

Re-Imagining Providence City Center

30% Design Report

June 18th, 2021

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Historical Background

Historical Background

The Unified Vision for Downtown Public Space provides the city with an opportunity to create a network of public space in Providence's downtown core that is dynamic, lively, and above all, *accessible and welcoming* for the diverse communities who live and work in, or visit this space. As this vision clarifies, it is essential to look back at the planning history of this space to understand the ways in which it has been used strategically over time to expand the dominance of certain groups within the city, from its founding through the present. Recognizing and acknowledging this history is a necessary first step as we formulate a new vision for the future.

When the first English settlers arrived from Salem, Massachusetts with Roger Williams in 1636, their first order of business was to divide the land that Williams purchased from two Narragansett sachems— Canonicus and Miantinomi—into thirteen housing plots east of the Moshassuck River. In what would be the first “plan” for what is now the Kennedy Plaza area, the settlers divided the marshland and meadow west of the Moshassuck, extracting timber and other natural resources to support the construction and expansion of their farms. As these first settlers built walls to mark their property and enclose their livestock, they transformed an open landscape into a grid of privately held lots. What had been collectively held—stewarded, not owned—became a commodity that could be divided up

and passed down within nuclear families, its value now tied to the resources that could be extracted from it. The settlement of the land on which Kennedy Plaza now sits was an early harbinger of the total transformation of the continent that would take place over the two hundred plus years to follow as land was transferred from Indigenous communities to settlers, speculators, and local and federal governments. Platted, it could be bought, sold and taxed.

Until about 1800, the site saw little change. Then, around the turn of the century, the city became a center of maritime trade and then manufacturing, a period of growth that would not end until the 1940s. In the early part of the 18th century, the Weybosset Bridge was destroyed and rebuilt several times; it served the settlers who needed to get across to their lands, and those bringing back produce to sell in Market Square, or droves of livestock that farmers were bringing back to slaughter. By the end of the century, the bridge was sturdy enough to handle horses and wagons, and roads on the west side of the river started to develop. Over this century, the enslavement of Africans and Native Americans was codified by laws enacted every few years that curtailed their freedoms, and slavery came to take on a more central role in the local economy and social life.

Historical Background

Over the 19th century, the nearby Great Salt Cove was gradually reshaped. According to Angela DiVeglia:

Providence's City Council granted railroad companies the use of a depot site on fill alongside the Cove, on the condition that they would pay to build a public park around the rest of the Cove. The companies complied, creating an elliptical cove nearly a mile around and surrounded by walkways and shade trees, with the rail depot to the southeast and the State Prison on the northwestern shore. The Cove park provided an important green space in downtown. In 1886, the Public Park Association referred to the Cove lands as "a ventilator of the city and a resort for the people," whose "cooling influence is very great." While indeed a source of shade and cool breezes, the cove was heavily polluted with waste from mills and slaughterhouses upstream. As Providence didn't have a sewage treatment system until the 20th century, the rivers served as sewers, with human waste accumulating in the Cove and creating very unpleasant odors at low tide. (As one writer colorfully put it, the Cove was "made the receptacle of the excreta of a large part of the city.") By 1881, the Cove had been essentially cut off to foot traffic from most of downtown

by busy railroad tracks, making it a much less desirable destination for casual strollers, and had become a congregating spot for "disreputable persons." A long and tumultuous debate about whether to fill the Cove and cover it over with railroad tracks ended when the city sold the Cove Basin, cove lands, and promenade to the railroads. It was filled in 1891 and 1892, with tracks built on the extensive fill. This portion of downtown remained dry land until the Providence Renaissance of the late 1990s; the circular tidal basin at Waterplace Park was created more than a hundred years after the original was filled, an homage to Providence's Great Salt Cove.

Angela DiVeglia, "The Providence Cove," *Rhode Tour*, accessed online, June 16, 2021: <https://rhodetour.org/items/show/351>.

Historical Background

During this period, the land on this site changed radically as well. Development started to spread from Main Street westward over the rivers, and a horse-carriage company began to operate in this space by around 1800. Kennedy Plaza began to take the shape it has today when Exchange Place was built in 1848; an indicator of the site's new centrality was that City Hall moved from Market Square to its current building in 1878. During the 19th century, monuments were added to this space in a piecemeal fashion: the Soldiers and Sailors Monument was added in 1871, the monument to Ambrose Burnside was added in 1887, and the Bajnotti Fountain was constructed in 1899. With the burning of the Union Depot in 1896, Union Station was constructed, Burnside Park was landscaped, and the site began to take on its modern shape. Looking at maps of the site over the 19th century, one key element stands out, which is the way in which, from the very beginning, it has been shaped by transportation lines that radiate out from this point: first wagon paths for commercial businesses that offered service to Connecticut and Massachusetts, then railroad lines and streetcars, and finally, automobiles and buses.

By the 1910s, Kennedy Plaza was the amorphous space we know today, with recreational and commercial space coexisting uneasily with a transportation hub, an uneasy balance between people and vehicles that has continued into the present.

Significant changes to the site in the 20th century include the construction of the Biltmore Hotel (1920), the Fleet Bank/Industrial Trust Building (1926), the John O. Pastore Federal Building (1938), and the Providence River Relocation and Riverwalk construction (1984-96).

During each successive century, this site has registered evolutions of power in the city, and has actively participated in them, abetting the erasure of Indigenous peoples and communities of color. This history of dispossession and forced removal begins with the arrival of the first colonial settlers, and it continues through the appropriation of Native American lands in the 17th and 18th centuries to make way for farms, taverns, roads, and factories, and Providence's participation in the global slave trade. The people and businesses that occupied space in Kennedy Plaza in the 19th and 20th centuries benefited from an economic, political and social system that disenfranchised many, whether through the slave economy, the demolition of the multi-racial Snowtown neighborhood, the "redlining" of urban communities of color in the 1930s, or the urban renewal projects of the postwar period, such as the construction of I-95, which permanently severed connections between neighborhoods of color and the city center. At the same time, monuments and commemorative art that was placed in this space memorialize the elite (Burnside and Bajnotti), or the familiar trope of white

Historical Background

male military service as the highest contribution to the community and country (Soldiers and Sailors, The Scout, The Hiker). Power and inequity have left their physical marks on this site over time.

Although these scars are still intact, it must also be said that we have inherited a site that has served well for civic and community gatherings, celebrations, and protest, thanks in part to the fact that the plan and design of this part of the city took its shape when it did, at a time when open vistas and urban parks were a new part of the design vocabulary. A lot of living has been done in this space over time. To form community, we need spaces where we can come together; in Providence, Kennedy Plaza is this space.

How will the 21st century leave its imprint on this important civic space, and what will these changes signal about our values and principles? Two decades into this new century, we are still grappling with the devastating and profound ways in which the design of our built landscape has been strategically used to separate, isolate or even eliminate certain groups. We recognize that there are people and communities who have served the city, state and nation who are not commemorated or represented in Kennedy Plaza today (Covid in particular has focused our attention on the patriotic care work done every day by teachers and public health workers). The question now is whether we can

repair the damage that has been done and build a truly inclusive city. To do so, we will need to think about the redesign of public space as an important element of restorative justice.

- Marisa Brown

Design Update

Design Overview

Design Overview

The work completed through the 10% design phase was focused on outlining the existing site conditions and wishes from the Providence communities, in order to identify the main infrastructural changes needed to unify the different parts of the project area and to develop a program.

The work completed through the 30% design phase is focused on creating an urban design style that unifies the area, and to progress all aspect of the design from universal access through the area, to the selection of materials and vegetation, and progressing the engineering documents.

The genesis of the urban design approach aims to incorporate the main themes outlined by the community outreach, such as the access to transportation, youth engagement, food and drinks, commerce, events, self-expression, Nature, Art, social services, but also to capture social under-current trends that would resonate with our younger generations and future users of our City center.

City centers are looking to re-define themselves to address fundamental societal and environmental phenomimes that have shaped our urban spaces for the last few several decades. Kennedy Plaza, the main City center of Providence, along with the recently uncovered Riverwalks and other constructions in the City, have been shaped to benefit the existing power structure in the City. Its monuments celebrate certain

historical moments but do not commemorate certain injustices that have equally contributed to the make-up of the City's history and collective memory. A change of paradigm is fundamentally influencing our societies to re-think, not only to improve how new public spaces influence the environment, but also how these interventions aim to better human-to-human interactions, to be more respectful, inclusive, fair, and engaging. This context has led the team to take a human-centric approach to the urban design, as an inside-out exercise.

The team is proposing a collection of islands, within the larger and now extended Kennedy Plaza, each one with a different character and selection of vegetation and material. Each island suggests different activations and re-inventions, such as celebrating a monument, attending an open-air lecture or impromptu performance, playing with a water feature, eating, making art and craft, meeting friends, relaxing, meditating, enjoying Nature, self-expression, etc. The islands fit smaller groups of individuals, while preserving large assemblies at the center of the plaza, reconciling the individual with the collective. They also introduces Play at the center of the city plaza, with elements of exploration, inter-action and surprise, as mechanism to foster ownership, agency, and create informal environments where individuals can feel safe to exist and open-up to each other.

Design Overview

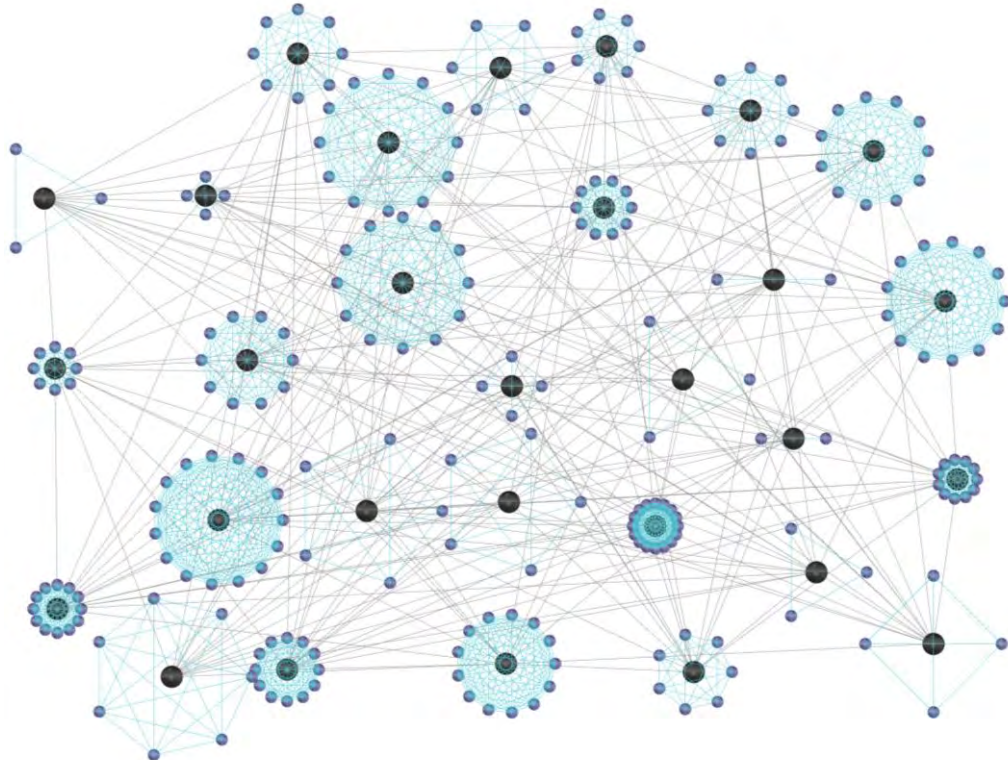
The design also acknowledges how the internet and digital age have forged different expectations for our City center to equally engage our real and digital existences and networks, by facilitating free access to the internet, and digital interactions such as upload/download, civic engagement, and SmartStreets. A digital cabling infrastructure, Wi-Fi emitters and video towers are distributed throughout the plans to provide real-time information about busses, events throughout the City and the State, but also to display art, commemorative work, and curated content from the local colleges.

The overall design unfolds manifestations of Nature, matter, and digital technologies, which aim to address 21st century demands. In line with Arup projects in other regions, the work aims to celebrate Play by engaging youth and families, Diversity with safe and smaller human-scale experiences, Ownership through multi-cultural programming and Play, the Telling of History through its digital infrastructure, Freedom of Expression and Assembly by preserving the central area of Kennedy Plaza, Resiliency with upgraded Riverwalks to resist sea-level rise, Natural ecology with riparian Rhode Island vegetation, Agency with areas for the assertion of youth, Support with essential amenities for people in need, and Culture with technologies for events and digital interactions.

- Alban Bassuet

21st Century City Center

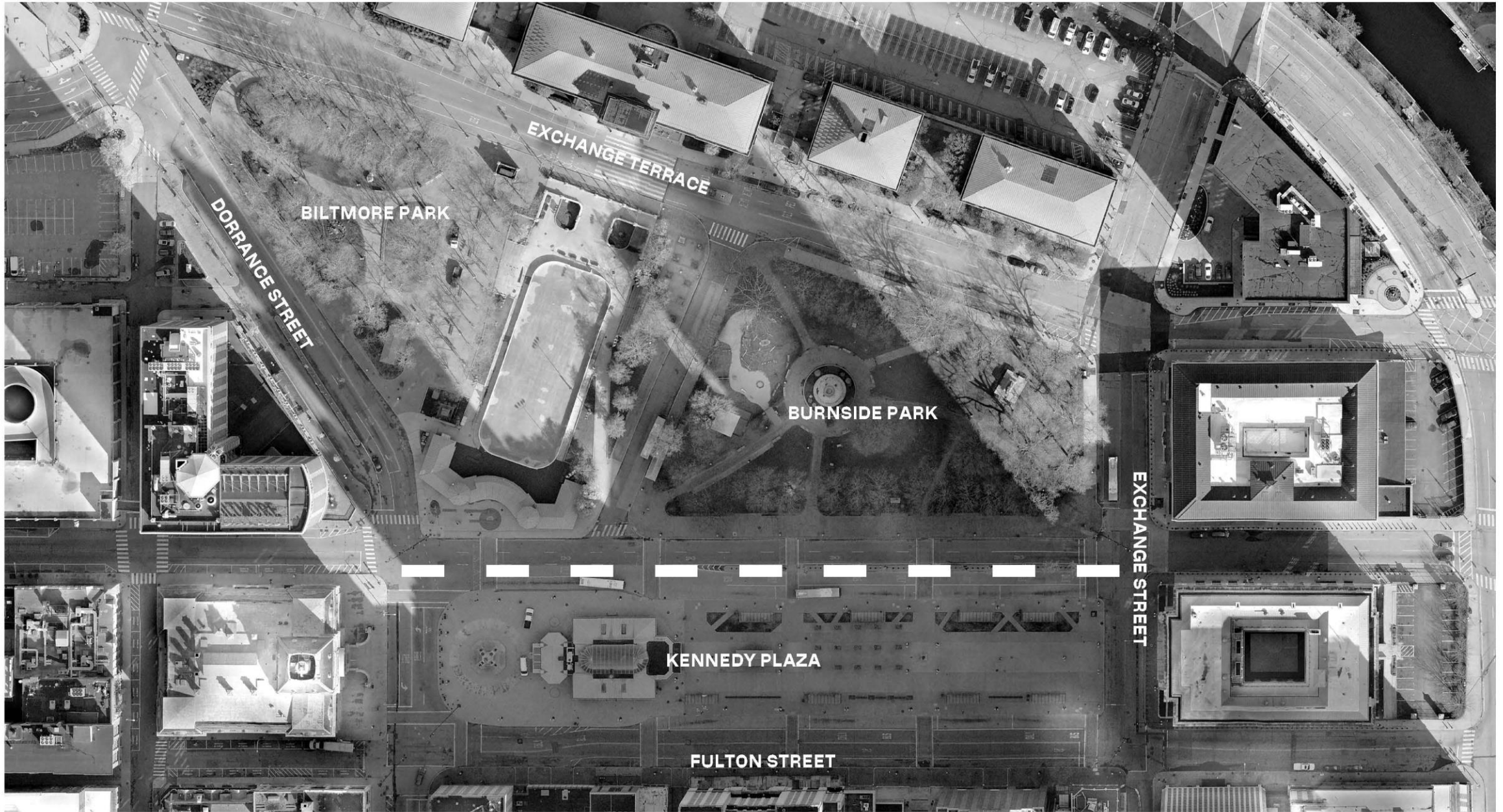
Reconciling Physical Spaces and Digital Realities



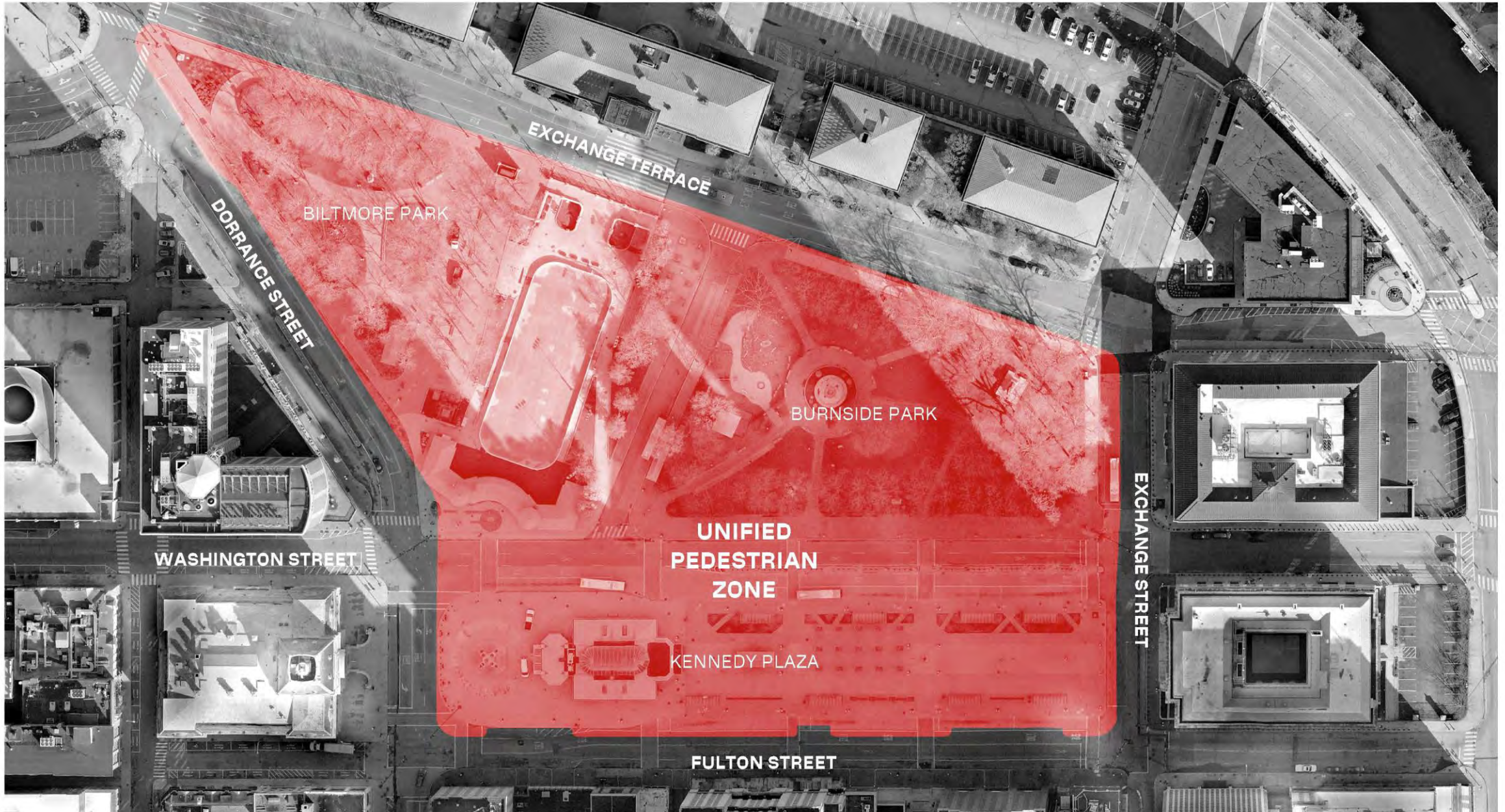
Social Network Grid (Illustrative)



Providence City Grid

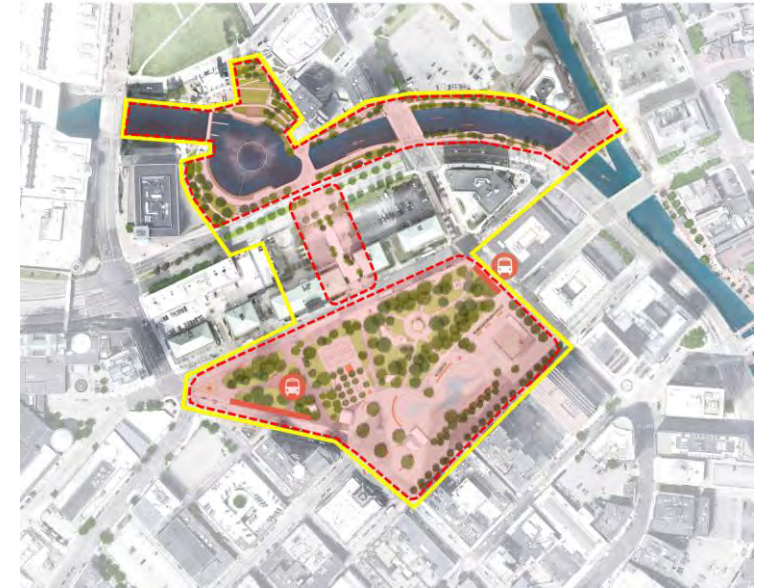
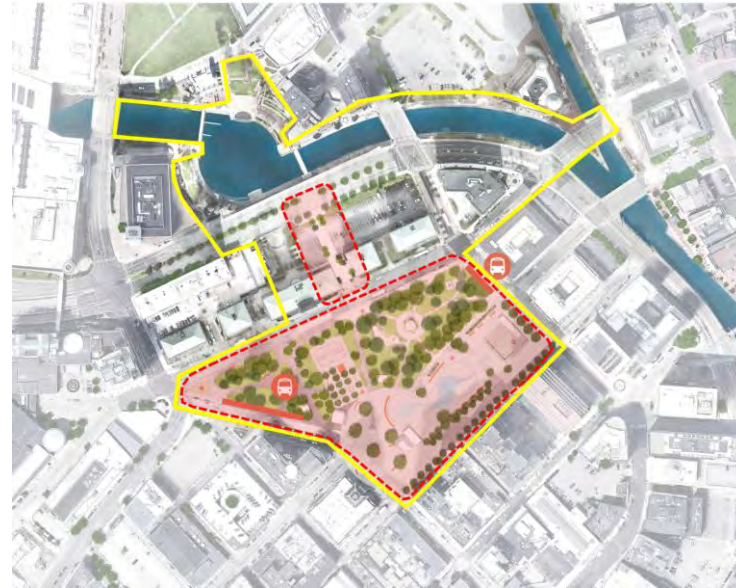
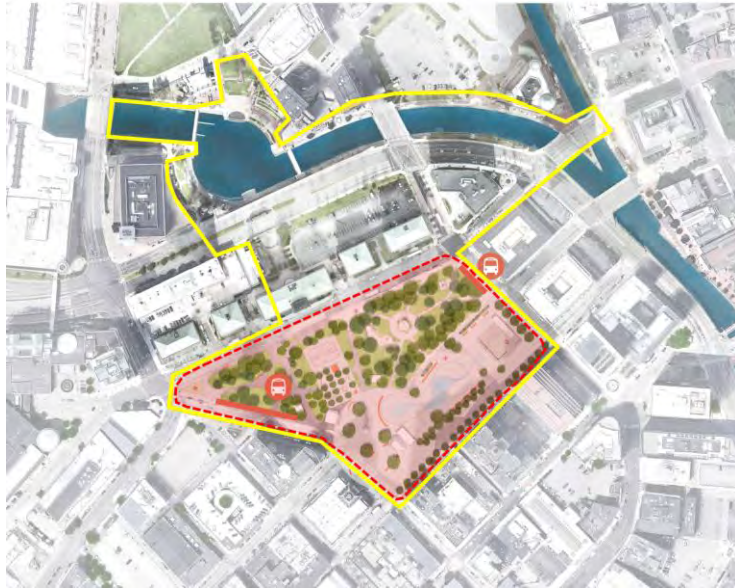








Three Big Moves



Change Sequence 1

Closing of Washington Street and East Approach.

Reclaiming of public spaces, creation of a large pedestrian zone unifying Kennedy Plaza with Burnside and Biltmore Parks.

Bus stops are relocated along Exchange Street and Dorrance Street.

The rink is relocated to the center of Kennedy Plaza.

Change Sequence 2

Closing of the Exchange Terrace Tunnel.

Construction of an elevated pedestrian bridge connecting Exchange Terrace with Memorial Boulevard, crossing over Marsella's Property.

Modification to Memorial Boulevard to accommodate bike lanes and landing platforms.

Change Sequence 3

Modernization of the Riverwalks.

New pathways raised above the existing ones to address sea-level rise.

Existing Riverwalks used as planters.

New performance stage and site grading of the lawn audience area.



Updated Masterplan Islands: Allowing Difference

In order to unify the many parts of the site, as well as to address several pragmatic issues of the program, environmental performance and human comfort, the design team developed the programmatic “rooms” concept from the 10% submission into a series of shelter islands dotted across Greater Kennedy Plaza and Waterplace Basin.

Inspired by the original Great Salt Cove in Providence, the islands together form an archipelago of relief, respite, and gathering. While Kennedy Plaza has been designed as a civic-scale, open-ended space, the islands reintroduce moments of rest and intimacy. The islands create points of shelter as you are crossing the site, while allowing for a porous flow across the entire plaza.

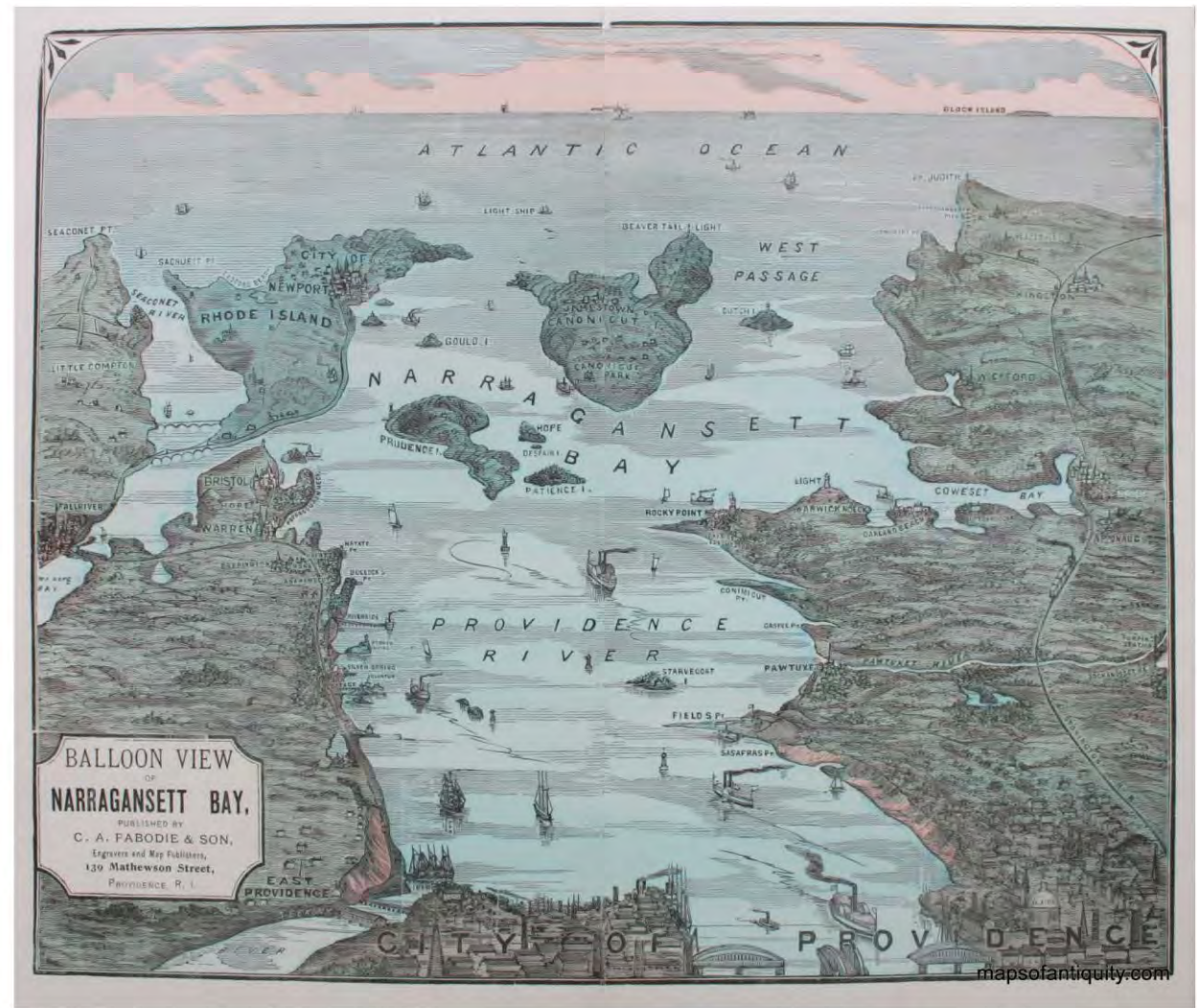
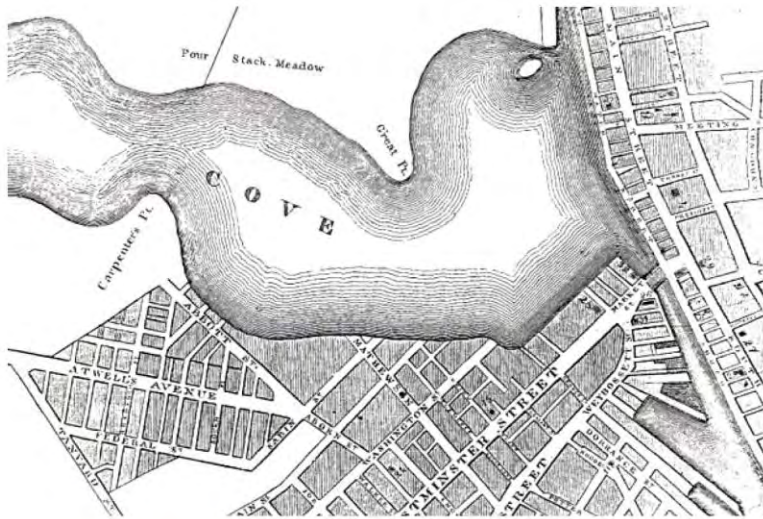
Each island has a different character, encouraging exploration and inviting play. Specific vegetation, materials, and seating define each island in a unique way. Their rich materiality creates moments of intensity and focus within the overall plaza.

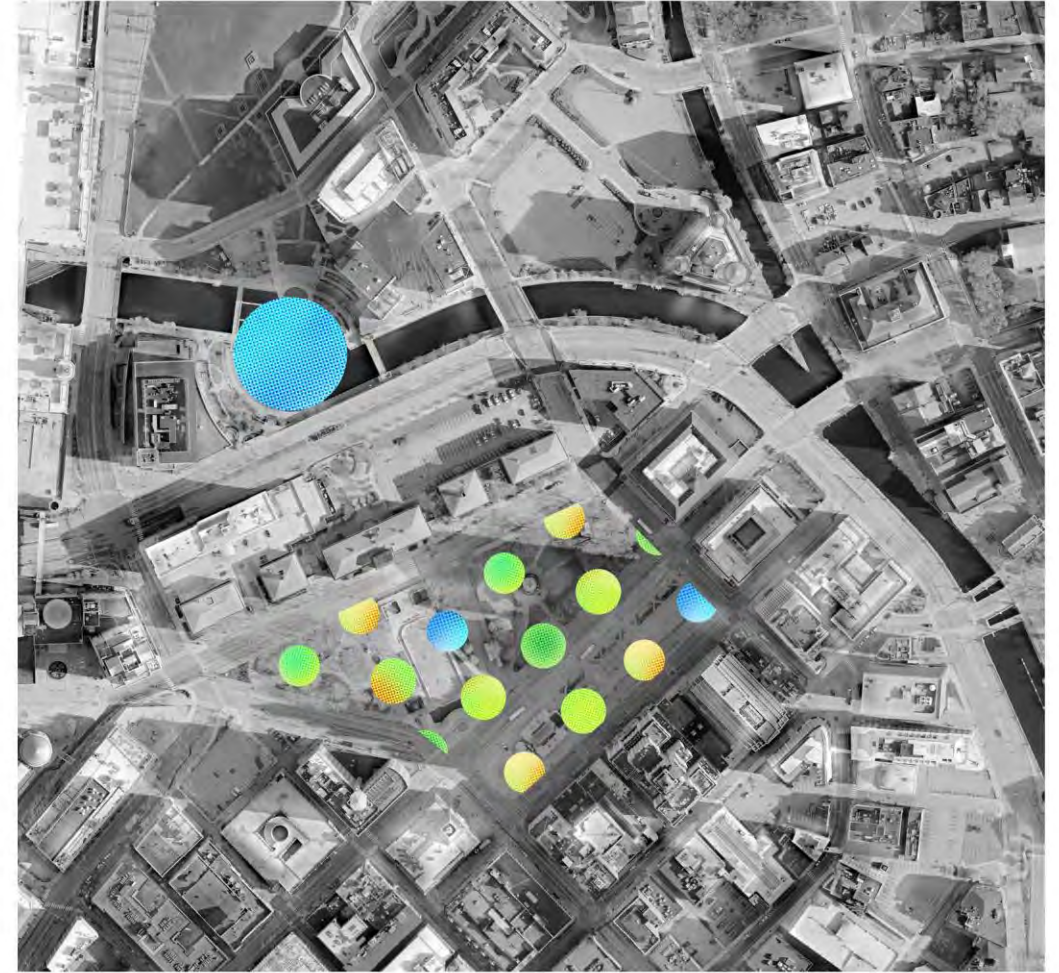
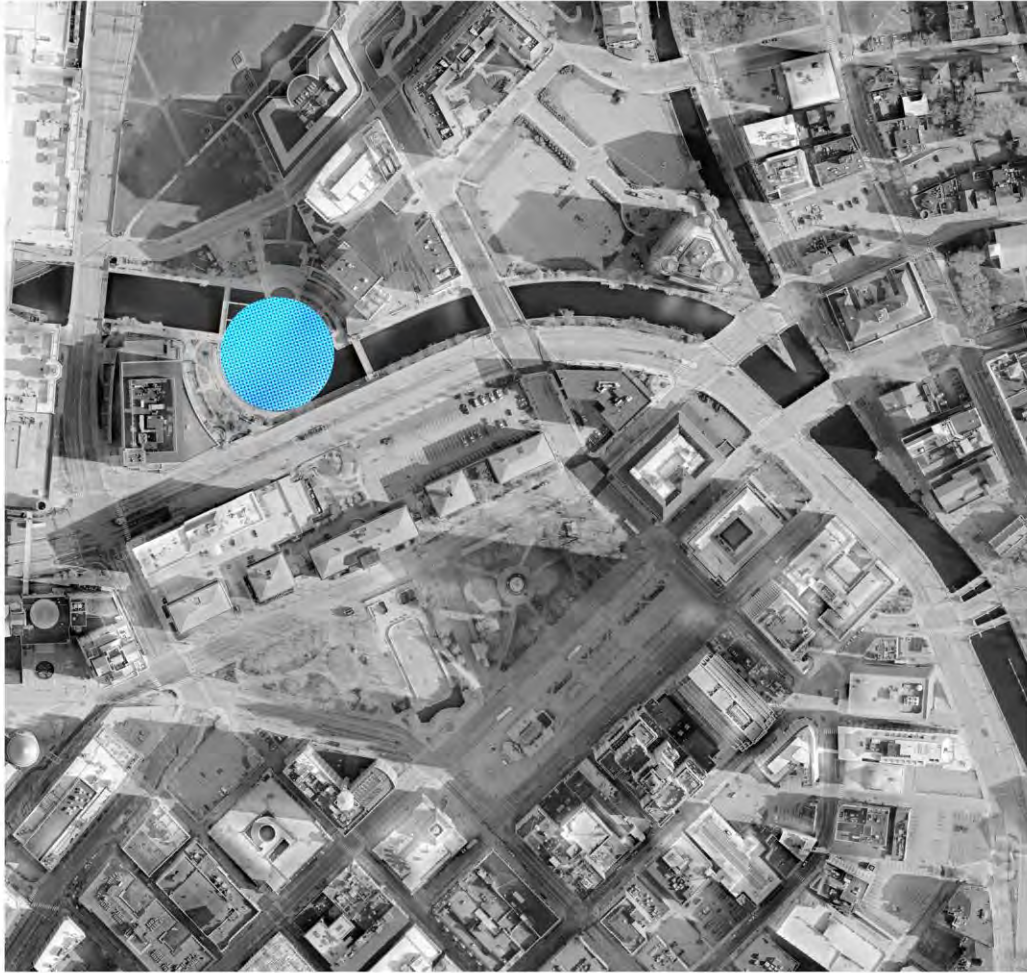
These islands are places in which to take refuge and to watch the more open areas of the plaza, as well as allow people to interact with each other within more intimate settings. They create space for the minor, simultaneous moments that make up the everyday: they are where an elderly person might sit with

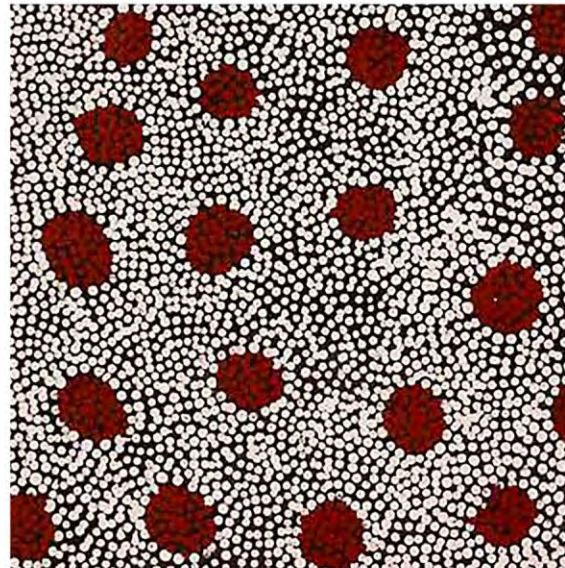
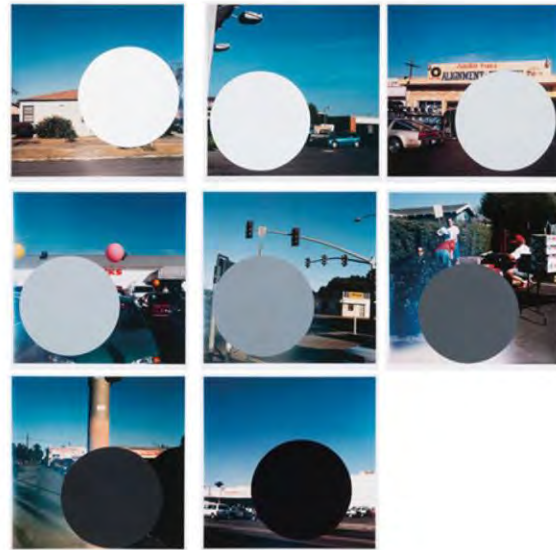
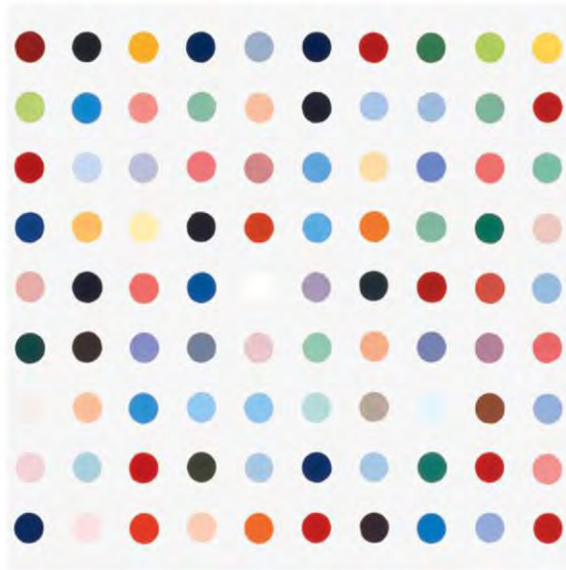
their dog, or where someone might play chess, or where you might practice tricks with your friends, hold an outdoor class, or grab a bite to eat from a food truck while waiting for your bus.

