

**AGENDA
CITY OF STURGEON BAY
WATERFRONT REDEVELOPMENT AUTHORITY**

Monday, April 21, 2014
2:00 p.m.
Community Room, City Hall
421 Michigan Street

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from December 16, 2013.
4. Consideration of: Ownership issues and use restrictions for waterfront parcel.
5. Consideration of: Revised design plan of the public waterfront improvements.
6. Consideration of: Grant application under Knowles-Nelson Stewardship Program.
7. Consideration of: Structural analysis of grain elevator – part 2.
8. Consideration of: Update regarding West Waterfront Redevelopment activities.
9. Convene in closed session in accordance with the following exemption:

Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session. 19.85(1)(e).

Consideration of: Development proposal for West Side redevelopment project.

Move to reconvene in open session to take formal action upon preceding subject of closed session, if appropriate; or to conduct discussion or give further consideration where the subject is not appropriate for closed session consideration. The Authority may adjourn in closed session.

10. Adjourn.

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

4/17/14
2:00 p.m.
CN

WRA Members
Thomas Herlache, Chair
William Galligan
Rick Wiesner
Joe Stutting
Ross Schmelzer
Cap Wulf
John Asher

WATERFRONT REDEVELOPMENT AUTHORITY

Monday, December 16, 2013

A meeting of the Waterfront Redevelopment Authority was called to order at 2:05 p.m. by Chairperson Tom Herlache in Community Room, City Hall, 421 Michigan Street.

Roll call: Members Thomas Wulf, Rick Wiesner, Joe Stutting, John Asher, William Galligan, and Tom Herlache and were present. Excused: Member Ross Schmelzer. Also present were City Administrator Steve McNeil, Mayor Thad Birmingham, DCEDC Executive Director Bill Chaudoir, Community Development Director Marty Olejniczak, and Community Development Secretary Cheryl Nault.

Adoption of agenda: Moved by Mr. Asher, seconded by Mr. Wulf to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from November 18, 2013.
4. Consideration of: Update regarding West Waterfront Redevelopment activities.
5. Convene in closed session in accordance with the following exemption:
Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session. 19.85(1)(e).
Consideration of: Potential Development incentives for West Side Redevelopment Project.
Move to reconvene in open session to take formal action upon preceding subject of closed session, if appropriate; or to conduct discussion or give further consideration where the subject is not appropriate for closed session consideration. The Authority may adjourn in closed session.
6. Adjourn.

Carried.

Approval of minutes from November 18, 2013: Moved by Mr. Stutting, seconded by Mr. Wiesner to approve the minutes from November 18, 2013. All ayes. Carried.

Consideration of: Update regarding West Waterfront Redevelopment activities: Mr. Olejniczak gave some encouraging news that Bayland Buildings is interested as a potential developer for the market building. Their hope is to acquire multiple contracts. In January, a series of meetings will begin with the perspective tenants. The Pollmans have committed to the brew pub/ restaurant. Gary Presentin is interested as a residential developer on the corner of Madison Avenue and Maple Street, beginning with construction of an approximate 30-unit building located in the yard area. Phase 2 would be to renovate the first story of the Bargain Corner building and keep it retail, while adding a second story with residential space.

Mr. Olejniczak also discussed the title issue for the filled-in portion of the waterfront property. City staff met with the WDNR Regional Chief and her staff. Choices now are to revamp the plan and

move the building or continue to move up the ladder to a higher authority within the DNR.

The records that the DNR have regarding the 1955 bulkhead line show a shoreline that they are using as the current ordinary high water mark. Navigational and public uses are all that is allowed beyond that line. There cannot be any building in that area. The DNR is in favor of the project, but fears that if they say it is ok to go ahead it might set precedence. Discussions will continue with the DNR.

Mr. Wulf shared messages he received regarding residential development or potential hotel development. Mayor Birmingham stated that if the City can get increment from residential, that is what we should build instead of a hotel.

Mr. Olejniczak provided an update on the structural analysis of the grain elevator. The building would have to be stabilized. The City is now waiting on cost estimates to retain it. The question is if it is worth proceeding.

Consideration of: Convene in closed session in accordance with the following exemption:

Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session. 19.85(1)(e).

Consideration of: Potential Development incentives for West Side Redevelopment Project.

Move to reconvene in open session to take formal action upon preceding subject of closed session, if appropriate; or to conduct discussion or give further consideration where the subject is not appropriate for closed session consideration. The Authority may adjourn in closed session.

After Chairperson Herlache announced the statutory basis, it was moved by Mr. Asher, seconded by Mr. Wiesner to convene in closed session. All ayes. Carried. The meeting moved to closed session at 2:30 p.m.

Mr. Stutting left the meeting at 3:20 p.m.

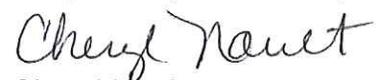
At 3:25 p.m. it was moved by Mr. Galligan, seconded by Mr. Asher to reconvene in open session. Carried.

Mr. Olejniczak added that in regard to the tugboat relocation, it would be eligible for the Harbor Assistance program. Information was sent to Tom Drager at Roen Salvage.

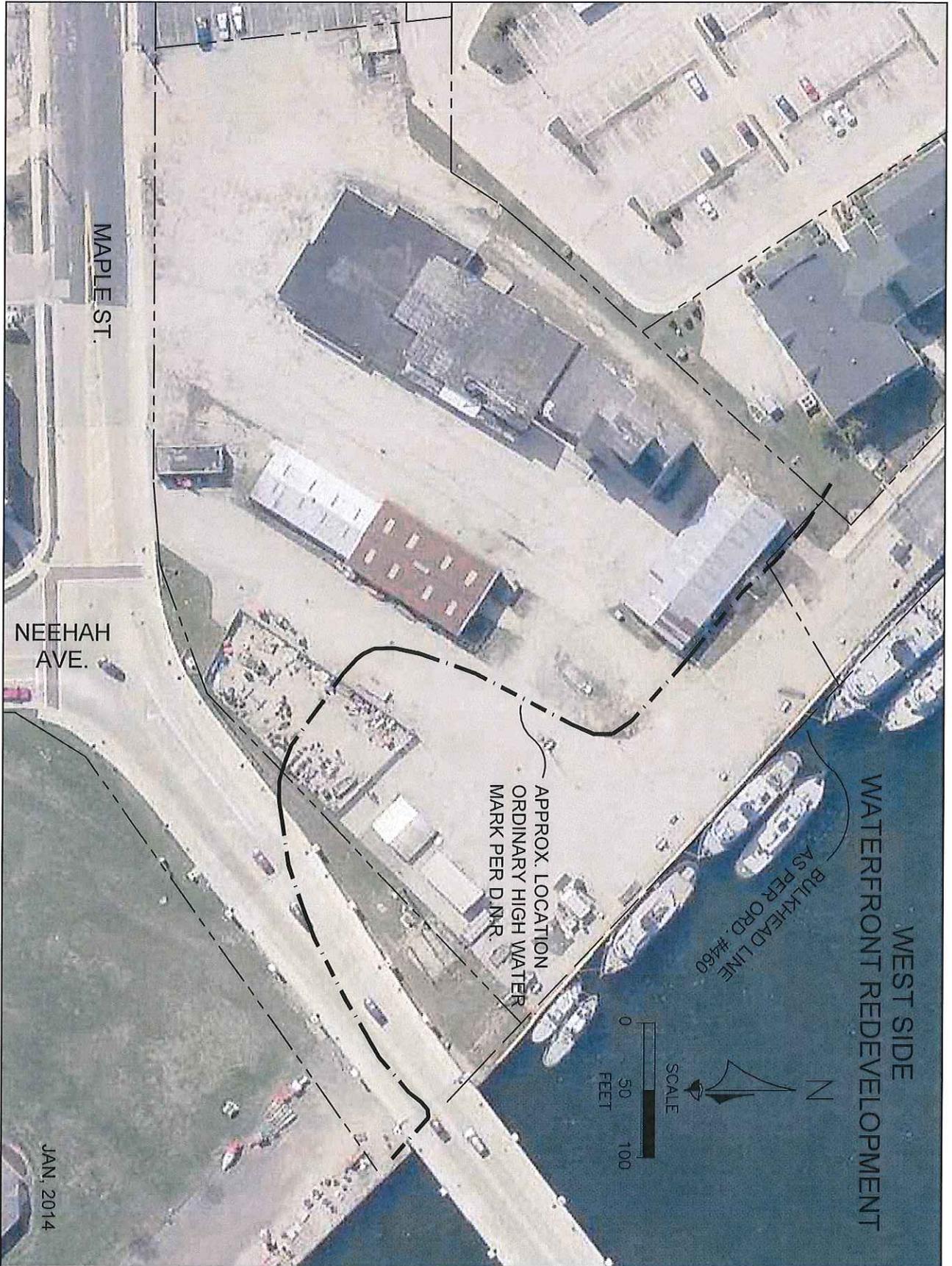
Mr. Asher also added that he feels the buildings should all get connected regarding the Westside Redevelopment Project. The idea should be mentioned to Bayland Buildings and the Pollmans.

Moved by Mr. Asher, seconded by Mr. Wiesner to adjourn. Carried. The meeting adjourned at 3:30 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Cheryl Nault".

