

INSPEC

August 30, 2010

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roofs, walls, pavements
and waterproofing

Mr. Jack Takerian
Director, Department of Transportation & Public Works
Milwaukee County
2711 West Wells Street
City-Campus Building, Suite 300
Milwaukee, WI 53208

Re: Project Update

Dear Mr. Takerian:

REVISED SITE WORK SUMMARY

During the period of July 25, 2010 – August 6, 2010, there have been continuous activities at the O'Donnell Park facility. The activities have centered around stabilization of precast panels, preparation work for the non-destructive testing activities, and the non-destructive testing itself.

A summary of some of the work performed during this period includes:

- Perimeter fencing installed.
- Overhead protection installed in two phases at the Lincoln Memorial Drive bump out.
- Fencing adjusted/modified several times to accommodate requests from facility users.
- Excavation work at the plaza level completed at all precast panel locations. In some areas, this required removal of fill only, while in other areas, concrete removal was required. The concrete was cut into small pieces with saws and removed by hand due to concerns regarding excessive vibration from mechanical equipment. The soil removal varied in depth from 18" to 48" and was also all done by hand.
- Temporary stabilization of several panels above the failed panel location was undertaken on an emergency basis prior to the initial removal of the concrete parapet. On the parking level directly above, the stabilization methods involved strapping the panels to columns and large vehicles. At the plaza level, large blocks of concrete were lifted to the plaza and the panels were tied back to the blocks.

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- A large section of concrete parapet at the failed panel location was cut out and delivered to the Sheriff's Department for preservation as evidence.
- A more robust mid-term stabilization bracket was designed and installed at multiple panels. This detail was redesigned due to varying conditions two more times.
- The sister panel adjacent to the failed panel was identified for removal. This required the development of a rigging plan and structural calculations/design of the rigging details. It required coordination with the Sheriff's Office, District Attorney's Office, various Milwaukee County Departments, the City of Milwaukee, and the other potential interested parties. A security plan was developed to ensure public safety during the process. The panel was removed and delivered to the same facility as the failed panel. Two sections of the parapet were also removed at the pin locations and transferred to CTL's office/lab for future testing.
- Milwaukee County asked us to look at the feasibility of four potential repair options and to develop order of magnitude costs for those options. One of those options (permanent panel removal) required a brief structural review. This review indicated some potential issues that required more extensive evaluation. CTL is currently working on the in-depth evaluation with results expected in the next several weeks. Three additional options were added to the list, bringing the total current options to seven.
- Inspec was asked to do a visual structural review of the entire O'Donnell Park facility. The fieldwork for that is now complete.
- The county requested we develop waterproofing repair plans and budgets. That work is completed but the construction work will not be undertaken at this time.
- Part of the non-destructive testing (NDT) work required that the top surface of the pins used for attachment be exposed. Concrete coring was performed at locations where the tops of the pins were not exposed. Hand chipping proved to be inefficient and the cores will be easier to patch should that be required in the future.
- Sealant and backer rod were removed at the joints between the precast panels and the cast-in-place parapet. The exposed joints were then scraped clean by hand using saw blades and screwdrivers and blown out with an air compressor so the horizontal surface on top of the parapet was as clean as possible for the borescope work.
- In some areas, the joint referenced above was too small for the borescope to fit in. In these instances, two holes were bored into the panel and parapet on either side of the vertical pin to accommodate the borescope.

- The NDT work consisted of four primary activities: Location of all pins/anchors for the precast panels, measurement of depth of embedment of the pins into the cast-in-place parapet, location of the vertical reinforcement in the parapet, and visual observation of the surface of the concrete parapet of the pin locations using a borescope. The fieldwork portion of that work is now complete.

In addition to the site work, a number of other activities have been undertaken.