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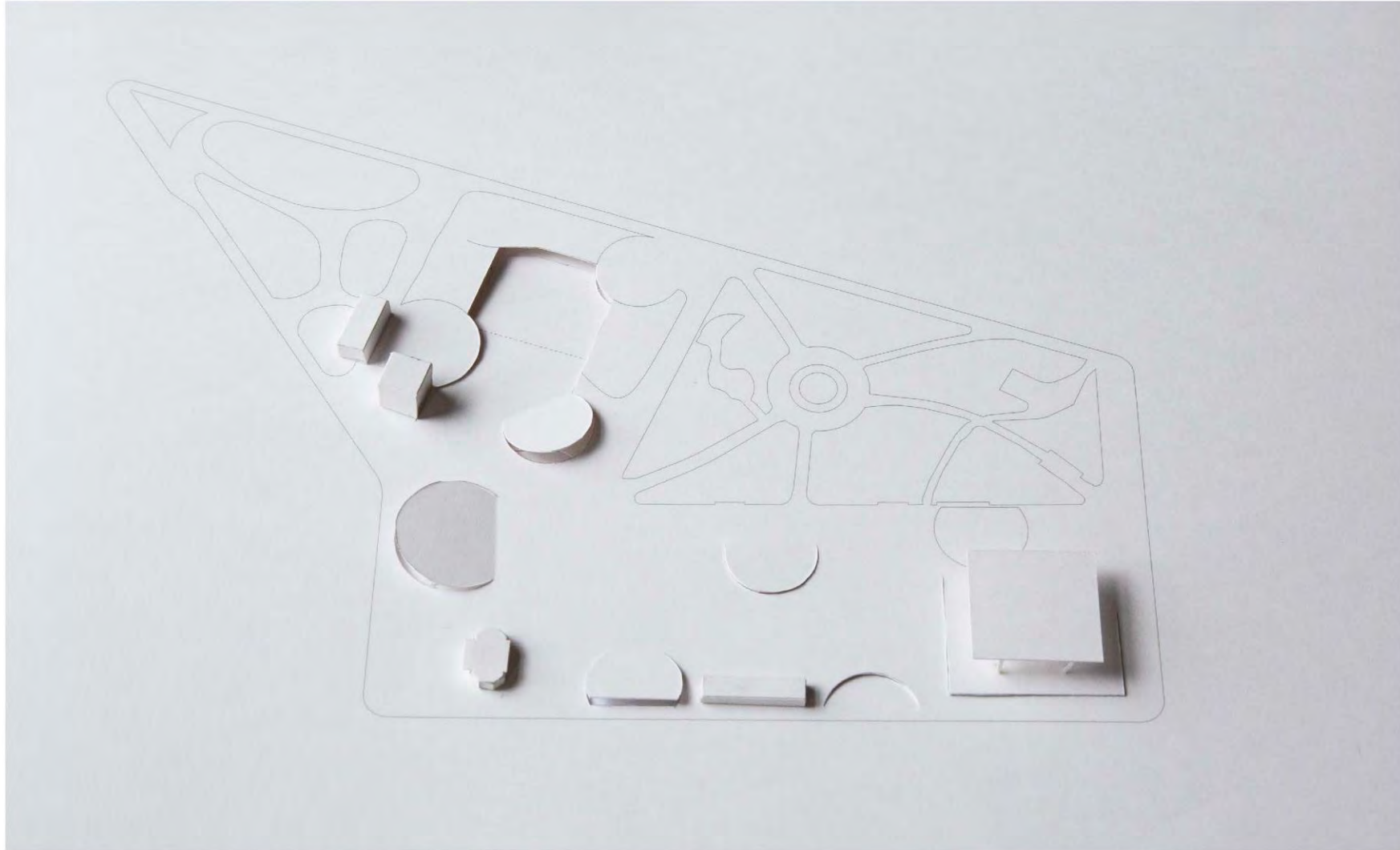
The islands are lush landscape environments that make the plaza softer and more welcoming, but they also play a critical role in the sustainability of the project. The shade and vegetation introduced by the islands reduce the urban heat island effect in the summer while screening and slowing winter winds, improving thermal comfort year around. At the same time, the islands are strategically placed to absorb stormwater, slowing and filtering runoff before it is ultimately discharged back into Narragansett Bay.

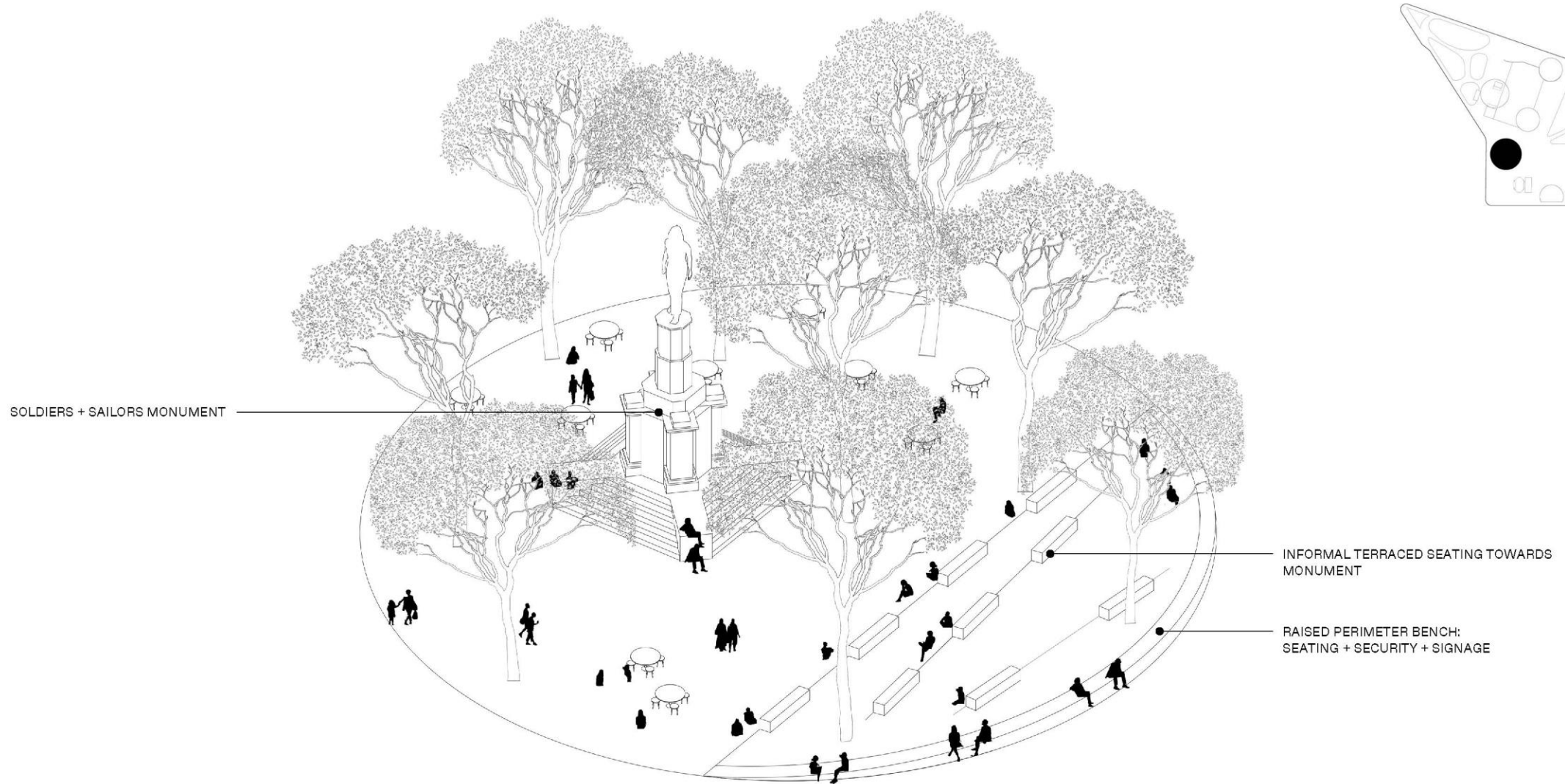


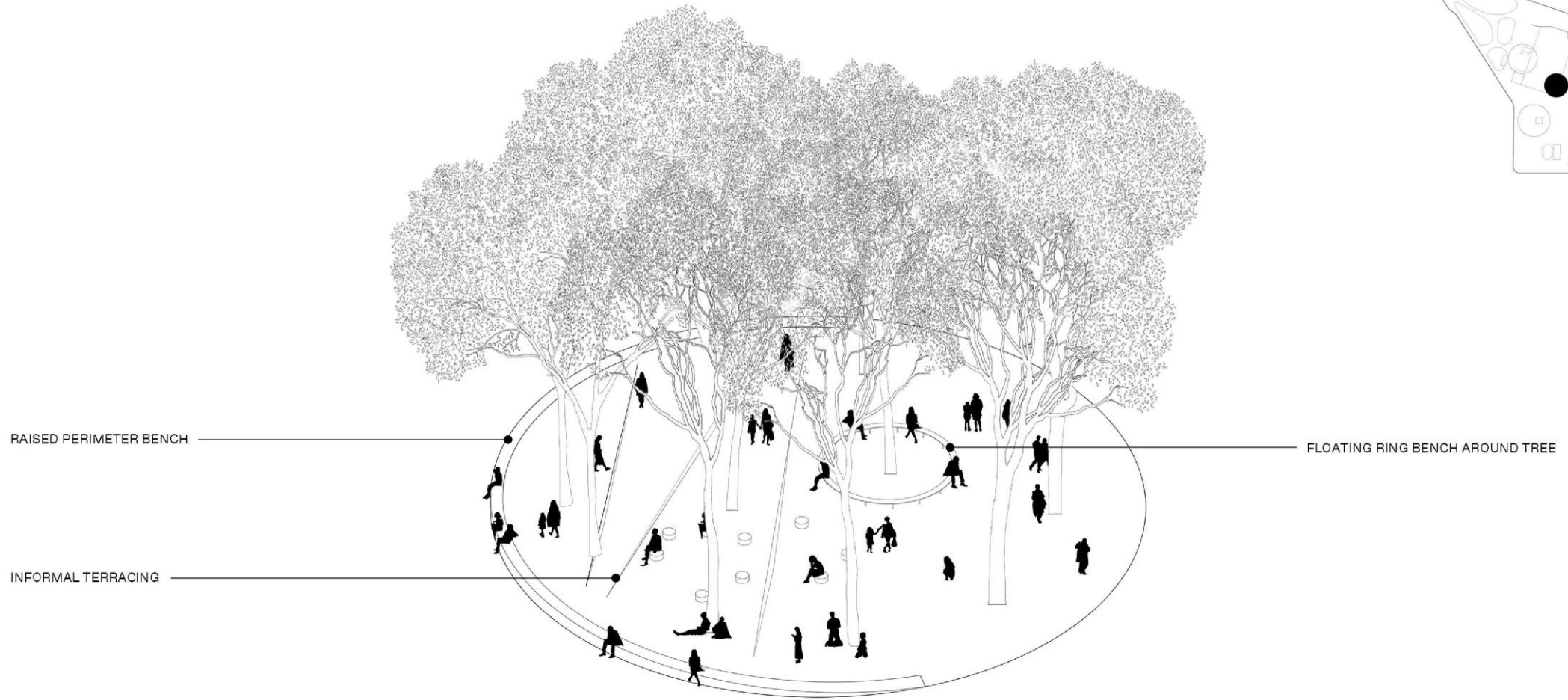
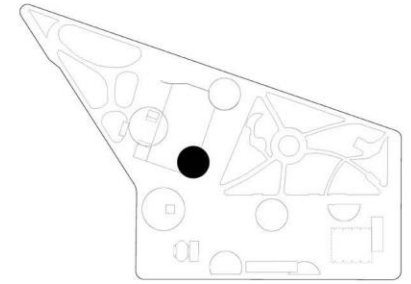


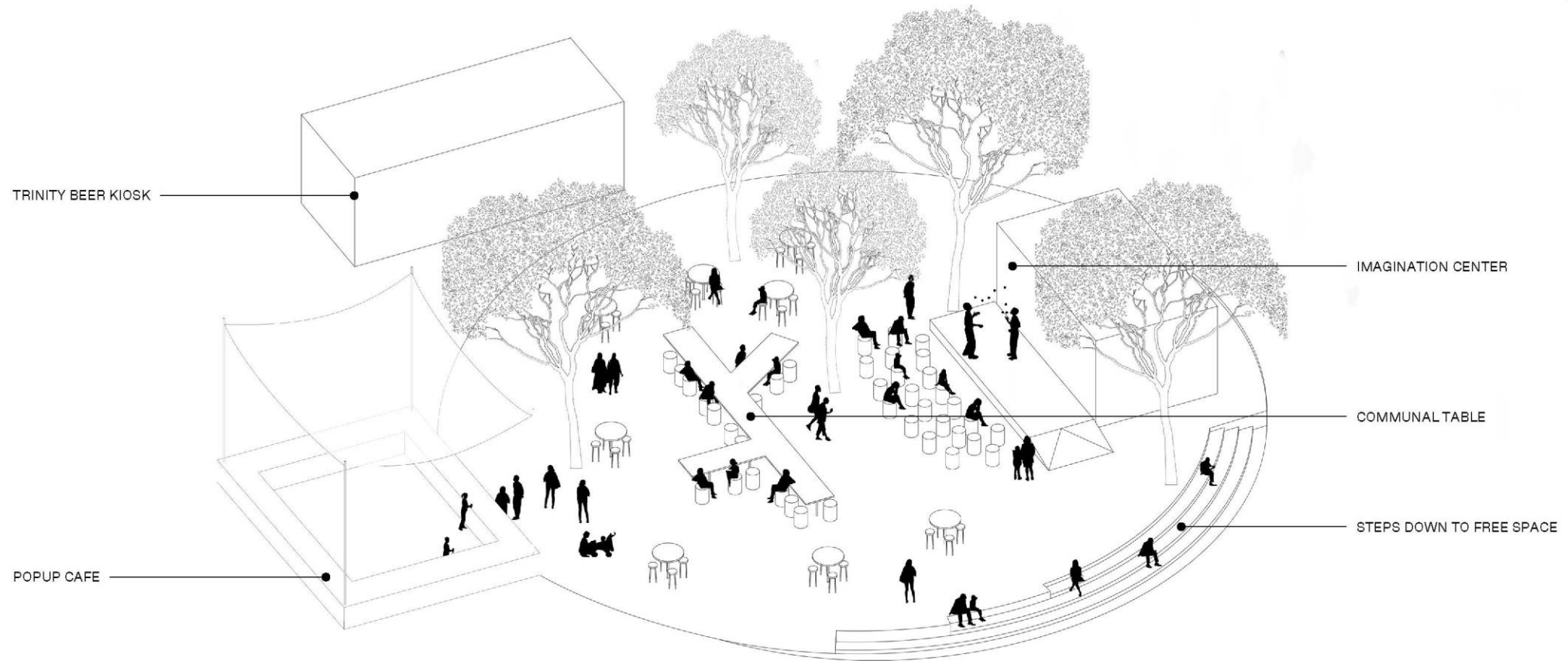
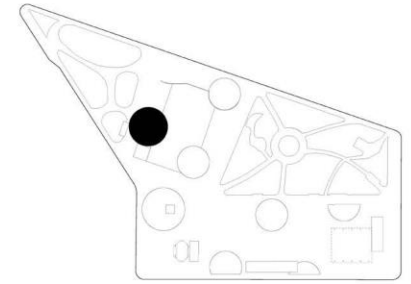


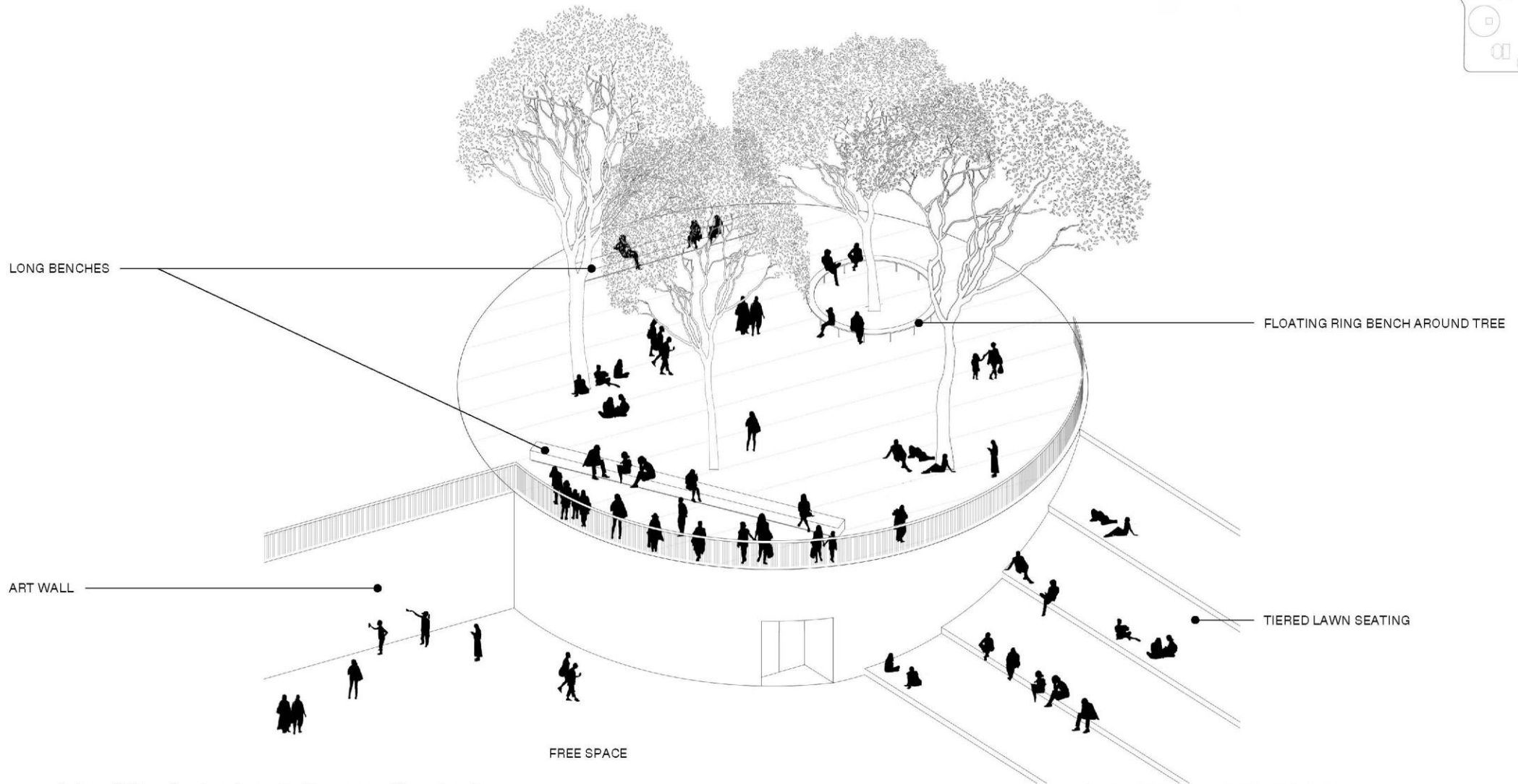
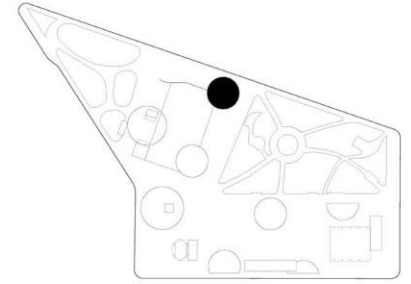


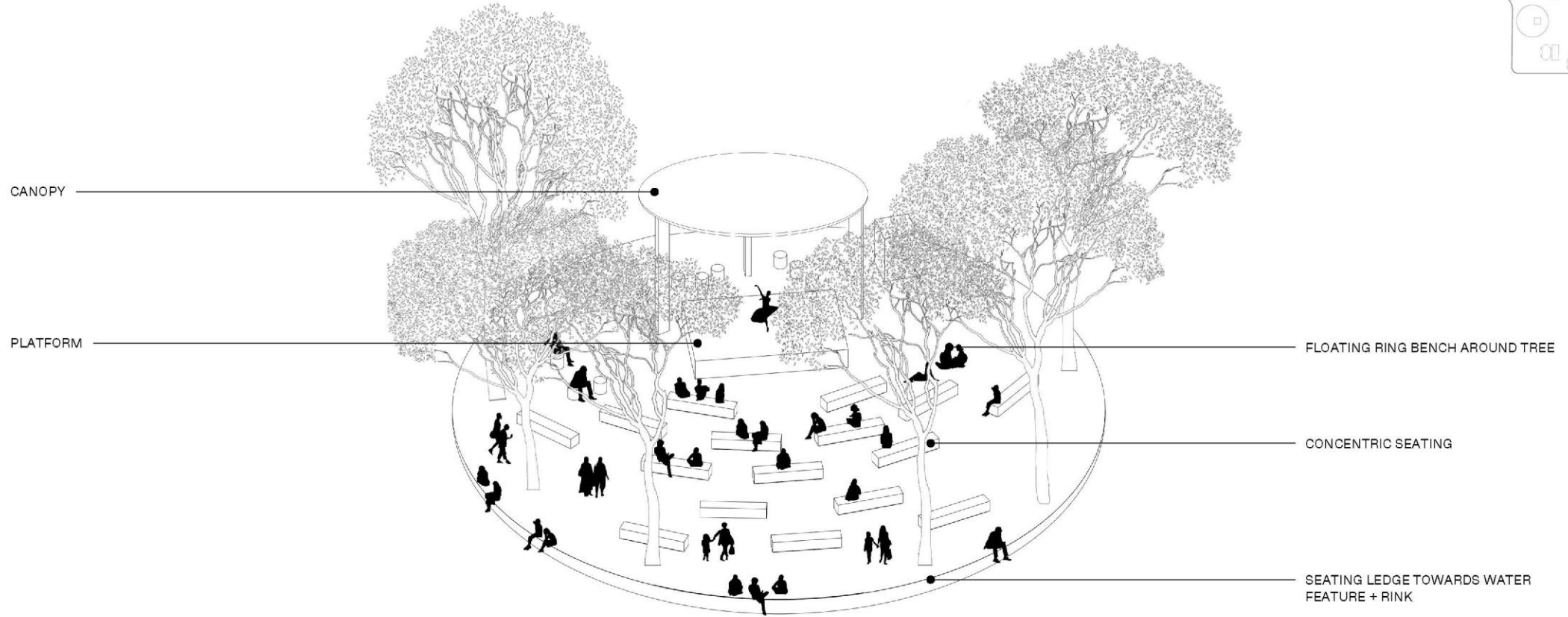
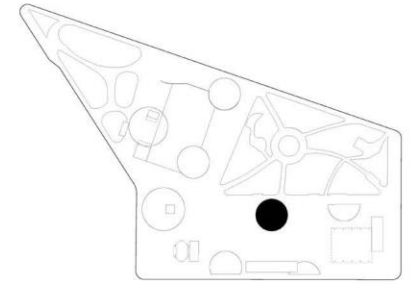


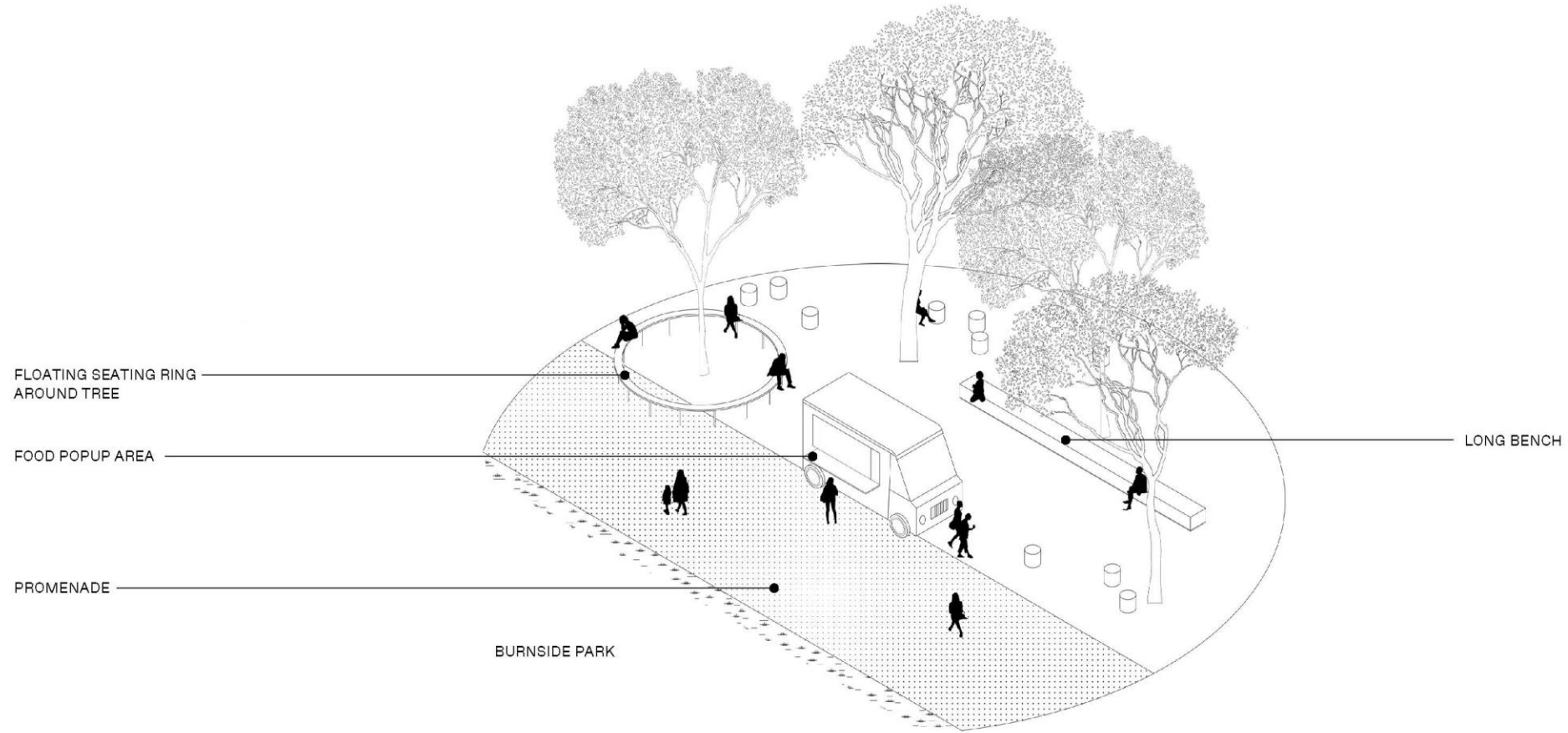
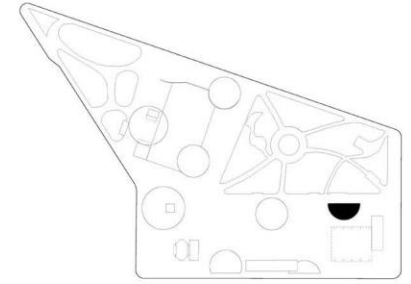


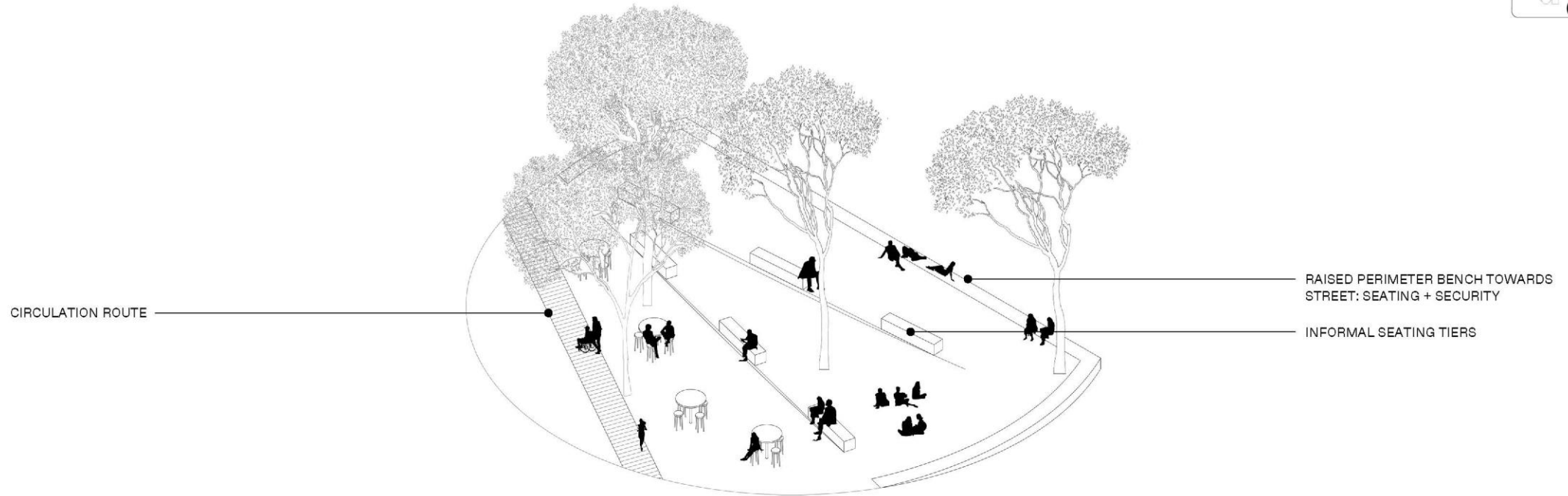
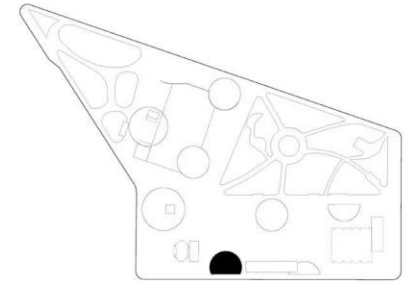


