel Outlet into Resurrection Bay
  - f. S4 - Enlarge Existing Tunnel to 24'
- V. Alternative #4A - Construct New Flood Diversion System – 18' Tunnel
  - a. NS3 - Tree removal
  - b. S1 & S8 - Construct Additional 18' Tunnel and Diversion Dam
  - c. NS1 - Implement Early Warning System and Evacuation Plan
  - d. S18 - Protect Tunnel Inlet from Landslide Blockage

- e. S14 - 18': 150' Extend Tunnel Outlet into Resurrection Bay
  - f. S3 - Refurbish Existing Tunnel
- VI. Alternative #4B - Construct New Flood Diversion System – 24' Tunnel
- a. NS3 - Tree removal
  - b. S1 & S8 - Construct Additional 24' Tunnel and Diversion Dam
  - c. NS1 - Implement Early Warning System and Evacuation Plan
  - d. S18 - Protect Tunnel Inlet from Landslide Blockage
  - e. S14 - 24': 150' Extend Tunnel Outlet into Resurrection Bay
  - f. S3 - Refurbish Existing Tunnel

Please see the Hydraulic and Hydrology (H&H) Appendix for the detailed scope of work.

### 3. ALTERNATIVES COST SUMMARY

The summary of alternative costs is shown in Table 1. The estimated contract cost does not include escalation to the mid-point of construction.

Table 1. Alternative Costs

Alternative #	Estimated Contract Cost	Contingency	Total Costs
1	\$ -	\$ -	\$ -
2	\$ 42,157,265	\$ 10,903,956	\$ 53,061,221
3A	\$ 121,646,936	\$ 35,635,879	\$ 157,282,815
3B	\$ 241,807,536	\$ 73,038,490	\$ 314,846,026
4A	\$ 92,784,771	\$ 30,143,392	\$ 122,928,162
4B	\$ 130,027,204	\$ 42,579,479	\$ 172,606,683

### 4. QUANTITIES

Assumptions and concept quantities for each of the structural measures and nonstructural measures were provided from CEPOA-EC-G-HH Structural Designer. Please see the H&H Appendix for the detailed concept quantity.

### 5. ESTIMATE SOFTWARE AND DATA SOURCES

The construction cost estimate was developed using the following software, labor library, and equipment library:

- MCACES 2<sup>nd</sup> Generation (MII) version 4.4
- 2018 Davis Bacon Wage Rates (South of 63<sup>rd</sup>)
- 2016 EP1110-1-8, Equipment Region 9
- 2016 MII English Cost Book

## 6. PROJECT MARKUPS

- Prime Markups
  - HOOH (Running %)=6%
  - Profit (Profit Weighted Guidelines) =8%
  - Bond (Running %)=1%
- Contingency – Varies from 28% to 33% for each alternative based on the Abbreviated Risk Analysis (ARA)
- Planning, Engineering, and Design (PED) – Assume 15% of the total construction costs
- Construction Management – Assume 7.94% of the total construction costs

## 7. ESTIMATE ASSUMPTIONS

- Work schedule: 6/12
- Class 4 cost estimate per ARA, ASTM E2516-11 Standard Cost Estimate Classification System, and ER 1110-2-1302 Civil Works Cost Engineering
- 2016 to 2019 cost book material price escalation = 6% running
- 2016 to 2019 equipment library escalation = 6% running
- 2018 to 2019 labor library escalation = 2% running
- S14 - Extend Tunnel Outlet into Resurrection Bay – Precast concrete flume fabricates and delivers to Seward from Tacoma, Washington. Steel piles are available in Alaska.
- S18 Protect Tunnel Inlet from Landslide Blockage - Steel girders fabricate and deliver to Seward from Anchorage, AK
- Concrete and rebar for all structural measures are from Soldotna deliver to Seward
- Mob/demob costs are included under Prime Division 01 General Requirements or as a percent allowance in the prime contractor markups for Field Office Overhead
- Assume reduction labor productivity to 50% for measure S14 – 10'/18'/24': 150' Extend Tunnel Outlet into Resurrection Bay and 20% to measure S4 Enlarge Existing Tunnel, from 10' to 18' or 10' to 24' due to:
  - The tunnel construction would be constrained to a short season when water could be successfully diverted from the tunnel
  - Winter and spring months requiring the contractor to maintain a winter site
  - At the end of each construction season, the contractor would need to protect the portion of the work that had been

completed from damage while the tunnel diverts summer flows.

- Summer flows may cause damage to the work between construction seasons necessitating repairs.

## **8. REFERENCES**

ASTM Standard E2516-11, "Standard Classification for Cost Estimate Classification System," ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA.

USACE. 2016. "Civil Works Cost Engineering," Engineer Regulation ER 1100-2-1302.

## **9. ATTACHMENTS – ARA RESULTS AND MCACES COST REPORTS**

**Abbreviated Risk Analysis**

Project (less than \$40M): **Lowell Creek**  
 Project Development Stage/Alternative: **Feasibility (Recommended Plan)**  
 Risk Category: **Moderate Risk: Typical Project Construction Type**

**Alternative: #2**

**Meeting Date: —**

Total Estimated Construction Contract Cost = **\$ 34,324,430**

	<u>CWWBS</u>	<u>Feature of Work</u>	<u>Estimated Cost</u>	<u>% Contingency</u>	<u>\$ Contingency</u>	<u>Total</u>
	01 LANDS AND DAMAGES	Real Estate	\$ -	0%	\$ -	\$ -
1	01 LANDS AND DAMAGES	NS3 - Tree removal	\$ 1,479,986	12%	\$ 177,219	\$ 1,657,205
2	15 FLOODWAY CONTROL AND DIVERSION STRUCTURES	S26 - Improve Low Flow Diversion System	\$ 10,171,513	16%	\$ 1,614,464	\$ 11,785,977
3	02 RELOCATIONS	NS1 - Implement Early Warning System and Evacuation Plan	\$ 30,328	29%	\$ 8,858	\$ 39,186
4	15 FLOODWAY CONTROL AND DIVERSION STRUCTURES	S18 - Protect Tunnel Inlet from Landslide Blockage	\$ 4,284,496	38%	\$ 1,634,260	\$ 5,918,756
5	15 FLOODWAY CONTROL AND DIVERSION STRUCTURES	S14 - 10': 150' Extend Tunnel Outlet into Resurrection Bay	\$ 8,959,846	38%	\$ 3,389,788	\$ 12,349,634
6	15 FLOODWAY CONTROL AND DIVERSION STRUCTURES	S3 - Refurbish Existing Tunnel	\$ 9,398,261	33%	\$ 3,056,525	\$ 12,454,786
7				0%	\$ -	\$ -
8				0%	\$ -	\$ -
9				0%	\$ -	\$ -
10				0%	\$ -	\$ -
11				0%	\$ -	\$ -
12	All Other		\$ -	0.0%	\$ -	\$ -
13	30 PLANNING, ENGINEERING, AND DESIGN	Planning, Engineering, & Design	\$ 5,107,475	12%	\$ 631,868	\$ 5,739,343
14	31 CONSTRUCTION MANAGEMENT	Construction Management	\$ 2,725,360	14%	\$ 390,974	\$ 3,116,334
XX	FIXED DOLLAR RISK ADD (EQUALLY DISPERSED TO ALL, MUST INCLUDE JUSTIFICATION SEE BELOW)				\$ -	\$ -

<b>Totals</b>						
	Real Estate	\$ -	0%	\$ -	\$ -	\$ -
	Total Construction Estimate	\$ 34,324,430	29%	\$ 9,881,113	\$ 44,205,543	\$ 44,205,543
	Total Planning, Engineering & Design	\$ 5,107,475	12%	\$ 631,868	\$ 5,739,343	\$ 5,739,343
	Total Construction Management	\$ 2,725,360	14%	\$ 390,974	\$ 3,116,334	\$ 3,116,334
	<b>Total Excluding Real Estate</b>	<b>\$ 42,157,265</b>	<b>26%</b>	<b>\$ 10,903,956</b>	<b>\$ 53,061,221</b>	<b>\$ 53,061,221</b>

Confidence Level Range Estimate (\$000's)	Base	50%	80%
	\$42,157k	\$48,699k	\$53,061k

\* 50% based on base is at 5% CL.