- Destructive testing of the failed panel and concrete parapet from this location as well as testing of the sister panel and parapet is necessary for the purposes of the investigation. The process for performing the testing is somewhat complicated due to the nature of this project. Some of the materials are considered evidence as part of the criminal investigation and other precautions are necessary due to anticipated litigation. These circumstances necessitated the development of a destructive testing plan that met the requirements of the Sheriff's Office, District Attorney, Milwaukee County's legal counsel, and CTL (the testing agency). That plan has been developed and approved and the sampling process is scheduled to begin on August 9, 2010.
- The organization and forensic review of the available documents related to the facility has been an on-going effort for most of this period. The latest estimate is that there are somewhere in the neighborhood of 60,000 individual pages of documents that need to be reviewed and sorted for relevance and organized. In addition to the documents in Milwaukee County's possession, we have accompanied representatives from the Sheriff's Department to several outside firms to review documents in their possession. This effort is expected to continue for several more weeks.

POTENTIAL REHABILITATION OPTIONS

Milwaukee County has asked us to develop initial budget costs for seven different rehabilitation options related to the facility. Those options are:

1. Remove Precast Panels and Leave Them Off
2. Remove Panels, Modify as Necessary, and Reinstall
3. Remove Panels and Replace with New
4. Repair Panels in Place
5. Remove Lower Level Panels and Leave Off, Repair Plaza Level Panels in Place

6. Demolish the Parking Structure, Leave the Pavilion in Place, Adjust the Access to the Art Museum, and Redevelop the Site as a Park. As a separate exercise, consider constructing a pedestrian bridge from Wisconsin Avenue to the Art Museum access.
7. Demolish the Entire Structure, Remove Pedestrian Bridge to the Transit Center, and Adjust the Access to the Art Museum. As a separate exercise, consider constructing a pedestrian bridge from Wisconsin Avenue to the Art Museum access.

The following summary provides an overall cost for each option and a brief summary of the work. The tables attached provide more information on the cost allocations. It's important to note that these are initial order of magnitude type costs and more detailed scope development and analysis will be required for each option to arrive at a better project budget.

In addition to the costs specific to each item, we have also included current repair and maintenance costs for other items unrelated to the panel issues. The specific items, quantities, and costs are found in a separate report dated August 20, 2010. We have included a line item summary table at the end of this document outlining the repair and maintenance costs that were identified. These two cost items were added to Options 1 – 5 and are identified as separate costs on each budget breakdown sheet. Repair and maintenance costs for Option #6 have been calculated based on the repairs that will still be required because they exist in the portion of the building schedule to remain. Maintenance costs have also been adjusted to reflect the cost to maintain the remaining area.

It should be noted that the repair and costs shown are only for current items and the maintenance costs reflect a one-year period. There will obviously be additional costs related to ongoing maintenance and repairs over the remaining life of the facility that are not factored into these budget numbers.

Option #1 – Remove Precast Panels and Leave Them Off

This option would remove the precast panels on the parking structure and not replace them. The precast panels at the stairwells and pavilion structure would remain in place as they are attached with different methods.

The exposed cast-in-place concrete parapet would need some repairs and some form of aesthetic treatment. The type of aesthetic treatment can vary widely from staining, to EIFS, to metal panels, etc. The aesthetics of the structure are important given its proximity to the Art Museum and Lakefront. The current building is tied to the Transit Building across the street and there are significant amounts of cast-in-place concrete that all need to work together visually. The budget provided for this option assumes the use of EIFS, which can be configured in a manner to closely resemble the existing precast panels in appearance.

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The existing railings will wind up being too short to meet code and will be replaced. Our numbers assume replacement basically in kind just taller. We have included an allowance for repairs to the concrete parapet that assumes a certain level of cracking and spalling will need repair.

The costs assume the parapet can achieve the 6,000 lb. load required by code. Further analysis showed no modifications to the columns will be necessary for this option.

Potential Cost: \$5,390,368.80

Option #2 – Remove Panels, Modify as Necessary, and Reinstall

The intent of this option is to install the panels in the manner in which they were originally designed. This option is provided for informational purposes but from a practical standpoint presents so many potential problems that we don't see this as a practical solution. Generally speaking the quality, condition, and performance of precast panels are tied to the manufacturer/installer. In this instance the panels are 20 years old, they've weathered and cracked. Once a panel is removed someone will need to assume the liability of determining its appropriateness for reuse and after they are re-installed would need to recertify the acceptability of not just the installation, but the integrity of the panels themselves. We don't believe it reasonable to expect this to occur meaning a waiver of responsibility would likely be required. In addition, it is safe to assume at least a 10% breakage rate. The pieces are various sizes so until one actually breaks there is no way to order and fabricate a new one to match resulting in a construction schedule that is either extremely variable depending on availability of replacement units or perhaps split so that removal takes place in one phase and the reinstallation in another.