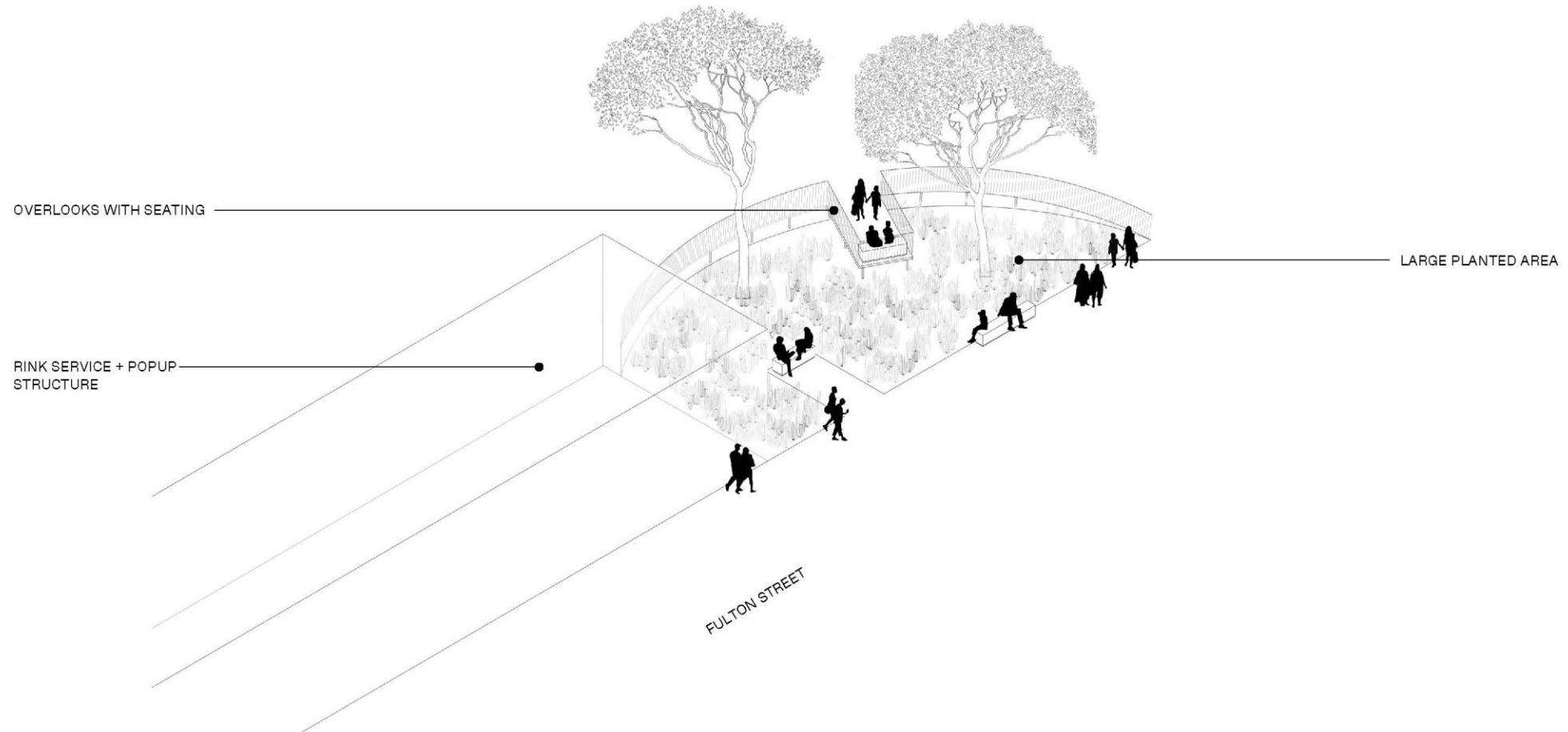
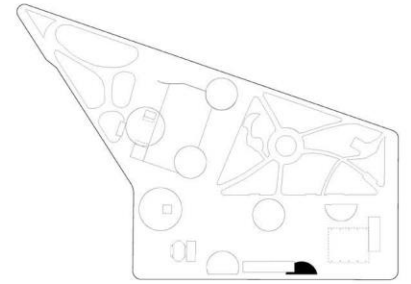


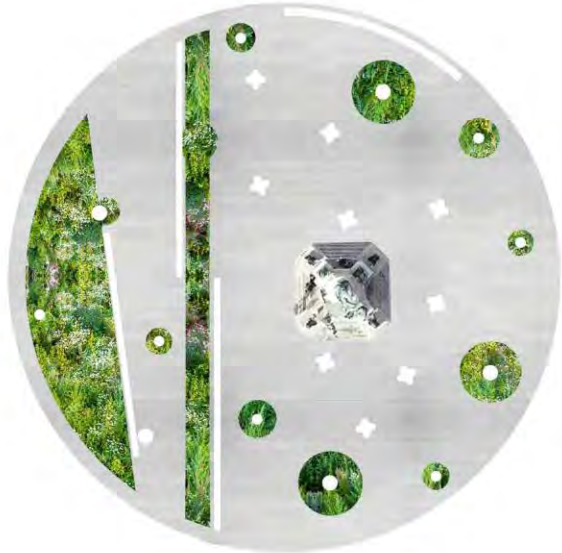




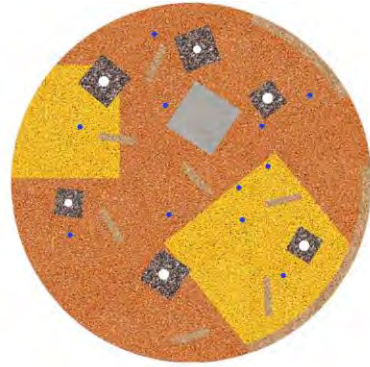




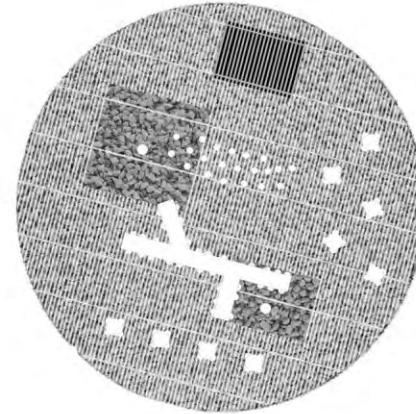




Meet



Hang



Eat



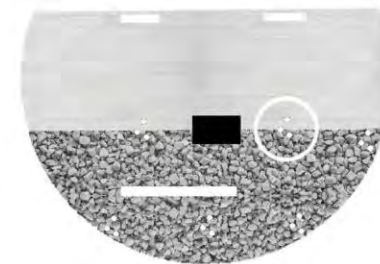
Overlook



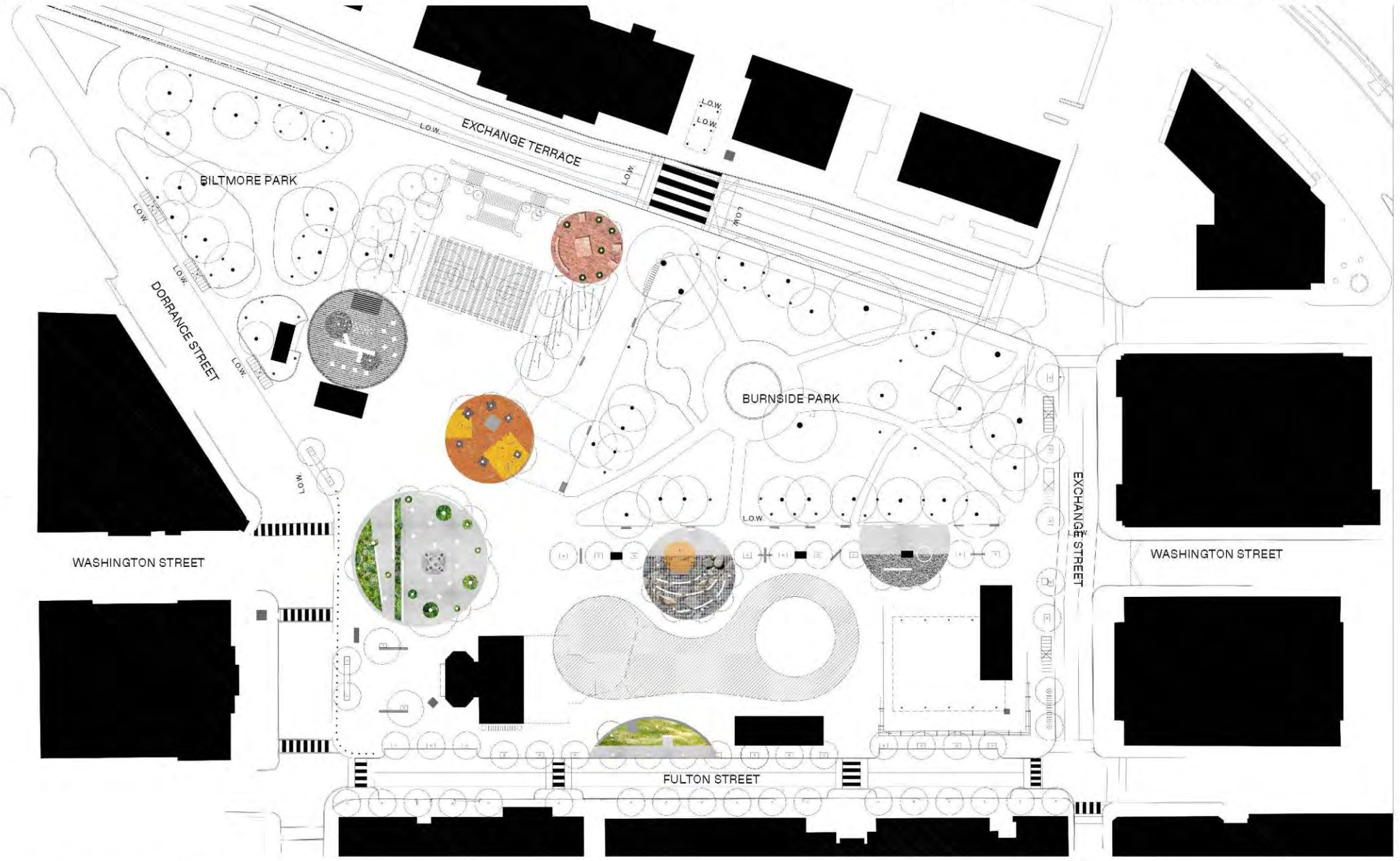
Learn

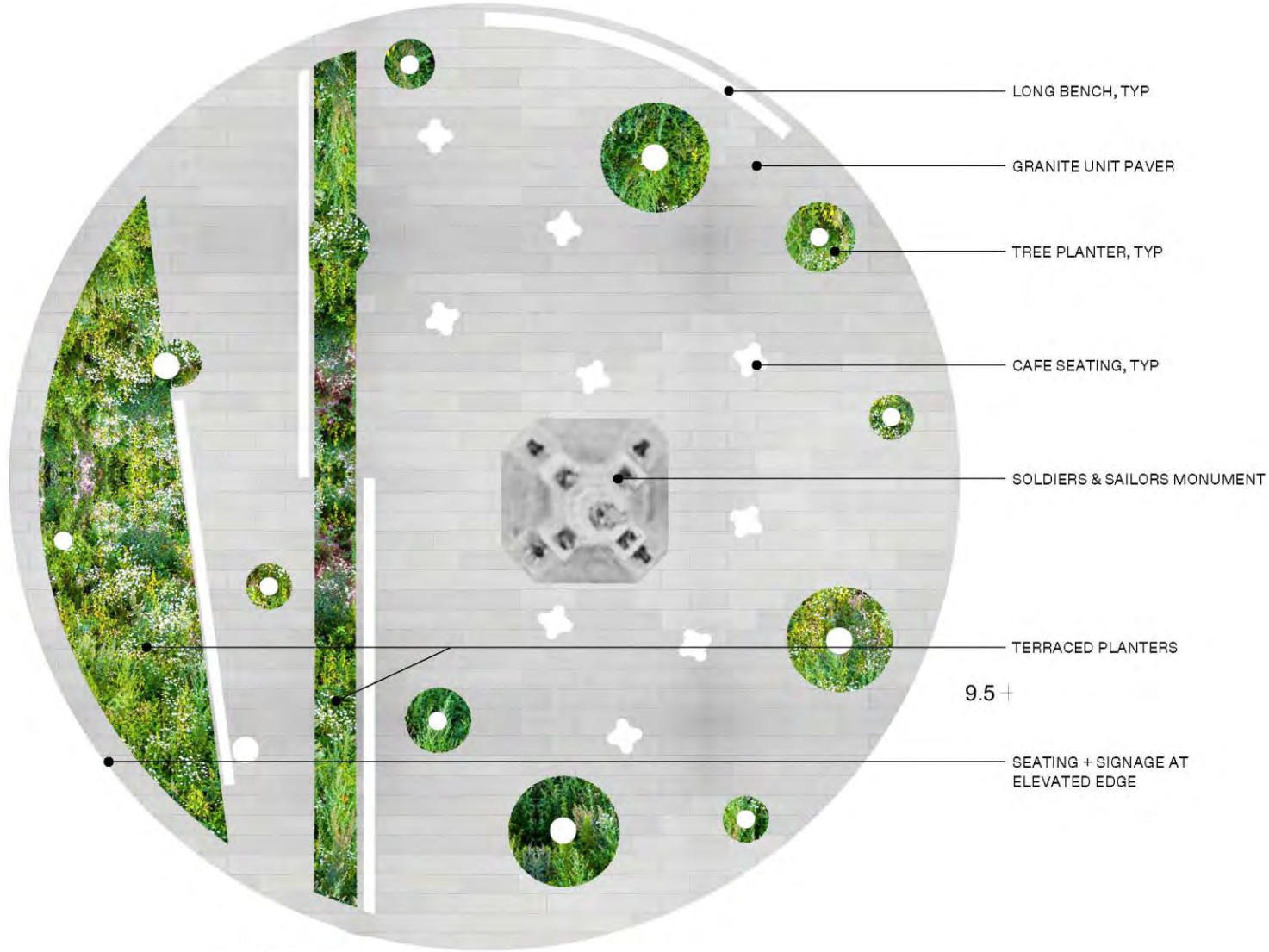


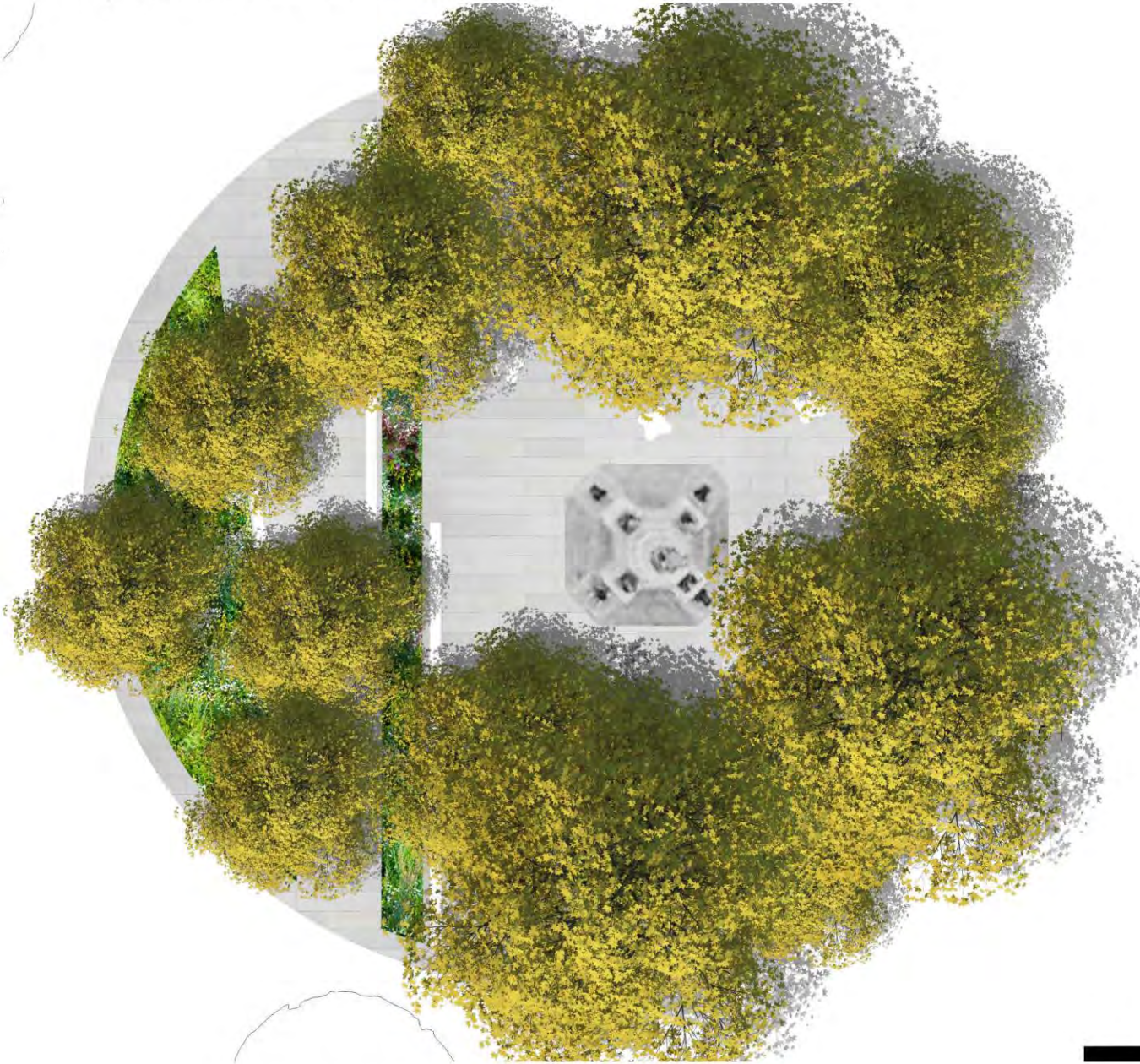
Meadow



Shade







TULIP POPLAR

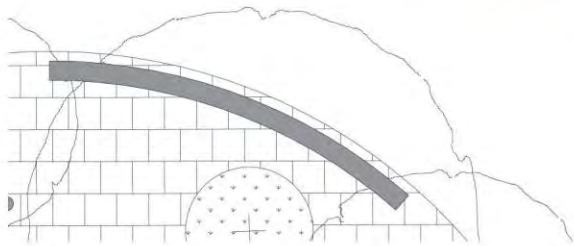
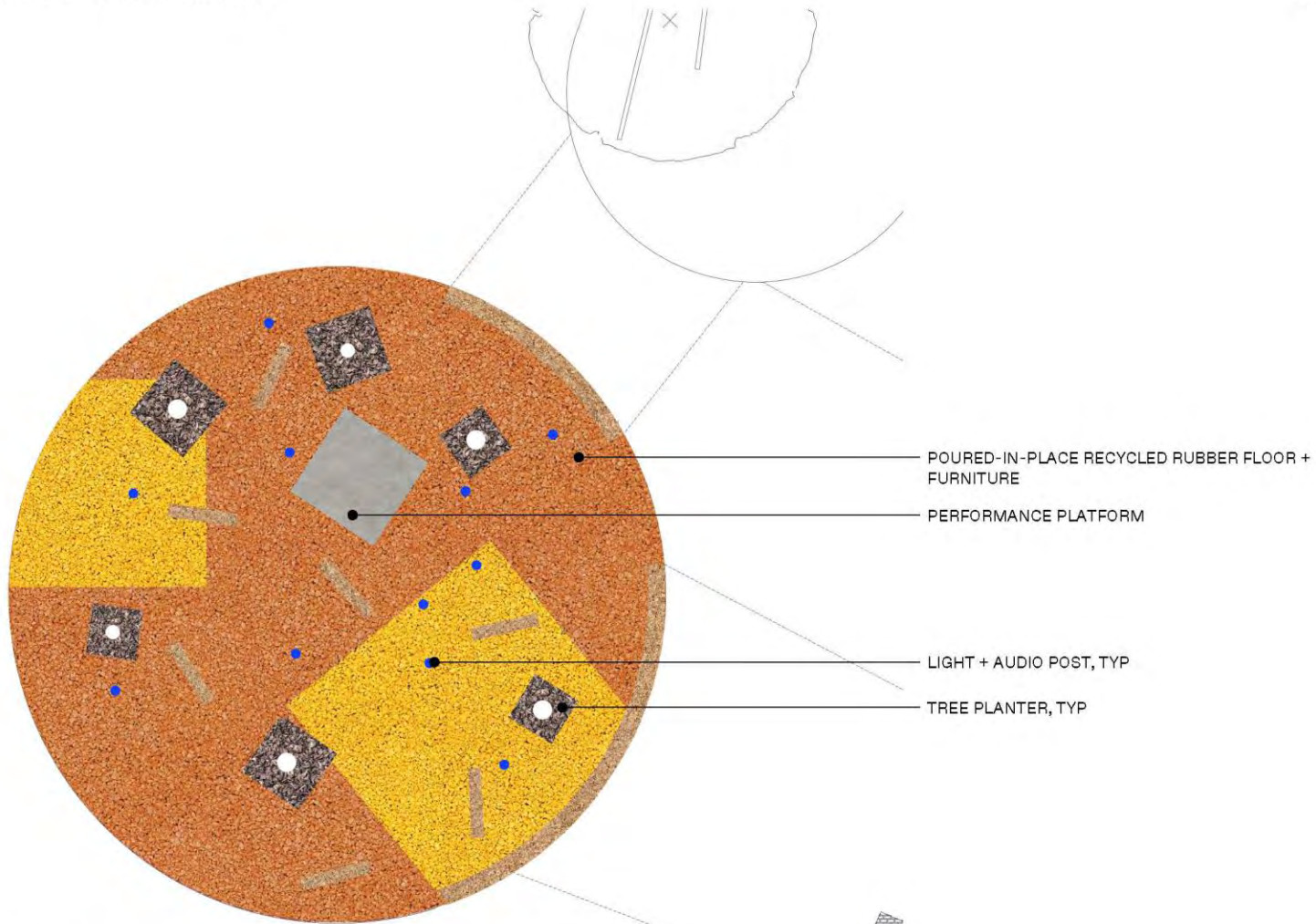


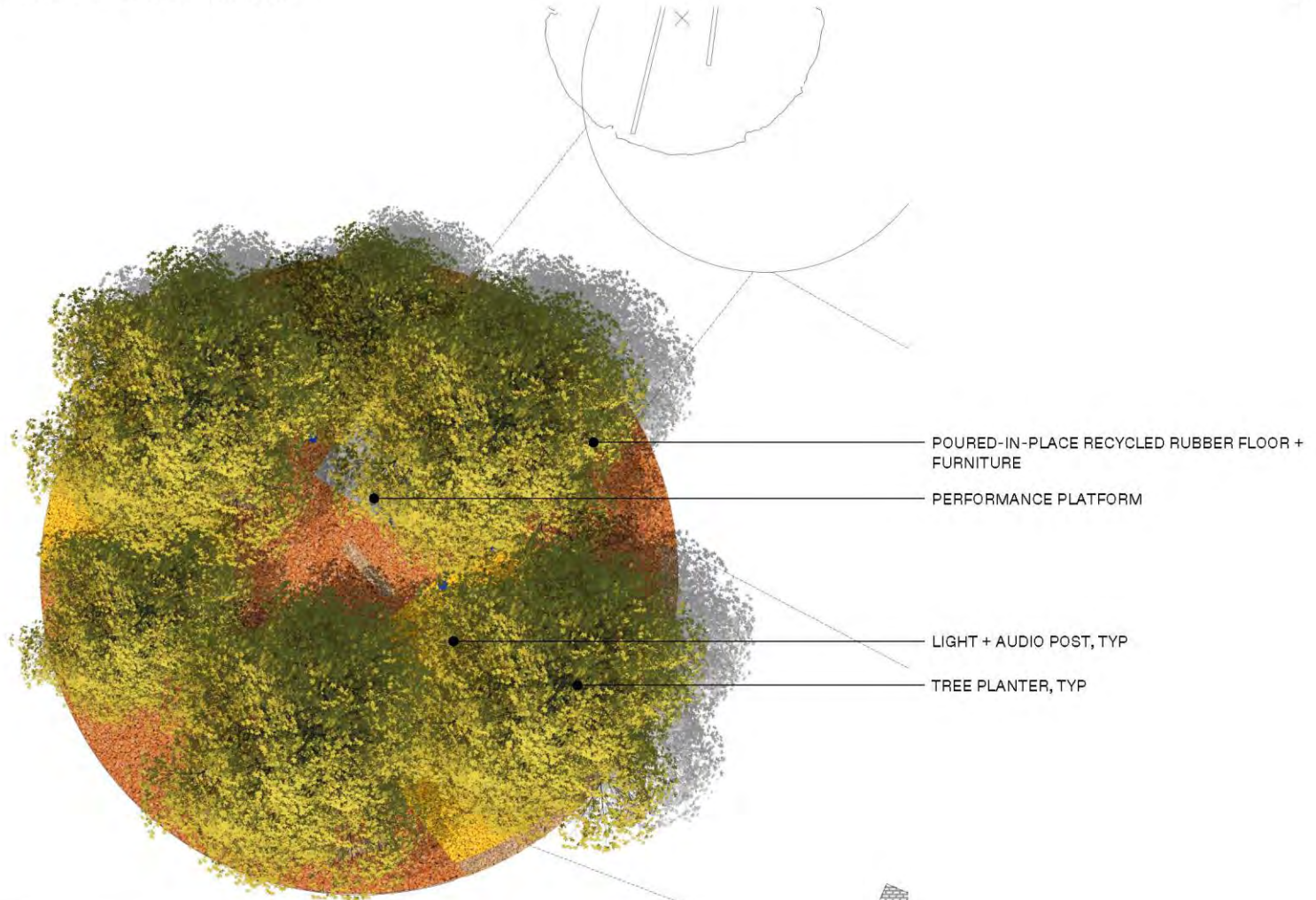
WITCH HAZEL



WHITE REDBUD







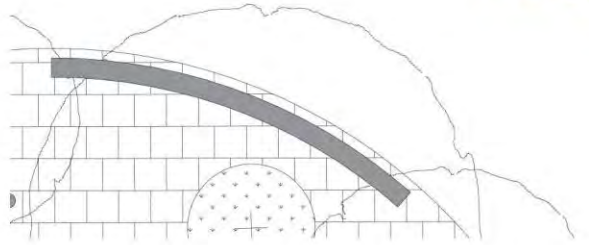
RED OAK

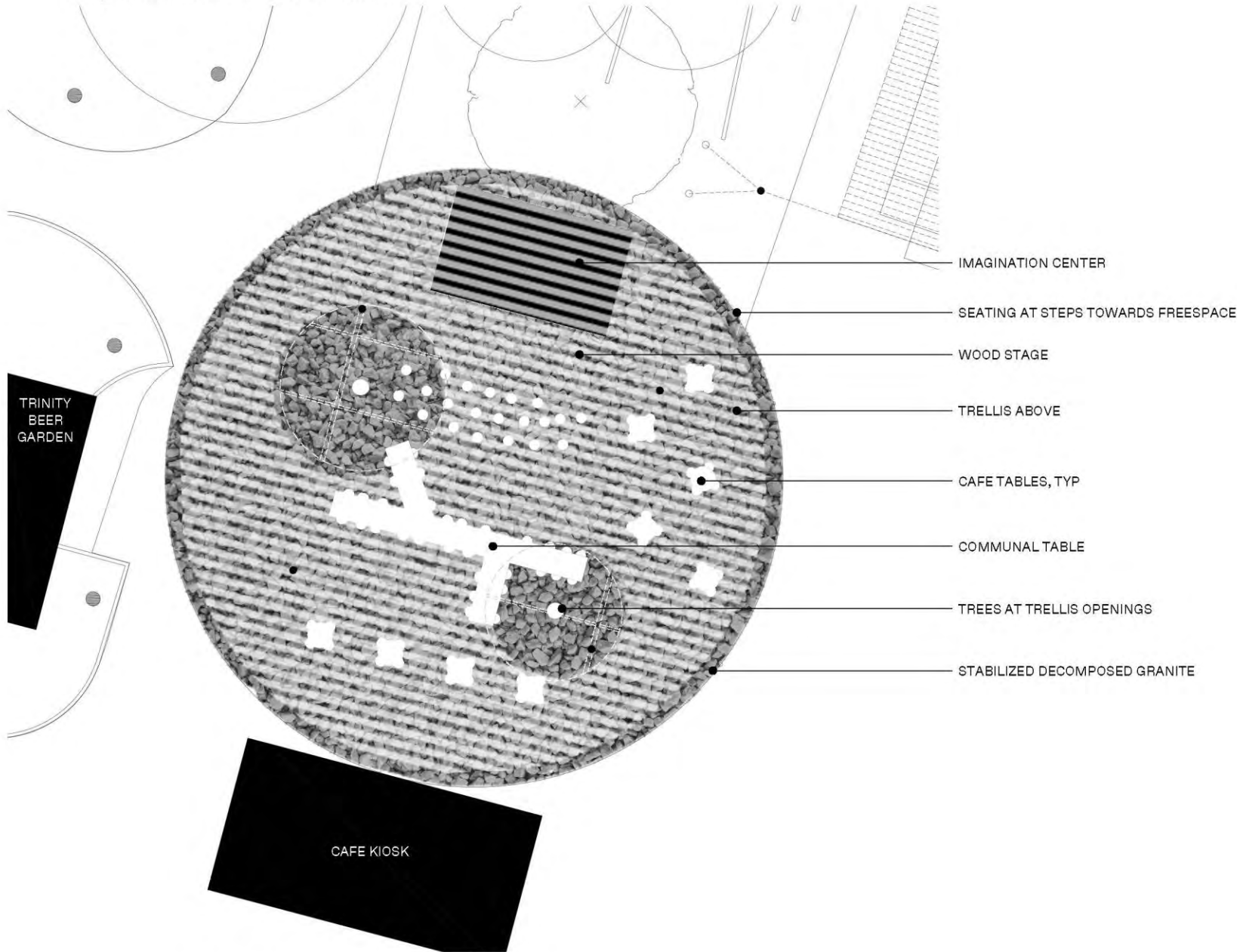


CRETAEGUS WINTER KING



CRETAEGUS WINTER KING





- IMAGINATION CENTER
- SEATING AT STEPS TOWARDS FREESPACE
- WOOD STAGE
- TRELLIS ABOVE
- CAFE TABLES, TYP
- COMMUNAL TABLE
- TREES AT TRELLIS OPENINGS
- STABILIZED DECOMPOSED GRANITE



