DETROIT RIVERFRONT CONSERVANCY

August 10, 2011

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The Honorable Carl Levin
United States Senate
269 Russell Senate Office Building
Washington, DC 20510-2202

Dear Senator Levin:

In response to your correspondence in which you asked that the Conservancy compare two strategies for constructing a riverwalk around the Riverfront Apartments, the Conservancy has analyzed the two approaches. One approach would locate the riverwalk adjacent to the existing seawall in front of the marina, the other approach would locate the riverwalk around the north side of the property. Based on the attached analysis, we are of the opinion that the best development approach to take is to pursue a riverwalk around the north side of the property.

Our analysis systematically weighed the impact of the five key considerations set forth below.

- Project Cost
- Operating Cost
- Time required to design and construct
- Safety
- Quality of riverwalk experience

The Conservancy's objective is to develop a riverwalk and associated amenities that connect the existing east riverwalk, at Joe Louis Arena, to the west riverfront in a way that is a beautiful, exciting, safe, accessible world-class gathering place for all. The north side approach supports this objective providing an opportunity for the existing riverwalk at Joe Louis Arena to connect to riverfront parcels further to the west, extending the riverfront experience past the apartments and ultimately to the Ambassador Bridge.

Once you have had a chance to review the materials, I would be happy to meet with you and answer any questions that you may have.

Sincerely,

Faye Alexander Nelson
President and CEO

cc: Cassandra Woods
Matt Cullen
David Page

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THE DETROIT Riverfront

DETROIT RIVERFRONT CONSERVANCY

Comparative Analysis

Comparison of Approaches for a Riverwalk
at Riverfront Apartments west of Joe Louis Arena

August 10, 2011

The notes below summarize a comparative analysis for two approaches for a pathway around the Riverfront Apartments. Both approaches provide an opportunity for the existing riverwalk at Joe Louis Area to connect to riverfront parcels further to the west and extend access to the riverfront experience past the apartments and ultimately to the Ambassador Bridge.

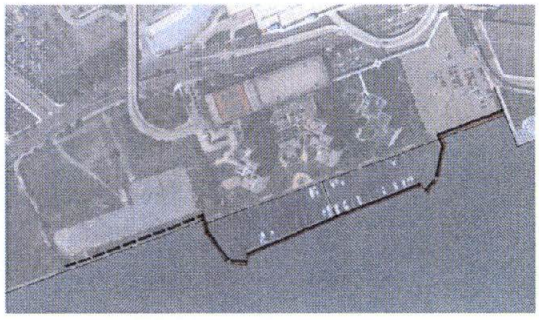
Our conclusion based on all the reasons that follow is to pursue a Riverwalk around the north side of the property – a landside pathway. Specifically, compared to a Riverwalk in the river adjacent to the marina seawall, the Riverwalk around the north side is anticipated to be:

- Less expensive to design, construct and operate
- Capable of being completed in a fraction of the time
- Involve less potential risks related to operating drawbridges

Riverwalk around the north side of the property

Project Cost	$ 2,400,000
Annual Operating Expenses	$ 75,000
Project Completion	2 years

Riverwalk on the riverside adjacent to the existing seawall in front of the Riverfront Marina



Project Cost	$ 7,600,000
Annual Operating Expense s	$ 200,000
Project Completion	4½ - 6 years

The Conservancy considered the following criteria to evaluate and compare each approach:

Clean and Safe..... can the proposed route be operated in a manner consistent with the standard of care of the existing riverfront?

Achievable..... is the proposed route allowable under the current governing rules and regulations?

Economical..... can the proposed route be designed, constructed and operated economically?

Quality of Experience..... would the proposed route be *"a beautiful, exciting, safe, accessible, world-class gathering place for all?"*

Clean and Safe:

The Conservancy is confident that either approach can be kept clean and safe in a manner consistent with the existing riverwalk.

Achievable:

Both approaches appear achievable, however a riverwalk on the riverside would take two-to-three-times as long to complete.

Based on conversations with the US Army Corps of Engineers a structured platform on the riverside adjacent to the existing seawall does not create a negative impact as long as the work stays as close to the shore/marina as possible. An Environmental Impact Statement (EIS) is not required; an Environmental Assessment (EA) may be required. The additional time required to complete an Environmental Assessment is included in the estimated schedule. (see Exhibit 5)

City Council site plan reviews of the Riverfront Apartments in 1981 and 1982 anticipated and outlined a landside pathway around the north side of the property.

Economical:

A Riverwalk around the north side of the property is significantly less expensive to design and construct than a Riverwalk around the riverside of the property. The anticipated cost estimates included in Exhibits 3, 4 and 5 are based on conceptual plans and historical information. There may be some variance from these estimates, however, the costs for the Riverwalk on the riverside are two-to-three times the approach around the north side of the property—it is doubtful that such a gap that would be closed with actual market pricing.

In addition, a Riverwalk around the north side of the property is also significantly less expensive to operate than a Riverwalk around the riverside of the property. (see Exhibit 3) The major economic driver causing the higher operating cost for the riverside approach is the annual operation and maintenance of two drawbridges, which is anticipated to be in excess of $100,000 annually. The drawbridges are assumed to be accessible for the riverwalkers and the harbor users 24/7 operation. A concern exists regarding a pedestrian becoming trapped between the two drawbridges if both bridges were to fail in the 'up' position.

Quality of Experience:

A Riverwalk on the riverside could present a bold and unique experience. One would be away from the land and literally surrounded by water for over a thousand feet. On the other hand the riverside approach of a structured platform is susceptible to interruption by drawbridges that may be annoying to those trying to jog or bike.