In any event, the logistics of panel removal, tracking, storage, modification, and reinstallation is potentially complicated and expensive. In addition it certainly can't be overlooked that if this is undertaken the panels being returned are now halfway through their anticipated life cycle. All of the above items combined with the potential liability issues make this a less than desirable option and not one that we would endorse.

Potential Cost: \$6,362,640.00

Option #3 – Remove Panels and Replace with New

In many ways this is the simplest fix. The panels would be designed to essentially replicate the panels that are already there so all concerns about changing the aesthetics of the facility and attempting to tie a “new look” into the surrounding environment. It does potentially require some additional measures related to the columns on a temporary basis. It also provides an anticipated 40 years of life. On the negative side, it is the most expensive of the options priced thus far by a fairly significant margin.

Potential Cost: \$8,387,388.00

Option #4 – Repair Panels in Place

The initial plan for this option involved installing helical anchors through the face of the panels into the cast-in-place concrete parapet, which in simplistic terms, essentially screws the panels in place. As the investigation continued, it was determined that the bearing of the panels on the parapet is also problematic and the helical anchors alone don't address that issue. The final repair option would likely involve a new attachment method with installation being made through the top of the panel into the parapet with the possibility of installing some helical anchors through the face of the panels, but not as many as would have been required before the bearing issues were known. The positive aspect of this solution is cost being the lowest price option available. The potential negatives include the manner that the panels are now attached does not allow for longitudinal movement of the panels as they are essentially fixed in place. Good design practice would have provided an allowance for this movement to occur. To retrofit a repair that makes this possible is difficult and it may be that the County will need to accept a repair design that does not allow this movement either. Another significant problem with this approach is the cast-in-place parapet is never exposed so any needed repairs of cracks or spalls would go unaddressed. It is our opinion that the negative aspects of this approach outweigh the potential financial savings.

Potential Cost: \$3,067,632.00

Option #5 – Remove Lower Panels and Leave Off, Repair Plaza Level Panels in Place

The intent of this repair is to side step the possible structural issues with the columns related to the removal of the plaza level precast pieces. The positive aspect of this approach is it may minimize or eliminate the need for additional work at the columns.

The negatives include the same issues listed above for repairing the panels in place as well as adding complications to the aesthetic issues faced with the complete removal outlined in Option #1. This option also poses some questions pertaining to the scope from the standpoint of if it's acceptable to leave the biggest and heaviest pieces of precast in place, why not leave all of them? We are not sure there is a good answer to that based on the information available to us at this point and as such cannot recommend this approach. It is conceivable that the analysis of the columns shows the work required to remove the plaza level panels is cost prohibitive at which point this could become a more palatable potential option.

The structural analysis that was performed showed there should be no concerns related to the columns if the plaza level panels are removed. Given those findings, we cannot recommend moving forward with this option.

Potential Cost: \$4,516,932.00

Option #6 – Demolish the Parking Structure, Leave the Pavilion in Place, Adjust the Access to the Art Museum, and Redevelop the Site as a Park

This option involves razing the existing structure from column line F to column line J and from column line 2 to column line 39. The intent is to preserve the north stair tower for vertical access to Mason Street; the east stair and platform to access the bridge to the Art Museum; and, the Pavilion Building including the portion of the parking structure from column line A to column line E and from column line 21 to column line 40.

As a result of razing a portion of the parking structure, we must also consider the cost of constructing a veneer in front of the earth retention systems that will become exposed on the north and west sides of the parking structure. A budget has been included to establish a park on approximately (4) acres of land where the parking structure currently exists as well as re-establishing the streetscape on Wisconsin, Prospect, and Mason Streets.

