CORRE, INC.

January 13, 2015

Mr. Greg M. Keil
City of Menasha
Community Development
140 Main Street
Menasha, WI 54952-3151

RE: Proposal for Menasha Province Trail Services

CORRE,INC. (CORRE) is pleased to submit this proposal for assisting the City with the Province Trail Cost Benefit Analysis as noted below:

PROJECT UNDERSTANDING/SCOPE OF SERVICES:

CORRE, INC agrees to provide the following services for the City of Menasha Province Trail as outlined in the original RFP dated, with the following exceptions:

- All documents and permits shall be prepared for a locally-let project, and shall not incorporate WisDOT Non-traditional Grant standards
- Construction oversight is not included within the scope of this proposal
- Grant Administration is not included within the scope of this proposal

Completion of services listed herein is anticipated to be completed by March 1, 2015

Additional detail is provided below:

Survey (Total Hours: 177/Fee: $13,224.81)

Topographic (118/$8,734.63)

- The Consultant shall locate all topographic elements within a 100' corridor of the conceptual trail alignment (using the conceptual alignment as centerline). This includes large trees in the wetland area, structures, utilities and other improvements within that area.
- The scope does not include all topographic elements within each of the parcels that are being proposed for partial acquisition. If any add'l detail is needed for this, that would be considered "Extra Services"

Wetland delineation: (13.5/ $1,041.60)

- The Consultant shall locate all wetland flag limits for the survey and also for the wetland analysis/ report.

Property/ Plat survey: (39 /$2,919.79)

- The Consultant shall locate section corners necessary for completing the Traditional Right of Way Plat outside of the project corridor. If any of the needed corners or centers are not set, work associated with these corners would be considered "Extra Services".
- The Consultant shall prepare appropriate plan sheets that will be able to be used for acquisition purposes and stamped by an RLS.

Real Estate Staking: (6.5 /$528.79)

- The Consultant shall stake the proposed property acquisition for the appraisers and also for the property owners.

Wetland Reports (Total Hours: 44 /Fee: $3,757.20)

- The Consultant shall delineate the wetland in the project area (all three parcels).
- The Consultant shall prepare a full wetland report for submittal to WisDNR for concurrence and attachment to the WisDNR Alternative Analysis. This has been identified as a timbered, shrub and emergent wetland originally connected to Lake Winnebago and is assumed that WisDNR and the ACOE will require protection based on the wildlife habitat and water quality function.

Permitting (Total Hours: 55 /Cost: $5,623.93)

- The Consultant shall prepare and submit the following permits:
  - WisDNR/ACOE Chapter 30 (Waterways)
  - WisDNR/ACOE Alternative Analysis (wetland Fill)
  - WisDNR WRAPP Permit (grading more than an acre)
  - Local Road permits
  - Local zoning permits
  - Any WisDOT Hwy (working in R/W) permits

Real Estate Services (Total Hours: 136/Cost: $14,751.20):

- All real estate procedures shall be completed in accordance with applicable state statues and local regulations.
- The scope of work includes the appraisal and partial acquisition of three properties: (1) commercial (Kwick Trip), one residential and one utility parcel. IT is anticipated that all properties will be acquired via fee with potential for associated donation elements for the commercial property.
- Appraisals are to be completed by March 15, 2015 based on notice to proceed being issued by January 23rd.
- Scope of work includes condemnation proceedings, if necessary.
- Partial releases of mortgages are not included in the scope for properties with acquisition of less than $10,000.
- The following direct expenses are included in the fee as actual cost:
  - Title reports (3) 50-year reports at $250/piece = $750.00
  - Estimated recording fees for each property (including some condemnation)= $150.00

Concept Planning/ Public information (Total Hours: 106 / Cost: $9,855.86):

- Reporting for City staff as required
- (2) Public Information Sessions
  - Creation of public notice for PIMs
  - Documented meeting minutes from PIMs
  - Display materials for PIMs/ Presentation
- Meeting with City staff on-site and for kick-off to further develop the plans (3 meetings assumed)
- Draft plans for City review with conceptual estimates.
- Alternative analysis of elements for direct purchase, Local Force Account and other elements that may have significant cost savings to the City.