In contrast to the boldness of a Riverwalk on the riverside, a Riverwalk on the north side of the property would be comparable to the experience along Atwater near the Millliken State Park marina and the Globe Building. The Conservancy endeavors to be as close to the water as possible and to make the Detroit Riverfront experience continuous and of the highest quality, yet there are places along the Detroit River where it is not practical for the riverwalk to be touching the water --- and the Riverfront Apartments is one of those places.

Included in the attached exhibits are additional details that the Conservancy included in this analysis.

Exhibit 1	Riverwalk around the north side of property
Exhibit 2	Riverwalk on the riverside adjacent to existing seawall
Exhibit 3	Amenities, Improvements, Project Cost, Operating Costs, Implementation Schedule
Exhibit 4	Cost Estimate for Riverwalk around the north side of property
Exhibit 5	Cost Estimate and Schedule for Riverwalk on riverside (USACE)

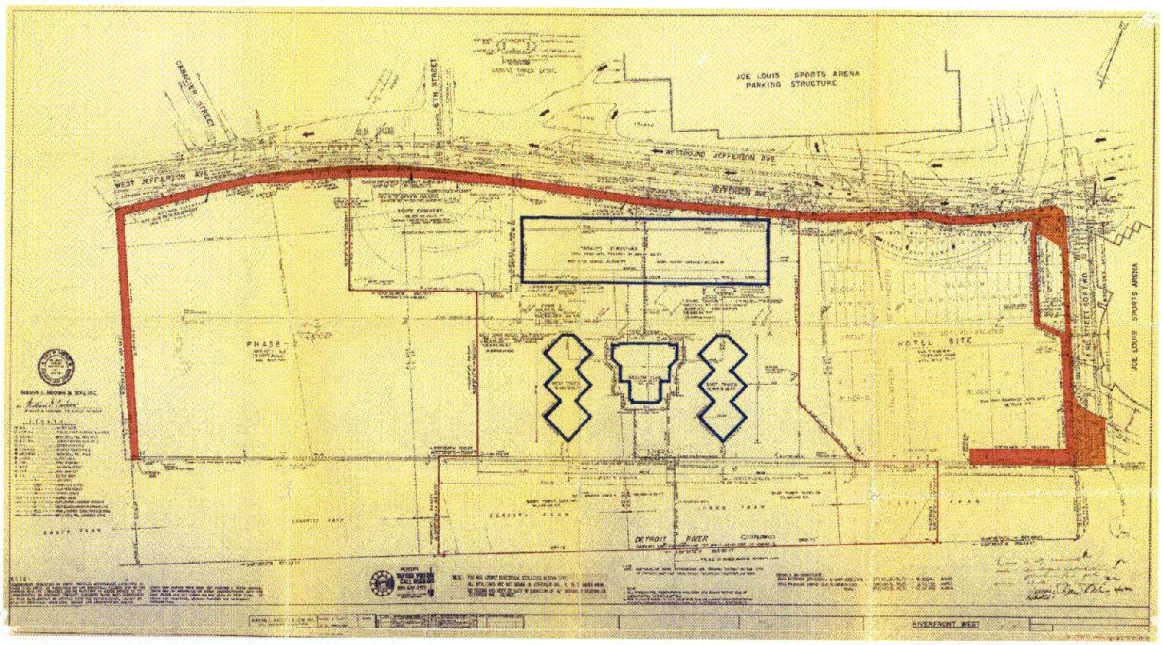
Riverwalk around the North side of property

Exhibit 1

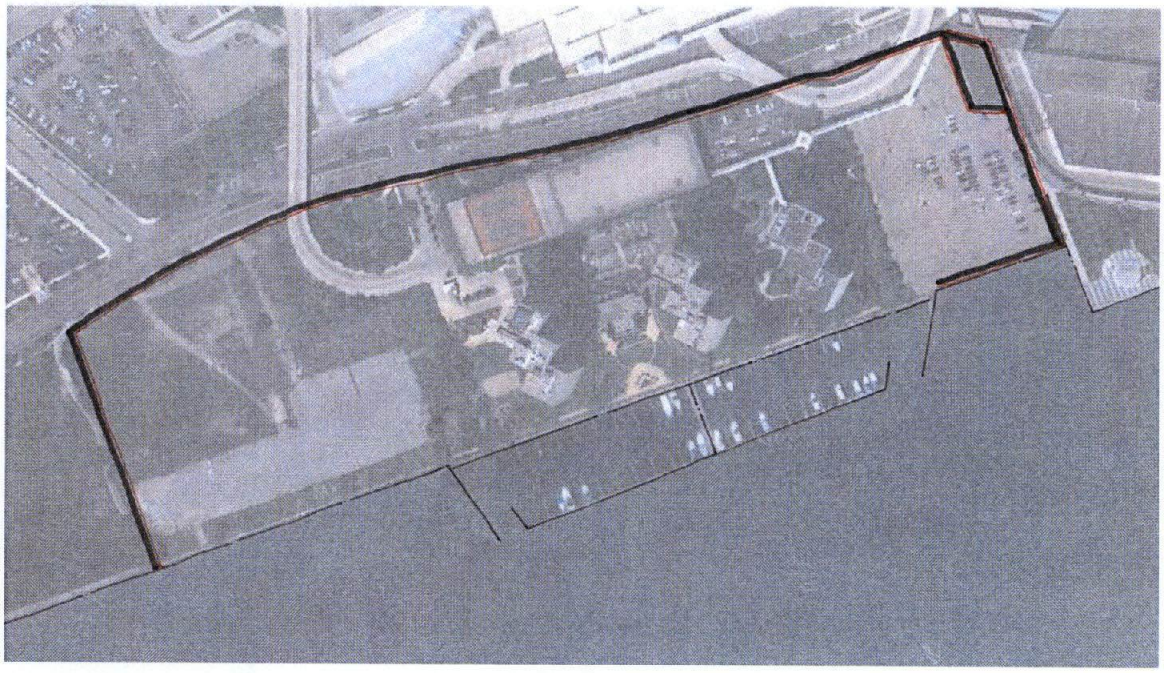
Based on the recorded City Council Resolutions in 1981 and 1982 a route for proposed Strategy B Riverwalk is defined around the north side of the property. (see plan below)