<b>Fixed Dollar Risk Add:</b> (Allows for additional risk to be added to the risk analysis. Must include justification. Does not allocate to Real Estate.	
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<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>
<b>Measure NS3. Remove Trees</b>	<b>52.00</b>	<b>ACR</b>	<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>1,344,950</b>	<b>731,085</b>	<b>1,643,641</b>	<b>0</b>	<b>3,719,676</b>	<b>918,079</b>	<b>4,637,755</b>	<b>5,533,759</b>	<b>10,171,513</b>
<b>Measure S26. Improve Low Flow Diversion System</b>	<b>1.00</b>	<b>EA</b>	<b>1,344,950</b>	<b>731,085</b>	<b>1,643,641</b>	<b>0</b>	<b>3,719,676</b>	<b>918,079</b>	<b>4,637,755</b>	<b>5,533,759</b>	<b>10,171,513</b>
Concrete Sump	2,916.00	SF	41,892	3,988	12,726	0	58,606	17,473	76,079	90,585	166,663
(2) 48" Culvert	900.00	LF	196,543	106,203	238,405	0	541,150	137,526	678,676	809,542	1,488,218
(1) 72" Culvert	4,200.00	LF	1,106,516	620,894	1,392,510	0	3,119,920	763,080	3,883,000	4,633,632	8,516,632

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			3,482	0	6,758	0	10,240	3,620	13,860	16,468	30,328
<b>Measure NS1. Implement Early Warning System and Evacuation Plan</b>	1.00	EA	3,482	0	6,758	0	10,240	3,620	13,860	16,468	30,328

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Measure S18. Protect Tunnel Inlet from Landslide Blockage</b>	<b>1.00</b>	<b>EA</b>	<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Scaling Excavation</b>	<b>1.00</b>	<b>EA</b>	<b>18,148</b>	<b>8,922</b>	<b>0</b>	<b>0</b>	<b>27,069</b>	<b>0</b>	<b>27,069</b>	<b>77,074</b>	<b>104,143</b>
<b>Foundation Concrete</b>	<b>1,280.00</b>	<b>SF</b>	<b>105,593</b>	<b>7,429</b>	<b>81,761</b>	<b>0</b>	<b>194,784</b>	<b>68,866</b>	<b>263,649</b>	<b>741,113</b>	<b>1,004,762</b>
<b>Steel Girders</b>	<b>94.30</b>	<b>TON</b>	<b>24,050</b>	<b>5,905</b>	<b>383,339</b>	<b>0</b>	<b>413,294</b>	<b>146,120</b>	<b>559,414</b>	<b>1,572,502</b>	<b>2,131,916</b>
<b>Site Cast Roof Panels (fill irregular areas)</b>	<b>64.00</b>	<b>CY</b>	<b>55,073</b>	<b>1,185</b>	<b>20,168</b>	<b>0</b>	<b>76,426</b>	<b>27,020</b>	<b>103,446</b>	<b>290,785</b>	<b>394,231</b>
<b>Precast roof panels (prestressed for crack control)</b>	<b>4,613.00</b>	<b>SF</b>	<b>61,195</b>	<b>20,845</b>	<b>43,861</b>	<b>0</b>	<b>125,901</b>	<b>44,512</b>	<b>170,414</b>	<b>479,030</b>	<b>649,444</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>1,249,293</b>	<b>332,720</b>	<b>418,642</b>	<b>0</b>	<b>2,000,655</b>	<b>707,157</b>	<b>2,707,812</b>	<b>6,252,034</b>	<b>8,959,846</b>
<b>Measure S14 - 10': 150' Extend Tunnel Outlet into Resurrection Bay</b>	<b>1.00</b>	<b>LS</b>	<b>1,249,293</b>	<b>332,720</b>	<b>418,642</b>	<b>0</b>	<b>2,000,655</b>	<b>707,157</b>	<b>2,707,812</b>	<b>6,252,034</b>	<b>8,959,846</b>
<b>Drilled Piers - Rolled and Welded Pipe Can</b>	<b>1.00</b>	<b>LS</b>	<b>400,882</b>	<b>106,761</b>	<b>191,813</b>	<b>0</b>	<b>699,456</b>	<b>247,293</b>	<b>946,749</b>	<b>2,185,931</b>	<b>3,132,679</b>
<b>Concrete Pile Caps</b>	<b>11.00</b>	<b>LS</b>	<b>115,192</b>	<b>2,475</b>	<b>41,133</b>	<b>0</b>	<b>158,800</b>	<b>56,144</b>	<b>214,944</b>	<b>496,280</b>	<b>711,224</b>
<b>Cast-In_Place Flume Foundations</b>	<b>1.00</b>	<b>EA</b>	<b>11,392</b>	<b>2,143</b>	<b>3,930</b>	<b>0</b>	<b>17,465</b>	<b>6,001</b>	<b>23,465</b>	<b>54,195</b>	<b>77,660</b>
<b>Precast Concrete Flume Sections</b>	<b>1.00</b>	<b>EA</b>	<b>721,828</b>	<b>221,341</b>	<b>181,765</b>	<b>0</b>	<b>1,124,934</b>	<b>397,720</b>	<b>1,522,654</b>	<b>3,515,628</b>	<b>5,038,283</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>544,334</b>	<b>61,155</b>	<b>427,311</b>	<b>0</b>	<b>1,032,800</b>	<b>365,147</b>	<b>1,397,947</b>	<b>6,026,307</b>	<b>7,424,254</b>
<b>Measure S3: Refurbish Existing Tunnel</b>	<b>1.00</b>	<b>EA</b>	<b>544,334</b>	<b>61,155</b>	<b>427,311</b>	<b>0</b>	<b>1,032,800</b>	<b>365,147</b>	<b>1,397,947</b>	<b>6,026,307</b>	<b>7,424,254</b>
<b>Demolition of Existing 10,000 psi concrete</b>	<b>450.00</b>	<b>CY</b>	<b>132,766</b>	<b>34,549</b>	<b>0</b>	<b>0</b>	<b>167,316</b>	<b>59,154</b>	<b>226,470</b>	<b>976,273</b>	<b>1,202,743</b>
<b>Demolition of Existing 4,000 psi concrete</b>	<b>1.00</b>	<b>EA</b>	<b>8,502</b>	<b>4,704</b>	<b>129</b>	<b>0</b>	<b>13,335</b>	<b>4,715</b>	<b>18,050</b>	<b>77,811</b>	<b>95,861</b>
<b>Repair Invert with Armor and Concrete</b>	<b>1.00</b>	<b>EA</b>	<b>359,591</b>	<b>15,484</b>	<b>406,981</b>	<b>0</b>	<b>782,056</b>	<b>276,496</b>	<b>1,058,552</b>	<b>4,563,237</b>	<b>5,621,789</b>
<b>Wall and Crown Surface - Linear Repairs</b>	<b>1.00</b>	<b>EA</b>	<b>2,812</b>	<b>161</b>	<b>188</b>	<b>0</b>	<b>3,161</b>	<b>1,118</b>	<b>4,279</b>	<b>18,447</b>	<b>22,726</b>
<b>Wall and Crown Surface - Surface Repairs</b>	<b>1.00</b>	<b>EA</b>	<b>15,230</b>	<b>5,413</b>	<b>159</b>	<b>0</b>	<b>20,802</b>	<b>7,354</b>	<b>28,156</b>	<b>121,376</b>	<b>149,532</b>
<b>Contact Grout Crown</b>	<b>1.00</b>	<b>EA</b>	<b>25,432</b>	<b>845</b>	<b>19,853</b>	<b>0</b>	<b>46,130</b>	<b>16,309</b>	<b>62,439</b>	<b>269,162</b>	<b>331,601</b>