Although Option #6 is the fourth most costly option, it will virtually eliminate the precast concrete veneer panels and to a large extent, remove the structural elements that are being scrutinized by the ongoing investigation, thereby reducing the costs of repairing and maintaining the parking structure. However, this option also eliminates a current revenue source for the County.

The work considered to establish the budget for Option #6 includes the following:

- Demolish the parking structure
- Remodel the north stair tower

- Adjust the access to the Art Museum
- Leave the Pavilion Building and corresponding part of the parking structure
- Construct a façade in front of the retaining walls exposed when the structure is razed
- Redevelop the parking structure site as a park
- Re-streetscape Wisconsin Avenue, Prospect, and Mason Street

Potential Cost: \$6,000,000.00

We have also considered the work required to construct a pedestrian bridge from Wisconsin Avenue to the Art Museum access, which has been included below as item #6A but is not included in the potential cost of item #6 listed above.

6A: Construct a pedestrian bridge from Wisconsin Avenue to the Art Museum access.

Potential Cost: \$940,000.00

Option #7 – Demolish Entire Structure, Remove Transit Building Pedestrian Bridge, Adjust the Access to the Art Museum

This option involves razing the entire parking structure, pavilion, and pedestrian bridge to the transit building. The intent is to preserve the southeast pedestrian ramp and the east stair and platform to access the bridge to the Art Museum. The existing earth retention systems will be left in place and perforated as necessary to accommodate drainage.

Option #7 will eliminate the building completely and all of the associated repair issues and anticipated maintenance expenses, however, this option also eliminates a current revenue source for the County.

The work considered to establish the budget for Option #7 includes the following:

- Raze the entire structure
- Adjust the access to the Art Museum
- Address retaining walls exposed when the structure is razed, build new walls, parapets, and perforate sheet piling

Potential Cost: \$3,900,000.00

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We have also considered the work required to construct a pedestrian bridge from Wisconsin Avenue to the Art Museum access, which has been included below as item #7A but is not included in the potential cost of item #7 listed above.

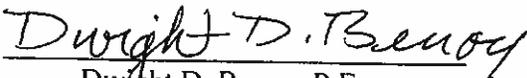
7A: Construct a pedestrian bridge from Wisconsin Avenue to the Art Museum access.

Potential Cost: \$940,000.00

RECOMMENDATIONS

Of the options related to leaving the structure in place, Option #1 is the obvious best solution, if keeping the building, and we would encourage you to discontinue discussions related to Options #2, #3, #4, and #5. It also appears there is the potential for the most prudent decision to be either partial or full demolition of the structure as represented by Options #6 and #7. We therefore recommend that Milwaukee County consider Options #1, #6, and #7 in their remediation selection. Although the existing structure history, background, condition, and age will undoubtedly play a major role in your decision making, the County may want to further compare a detailed cost/benefit analysis of these #1, #6, and #7 Options prior to any final decision on remediation strategy being made.

Inspec


Dwight D. Benoy, P.E.

OPTION #1
Remove Precast Panels and Leave Them Off

Item	Unit	Price	Total
Remove railing	4,885	\$35.00	\$170,975.00
Remove panels	20,182	\$55.00	\$1,110,010.00
Dispose of railing	1	\$7,500.00	\$7,500.00
New, modified railing	4,885	\$80.00	\$390,800.00
Install rails	4,885	\$35.00	\$170,975.00
Paint rails	4,885	\$20.00	\$97,700.00
Caratage and disposal of panels	1	\$30,000.00	\$30,000.00
Repair parapet allowance	1,500	\$150.00	\$225,000.00
Add EIFS cladding	20,182	\$15.00	\$302,730.00
Flash EIFS	20,182	\$2.00	\$40,364.00
Frame & sheath for EIFS	17,956	\$10.00	\$179,560.00
Precast coping at rail	4,885	\$30.00	\$146,550.00
General conditions	1	Open	Open
Shoring	1	Open	Open
Engineering	1	Open	Open
Tie-in to adjacent surfaces	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open
Contractor's overhead and profit total			\$574,432.80
Total to remove precast panels			\$3,446,596.80
Additional Repair Costs			\$323,772.00
Additional Maintenance Costs			\$1,620,000.00
TOTAL			\$5,390,368.80