A Riverwalk around the north side of the property would:

- begin at the western end of the existing Civic Center riverwalk near Steve Yzerman Drive,
- proceed north around the People Mover Station,
- proceed west along the south side of West Jefferson Avenue past the Riverfront Apartments and the City owned parcel to the former Free Press Property,
- then proceed south to the Detroit River.



Site Plan review Document from City Council Action (1981 – 1982)

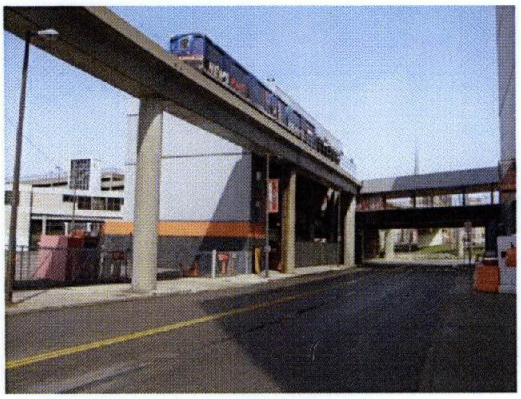


Conceptual Diagram of Riverwalk around the north side of property

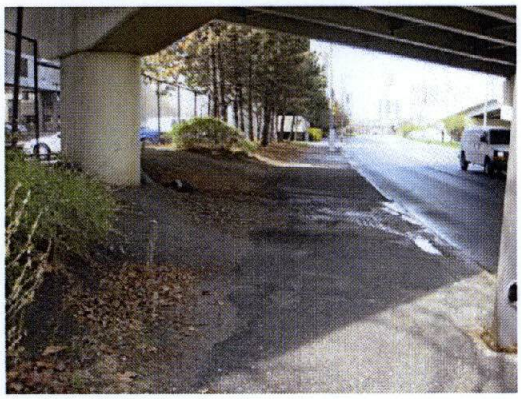
The site plan review comments note "... the City's desire to provide a separated pedestrian/bicycle pathway 22 feet in width along the east, north and west boundaries ...". The provision for the full width of the pathway is contingent on the developer (Riverfront Apartments) conveyance of property.

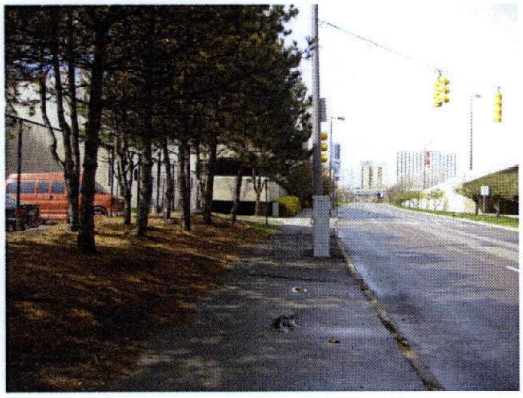
The current pathway around the People Mover station and along West Jefferson along the apartment parking structure would need to be improved to provide a pedestrian friendly environment equivalent to the current experience on Atwater Street east of the General Motors Renaissance Center.

(see photographs below for existing conditions)