Construction Documents/Bidding (Total Hours: 199/ Cost: $17,852.68):

- (1) Meeting is set for construction document review
- The Consultant shall prepare all construction documents for preparation for bidding. This includes the following:
  - Project plans
  - Front End Documents
  - Permitting
  - Wage Rates
  - Special provisions
- Additional elements included include
  - Cost estimates at concept and final design
  - The Advertisement for publication (to be forwarded to the City for publication)
  - Addressing and issuing any addenda
  - Review of all bids and tabulation for recommendation to the City
- The plans will consist generally of a 10' wide asphalt pathway and 12' wide boardwalk where wetlands occur. Connections to adjacent streets and other elements will be addressed. Plans will include the following:
  - Project plan and profile
  - Erosion control plans
  - General Details
  - Structural detailing
    - Structure plans will include utilizing diamond piers and coordination with WisCorps through design.
    - Electrical design is not included in the scope of this design and would be considered "Extra Services" , however detailing allowing for conduit to be attached to the boardwalk will be included and can be added as an "additive alternative" in the construction documents.
    - Structural plans will be signed and sealed with full detailing (vs. design build)
- The plans and specifications will be created with City input to allow for some aspects to be broken out of the contract and installed "by others". This is anticipated to occur for the boardwalk.

CORRE DELIVERABLES

- Digital copies of all survey material
- Digital and paper copy of the wetland report
- Full real estate file for all parcels which will include the following:
  - Initiation of negotiation packages (with applicable standard forms/brochures)
  - Appraisals
  - Signed purchase agreements (as applicable)
  - Conveyance documents
  - W-9 forms
  - Closing statements
  - Partial Releases of mortgages, satisfaction of mortgages, affidavit of judgments/liens as applicable
  - Title work
  - Negotiation diaries
  - Copies of all correspondence with property owners
- Digital and paper copies of concept design, cost estimate and public input documents
- Digital and paper copies of the construction documents (signed and sealed)
- Digital and paper copies of the final cost estimate
- Digital and paper copies of all permits

CORRE. INC.

DIRECT EXPENSES (INCLUDED IN TOTALS IN SCOPE—DETAIL PROVIDED FOR REFERENCE)

- Mileage: $2,245.50
- Title Reports: $750.00
- Recording Fees: $150.00

PROVIDED BY THE CITY OF MENASHA:

- Addresses of all property owners for proposed mailings
- Coordination of publication of notices for the project
- Coordination of locations for any public information meetings
- Designated City representative for approval of real estate documents
- Designated City representative for approval of all permits
- Any fees associated with permits
- Any digital files associated with the project area that could be helpful for survey or planning
- Coordination with the purchasing department for checks needed for property acquisition
- Printing and distribution of all Construction Documents for bidding
- Any documentation pertaining to past contact with property owners of parcels that will be partially acquired.

COMPENSATION:

The work described in the scope of services will be performed on an actual cost, not to exceed fee of $65,145.68

AUTHORIZATION:

The Scope of Services and Compensation stated in this proposal are valid for a period of two (2) weeks from date of submission. If authorization to proceed is not received during this period, this proposal may be withdrawn or modified by CORRE.

Signatures of an authorized representative of the City of Menasha and CORRE shall convert this proposal to an Agreement between the two parties, and receipt of one signed copy shall be considered authorization to proceed with the work described in the Scope of Services.

We appreciate this opportunity to provide these services and look forward to working with you on this project. If you have any questions, please feel free to contact me at 262.573.8350

Respectfully Submitted,

Lynda Fink, PLA
CORRE. INC.

CORRE, INC.

Accepted by: City of Menasha Community Development

By: _____
Name: _____
Title: _____
The above person is authorized to sign for Client and bind the Client to the terms hereof.

Date: _____

Approved by: CORRE, INC.

By: _____
Name: Troy L. Gagner
Title: Executive Vice President

Date: _____

Attached **GENERAL CONTRACT TERMS FOR PROFESSIONAL SERVICES dated 1.13.15 are hereby incorporated within this proposal as well.