OPTION #2
Remove Panels, Modify as Necessary, and Reinstall

Item	Unit	Price	Total
Remove railing	4,885	\$35.00	\$170,975.00
Remove panels	20,182	\$55.00	\$1,110,010.00
Re-install existing panels	20,182	\$65.00	\$1,311,830.00
Transport railings to off-site location	1	\$7,500.00	\$7,500.00
Prep railings for paint	4,885	\$10.00	\$48,850.00
Install railing	4,885	\$35.00	\$170,975.00
Paint railings (2 coats/c sides)	4,885	\$20.00	\$97,700.00
Freight shipping	1	\$35,000.00	\$35,000.00
Repair parapet allowance	1,500	\$150.00	\$225,000.00
Repair panel allowance	20,182	\$25.00	\$504,550.00
General conditions	1	Open	Open
Contingency	1	Open	Open
Shoring (subject to engineering specs)	1	Open	Open
Engineering	1	Open	Open
Tie-in to adjacent surfaces (subject to specifications)	1	Open	Open
Traffic control (subject to ordinances)	1	Open	Open
Contractor's overhead and profit total			\$736,478.00
Total to remove panels and reinstall			\$4,418,868.00
Additional Repair Costs			\$323,772.00
Additional Maintenance Costs			\$1,620,000.00
TOTAL			\$6,362,640.00

OPTION #3
Remove Panels and Replace with New

Item	Unit	Price	Total
Remove railing	4,885	\$35.00	\$170,975.00
Remove panels	20,182.0	\$55.00	\$1,110,010.00
Replace precast decorative panels with new	20,182.0	\$185.00	\$3,733,670.00
Prep railings for paint	4,885	\$10.00	\$48,850.00
Paint railings (2 coats/c sides)	4,885	\$20.00	\$97,700.00
Install railing	4,885	\$35.00	\$170,975.00
Freight shipping - railing	1	\$7,500.00	\$7,500.00
Caratage and disposal of panels	1	\$30,000.00	\$30,000.00
General conditions	1	Open	Open
Shoring (subject to engineering specs)	1	Open	Open
Tie-in to adjacent surfaces (subject to specifications)	1	Open	Open
Traffic control (subject to ordinances)	1	Open	Open
Shoring (subject to engineering specs)	1	Open	Open

Contractor's overhead and profit total	\$1,073,936.00
Total to remove precast panels and replace with new	\$6,443,616.00
Additional Repair Costs	\$323,772.00
Additional Maintenance Costs	\$1,620,000.00
TOTAL	\$8,387,388.00

OPTION #4
Repair Panels in Place

Item	Unit	Price	Total
Reinstall existing panels with heli anchors	19,000	\$40.00	\$760,000.00
Prep railings for paint	4,885	\$10.00	\$48,850.00
Paint railings (2 coats/2 sides)	4,885	\$20.00	\$97,700.00
Freight shipping	1	\$5,000.00	\$5,000.00
Equipment charges	1	\$25,000.00	\$25,000.00
General conditions	1	Open	Open
Shoring (subject to engineering specs)	1	Open	Open
Engineering	1	Open	Open
Tie-in to adjacent surfaces (subject to specifications)	1	Open	Open
Traffic control (subject to ordinances)	1	Open	Open
Contingency	1	Open	Open

Contractor's overhead and profit total	\$187,310.00
Total to repair panels in place	\$1,123,860.00
Additional Repair Costs	\$323,772.00
Additional Maintenance Costs	\$1,620,000.00
TOTAL	\$3,067,632.00