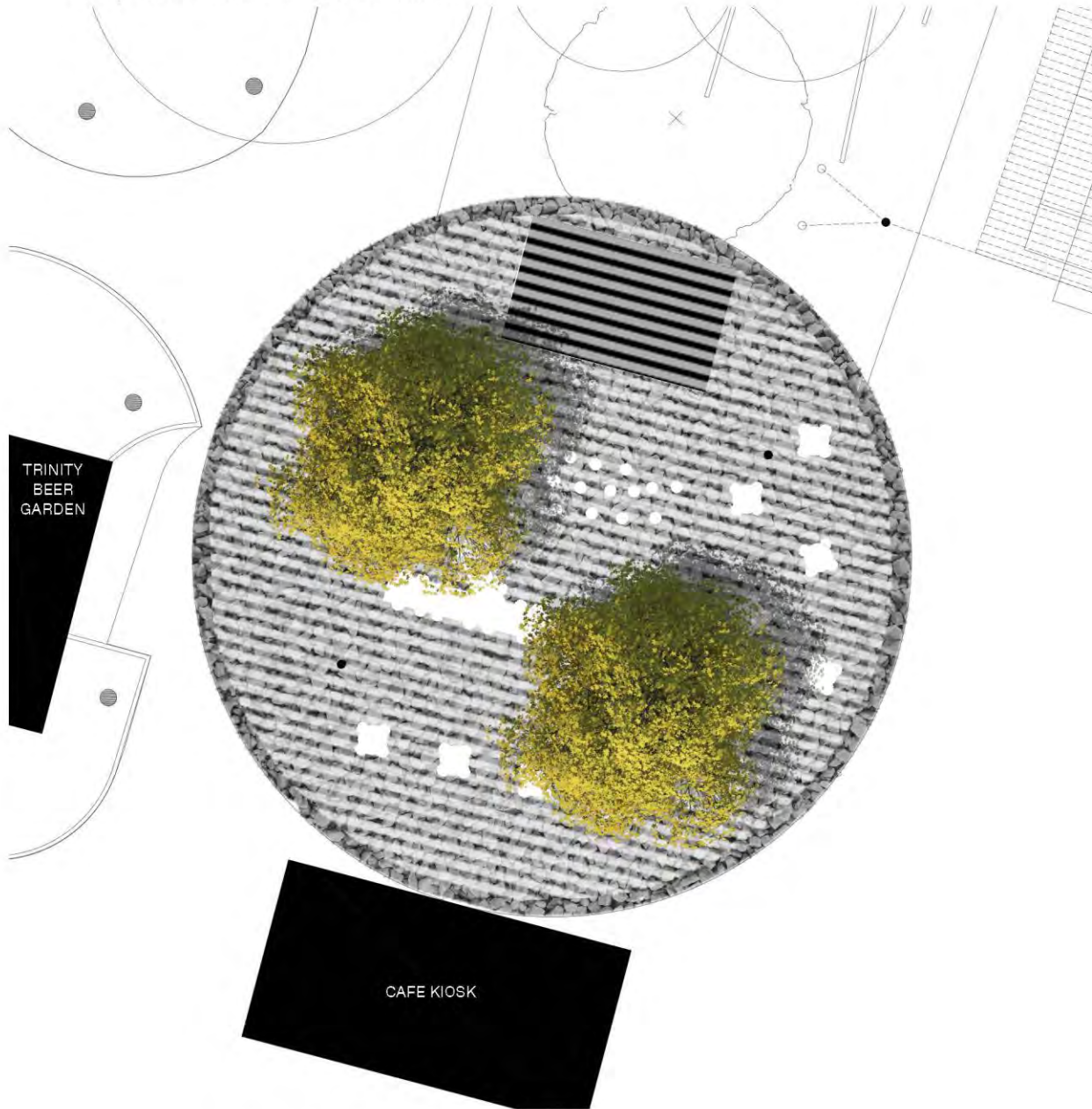
SHADE PERGOLA



DECOMPOSED GRANITE



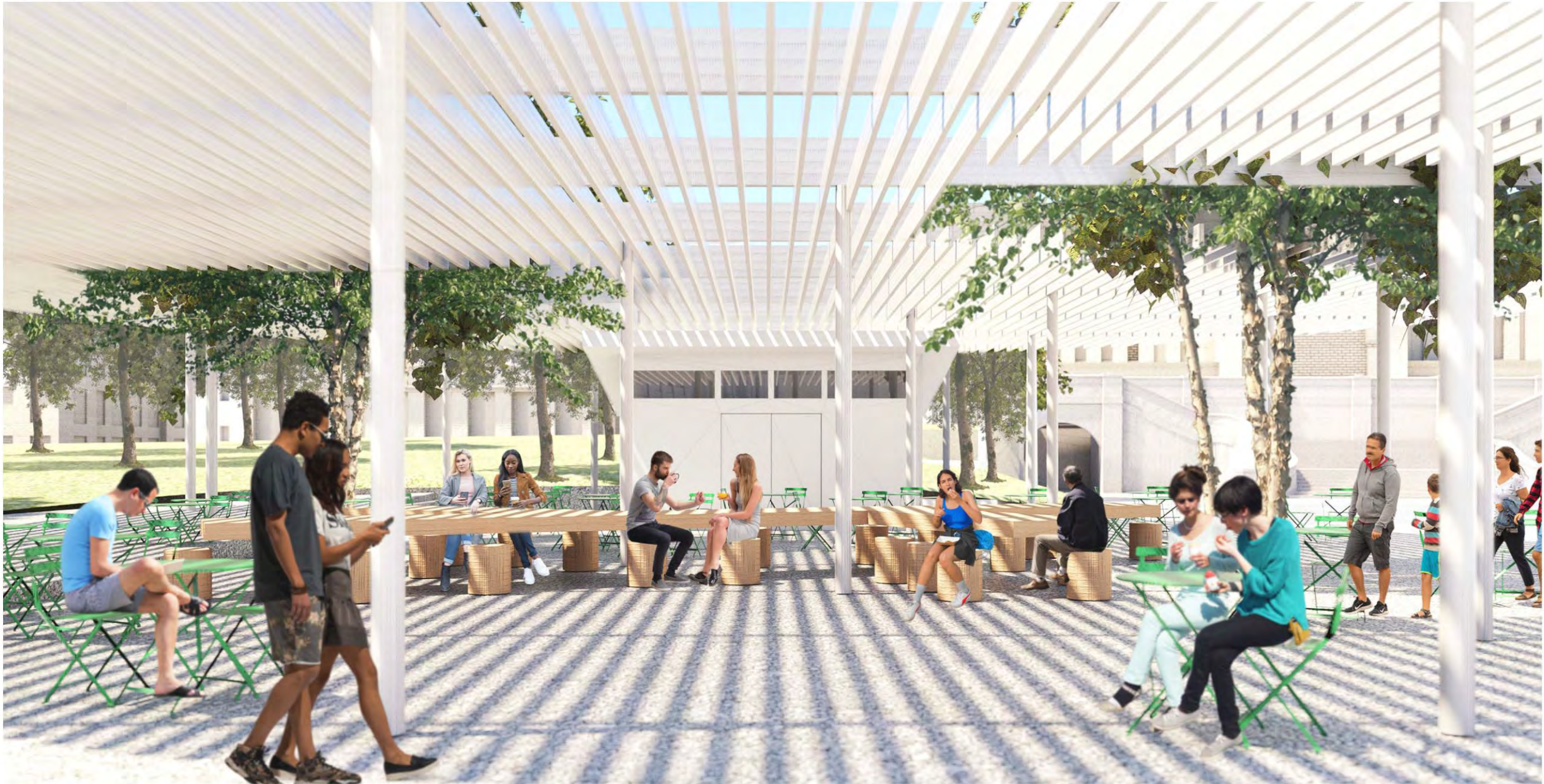
COMMUNAL TABLE

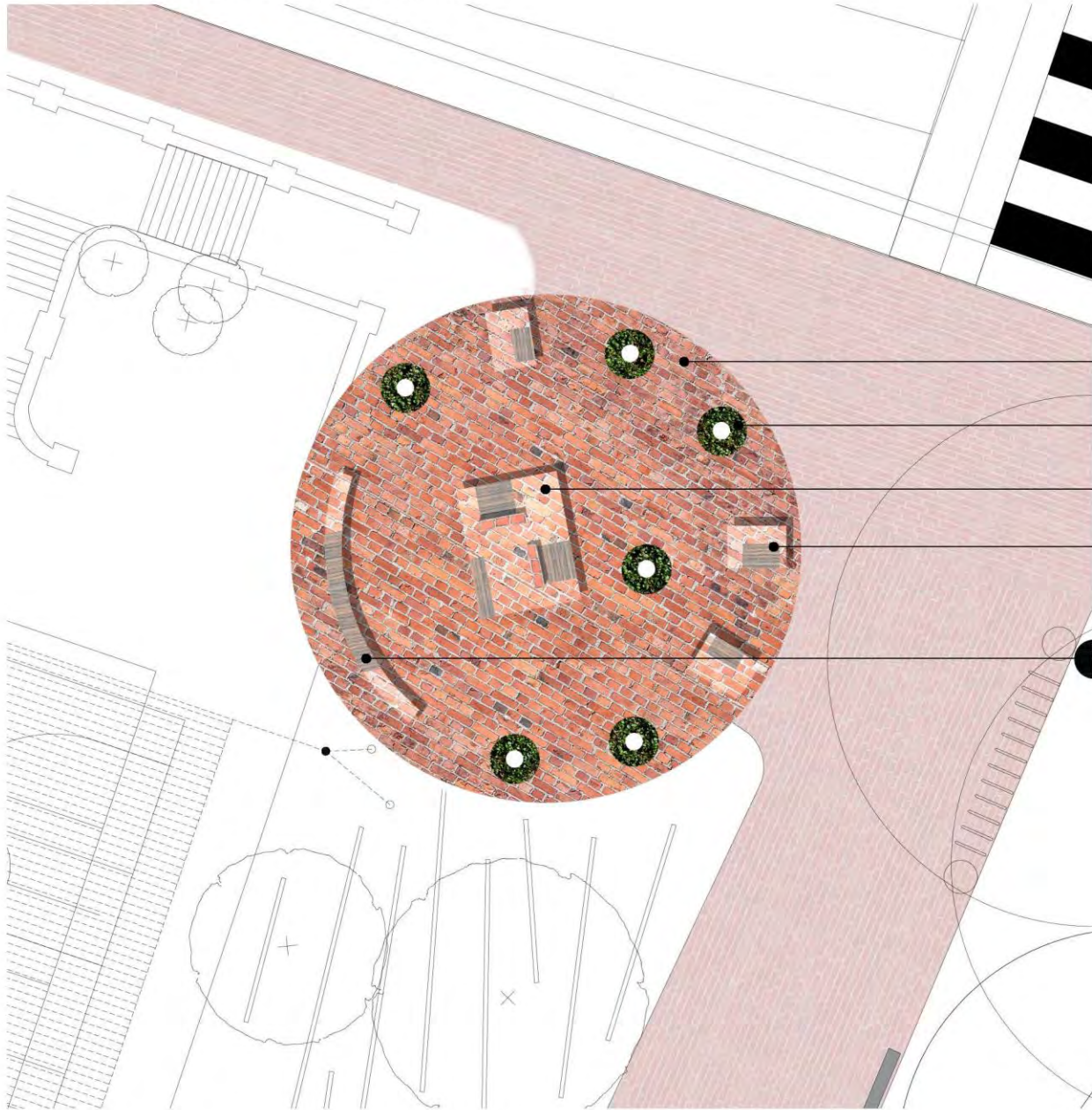


LONDON PLANE TREE



SHADE PERGOLA





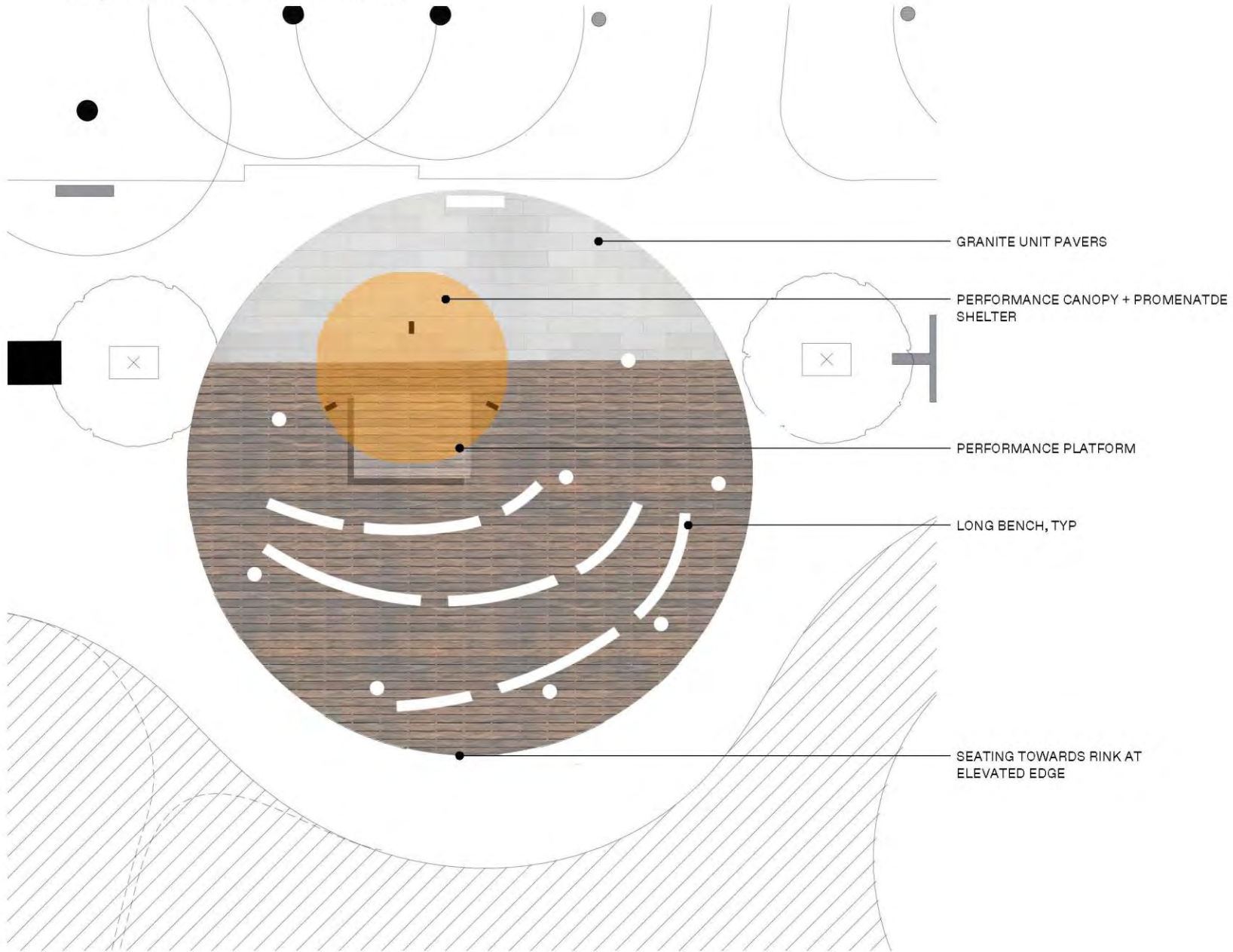
- BRICK PAVING
- TREE PLANTER, TYP
- LILYPAD BENCH
- SMALL BENCH, TYP
- OVERLOOK BENCH

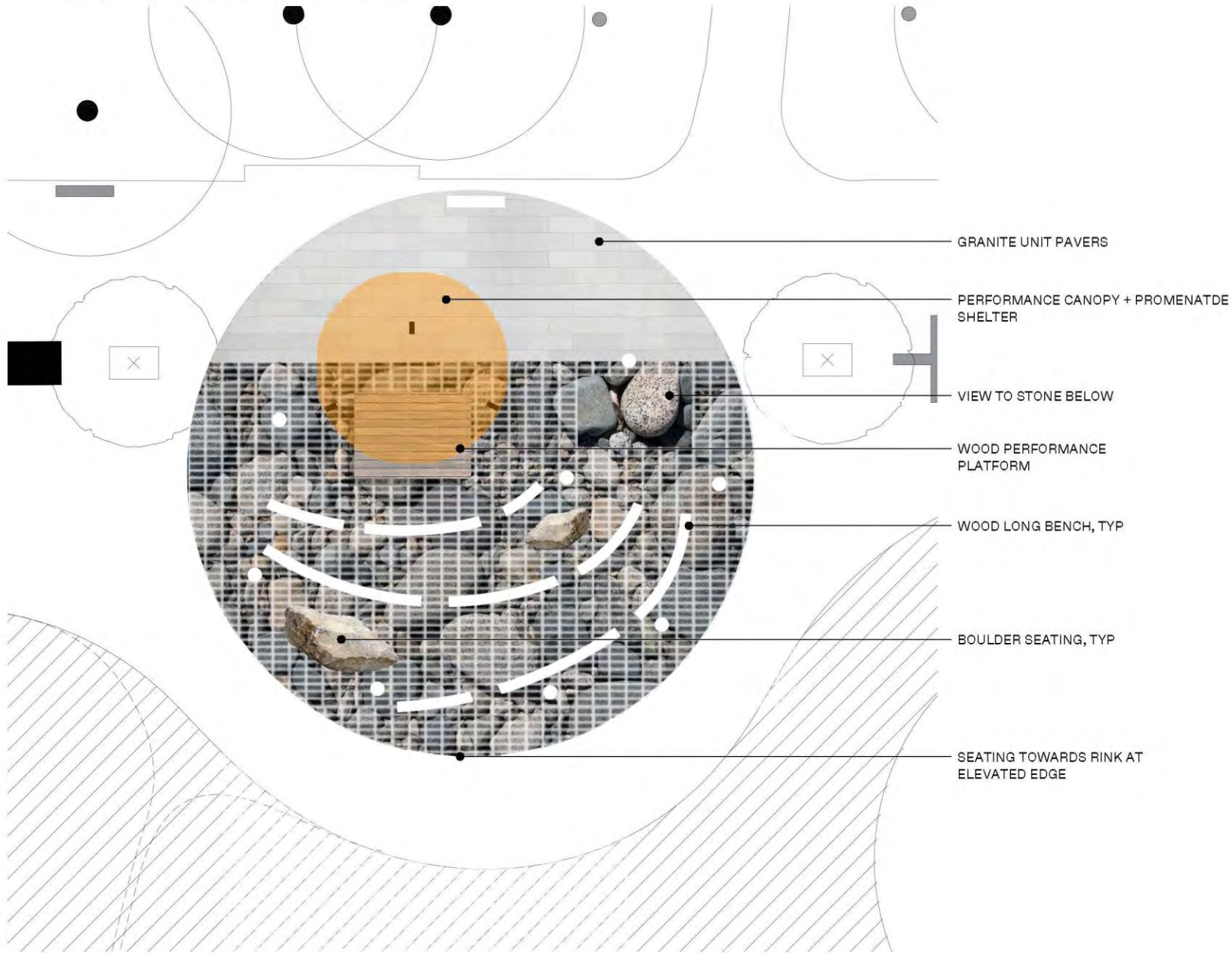


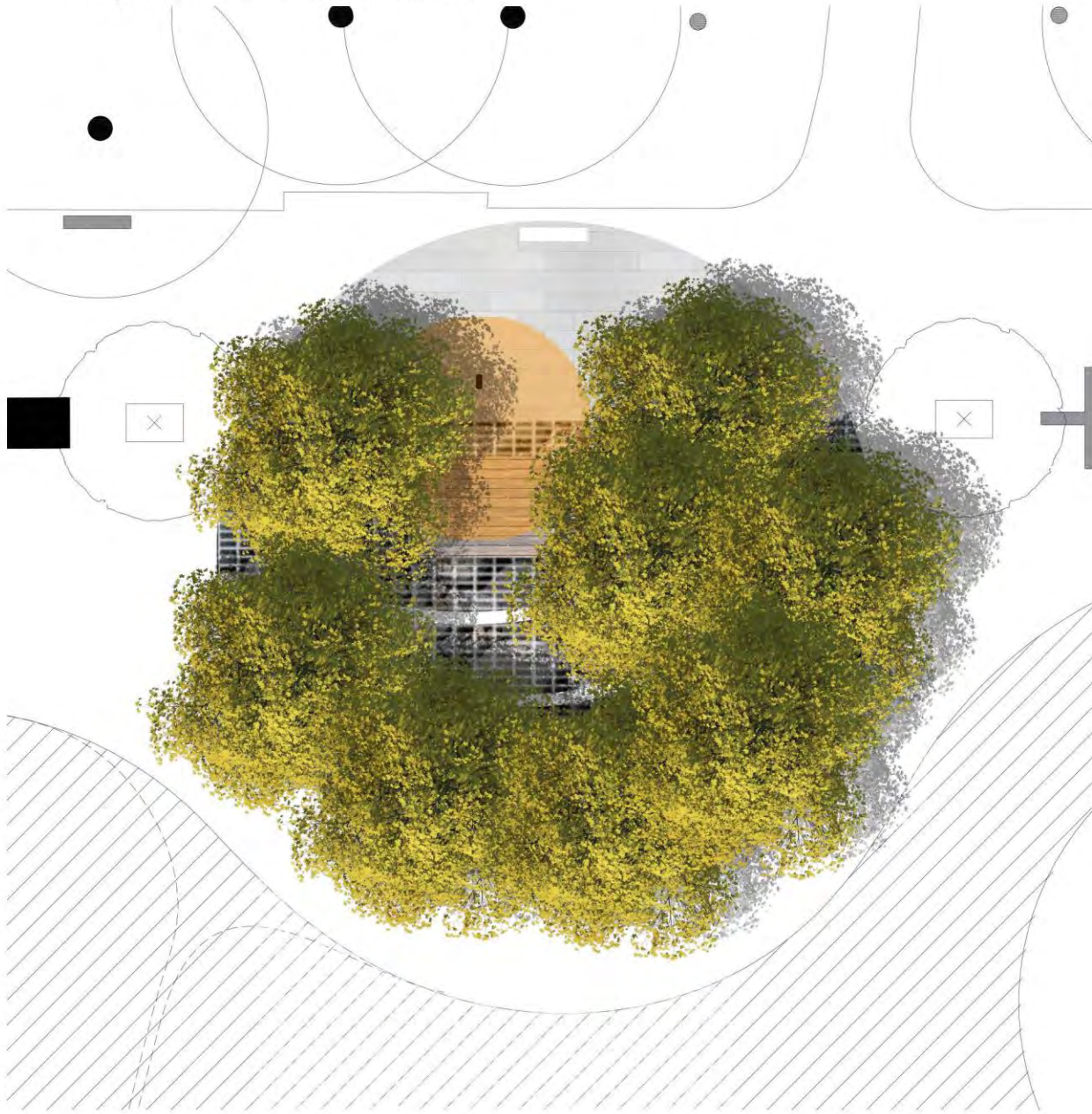


RED MAPLE







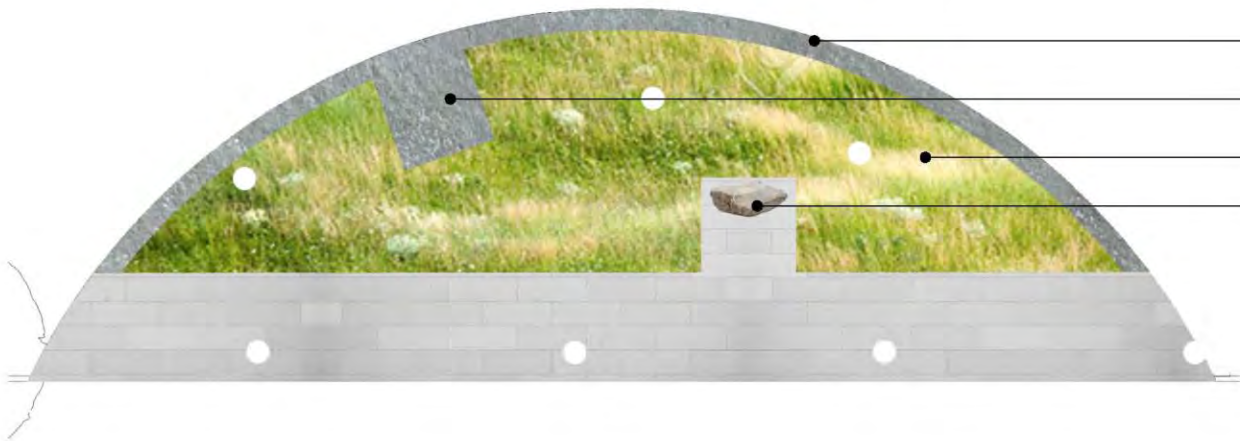
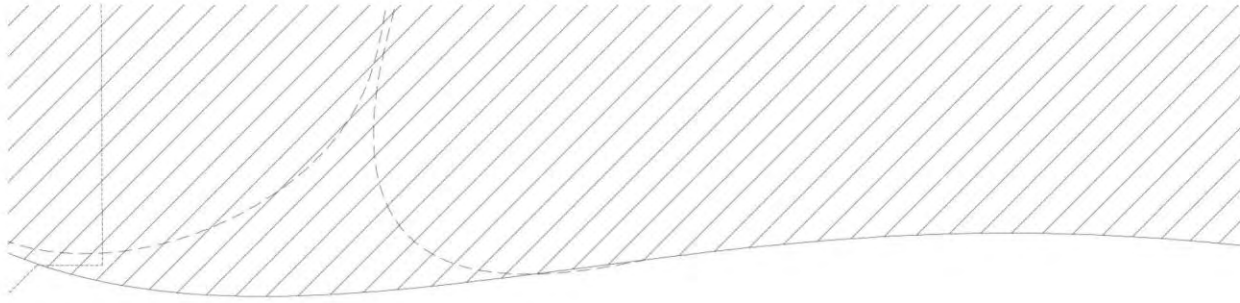


RIVER BIRCH

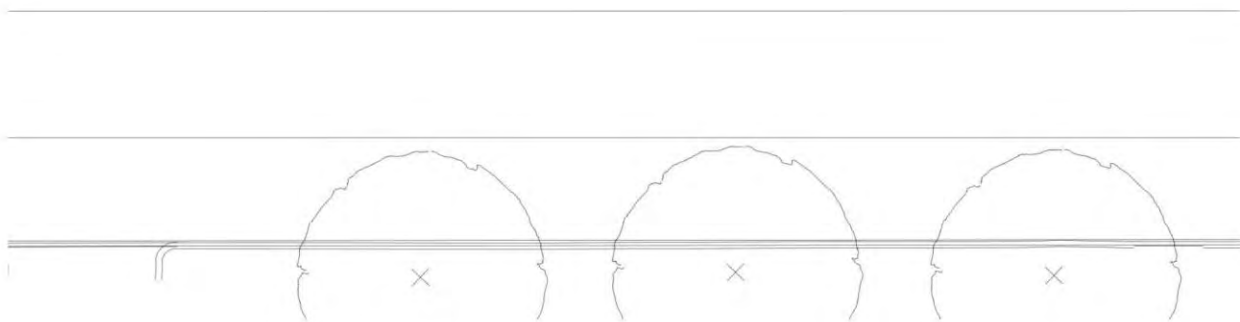


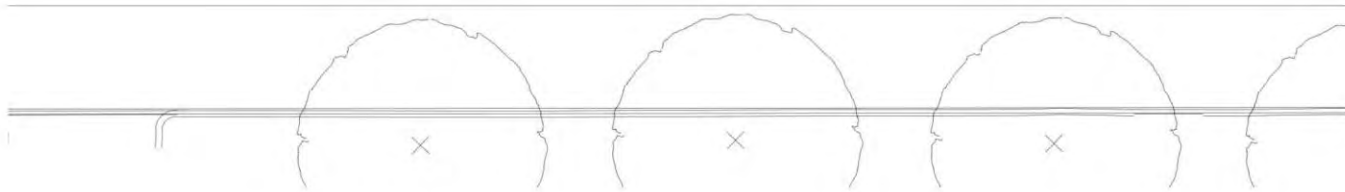
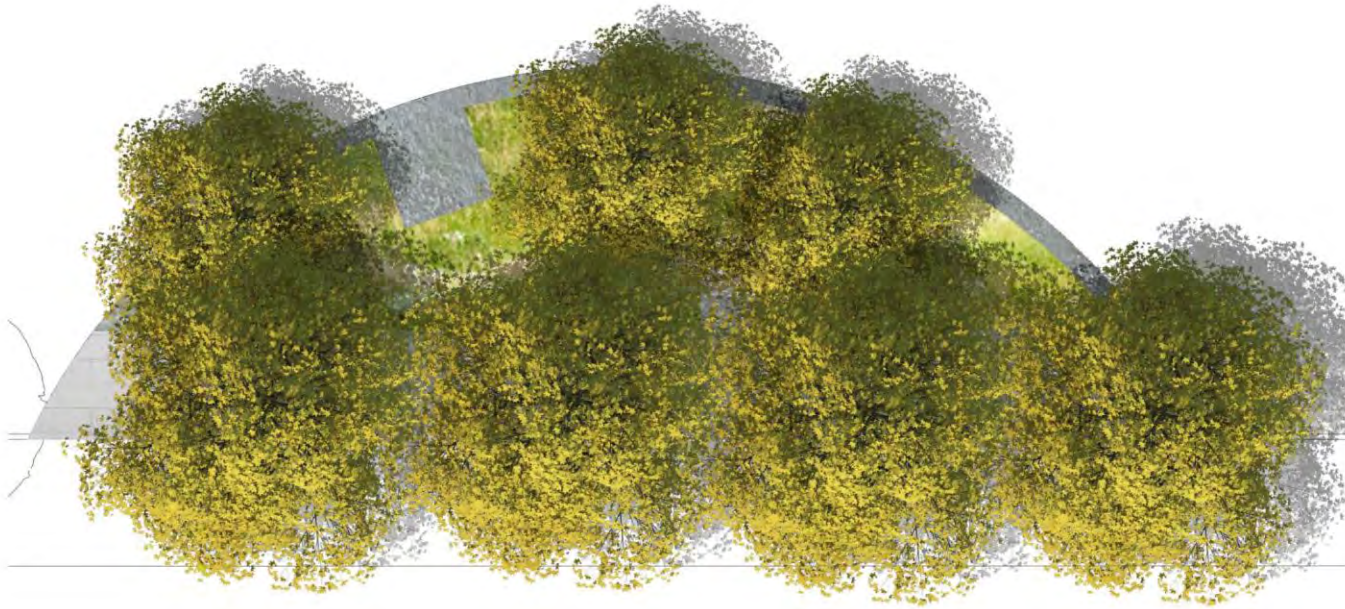
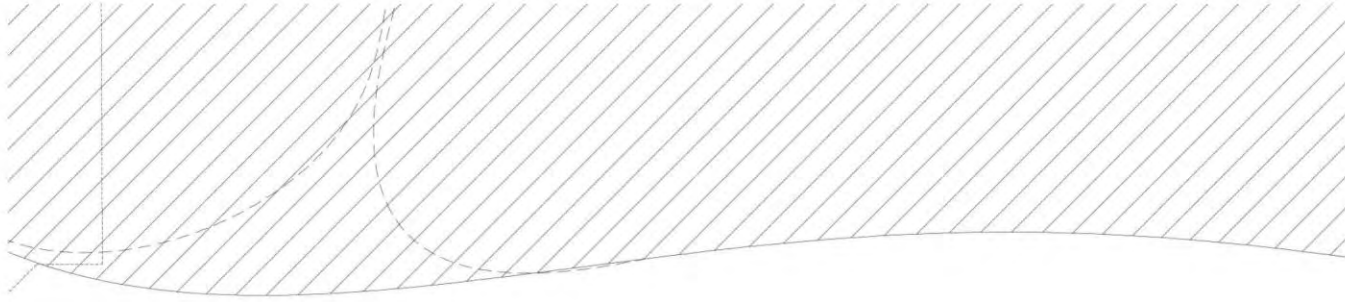
BLUEBERRY