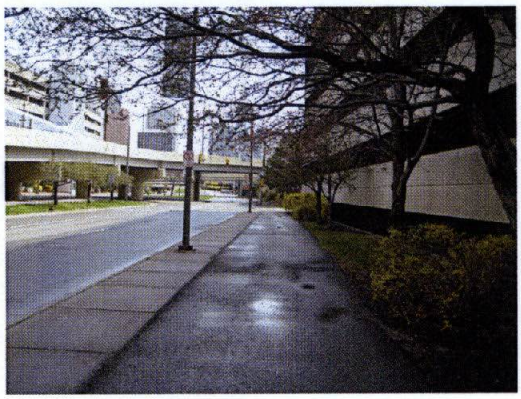


Existing sidewalk of PM Station





Existing Jefferson sidewalk east of parking deck



Existing Jefferson sidewalk at parking deck

Existing Jefferson sidewalk beyond apartments

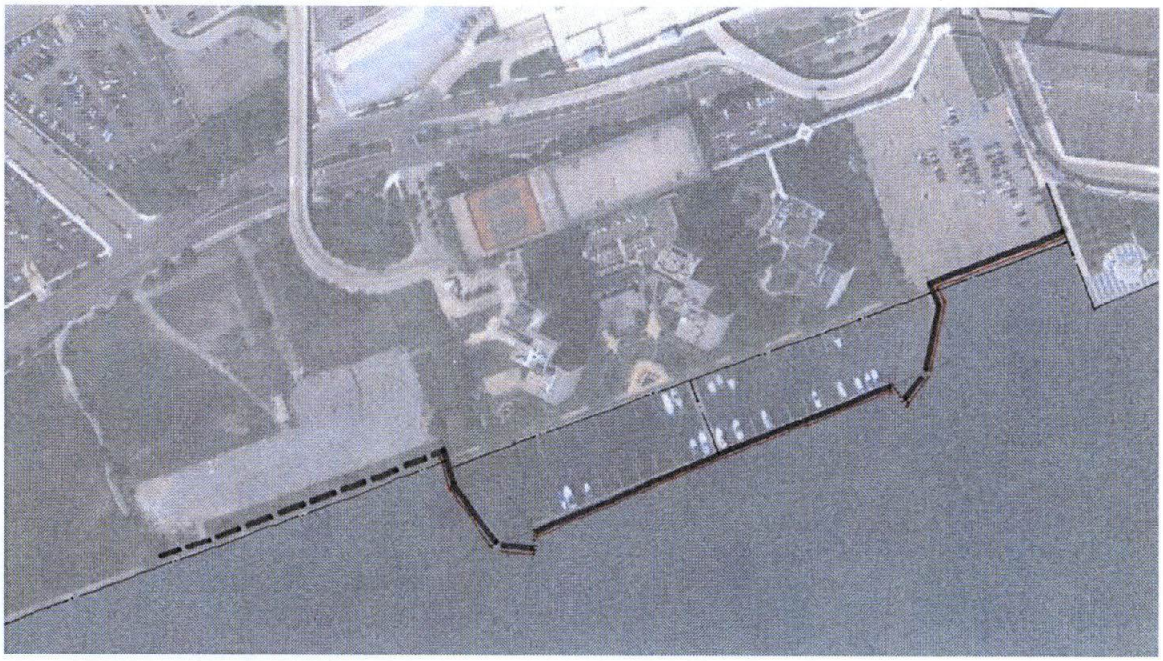
Riverwalk on the Riverside Adjacent to Existing Marina Seawall

Exhibit 2

The proposed Riverwalk on the riverside would:

- begin at the western end of the existing Civic Center riverwalk near Steve Yzerman Drive
- proceed west 200 feet along the river's edge in the existing parking lot,
- then turn south into the river on a structured platform,
- proceed over the river going west, adjacent to the seawall in front of the Riverfront Marina
- return to the land on the western side of the marina, and
- arrive on a parcel controlled by the City of Detroit west of the Riverfront Apartments.

The Riverwalk adjacent to the marina sea wall would be a 20 foot wide pile supported boardwalk comparable to the boardwalk constructed by the Conservancy near the Talon Center and Roberts Riverwalk Hotel (formerly Omni Hotel). The boardwalk construction would run for a length of 1,100 feet.



Conceptual Diagram of Riverwalk on Riverside

Existing parking lot east of Riverfront Apartments (looking west towards Ambassador Bridge)

To accommodate ADA compliant use of the boardwalk and to allow the passage of boats in-and-out of the marina two drawbridges are proposed, one at each entrance to the marina. For continuous operation, it is assumed that there would need to be one operator 24/7 to operate the drawbridges during the recreational boating season.

Alternatively, elevators and permanent high-bay overpass could be installed which would not require an operator to be present and would provide uninterrupted passage of the riverwalk.

A concern exists with the drawbridge approach. If both bridges were to fail in the 'up' position, pedestrian could be trapped between the two drawbridges.

The study generated by the USACE focused on a riverwalk for the east-to-west length of the Riverfront Apartment property plus parking lot to the east. For purposes of this comparison, the riverside approach is assumed to extend further west and connect to 1801 West Jefferson (former Detroit Free Press property). The extension west is 590 feet in length and is on land currently controlled by the City of Detroit.

Entrance to boardwalk near Talon Center

Photograph of potential drawbridge (example only)

Amenities
Improvements
Project Costs
Operating Costs
Implementation Schedule

Exhibit 3

Amenities & Improvements

Riverside of Seawall Amenities & Improvements[1]	**Around North Side of Property Amenities & Improvements**[2]
• patterned concrete and pavers • lighting • security cameras • signage/wayfinding • benches seating • 20 foot width • fishing outlooks • stainless steel handrail	• patterned concrete and pavers • lighting • security cameras • signage/wayfinding • benches seating • 7 – 22 foot width

[1] Based on information received from US Army corps of Engineers– Exhibit 5
[2] Based on historical experience of Detroit RiverFront Conservancy

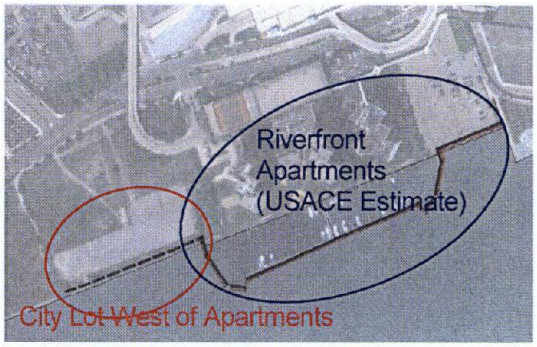
Estimated Project Cost

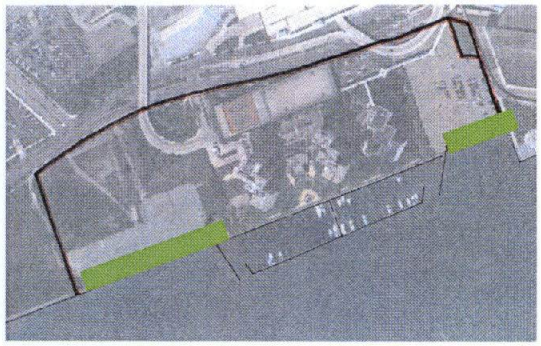
Riverside of Seawall
Estimated Project Costs[3]