**Abbreviated Risk Analysis**

Project (less than \$40M): **Lowell Creek**  
 Project Development Stage/Alternative: **Feasibility (Recommended Plan)**  
 Risk Category: **Moderate Risk: Typical Project Construction Type**

**Alternative: #3A**

**Meeting Date: —**

Total Estimated Construction Contract Cost = **\$ 99,044,892**

	<u>CWWBS</u>	<u>Feature of Work</u>	<u>Estimated Cost</u>	<u>% Contingency</u>	<u>\$ Contingency</u>	<u>Total</u>
	01 LANDS AND DAMAGES	Real Estate	\$ -	0%	\$ -	\$ -
1	<b>01 LANDS AND DAMAGES</b>	<b>NS3 - Tree removal</b>	<b>\$ 1,479,986</b>	12%	\$ 177,219	\$ 1,657,205
2	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S26 - Improve Low Flow Diversion System</b>	<b>\$ 10,171,513</b>	16%	\$ 1,614,464	\$ 11,785,977
3	<b>02 RELOCATIONS</b>	<b>NS1 - Implement Early Warning System and Evacuation Plan</b>	<b>\$ 30,328</b>	29%	\$ 8,858	\$ 39,186
4	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S18 - Protect Tunnel Inlet from Landslide Blockage</b>	<b>\$ 4,284,496</b>	38%	\$ 1,634,260	\$ 5,918,756
5	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S14 - 18": 150' Extend Tunnel Outlet into Resurrection Bay</b>	<b>\$ 10,512,214</b>	38%	\$ 3,977,097	\$ 14,489,311
6	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S4 - Enlarge Existing Tunnel to 18'</b>	<b>\$ 72,566,355</b>	35%	\$ 25,272,516	\$ 97,838,871
7				0%	\$ -	\$ -
8				0%	\$ -	\$ -
9				0%	\$ -	\$ -
10				0%	\$ -	\$ -
11				0%	\$ -	\$ -
12	All Other		\$ -	0.0%	\$ -	\$ -
13	30 PLANNING, ENGINEERING, AND DESIGN	<b>Planning, Engineering, &amp; Design</b>	<b>\$ 14,737,880</b>	12%	\$ 1,823,288	\$ 16,561,168
14	31 CONSTRUCTION MANAGEMENT	<b>Construction Management</b>	<b>\$ 7,864,164</b>	14%	\$ 1,128,177	\$ 8,992,341
XX	FIXED DOLLAR RISK ADD (EQUALLY DISPERSED TO ALL, MUST INCLUDE JUSTIFICATION SEE BELOW)				\$ -	\$ -

<b>Totals</b>						
	Real Estate	\$ -	0%	\$ -	\$ -	\$ -
	Total Construction Estimate	\$ 99,044,892	33%	\$ 32,684,414	\$ 131,729,306	
	Total Planning, Engineering & Design	\$ 14,737,880	12%	\$ 1,823,288	\$ 16,561,168	
	Total Construction Management	\$ 7,864,164	14%	\$ 1,128,177	\$ 8,992,341	
	<b>Total Excluding Real Estate</b>	<b>\$ 121,646,936</b>	<b>29%</b>	<b>\$ 35,635,879</b>	<b>\$ 157,282,815</b>	

Confidence Level Range Estimate (\$000's)	Base	50%	80%
		\$121,647k	\$143,029k

\* 50% based on base is at 5% CL.

<p><b>Fixed Dollar Risk Add:</b> (Allows for additional risk to be added to the risk analysis. Must include justification. Does not allocate to Real Estate.</p>	
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<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>
<b>Measure NS3. Remove Trees</b>	<b>52.00</b>	<b>ACR</b>	<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>1,344,950</b>	<b>731,085</b>	<b>1,643,641</b>	<b>0</b>	<b>3,719,676</b>	<b>918,079</b>	<b>4,637,755</b>	<b>5,533,759</b>	<b>10,171,513</b>
<b>Measure S26. Improve Low Flow Diversion System</b>	<b>1.00</b>	<b>EA</b>	<b>1,344,950</b>	<b>731,085</b>	<b>1,643,641</b>	<b>0</b>	<b>3,719,676</b>	<b>918,079</b>	<b>4,637,755</b>	<b>5,533,759</b>	<b>10,171,513</b>
Concrete Sump	2,916.00	SF	41,892	3,988	12,726	0	58,606	17,473	76,079	90,585	166,663
(2) 48" Culvert	900.00	LF	196,543	106,203	238,405	0	541,150	137,526	678,676	809,542	1,488,218
(1) 72" Culvert	4,200.00	LF	1,106,516	620,894	1,392,510	0	3,119,920	763,080	3,883,000	4,633,632	8,516,632

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>3,482</b>	<b>0</b>	<b>6,758</b>	<b>0</b>	<b>10,240</b>	<b>3,620</b>	<b>13,860</b>	<b>16,468</b>	<b>30,328</b>
<b>Measure NS1. Implement Early Warning System and Evacuation Plan</b>	<b>1.00</b>	<b>EA</b>	<b>3,482</b>	<b>0</b>	<b>6,758</b>	<b>0</b>	<b>10,240</b>	<b>3,620</b>	<b>13,860</b>	<b>16,468</b>	<b>30,328</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Measure S18. Protect Tunnel Inlet from Landslide Blockage</b>	<b>1.00</b>	<b>EA</b>	<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Scaling Excavation</b>	<b>1.00</b>	<b>EA</b>	<b>18,148</b>	<b>8,922</b>	<b>0</b>	<b>0</b>	<b>27,069</b>	<b>0</b>	<b>27,069</b>	<b>77,074</b>	<b>104,143</b>
<b>Foundation Concrete</b>	<b>1,280.00</b>	<b>SF</b>	<b>105,593</b>	<b>7,429</b>	<b>81,761</b>	<b>0</b>	<b>194,784</b>	<b>68,866</b>	<b>263,649</b>	<b>741,113</b>	<b>1,004,762</b>
<b>Steel Girders</b>	<b>94.30</b>	<b>TON</b>	<b>24,050</b>	<b>5,905</b>	<b>383,339</b>	<b>0</b>	<b>413,294</b>	<b>146,120</b>	<b>559,414</b>	<b>1,572,502</b>	<b>2,131,916</b>
<b>Site Cast Roof Panels (fill irregular areas)</b>	<b>64.00</b>	<b>CY</b>	<b>55,073</b>	<b>1,185</b>	<b>20,168</b>	<b>0</b>	<b>76,426</b>	<b>27,020</b>	<b>103,446</b>	<b>290,785</b>	<b>394,231</b>
<b>Precast roof panels (prestressed for crack control)</b>	<b>4,613.00</b>	<b>SF</b>	<b>61,195</b>	<b>20,845</b>	<b>43,861</b>	<b>0</b>	<b>125,901</b>	<b>44,512</b>	<b>170,414</b>	<b>479,030</b>	<b>649,444</b>