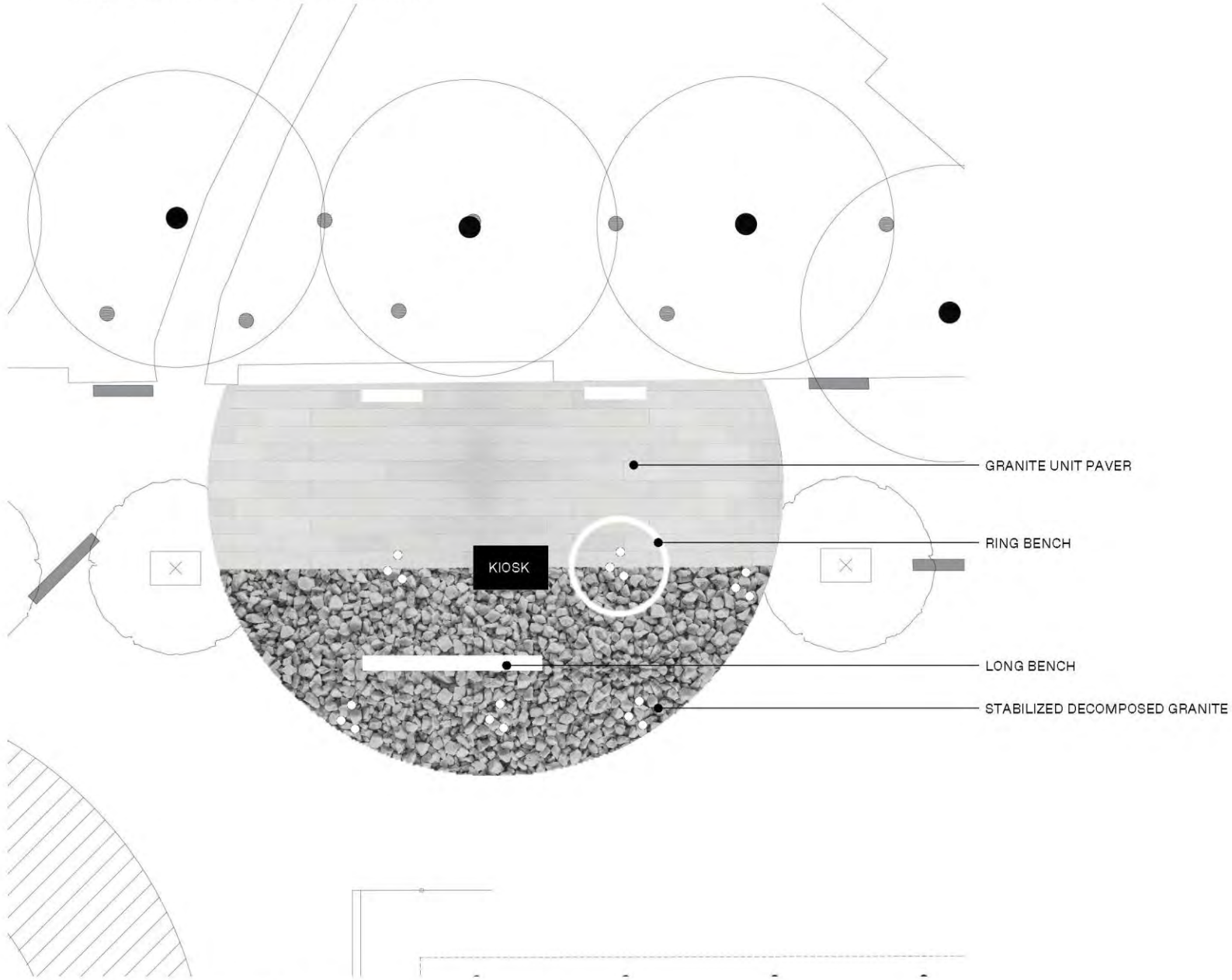


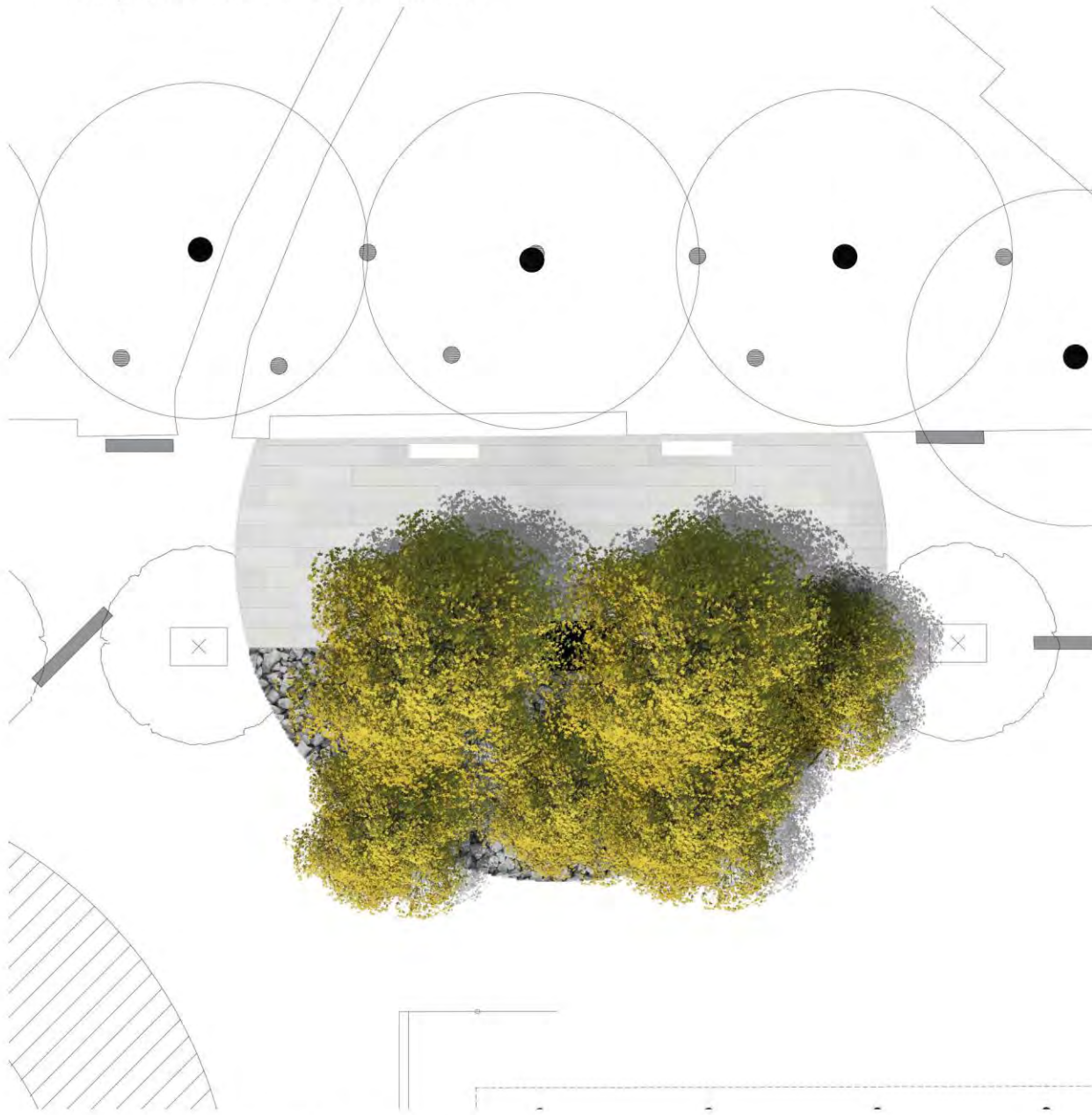


- SEATING AT ELEVATED EDGE
- LILYPAD BENCH EXTENSION
- BIOSWALE FEATURE
- SEATING ALCOVE











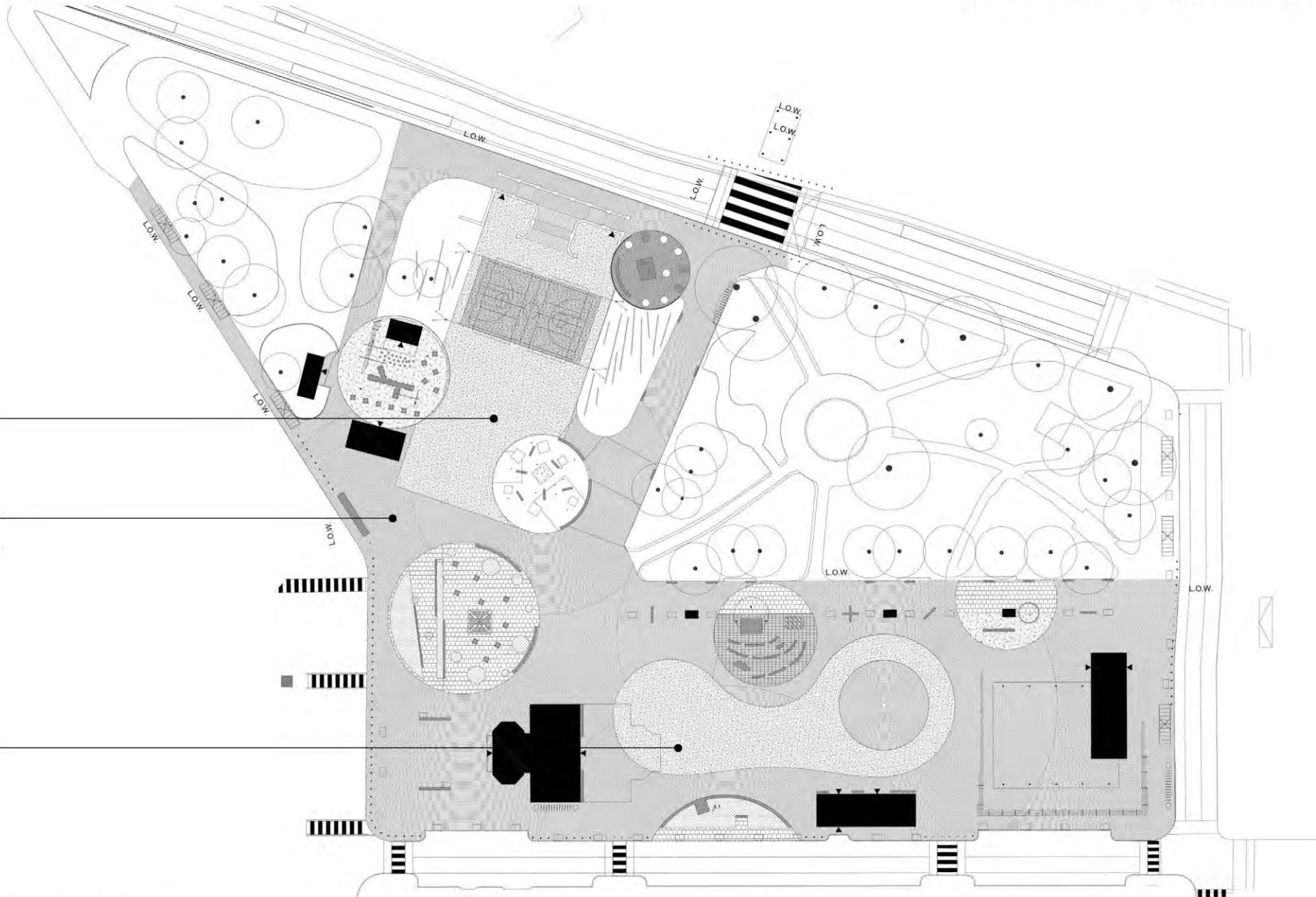




PAINTED CONCRETE
IN YOUTH PARK

PAVERS IN RADIAL PATTERN

CONCRETE RINK SLAB







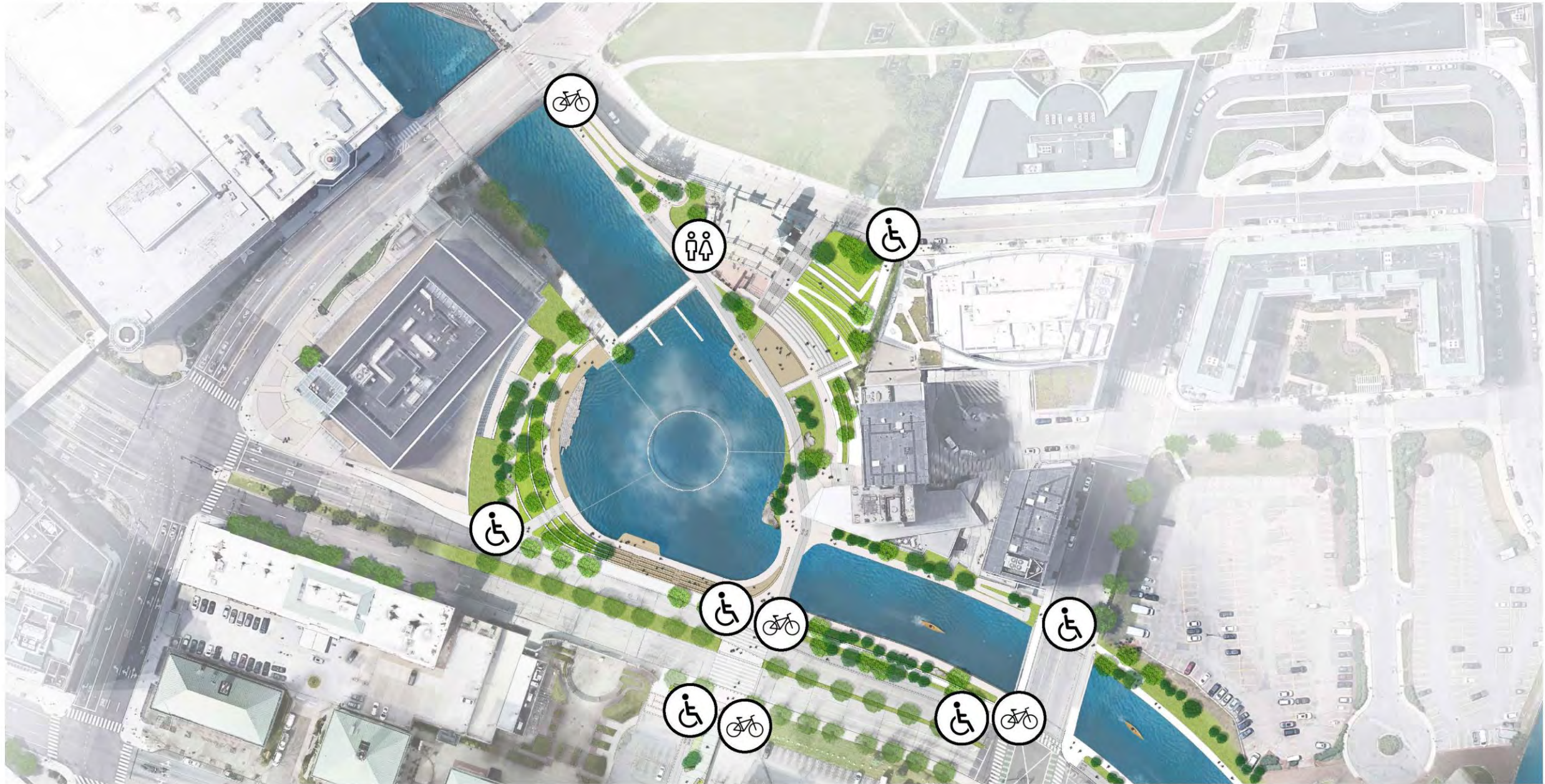


Site Amenities





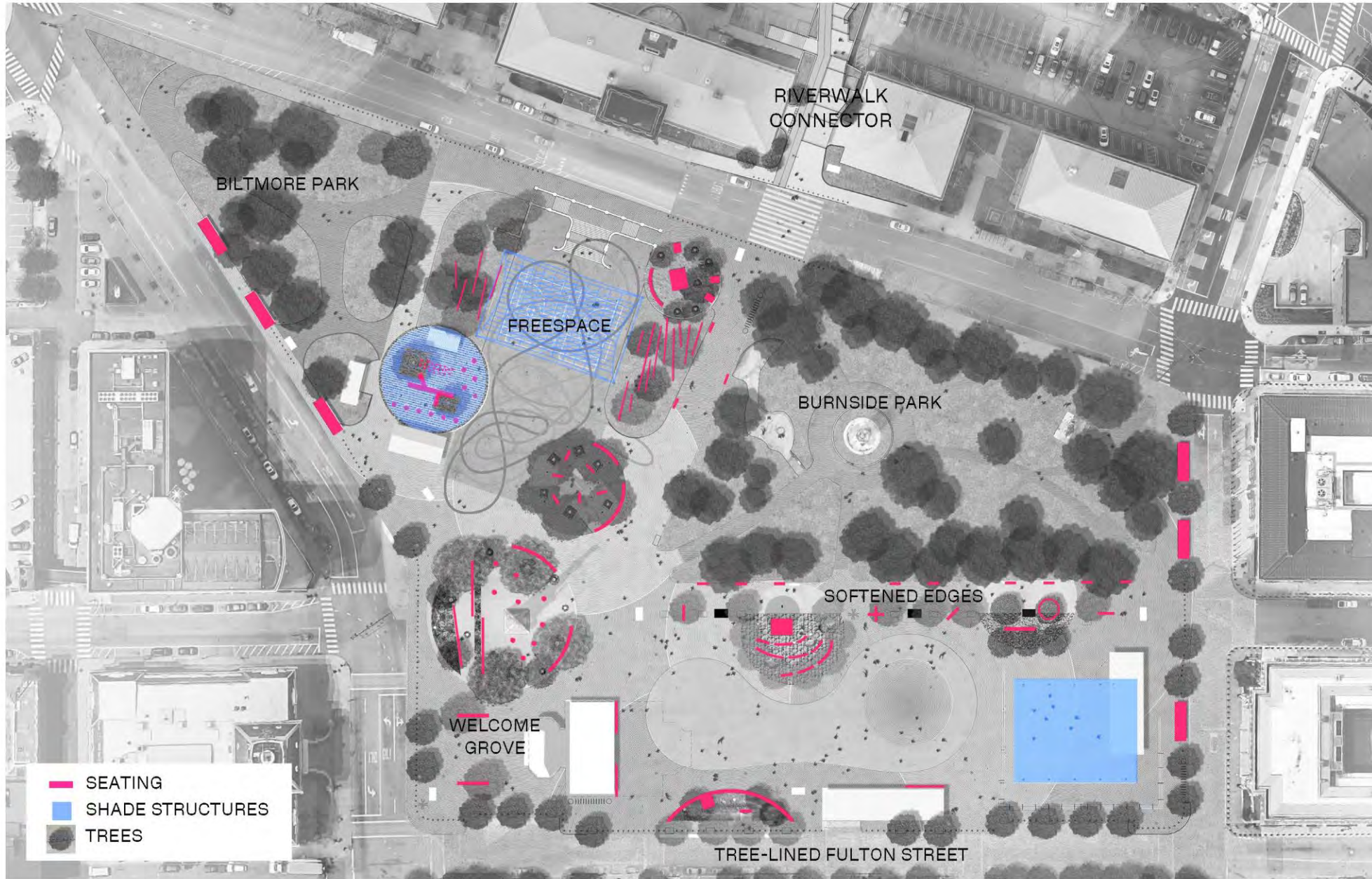














Buildings

Welcome Center

- Restore 1914 Trolley Shelter
- Information
- City Service Point
- Computer Access
- Bathrooms
- Lockers
- Park Staff Headquarters
- RIPTA Tickets



CITY HALL

DORRANCE STREET

WELCOME PLAZA

WELCOME CENTER BUILDING

SOLDIERS + SAILORS MONUMENT

THE RINK

FULTON STREET

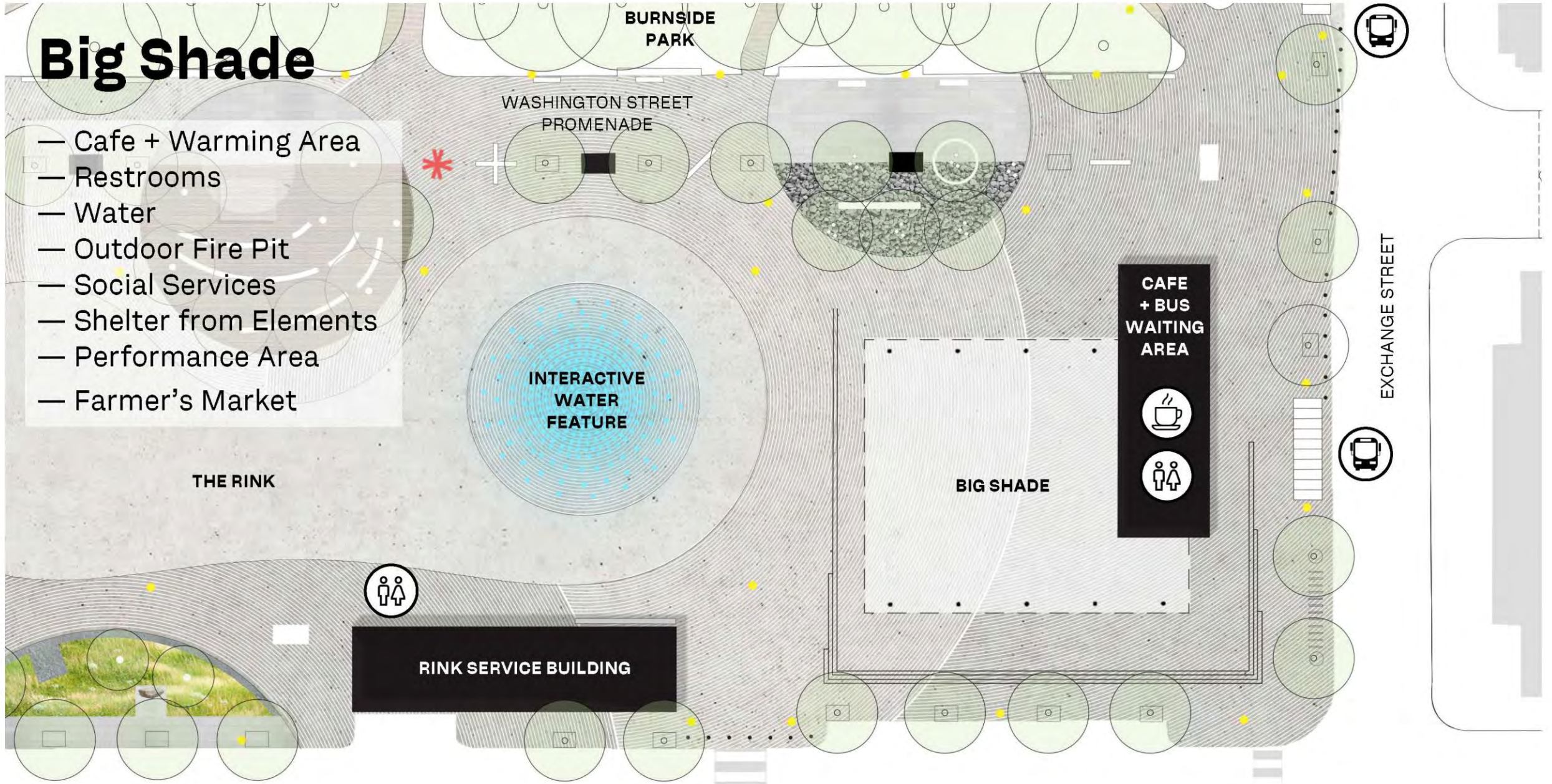






Big Shade

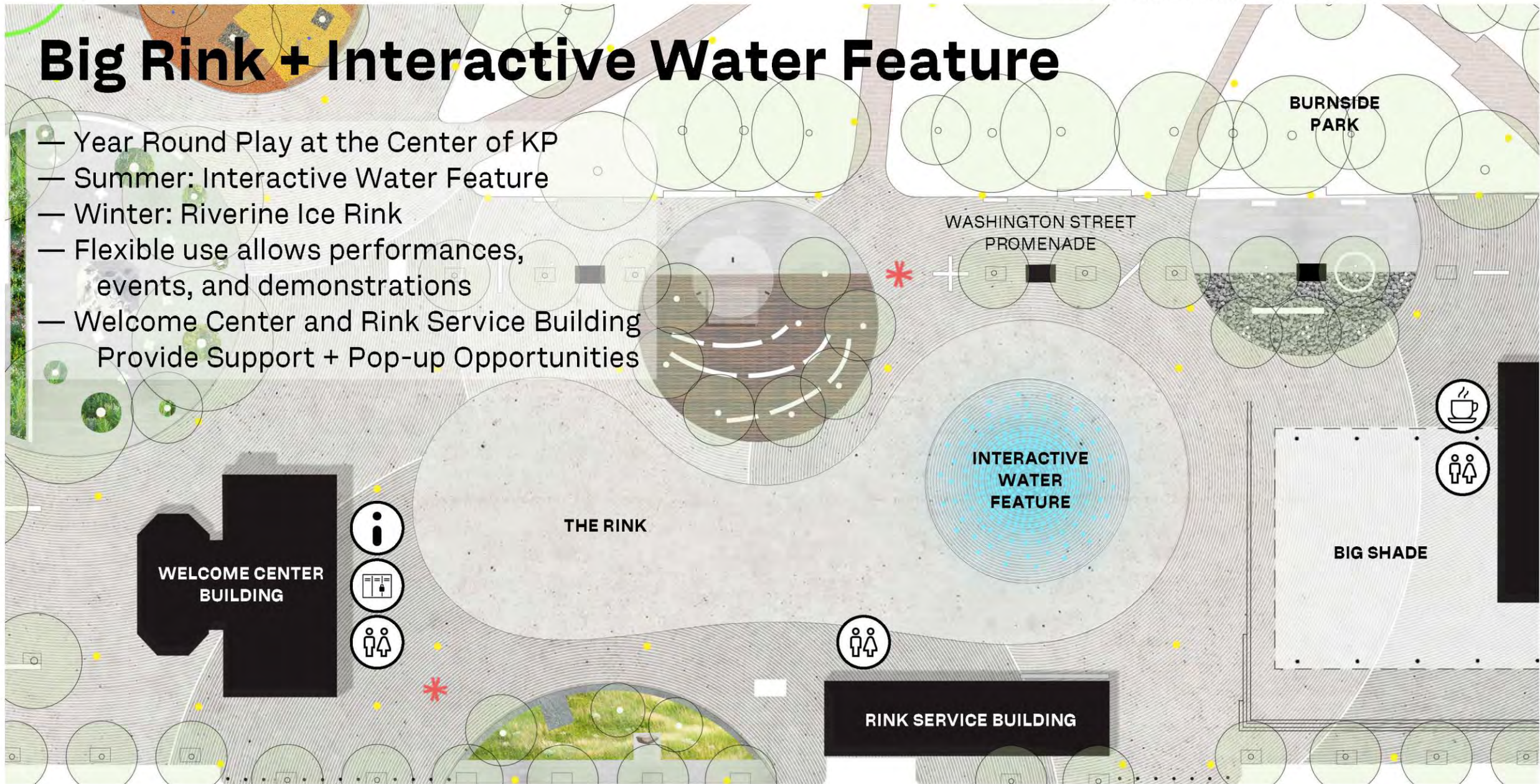
- Cafe + Warming Area
- Restrooms
- Water
- Outdoor Fire Pit
- Social Services
- Shelter from Elements
- Performance Area
- Farmer's Market



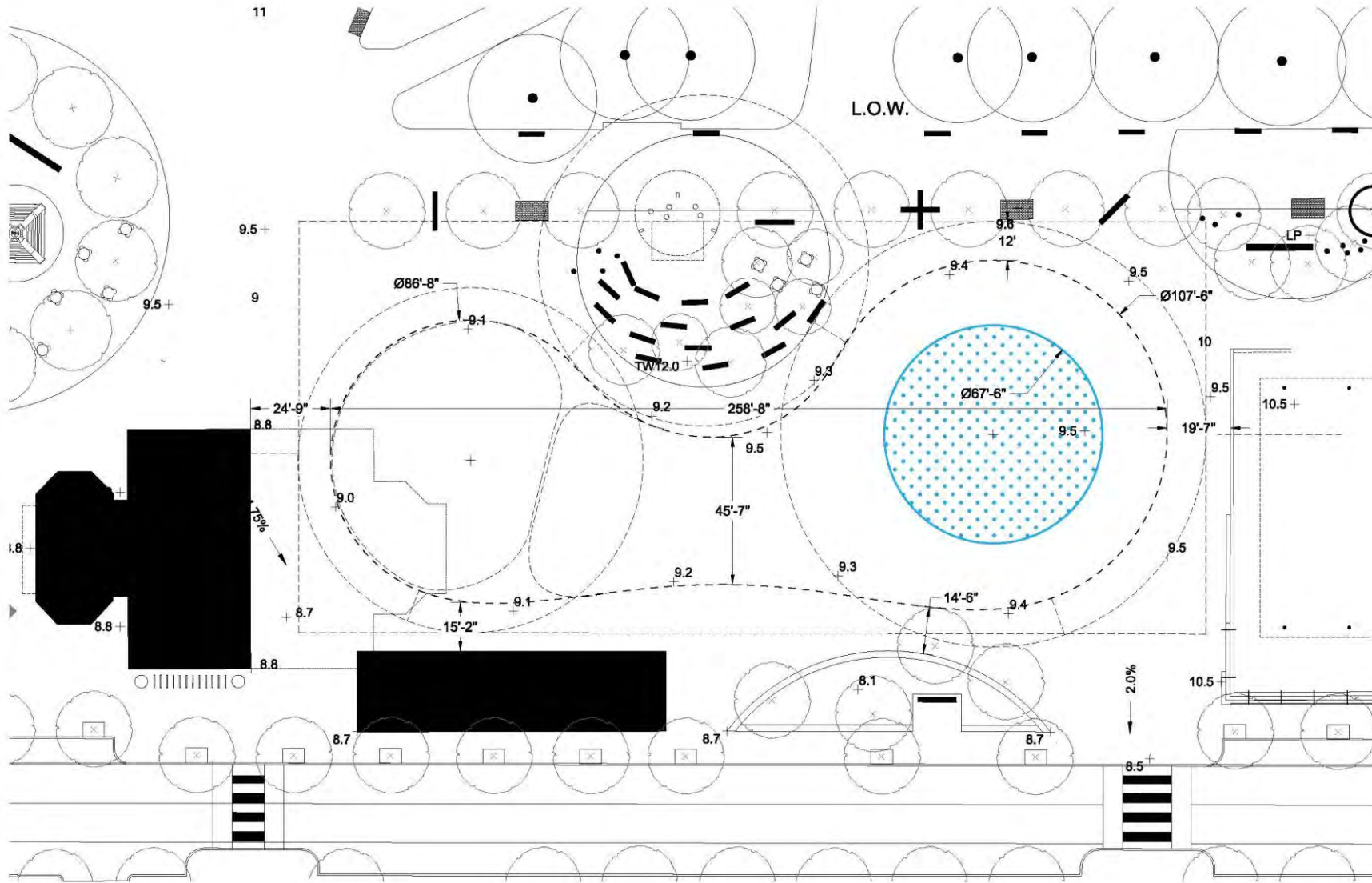


Big Rink + Interactive Water Feature

- Year Round Play at the Center of KP
- Summer: Interactive Water Feature
- Winter: Riverine Ice Rink
- Flexible use allows performances, events, and demonstrations
- Welcome Center and Rink Service Building Provide Support + Pop-up Opportunities







Rink Option: Single Island

- Max skating area for skate trail configuration
- Larger area for bumper cars
- Single water feature area

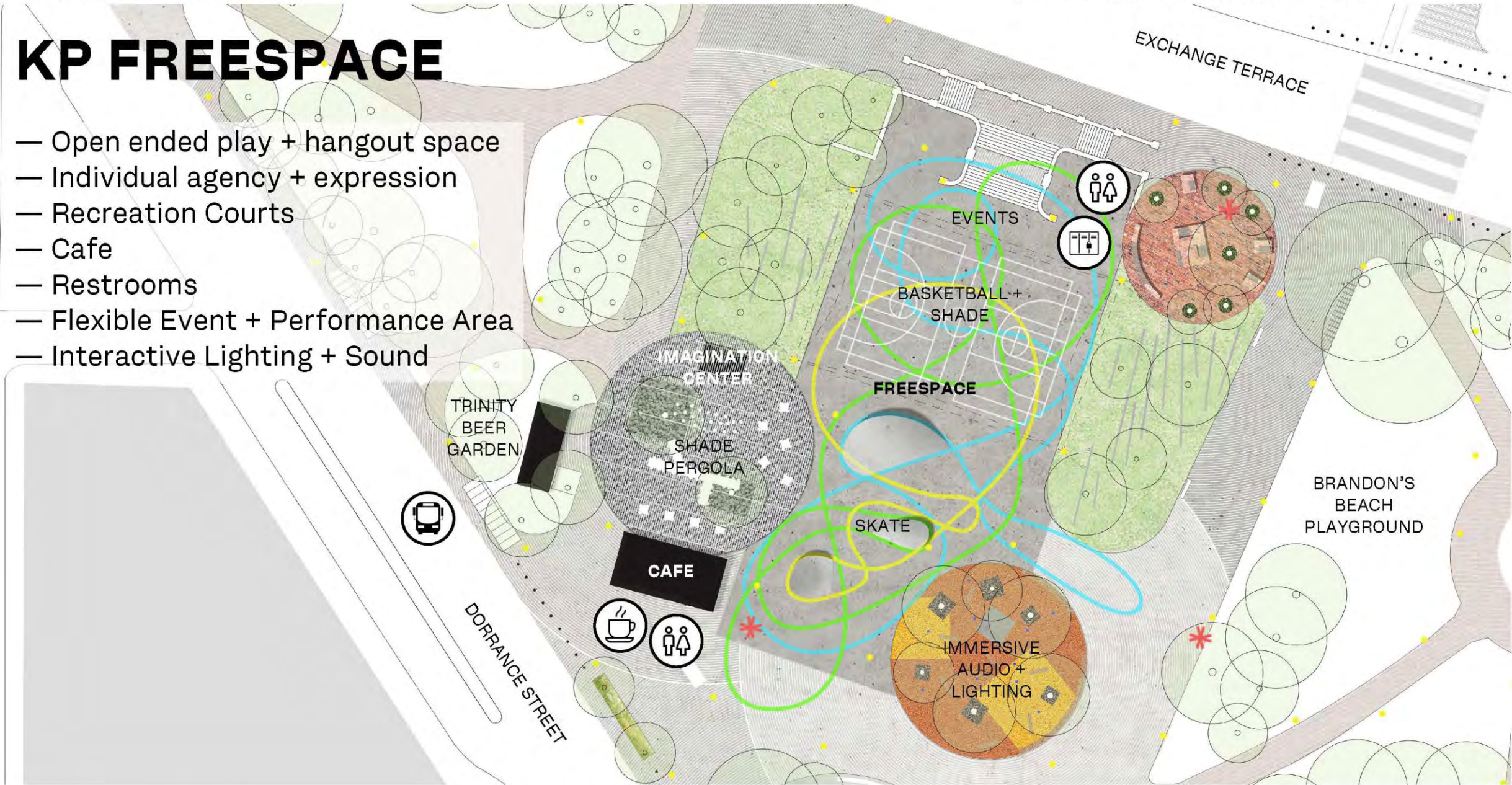
Area: 15,653 SF (+16%)
 Perimeter: 661' (+36%)



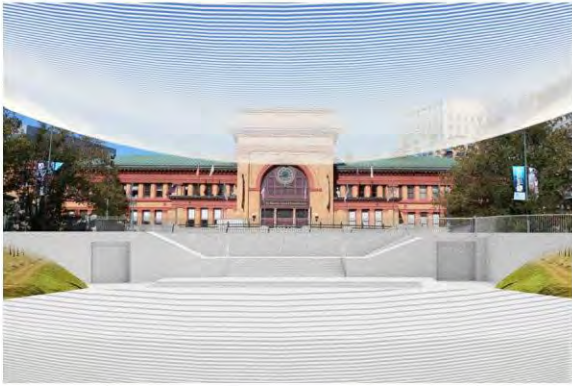


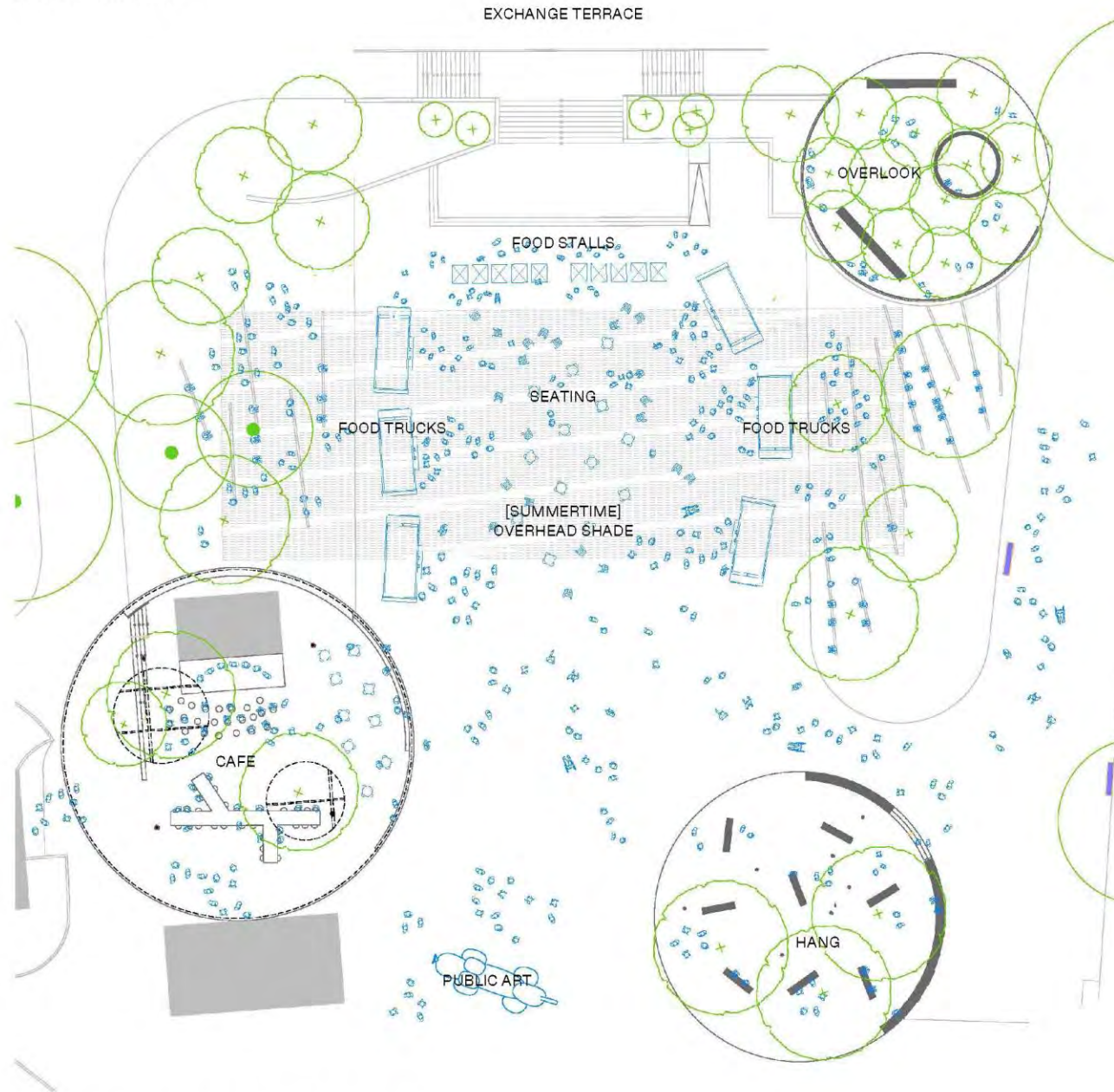
KP FREESPACE

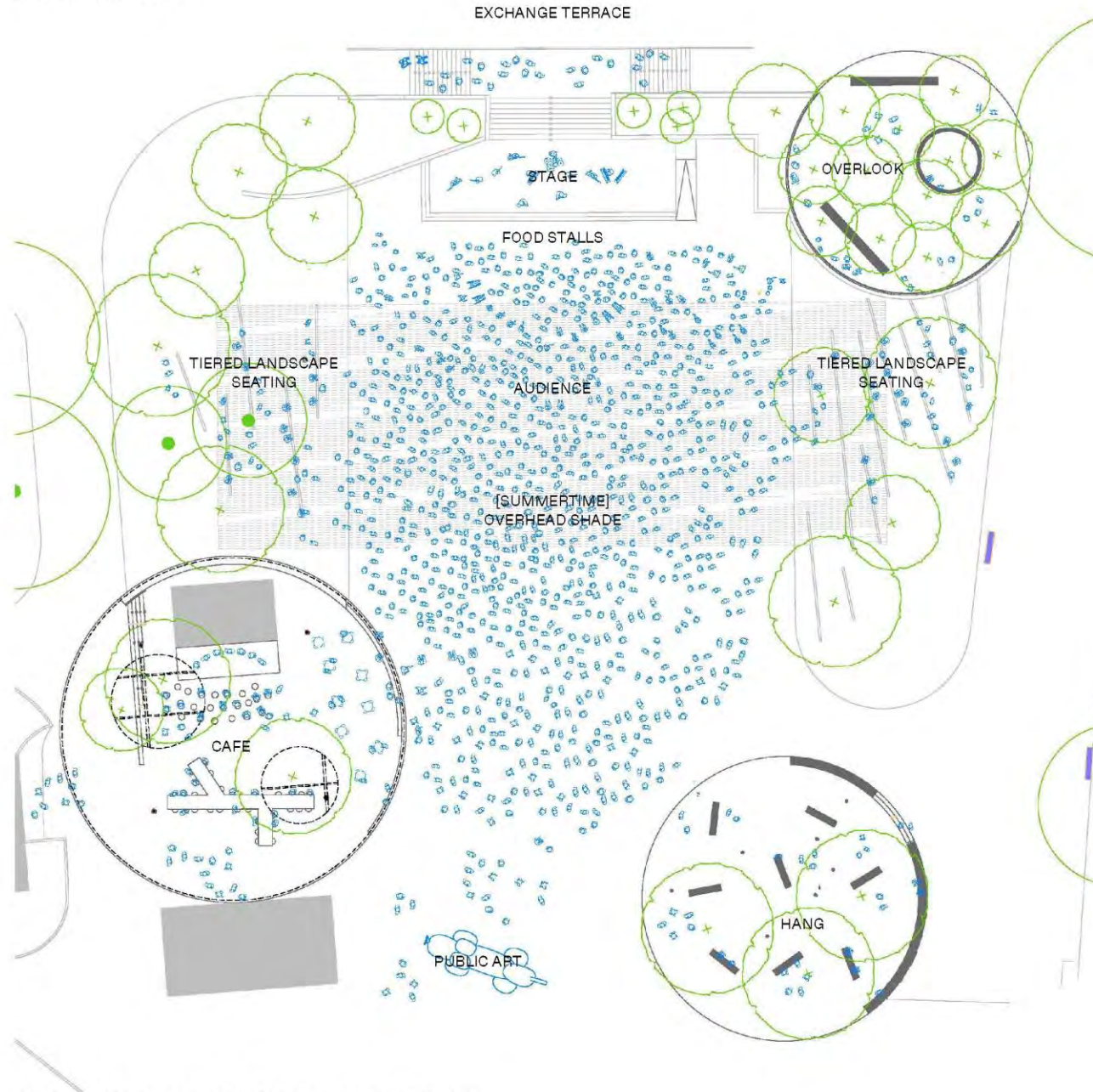
- Open ended play + hangout space
- Individual agency + expression
- Recreation Courts
- Cafe
- Restrooms
- Flexible Event + Performance Area
- Interactive Lighting + Sound