Cheryl Nault
Community Development Secretary



JAN, 2014

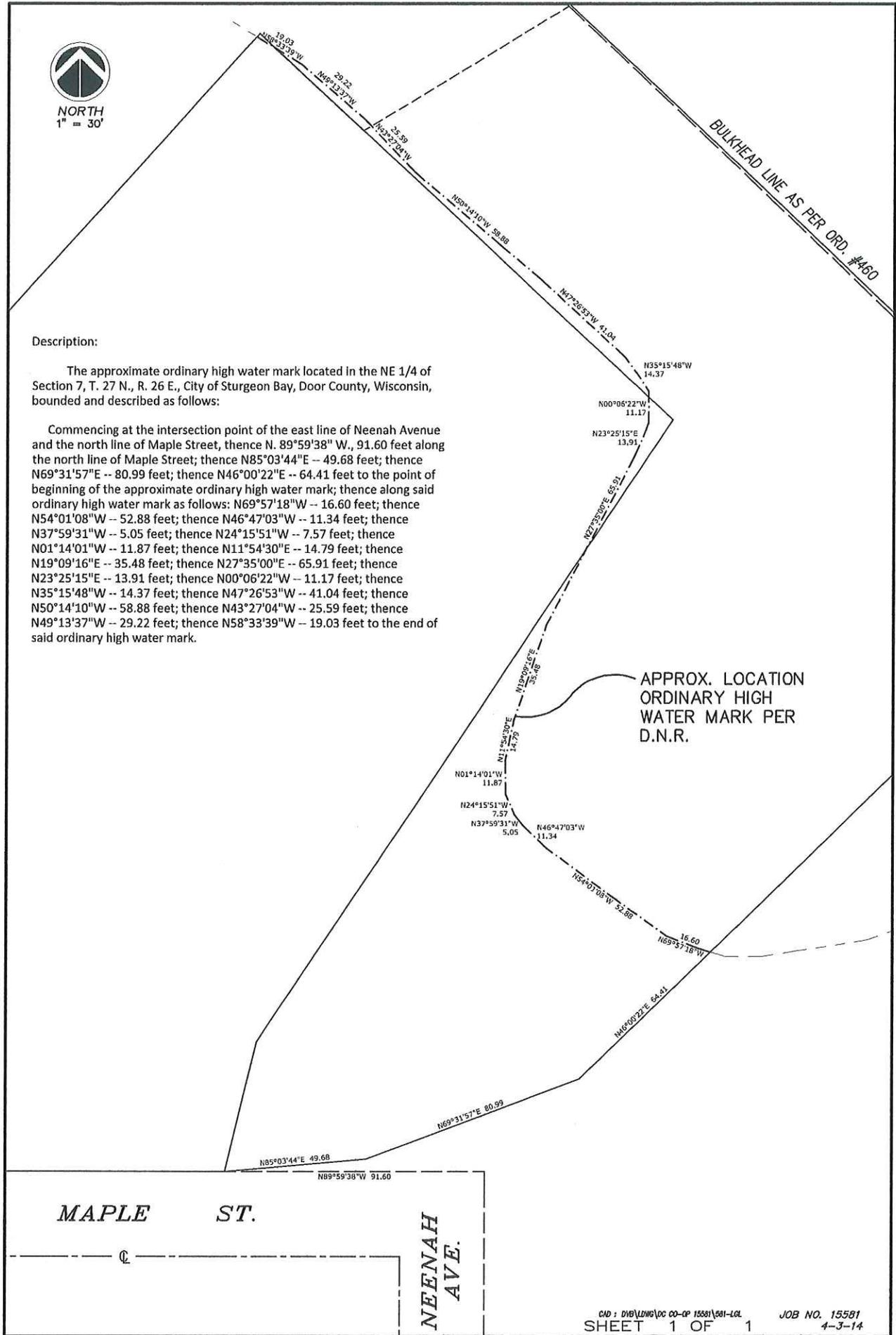


Description:

The approximate ordinary high water mark located in the NE 1/4 of Section 7, T. 27 N., R. 26 E., City of Sturgeon Bay, Door County, Wisconsin, bounded and described as follows:

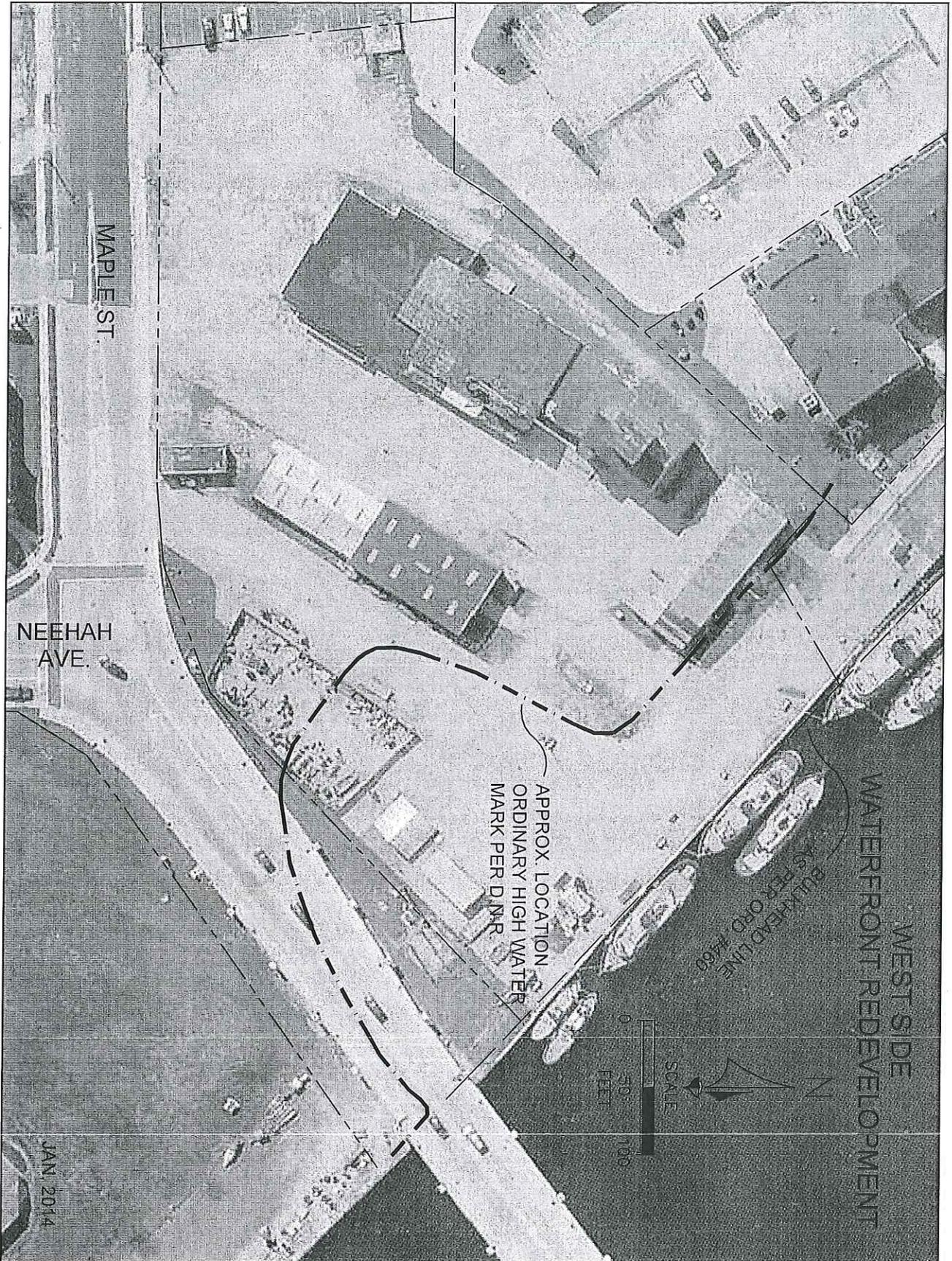
Commencing at the intersection point of the east line of Neenah Avenue and the north line of Maple Street, thence N. 89°59'38" W., 91.60 feet along the north line of Maple Street; thence N85°03'44"E -- 49.68 feet; thence N69°31'57"E -- 80.99 feet; thence N46°00'22"E -- 64.41 feet to the point of beginning of the approximate ordinary high water mark; thence along said ordinary high water mark as follows: N69°57'18"W -- 16.60 feet; thence N54°01'08"W -- 52.88 feet; thence N46°47'03"W -- 11.34 feet; thence N37°59'31"W -- 5.05 feet; thence N24°15'51"W -- 7.57 feet; thence N01°14'01"W -- 11.87 feet; thence N11°54'30"E -- 14.79 feet; thence N19°09'16"E -- 35.48 feet; thence N27°35'00"E -- 65.91 feet; thence N23°25'15"E -- 13.91 feet; thence N00°06'22"W -- 11.17 feet; thence N35°15'48"W -- 14.37 feet; thence N47°26'53"W -- 41.04 feet; thence N50°14'10"W -- 58.88 feet; thence N43°27'04"W -- 25.59 feet; thence N49°13'37"W -- 29.22 feet; thence N58°33'39"W -- 19.03 feet to the end of said ordinary high water mark.

APPROX. LOCATION
ORDINARY HIGH
WATER MARK PER
D.N.R.

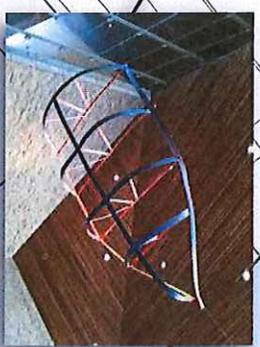
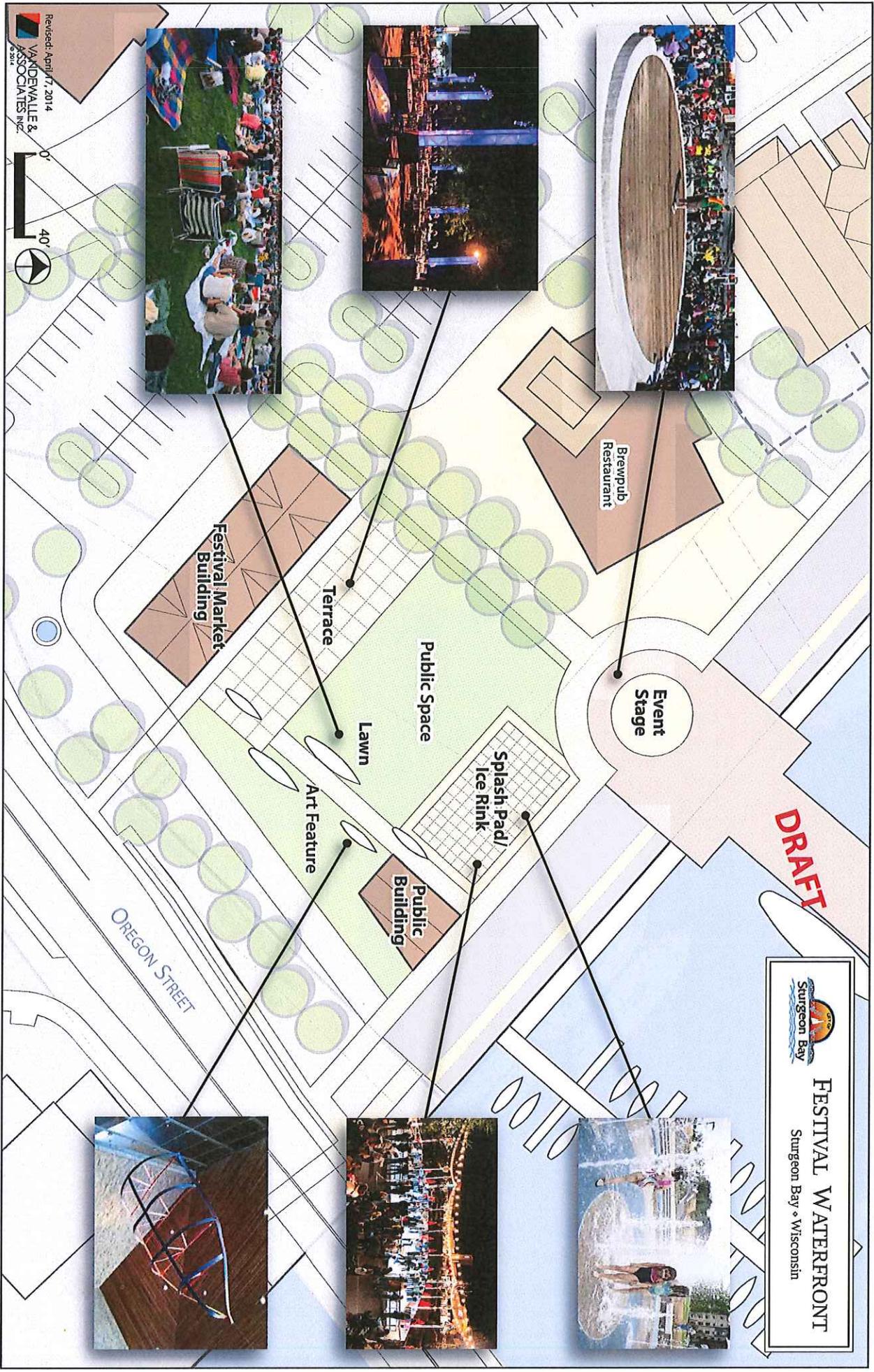


MAPLE ST.