OPTION #5

Remove Lower Panels and Leave Off, Repair Plaza Level Panels in Place

Item	Unit	Price	Total
Remove railing	4,885	\$35.00	\$170,975.00
Remove panels	10,150	\$55.00	\$558,250.00
Dispose of railing except plaza	1	\$5,000.00	\$5,000.00
New railing	3,500	\$80.00	\$280,000.00
Install rails	4,885	\$35.00	\$170,975.00
Prep existing rails for paint	1,385	\$10.00	\$13,850.00
Paint rails	4,885	\$20.00	\$97,700.00
Caratage and dispose of panels	1	\$20,000.00	\$20,000.00
Repair parapet allowance	1,500	\$150.00	\$225,000.00
Add EIFS cladding	10,150	\$15.00	\$152,250.00
Frame & sheath for EIFS	7,420	\$10.00	\$74,200.00
Secure plaza panels	10,032	\$25.00	\$250,800.00
Flash EIFS	10,150	\$2.00	\$20,300.00
Precast coping at new rails	3,500	\$30.00	\$105,000.00
General conditions	1	Open	Open
Shoring	1	Open	Open
Engineering	1	Open	Open
Tie-in to adjacent surfaces	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Contractor's overhead and profit total	\$428,860.00
Total to remove lower panels and repair plaza level in place	\$2,573,160.00
Additional Repair Costs	\$323,772.00
Additional Maintenance Costs	\$1,620,000.00
TOTAL	\$4,516,932.00

**Current Additional Repairs and Maintenance
Options 1-5**

Repairs

Item	Cost
Crack Monitoring	\$21,120.00
Epoxy Injection	\$17,220.00
Epoxy Sealant	\$15,000.00
Repair Drain Leaders	\$25,600.00
Repair Spalls	\$4,800.00
Repair Expansion Joints	\$17,950.00
Repair Handrails	\$19,100.00
Replace Sealant	\$2,100.00
Repair Water Infiltration Source	\$100,000.00
Replace Landscaping and Paving	\$50,400.00
Subtotal	\$273,290.00
Contractor's Overhead and Profit	\$50,442.00
Total Repair Cost	\$323,732.00

Maintenance

Item	Cost
General Maintenance	\$120,000.00
Reseal Parking Deck	\$1,500,000.00
Total Maintenance Cost	\$1,620,000.00
Total Repair and Maintenance Cost	\$1,943,732.00

OPTION #6

Demolish the Parking Structure, Leave the Pavilion in Place, Adjust the Access to the Art Museum, and Redevelop the Site as a Park

Raze Structure

Item	Unit	Price	Total
Project specific safety program	1	\$20,800.00	\$20,800.00
Perimeter fencing	2,850	\$7.05	\$20,092.50
Utility disconect	1	\$54,000.00	\$54,000.00
Dust control	1	\$26,000.00	\$26,000.00
Clear & grub	1	\$39,000.00	\$39,000.00
Access roads	1	\$20,000.00	\$20,000.00
Selective demolition	1	\$450,300.00	\$450,300.00
Bulk demolition	1	\$895,000.00	\$895,000.00
		\$0.00	\$0.00
General conditions	1	Open	Open
Engineering	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to raze part of the parking structure	\$1,525,192.50
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Remodel North Stair Tower

Item	Unit	Price	Total
Concrete	1	\$5,780.00	\$5,780.00
Masonry	1	\$7,280.00	\$7,280.00
Metals	1	\$2,980.00	\$2,980.00
Carpentry	1	\$38,008.00	\$38,008.00
Doors & frames	1	\$3,200.00	\$3,200.00
Glass & glazing	1	\$6,760.00	\$6,760.00
Roofing	1	\$9,000.00	\$9,000.00
EIFS	1	\$12,800.00	\$12,800.00
Finishes	1	\$5,150.00	\$5,150.00
Fire protection		\$0.00	\$0.00
Plumbing		\$0.00	\$0.00
HVAC	1	\$7,600.00	\$7,600.00
Electric	1	\$15,750.00	\$15,750.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to remodel north stair tower	\$114,308.00
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OPTION #6

Demolish the Parking Structure, Leave the Pavilion in Place, Adjust the Access to the Art Museum, and Redevelop the Site as a Park