<b>Description</b>	<b>Quantity</b>	<b>UOM</b>	<b>DirectLabor</b>	<b>DirectEQ</b>	<b>DirectMatl</b>	<b>DirectSubBid</b>	<b>DirectCost</b>	<b>SubCMU</b>	<b>CostToPrime</b>	<b>PrimeCMU</b>	<b>ContractCost</b>
<b>Contract Summary Cost Report</b>			<b>1,909,221</b>	<b>424,819</b>	<b>645,478</b>	<b>0</b>	<b>2,979,519</b>	<b>1,052,437</b>	<b>4,031,956</b>	<b>6,480,259</b>	<b>10,512,214</b>
<b>Measure S14 - 18': 150' Extend Tunnel Outlet into Resurrection Bay</b>	<b>1.00</b>	<b>EA</b>	<b>1,909,221</b>	<b>424,819</b>	<b>645,478</b>	<b>0</b>	<b>2,979,519</b>	<b>1,052,437</b>	<b>4,031,956</b>	<b>6,480,259</b>	<b>10,512,214</b>
<b>Drilled Piers - Rolled and Welded Pipe Can</b>	<b>3.00</b>	<b>EA</b>	<b>483,019</b>	<b>125,443</b>	<b>255,028</b>	<b>0</b>	<b>863,490</b>	<b>305,287</b>	<b>1,168,777</b>	<b>1,878,467</b>	<b>3,047,243</b>
<b>Concrete Pile Caps</b>	<b>3.00</b>	<b>EA</b>	<b>80,427</b>	<b>4,250</b>	<b>36,244</b>	<b>0</b>	<b>120,921</b>	<b>42,752</b>	<b>163,673</b>	<b>263,057</b>	<b>426,730</b>
<b>Cast-In_Place Flume Foundations</b>	<b>1.00</b>	<b>EA</b>	<b>49,047</b>	<b>8,732</b>	<b>20,720</b>	<b>0</b>	<b>78,499</b>	<b>26,781</b>	<b>105,280</b>	<b>169,275</b>	<b>274,555</b>
<b>Precast Concrete Flume Sections</b>	<b>4.00</b>	<b>EA</b>	<b>1,296,729</b>	<b>286,394</b>	<b>333,487</b>	<b>0</b>	<b>1,916,609</b>	<b>677,617</b>	<b>2,594,226</b>	<b>4,169,460</b>	<b>6,763,686</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>30,206,229</b>	<b>7,857,572</b>	<b>5,082,525</b>	<b>0</b>	<b>43,146,325</b>	<b>13,661,637</b>	<b>56,807,962</b>	<b>15,758,393</b>	<b>72,566,355</b>
<b>Measure S4 Enlarge Existing Tunnel, from 10' to 18'</b>	<b>2,189.00</b>	<b>LF</b>	<b>30,206,229</b>	<b>7,857,572</b>	<b>5,082,525</b>	<b>0</b>	<b>43,146,325</b>	<b>13,661,637</b>	<b>56,807,962</b>	<b>15,758,393</b>	<b>72,566,355</b>
<b>Remove existing 8" concrete lining</b>	<b>77,928.40</b>	<b>SF</b>	<b>5,468,572</b>	<b>2,207,385</b>	<b>0</b>	<b>0</b>	<b>7,675,957</b>	<b>2,430,477</b>	<b>10,106,433</b>	<b>2,803,501</b>	<b>12,909,934</b>
<b>Rock Excavation</b>	<b>2,189.00</b>	<b>LF</b>	<b>4,554,873</b>	<b>1,770,231</b>	<b>14,168</b>	<b>0</b>	<b>6,339,273</b>	<b>2,007,236</b>	<b>8,346,509</b>	<b>2,315,302</b>	<b>10,661,810</b>
<b>New 18' Tunnel</b>	<b>2,189.00</b>	<b>LF</b>	<b>20,182,783</b>	<b>3,879,956</b>	<b>5,068,357</b>	<b>0</b>	<b>29,131,095</b>	<b>9,223,924</b>	<b>38,355,020</b>	<b>10,639,591</b>	<b>48,994,611</b>

**Abbreviated Risk Analysis**

Project (less than \$40M): **Lowell Creek**  
 Project Development Stage/Alternative: **Feasibility (Recommended Plan)**  
 Risk Category: **Moderate Risk: Typical Project Construction Type**

**Alternative: #3B**

**Meeting Date: —**

Total Estimated Construction Contract Cost = **\$ 196,879,609**

	<u>CWWBS</u>	<u>Feature of Work</u>	<u>Estimated Cost</u>	<u>% Contingency</u>	<u>\$ Contingency</u>	<u>Total</u>
	01 LANDS AND DAMAGES	Real Estate	\$ -	0%	\$ -	\$ -
1	<b>01 LANDS AND DAMAGES</b>	<b>NS3 - Tree removal</b>	\$ 1,479,986	12%	\$ 177,219	\$ 1,657,205
2	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S26 - Improve Low Flow Diversion System</b>	\$ 10,171,513	16%	\$ 1,614,464	\$ 11,785,977
3	<b>02 RELOCATIONS</b>	<b>NS1 - Implement Early Warning System and Evacuation Plan</b>	\$ 30,328	29%	\$ 8,858	\$ 39,186
4	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S18 - Protect Tunnel Inlet from Landslide Blockage</b>	\$ 4,284,496	38%	\$ 1,634,260	\$ 5,918,756
5	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S14 - 24': 150' Extend Tunnel Outlet into Resurrection Bay</b>	\$ 24,301,073	38%	\$ 9,193,850	\$ 33,494,923
6	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S4 - Enlarge Existing Tunnel to 24'</b>	\$ 156,612,213	35%	\$ 54,542,972	\$ 211,155,185
7				0%	\$ -	\$ -
8				0%	\$ -	\$ -
9				0%	\$ -	\$ -
10				0%	\$ -	\$ -
11				0%	\$ -	\$ -
12	All Other		\$ -	0.0%	\$ -	\$ -
13	30 PLANNING, ENGINEERING, AND DESIGN	<b>Planning, Engineering, &amp; Design</b>	\$ 29,295,686	12%	\$ 3,624,298	\$ 32,919,984
14	31 CONSTRUCTION MANAGEMENT	<b>Construction Management</b>	\$ 15,632,241	14%	\$ 2,242,569	\$ 17,874,810
XX	FIXED DOLLAR RISK ADD (EQUALLY DISPERSED TO ALL, MUST INCLUDE JUSTIFICATION SEE BELOW)				\$ -	\$ -

<b>Totals</b>						
	Real Estate	\$ -	0%	\$ -	\$ -	\$ -
	Total Construction Estimate	\$ 196,879,609	34%	\$ 67,171,623	\$ 264,051,232	\$ 264,051,232
	Total Planning, Engineering & Design	\$ 29,295,686	12%	\$ 3,624,298	\$ 32,919,984	\$ 32,919,984
	Total Construction Management	\$ 15,632,241	14%	\$ 2,242,569	\$ 17,874,810	\$ 17,874,810
	<b>Total Excluding Real Estate</b>	<b>\$ 241,807,536</b>	<b>30%</b>	<b>\$ 73,038,490</b>	<b>\$ 314,846,026</b>	<b>\$ 314,846,026</b>

Confidence Level Range Estimate (\$000's)	Base	50%	80%
		\$241,808k	\$285,631k

\* 50% based on base is at 5% CL.