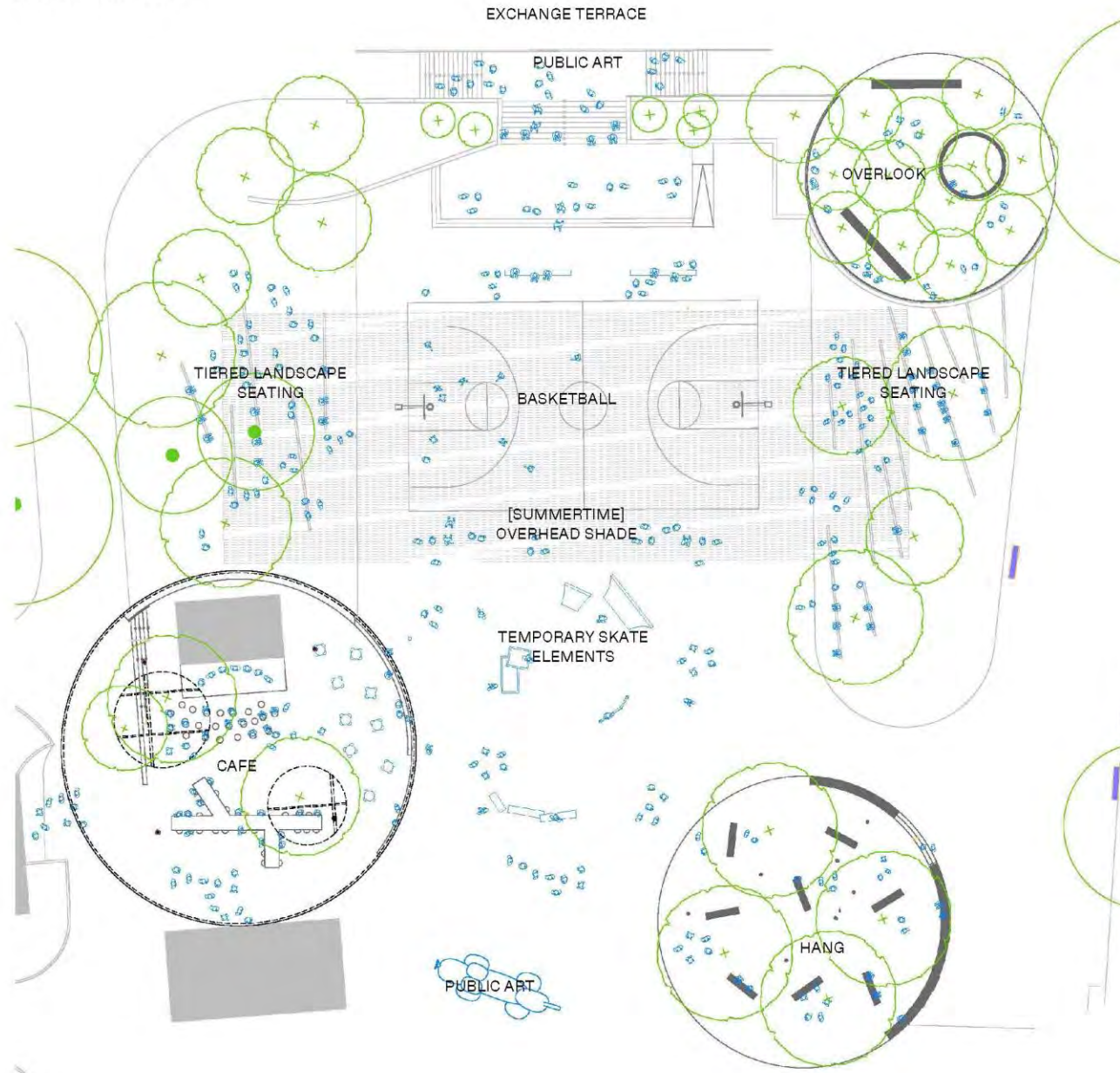


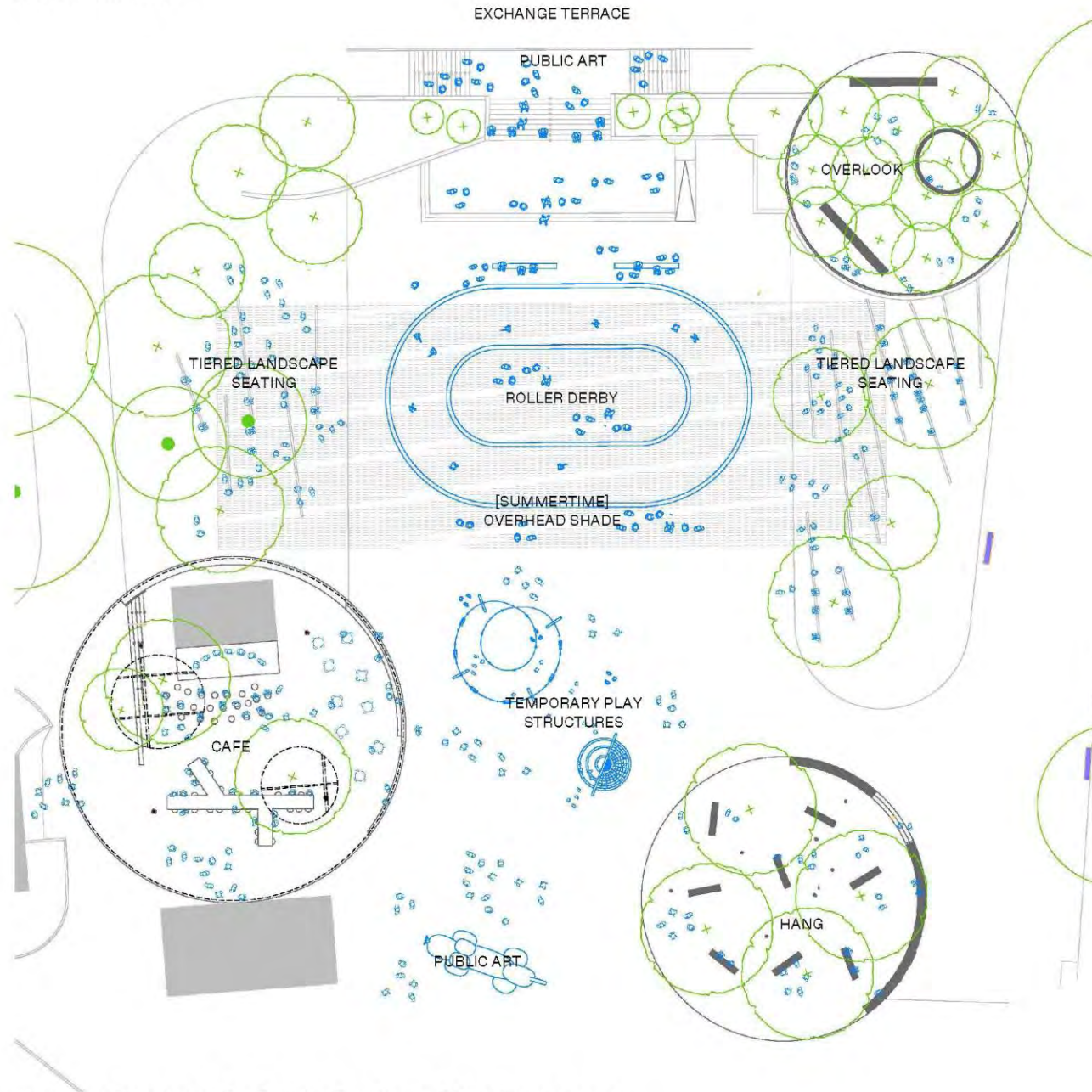






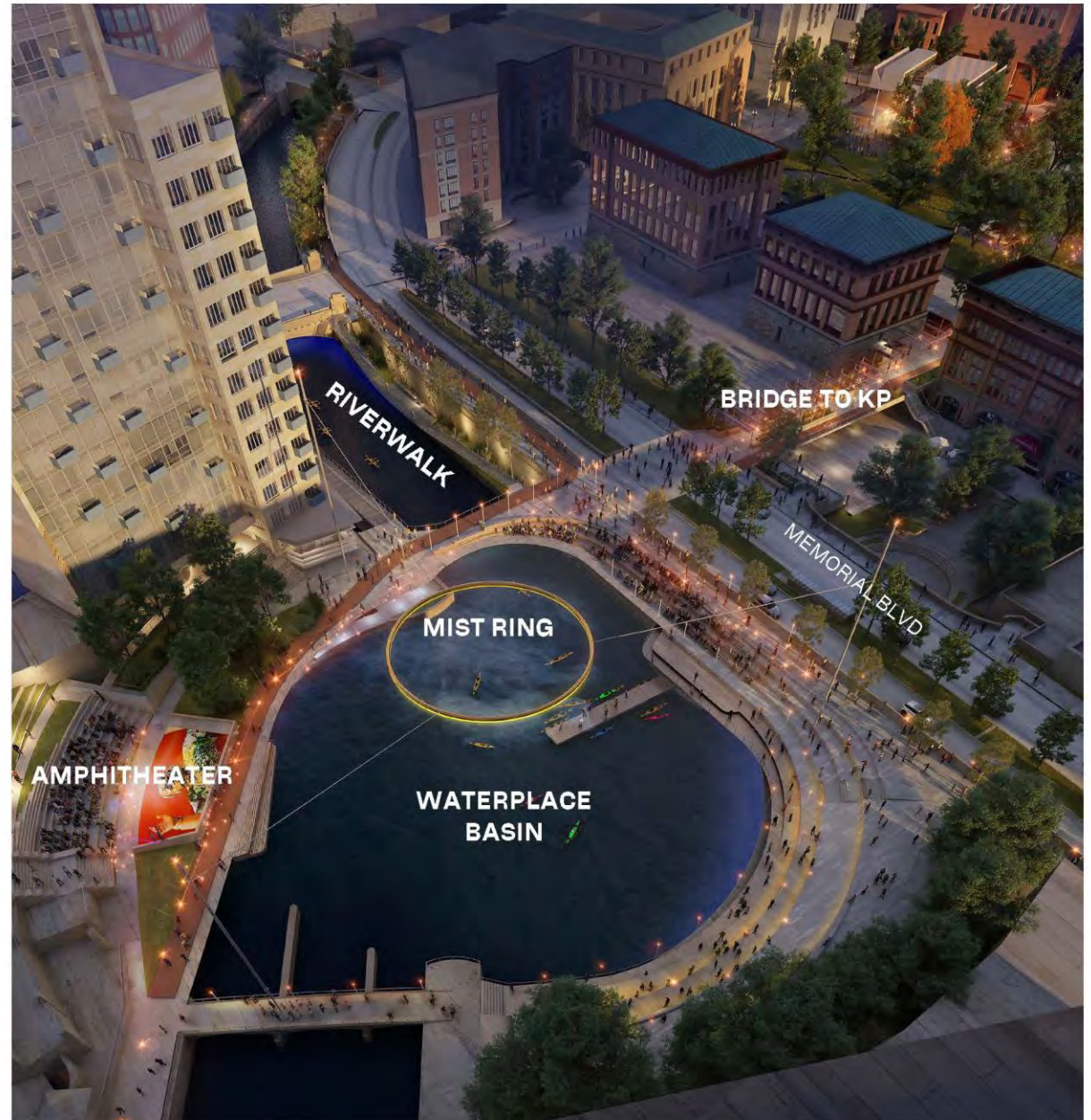






WATERPLACE PARK

- ADA + Bicycle Access
- New Climate-Adaptive Riverwalk Design
- New Vegetation & Seating Throughout
- Improved Amphitheater Design
- Mist-Ring Water Feature



Planting Concept





RIVER BIRCH STAGE

fall foliage

steel grating

switchgrass

river birch

catkins

RIVER BIRCH STAGE

A thicket of airy river birch emerge through steel grating to float around an elevated stage. River boulders and switchgrass weave a welcoming and playful atmosphere to take in the sights or enjoy a casual performance.

THEATRICAL CANOPY

River Birch

betula nigra

COMMUNITY STAGE

Casual setting for performance

SOFT LANDING

Switchgrass

PERMEABLE PAVING ON

EAST / WEST AXIS

CURVED SEATING

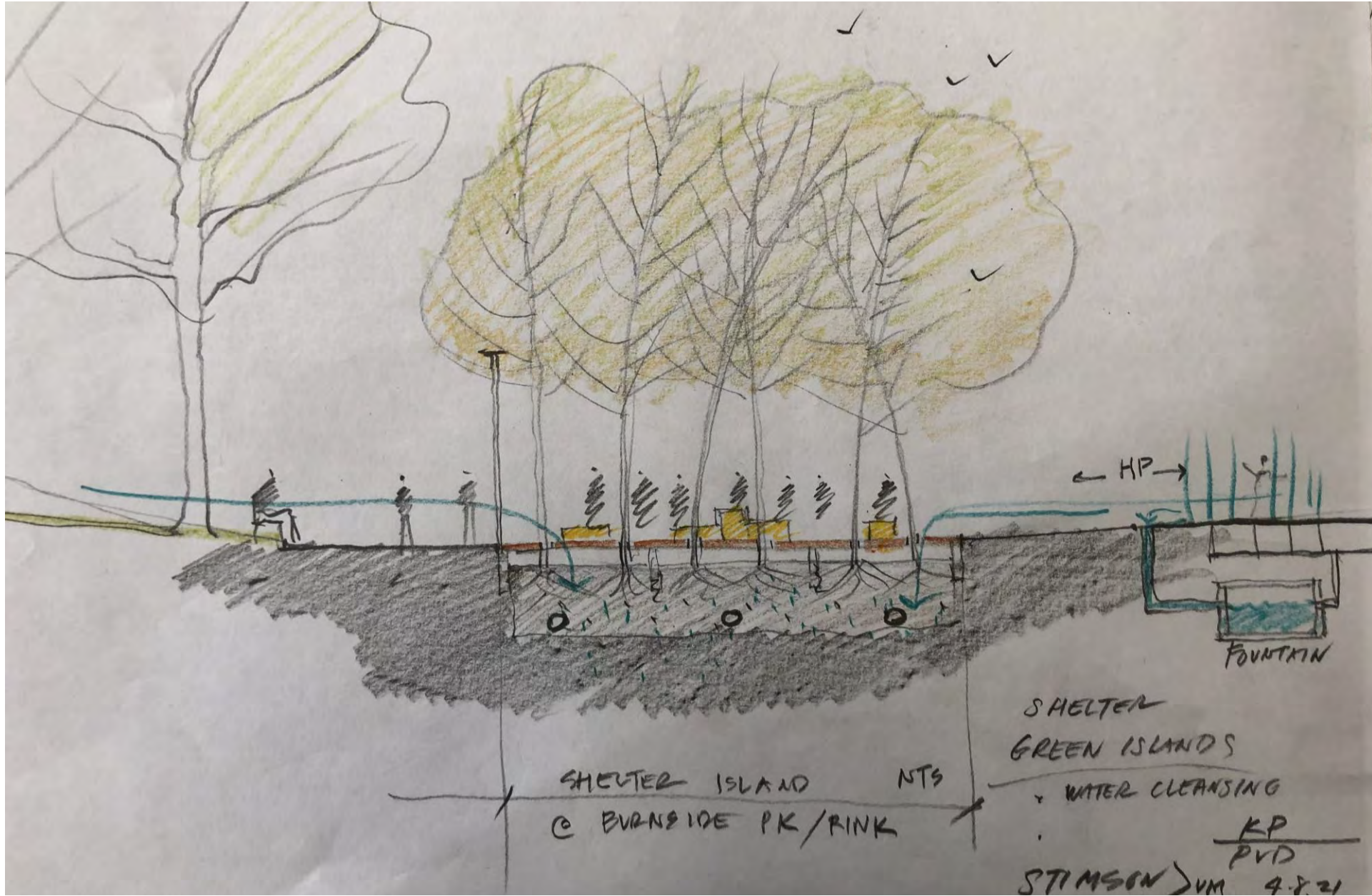
Creates theater in the round

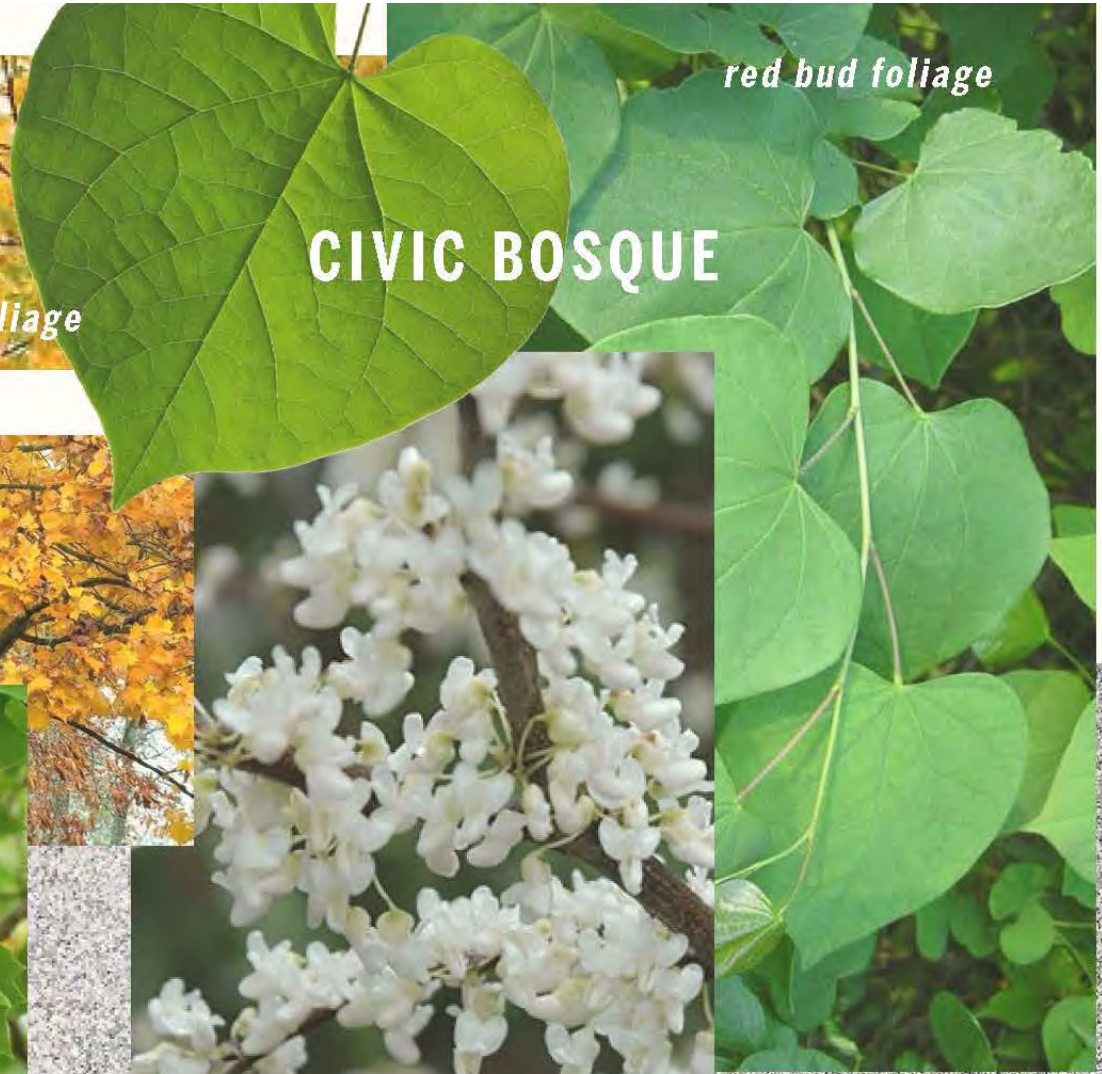
RIVERSIDE REPOSE

Large riverine boulders offer seating and scrambling play

BIG SPONGE

Steel grating allows





CIVIC BOSQUE



CIVIC BOSQUE

Tulip Poplars, Redbuds and granite benches encircle, designate and provide space to meet and linger at the Soldiers and Sailors monument. Granite pavers and a formal planted language reflect the civic relationship of the space to the monument and adjacent City Hall.

SHADE TREE

Tulip Poplar
liriodendron tulipifera

RELOCATED SOLDIERS AND SAILORS MONUMENT

FLOWERING TREE
White Redbud
cercis canadensis 'alba'

PERMEABLE GRANITE PAVERS

CURVED GRANITE SEATING AND VEHICULAR SAFETY WALL

GRANITE BENCHES







granular groundplane

sassafras fall foliage

blueberry summer foliage

sassafras spring bloom

SASSAFRASS CIRCLE

blueberry fall foliage

blueberry fruit

SASSAFRAS SHADE

Throughout the year, sassafras and high bush blueberry provide a riot of color, taste, and spatial interest to a calm and welcoming grove. A granular groundplane allows water to percolate while designating the space as an eddy in the river of activity in Kennedy Plaza.

EDIBLE ENCLOSURE
High Bush Blueberry
vaccinium corymbosum

GRANULAR SURFACE
Porous Paving

COLORFUL CANOPY
Sassafras
sassafras albidum



GRANITE SEATING GROVE

COMMUNITY





spicebush fall foliage



spicebush spring bud



fothergilla summer flower



yellow twig dogwood



GOLDEN GROVE

switchgrass



witch hazel fall foliage



GOLDEN GROVE

Playful and fresh gingkos, witch hazel, spicebush and yellow twig dogwood provide a golden glow all year round. Hammocks, scattered across a wooden deck alongside switchgrass and river boulders, provide space to lounge and linger.

GOLDEN GROVE

Ginkgo
gingko biloba

FEATHERY FOLIAGE

Sumac
rhus typhina

IN THE LIMELIGHT

Spicebush
lindera benzoin

GRANITE BENCHES

PERMEABLE PAVING IN FREE PLAY AREA

WINTER WONDER

Witch Hazel
hamamelis virginiana

PUNCTUATED PLANTING

Yellow Twig Dogwood
cornus sericea

HAMMOCK DECK

PLAYFUL PODS

Blazes of switchgrass float through river rock boulders







Sustainability & Resiliency Strategy

Providence Sustainability & Resilience Overview

The City of Providence is charting a clear course towards an equitable, low-carbon, and climate resilient future for its residents, as outlined in its Climate Justice Plan. The Unified Vision for Downtown Providence project has both the opportunity and the responsibility to integrate the City's larger racial justice, sustainability and climate change mitigation, and resilience goals into the design and construction of this comprehensive transformation of its downtown.

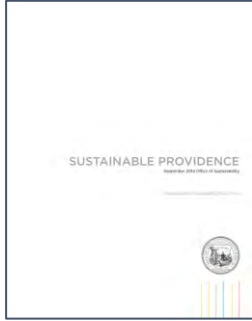
As such, the sustainability and resilience strategy for the project is grounded in the City's existing sustainability and resilience goals and based on publicly-available data for future climate projections to ensure the design of downtown is future-fit to support the residents of Providence. The following slides detail the overarching sustainability and resilience strategy for the project, including both existing design measures included in the current 30% design strategy and recommendations for future consideration as the design continues to progress through design and into construction and operations.

Key Data Sources

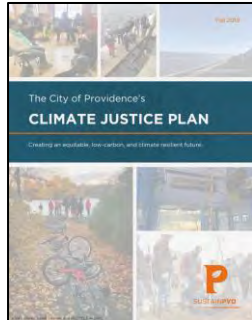
The key data sources used to understand the existing conditions for the site and to inform the sustainability and resilience strategy include the following:

- [Providence Climate Justice Plan](#)
- [Sustainable Providence Plan](#)
- [Providence 2019 Multi-Hazard Mitigation Plan](#)
- [Coastal Resource Management Council \(CRMC\) STORMTOOLS](#)
- [Resilient Rhody](#)
- [Trust for Public Land \(TPL\) Climate-Smart Cities Tool: Metro Providence](#)
- [RI CRMC Shoreline Change Special Area Management Plan \(SAMP\) Volume 1: Chapter 2](#)
- Conversation with Leah Bamberger, Providence Director of Sustainability (12/3/2020)
- Conversation with Barnaby Evans, Executive Artistic Director, WaterFire (12/14/2020)

Sustainability and Carbon Reduction in Providence



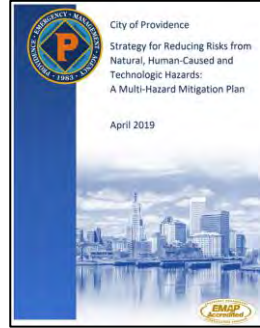
Providence's sustainability journey started with the **Sustainable Providence** plan, which presents a community vision focused on the following topics: waste; food; transportation; water; energy; and land use and development.



With the development of the **Climate Justice Plan**, Providence sets forth concrete carbon-reduction targets in the buildings and transportation sectors while promoting clean energy sources and centering its climate and sustainability work around frontline communities. Providence's **VISION** for a low-carbon future is one where,

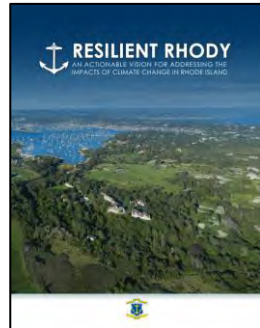
- your race or zip code no longer determines your health or economic outcomes.
- decisions are made collectively to allow those who are most impacted to have the greatest say.
- land stewardship is valued over ownership.
- access to clean water and land is not just a luxury for the wealthy, but a fundamental human right.

Climate Resilience in Providence



Providence's ambitious sustainability and carbon neutrality goals are grounded in the reality that climate change is happening now, and any robust sustainability and climate change strategy must recognize how climate change is already impacting the City and its residents. Observed and future climate impacts in Providence are expected to include:

- Rising sea levels are already causing floods in the city and sea levels are expected to rise +9.6' by 2100
- Rhode Island summers are expected to get 9.1 degrees hotter by 2100
- High heat danger days (above 105 degrees) are likely to increase to at least 12 days by 2050
- RI has seen a steady increase in extreme precipitation



Coastal Flooding and Sea Level Rise: Design Considerations

The Rhode Island Coastal Resources Management Council (RI CRMC) recommends the use of the following sea level rise projections for planning and design throughout the State of Rhode Island.

Table 2. Sea level rise projections for Rhode Island

	2030	2050	2080	2100
NOAA 2017 projections based on "high curve"	1.67 feet (83% CI)	3.25 feet (83% CI)	6.69 feet (83% CI)	9.6 feet (83% CI)

For the purposes of this project, we have assumed that the Fox Point Hurricane Barrier will protect against more severe events and/or the City will need to implement a comprehensive flood protection strategy for Downtown if the Hurricane Barrier cannot protect against more extreme events. Therefore, the flood protection strategy for this project focused on protecting against less severe, but potentially more frequent coastal flood events that could occur. The 10-year storm surge event in 2050 (using 3.25' of sea level rise as recommended by RI CRMC) was used as the basis of design for the PVD-UVD coastal flood protection strategy. The anticipated flooding associated with a 10-yr storm event in 2050 is shown on the map to the right.



Source: CRMC STORMTOOLS

Coastal Flooding and Sea Level Rise: Design Recommendations

Design Flood Elevation (DFE) Objectives:

- **Minimum DFE (9.0' NAVD-88):** Provide a level of flood protection greater than the 2050 nuisance tidal flooding (the twice-monthly King Tide), and comparable to the current level of protection of adjacent downtown neighborhoods.
- **Recommended DFE (13.5' NAVD-88):** Provide a level of flood protection greater than the 2050 nuisance storm surge flood event (2050 10-Year Storm Surge Event).

General Flood Resiliency Considerations:

- **Equipment:** Keep all equipment prone to flood damage above Recommended DFE or incorporate dry floodproofing measures.
- **Materials:** Use resilient and salt-tolerant materials below the Recommended DFE.
- Design all structures to resist buoyancy for water levels up to the Recommended DFE.

Memorial Boulevard Pedestrian Tunnel Flood Barrier:

- Coordinate future design development of the flood barrier with the City and stakeholders to identify an acceptable flood barrier system. Consideration should be given to the following types of barriers:
 - Deployable Flood Barrier.
 - Permanent Flood Wall with Flood Door, for access to the tunnel space
- Design storm drainage on the 'dry-side' of the flood barrier to accommodate future extreme rainfall.
- The flood barrier will disconnect a portion of the FEMA flood plain from the Woonasquatucket River. Compensatory storage to compensate for this floodplain volume is proposed and should be further coordinated with regulatory agencies as required to satisfy FEMA requirements. Numerical river flood modeling should be provided to confirm the sizing and design of the compensatory storage.



Deployable Flood Barrier



Permanent Flood Wall with Flood Door

Coastal Flooding and Sea Level Rise: Riverwalk Phasing Plan

As seas rise due to climate change, the Fox Point Hurricane Barrier (FPHB) gate closures are expected to exceed 50 times per year by 2050, and twice daily by 2100. As the FPHB is not designed for this frequency of closures, we anticipate closing the gates for Riverwalk access and events will become more expensive and eventually impractical.

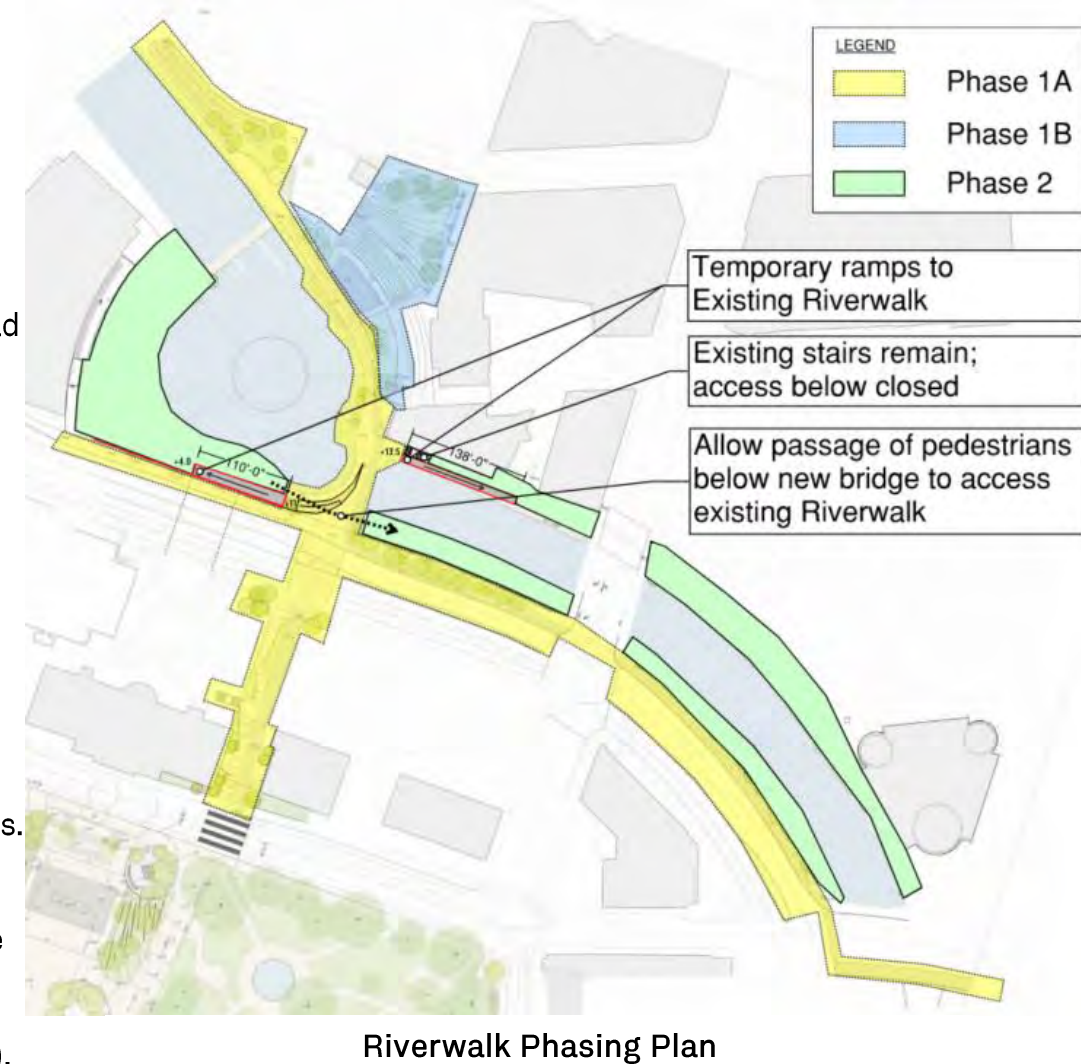
As the current Riverwalk elevations are generally below the FEMA Base Flood Elevation (BFE), large-scale filling to elevate the Riverwalk or the addition of flood walls along the waterfront to protect the Riverwalk from flooding are not recommended due to challenges associated with providing the necessary FEMA compensatory flood storage volumes. The proposed design instead utilizes an incremental approach to elevating the Riverwalk through the use of platforms located above the FEMA BFE. Considerations for the phasing of these Riverwalk modifications are provided below.

Near-term:

- Incorporate components of the project to improve connections between the project area and adjacent neighborhoods identified in the Phase 1A areas on the Riverwalk Phasing Plan.
- Project components located in the Phase 1B areas may be constructed simultaneously or independently of the Phase 1A work.
- Provide temporary ramps from the Phase 1A areas to the existing Riverwalks as indicated on the Riverwalk Phasing Plan. Consider providing ramps designed to accommodate incremental raising of the proposed Riverwalk platforms located in the Phase 2 areas.
- Consider temporary pavement improvements to improve accessibility within the Phase 2 areas.

Mid-term:

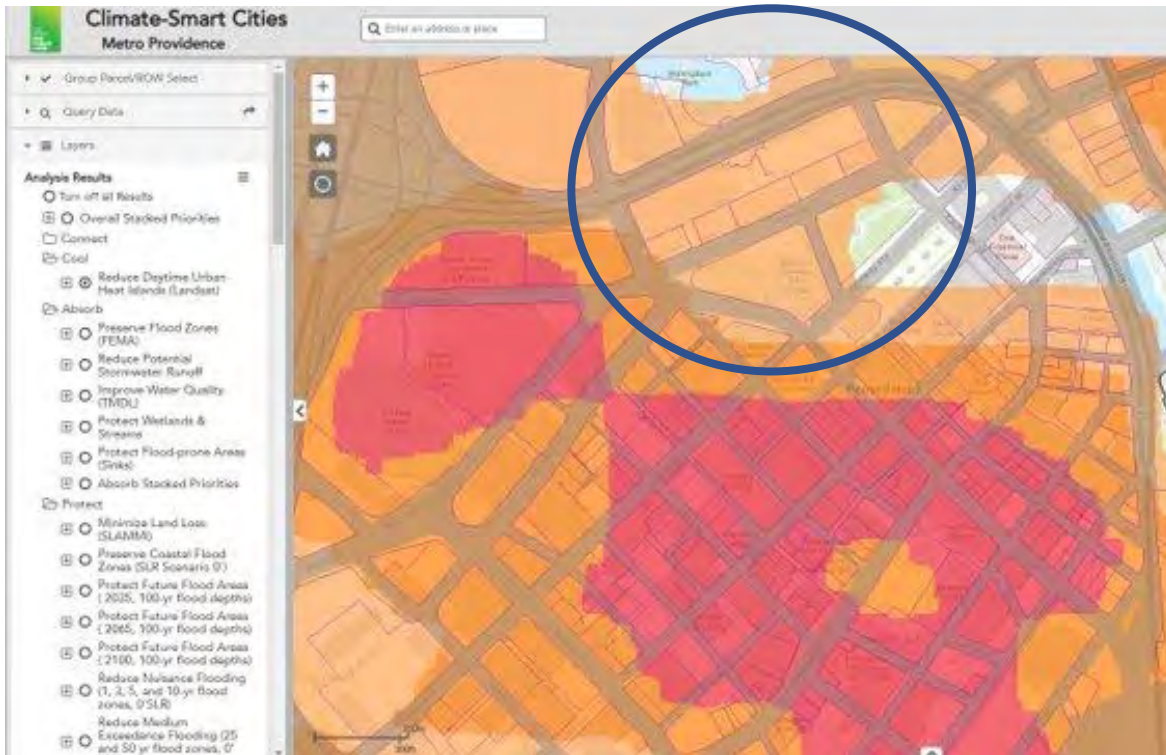
- As sea levels rise and the FPHB becomes increasingly stressed by frequent closings, install the platforms and associated connecting infrastructure proposed in the Phase 2 areas. Consider providing platforms and connecting infrastructure that can initially be installed with all substantial components elevated just above the FEMA BFE (currently Elevation 5.3' NAVD-88), and incrementally raised to elevation 9.0' as river levels rise.



Extreme Heat and Precipitation Projections

Extreme Heat

The following map shows the urban heat island risk at the project site, according to the Trust for Public Land's Climate-Smart Cities tool.



Precipitation

Climate projections indicate that rainfall throughout Rhode Island is likely to become more frequent and intense throughout the 21st century.

At this stage of the design, the project team has developed a civil and landscape strategy that focuses on increasing the permeability of the site through a reduction in impervious surfaces and use of on-site stormwater storage systems and green infrastructure practices. This allows for more runoff to be captured and managed before entering the stormwater system, thus improving the ability of the drainage systems serving the project area to accommodate more extreme precipitation-based flood events. Site drainage is currently designed based on existing code, but with the intent of reviewing the design criteria as the project progresses further in the design process.

As the stormwater management and drainage design evolves, consideration should be given to future rainfall projections and the potential for designing site drainage and green infrastructure to accommodate larger volumes of water.