General Contract Terms for Professional Services

1. All of the work described herein shall be completed in accordance with generally and currently accepted engineering and surveying principles and practices.
2. Unless otherwise specifically included in the proposal, **PROFESSIONAL**'s scope of work shall not include geotechnical or environmental audits for the identification of the hazardous wastes, wetlands, floodplains or any other structural or environmental qualities of land or air. It is understood that the Scope and the Completion schedule defined in the Proposal are based on the information provided by the CITY. Verification of the accuracy and completeness of any information provided by others is beyond the scope of the agreement. Therefore, **CONSULTANT** cannot be held responsible for any design or construction problems resulting from the use of this information.
3. **CONSULTANT** strongly recommends that a geotechnical ENGINEER be engaged in the preliminary phases of the work to conduct field investigations, and analysis and prepare a report on the soils conditions.
4. **CONSULTANT** shall not be responsible for the means, methods techniques, sequences or procedures of the construction selected by the Contractor or CITY, or the safety precautions and programs incident to the work of the Contractor, nor shall he be responsible for the failure of the Contractor to perform the construction work in accordance with the Contract Documents.
5. In the event all or any portion of the work prepared or partially prepared by the **CONSULTANT** all fees, charges and expenses incurred to date of receipt of written notice of suspension or termination. CONSULTANT reserves the right to withhold documents and information until fees for such services are paid in full.
6. **CONSULTANT** cannot be held responsible for project schedule delays caused by weather, violence, acts of God and public agencies or private businesses over which it has no control. CONSULTANT shall act only as an advisor in all governmental relations. Such delays as caused by said occurrence4s, if not solely the result of **CONSULTANT'S** failure to meet submittal deadlines, may result in adjustments to said schedules and estimates/fees.
7. All electronic files transferred to CITY or his DESIGNEE by **CONSULTANT** are provided solely for the convenience of the CITY and are warranted only to the extent that they conform to the original documents(s) produced by **CONSULTANT**. All electronic file(s) are transmitted in trust for the sole use of the CITY and his DESIGNEE and acceptance constitutes assumption of the responsibility for its use and safekeeping. Any use by third parties shall be at the sole risk of the CITY. Any alteration to or tampering with the files shall constitute the agreement of the CITY to release defend and hold harmless **CONSULTANT** from all claims and causes of action by said CITY.
8. Payment of invoices is due upon receipt; amounts outstanding after 30 days from the date of invoice will be considered delinquent and subject to a service charge at the rate of 1.5% compounded monthly. Invoices will usually be sent monthly for work performed during the previous month. CITY understands, and agrees to pay for all services rendered regardless of CITY's ability or inability to proceed with the project for any reason, gain governmental approvals or permits, or secure financing for the project. The CITY shall provide **CONSULTANT** with a clear, written statement within twenty (20) days of the date of the invoice of any objections to the invoice. Failure to provide such a written statement shall constitute acceptance of the invoice as submitted. **CONSULTANT** reserves the right to immediately suspend work and/or terminate this agreement due to lack of timely payment of unconte3sted invoices by CITY. The CITY further agrees to pay amounts due, including attorney's fees and court costs.
9. To the fullest extent permitted by law, Consultant's total liability to CITY and anyone claiming by, though, or under City for any cost, loss or damages caused in part by the negligence of Consultant or Consultant's subcontractor and in part by the negligence of City or any other negligent entity or individual, shall not exceed the percentage share that Consultant's or Consultant's subcontractor negligence bears to the total negligence of the City, Consultant and all other negligent entities and individuals.
10. All claims, disputes and other matter in question between the parties of this Agreement rising out of or relating to this Agreement of the parties, shall be subject to mediation as a condition precedent to the institution of legal proceedings by either party. If such claim, dispute or other matter involves a lien arising out of the Consultant's services, the Consultant may proceed with applicable law to comply with lien notice and filing deadlines prior to resolution of the matter by mediation. The City and Consultant shall attempt to resolve claims, disputes and other matters in question between them by mediation. A request for mediation shall be file3d in writing with the other party to this Agreement. The request may be made concurrently with the filing of a civil action, but mediation shall proceed in advance of legal proceedings. The parties shall share the mediator's and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.
11. Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the CITY or the **CONSULTANT**. The **CONSULTANT'S** services under this Agreement are being performed solely for the CITY"S benefit, and no other entity shall have any claim against the **CONSULTANT** because of this hereunder. The CITY agrees to include a provision in all contracts with contractors and other entitles involved in this project to carry out the intent of this paragraph.

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CORRE, Inc. CONSULTANT
6510 Grand Teton Plaza, Suite 314
Madison, WI 53719

By:
Kevin Meyer, PE Project Manager Date

PROJECT: Menasha Province Trail

The above and foregoing proposal is hereby accepted and CONSULTANT is authorized to proceed with the work.

City of Menasha, WI CITY
140 Main St
Menasha, WI 54952-3190

By: _____

Printed Name: _____

Title: _____

The City of Menasha, WI and CORRE, INC. agree that digital and electronically reproduced signatures such as by facsimile transmission or email are valid for execution or amendment of the Agreement and that electronic transmission / facsimile is an authorized form of notice to proceed.