NEENAH AVE.








FESTIVAL WATERFRONT
Sturgeon Bay • Wisconsin

DRAFT

EVENT STAGE



SPLASH PARK



PUBLIC SPACE IMAGES

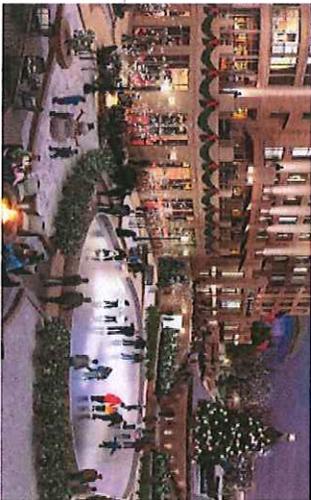
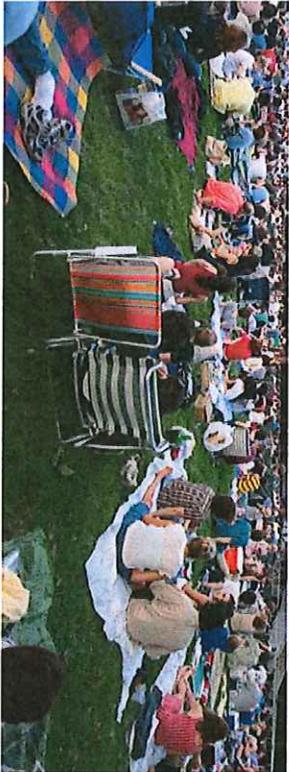


FESTIVAL WATERFRONT
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TERRACE



LAWN



ICE SKATING RINK

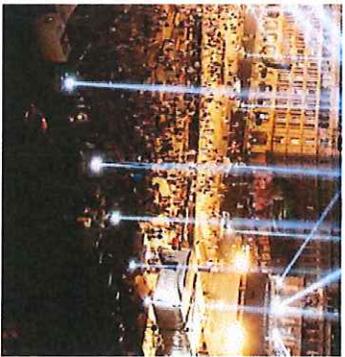


DRAFT

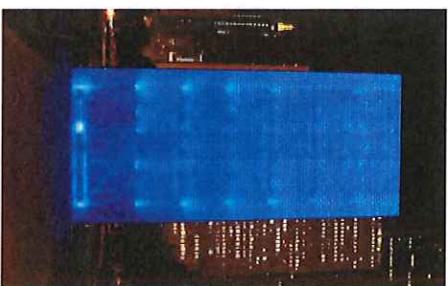


FESTIVAL WATERFRONT
Sturgeon Bay • Wisconsin

PUBLIC SPACE ART IMAGES



ICON ART FEATURES





**VANDEWALLE &
ASSOCIATES INC.**
Shaping places, shaping change

Sturgeon Bay Festival Waterfront DRAFT

Preliminary Conceptual Cost Estimates

* All Costs are for Planning Purposes Only, Actual Costs May Vary
2.19.14

Promenade & Walkway

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Mobilization & Vegetation Removal	1	each	\$ 10,000	\$ 10,000
Colored Concrete Stage	1,150	sf	\$ 15	\$ 17,250
Accent Paving Around Stage	100	sf	\$ 24	\$ 2,400
Asphalt Resurfacing	18,500	sf	\$ 3	\$ 55,500
Deck	5,000	sf	\$ 20	\$ 100,000
Deck Footings & Posts	12	each	\$ 4,000	\$ 48,000
Concrete walkway	4,650	sf	\$ 6	\$ 27,900
Trees	10	each	\$ 600	\$ 6,000
Tree Grates	10	each	\$ 1,000	\$ 10,000
Benches	10	each	\$ 1,500	\$ 15,000
Pedestrian Lighting	10	each	\$ 7,000	\$ 70,000
Plantings	1	lump sum	\$ 20,000	\$ 20,000
Trash receptacles	4	each	\$ 1,000	\$ 4,000
Drinking Fountain	1	each	\$ 4,000	\$ 4,000
Stage Stairs	200	lf	\$ 20	\$ 4,000
Seat Wall (adjacent to brew pub)	100	lf	\$ 20	\$ 2,000
Seat Wall (in promenade)	200	lf	\$ 20	\$ 4,000
Primary Poles (Lighting and Sound)	2	each	\$ 100,000	\$ 200,000
Secondary Poles (Tent Supports & Branding)	2	each	\$ 20,000	\$ 40,000
Lighting System	1	each	\$ 100,000	\$ 100,000
Sound System	1	each	\$ 100,000	\$ 100,000
Stage Tent/Canopy	1	each	\$ 100,000	\$ 100,000

	Sub Total	\$	940,050
Contingencies (20%)	20%	\$	188,010
Design and Engineering (15%)	15%	\$	169,209
	Total	\$	1,297,269

Water Edge

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Mobilization	1	each	\$ 10,000	\$ 10,000
Flag Poles	4	each	\$ 7,000	\$ 28,000
Benches	13	each	\$ 1,500	\$ 19,500
Planters (Movable)	10	each	\$ 300	\$ 3,000
Plantings	1	lump sum	\$ 5,000	\$ 5,000
Trash Receptacles	4	each	\$ 1,000	\$ 4,000
Ground Surface Painting	1	lump sum	\$ 2,000	\$ 2,000
Bollards - movable for railing	46	each	\$ 1,000	\$ 46,000
Bollards w/lighting	8	each	\$ 5,000	\$ 40,000
Lighting Controls	1	each	\$ 2,500	\$ 2,500
Lighting Conduit	550	lf	\$ 15	\$ 8,250
Sea Wall Cap - Corten steel	480	lf	\$ 50	\$ 24,000
Asphalt Replacement	7,000	sf	\$ 3	\$ 21,000

	Sub Total	\$	213,250
Contingencies (20%)	20%	\$	42,650
Design and Engineering (15%)	15%	\$	38,385
	Total	\$	294,285



Public Space (Fill Area)

Item	Qty	Units	Cost	Total	Potential Funding Sources
Mobilization	1	each	\$ 10,000	\$ 10,000	DNR: Knowles Nelson; DNR: Rec. Boating Facilities
Splash Park/Ice rink	1	each	\$ 500,000	\$ 500,000	WEDC: CIP Grant Program
Benches	4	each	\$ 1,500	\$ 6,000	DNR: Knowles Nelson; WCMP
Plantings	1	lump sum	\$ 5,000	\$ 5,000	DNR: Knowles Nelson; WCMP
Trash Receptacles	2	each	\$ 1,000	\$ 2,000	DNR: Knowles Nelson; WCMP
Lawn	20,000	sf	\$ 1	\$ 20,000	DNR: Knowles Nelson; WCMP
Sculpture	1	each	\$ 100,000	\$ 100,000	WEDC: CIP Grant Program
Sculpture Towers	3	each	\$ 50,000	\$ 150,000	WEDC: CIP Grant Program
Public building - warming hut	1,300	sf	\$ 150	\$ 195,000	DNR: Rec. Boating Facilities; DOA: CDBG PF; WEDC: CIP Grant Program
Lighting Controls	1	each	\$ 2,500	\$ 2,500	DNR - Rec. Boating Facilities; DOA: CDBG-PF; WEDC: CIP Grant Program
Lighting Conduit	130	lf	\$ 15	\$ 1,950	DNR - Rec. Boating Facilities; DOA: CDBG-PF; WEDC: CIP Grant Program
Light features	6	each	\$ 5,000	\$ 30,000	WEDC: CIP Grant Program
Terrace pavers	5,200	sf	\$ 12	\$ 62,400	DOT - TAP, SIB; WCMP; DNR: Rec. Boating Facilities; CDBG-PF
Sidewalk	2,850	sf	\$ 6	\$ 17,100	DOT - TAP, SIB; WCMP; DNR: Rec. Boating Facilities; CDBG-PF
Access Road (Asphalt)	2,700	sf	\$ 3	\$ 8,100	DOT - TAP, SIB; WCMP; DNR: Rec. Boating Facilities; CDBG-PF
Sub Total			\$ 1,110,050		
Contingencies 20%			\$ 222,010		
Design and Engineering 15%			\$ 199,809		
Total			\$ 1,531,869		

As the identified Fill Area detailed above is only one part of the greater Festival Waterfront Area, it should be noted that the aforementioned funding sources may also cover other elements of the Festival Waterfront, such as the promenade, granary adaptive reuse, commercial pier, water's edge treatments or dock construction. Complete cost estimates for the all other project components are provided on the following pages.

Public Fishing Area

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Asphalt	800	sf	\$ 3	\$ 2,400
Seating Stones	4	each	\$ 500	\$ 2,000
Trash Receptacles	1	each	\$ 1,000	\$ 1,000
Turf	650	sf	\$ 1	\$ 650
Sea Wall Cap - Corten steel	60	lf	\$ 50	\$ 3,000

	Sub Total	\$	9,050
Contingencies (20%)	20%	\$	1,810
Design and Engineering (15%)	15%	\$	1,629
	Total	\$	12,489

Pedestrian Walkway to Maple

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Mobilization	1	each	\$ 10,000	\$ 10,000
Concrete (830' L x 14' W)	11,600	sf	\$ 6	\$ 69,600
Concrete Edge (1,660' L x 0.5' W)	830	sf	\$ 6	\$ 4,980
Trees	24	each	\$ 600	\$ 14,400
Tree Grates	18	each	\$ 1,000	\$ 18,000
Benches	6	each	\$ 1,500	\$ 9,000
Pedestrian Lighting	10	each	\$ 7,000	\$ 70,000
Plantings & Turf	1	lump sum	\$ 10,000	\$ 10,000
Trash receptacles	4	each	\$ 1,000	\$ 4,000

	Sub Total	\$	209,980
Contingencies (20%)	20%	\$	41,996
Design and Engineering (15%)	15%	\$	37,796
	Total	\$	289,772

Total **\$3,425,684**

Transient Dock System - costs TBD

- Boardwalk Deck
- Boardwalk Deck Railing
- Boardwalk Deck Support Structure
- Transient Docks

Commercial Pier System - costs TBD

- Boardwalk Deck
- Boardwalk Deck Railing
- Boardwalk Deck Support Structure

Revised WCMP Grant Project

Sturgeon Bay Festival Waterfront DRAFT

Preliminary Conceptual Cost Estimates

* All Costs are for Planning Purposes Only, Actual Costs May Vary
2.19.14

Promenade & Walkway

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Final Design & Engineering	1	each	\$ 86,000	\$ 86,000
			Total	\$ 86,000

Water Edge

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Mobilization	1	each	\$ 10,000	\$ 10,000
Ground Surface Painting	1	lump sum	\$ 2,000	\$ 2,000
Bollards w/lighting	8	each	\$ 5,000	\$ 40,000
Lighting Controls	1	each	\$ 2,500	\$ 2,500
Lighting Conduit	550	lf	\$ 15	\$ 8,250
Sea Wall Cap - Corten steel	480	lf	\$ 50	\$ 24,000
Asphalt Replacement	7,000	sf	\$ 3	\$ 21,000