Riverfront Apartments	
Construction Cost	$ 5,700,000
Non-construction Cost	1,300,000
Subtotal Project Cost	$ 7,000,000
City Lot West of Apartments	
Construction Cost	$ 500,000
Non-construction Cost	100,000
Subtotal Project Cost	$ 600,000
Total Project Cost	$ 7,600,000

Around North Side of Property
Estimated Project Costs[4]

Riverfront Apartments	
Construction Cost	$ 1,200,000
Non-construction Cost	300,000
Subtotal Project Cost	$ 1,500,000
City Lot West of Apartments	
Construction Cost	$ 700,000
Non-construction Cost	200,000
Subtotal Project Cost	$ 900,000
Total Project Cost	$ 2,400,000





Potential "Pocket Park"
(not included in Cost Estimates)

[3] Based on information received from US Army corps of Engineers– Exhibit 5
[4] Based on historical experience of Detroit RiverFront Conservancy

Estimated Annual Operating Costs

Riverside of Seawall	
Estimated Annual Operating Costs[5]	
Security	$ 29,000
Landscape	---
Snow Removal	9,000
Trash Removal	28,000
Drawbridge Operation	85,000
Drawbridge Maintenance	50,000
Total Operating Cost	$ 201,000
rounded to ...	*$200,000*

Around North Side of Property	
Estimated Annual Operating Cost[6]	
Security	$ 33,000
Landscape	---
Snow Removal	10,000
Trash Removal	32,000
Total Operating Cost	$75,000
rounded to ...	*$75,000*

[5] Based on historical experience of Detroit RiverFront Conservancy
[6] Based on historical experience of Detroit RiverFront Conservancy

Expected Comparison of Implementation Schedule

Riverside of Seawall
Expected Implementation Schedule[7]

Corps – Feasibility Study	30 months
Design & Permits/Real Estate	12 - 30 months
Construction	12 months
Total Project Schedule	54 - 72 months

Expected - 4½ to 6 years

(includes time for anticipated comments from the community regarding a boardwalk around the marina at Riverfront Apartments)

Around North Side of Property
Expected Implementation Schedule[8]

Design & Permits	9 months
Construction	12 months
Total Project Schedule	21 months

Expected Schedule - 2 years

[7] Based on information received from US Army corps of Engineers – Exhibit 5
[8] Based on historical experience of Detroit RiverFront Conservancy

Cost Estimate for Riverwalk around the North side of property

Exhibit 4

Detroit RiverFront Conservancy: West Riverwalk

Confidential Draft

Parcel: A **Riverfront Apartments**

Construction Estimate Source: Historic Data

JOB COST CODE MASTER

Estimate Date

Bid Date

Period of Escaltion 0.00

Annual Escalation 2.5%

Cost Code	Description	%	(white)	Subtotal (yellow)	Total (blue)
30000	SITE COSTS				12,231
30105	Land Acquisition Costs				
30205	Off-Site Costs				
30505	Land Acqstn - Due Dil/Site Reports	1% of Construction		12,231	
30540	Civil Engineering (Seawall)				
30550	Geotechnical Consultant				
30555	Survey Engineering				
30605	Land - Rent During Construction				
30805	Legal - Site Costs				
31000	ARCHITECTURAL & ENGINEERING				147,122
31105	Architecture	6% of Construction		73,389	
31205	City Engineering/CE&I/EDC	5% of Project Cost		73,733	
31305	Specialty Consultants				
31405	Reimbursables				
32000	CONSTRUCTION COSTS				1,223,150
32001	Site Work			1,223,150	
	Subtotal, Construction Cost		933,702		
	General Conditions, OH&P	14%	130,718		
	Estimating Contingency	12%	112,044		
	Construction Contingency	5%	46,685		
	Escalation		-		
32100	Parking - Surface				
32150	Parking - Below Grade				
32340	Parking - Above Grade				
32560	Base Building				
32900	Bldg Finish Separate Costs (Non-GC)				
32910	Building Standard Cost (Non-GC)				
32920	Specialty Construction (Non GC)				
33000	TENANT IMPROVEMENTS				-
34000	TAXES /INSUR/PERMITS/OTHER				-
34105	Taxes				
34205	Insurance/Bonds/Deposits				
34305	Permits				
35000	FINANCING				-
36000	SALES/LEASING COSTS				-
37000	PUBLIC RELATIONS & MARKETING				-
38000	GENERAL AND ADMINISTRATIVE				103,809
38105	Project Office Costs				
38305	Project Management - General & Admin			103,809	
38310	Project Administration	5%	72,841		
38370	Project Mgmt-Sup. Serv. (HILP)				
38398	Project Mgmt-Other	2%	30,968		
38805	Operational/Property Management				
38905	Contra				
39000	CONTINGENCIES/OTHER				74,316
39105	Contingencies	5%		74,316	
39205	Deficit Funding				
40000	OTHER				-
50000	OPERATION / INCOME/(LOSS)				-
	TOTAL PROJECT COSTS FOR PARCEL				**1,560,628**

		Rounded
CONSTRUCTION COST	**1,223,150**	*1,200,000*
NON-CONSTRUCTION COST	**337,478**	*300,000*
TOTAL PROJECT COSTS FOR PARCEL	**1,560,628**	*1,500,000*