MEMORANDUM

To: Common Council
From: Greg Keil, CDD
Date: October 1,2014
RE: Termination of Province Terrace Trail TE Grant

In 2013 Wisconsin Act 20 was created that impacted the scheduling, and ultimately the funding of the Province Terrace Trail that was to be extended from Natures Way to STH 114. This policy change, which we were alerted to in late June of 2014, accelerated the "Commencement of Construction" date to October 27, 2014. This timeline could not be met owing to the procedural requirements for environmental review, land acquisition and plan review imposed by WisDOT and Federal Highway Administration (FHWA) regulations. As a consequence, Federal funding has been revoked.

Prior to this announcement, staff had solicited Requests for Qualifications from engineering design consultants for the preparation of plans and specifications, environmental review, and real estate work associated with the project. We selected the firm CORRE and were about to enter into negotiations on fees when this situation became known. I have engaged CORRE to assist with an assessment of the options for proceeding with the trail construction. Their analysis is incorporated in this memorandum.

Moving forward, the City has a number of options in order to continue with the success of the city-wide and regional trail system.

Potential options include:

1) Design & build the Province Trail with local funds (no WisDOT involvement)

2) Reapply for a WisDOT grant for the Province Trail

3) Reapply for a larger Friendship Trail Extension in the next cycle(assuming building the Province Trail locally)

Our recommendation is to proceed with Option #1 now, and then in 2016 when the next cycle of WisDOT grant applications available, proceed with Option #3.

In order to provide the council with information to consider all options fully, we have listed below the pros & cons to each relative to process differences, timelines and cost:

<u>Option #1: Build Province Trail with 100% local funds (Preferred Option)</u>

WisDOT originally awarded the City of Menasha the grant which had $314,608 in federal matching funds for this 3,000 LF trail which incorporated 1,000 LF of boardwalk as well. Due to the revised TAP regulations, the City's funding was pulled.

The Community Development Department believes that it is in the City's best interest to proceed with the design and construction of this phase of the Province Trail at 100% local funds due to an expedited timeline and cost savings available and/or comparable costs with the project based on its scope if built with 100% local funds.

<u>Cost-Benefit Analysis: (See Exhibit A)</u>

a) **Timeline:** The WisDOT process adds time on all aspects of the project---including design, real estate and construction. By completing with 100% local funds, the project could start construction significantly earlier.
    a. By completing the project locally, this could get constructed in 2015 or early 2016.

    b. If WisDOT funds were involved, all deliverables on the project are submitted directly to the Management Consultant (MC), reviewed, resubmitted and routed through WisDOT and FHWA as applicable. The following requirements would add to a standard public bid design and construction project timeline:
        i. Environmental Document:
            - Archeological and historical screening: + 6 weeks
            - Wetland Delineation approval: + 6 weeks
            - Environmental Report: + 12 weeks
        ii. Design Study Report : + 6 weeks
        iii. Real Estate: + 6 months (24 weeks)
        iv. Plans, Specs, Bid documents: + 6 weeks
        v. Advertisement/ Award: +6 weeks

    Total typical additional time: 66 weeks = 1 year, 3 months, 2 weeks*

    Note, this is assuming design and real estate services remain at 100% local funding. If both of these were to be included within the WisDOT grant, a minimum of an additional 12 months would be added to the schedule.

    c. Since we no longer have the grant, we would then need to re-apply for the project in the next cycle. Applications would be submitted in May 2016, with projects not awarded until October/ November of 2016. So, construction then realistically would not begin until 2018.

b) **Cost**: Although the 80% construction funding through WisDOT is a benefit, through the detailed analysis of all project related elements (design, real estate and construction), it appears that if we were to build with 100% local funds, we would come out slightly ahead .