	Sub Total	\$	107,750
	Contingencies (20%)	20%	\$ 21,550
	Design and Engineering (15%)	15%	\$ 19,395
	Total	\$	148,695

Public Fishing Area

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Asphalt	800	sf	\$ 3	\$ 2,400
Seating Stones	4	each	\$ 500	\$ 2,000
Trash Receptacles	1	each	\$ 1,000	\$ 1,000
Turf	650	sf	\$ 1	\$ 650
Sea Wall Cap - Corten steel	60	lf	\$ 50	\$ 3,000

	Sub Total	\$	9,050
	Contingencies (20%)	20%	\$ 1,810
	Design and Engineering (15%)	15%	\$ 1,629
	Total	\$	12,489

Total **\$ 247,184**

Attachment A - Detailed Budget

Original grant proposal

Sturgeon Bay Festival Waterfront - Phase 1

Preliminary Cost Estimates 11.1.13

* All Costs are for Budgeting Purposes Only, Actual Costs May Vary

Water Edge

Item	WCMG Request	City Match	Total
Mobilization	\$ 3,500	\$ 6,500	\$ 10,000
Flag Poles	\$ 9,800	\$ 18,200	\$ 28,000
Benches	\$ -	\$ 19,500	\$ 19,500
Planters (Movable)	\$ -	\$ 3,000	\$ 3,000
Plantings	\$ -	\$ 5,000	\$ 5,000
Trash Receptacles	\$ -	\$ 4,000	\$ 4,000
Ground Surface Painting	\$ 700	\$ 1,300	\$ 2,000
Bollards w/lighting	\$ 14,000	\$ 26,000	\$ 40,000
Lighting Controls	\$ 875	\$ 1,625	\$ 2,500
Lighting Conduit	\$ 2,888	\$ 5,363	\$ 8,250
Sea Wall Cap - Corten steel	\$ 8,400	\$ 15,600	\$ 24,000
Asphalt Replacement	\$ 7,350	\$ 13,650	\$ 21,000
Sub Total	\$ 47,513	\$ 119,738	\$ 167,250
Contingencies (20%)	\$ 9,503	\$ 23,948	\$ 33,450
Sub Total	\$ 57,015	\$ 143,685	\$ 200,700
Engineering (8%)	\$ 4,561	\$ 11,495	\$ 16,056
Construction Admin. (7%)	\$ 3,991	\$ 10,058	\$ 14,049
Total	\$ 65,567	\$ 165,238	\$ 230,805

Public Fishing Area

Item	WCMG Request	City Match	Total
Asphalt	\$ 960	\$ 1,440	\$ 2,400
Seating Stones	\$ -	\$ 2,000	\$ 2,000
Trash Receptacles	\$ -	\$ 1,000	\$ 1,000
Turf	\$ 260	\$ 390	\$ 650
Sea Wall Cap - Corten steel	\$ 1,200	\$ 1,800	\$ 3,000
Sub Total	\$ 2,420	\$ 6,630	\$ 9,050
Contingencies (20%)	\$ 484	\$ 1,326	\$ 1,810
Sub Total	\$ 2,904	\$ 7,956	\$ 10,860
Engineering (8%)	\$ 232	\$ 636	\$ 869
Construction Admin. (7%)	\$ 203	\$ 557	\$ 760
Total	\$ 3,340	\$ 9,149	\$ 12,489

Promenade & Walkway

Item	WCMG Request	City Match	Total
Final Design and Engineering	\$ 30,960	\$ 55,040	\$ 86,000
<i>(8% of construction estimate)</i>			
Grand Total	\$ 99,867	\$ 229,427	\$ 329,294
	30.33%	69.67%	

Sturgeon Bay Festival Waterfront**DRAFT****Preliminary Conceptual Cost Estimates**

2.19.14

* All Costs are for Planning Purposes Only, Actual Costs May Vary

Promenade & Walkway

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Mobilization & Vegetation Removal	1	each	\$ 10,000	\$ 10,000
Colored Concrete Stage	1,150	sf	\$ 15	\$ 17,250
Accent Paving Around Stage	100	sf	\$ 24	\$ 2,400
Asphalt Resurfacing	18,500	sf	\$ 3	\$ 55,500
Concrete walkway	4,650	sf	\$ 6	\$ 27,900
Trees	10	each	\$ 600	\$ 6,000
Tree Grates	10	each	\$ 1,000	\$ 10,000
Benches	10	each	\$ 1,500	\$ 15,000
Pedestrian Lighting	10	each	\$ 7,000	\$ 70,000
Plantings	1	lump sum	\$ 20,000	\$ 20,000
Trash receptacles	4	each	\$ 1,000	\$ 4,000
Drinking Fountain	1	each	\$ 4,000	\$ 4,000

	Sub Total	\$	242,050
Contingencies (20%)	20%	\$	48,410
Construction Administration (7%)	7%	\$	20,332
	Total	\$	310,792

Water Edge

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Flag Poles	4	each	\$ 7,000	\$ 28,000
Benches	13	each	\$ 1,500	\$ 19,500
Planters (Movable)	10	each	\$ 300	\$ 3,000
Plantings	1	lump sum	\$ 5,000	\$ 5,000
Trash Receptacles	4	each	\$ 1,000	\$ 4,000
Bollards - movable for railing	46	each	\$ 1,000	\$ 46,000

	Sub Total	\$	105,500
Contingencies (20%)	20%	\$	21,100
Design and Engineering (15%)	15%	\$	18,990
	Total	\$	145,590

Public Space (Fill Area)

<i>Item</i>	<i>Qty</i>	<i>Units</i>	<i>Cost</i>	<i>Total</i>
Mobilization	1	each	\$ 10,000	\$ 10,000
Splash Park/ice rink	1	each	\$ 500,000	\$ 500,000
Benches	4	each	\$ 1,500	\$ 6,000
Plantings	1	lump sum	\$ 5,000	\$ 5,000
Trash Receptacles	2	each	\$ 1,000	\$ 2,000

	Sub Total	\$	523,000
Contingencies (20%)	20%	\$	104,600
Design and Engineering (15%)	15%	\$	94,140
	Total	\$	721,740

Total **\$ 1,178,122**

Organization letterhead

Christine Halbur
Wisconsin Department of Natural Resources
2984 Shawano Avenue
Green Bay, Wisconsin 54313

Dear Chris Halbur,

I am writing to express my strong support for the City of Sturgeon Bay's proposal to the Wisconsin Department of Natural Resources' Knowles-Nelson Stewardship grant program. The Festival Waterfront park development project is key to the reuse of the larger West Waterfront area, achieving a truly extraordinary public space that will become a community landmark, seamlessly connect to the City's existing waterfront pathway network, and improve a blighted property that has stymied development on adjacent parcels for years. As a community that thrives on tourism and the maritime heritage of Door County, it is critical that the site offer first-class parkland and amenities that will appeal to both residents and visitors, faithfully reflecting the history and natural beauty of Sturgeon Bay while offering improved access to water activities like fishing, boating and kayaking as well as a highly flexible space for public events, festivals, and concerts.

<<ORGANIZATION>> has been a partner with the City of Sturgeon Bay in previous efforts to create safe, accessible and enjoyable recreational spaces that foster economic development. <<2-3 SENTENCES: ORGANIZATION BACKGROUND INFORMATION>>

<<PERSONAL/REGIONAL IMPORTANCE: HOW DOES THE SITE CURRENTLY AFFECT YOUR BUSINESS, CONSTITUENTS, OR COMMUNITY? HOW WOULD THE NEW PARK BENEFIT YOUR INTERESTS?>>

We are particularly supportive of the Festival Waterfront project, and its goal to expand opportunities for recreation and leisure along the West Waterfront. This grant will provide critical funding to ensure that all residents and visitors have the opportunity to appreciate the Sturgeon Bay waterfront and that the area is poised for sustained economic growth, offers an improved quality of life for residents and a unique visitor experience.

We look forward to continuing to be involved in this project as it moves forward.

Sincerely,

<<ORGANIZATION CONTACT>>
<<ORGANIZATION NAME>>

STRUCTURAL CONDITION ASSESSMENT REPORT FOR
THE GRANARY ELEVATOR BUILDING
PHASE II – FOUNDATION EVALUATION
Sturgeon Bay, Wisconsin
MBJ Commission No. W13-314.1



MEYER | BORGMAN | JOHNSON

STRUCTURAL DESIGN + ENGINEERING

12 South Sixth Street, Suite 810
Minneapolis, MN 55402
(612) 338-0713
fax: (612) 337-5325

STRUCTURAL CONDITION ASSESSMENT REPORT FOR
THE GRANARY ELEVATOR BUILDING
PHASE II – FOUNDATION EVALUATION
Sturgeon Bay, Wisconsin

MEYER | BORGMAN | JOHNSON

STRUCTURAL DESIGN + ENGINEERING

Date: November 25, 2013 (*revised December 12, 2013*)

Prepared for: Marty Olejniczak
City of Sturgeon Bay
421 Michigan Street
Sturgeon Bay, WI 54235

Prepared by: Chris Hartnett, PE (MN, PA), LEED
Meyer Borgman Johnson
12 South Sixth Street, Suite 810
Minneapolis, MN 55402
(612) 338-0713

PROFESSIONAL CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Wisconsin.



David Holten, PE

Wisconsin Reg. No. 31591

MBJ Comm. No. W13-314.1
December 12, 2013

Meyer Borgman Johnson
Structural Design & Engineering

EXECUTIVE SUMMARY

The purpose of this analysis is to determine whether the elevator, in its current condition, has sufficient capacity to support the anticipated future loads. This report continues and refines a report produced by Meyer Borgman Johnson Structural Design and Engineering (MBJ), dated July 31, 2013. That report presented preliminary findings of the elevator superstructure – its construction, condition, and recommendations for future use. This report extends that evaluation into the elevator foundation. A site visit was conducted by Chris Hartnett, PE, on November 6th and 7th, 2013 to observe, measure and photo-document the building foundation.

The elevator can be described as having a ‘soft-story’, with a lower story (the 1st level) that is weaker and more flexible than the stories (the bins) above. This, when combined with the elevator’s out-of-plumb condition, makes for the possibility of an unstable building. Based on the forces and deflections calculated during the analysis, a reinforcing strategy has been devised and preliminary recommendations made to modify the elevator for its proposed future use. These recommendations include sufficient detail for early cost-estimating.

The superstructure was described at length in Phase I of the evaluation, presented in our July 31, 2013 report. The foundation consists of 16” wide by 6’-0” deep concrete grade-beams that lie on the north/south lettered grids. The grade-beams bear on wood piles driven to competent soils. The wood piles lie below the water-table, are saturated with water, and are in very good condition. The western tilt of the building has caused the tops of the grade-beams to rotate several inches to the west. This rotation has rotated the interior grade-beams between 5 degrees and 16 degrees.

The original gravity-carrying system – 1st floor columns, concrete grade-beams, and wood piles – were designed for far higher loads than the future anticipated loads. The analysis presented in this report addresses whether deterioration or adverse modifications have reduced the elevator current capacity below acceptable levels. The slight westward movement of the elevator superstructure, and the resulting rotation of the concrete grade-beams, have caused the wood columns above to not align with the wood piles below. This misalignment, when combined with

the weight of the elevator above, forces the grade-beams further out of alignment. A new system is required to resist the lateral wind forces and the overturning forces caused by this misalignment

CONCLUSIONS AND RECOMMENDATIONS

1. Foundation Construction

The foundation consists of five concrete grade-beams supported on an array of 55 wood piles. The piles measure 12" in diameter.

