1. Budget Detail

The project is broken down into several categories as indicated in the table below, falling under the overarching category of “Contractual”. The project will first incorporate a stakeholder engagement component. This will investigate the various concerns and pinch points experienced at the Port’s Madison Harbor by reviewing all activities of the tenants, operators and users of the facilities. The project will then flow into a data collection phase where an initial assessment of any environmental concerns will be looked at, a closer review of traffic in the area, as well as, how any implementation of an Electric Vehicle interface could enhance the project in a future phase.

The project will then progress into the Preliminary Engineering phase. This will involve a more detailed analysis of environmental impacts and any mitigation efforts which may be needed and an in-depth geotechnical analysis. A project scope will then be refined and built into phases for development into a constructed asset. Final design will be pursued to develop the final plans and specifications and the project will be ready for public bidding. Construction will be pursued consisting of general site preparation, subgrade improvements and pavement installation. Any technology implementation, electrical and lighting identified in the preliminary phase will also be installed. Construction will be finished with the final traffic control signage and routing. All items of construction will be overseen by a separate construction engineering component which will monitor for all quality control and assurances.

|  |  |
| --- | --- |
| **DESCRIPTION** | **ESTIMATE** |
| PRELIMINARY STAKEHOLDER ENGAGEMENT | $20,000 |
| DATA COLLECTION |  |
| *Environmental Assessment Work* | $60,000 |
| *Traffic/Truck Count Analysis* | $50,000 |
| *Electric Vehicle Assessment* | $20,000 |
| PRELIMINARY ENGINEERING |  |
| *Wetland Delineation/Mitigation* | $150,000 |
| *Geotechnical Exploration* | $100,000 |
| *NEPA Tasks* | $60,000 |
| *Development of Project Scope Phases* | $35,000 |
| FINAL DESIGN ENGINEERING | $300,000 |
| CONSTRUCTION ENGINEERING | $180,000 |
| CONSTRUCTION |  |
| *Mobilization* | $50,000 |
| *Site Preparation / Grading* | $450,000 |
| *Subgrade Improvements* | $600,000 |
| *Paving* | $2,750,000 |
| *Truck Staging Technology Implementation* | $800,000 |
| *Electrical/Lighting* | $250,000 |
| *Traffic Control and Signage* | $50,000 |
|  |  |
| PROJECT TOTAL | $5,925,000 |

1. Expenditure of Awarded Funds

The current proposed cost estimate contains the typical components which have been necessary on past projects at the Port. The cost estimates for each phase of this project are based on past experience with similar contracted work. These estimates were made by the Port’s Director of Engineering and Construction, a licensed professional engineer with over 20 years of experience working at America’s Central Port. He has worked on projects with phases closely aligned with those that are proposed under this application and is versed in control measures to ensure grant funds awarded will be expended in a timely and efficient manner.

1. Reasonableness of Costs

All items listed within the budget chart above are based upon recent past projects completed at the Port. While there could be some risk in cost increased should pressures from inflation continue to rise, we believe that the budgetary costs shown are a good representation of the needs for each component.