a. *Design costs will be reduced.* With WisDOT projects, the following protocols/ forms are required that would not be needed if the project were 100% locally funded:
    i. Environmental document & WisDOT archeological/historical screening
    ii. Design Study Report with Transportation Management Plan
    iii. Specific plan detailing per WisDOT standards
    iv. More extensive design requirements that necessitate more detailed engineering (e.g. 20,000 lb. loading with 14' wide boardwalk)
    v. Specific project manual inclusions with state and federal additional special provisions
    vi. The multitude of Sponsor's Guide checklists
    vii. Request to Advertise package and Request to Award packages
    viii. MC, WisDOT and FHWA time would not be charged back to the City at 20%
    ix. Consultant Design services for project similar scope/ construction estimate:
        - For WisDOT Non-traditional project route: 15% construction costs for design:
        - For same project scope, but 100% local: 10% construction cost:

b. Real Estate consultant costs will be reduced:
    i. Valuation instruments will be simpler
    ii. Acquisition would follow the federal Uniform Relocation Act, but would not incorporate the many steps and forms associated with WisDOT real estate acquisition
    iii. Offering price could be modified internally without WisDOT review/approval
    iv. Dependent on the level of effort the City would like to see for the valuation instrument, consultant effort could be reduced anywhere from 10-30%

c. Construction costs would be reduced:
    i. The City would be able to utilize force account labor for elements that would potentially be more cost effective (e.g. landscaping)
    ii. Design requirement for boardwalk would fit the City's need and be a large reduction in cost vs. WisDOT requirement
        1. If required to construct the boardwalk 14' wide and to a 20,000 lb. capacity is estimated to be 150% greater for materials alone
        2. Railing required by WisDOT standards in addition to bumper railing if greater than 18" drop from deck to ground
    iii. By the design timetable being shorter, the construction would be able to occur earlier, thus we would avoid more expensive construction costs due to annual inflation.
    iv. No Disadvantaged Business Enterprises (DBE) requirements
    v. Oversight of the construction project could be done with in-house staff similar to other public works projects

vi. If oversight from consultant is still requested, construction inspection is reduced based on not having to follow WisDOT procedures as noted below
    1. Contract modifications being routed twice though the MC and WisDOT
    2. Wage rate interviews
    3. Review and approval of submittals in accordance with WisDOT specifications
    4. Average cost for project of this scope:
        a. WisDOT Non-Traditional: 8-10% of construction cost
        b. 100% local let: 5-6 % of construction cost

vii. MC, WisDOT and FHWA time would not be charged back to the City

c) **Other Considerations**:
    a. The trail would be constructed and completed for community use sooner than later.
    b. If the City completed this section with 100% local funds, this would show a strong commitment towards our trail system relative to other potential grant opportunities in the future.

The Community Development Department believes that it is in the City's best interest to proceed with the design and construction of this phase of the Province Trail at 100% local funds due to an expedited timeline and cost savings available with the project based on its scope if built with 100% local funds.

Option #2: Reapply for a WisDOT grant for the Province Trail

Based on all items listed above in the comparison, the timing of the project would be delayed by a minimum of two and a half years. In addition, based on the specific scope of the project and WisDOT associated requirements, it appears that it would not be cost-effective to proceed with this option, or may be only slightly more cost-effective. Also, with the application, there would be no guarantee that the City would receive the grant, and then the project development would be further delayed .

Option #3: Reapply for a larger Friendship Trail Extension in the next cycle (assuming building the Province Trail locally)

Although WisDOT funds associated with the TAP funding do require additional oversight and specific processes as detailed above, there are projects that merit applying for the funds. Typically, with larger projects and based on the scope of the project as well, the cost for the oversight and design restrictions on a relative level are not as intimidating and therefore the cost benefit analysis works in favor of utilizing the funding.

The Community Development Department feels that it would be in the best interest of the City to build the Province Trail section as noted above in Option #1 with 100% local funds and then apply for funding matches of the larger Friendship Trail (conceptually estimating 1.5 mile of trail vs. the smaller Province Trail of .6 miles) from both WisDOT TAP funds and WisDNR Stewardship funds.

As the trail alignment has not been set, we would then utilize the next year to conceptually develop best alternatives and thereby have a good understanding of project impacts for any grant applications (real estate, environmental, distance, etc.). Having an accurate scope and cost estimate are key to the success of projects with grants (and the applications themselves) and we feel this larger project would be well received from both WisDOT and WisDNR.