Recommendation 1: No recommendation for future action.

2. Foundation Condition

The interior grade-beams are divided by construction joints at approximately 1/3 points along their length. The middle third between the joints is rotated 15 degrees to the west; the outside sections of the grade-beams are rotated five degrees. The tops of the wood piles lie below the water-table; therefore, there is insufficient oxygen to allow deterioration due to decay fungi or insect infestation.

Recommendation 2: The actions required to repair the grade-beams are addressed in recommendation 5 below. The wood piles require no future actions.

3. Gravity Loading

There is excess capacity within the original designs to respond to minor deterioration and adverse modifications. Several original columns were previously replaced with weaker built-up columns.

Recommendation 3: During the design phase of the future adaptive reuse project, analyze the replacement columns; repair or replace the weakened columns, as required.

4. Lateral Loading

The original lateral resisting system in the 1st level was not sufficiently stiff to resist wind loads without excessive deflections. New systems are required to resist future wind loads and to address the rotational forces caused by the rotated grade-beams.

Recommendation 4 – Superstructure Lateral System: There are two cost-effective solutions to resist future wind loads in the superstructure:

- a. Build an adjacent structure that the elevator can 'lean' against. The lateral forces required to brace the elevator are not unreasonable for an adjoining building to resist.
- b. Install diagonal steel rod braces in eight exterior bays and four interior bays. These could be designed to match the historic elevator aesthetic.

Recommendation 5 – Foundation Lateral System: Two systems are required to restore a viable east/west lateral system within the foundation:

- a. Construct 25 new concrete tie-beams on the numbered grids to tie the existing grade-beam together, and resist additional rotation.
- b. Construct four below-grade buttresses constructed against the west face of the elevator to transfer the east/west wind forces from the foundation to the soils.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
INTRODUCTION	6
1. Purpose of Assessment	6
2. Scope	6
a. Building Description	6
b. Site Observations	6
c. Analysis	7
d. Conclusions and Recommendations	7
DESCRIPTION OF THE STRUCTURE	8
1. General Description	8
2. Superstructure – First Level Framing, Grain Bins, and Roof Structure	8
3. Foundation	9
OBSERVATIONS	9
1. Foundations	9
2. First Level Framing	10
ANALYSIS & PROPOSED MODIFICATIONS	10
1. Gravity Analysis	10
2. Lateral Analysis	12
CONCLUSIONS AND RECOMMENDATIONS	13
1. Foundation Construction	13
Recommendation 1	13
2. Foundation Condition	13
Recommendation 2	13
3. Gravity Loading	14
Recommendation 3	14
4. Lateral Loading	14
Recommendation 4 – Superstructure Lateral System	14
Recommendation 5 – Foundation Lateral System	14
Appendix 1: Phase I Recommendations, with Modifications	16
Appendix 2: Diagrams	21
Appendix 3: Photographs	23

INTRODUCTION

1. Purpose of Assessment

The City of Sturgeon Bay is investigating reusing the Midland Granary Elevator as part of a new waterfront redevelopment project. This report continues and refines a report produced by Meyer Borgman Johnson Structural Design and Engineering (MBJ), dated July 31, 2013. That report presented preliminary findings of the elevator superstructure – its construction, condition, and recommendations for future use. This report extends that evaluation into the elevator foundation. Some conclusions and recommendations from the July 31st report are refined in this report, based on the findings of this investigation. Finally, a preliminary design is described to resist lateral wind forces and overturning forces caused by the elevator's out-of-plumb condition.

2. Scope

a. Building Description

The elevator is a wood-framed structure that is clad in corrugated metal sheathing. A 15' tall gable roof bears on nineteen 30' tall grain bins, constructed of 'cribbed construction'. The bins bear on an array of thirty 15'-8" tall, heavy-timber columns. This superstructure is supported on concrete grade-beams that bear on heavy-timber piles.

b. Site Observations

A site visit was conducted by Chris Hartnett, PE, on November 6th and 7th, 2013 to observe, measure and photo-document the building foundation. Holes were cut in the main floor planks between the five lettered grids and a ladder was lowered to provide access to the grade-beams. The grade-beams were observed and measured for size, construction, deterioration and plumb.

Two heavy-timber piles were also investigated. The soil just west of the southwest corner of the building was excavated to expose two wood piles that support the westernmost grade-beam. These piles were measured, probed for deterioration, and a small sample was removed for species identification.

Measurements of the superstructure were taken to better understand the east/west and north/south deflections of the 1st floor wood columns.

All measurements were recorded in a field notebook; the foundation and superstructure plumb and level were compared to laser-generated planes, and the building was photo-documented using a high-resolution digital zoom camera.

c. Analysis

While this investigation is somewhat preliminary in nature, the analysis required to determine the feasibility of using the elevator is quite extensive. The elevator can be described as having a 'soft-story', with a lower story (the 1st level) that is weaker and more flexible than the stories (the bins) above. This, when combined with the elevator's out-of-plumb condition, makes for the possibility of an unstable building. This possibility requires a high degree of confidence, and analytical sophistication, early in the project. Due to this requirement, a detailed computer analysis model was constructed to capture the elevator behavior. The model includes over 1,000 pieces, over 700 plates, and over 1,200 connections. Twenty-six different load combinations of wind, self-weight, and live load were considered. See Diagram 1. The computer analysis was supplemented by hand calculations and MBJ analysis spreadsheets to determine loads and to confirm the computer results.

d. Conclusions and Recommendations

Based on the forces and deflections calculated during the analysis, a reinforcing strategy was devised and tested on the computer model to confirm the viability of saving the elevator. Based on the findings of the analysis and evaluation, preliminary recommendations are made to modify the elevator for its proposed future use. These recommendations include sufficient detail for preliminary cost-estimating.

DESCRIPTION OF THE STRUCTURE

Because this report focuses on the elevator foundation, the foundation is described in some detail below. The superstructure was closely analyzed in the July 31 report; therefore, the following description of the superstructure is taken from that report and edited for brevity.

1. General Description

The elevator elevator is a wood-framed structure that is clad in corrugated metal sheathing. It measures approximately 40' east/west by 50' north/south. Nineteen grain bins that each measure approximately 10' square x 30' tall bear on an array of 15'-8" tall heavy-timber columns. A 15' tall gable roof bears on the bins, and a 15' tall x 20' wide x 25' long head-house extends above the roof ridge. This superstructure is supported on a foundation of concrete grade-beams and heavy-timber piles.

2. Superstructure – First Level Framing, Grain Bins, and Roof Structure

The main floor of the elevator consists of wood planks that bear on wood joists, spaced at 16" on-center. The joists bear on concrete grade-beams, located on the lettered grids. Thirty 12"x12" wood columns extend from the foundation to support the bins. The top-of-column connections include 12"x2 ½" knee-braces that provide rotational resistance. See photo 1.

The grain bins were constructed using 'cribbed construction', which consists of hand-sawn 2x4 planks laid flatwise, with long steel spikes driven through the plies to tie the walls together. This creates a matrix of 4" thick wood walls that is rigid and strong to resist external wind loads and internal horizontal thrust loads created by the column of grain.

Sloped wood roof joists bear on the east and west exterior bin walls. Wood planks create the roof deck, which is covered by asphalt roof shingles.

The exterior skin is constructed of 4'x 8' sheets of corrugated metal that are nailed to the supporting wood structure. This cladding provides protection against water and snow. It also creates a system of shear walls to resist lateral wind loads.

3. Foundation

The July observations created the perception that relatively shallow grade-beams supported the building, and that a shallow crawlspace existed in the northwest corner of the building. The recent site visit uncovered that this is not the case. The foundation consists of 16" wide by 6'-0" deep concrete grade-beams that lie on the north/south lettered grids. A composite 12x10 wood beam (six 2x10s) bears on the grade-beam; 2x12 wood floor joists spaced at 16" on-center span across the composite beam. The building columns bear atop the grade-beams; it is not clear whether the columns bear directly on the concrete or sit atop the 12x10 wood beam. The grade-beams are tied together by 1" diameter rods that span east/west and are bolted to the grade-beams at approximately 9" below the top of concrete. Parallel to the rods, 6x10 wood beams spaced at 9' on-center also tie the top of the grade-beams together. See Diagram 2 and Photo 2. The grade-beams bear on wood piles driven to competent soils.

OBSERVATIONS

1. Foundations

The east/west tilt of the building has caused the tops of the grade-beams to rotate several inches to the west. The extent of deflection varies across the building. The outside grade-beams (on grids A and E) are sloped only a few inches, while the interior grade-beams have greater deflections. The north and south ends of the interior grade-beams (B-D) are separated from the middle 18' of the beams, near grids 3 and 5, by a construction joint. The grade-beams between the joints are rotated approximately 21" to the west (16 degrees); the grade-beams to the north and south are deflected approximately 6" to the west (5 degrees). See Diagram 3 and Photo 3.

The excavation at the southwest corner of the building exposed the bottom of the westernmost grade-beam, a 5" thick wood beam beneath the grade-beam, and the top 6" of two 12" diameter wood piles. These piles are spaced 5' on-center. The wood piles lie below the water-table and are saturated with water. The excavation removed the water briefly for observation. The exposed portion of the piles were in very good condition, with no visible deterioration. See Photos 4, 5 & 6.

2. First Level Framing

Additional measurements were taken of the 1st floor superstructure to gather additional information regarding the building tilt. Deflections were measured and recorded in the north/south and east/west directions for columns that were sufficiently exposed to obtain accurate measurements. The measurements are shown in Tables 1 & 2. See Photos 7 & 8.

Table 1: Column Deflections to the West

Grids	E	D	C	B	A
1	1.75"		4"	4"	
2	3.5"				
3	5"	5.75"	5"		
4	4.5"				
5	3"				
6	1.5"				

Column 2: Column Deflections to the South

Grids	E	D	C	B	A
1				10"	
2					
3					
4		8.5"	7.5"		
5					
6					

ANALYSIS & PROPOSED MODIFICATIONS

1. Gravity Analysis

The purpose of this analysis is to determine whether the elevator, in its current condition, has sufficient capacity to support the anticipated future loads. The 30' tall bins were designed to

carry wheat and other grains. At a density of 47 pounds/cubic foot (pcf), a 30' column of grain weighs approximately 1,400 pounds/square foot (psf). This is significantly higher than the anticipated two stories of assembly (100 psf) loads. Therefore, the original gravity-carrying system – 1st floor columns, concrete grade-beams, and wood piles – were designed for far higher loads than the future anticipated loads. This analysis also investigates whether deterioration or adverse modifications have reduced the elevator capacity below acceptable levels. The answer to this question is more difficult to answer.

a. Superstructure

The July investigation and report focused on the elevator's superstructure. That investigation found that several of the original columns were previously replaced with built-up 2x6 wood pieces that have questionable strength and connections to the original building. These modifications require further analysis during the design phase of a future adaptive reuse project to identify which pieces require repair or replacement.

b. Grade-Beams

This investigation of the foundations was initially proposed to include a determination of the reinforcing bars within the foundation grade-beams. Given the size of the grade-beams– 6' deep – and the reduced future loads, there is no question that they have sufficient strength to carry the anticipated design loads. Therefore, this portion of the investigation was not conducted.