<b>Fixed Dollar Risk Add:</b> (Allows for additional risk to be added to the risk analysis. Must include justification. Does not allocate to Real Estate.	
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<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>
<b>Measure NS3. Remove Trees</b>	<b>52.00</b>	<b>ACR</b>	<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>1,344,950</b>	<b>731,085</b>	<b>1,643,641</b>	<b>0</b>	<b>3,719,676</b>	<b>918,079</b>	<b>4,637,755</b>	<b>5,533,759</b>	<b>10,171,513</b>
<b>Measure S26. Improve Low Flow Diversion System</b>	<b>1.00</b>	<b>EA</b>	<b>1,344,950</b>	<b>731,085</b>	<b>1,643,641</b>	<b>0</b>	<b>3,719,676</b>	<b>918,079</b>	<b>4,637,755</b>	<b>5,533,759</b>	<b>10,171,513</b>
Concrete Sump	2,916.00	SF	41,892	3,988	12,726	0	58,606	17,473	76,079	90,585	166,663
(2) 48" Culvert	900.00	LF	196,543	106,203	238,405	0	541,150	137,526	678,676	809,542	1,488,218
(1) 72" Culvert	4,200.00	LF	1,106,516	620,894	1,392,510	0	3,119,920	763,080	3,883,000	4,633,632	8,516,632

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			3,482	0	6,758	0	10,240	3,620	13,860	16,468	30,328
<b>Measure NS1. Implement Early Warning System and Evacuation Plan</b>	1.00	EA	3,482	0	6,758	0	10,240	3,620	13,860	16,468	30,328

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Measure S18. Protect Tunnel Inlet from Landslide Blockage</b>	<b>1.00</b>	<b>EA</b>	<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Scaling Excavation</b>	<b>1.00</b>	<b>EA</b>	<b>18,148</b>	<b>8,922</b>	<b>0</b>	<b>0</b>	<b>27,069</b>	<b>0</b>	<b>27,069</b>	<b>77,074</b>	<b>104,143</b>
<b>Foundation Concrete</b>	<b>1,280.00</b>	<b>SF</b>	<b>105,593</b>	<b>7,429</b>	<b>81,761</b>	<b>0</b>	<b>194,784</b>	<b>68,866</b>	<b>263,649</b>	<b>741,113</b>	<b>1,004,762</b>
<b>Steel Girders</b>	<b>94.30</b>	<b>TON</b>	<b>24,050</b>	<b>5,905</b>	<b>383,339</b>	<b>0</b>	<b>413,294</b>	<b>146,120</b>	<b>559,414</b>	<b>1,572,502</b>	<b>2,131,916</b>
<b>Site Cast Roof Panels (fill irregular areas)</b>	<b>64.00</b>	<b>CY</b>	<b>55,073</b>	<b>1,185</b>	<b>20,168</b>	<b>0</b>	<b>76,426</b>	<b>27,020</b>	<b>103,446</b>	<b>290,785</b>	<b>394,231</b>
<b>Precast roof panels (prestressed for crack control)</b>	<b>4,613.00</b>	<b>SF</b>	<b>61,195</b>	<b>20,845</b>	<b>43,861</b>	<b>0</b>	<b>125,901</b>	<b>44,512</b>	<b>170,414</b>	<b>479,030</b>	<b>649,444</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>2,742,592</b>	<b>641,459</b>	<b>959,500</b>	<b>0</b>	<b>4,343,551</b>	<b>1,535,258</b>	<b>5,878,809</b>	<b>18,422,264</b>	<b>24,301,073</b>
<b>Measure S14 - 24': 150' Extend Tunnel Outlet into Resurrection Bay</b>	<b>1.00</b>	<b>EA</b>	<b>2,742,592</b>	<b>641,459</b>	<b>959,500</b>	<b>0</b>	<b>4,343,551</b>	<b>1,535,258</b>	<b>5,878,809</b>	<b>18,422,264</b>	<b>24,301,073</b>
<b>Drilled Piers - Rolled and Welded Pipe Can</b>	<b>1.00</b>	<b>EA</b>	<b>908,283</b>	<b>203,319</b>	<b>467,555</b>	<b>0</b>	<b>1,579,157</b>	<b>558,311</b>	<b>2,137,469</b>	<b>6,698,111</b>	<b>8,835,579</b>
<b>Concrete Pile Caps</b>	<b>4.00</b>	<b>EA</b>	<b>250,783</b>	<b>6,319</b>	<b>101,483</b>	<b>0</b>	<b>358,586</b>	<b>126,778</b>	<b>485,363</b>	<b>1,520,967</b>	<b>2,006,330</b>
<b>Cast-In-Place Flume Foundations</b>	<b>1.00</b>	<b>EA</b>	<b>20,686</b>	<b>3,554</b>	<b>8,410</b>	<b>0</b>	<b>32,649</b>	<b>11,138</b>	<b>43,788</b>	<b>137,261</b>	<b>181,048</b>
<b>Precast Concrete Flume Sections</b>	<b>3.00</b>	<b>EA</b>	<b>1,562,840</b>	<b>428,268</b>	<b>382,052</b>	<b>0</b>	<b>2,373,159</b>	<b>839,030</b>	<b>3,212,189</b>	<b>10,065,926</b>	<b>13,278,115</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>30,206,229</b>	<b>7,857,572</b>	<b>5,082,525</b>	<b>0</b>	<b>43,146,325</b>	<b>13,661,637</b>	<b>56,807,962</b>	<b>15,758,393</b>	<b>72,566,355</b>
<b>Measure S4 Enlarge Existing Tunnel, from 10' to 18'</b>	<b>2,189.00</b>	<b>LF</b>	<b>30,206,229</b>	<b>7,857,572</b>	<b>5,082,525</b>	<b>0</b>	<b>43,146,325</b>	<b>13,661,637</b>	<b>56,807,962</b>	<b>15,758,393</b>	<b>72,566,355</b>
<b>Remove existing 8" concrete lining</b>	<b>77,928.40</b>	<b>SF</b>	<b>5,468,572</b>	<b>2,207,385</b>	<b>0</b>	<b>0</b>	<b>7,675,957</b>	<b>2,430,477</b>	<b>10,106,433</b>	<b>2,803,501</b>	<b>12,909,934</b>
<b>Rock Excavation</b>	<b>2,189.00</b>	<b>LF</b>	<b>4,554,873</b>	<b>1,770,231</b>	<b>14,168</b>	<b>0</b>	<b>6,339,273</b>	<b>2,007,236</b>	<b>8,346,509</b>	<b>2,315,302</b>	<b>10,661,810</b>
<b>New 18' Tunnel</b>	<b>2,189.00</b>	<b>LF</b>	<b>20,182,783</b>	<b>3,879,956</b>	<b>5,068,357</b>	<b>0</b>	<b>29,131,095</b>	<b>9,223,924</b>	<b>38,355,020</b>	<b>10,639,591</b>	<b>48,994,611</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			57,658,766	13,110,912	23,441,492	0	94,211,170	33,308,359	127,519,530	29,092,684	156,612,214
<b>Measure S4 Enlarge Existing Tunnel, from 10' to 24'</b>	2,189.00	LF	50,036,774	10,609,274	6,861,408	0	67,507,457	23,867,261	91,374,719	20,846,500	112,221,218
<b>Remove existing 8" concrete lining</b>	77,928.40	SF	8,966,299	2,979,970	0	0	11,946,269	4,223,603	16,169,872	3,689,043	19,858,914
<b>Rock Excavation</b>	2,189.00	LF	7,603,003	2,391,364	19,127	0	10,013,495	3,540,271	13,553,766	3,092,196	16,645,962
<b>New 24' Tunnel</b>	2,189.00	LF	33,467,472	5,237,940	6,842,281	0	45,547,694	16,103,387	61,651,081	14,065,261	75,716,342
<b>S8 Construct New Diversion Dam 30 ft Height</b>	1.00	EA	7,621,991	2,501,638	16,580,084	0	26,703,713	9,441,098	36,144,811	8,246,184	44,390,995
<b>Soil Excavation</b>	150,500.00	CY	2,159,935	847,246	0	0	3,007,181	1,063,189	4,070,370	928,626	4,998,996
<b>Roller Compacted Concrete</b>	67,000.00	CY	4,956,043	1,430,438	16,422,330	0	22,808,811	8,064,055	30,872,866	7,043,427	37,916,294
<b>Backfill with Excavated material</b>	83,500.00	CY	253,715	193,715	0	0	447,430	158,189	605,619	138,168	743,786
<b>Bedrock excavation</b>	350.00	CY	4,152	2,146	0	0	6,298	2,227	8,525	1,945	10,470
<b>Concrete - Intake Transition for 24' Diameter Tunnel</b>	400.00	CY	248,147	28,093	157,753	0	433,993	153,438	587,431	134,018	721,449