Based on past feedback received from agencies involved with this type of project, WisDOT would look favorably on this project for funding for the following reasons:

1) The City completed the Province Trail section of their own initiative which is a key link in the trail system.
2) The trail alignment compliments roadway improvements that WisDOT has recently done and will continue to complete in the area
3) There are a number of regional and statewide partners on the trail who we work with in the design and funding of the project (Calumet County, Town of Harrison, WisDNR, the East Central Wisconsin Regional Planning Commission)
4) This would be a regional trail connection which would then extend the alternative transportation into Town and Village of Harrison, Village of Sherwood and ultimately City of Appleton.
5) The construction of this segment of trail will be a great connection to Menasha neighborhoods (thus eliminating more short vehicle trips) and the Conservancy.
6) The trail system is strongly supported by the East Central Wisconsin Regional Planning Commission

In addition, we believe WisDNR would look favorably on the project for the following reasons:

1) The regional link to the trail system is tremendous and trail development and maintenance is a strong goal of WisDNR
2) The trail as a whole would traverse some wetlands and then connect with the conservancy which highlights WisDNR's goal of getting people to experience nature.
3) The trail has significant partnerships associated with its development
4) WisDNR has expressed desire in the past to work with the City of Menasha in development of this system.

Related, WisDNR funds (50/50 match) can be utilized as a match to the local match of WisDOT funds (80/20 match), so if both funds were secured, the City's cost would be minimized further.

We feel it is important to establish the larger trail goals as well as the more immediate needs and because of this, have included this option for the Council's review/ approval.

Exhibit A

Menasha Province Trail Cost Benefit Analysis

9.11.14

	Total Cost if WisDOT project		TOTAL Cost if 100% local Project	Difference
	Total Project Cost	Local share		
Design (assumes $570,000 in construction cost)				
Design Fees (100% local funded, 15% WisDOT, 10% local)	$ -	$ 85,500.00	$ 57,000.00	$ 28,500.00
MC/WisDOT oversight (20% local match)	$ 25,000.00	$ 5,000.00	$ -	$ 5,000.00
Inflation delay 2 year design costs	$ -	$ 5,206.95	$ -	$ 5,206.95
subtotal design	$ 25,000.00	$ 95,706.95	$ 57,000.00	**$ 38,706.95**
Real Estate (assumes $70,000 in real estate)				
Consultant fees (100% local funded)	$ -	$ 19,000.00	$ 13,000.00	$ 6,000.00
Inflation acquisition costs (+ 2 years WisDOT)	$ -	$ 74,263.00	$ 70,000.00	$ 4,263.00
subtotal real estate		$ 93,263.00	$ 83,000.00	**$ 10,263.00**
Construction Estimate				
Grading/excavation ($28/CY, 370 CY)	$ 10,360.00	$ 2,072.00	$ 10,360.00	$ (8,288.00)
Stone Base ($20/TON @ 540TON)	$ 10,800.00	$ 2,160.00	$ 10,800.00	$ (8,640.00)
Asphalt ($58 TON/ 370 TON)	$ 21,460.00	$ 4,292.00	$ 21,460.00	$ (17,168.00)
Boardwalk loading /width requirement WisDOT vs. local standards	$ 262,500.00	$ 52,500.00	$ 135,000.00	$ (82,500.00)
12' wide, 10,000 lb: $150 LF				
14' wide, 20,000 lbs: $262.50 LF (assume 150% cost increase)				
Boardwalk railing (assume 10% needs railing @ $25/LF)	$ 3,500.00	$ 700.00	$ -	$ 700.00
Boardwalk installation (Contractor vs. Wiscorps)				
WisCorps: labor = $45/LF	$ 250,000.00	$ 50,000.00	$ 45,000.00	$ 5,000.00
Contractor: = $250/LF				
In-house labor vs. contractor on some elements - save mark up (landscaping)	$ 10,000.00	$ 2,000.00	$ 2,500.00	$ (500.00)
subtotal DIRECT construction costs	$ 568,620.00	$ 113,724.00	$ 225,120.00	**$ (111,396.00)**
MC/WisDOT oversight (20% local match)	$ 7,500.00	$ 1,500.00		$ 1,500.00
Inflation (+ 2 years)	$ -	$ 35,017.50	$ -	$ 35,017.50
Construction oversight (100% local) (8% WisDOT, or 100% City staff if local)	$ -	$ 45,600.00	$ 13,625.00	$ 31,975.00
subtotal INDIRECT construction costs	$ 7,500.00	$ 82,117.50	$ 13,625.00	$ 68,492.50
subtotal ALL construction Costs				$ (42,903.50)
Net Cost Savings - 100% Local Funded Project over WisDOT Funded Project				**$ 6,066.45**

Notes:

Boardwalk costs could vary considerably based on materials chosen

Construction estimates are conceptual based on 1,000 of boardwalk and 2,000 ft 10' wide of asphalt

Design and construction oversight fees are based on average percentages

MC/WisDOT Oversight is based on more current percentages than in the project agreement