The slight westward movement of the elevator superstructure, and the resulting rotation of the concrete grade-beams, have caused the wood columns above to not align with the wood piles below. This misalignment, combined with a 5,000 pound vertical load (elevator self-weight, live load and wind overturning load), creates approximately 8,000 pound-feet of torsion (rotation) at each interior column. This torsion works to force the grade-beams further out of alignment. A new system is required to resist this force. This system is explained in the Lateral Analysis section below.

c. Wood Piles

A common problem with historic buildings founded on wood piles is the deterioration of the piles due to attack by decay fungi or insect infiltration. This generally occurs near the top of the piles where the water-table rises and falls cyclically, causing periodic wetting and drying of the piles. Piles that are continuously submerged do not suffer attack due to a lack of oxygen. The excavation of the piles in the southwest corner of the elevator showed that the piles lie below the water-table; the City staff noted that the water level is at an historically low level, which confirms that the piles have remained saturated for the history of the building. This makes a strong case for no past deterioration due to decay fungi or insect attack.

Because past damage to the wood piles is not visible, a calculation was conducted to confirm that the piles have sufficient excess capacity to account for possible unseen damage. The computer model calculates that the maximum load on a column is approximately 24,000 pounds. There are two piles for every wood column; therefore, the maximum load on a wood pile is approximately 12,000 pounds. This equates to 105 pounds/square inch (psi) of axial stress on the pile. The axial compressive strength of wood piles is assumed to be at least 425 psi; therefore, the piles have sufficient capacity to support the anticipated new loads. Note: the wood sample of one pile was sent to the University of Minnesota for species identification; when the results are known, the allowable stress reported above will be updated. In the absence of this, the weakest locally available species group (spruce-pine-fir) was used to estimate the 425 psi axial capacity.

2. Lateral Analysis

The lateral (wind) resisting systems in the elevator vary across the height of the building. At the upper levels the matrix of bins creates a stiff and strong box that transfers all wind forces on the bins down to the supporting columns below. The elevator structure beneath the bins relies on two distinct systems: diagonal wood knee-braces at the top of wood columns create a stiff connection between the columns and the bins above. See Photo 10. While these connections are stiff, they are not very strong. The majority of the wind loads are transferred

from the bottom of the bins down to the foundation through the corrugated metal exterior walls. These act as stiff vertical shear walls that resist rotation and allow the wind forces to flow down to the foundation. See photo 11.

The horizontal deflections are greatest at the interior columns, indicating that the center of the elevator is deflecting in high winds, with the side wall panels working to resist the movement. Over time, the deflections to the west have become permanent, indicating that the original lateral designs were not sufficient. A new system is required to resist the lateral wind forces and the overturning forces caused by the building deflections. See recommendations 4 and 5 below.

CONCLUSIONS AND RECOMMENDATIONS

1. Foundation Construction

The foundation consists of five concrete grade-beams supported on an array of 55 wood piles. The grade-beams and piles align north/south on the numbered grids. The grade-beams measure 16" wide x 6'-0" deep. They are tied together with 1" diameter tension rods at 1/3 points along their length. The piles measure 12" in diameter.

Recommendation 1: No recommendation for future action.

2. Foundation Condition

The interior grade-beams (grids A-C) are divided by construction joints at approximately 1/3 points along their length. They are rotated 15 degrees between the joints, and five degrees at the ends of the grade-beams. There is no additional damage to the grade-beams. The tops of the wood piles lie below the water-table and are not subjected to cyclical wetting and drying; therefore, there is insufficient oxygen to allow deterioration due to decay fungi or insect infestation.

Recommendation 2: The actions required to repair the grade-beams are addressed in recommendation 5 below. The wood piles do not require future action.

3. Gravity Loading

The anticipated future loads are approximately 15% of the original design loads, which provides excess capacity within the original designs to respond to minor deterioration and adverse modifications. Several original columns were replaced with built-up columns that are likely weaker than the originals.

Recommendation 3: During the design phase of the future adaptive reuse project, analyze the modified columns; repair or replace the weakened columns.

4. Lateral Loading

The original lateral resisting system in the 1st level was not sufficiently stiff to resist wind loads without excessive deflections. As a result, the elevator is permanently deflected to the west and to the south. The deflections are largest in the interior bays (grids B-D and 2-5). New systems are required to resist future wind loads and to address the rotational forces caused by the rotated grade-beams.

Recommendation 4 – Superstructure Lateral System: There are two cost-effective solutions to resisting future wind loads in the superstructure:

- a. Building an adjacent structure that the elevator can ‘lean’ against. The imposed lateral loads are approximately 1,000/foot (40,000 in the north/south direction; 50,000 in the east/west direction), which are not unreasonable for an adjoining building to resist. *(12/12/2013 revision: The construction of a second building, as described in this recommendation, will eliminate recommendation 5b below: the requirement for the four concrete buttresses against the elevator west wall.)*
- b. The second solution includes installing diagonal steel rod braces in two bays along each exterior wall (8 exterior bays) and two interior bays in each direction (4 interior bays). The braces would likely be 1” - 1 ½” diameter steel rods with turnbuckles and fabricated steel sleeve attachments to the columns above and below. These could be designed to match the historic elevator aesthetic.

Recommendation 5 – Foundation Lateral System: As stated above, the east wind forces have caused the foundation grade-beams to rotate appreciably towards to the

west. Two systems are required to restore a viable east/west lateral system within the foundation (see Diagram 4):

- a. Install new concrete grade-beams on the numbered grids that tie the existing grade-beam together, and resist additional rotation. This would require 25 grade-beams (the grade-beams on grid 6 are intact); preliminary calculations indicate that these beams could be 10" wide x 30" deep beams, with (6) #5 horizontal reinforcing bars, and #3 closed stirrups spaced at 16" on-center.
- b. The second system consists of four below-grade buttresses constructed against the west face of the elevator to transfer the east/west wind forces from the foundation to the soils. These could be 10" wide x 30" deep x 36" long, and would include two battered steel helical piers (driven into the soil at an angle).

Appendices: 1. Phase I Recommendations, modified to reflect Phase II findings.
2. Diagrams
3. Photographs

Appendix 1: Phase I Recommendations, with Modifications

Note: The recommendations shown below were presented in the Phase I report. Additions or modifications, based on the findings of Phase II of the study, are presented in italics.

1. General

Recommendation 1: Before future building observations are ordered, clean building of debris decaying grain. Disinfect elevator.

2. Future Uses

- a. The City of Sturgeon Bay intends to salvage and adaptively reuse the elevator as part of its waterfront redevelopment program. Based on the information gathered during the site visit report and the subsequent calculations, it is our conclusion that the existing elevator is in generally good condition and retains sufficient capacity to support this intended use, with some modifications.

Recommendation 2: As part of any adaptive reuse designs, perform additional investigations and calculations to confirm the findings in this report. Include in the redevelopment plans reasonable modifications to address the discrepancies described below. *The second phase of the project has provided sufficient information to confirm that the elevator can be modified for the anticipated future uses. Any additional investigation and analysis of individual pieces would be conducted in the design phase of the adaptive reuse project.*

- b. The plan may include building a ‘Granary Market’ that attaches to the Elevator. This new structure may be incorporated into a new lateral system to replace the removal of the corrugated steel skin.

Recommendation 3: Include the ‘Elevator Market’ concept into the lateral system modifications of the elevator. *A second possible lateral system includes diagonal steel braces in eight exterior bays and four interior bays.*

- c. There has been some discussion about modifying the elevator to incorporate a viewing area within the grain bins. The discussion included removing an 8’-10’ tall section of the bins for this use. It is feasible to remove the bin walls and replace them with a steel tube

space frame that would bear on the bin walls at the perimeter of the elevator. The space frame would include a grid of horizontal tubes on-grid to support the bin walls above.

Recommendation 4: The existing structure has the strength and stability to accept modifications to the grain bins for a new viewing area.

3. Foundations

The foundations were designed to support heavier loads than the future anticipated loads; therefore, the foundations, as built, have sufficient capacity to support the anticipated retail loads.

Recommendation 5: Investigate further the foundation grade-beam conditions by removing selected main floor beams and visually inspecting a representative sample of the grade-beams. Repair or replace broken or cracked grade-beams. *This investigation is complete. See above.*

Recommendation 6: Remove the broken grade-beam on grid C and the steel beam under the north wall; replace these with new concrete grade-beams. *This is accomplished as part of recommendation 5 of the Phase II report above.*

Recommendation 7: Uncover a portion of the foundation to determine the foundation type. If the foundation is supported on wood piers, expose 3-4 piers to confirm their satisfactory condition. *This is complete. See above.*

4. Main Floor

- a. Overall, the visible portions of the wood plank floor appear sound – the wear is reasonable and deflections are minimal. A portion of the main floor is likely not suitable for public traffic due to bacteria associated with decaying grain. This environment is conducive to decay fungi that eat wood, reducing its strength.

Recommendation 8: Remove the decaying grain and dry the floor. Investigate the affected floor planks for decay fungi and loss of strength.

Recommendation 9: Calculate plank wood joist strength and compare to the required strength for assembly loading (100 psf). Replace planks that do not have sufficient strength.

- b. The floor deflections between grids are not excessive; however, the rise and fall of the floor across grids is higher than is typically acceptable for retail use. It appears from Table 1 that these deflections are caused by differential settlement of the foundation below.

Recommendation 10: Given the ease of shimming a wood floor versus raising a foundation, we recommend that the wood floor be shimmed, as needed, to meet retail use.

5. First-Level Framing

- a. This preliminary investigation indicates that that first-level framing has sufficient capacity to support anticipated retail loads. The general condition was recorded and all obvious and significant defects were observed (there were none).

Recommendation 11: As part of the adaptive reuse designs, include a complete investigation that closely observes all wood posts, beams, diagonal kickers, and connections to ensure that all visible defects and deterioration are observed. This should include moisture content readings and probes for soft and deteriorated wood beneath the surface. Replace damaged pieces that don't meet required capacity.

- b. The strength of the wood used in the capacity calculations assumes a Douglas Fir Larch (North) and a #2 grade of wood.

Recommendation 12: Confirm the species and grading of the wood to more accurately determine the elevator strength (and possibly increase calculated capacity). The species can be determined by sending wood samples to the University of Minnesota's Wood Sciences Lab for analysis. This is an inexpensive method to determine wood species. MBJ can determine the wood grade on-site, using a protocol developed by the Association of Preservation Technology (APT).

- c. The small deflections and low stresses due to the out-of-plumb condition and wind forces, calculated by the 3-D computer model, indicate that the elevator is stable in its current configuration.

Recommendation 13: No actions are required to strengthen or stiffen the structure in its current configuration, beyond the identification and repair of deterioration. *The observed westward rotation of the grade-beams, and the removal of the adjoining shed have*

changed this recommendation to require new lateral systems described in Phase II recommendation 4, above. Additionally, the recommendation was made subsequent to the November site visit to add temporary steel diagonal wire-rope bracing in the north/south direction to temporarily replace any resisting force that may have been lost with the removal of the shed.