Adjust Access to the Art Museum

Item	Unit	Price	Total
Concrete	1	\$37,090.00	\$37,090.00
Pavers	1	\$9,200.00	\$9,200.00
Masonry	1	\$3,700.00	\$3,700.00
Metals	1	\$8,200.00	\$8,200.00
Waterproofing	1	\$2,205.00	\$2,205.00
EIFS	1	\$27,030.00	\$27,030.00
Painting	1	\$2,300.00	\$2,300.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to adjust access to the Art Museum	\$89,725.00
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Leave the Pavilion in Place

Item	Unit	Price	Total
Site utilities	1	\$100,000.00	\$100,000.00
Pavers	1	\$32,280.00	\$32,280.00
Concrete	1	\$250,795.00	\$250,795.00
Masonry	1	\$136,555.00	\$136,555.00
Metals	1	\$90,055.00	\$90,055.00
Carpentry	1	\$9,780.00	\$9,780.00
Waterproofing	1	\$10,974.00	\$10,974.00
Roofing	1	\$9,080.00	\$9,080.00
EIFS	1	\$150,518.00	\$150,518.00
Doors & frames	1	\$6,400.00	\$6,400.00
Finishes	1	\$35,000.00	\$35,000.00
Plumbing	1	\$8,400.00	\$8,400.00
Fire protection	1	\$6,000.00	\$6,000.00
HVAC		\$0.00	\$0.00
Electric	1	\$9,030.00	\$9,030.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to leave the Pavilion in place	\$854,867.00
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OPTION #6

Demolish the Parking Structure, Leave the Pavilion in Place, Adjust the Access to the Art Museum, and Redevelop the Site as a Park

Construction a Veneer in Front of the Earth Retention Systems

Item	Unit	Price	Total
Concrete	1	\$256,730.00	\$256,730.00
Masonry	1	\$445,960.00	\$445,960.00
Metals	1	\$59,120.00	\$59,120.00
Waterproofing	1	\$27,596.00	\$27,596.00
EIFS	1	\$71,680.00	\$71,680.00
Finishes	1	\$12,240.00	\$12,240.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to construct veneer in front of retaining walls	\$873,326.00
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Redevelop the Site as a Park

Item	Unit	Price	Total
Grading	1	\$80,000.00	\$80,000.00
Storm water detention	1	\$350,000.00	\$350,000.00
Drainage & irrigation	1	\$30,000.00	\$30,000.00
Impervious pavements	1	\$86,120.00	\$86,120.00
Landscaping	1	\$185,848.00	\$155,848.00
Focal point allowance	1	\$50,000.00	\$50,000.00
Site lighting	1	\$48,000.00	\$48,000.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to redevelop the site as a park	\$799,968.00
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OPTION #6

Demolish the Parking Structure, Leave the Pavilion in Place, Adjust the Access to the Art Museum, and Redevelop the Site as a Park

Re-establish Streetscape from Wisconsin Avenue to Mason Street

Item	Unit	Price	Total
Grading	1	\$40,000.00	\$40,000.00
Drainage & irrigation	1	\$23,000.00	\$23,000.00
Impervious Pavement	1	\$15,000.00	\$15,000.00
Landscaping	1	\$44,260.00	\$44,260.00
Focal Point	1	\$15,000.00	\$15,000.00
Site lighting	1	\$23,000.00	\$23,000.00
Concrete	1	\$20,000.00	\$20,000.00
Waterproofing	1	\$3,000.00	\$3,000.00
Masonry	1	\$20,000.00	\$20,000.00
Metals	1	\$17,280.00	\$17,280.00
Painting	1	\$4,320.00	\$4,320.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to re-establish streetscape from Wisconsin Ave. to Mason St.	\$224,860.00
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Contractor's overhead and profit total	\$898,091.20
Additional Repair Costs	\$139,560.00
Additional Maintenance Costs	\$476,000.00
TOTAL	\$5,995,897.70