**Abbreviated Risk Analysis**

Project (less than \$40M): **Lowell Creek**  
 Project Development Stage/Alternative: **Feasibility (Recommended Plan)**  
 Risk Category: **Moderate Risk: Typical Project Construction Type**

**Alternative: #4A**

**Meeting Date: —**

Total Estimated Construction Contract Cost = **\$ 75,545,327**

	<u>CWWBS</u>	<u>Feature of Work</u>	<u>Estimated Cost</u>	<u>% Contingency</u>	<u>\$ Contingency</u>	<u>Total</u>
	01 LANDS AND DAMAGES	Real Estate	\$ -	0%	\$ -	\$ -
1	<b>01 LANDS AND DAMAGES</b>	<b>NS3 - Tree removal</b>	\$ 1,479,986	12%	\$ 177,219	\$ 1,657,205
2	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S1 &amp; S8 - Construct Additional Tunnel and Diversion Dam</b>	\$ 49,840,042	38%	\$ 19,038,239	\$ 68,878,281
3	<b>02 RELOCATIONS</b>	<b>NS1 - Implement Early Warning System and Evacuation Plan</b>	\$ 30,328	29%	\$ 8,858	\$ 39,186
4	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S18 - Protect Tunnel Inlet from Landslide Blockage</b>	\$ 4,284,496	38%	\$ 1,634,260	\$ 5,918,756
5	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S14 - 18": 150' Extend Tunnel Outlet into Resurrection Bay</b>	\$ 10,512,214	38%	\$ 3,977,097	\$ 14,489,311
6	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S3 - Refurbish Existing Tunnel</b>	\$ 9,398,261	33%	\$ 3,056,525	\$ 12,454,786
7				0%	\$ -	\$ -
8				0%	\$ -	\$ -
9				0%	\$ -	\$ -
10				0%	\$ -	\$ -
11				0%	\$ -	\$ -
12	All Other		\$ -	0.0%	\$ -	\$ -
13	30 PLANNING, ENGINEERING, AND DESIGN	<b>Planning, Engineering, &amp; Design</b>	\$ 11,241,145	12%	\$ 1,390,692	\$ 12,631,836
14	31 CONSTRUCTION MANAGEMENT	<b>Construction Management</b>	\$ 5,998,299	14%	\$ 860,503	\$ 6,858,802
XX	FIXED DOLLAR RISK ADD (EQUALLY DISPERSED TO ALL, MUST INCLUDE JUSTIFICATION SEE BELOW)				\$ -	\$ -

<b>Totals</b>						
	Real Estate	\$ -	0%	\$ -	\$ -	\$ -
	Total Construction Estimate	\$ 75,545,327	37%	\$ 27,892,197	\$ 103,437,524	\$ 103,437,524
	Total Planning, Engineering & Design	\$ 11,241,145	12%	\$ 1,390,692	\$ 12,631,836	\$ 12,631,836
	Total Construction Management	\$ 5,998,299	14%	\$ 860,503	\$ 6,858,802	\$ 6,858,802
	<b>Total Excluding Real Estate</b>	<b>\$ 92,784,771</b>	<b>32%</b>	<b>\$ 30,143,392</b>	<b>\$ 122,928,162</b>	<b>\$ 122,928,162</b>

Confidence Level Range Estimate (\$000's)	Base	50%	80%
		\$92,785k	\$110,871k

\* 50% based on base is at 5% CL.

<p><b>Fixed Dollar Risk Add:</b> (Allows for additional risk to be added to the risk analysis. Must include justification. Does not allocate to Real Estate.)</p>	
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<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>
<b>Measure NS3. Remove Trees</b>	<b>52.00</b>	<b>ACR</b>	<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl Direct</u>	<u>SubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>10,134,570</b>	<b>2,943,881</b>	<b>14,684,926</b>	<b>0</b>	<b>27,763,377</b>	<b>9,815,742</b>	<b>37,579,119</b>	<b>12,260,924</b>	<b>49,840,043</b>
<b>S1 Construct New Tunnel</b>	<b>2,220.00</b>	<b>LF</b>	<b>4,832,303</b>	<b>1,195,706</b>	<b>3,098,564</b>	<b>0</b>	<b>9,126,574</b>	<b>3,226,700</b>	<b>12,353,274</b>	<b>4,030,498</b>	<b>16,383,771</b>
<b>Rock Excavation</b>	<b>2,220.00</b>	<b>LF</b>	<b>1,123,951</b>	<b>469,610</b>	<b>18,227</b>	<b>0</b>	<b>1,611,788</b>	<b>569,848</b>	<b>2,181,636</b>	<b>711,801</b>	<b>2,893,437</b>
<b>New 18' Tunnel</b>	<b>2,220.00</b>	<b>LF</b>	<b>3,708,352</b>	<b>726,096</b>	<b>3,080,337</b>	<b>0</b>	<b>7,514,786</b>	<b>2,656,852</b>	<b>10,171,638</b>	<b>3,318,696</b>	<b>13,490,334</b>
<b>S8 Construct New Diversion Dam 30 ft Height</b>	<b>1.00</b>	<b>EA</b>	<b>5,302,267</b>	<b>1,748,175</b>	<b>11,586,362</b>	<b>0</b>	<b>18,636,804</b>	<b>6,589,042</b>	<b>25,225,845</b>	<b>8,230,426</b>	<b>33,456,272</b>
<b>Soil Excavation</b>	<b>150,500.00</b>	<b>CY</b>	<b>1,501,977</b>	<b>592,066</b>	<b>0</b>	<b>0</b>	<b>2,094,043</b>	<b>740,349</b>	<b>2,834,391</b>	<b>924,776</b>	<b>3,759,167</b>
<b>Roller Compacted Concrete</b>	<b>67,000.00</b>	<b>CY</b>	<b>3,448,601</b>	<b>999,607</b>	<b>11,476,122</b>	<b>0</b>	<b>15,924,330</b>	<b>5,630,047</b>	<b>21,554,377</b>	<b>7,032,538</b>	<b>28,586,915</b>
<b>Backfill with Excavated material</b>	<b>83,500.00</b>	<b>CY</b>	<b>176,601</b>	<b>135,371</b>	<b>0</b>	<b>0</b>	<b>311,971</b>	<b>110,297</b>	<b>422,269</b>	<b>137,773</b>	<b>560,042</b>
<b>Bedrock excavation</b>	<b>350.00</b>	<b>CY</b>	<b>2,885</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>4,385</b>	<b>1,550</b>	<b>5,935</b>	<b>1,936</b>	<b>7,871</b>
<b>Concrete - Intake Transition for 18' Diameter Tunnel</b>	<b>400.00</b>	<b>CY</b>	<b>172,203</b>	<b>19,632</b>	<b>110,240</b>	<b>0</b>	<b>302,075</b>	<b>106,798</b>	<b>408,873</b>	<b>133,403</b>	<b>542,276</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>3,482</b>	<b>0</b>	<b>6,758</b>	<b>0</b>	<b>10,240</b>	<b>3,620</b>	<b>13,860</b>	<b>16,468</b>	<b>30,328</b>
<b>Measure NS1. Implement Early Warning System and Evacuation Plan</b>	<b>1.00</b>	<b>EA</b>	<b>3,482</b>	<b>0</b>	<b>6,758</b>	<b>0</b>	<b>10,240</b>	<b>3,620</b>	<b>13,860</b>	<b>16,468</b>	<b>30,328</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Measure S18. Protect Tunnel Inlet from Landslide Blockage</b>	<b>1.00</b>	<b>EA</b>	<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Scaling Excavation</b>	<b>1.00</b>	<b>EA</b>	<b>18,148</b>	<b>8,922</b>	<b>0</b>	<b>0</b>	<b>27,069</b>	<b>0</b>	<b>27,069</b>	<b>77,074</b>	<b>104,143</b>
<b>Foundation Concrete</b>	<b>1,280.00</b>	<b>SF</b>	<b>105,593</b>	<b>7,429</b>	<b>81,761</b>	<b>0</b>	<b>194,784</b>	<b>68,866</b>	<b>263,649</b>	<b>741,113</b>	<b>1,004,762</b>
<b>Steel Girders</b>	<b>94.30</b>	<b>TON</b>	<b>24,050</b>	<b>5,905</b>	<b>383,339</b>	<b>0</b>	<b>413,294</b>	<b>146,120</b>	<b>559,414</b>	<b>1,572,502</b>	<b>2,131,916</b>
<b>Site Cast Roof Panels (fill irregular areas)</b>	<b>64.00</b>	<b>CY</b>	<b>55,073</b>	<b>1,185</b>	<b>20,168</b>	<b>0</b>	<b>76,426</b>	<b>27,020</b>	<b>103,446</b>	<b>290,785</b>	<b>394,231</b>
<b>Precast roof panels (prestressed for crack control)</b>	<b>4,613.00</b>	<b>SF</b>	<b>61,195</b>	<b>20,845</b>	<b>43,861</b>	<b>0</b>	<b>125,901</b>	<b>44,512</b>	<b>170,414</b>	<b>479,030</b>	<b>649,444</b>