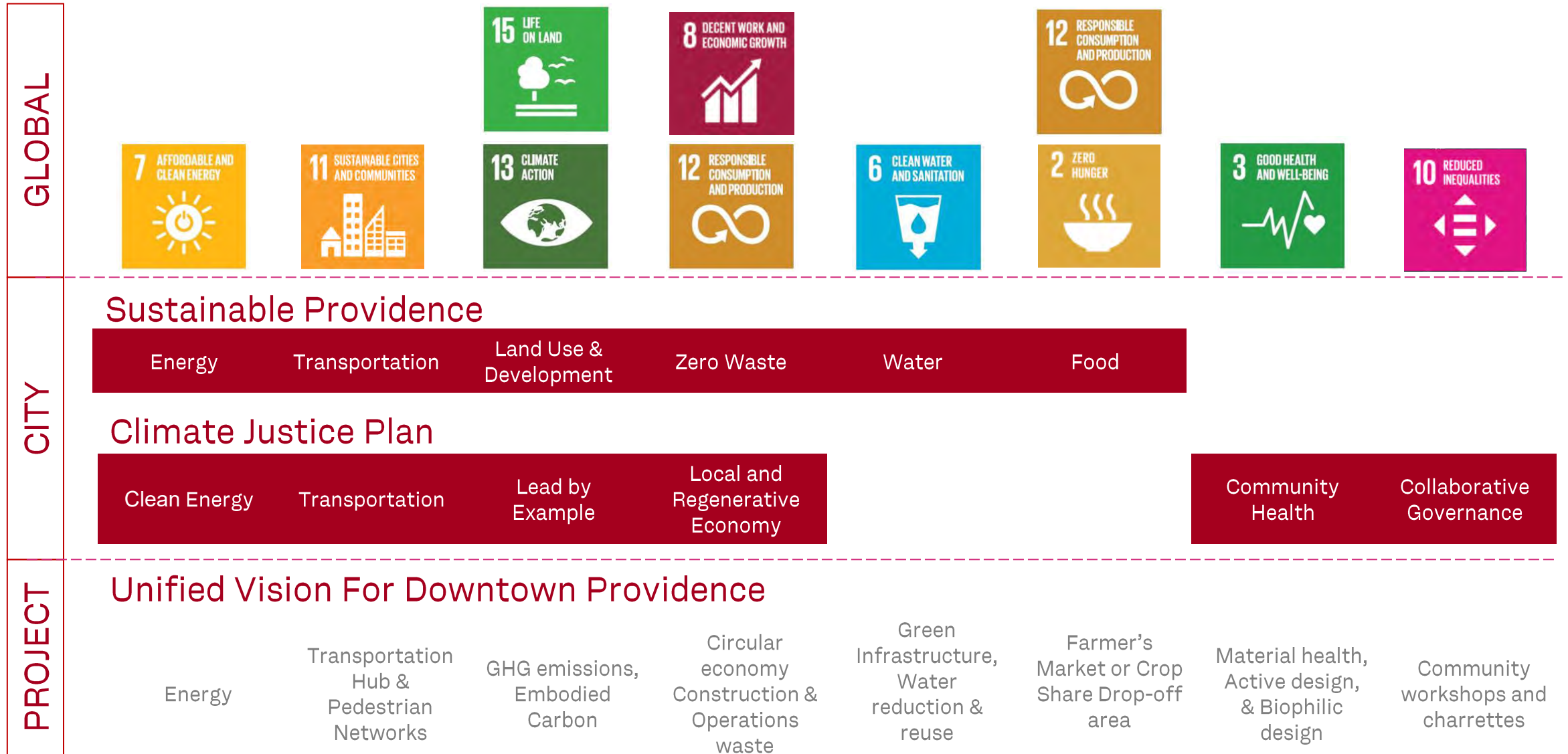
Sustainability Framework: Connecting Project & City goals to SDGs

Due to the broad and comprehensive nature of the City of Providence’s sustainability goals – encompassing racial justice and social equity, sustainability, carbon reduction, and climate resilience – the project team decided to frame the sustainability and resilience strategy for the Unified Vision project around the United Nations Sustainable Development Goals (UN SDGs). The UN SDGs are a comprehensive, urgent call for action by all countries - developed and developing - in a global partnership. They recognize that ending poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth – all while tackling climate change and working to preserve our oceans and forests. The 17 Goals were adopted by all UN Member States in 2015, as part of the 2030 Agenda for Sustainable Development which set out a 15-year plan to achieve the Goals.

Using the UN SDGs as the foundation for the PVD-UVD strategy allows the project team to connect the City’s existing goals to a comprehensive and holistic approach to sustainable development, as detailed in the following slides.



Sustainability Framework : Connecting Project & City goals to SDGs



Sustainability Framework : Identifying SDG target for PVD-UVD



<p>2.1 end hunger and ensure access to safe, nutritious and sufficient food all year round</p>	<p>3.6 halve the number of global deaths and injuries from road traffic accidents</p> <p>3.9 reduce illness and death from hazardous chemicals and air, water and soil pollution</p>	<p>6.3 improve water quality by reducing pollution ... and substantially increasing recycling and safe reuse.</p> <p>6.4 increase water-use efficiency across all sectors</p>	<p>7.2 increase substantially the share of renewable energy</p> <p>7.3 double the global rate of improvement in energy efficiency</p>	<p>8.9 devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products.</p>	<p>10.2 empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status</p>	<p>11.2 provide access to safe, affordable, accessible and sustainable transport systems for all</p> <p>11.7 provide universal access to safe, inclusive and accessible, green and public spaces</p>	<p>12.2 sustainable management of natural resources</p> <p>12.3 Halve food waste, retail and consumer</p> <p>12.4 environmental management of chemicals and all wastes</p> <p>12.5 waste reduction through prevention, reuse, recycling</p> <p>12.7 Promote procurement practices that are sustainable</p> <p>12.8 relevant information and awareness for sustainable development</p>	<p>3.9 reduce illness and death from hazardous chemicals and air, water and soil pollution</p>	<p>3.9 reduce illness and death from hazardous chemicals and air, water and soil pollution</p>
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Connecting the goals



END HUNGER, ACHIEVE FOOD SECURITY AND IMPROVED NUTRITION AND PROMOTE SUSTAINABLE AGRICULTURE

UNSDGs

Target 2.1

By 2030, end hunger and ensure access by all people, in particular the poor and people in vulnerable situations, including infants, to safe, nutritious and sufficient food all year round

Target 2.3

By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers

PROVIDENCE GOALS

Sustainable Providence

- Provide every Providence resident with access to safe, affordable, nutritious, and culturally appropriate food
- Cultivate a healthy environment in Providence by striving for zero waste, adopting ecologically sound and sustainable practices, and ensuring healthy, fair, and just working conditions and wages
- Contribute to the state and city’s economy by supporting long-term economic development opportunities in the food sector.

STRATEGIES

Planning & Design

- Farmer’s Market or Crop Share Drop-off area
- Community Garden

Operational

- Year-round farmer’s market and accept EBT
- Crop-Share Programming
- Engage MBE/WBE as vendors
- Locally sourced food
- Support diverse food options & businesses
- Community garden programming or access.

KEY PROJECT DESIGN CONSIDERATIONS

Identify dedicated space for:

- Loading Capacity
- Trash Capacity
- Potential electrical connections for vendors

Consider how programming of site can contribute to the City’s food security and affordability goals (e.g. seasonal farmer’s market, food trucks, community gardens, etc.)

Connecting the goals



ENSURE HEALTHY LIVES AND PROMOTE WELL-BEING FOR ALL AT ALL AGES

UNSDGs

Target 3.6

By 2020, halve the number of global deaths and injuries from road traffic accidents

Target 3.9

By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination

PROVIDENCE GOALS

Climate Justice Plan Community Health

- Create the conditions for healthy air and community spaces free from pollution for all Providence residents

STRATEGIES

Planning & Design

- Pedestrian Network across site and connecting Riverwalk with Kennedy Plaza
- Healthy Material selection
- Alignment with LEED low-emitting material requirements for schools

Operational

- No petrochemical fertilizers
- Construction air quality control measures

KEY PROJECT DESIGN CONSIDERATIONS

Ensure the pedestrian network is continuous and safe across both the plaza and Riverwalk

Select materials that are compliant with LEED low emitting material and Red List free requirements

Connecting the goals



ENSURE AVAILABILITY AND SUSTAINABLE MANAGEMENT OF WATER AND SANITATION FOR ALL

UNSDGs

Target 6.3

improve water quality by reducing pollution ... and substantially increasing recycling and safe reuse.

Target 6.4

substantially increase waster-use efficiency across all sectors

PROVIDENCE GOALS

Sustainable Providence

- Strive for all water bodies to be fishable, swimmable, and accessible, and to provide high quality, affordable drinking water to all residents.

STRATEGIES

Planning & Design

- Decrease impervious area
- Reduce or eliminate irrigation demands
- Hydration & water bottle stations

Operational

- Responsible water consumption & reuse
- No petrochemical fertilizers
- Restroom and hydration station maintenance

KEY PROJECT DESIGN CONSIDERATIONS

Install green space and impervious pavement options wherever feasible

Use native species in landscape design

Install drip irrigation system, if irrigation needed

Identify spaces for hydration and water bottle refill stations

Install low-flow fixtures for water efficiency

Connecting the goals



ENSURE ACCESS TO AFFORDABLE, RELIABLE, SUSTAINABLE AND MODERN ENERGY FOR ALL

UNSDGs

Target 7.2

By 2030, increase substantially the share of renewable energy in the global energy mix

Target 7.3

By 2030, double the global rate of improvement in energy efficiency

PROVIDENCE GOALS

Sustainable Providence

- Expand renewable energy and clean energy projects, and implement energy reduction policies and practices city-wide through promotion and project development

Climate Justice Plan

Lead By Example

- 100% of municipal buildings' electricity will be renewable by 2030
- 100% of municipal buildings' heating will be renewable by 2040

Clean Energy

- Transition to 100% clean energy supply in Providence, with a focus on local generation and equitable access.

STRATEGIES

Planning & Design

- LED lighting
- Integrated Solar PV canopies (bifacial glass modules)
- Heat waste reuse from ice rink
- Energy efficient mechanical equipment

Operational

- Re-commissioning
- Maintenance

KEY PROJECT DESIGN CONSIDERATIONS

Evaluate opportunities for heat waste recovery from ice rink in the Winter

Ensure the electrical system is designed to integrate a Solar PV system

Install Solar PV where possible (e.g., canopies, welcome center, light posts, etc.)

Connecting the goals



PROMOTE SUSTAINED, INCLUSIVE AND SUSTAINABLE ECONOMIC GROWTH, FULL AND PRODUCTIVE EMPLOYMENT AND DECENT WORK FOR ALL

UNSDGs

Target 8.9
By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products.

PROVIDENCE GOALS

Sustainable Providence
 Sustainable Providence

- Reinforce neighborhood character and diversity, promote green economic development opportunities, and improve the overall quality of life for all residents

Climate Justice Plan
Local and Regenerative Economy

- Meet annual targets of 10% of City spending in municipal purchases of goods and services from state-certified women-owned enterprises and 10% of City spending in municipal purchases of goods and services from state-certified minority-owned enterprises as outlined in City ordinance.

STRATEGIES

Planning & Design

- Engage with local business and community
- Multi-lingual signage

Operational

- Continue to engage with local businesses and community through programming
- Local arts initiatives
- Prioritize maintenance of park amenities
- Bring arts and cultural events into the public realm

KEY PROJECT DESIGN CONSIDERATIONS

Incorporate local culture and neighborhood character in design

Engage local artists and businesses in design and programming of site

Identify an MBE/WBE goal for the project

Connecting the goals



UNSDGs

Target 10.2

empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status

PROVIDENCE GOALS

Climate Justice Plan Collaborative Gov. & Accountability

- By 2025, the Office of Sustainability is actively partnering with frontline community organizations on every major initiative using a collaborative governance model

STRATEGIES

Planning & Design

- Workshops and feedback from local community and frontline communities
- Parks and plazas with diverse, simultaneous uses

Operational

- Community programming

KEY PROJECT DESIGN CONSIDERATIONS

Based on feedback from public meetings and community engagement, the following items were identified as important to the community:

- Ability for pop-up business
- Care for pedestrians, transit riders, and bike paths, including at the pedestrian crossing at Memorial Blvd.
- Concern for breaking up a central bus hub
- Give space and recognition to native indigenous people and the Narraganset tribe
- Space for everyday activities and flexibility, not just events
- Amenities for unhoused population
- Accessibility
- Historical preservation

Connecting the goals



MAKE CITIES AND HUMAN SETTLEMENTS INCLUSIVE, SAFE, RESILIENT AND SUSTAINABLE

UNSDGs

Target 11.2

By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all

Target 11.7

By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities

PROVIDENCE GOALS

Sustainable Providence

Land Use and Development

- support the development of healthy and walkable neighborhoods
- emphasize the creation and preservation of open space

Climate Justice Plan

Transportation

- Ensure that all Providence residents have access to clean and efficient public transportation and infrastructure that supports walking and riding bicycles
- By 2035, 11% reduction in Vehicle Miles Traveled (VMTs) and by 2050, 20% reduction in VMTs.
- By 2035, 43% of VMTs in Providence are electric and by 2050, 80% of VMTs are electric.

STRATEGIES

Planning & Design

- Accessible/Universal design elements
- Wayfinding signage that is effective
- Improve public safety through lighting design strategy
- Variety of seating with backs, arms, and different seat heights
- Circulation network with ramps & stairs, handrails, contrast in materials, and slip resistance
- Bicycle network that is safe and continuous
- Accessible faucets, varying counter heights in restrooms
- Flexible public spaces

Operational

- Maintenance of public design elements and amenities

KEY PROJECT DESIGN CONSIDERATIONS

integrate accessible, safe, and universal design features throughout the project site

Ensure the design of public restrooms is inclusive

Develop a clear wayfinding strategy with clearly defined spaces for pedestrians, bicycles, cars and public transportation

Connecting the goals



ENSURE SUSTAINABLE CONSUMPTION AND PRODUCTION PATTERNS

UNSDGs

- Target 12.2**
achieve sustainable management and efficiency use of natural resources
- Target 12.3**
Halve food waste at the retail and consumer levels
- Target 12.4**
achieve the environmentally sound management of chemicals and all wastes
- Target 12.5**
reduce waste generation through prevention, reduction, recycling and reuse
- Target 12.7**
Promote public procurement practices that are sustainable
- Target 12.8**
ensure that people everywhere have the relevant information and awareness for sustainable development

PROVIDENCE GOALS

- Sustainable Providence**
Fully implement a Zero Waste strategy by 2033
- Climate Justice Plan**
Local and Regenerative Economy
By 2040, eliminate food waste in Providence

STRATEGIES

- Planning & Design**
 - Organic waste collection in impact locations, e.g. Kennedy Plaza.
 - Recycling coupled with trash collection
 - Educational signage on sustainable elements
- Operational**
 - Reduce availability/use of single use plastics
 - Clean-up campaigns
 - Construction waste management
 - Composting partnerships

KEY PROJECT DESIGN CONSIDERATIONS

- Identify location of waste collection location and ensure those locations are easy to see and use
- Consider educational opportunities around waste collection and reducing consumption
- Reduce construction waste from project

Connecting the goals



TAKE URGENT ACTION TO COMBAT CLIMATE CHANGE AND ITS IMPACTS

UNSDGs

Target 13.1

Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries

Target 13.2

Integrate climate change measures into national policies, strategies and planning

Target 13.3

Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning

PROVIDENCE GOALS

Sustainable Providence

- Expand renewable energy and clean energy projects, and implement energy reduction policies and practices city-wide through promotion and project development.

Climate Justice Plan

Collaborative Gov. & Accountability

- Develop a long-term climate resilience and adaptation plan
- By 2035, there are three Resilience Hubs in frontline communities and by 2050, there is one in every neighborhood

STRATEGIES

Planning & Design

- Raised Riverwalk to protect from flooding
- Use flood-resistant materials and flood barriers to minimize coastal flood impacts
- Use materials that reduce urban heat island impacts
- Design drainage for increased rainfall and improve stormwater management practices

Operational

- Educational opportunities for enhancing public understanding of climate change
- Regular maintenance of pervious pavement, green infrastructure, drainage, etc.
- Regular care and maintenance of trees and plantings

KEY PROJECT DESIGN CONSIDERATIONS

Elevate the Riverwalk and install flood barriers as needed

Consider opportunities for integrating trees, green infrastructure, and rainwater harvesting

Implement additional shading options as part of project design

Ensure drainage is designed for increased intensity of rainfall

Ensure mechanical and HVAC equipment can accommodate future temperature projects, especially as it relates to the impact of warmer winters on the ice rink and the impact of more extreme heat days in the summer on the comfort and use of the site

Connecting the goals



PROTECT, RESTORE AND PROMOTE SUSTAINABLE USE OF TERRESTRIAL ECOSYSTEMS, SUSTAINABLY MANAGE FORESTS, COMBAT DESERTIFICATION, AND HALT AND REVERSE LAND DEGRADATION AND HALT BIODIVERSITY LOSS

UNSDGs

Target 15.2

By 2020, promote the implementation of sustainable management of all types of forests

Target 15.5

Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity

Target 15.9

By 2020, integrate ecosystem and biodiversity values into national and local planning, and development processes

PROVIDENCE GOALS

Climate Justice Plan

- Incorporate community priorities and maximize opportunities for new open space and climate resiliency investments.
- Prioritize tree plantings in low-canopy areas where heat island index is high, and residents can experience the cooling (electricity savings), air pollution, and water filtration benefits.
- Prioritize deep root, native plantings in parks and other public green spaces to maximize carbon sequestration, eliminate the need for fossil fuel-based fertilizer and pesticides, and educate the community on the climate and biological benefits of such planting and land use practices.

STRATEGIES

Planning & Design

- Enhance biodiversity with plant selection
- Avoid monoculture
- Focus on pollinator plants
- FSC Certified (or equivalent) wood products
- Decrease impervious area
- Increase street trees
- Weave natural elements into park and playground areas

Operational

- No petrochemical fertilizers
- Responsible water consumption & reuse
- Maintenance of greenery

KEY PROJECT DESIGN CONSIDERATIONS

Increase green space from what was previously in the plaza and Riverwalk

Increase number of trees on site, especially along pedestrian pathways and sidewalks

Implement native species and consider opportunities for pollinator pathways

Transportation

Design Principles

The following design principles define the key objectives of the transportation design:

Safety

Design streets for people, prioritize pedestrian and cyclist movement to provide a safe, convenient, efficient, and enjoyable user experience for all users.

Interconnected

Enhance connectivity and accessibility to the district mobility network and incentivize non-vehicular transportation through provision of high-quality pedestrian and bike amenities.

Modal diversity

Accommodate a variety of travel modes that allow multiple journey options, support last mile connectivity, and enhance network resilience.



Design Principles (cont.)



Flexibility

Anticipate emerging mobility trends and technologies so that they can be integrated within the Downtown in the future. Safeguard space and alignments so that minimal changes need to be made for their growth.

Sustainable Design and Operation

Support the built environment in considering impact on health & wellness, energy consumption, air & water quality, carbon production, resource consumption, economic impact, and management & maintenance.

Public Realm Integration

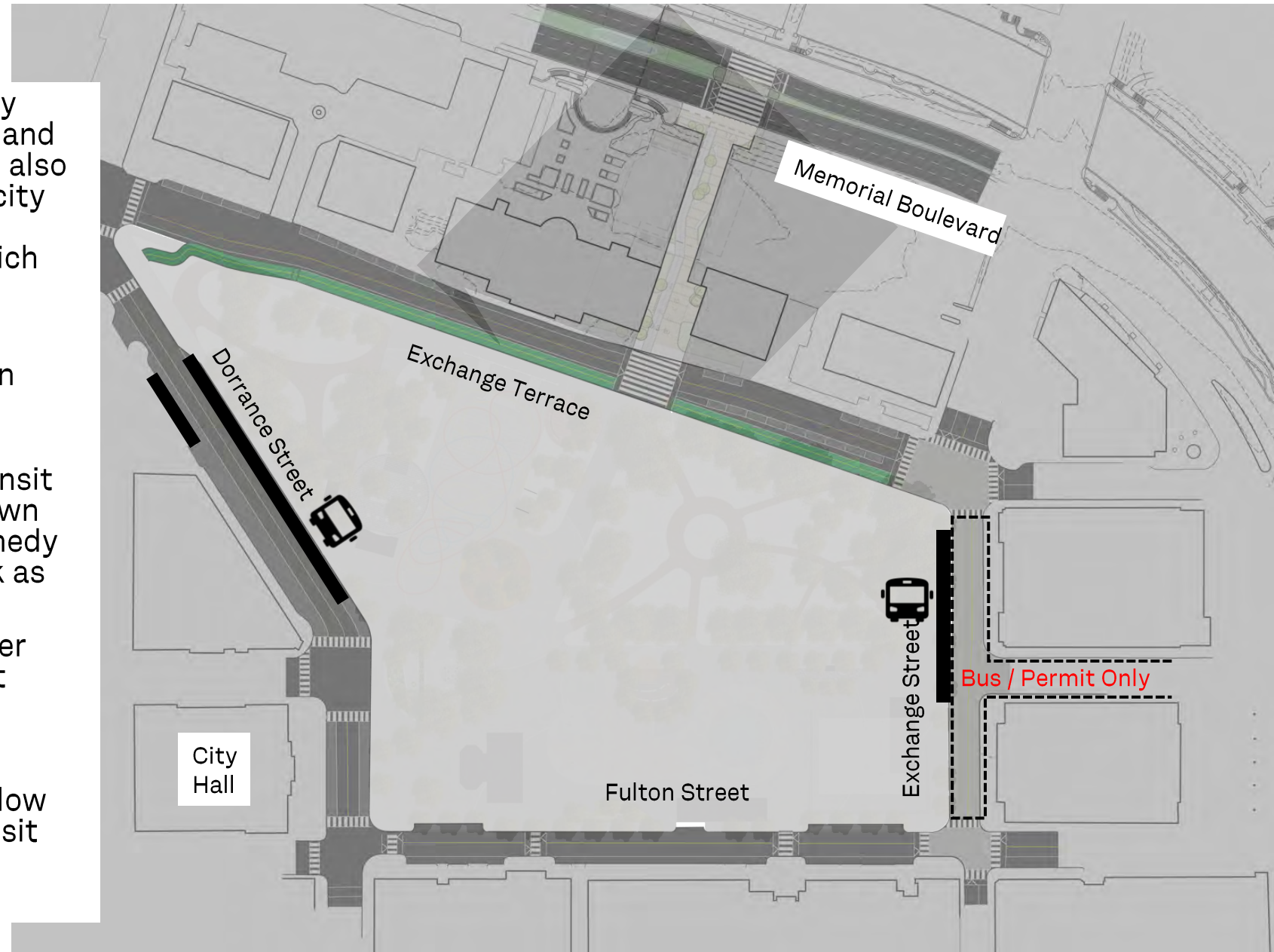
Provide transit infrastructure that contributes to the quality of the public realm.

Public Transit

We understand the importance of Kennedy Plaza and Downtown as a key destination and crossing point for public transit users. We also recognize the ability and flexibility of the city grid to allow us to redistribute traffic and alleviate pressure on specific sections which then can unlock new opportunities.

Our proposals for public transit integration comprise two key moves:

- Closure of Washington Street through Kennedy Plaza and redistribution of transit routes to adjacent roads in the Downtown Grid. This allows the unification of Kennedy Plaza, Biltmore Park, and Burnside Park as one space.
- Bus berths are then book ended on either side of the project providing convenient access to services from either side of Kennedy Plaza. Exchange Street is also converted to a bus only precinct. These berths are designed to be scalable to allow compatibility with the wider public transit network once these plans are finalized.

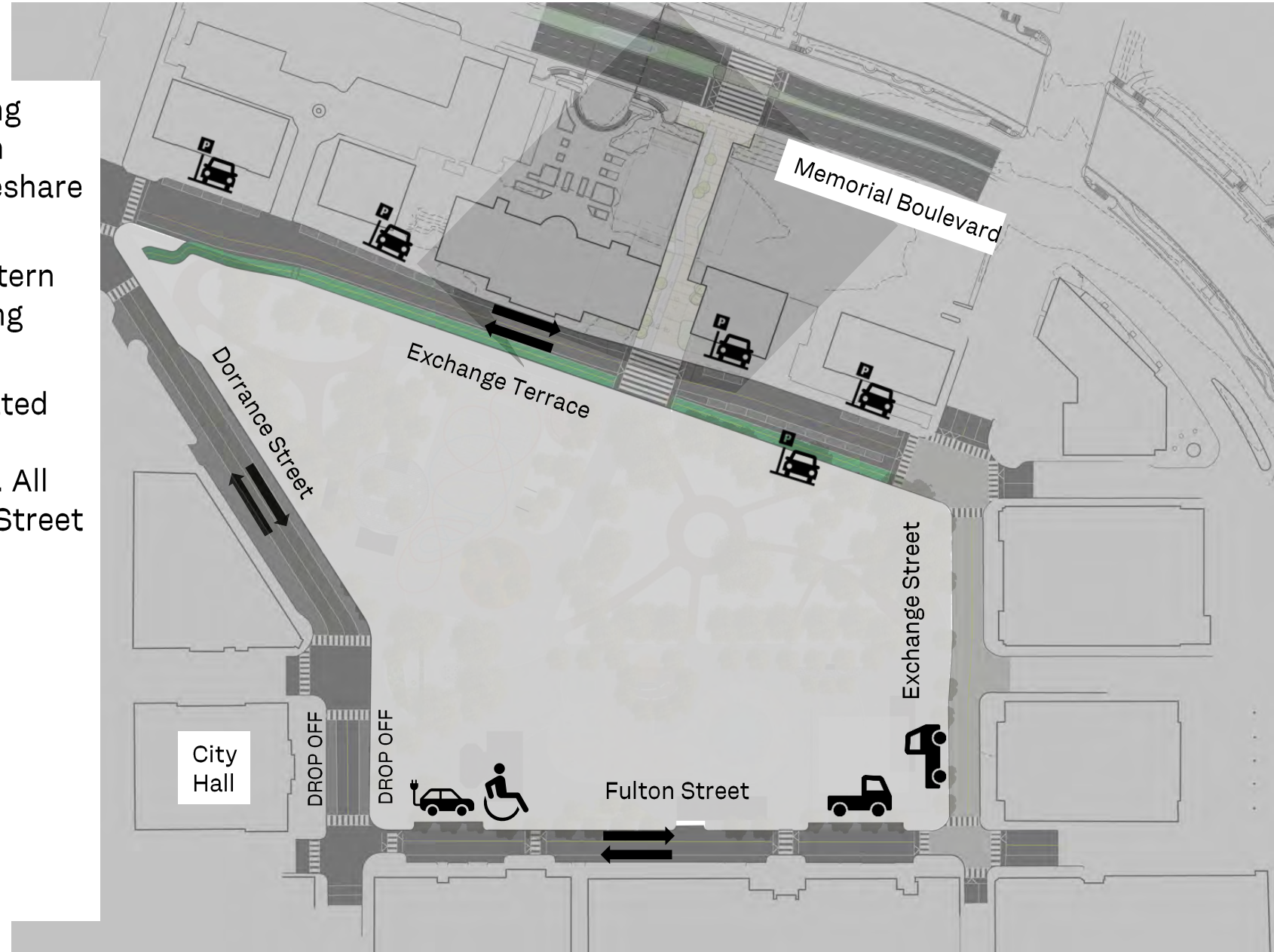


Public Transit

Public parking spaces are maintained along Exchange Terrace and in part along Fulton Street including drop off locations for rideshare vehicles in front of City Hall.

Accessible parking is provided on the western end of Kennedy Plaza including EV charging facilities.

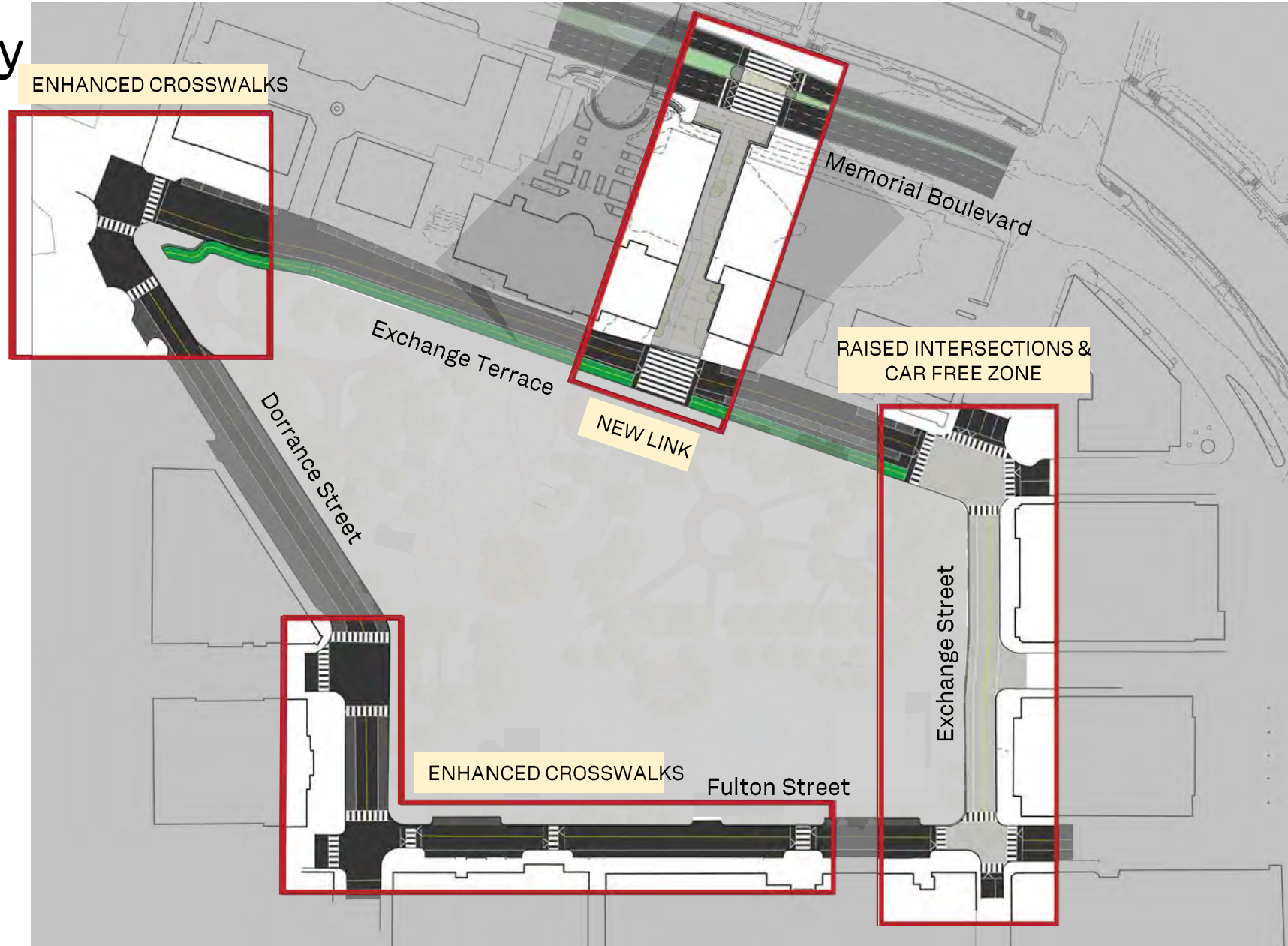
Logistics access for Kennedy Plaza is located on Fulton Street and Exchange Street to service the big shade and main plaza area. All logistics access to buildings along Fulton Street are fully maintained.



Pedestrian Connectivity

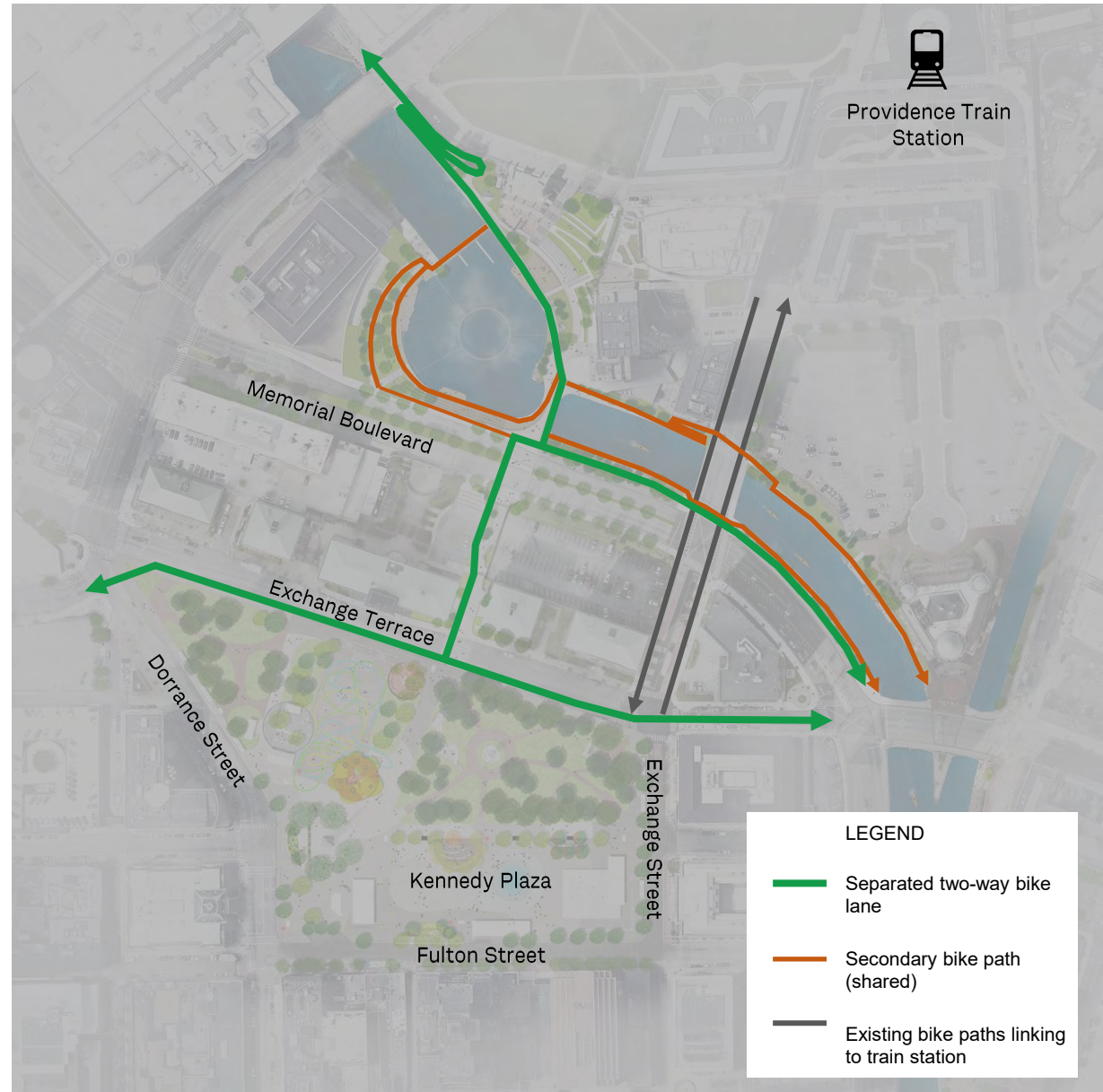
A series of pedestrian connection improvements linking from the wider street network into Kennedy Plaza are proposed. These include:

- Enhanced at-grade crosswalks along Dorrance Street
- Raised crosswalks along Fulton Street
- Raised intersections and car free zone along Exchange Street
- A new elevated pedestrian and bike only walkway from Exchange Terrace, crossing Memorial Boulevard at-grade and creating a new link to the river.



Bike Access

Bike access is catered for through a series of new separated two-way bike lanes along Exchange Terrace and linking to the riverfront and Memorial Boulevard. A strategic connection through Waterplace Park connects commuters and recreational riders to the Woonasqua-tucket River Greenway, and north to the Train Station.



Thermal Comfort & Acoustics Analysis

Executive Summary

A microclimate study was carried out for Downtown Providence to assess comfort and usability of the outdoor spaces. Numerical wind simulations were combined with a detailed solar analysis and local weather data to estimate the feel temperature throughout the year.

The results show that the proposed design and landscaping plan provides a comfortable environment for strolling and playing outdoors during most of the year.