Detroit RiverFront Conservancy: West Riverwalk

Confidential Draft

Parcel: B City Lot west of River. Apt.
Construction Estimate Source: Historic Data
JOB COST CODE MASTER

Estimate Date
Bid Date
Period of Escaltion 0.00

Annual Escalation 2.5%

Cost Code	Description	%	(white)	Subtotal (yellow)	Total (blue)
30000	SITE COSTS				7,133
30105	Land Acquisition Costs				
30205	Off-Site Costs				
30505	Land Acqstn - Due Dil/Site Reports	1% of Construction		7,133	
30540	Civil Engineering (Seawall)				
30550	Geotechnical Consultant				
30555	Survey Engineering				
30605	Land - Rent During Construction				
30805	Legal - Site Costs				
31000	ARCHITECTURAL & ENGINEERING				85,798
31105	Architecture	6% of Construction		42,799	
31205	City Engineering/CE&I/EDC	5% of Project Cost		43,000	
31305	Specialty Consultants				
31405	Reimbursables				
32000	CONSTRUCTION COSTS				713,315
32001	Site Work			713,315	
	Subtotal, Construction Cost		544,515		
	General Conditions, OH&P	14%	76,232		
	Estimating Contingency	12%	65,342		
	Construction Contingency	5%	27,226		
	Escalation		-		
32100	Parking - Surface				
32150	Parking - Below Grade				
32340	Parking - Above Grade				
32560	Base Building				
32900	Bldg Finish Separate Costs (Non-GC)				
32910	Building Standard Cost (Non-GC)				
32920	Specialty Construction (Non GC)				
33000	TENANT IMPROVEMENTS				-
34000	TAXES /INSUR/PERMITS/OTHER				-
34105	Taxes				
34205	Insurance/Bonds/Deposits				
34305	Permits				
35000	FINANCING				-
36000	SALES/LEASING COSTS				-
37000	PUBLIC RELATIONS & MARKETING				-
38000	GENERAL AND ADMINISTRATIVE				60,539
38105	Project Office Costs				
38305	Project Management - General & Admin			60,539	
38310	Project Administration	5%	42,479		
38370	Project Mgmt-Sup. Serv. (HILP)				
38398	Project Mgmt-Other	2%	18,060		
38805	Operational/Property Management				
38905	Contra				
39000	CONTINGENCIES/OTHER				43,339
39105	Contingencies	5%		43,339	
39205	Deficit Funding				
40000	OTHER				-
50000	OPERATION / INCOME/(LOSS)				-
	TOTAL PROJECT COSTS FOR PARCEL				**910,125**

		Rounded
CONSTRUCTION COST	**713,315**	*700,000*
NON-CONSTRUCTION COST	**196,810**	*200,000*
TOTAL PROJECT COSTS FOR PARCEL	**910,125**	*900,000*

Cost History & Pricing Database

Confidential Draft

Elements:	Unit	Unit Cost	Notes	Base Case Property Section: A Riverfront Apartment 1,848 LF Quantity	Cost	Notes	Optional Additional Amenities Quantity	Cost	Notes
I. *Environmental Remediation (NOT INCLUDED IN COST ESTIMATE)*									
Removal of Contaminated Materials									
Encapasulate									
II. Site Preparation									
Demolition	LS								
Earthwork	LS								
Seawall									
Sea Wall Repair	LF	$ 400.00							
Sea Wall Replacement	LF	$ 750.00							
Concrete Cap (2'x3.5')	LF	$ 300.00							
Soil Erosion	LS								
Soil Stabilization (seeding)	LS								
III. Site Hardscape									
Parking Lot / Drive	Car	$ 2,500.00							
Pedestrian Path (shared path)	SF	$ 14.25	22 FT	1,848	$ 579,348				
Bicycle Path	SF	$ 6.50							
Boardwalk (Pedestrian & Bicycle Path)									
Railing of Pathway	LF	$ 390.00							
Fence									
Site Furnishings	LF	$ 32.00	UNIROY	462	$ 14,784				
Alum 3 Seat Bench, 6" cpnc. Base									
Bike Racks of 10, incl. 6" conc. base									
Trash Receptacles, 6" conc. base									
Recycle can, 6" conc. Base									
Site Structures									
Pavilion	LS	$ 3,500,000.00							
Pavilion FF&E	LS	$ 50,000.00							
Fountains (separate from Pavilion)	LS	$ 500,000.00							
Signage	LF	$ 20.00	UNIROY	1,848	$ 36,960				
IV. Site Softscape									
Topsoil									
4"-8" Topsoil (Average 6")	CY	$ 25.00							
12" Soil security Cap	CY	$ 50.00							
Lawns and Grasses	SF	$ 2.00							
Exterior Plants	LF	$ 82.00							
Irrigation Systems	SF								
Irrigation System	SF	$ 1.25							
Water Tap / Controler	EA	$ 3,000.00							
V. Site Utilities									
Water Distribution	LS								
Storm Drainage	LS								
Sanitary Sewer Distribution	LS								
Lighting System	LF	$ 75.00	UNIROY	462	$ 34,650				
Security System	LF	$ 145.00	UNIROY	1,848	$ 267,960				
Other Systems	LS								
VI Optional Large Scale Amenities									
Sports Fields	EA	$ 15,000.00							
Playgrounds (Universally Accessible)	EA	$ 500,000.00							
Special Use Gardens	LS	TBD							
Amphitheatre	LS	TBD							
Boat Docking Areas	LS	TBD							
Property Section: A Riverfront Apartment									
Total Construction Costs					$ 933,702			$ -	