<b>Description</b>	<b>Quantity</b>	<b>UOM</b>	<b>DirectLabor</b>	<b>DirectEQ</b>	<b>DirectMatl</b>	<b>DirectSubBid</b>	<b>DirectCost</b>	<b>SubCMU</b>	<b>CostToPrime</b>	<b>PrimeCMU</b>	<b>ContractCost</b>
<b>Contract Summary Cost Report</b>			<b>1,909,221</b>	<b>424,819</b>	<b>645,478</b>	<b>0</b>	<b>2,979,519</b>	<b>1,052,437</b>	<b>4,031,956</b>	<b>6,480,259</b>	<b>10,512,214</b>
<b>Measure S14 - 18': 150' Extend Tunnel Outlet into Resurrection Bay</b>	<b>1.00</b>	<b>EA</b>	<b>1,909,221</b>	<b>424,819</b>	<b>645,478</b>	<b>0</b>	<b>2,979,519</b>	<b>1,052,437</b>	<b>4,031,956</b>	<b>6,480,259</b>	<b>10,512,214</b>
<b>Drilled Piers - Rolled and Welded Pipe Can</b>	<b>3.00</b>	<b>EA</b>	<b>483,019</b>	<b>125,443</b>	<b>255,028</b>	<b>0</b>	<b>863,490</b>	<b>305,287</b>	<b>1,168,777</b>	<b>1,878,467</b>	<b>3,047,243</b>
<b>Concrete Pile Caps</b>	<b>3.00</b>	<b>EA</b>	<b>80,427</b>	<b>4,250</b>	<b>36,244</b>	<b>0</b>	<b>120,921</b>	<b>42,752</b>	<b>163,673</b>	<b>263,057</b>	<b>426,730</b>
<b>Cast-In_Place Flume Foundations</b>	<b>1.00</b>	<b>EA</b>	<b>49,047</b>	<b>8,732</b>	<b>20,720</b>	<b>0</b>	<b>78,499</b>	<b>26,781</b>	<b>105,280</b>	<b>169,275</b>	<b>274,555</b>
<b>Precast Concrete Flume Sections</b>	<b>4.00</b>	<b>EA</b>	<b>1,296,729</b>	<b>286,394</b>	<b>333,487</b>	<b>0</b>	<b>1,916,609</b>	<b>677,617</b>	<b>2,594,226</b>	<b>4,169,460</b>	<b>6,763,686</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			777,621	87,364	427,311	0	1,292,296	456,891	1,749,187	7,649,075	9,398,262
<b>Measure S3: Refurbish Existing Tunnel</b>	1.00	EA	777,621	87,364	427,311	0	1,292,296	456,891	1,749,187	7,649,075	9,398,262
<b>Demolition of Existing 10,000 psi concrete</b>	450.00	CY	189,666	49,356	0	0	239,022	84,506	323,529	1,414,769	1,738,297
<b>Demolition of Existing 4,000 psi concrete</b>	1.00	EA	12,146	6,720	129	0	18,995	6,716	25,711	112,432	138,143
<b>Repair Invert with Armor and Concrete</b>	1.00	EA	513,702	22,119	406,981	0	942,803	333,328	1,276,131	5,580,433	6,856,564
<b>Wall and Crown Surface - Linear Repairs</b>	1.00	EA	4,018	230	188	0	4,436	1,568	6,004	26,255	32,260
<b>Wall and Crown Surface - Surface Repairs</b>	1.00	EA	21,758	7,732	159	0	29,649	10,482	40,131	175,490	215,621
<b>Contact Grout Crown</b>	1.00	EA	36,331	1,207	19,853	0	57,391	20,291	77,681	339,696	417,377

**Abbreviated Risk Analysis**

Project (less than \$40M): **Lowell Creek**  
 Project Development Stage/Alternative: **Feasibility (Recommended Plan)**  
 Risk Category: **Moderate Risk: Typical Project Construction Type**

**Alternative: #4B**

**Meeting Date: —**

Total Estimated Construction Contract Cost = **\$ 105,868,103**

	<u>CWWBS</u>	<u>Feature of Work</u>	<u>Estimated Cost</u>	<u>% Contingency</u>	<u>\$ Contingency</u>	<u>Total</u>
	01 LANDS AND DAMAGES	Real Estate	\$ -	0%	\$ -	\$ -
1	<b>01 LANDS AND DAMAGES</b>	<b>NS3 - Tree removal</b>	<b>\$ 1,479,986</b>	12%	\$ 177,219	\$ 1,657,205
2	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S1 &amp; S8 - Construct Additional Tunnel and Diversion Dam</b>	<b>\$ 66,373,959</b>	38%	\$ 25,353,977	\$ 91,727,936
3	<b>02 RELOCATIONS</b>	<b>NS1 - Implement Early Warning System and Evacuation Plan</b>	<b>\$ 30,328</b>	29%	\$ 8,858	\$ 39,186
4	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S18 - Protect Tunnel Inlet from Landslide Blockage</b>	<b>\$ 4,284,496</b>	38%	\$ 1,634,260	\$ 5,918,756
5	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S14 - 24': 150' Extend Tunnel Outlet into Resurrection Bay</b>	<b>\$ 24,301,073</b>	38%	\$ 9,193,850	\$ 33,494,923
6	<b>15 FLOODWAY CONTROL AND DIVERSION STRUCTURES</b>	<b>S3 - Refurbish Existing Tunnel</b>	<b>\$ 9,398,261</b>	33%	\$ 3,056,525	\$ 12,454,786
7				0%	\$ -	\$ -
8				0%	\$ -	\$ -
9				0%	\$ -	\$ -
10				0%	\$ -	\$ -
11				0%	\$ -	\$ -
12	All Other		\$ -	0.0%	\$ -	\$ -
13	30 PLANNING, ENGINEERING, AND DESIGN	<b>Planning, Engineering, &amp; Design</b>	<b>\$ 15,753,174</b>	12%	\$ 1,948,895	\$ 17,702,068
14	31 CONSTRUCTION MANAGEMENT	<b>Construction Management</b>	<b>\$ 8,405,927</b>	14%	\$ 1,205,897	\$ 9,611,824
XX	FIXED DOLLAR RISK ADD (EQUALLY DISPERSED TO ALL, MUST INCLUDE JUSTIFICATION SEE BELOW)				\$ -	\$ -

<b>Totals</b>						
	Real Estate	\$ -	0%	\$ -	\$ -	\$ -
	Total Construction Estimate	\$ 105,868,103	37%	\$ 39,424,688	\$ 145,292,791	
	Total Planning, Engineering & Design	\$ 15,753,174	12%	\$ 1,948,895	\$ 17,702,068	
	Total Construction Management	\$ 8,405,927	14%	\$ 1,205,897	\$ 9,611,824	
	<b>Total Excluding Real Estate</b>	<b>\$ 130,027,204</b>	<b>33%</b>	<b>\$ 42,579,479</b>	<b>\$ 172,606,683</b>	

Confidence Level Range Estimate (\$000's)	Base	50%	80%
	\$130,027k	\$155,575k	\$172,607k

\* 50% based on base is at 5% CL.