- d. One idea for future use is to remove a portion of the corrugated steel siding at the lower level to create an open market. The removal of the siding will eliminate the lateral load path for the building. A new lateral system will be required to replace this load path. This may include steel bracing within the existing structure, or the use of an adjacent new structure to brace/enhance the elevator.

Recommendation 14: Additional calculations and coordination with the architectural plans will be required to determine a suitable lateral system. *See Phase II Lateral Analysis section above for a discussion of this.*

6. Grain Bins

This preliminary investigation of the grain bins indicates that they are structurally sound and stable. A more thorough investigation is required to identify any local deterioration or decay that would affect strength. The wet and decaying grain at the bottom of two bins is accelerating the deterioration at the bottoms of the bins.

Recommendation 15: Confirm these findings during the adaptive reuse project with a close visual investigation of the grain bins.

Recommendation 16: Remove the decaying grain from the bins, allow sufficient time for the bins to dry, investigate for decay and deterioration of the bins in these areas.

7. Roofs and Head-House Structures

This preliminary investigation of the roof structure and the head-house uncovered no significant deterioration or overstress that would adversely affect their strength.

Recommendation 17: During the adaptive reuse design, confirm this with a thorough inspection of the roof and head-house structures that includes a close observation of the

members, and measurement and strength calculations of selected members to confirm their capacity to meet current code-mandated loads.

Appendix 2: Diagrams

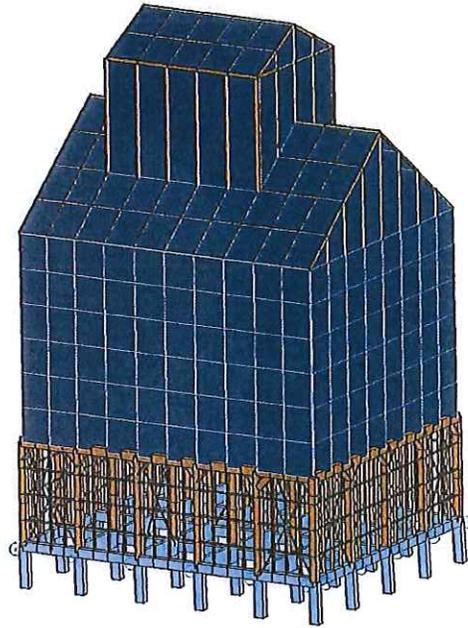


Diagram 1: Isometric of computer model.

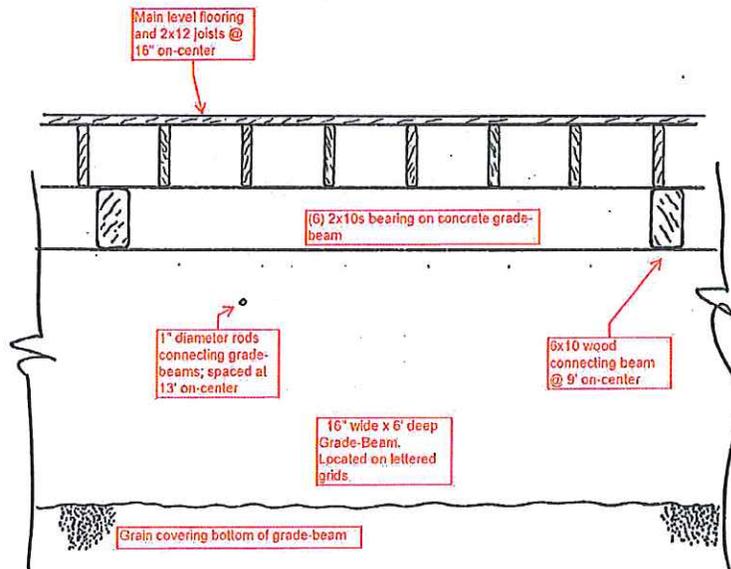


Diagram 2: Elevation of a grade-beam

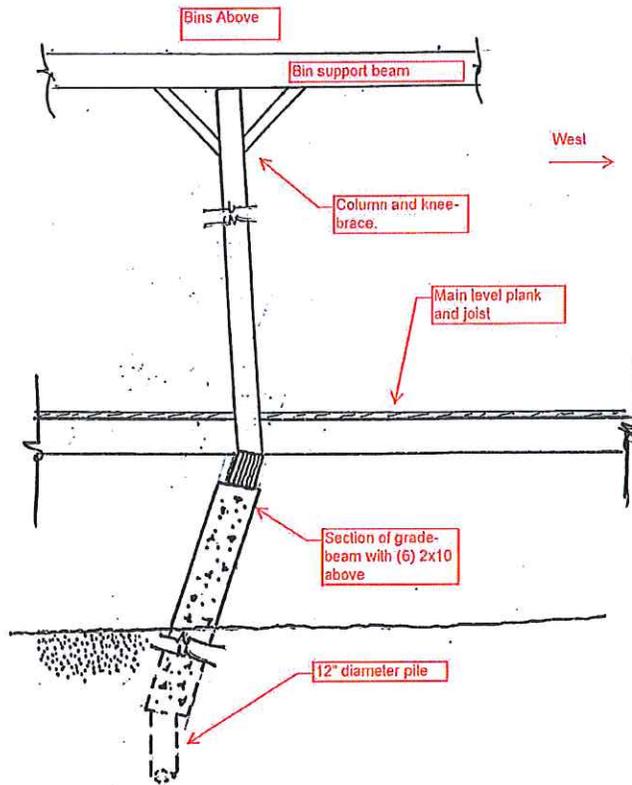


Diagram 3: Section of grade-beam

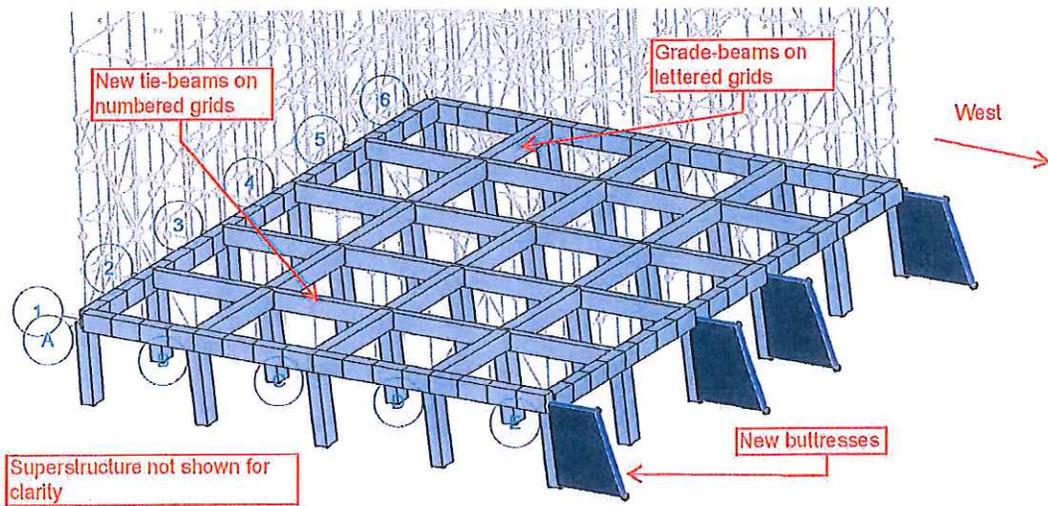


Diagram 4: Diagram of new grade beams and buttresses.

Appendix 3: Photographs



Photo 1: Main level column and beams



Photo 2: Foundation grade-beams & tension rod in the distance

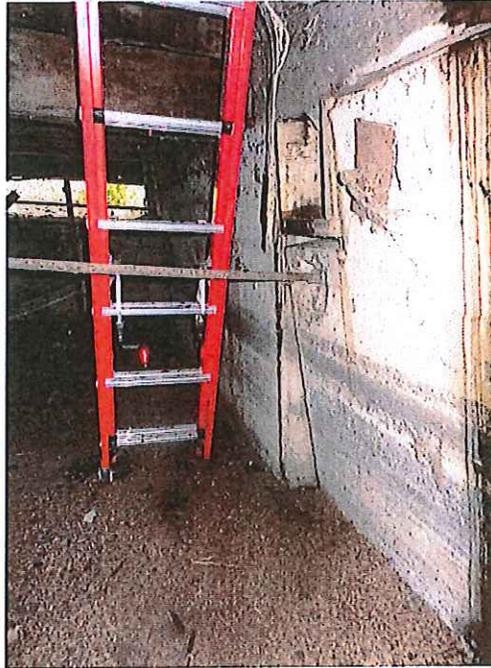


Photo 3: Broken grade-beam showing 16 degree and 5 degree rotation



Photo 4: Excavation at southwest corner of elevator



Photo 5: Excavation showing two wood piles



Photo 6: Close-up of wood pile

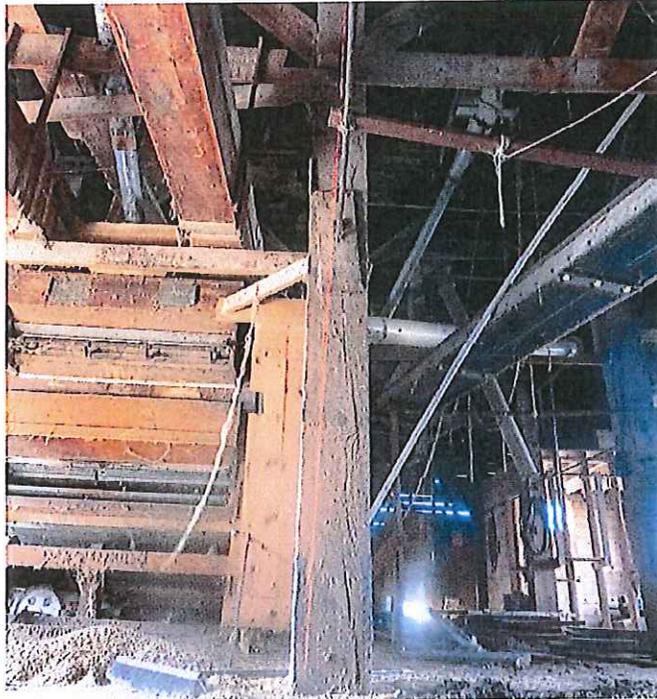


Photo 7: Interior column with laser-generated plumb-line showing westward deflection



Photo 8: Interior column showing southward deflection



Photo 10: Close-up of knee-brace at top of column

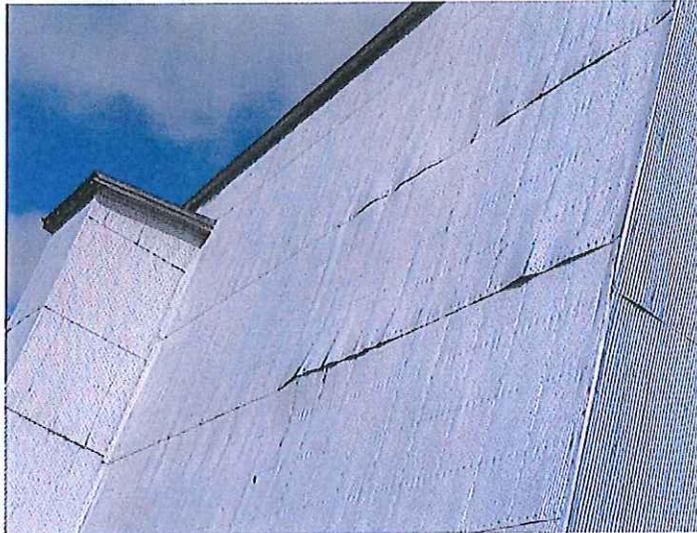


Photo 11: Corrugated steel cladding



330 East Kilbourn Avenue
Suite 565
Milwaukee, WI 53202
414.716.4400 O
262.490.2744 C
www.middleton-cc.com

CITY OF STURGEON BAY GRANARY ELEVATOR BUILDING STRUCTURAL ENHANCEMENTS

Sturgeon Bay, Wisconsin

Conceptual
February 19, 2014

Prepared For:
City of Sturgeon Bay
421 Michigan Street
Sturgeon Bay, WI, 54235

NOTES REGARDING PREPARATION OF ESTIMATE

This estimate was prepared based on the following documents provided by Meyer Borgman Johnson:

1. Structural Condition Assessment Report for the Granary Elevator Building Phase II - Foundation Evaluation dated December 12, 2013
2. Information regarding the project was also obtained via meetings, phone conversations, and email messages that clarified the project scope.