Cost History & Pricing Database

Confidential Draft

Elements:	Unit	Unit Cost	Notes	Base Case Property Section: B 930 LF City Lot west - River. Apt. 0 Acre Quantity	Cost	Notes	Optional Additional Amenities Quantity	Cost	Notes
I. *Environmental Remediation (**NOT** INCLUDED IN COST ESTIMATE)*									
Removal of Contaminated Materials									
Encapasulate									
II. Site Preparation									
Demolition	LS								
Earthwork	LS								
Seawall									
Sea Wall Repair	LF	$ 400.00							
Sea Wall Replacement	LF	$ 750.00							
Concrete Cap (2'x3.5')	LF	$ 300.00							
Soil Erosion	LS								
Soil Stabilization (seeding)	LS								
III. Site Hardscape									
Parking Lot / Drive	Car	$ 2,500.00							
Pedestrian Path	SF	$ 14.25	22 FT	930	$ 291,555				
Bicycle Path	SF	$ 6.50							
Boardwalk (Pedestrian & Bicycle Path)									
Railing of Pathway	LF	$ 390.00							
Fence									
Site Furnishings	LF	$ 32.00	UNIROY	930	$ 29,760				
Alum 3 Seat Bench, 6" cpnc. Base									
Bike Racks of 10, incl. 6" conc. base									
Trash Receptacles, 6" conc. base									
Recycle can, 6" conc. Base									
Site Structures									
Pavilion	LS	$ 3,500,000.00							
Pavilion FF&E	LS	$ 50,000.00							
Fountains (separate from Pavilion)	LS	$ 500,000.00							
Signage	LF	$ 20.00	UNIROY	930	$ 18,600				
IV. Site Softscape									
Topsoil									
4"-8" Topsoil (Average 6")	CY	$ 25.00							
12" Soil security Cap	CY	$ 50.00							
Lawns and Grasses	SF	$ 2.00							
Exterior Plants	LF	$ 62.00							
Irrigation Systems	SF								
Irrigation System	SF	$ 1.25							
Water Tap / Controler	EA	$ 3,000.00							
V. Site Utilities									
Water Distribution	LS								
Storm Drainage	LS								
Sanitary Sewer Distribution	LS								
Lighting System	LF	$ 75.00	UNIROY	930	$ 69,750				
Security System	LF	$ 145.00	UNIROY	930	$ 134,850				
Other Systems	LS								
VI Optional Large Scale Amenities									
Sports Fields	EA	$ 15,000.00							
Playgrounds (Universally Accessible)	EA	$ 500,000.00							
Special Use Gardens	LS	TBD							
Amphitheatre	LS	TBD							
Boat Docking Areas	LS	TBD							
Property Section: B City Lot west - River. Apt.									
Total Construction Costs					$ 544,515			$ -	

DETROIT RIVERFRONT CONSERVANCY

Confidential Memorandum
(Not for Distribution)

FOR FULL EXPLANATION OF COST ESTIMATING METHODOLGY SEE THIS ORIGINAL MEMOANDUM

To: William Smith
Tom McNulty

From: John Cox

Re: Process Used in the Concept Estimate of Construction Work and Project Costs

Date: August 5, 2008

Revised March 11, 2009 per discussion in summer of 2008 with Conservancy Leadership.

Voided copy of August 5 draft attached for reference.

The notes below outline the process for developing the Conceptual Estimates for the completion of East Riverwalk projects. The process began in August of 2007 when the question was asked *"What would it take to complete the East Riverwalk projects by the end of 2009?"*

The process used is best described as a bottom up: start with as detailed scope of work as available then build up from unit costs of construction to overall construction costs to project costs.

Primary Estimating Team

Leonard Marszalek	Detroit Riverfront Conservancy	scope and quality of design
John Cox	Hines	coordination and budget process
Bob Newton	Hines	construction estimating process
Brian Charlton	JJR	concept design of incomplete parcels
Ben Swift	PMA	historic perspective as CM
Steve Kirk	Kirk Associates	cost estimator

Scope of Work

The scope of work provided to the cost estimator was based on:

- Conceptual drawings naming and numbering each parcel sequentially from west-to-east (Attachment E)
- Parcel-by-parcel amenity matrix (Attachment C)
- Work Sessions – JJR and PMA shared with Kirk Associates their historic experience and understanding of the proposed design for the incomplete parcels on the east riverwalk. This included the pricing of specific elements, such as, hand railings, lighting, paving, pavilions and general contractor general conditions/fee.
- Work Sessions – DRFC reviewed and modified the proposed scope.

600 Renaissance Center, Suite 1720 | Detroit, MI 48243-1802 | office 313.566.8200 | fax 313.567.3457 | www.detroitriverfront.org

Cost Estimate and Schedule for Riverwalk on Riverside

Exhibit 5

DETROIT RIVERWALK , AROUND MARINA, MI

Preliminary Reconnaissance Level Estimate

2/24/2011

Item No.	Feature/Description	Quantity	U of M	Unit Price	Cost
	CONSTRUCTION COST				
1.0	Mobilization & Demobilization	1.0	LS	$200,000.00	$ 200,000.00
2.0	Pile Supported Boardwalk Around Marina	1,100.0	LF	$3,000.00	$ 3,300,000.00
3.0	Walkway Through Parking Lot	200.0	LF	$330.00	$ 66,000.00
4.0	Pavers	200.0	LF	$330.00	$ 66,000.00
5.0	Bridges	2.0	EA	$500,000.00	$ 1,000,000.00
6.0	Stainless Steel Rail	1,100.0	LF	$250.00	$ 275,000.00
	SUB TOTAL				$ 4,907,000.00
	CONTINGENCY (15%)				$ 736,050.00
	CONSTRUCTION COST				**$ 5,643,050.00**
	NON CONSTRUCTION COST				
30	PLANNING, ENGINEERING & DESIGN				
	Feasibility Phase				$ 500,000.00
6.0%	Engineering & Design				$ 338,580.00
	Engineering Tech Review ATR & VE				$ 25,000.00
	Contracting				$ 10,000.00
31	CONSTRUCTION MANAGEMENT				
6.5%	Construction Management				$ 366,800.00
0.5%	Engineering During Construction				$ 28,220.00
	TOTAL NON CONSTRUCTION COST				**$ 1,268,600.00**
	TOTAL PROJECT COST				**$ 6,911,650.00**