**Fixed Dollar Risk Add:** (Allows for additional risk to be added to the risk analysis. Must include justification. Does not allocate to Real Estate.)

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>
<b>Measure NS3. Remove Trees</b>	<b>52.00</b>	<b>ACR</b>	<b>554,040</b>	<b>225,539</b>	<b>0</b>	<b>0</b>	<b>779,579</b>	<b>0</b>	<b>779,579</b>	<b>700,408</b>	<b>1,479,987</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl Direct</u>	<u>SubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			13,707,724	3,974,239	19,824,650	0	37,506,614	13,260,463	50,767,077	15,606,883	66,373,959
<b>S1 Construct New Tunnel</b>	2,220.00	LF	6,538,349	1,614,204	4,183,062	0	12,335,614	4,361,256	16,696,870	5,132,974	21,829,844
Rock Excavation	2,220.00	LF	1,520,673	633,974	24,606	0	2,179,253	770,475	2,949,728	906,809	3,856,537
New 24' Tunnel	2,220.00	LF	5,017,676	980,230	4,158,455	0	10,156,361	3,590,781	13,747,143	4,226,165	17,973,308
<b>S8 Construct New Diversion Dam 30 ft Height</b>	1.00	EA	7,169,375	2,360,036	15,641,588	0	25,171,000	8,899,207	34,070,207	10,473,908	44,544,115
Soil Excavation	150,500.00	CY	2,031,368	799,289	0	0	2,830,657	1,000,779	3,831,435	1,177,865	5,009,300
Roller Compacted Concrete	67,000.00	CY	4,662,189	1,349,470	15,492,764	0	21,504,423	7,602,889	29,107,312	8,948,209	38,055,520
Backfill with Excavated material	83,500.00	CY	238,703	182,750	0	0	421,453	149,005	570,458	175,371	745,829
Bedrock excavation	350.00	CY	3,904	2,024	0	0	5,928	2,096	8,024	2,467	10,491
Concrete - Intake Transition for 24' Diameter Tunnel	400.00	CY	233,212	26,503	148,824	0	408,538	144,439	552,977	169,997	722,974

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			3,482	0	6,758	0	10,240	3,620	13,860	16,468	30,328
<b>Measure NS1. Implement Early Warning System and Evacuation Plan</b>	1.00	EA	3,482	0	6,758	0	10,240	3,620	13,860	16,468	30,328

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Measure S18. Protect Tunnel Inlet from Landslide Blockage</b>	<b>1.00</b>	<b>EA</b>	<b>264,059</b>	<b>44,286</b>	<b>529,129</b>	<b>0</b>	<b>837,474</b>	<b>286,519</b>	<b>1,123,992</b>	<b>3,160,504</b>	<b>4,284,497</b>
<b>Scaling Excavation</b>	<b>1.00</b>	<b>EA</b>	<b>18,148</b>	<b>8,922</b>	<b>0</b>	<b>0</b>	<b>27,069</b>	<b>0</b>	<b>27,069</b>	<b>77,074</b>	<b>104,143</b>
<b>Foundation Concrete</b>	<b>1,280.00</b>	<b>SF</b>	<b>105,593</b>	<b>7,429</b>	<b>81,761</b>	<b>0</b>	<b>194,784</b>	<b>68,866</b>	<b>263,649</b>	<b>741,113</b>	<b>1,004,762</b>
<b>Steel Girders</b>	<b>94.30</b>	<b>TON</b>	<b>24,050</b>	<b>5,905</b>	<b>383,339</b>	<b>0</b>	<b>413,294</b>	<b>146,120</b>	<b>559,414</b>	<b>1,572,502</b>	<b>2,131,916</b>
<b>Site Cast Roof Panels (fill irregular areas)</b>	<b>64.00</b>	<b>CY</b>	<b>55,073</b>	<b>1,185</b>	<b>20,168</b>	<b>0</b>	<b>76,426</b>	<b>27,020</b>	<b>103,446</b>	<b>290,785</b>	<b>394,231</b>
<b>Precast roof panels (prestressed for crack control)</b>	<b>4,613.00</b>	<b>SF</b>	<b>61,195</b>	<b>20,845</b>	<b>43,861</b>	<b>0</b>	<b>125,901</b>	<b>44,512</b>	<b>170,414</b>	<b>479,030</b>	<b>649,444</b>

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			2,742,592	641,459	959,500	0	4,343,551	1,535,258	5,878,809	18,422,264	24,301,073
<b>Measure S14 - 24': 150' Extend Tunnel Outlet into Resurrection Bay</b>	1.00	EA	2,742,592	641,459	959,500	0	4,343,551	1,535,258	5,878,809	18,422,264	24,301,073
<b>Drilled Piers - Rolled and Welded Pipe Can</b>	1.00	EA	908,283	203,319	467,555	0	1,579,157	558,311	2,137,469	6,698,111	8,835,579
<b>Concrete Pile Caps</b>	4.00	EA	250,783	6,319	101,483	0	358,586	126,778	485,363	1,520,967	2,006,330
<b>Cast-In-Place Flume Foundations</b>	1.00	EA	20,686	3,554	8,410	0	32,649	11,138	43,788	137,261	181,048
<b>Precast Concrete Flume Sections</b>	3.00	EA	1,562,840	428,268	382,052	0	2,373,159	839,030	3,212,189	10,065,926	13,278,115

<u>Description</u>	<u>Quantity</u>	<u>UOM</u>	<u>DirectLabor</u>	<u>DirectEQ</u>	<u>DirectMatl</u>	<u>DirectSubBid</u>	<u>DirectCost</u>	<u>SubCMU</u>	<u>CostToPrime</u>	<u>PrimeCMU</u>	<u>ContractCost</u>
<b>Contract Summary Cost Report</b>			777,621	87,364	427,311	0	1,292,296	456,891	1,749,187	7,649,075	9,398,262
<b>Measure S3: Refurbish Existing Tunnel</b>	1.00	EA	777,621	87,364	427,311	0	1,292,296	456,891	1,749,187	7,649,075	9,398,262
<b>Demolition of Existing 10,000 psi concrete</b>	450.00	CY	189,666	49,356	0	0	239,022	84,506	323,529	1,414,769	1,738,297
<b>Demolition of Existing 4,000 psi concrete</b>	1.00	EA	12,146	6,720	129	0	18,995	6,716	25,711	112,432	138,143
<b>Repair Invert with Armor and Concrete</b>	1.00	EA	513,702	22,119	406,981	0	942,803	333,328	1,276,131	5,580,433	6,856,564
<b>Wall and Crown Surface - Linear Repairs</b>	1.00	EA	4,018	230	188	0	4,436	1,568	6,004	26,255	32,260
<b>Wall and Crown Surface - Surface Repairs</b>	1.00	EA	21,758	7,732	159	0	29,649	10,482	40,131	175,490	215,621
<b>Contact Grout Crown</b>	1.00	EA	36,331	1,207	19,853	0	57,391	20,291	77,681	339,696	417,377