BIDDING PROCESS - MARKET CONDITIONS

This document is based on the measurement and pricing of quantities wherever information is provided and/or reasonable assumptions for other work not covered in the drawings or specifications, as stated within this document. Unit rates have been generated from current material/labor rates, historical production data, and discussions with relevant subcontractors and material suppliers. The unit rates reflect current bid costs in the area. All unit rates relevant to subcontractor work include the subcontractors overhead and profit unless otherwise stated.

Pricing reflects probable construction costs obtainable in the Sturgeon Bay, WI area on the bid date. This estimate is a determination of fair market value for the construction of this project. It is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the construction work for all subcontractors with a minimum of 3 bidders for all items of subcontracted work and a with a minimum of 3 bidders for a general contractor. Experience indicates that a fewer number of bidders may result in higher bids, conversely an increased number of bidders may result in more competitive bids.

Since Middleton Consulting has no control over the cost of labor, material, equipment, or over the contractor's method of determining prices, or over the competitive bidding or market conditions at the time of bid, this statement of probable construction cost is based on industry practice, professional experience and qualifications, and represents Middleton Consulting's best judgment as professional construction cost consultants familiar with the construction industry. However, Middleton Consulting cannot and does not guarantee that the proposals, bids, or the construction cost will not vary from opinions of probable cost prepared by them.

ASSUMED CONSTRUCTION PARAMETERS

The pricing is based on the following project parameters:

1. A construction start date of April 2015.
2. A construction period of 1-2 months.
3. The contract will be competitively bid to multiple contractors.
4. There are no phasing requirements.
5. The contractors will have full access to the site during normal working hours
6. Estimate includes pricing as of February 2014.
7. The estimates are for Recommendations 4 & 5, page 14, from the Structural Condition Assessment Report.

EXCLUSIONS

The following are excluded from the cost of this estimate:

1. Professional Design Fees
2. Testing Fees
3. Owner Contingencies/Scope Changes
4. Construction Contingency
5. Premium Time / Restrictions on Contractor Working Hours
6. Cost Escalation Beyond a Start Date of April 2015
7. Finance and Legal Charges
8. Environmental Abatement Costs
9. Contaminated Soil Removal
10. Temporary Facilities



**City Of Sturgeon Bay
Granary Elevator Building
Superstructure Lateral System
Recommendation #4**

Conceptual
02/19/2014

COST SUMMARY		BUILDING TOTAL
01000	GENERAL REQUIREMENTS	\$0
02000	EXISTING CONDITIONS	\$0
03000	CONCRETE	\$0
04000	MASONRY	\$0
05000	METALS	\$18,209
06000	WOODS, PLASTICS & COMPOSITES	\$0
07000	THERMAL & MOISTURE PROTECTION SYSTEM	\$0
08000	OPENINGS	\$0
09000	FINISHES	\$0
10000	SPECIALTIES	\$0
11000	EQUIPMENT	\$0
12000	FURNISHINGS	\$0
13000	SPECIAL CONSTRUCTION	\$0
14000	CONVEYING EQUIPMENT	\$0
21000	FIRE SUPPRESSION	\$0
22000	PLUMBING	\$0
23000	HEATING, VENTILATING & AIR CONDITIONING	\$0
26000	ELECTRICAL	\$0
27000	COMMUNICATIONS	\$0
28000	ELECTRONIC SAFETY AND SECURITY	\$0
31000	EARTHWORK	\$0
32000	EXTERIOR IMPROVEMENTS	\$0
33000	UTILITIES	\$0
SUBTOTAL		\$18,209
	ESCALATION - MID-POINT OF CONSTRUCTION	2.0% \$364
	GENERAL CONDITIONS/BOND/INSURANCE	20.0% \$3,715
	CONTRACTOR'S FEES	10.0% \$2,229
TOTAL ESTIMATED CONSTRUCTION COSTS		\$24,517

COST SUMMARY		BUILDING TOTAL
01000	GENERAL REQUIREMENTS	\$7,400
02000	EXISTING CONDITIONS	\$0
03000	CONCRETE	\$15,967
04000	MASONRY	\$0
05000	METALS	\$0
06000	WOODS, PLASTICS & COMPOSITES	\$2,821
07000	THERMAL & MOISTURE PROTECTION SYSTEM	\$0
08000	OPENINGS	\$0
09000	FINISHES	\$0
10000	SPECIALTIES	\$0
11000	EQUIPMENT	\$0
12000	FURNISHINGS	\$0
13000	SPECIAL CONSTRUCTION	\$0
14000	CONVEYING EQUIPMENT	\$0
21000	FIRE SUPPRESSION	\$0
22000	PLUMBING	\$0
23000	HEATING, VENTILATING & AIR CONDITIONING	\$0
26000	ELECTRICAL	\$0
27000	COMMUNICATIONS	\$0
28000	ELECTRONIC SAFETY AND SECURITY	\$0
31000	EARTHWORK	\$31,208
32000	EXTERIOR IMPROVEMENTS	\$0
33000	UTILITIES	\$0
SUBTOTAL		\$57,396
	ESCALATION - MID-POINT OF CONSTRUCTION	2.0% \$1,148
	GENERAL CONDITIONS/BOND/INSURANCE	20.0% \$11,709
	CONTRACTOR'S FEES	10.0% \$7,025
TOTAL ESTIMATED CONSTRUCTION COSTS		ADD \$77,278

DESCRIPTION	QTY	UM	UNIT COST	TOTAL COST
01 Recommendation 4				
05000 METALS				
05900 Miscellaneous Metals				
1.5" dia. rod w/ threaded ends	444	LNFT	17.04	7,568
8"x8" 3/8" plate w/ eye bolt & anchor bolts	48	EACH	41.69	2,001
Turnbuckles (labor w/ rods)	24	EACH	135.00	3,240
Clevis & pins (labor w/ rods)	48	EACH	50.00	2,400
Engineering / Shop drawings	1	EACH	3,000.00	3,000
Subtotal: Miscellaneous Metals				\$18,209
				SUBTOTAL: METALS \$18,209
TOTAL: Recommendation 4				\$18,209
02 Recommendation 5				
01000 GENERAL REQUIREMENTS				
01300 Temporary Facilities & Controls				
Remove grain	74	CUYD	100.00	7,400
Subtotal: Temporary Facilities & Controls				\$7,400
				SUBTOTAL: GENERAL REQUIREMENTS \$7,400
03000 CONCRETE				
03100 Concrete Formwork				
Formwork for buttresses	70	SQFT	14.22	995
Formwork for grade beams	800	SQFT	11.27	9,019
Subtotal: Concrete Formwork				\$10,014
03200 Concrete Reinforcement				
Reinforcement in buttresses, avg 250 lbs/cy	0	TONS	1,619.50	243
Reinforcement in grade beams	1	TONS	1,619.50	1,215
Subtotal: Concrete Reinforcement				\$1,458
03300 Cast in Place Concrete				
Concrete in buttresses, 4,000 psi	1	CUYD	173.17	208
Concrete in grade beams, 4,000 psi	15	CUYD	173.17	2,598
Concrete pumping	17	CUYD	99.41	1,690
Subtotal: Cast in Place Concrete				\$4,495
				SUBTOTAL: CONCRETE \$15,967
06000 WOODS, PLASTICS & COMPOSITES				
06100 Structural Wood				
Remove & reinstall wood plank decking	1	LSUM	2,820.75	2,821
Subtotal: Structural Wood				\$2,821
				SUBTOTAL: WOODS, PLASTICS & COMPOSITES \$2,821
31000 EARTHWORK				
31300 Foundation Excavation & Fill				
Excavate & backfill for buttresses	4	EACH	801.92	3,208
Subtotal: Foundation Excavation & Fill				\$3,208
31500 Special Foundations				



City of Sturgeon Bay
Granary Elevator Structural Remedies

Schematic Design Estimate
02/19/2014

DESCRIPTION	QTY	UM	UNIT COST	TOTAL COST
Helical piers @ buttresses	8	EACH	3,500.00	28,000
			Subtotal: Special Foundations	\$28,000
			SUBTOTAL: EARTHWORK	\$31,208
TOTAL: Recommendation 5				\$57,396

PROPOSAL

HENRY R. MAROHL INC.

General Contractor & Excavator
10848 W. Wisconsin Ave. • Wauwatosa, WI 53226
Phone (414) 774-1390 Fax (414) 774-0185



2/20/2014

To: Tom Middleton

Re: Granary Elevator Demolition
Sturgeon Bay, Wisconsin

From: John Loberg
Est. No: Misc.
Estimate for Demolition

We include:

- 1. Permit
2. Removal of the building and haul off site
3. Grade beam removal
4. Fill and grade site

***Note:

- 1. This proposal must be attached to all contracts
2. Not responsible for changes or revisions on or after the date of this bid
3. All prices on this proposal are based upon means and methods of Henry R. Marohl, Inc. request for changes in our methods will require a change in pricing of this work

We do not include: 1. Barricades 2. Bond costs 3. Hazardous material removal 4. Sawcutting 5. Shoring or bracing 6. Protection 7. Erosion control 8. Capping of utilities 9. Salvageing items for re-use by others 10. State D. N. R. notification / permit 11. Environmental testing or assessment 12. Sewer or water shut-off 13. Repairs due to access 14. Engineering survey of structure or site to be demolished

We hereby propose to furnish materials and labor- complete in accordance with above specifications, for the sum of:
Sixty Five Thousand Dollars ----- \$65,000.00

Note Attached Proposal Conditions

This proposal does not become a binding contract until both parties review the scope of work, agree on the conditions, and sign noting the review.

All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will become an extra charge over and above this estimate. All agreements contingent upon strikes, accidents, or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance.

Authorized Signature

Subject to prompt acceptance within ___ calendar days (30 if none stated), all conditions of bid proposal stated on pages 1-3 of this form, and approval of Customer's credit by Subcontractor which shall not be unreasonably withheld, we propose to furnish materials and labor as specified above at the prices stated above, and any requested extra work at the prices stated above. Acceptance of this bid proposal is expressly limited to the terms herein.