SUBMITTED BY :

SHEETAL MALHOTRA for
Civil Engineer

25 FEB 11
DATE

REVIEWED BY :

For **JULIE UDELL**
Civil Engineer

25 FEB 11
DATE

APPROVED BY :

WILLIAM D. MERTE, P.E.
Chief, Cost & General Engineering Branch

25 Feb 11
DATE

Woods, Cassandra (Levin)

From: Woods, Cassandra (Levin)
Sent: Wednesday, March 09, 2011 5:40 PM
To: Yates, Alice (Levin)
Subject: FW: February 14 Meeting (UNCLASSIFIED)
Attachments: DetroitriverfrontboardwalkCWE.PDF

Alice, did I share this piece with you previously? I thought I did, but wasn't sure.

-----Original Message-----
From: O'Keefe, Gary A LRE [mailto:Gary.A.O'Keefe@usace.army.mil]
Sent: Friday, February 25, 2011 2:20 PM
To: Woods, Cassandra (Levin)
Cc: Thieme, Scott J LRE; Powell, Paul A LRE
Subject: RE: February 14 Meeting (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Cassandra,

This is in follow-up to our meeting on 14 February.

We have discussed the proposed extension of the Riverwalk with our Regulatory staff, and they do not see anything that would have a negative impact as long as the work stays as close to shore/marina as possible.

We have also worked with our Engineering and Construction Office to develop a preliminary cost estimate for the project, study through construction. A preliminary number for the subject estimate is $7,000,000, copy attached. For design to allow access to the marina and to support ADA requirements, we are assuming the structure would be a drawbridge of some type. Drawbridge estimates are just based upon our best judgment at this time. The boardwalk construction estimate is based upon discussions with Wade Trim when they were working on a portion of the East walkway near the Talon Center with a similar design.

Please let me know if you have any further questions.

Gary A. O'Keefe
Deputy District Engineer for
Project Management
Detroit District
U.S. Army Corps of Engineers
Gary.A.O'Keefe@usace.army.mil
(313) 226-7762

-----Original Message-----
From: Woods, Cassandra (Levin) [mailto:Cassandra_Woods@levin.senate.gov]
Sent: Monday, February 07, 2011 4:05 PM
To: O'Keefe, Gary A LRE
Subject: RE: February 14 Meeting (UNCLASSIFIED)

What's your title Gary? And can I advise the Senator that while there was a Masterplan study in the works a few years back, looking at the Detroit river seawall, there is nothing specific to this site in that study?

Thanks again.

Cassandra

Cox, John

From: Cox, John
Sent: Wednesday, June 22, 2011 10:35 AM
To: Powell, Paul A LRE
Cc: 'Merte, William D LRE'
Subject: RE: Detroit Riverwalk - estimated schedule (UNCLASSIFIED)

Paul,

Thank you for your help last week in our telephone conversation.

Summarizing our conversation last Friday (6/17), on behalf of the Detroit RiverFront Conservancy's I stated that it is anticipated that there may be comments from the community regarding a boardwalk around the marina at Riverfront Apartments. Additionally I requested confirmation of the USACE initial conceptual schedule below, and the schedule's inclusion of time for community comment.

Based on discussions with your team, you noted that the USACE Environmental Department believes a boardwalk around the marina would only require an Environmental Assessment (EA), and would not require an Environmental Impact statement (EIS); that the 30 months noted for the 'Corps - Feasibility Study' includes sufficient time for an EA; and that the EA would include coordination letters sent to the public for comment and public review. Comments from the community would be included in EA report.

Additionally, you noted that if real estate issues arose related to adjacent properties a longer period of time might be required for the 'Design & permits/real estate', resulting in a revised schedule of:

Corps - Feasibility Study	30 months
Design & permits/real estate	12-30 months
Construction	12 months
Total	54-72 months

Paul, please let me know if the notes above do not accurately reflect a reasonable schedule for the project. Many thanks.

John Cox
Hines
400 Renaissance Center | Suite 2500 | Detroit, MI 48243
Office: 313.568.5638 | Fax: 313.568.5661
Email: john.cox@hines.com

-----Original Message-----
From: Merte, William D LRE [mailto:William.D.Merte@usace.army.mil]
Sent: Friday, April 29, 2011 2:37 PM
To: Cox, John
Cc: Powell, Paul A LRE; Merte, William D LRE
Subject: Detroit Riverwalk - estimated schedule (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

John,

As we discussed, the following schedule is provided.

Corps - Feasibility Study	30 months
Design & permits/real estate	9 months
Construction	12 months
Total	51 months

William D. Merte, P.E.
Ch, Cost & General Engineering Branch
work 313-226-2433
cell 248-401-4821

Classification: UNCLASSIFIED
Caveats: NONE