OPTION #6A

Construct a Pedestrian Bridge from Wisconsin Ave. to the Art Museum Access

Item	Unit	Price	Total
Excavation	1	\$3,000.00	\$3,000.00
Deep foundations	1	\$110,000.00	\$110,000.00
Pavers	1	\$42,000.00	\$42,000.00
Concrete	1	\$451,632.00	\$451,632.00
Masonry	1	\$12,620.00	\$12,620.00
Metals	1	\$33,800.00	\$33,800.00
Waterproofing	1	\$8,870.00	\$8,870.00
EIFS	1	\$53,224.00	\$53,224.00
Painting	1	\$8,450.00	\$8,450.00
Plumbing	1	\$24,300.00	\$24,300.00
Electrical	1	\$35,200.00	\$35,200.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Contractor's overhead and profit total	\$156,619.20
Total to construct a pedestrian bridge	\$939,715.20

OPTION #7

Demolish the Entire Structure, Pavilion and Pedestrian Bridge to the Transit Building, Adjust the Access to the Art Museum, and Address Retaining Walls, etc.

Raze Structure

Item	Unit	Price	Total
Project specific safety program	1	\$20,800.00	\$20,800.00
Perimeter fencing	2,850	\$7.05	\$20,092.50
Utility disconnect	1	\$150,000.00	\$150,000.00
Dust control	1	\$30,000.00	\$30,000.00
Clear & grub	1	\$39,000.00	\$39,000.00
Access roads	1	\$20,000.00	\$20,000.00
Selective demolition	1	\$784,000.00	\$784,000.00
Bulk demolition	1	\$1,565,732.00	\$1,565,732.00
		\$0.00	\$0.00
General conditions	1	Open	Open
Engineering	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to raze entire structure	\$2,629,624.50
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Adjust Access to the Art Museum

Item	Unit	Price	Total
Concrete	1	\$37,090.00	\$37,090.00
Pavers	1	\$9,200.00	\$9,200.00
Masonry	1	\$3,700.00	\$3,700.00
Metals	1	\$8,200.00	\$8,200.00
Waterproofing	1	\$2,205.00	\$2,205.00
EIFS	1	\$27,030.00	\$27,030.00
Painting	1	\$2,300.00	\$2,300.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to adjust access to the Art Museum	\$89,725.00
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OPTION #7

Demolish the Entire Structure, Pavilion and Pedestrian Bridge to the Transit Building, Adjust the Access to the Art Museum, and Address Retaining Walls, etc.

Address Earth Retention Systems, Construct Parapets

Item	Unit	Price	Total
Sheet Piling	1	\$157,600.00	\$157,600.00
Excavating	1	\$1,700.00	\$1,700.00
Concrete	1	\$151,650.00	\$151,650.00
Masonry	1	\$119,540.00	\$119,540.00
Metals	1	\$18,360.00	\$18,360.00
EIFS	1	\$42,600.00	\$42,600.00
Painting	1	\$4,590.00	\$4,590.00
Site Lighting	1	\$22,500.00	\$22,500.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open

Subtotal to address earth retention systems and build parapets	\$518,540.00
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Contractor's overhead and profit total	\$647,577.90
Additional Repair Costs	\$0.00
Additional Maintenance Costs	\$0.00
TOTAL	\$3,885,467.40

OPTION #7A**Construct a Pedestrian Bridge from Wisconsin Ave. to the Art Museum Access**

Item	Unit	Price	Total
Excavation	1	\$3,000.00	\$3,000.00
Deep foundations	1	\$110,000.00	\$110,000.00
Pavers	1	\$42,000.00	\$42,000.00
Concrete	1	\$451,632.00	\$451,632.00
Masonry	1	\$12,620.00	\$12,620.00
Metals	1	\$33,800.00	\$33,800.00
Waterproofing	1	\$8,870.00	\$8,870.00
EIFS	1	\$53,224.00	\$53,224.00
Painting	1	\$8,450.00	\$8,450.00
Plumbing	1	\$24,300.00	\$24,300.00
Electrical	1	\$35,200.00	\$35,200.00
General conditions	1	Open	Open
Engineering/Design	1	Open	Open
Traffic control	1	Open	Open
Contingency	1	Open	Open
Contractor's overhead and profit total			\$156,619.20
Total to construct a pedestrian bridge			\$939,715.20