Three areas were selected for detailed analysis based on their unique comfort requirements or environmental characteristics:

- The Waterplace Park has areas exposed to wind and sun. Landscaping elements or screens may extend the use of this space for sedentary activities.
- The Free Space is sheltered from the wind. The availability of natural shading varies, and additional shading may be used to reduce summer solar heating.
- The Event Space at Kennedy Plaza is exposed to downdrafts from northwesterly winds and is shaded by adjacent building. Needs for comfort vary seasonally.

The outcome of this study is a categorization of the programmed elements according to what mitigation measures, if any, may be used to improve comfort.



Thermal Comfort Considerations

The local climate, its relationship with the built environment and people expectations contributes to comfort and usability of the outdoor spaces throughout the year.

As typical for this area of the United States, the weather in Providence offers great opportunities for outdoors activities during late spring to early autumn. During the warmer part of the year, the public realm becomes a space for events, festivals and casual meet ups.

During winter, the usability of the outdoors is challenged by the cold weather. The programming changes to include ice skating and locally heated spaces to hang out. Generally, it is expected for people to engage in less sedentary activities. The site has opportunities to extend the usability of the outdoors in the shoulder seasons and into the winter with appropriate mitigations.

The Arup | Stimson | Ultramoderne masterplan incorporates a number of features that are designed to improve the quality of the outdoor spaces, including shading structures and landscaping elements.



Method and Metrics

Wind

The *Lawson Criteria* are used to describe the windiness around the development in terms of acceptable activity in that area. Wind speeds above 22 mph are considered unsafe for pedestrian activities and should be avoided using mitigations.

Solar Radiation

Solar gains describe the total heat energy from the sun available over the course of a day. Increased solar gains may be desired in winter, when shorter days and lower sun angles naturally reduce the availability of sunlight. Shading may be provided in summer to mitigate heat from direct sunlight.

Feel Temperature

The feel temperature is estimated using the Universal Thermal Comfort Index (*UTC*), which considers local climate parameters (air temperature, solar radiation, humidity, and wind speed) and correlates them with different physiological responses, from comfortable to extreme heat/cold stress.

Wind Speed	Criteria
0 - 4.5 mph	Long period of sitting / dining
4.5 - 9 mph	Short period of sitting
9 - 13 mph	Standing
13 - 18 mph	Strolling / Window shopping
18 - 22 mph	Fast / Business Walking
Above 22 mph	Uncomfortable

Irradiance	Light Quality
0 - 1 kWh/m ²	Constant shade
1 - 2 kWh/m ²	Moderate diffuse daylight
2 - 3 kWh/m ²	Brief or low-angle sunlight
3 - 4 kWh/m ²	Occasional direct sunlight
Above 4 kWh/m ²	Frequent direct sunlight

Temperature	Comfort Category
90 – 100 °F	Hot
80 – 90 °F	Warm
50 – 80 °F	Neutral
32 – 50 °F	Cool
10 – 32 °F	Cold

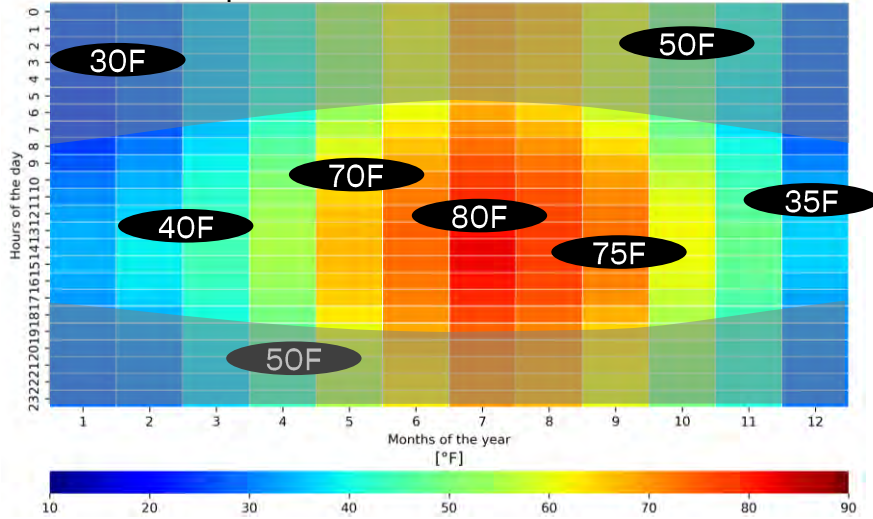
Use Classification

The percentage of time between 8 am and 8 pm when the feel temperature is comfortable (either warm, neutral, or cool, but not hot or cold) determines the use classification. These classifications are based on the City of London Thermal Comfort Guidelines, modified to account for local climate factors.

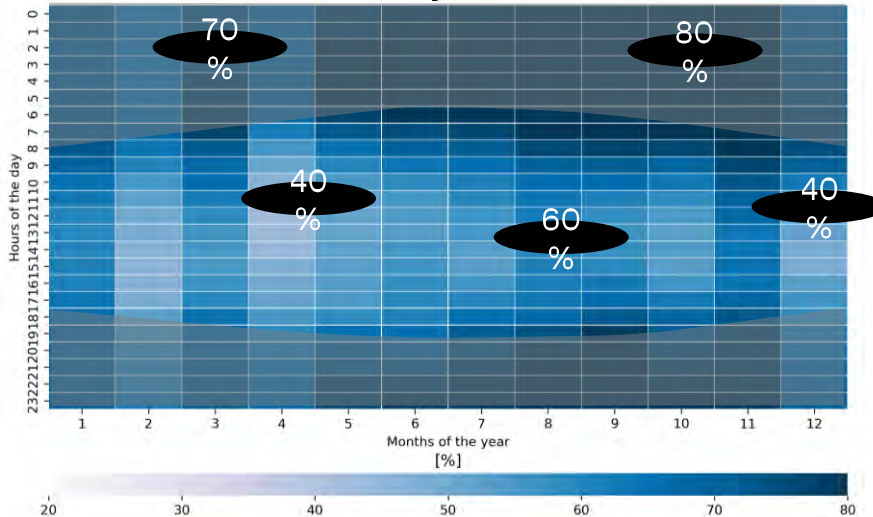
Winter	Other Seasons	Use
> 55%	> 80%	Meet and hang
35% – 55%	50% – 80%	Stroll and play
< 35%	< 50%	Walk and commute

Climate Overview

Annual Temperature Variation



Annual Relative Humidity



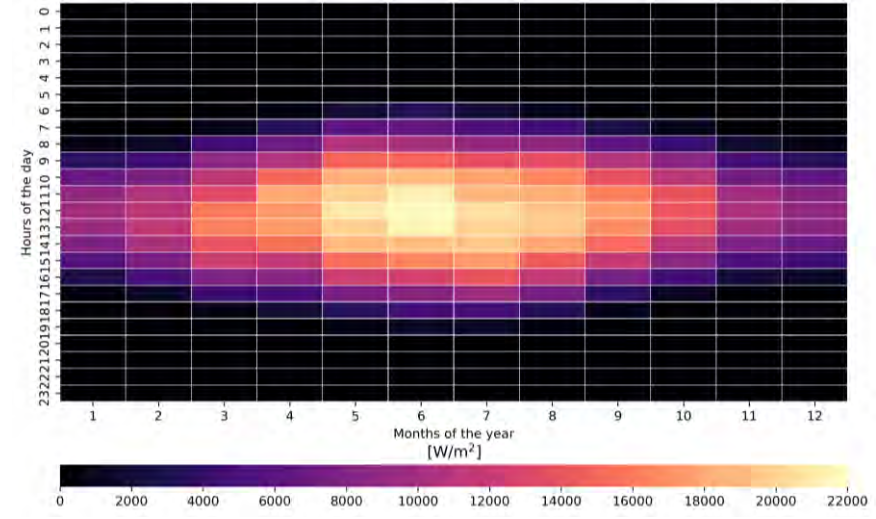
A climate assessment was carried out using historical data from TF Green Intl Airport.

Providence is characterized by hot and humid summers and cold and windy winters, with temperatures often below freezing. Summer evenings and shoulder seasons offer the best opportunities to enjoy the outdoors.

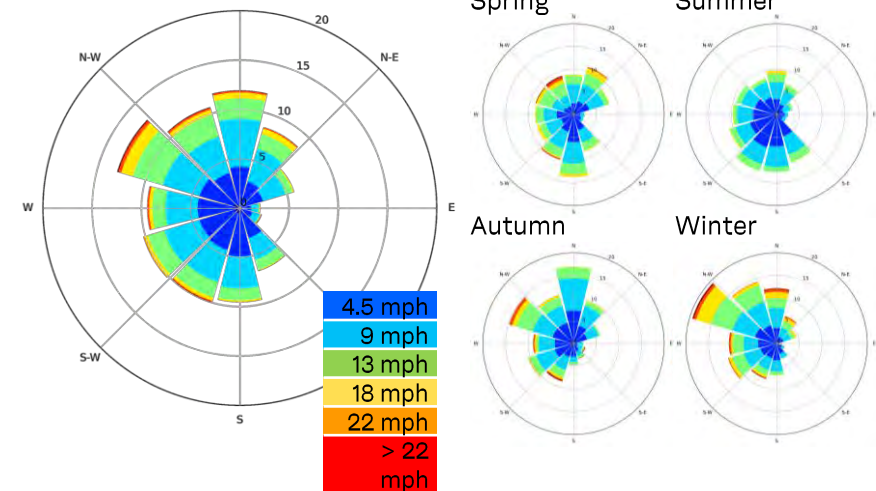
Daylight is available for longer and with greater intensity in summer than in winter. During cold winter days, the solar access is beneficial for thermal comfort, but the lower sun angles make the outdoors easily shaded by the surrounding buildings.

The prevailing winds are from the northwest to north, especially in the winter. Cold winds will cause discomfort and disrupt connectivity between places. Summer wind conditions are calmer with winds from the southeast to southwest and occasionally from the north. Summer breezes are expected to help mitigate the heat.

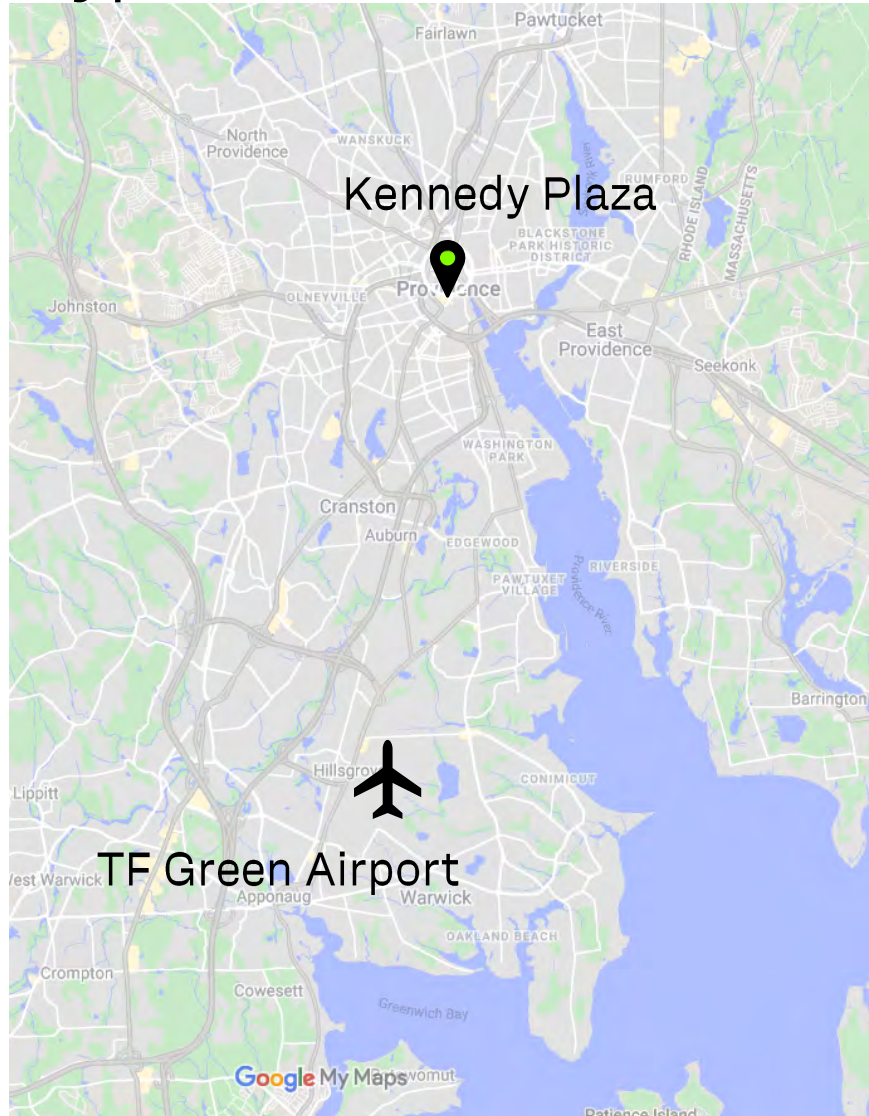
Annual Solar Radiation



Annual Wind



Typical Comfort Conditions (TF Green Airport, 8am – 8pm)



Wind and feel temperature conditions were benchmarked using the weather data recorded at TF Green Intl Airport. These figures provide an indication of the typical comfort conditions in the area and in absence of the urban context.

Wind

Winds are overall calm and within the 'standing' range (13 mph) about 70% of the year. The windiest conditions are recorded during winter, when high winds (above 18 mph) occur during about 20% of the time.

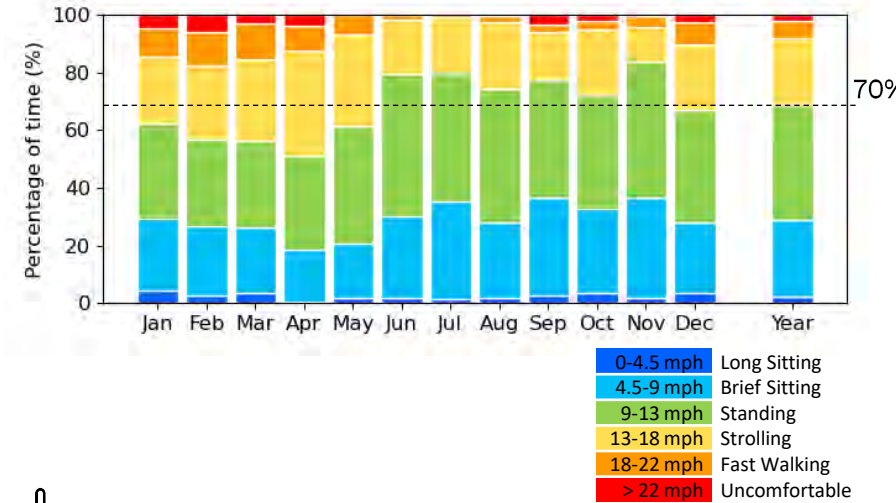
Feel temperature

The feel temperature is comfortable (either warm, neutral, or cool, but not hot or cold) during 60-70% of the year on average. This figure varies significantly throughout the year.

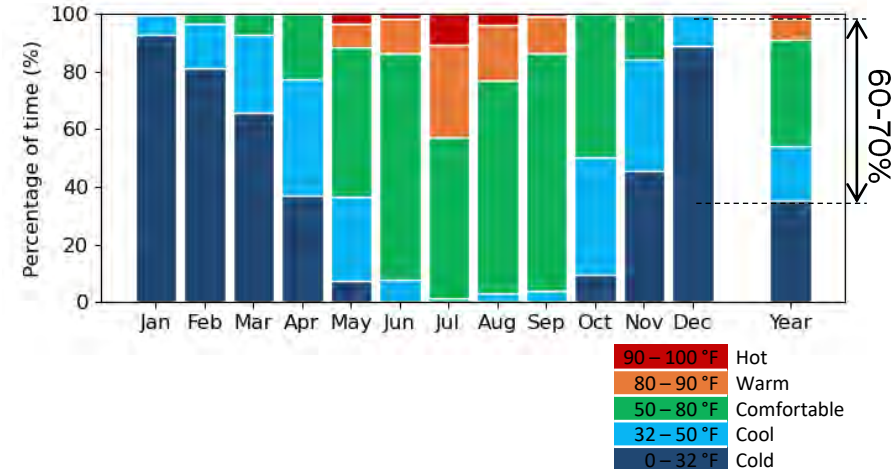
During winter, the feel temperature is in a cold to cool range most of the time. As the environmental temperature warms up, the feel temperature is comfortable most of the time during the shoulder seasons. Heat stresses are expected during the hottest months of the year (July and August), with feel temperature in the hot range up to about 10% of the time on average during August.



Wind



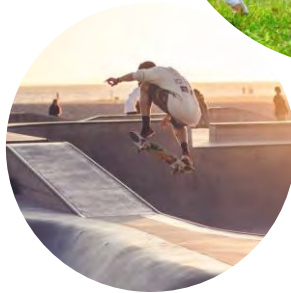
Feel temperature



Site Seasonal Comfort



Meet and hang



Stroll and play

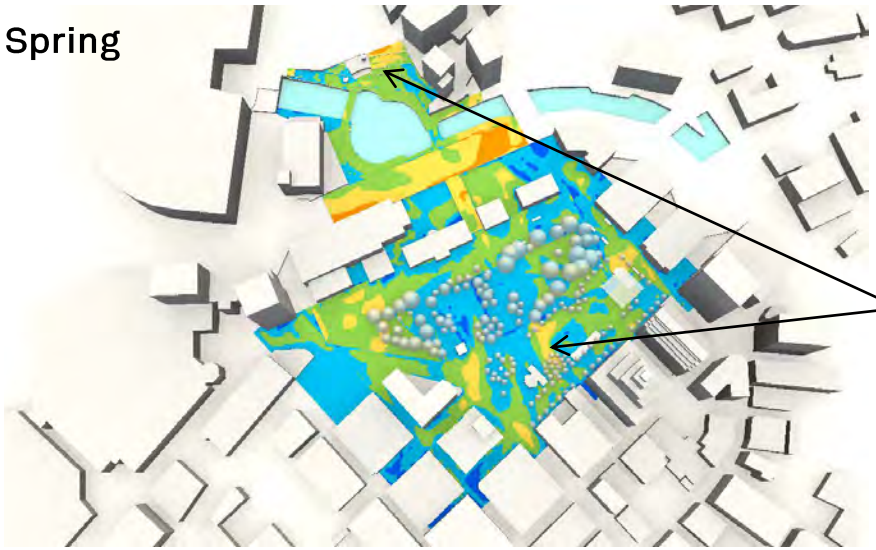


Walk and commute



Seasonal Wind Patterns

Spring

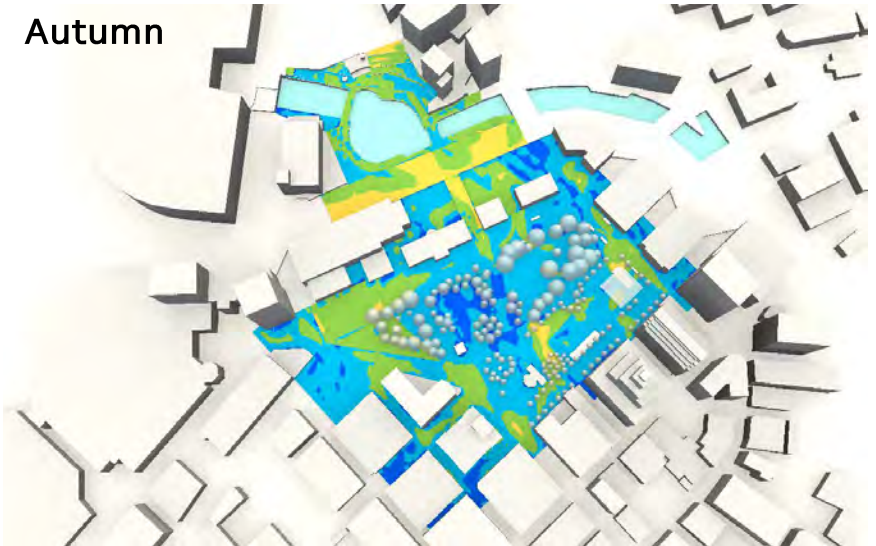


Wind comfort is based on the 95th percentile wind speed encountered between 8 am and 8 pm during each season.

Effects of the downdraft from the surrounding buildings

Calm conditions around the basin and in the free space

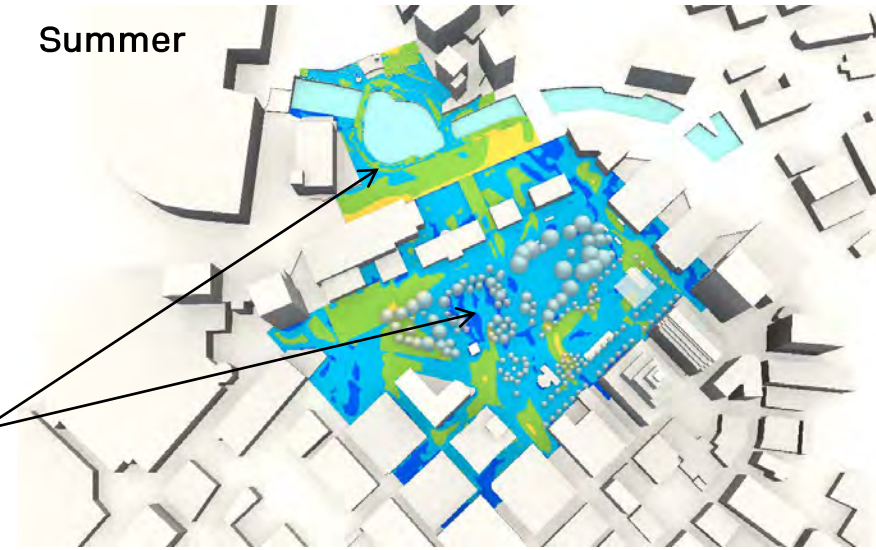
Autumn



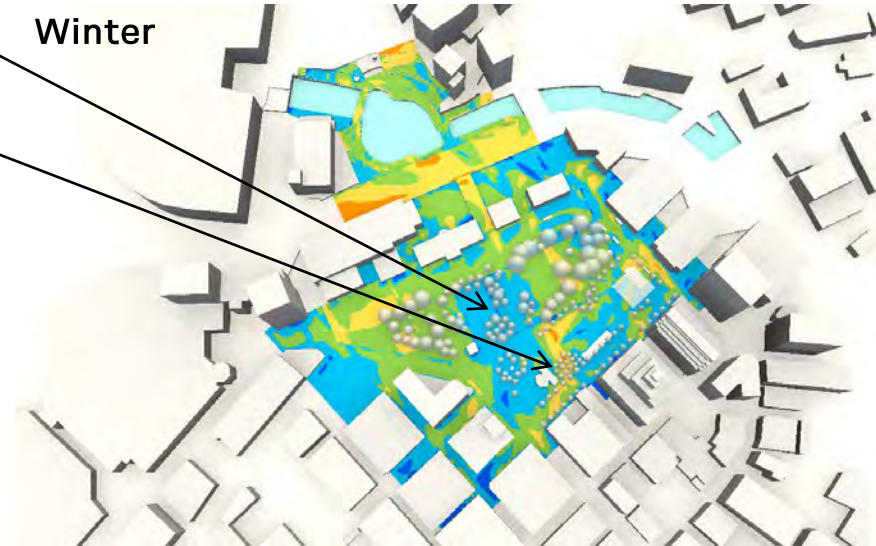
Free space well protected from the cold winds

Effects of the downdraft from the surrounding buildings

Summer



Winter

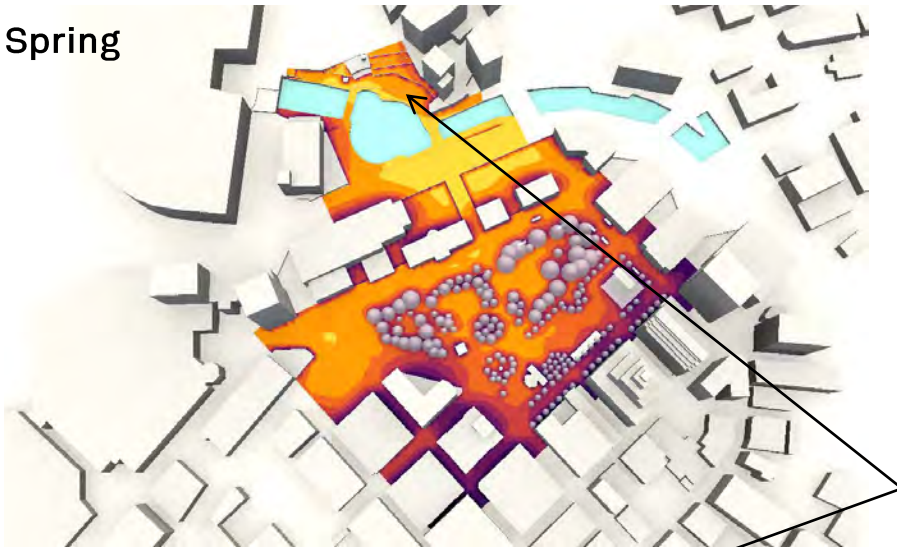


Wind Speed	Criteria
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13-18 mph	Strolling / Window shopping
18-22 mph	Fast / Business Walking
> 22 mph	Uncomfortable



Seasonal Solar Irradiance

Spring

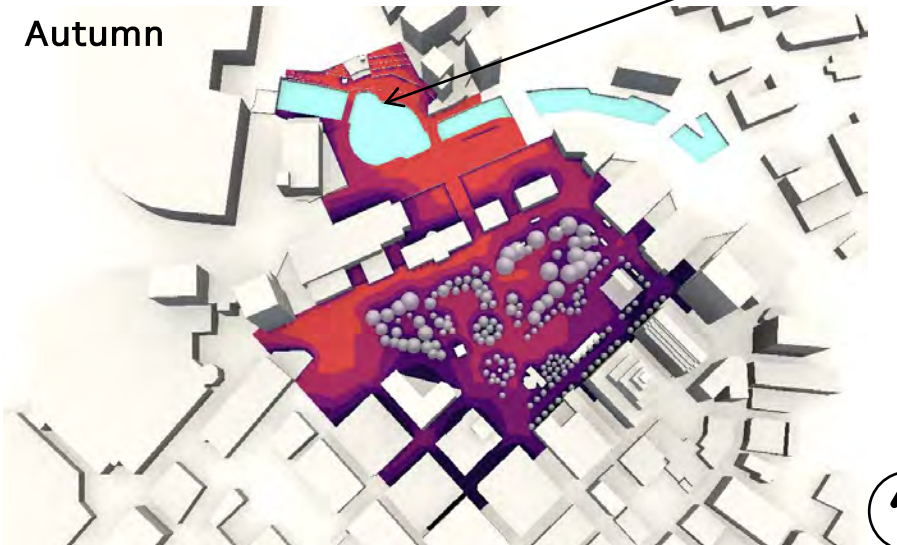


Solar irradiance is based on the average daily solar gains available in each season.



Solar exposure is beneficial in shoulder seasons

Autumn

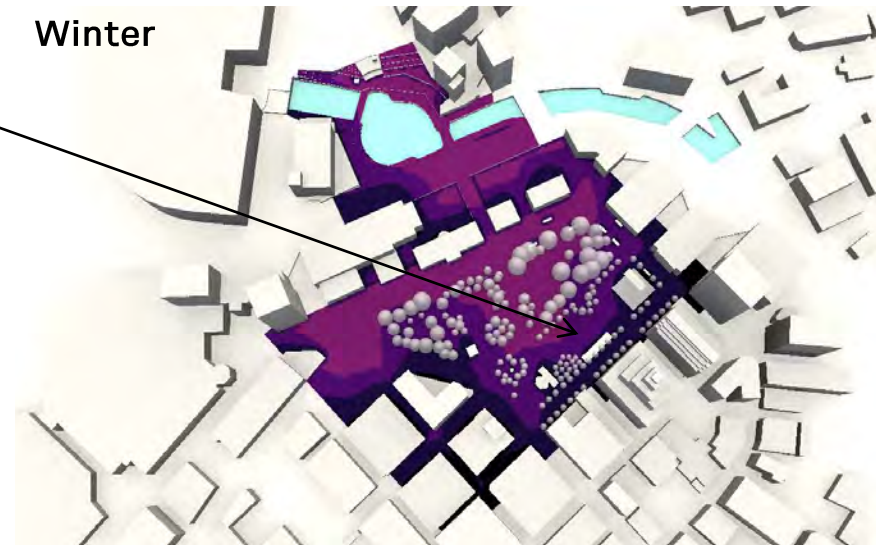


Irradiance	Light Quality
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1-2 kWh/m ²	Moderate diffuse daylight
2-3 kWh/m ²	Brief or low-angle sunlight
3-4 kWh/m ²	Occasional direct sunlight
Above 4 kWh/m ²	Frequent direct sunlight

Summer



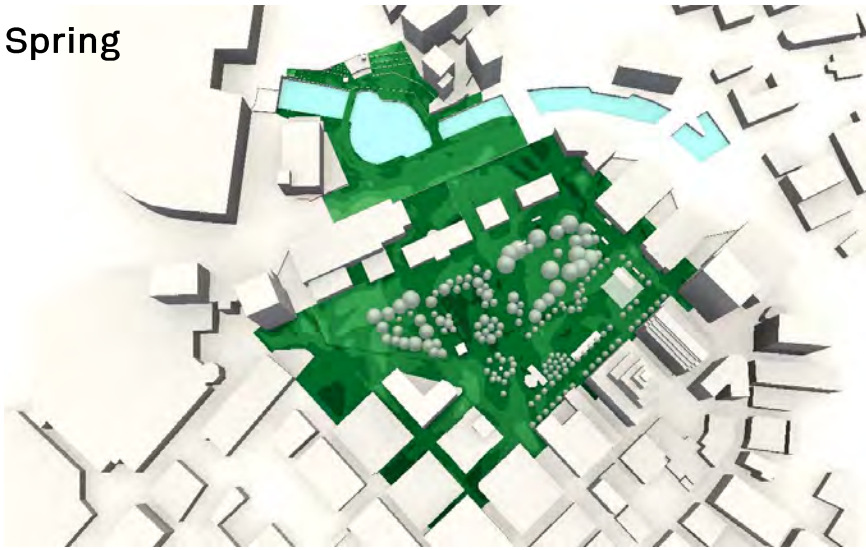
Winter



Ice rink area mostly shaded in winter

Seasonal Comfort Patterns

Spring



Comfort conditions exist when the feel temperature (determined by air temperature, relative humidity, solar radiation, and wind speed) is either warm, neutral, or cool between 8 am and 8 pm.

Outdoor comfort (% of time 8am – 8pm)

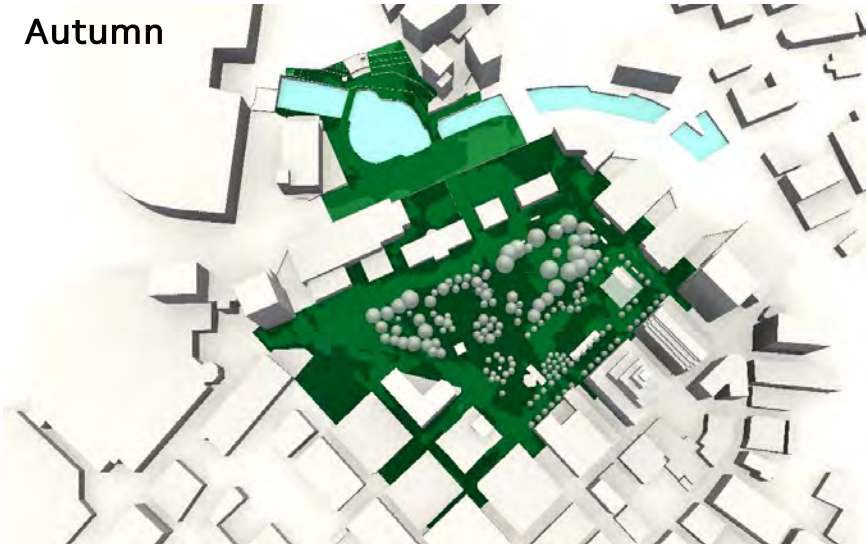


Solar exposure and calm winds drive warm conditions

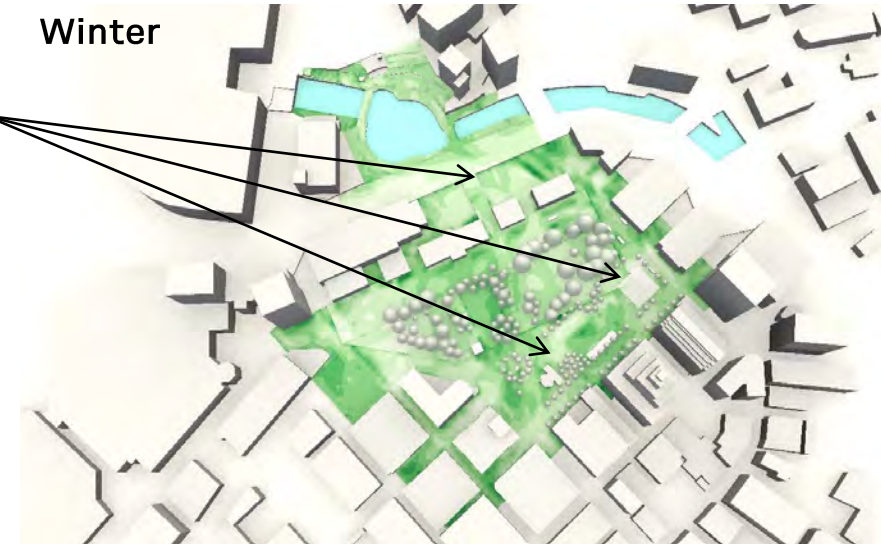
Summer



Autumn



Winter



Wind reduces feel temperature in winter

Temperature	Comfort Category
90 – 100 °F	Hot
80 – 90 °F	Warm
50 – 80 °F	Neutral
32 – 50 °F	Cool
10 – 32 °F	Cold



Seasonal Usability

Spring



Usability is based on the percentage of time during each season between 8 am and 8 pm when comfort conditions exist.

Windy conditions cause cooler perceived temperatures

During winter, less sedentary activity is expected

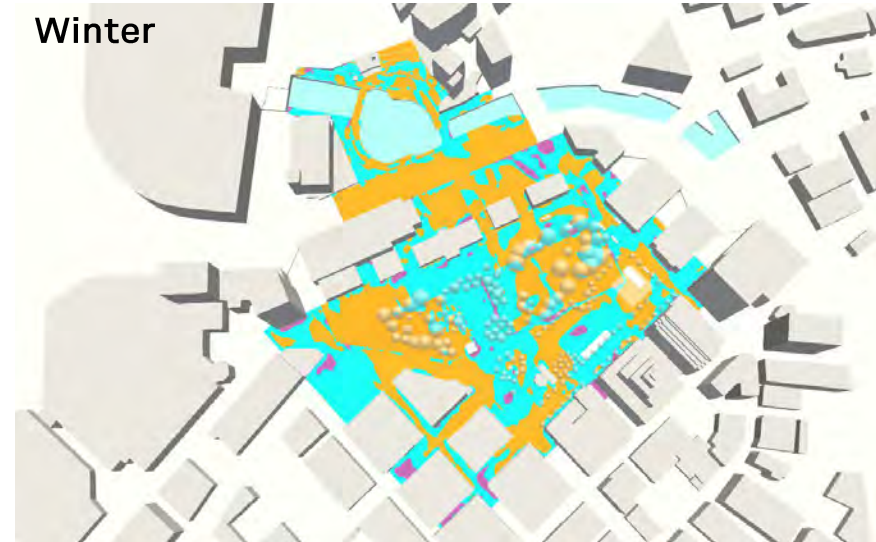
Summer



Autumn



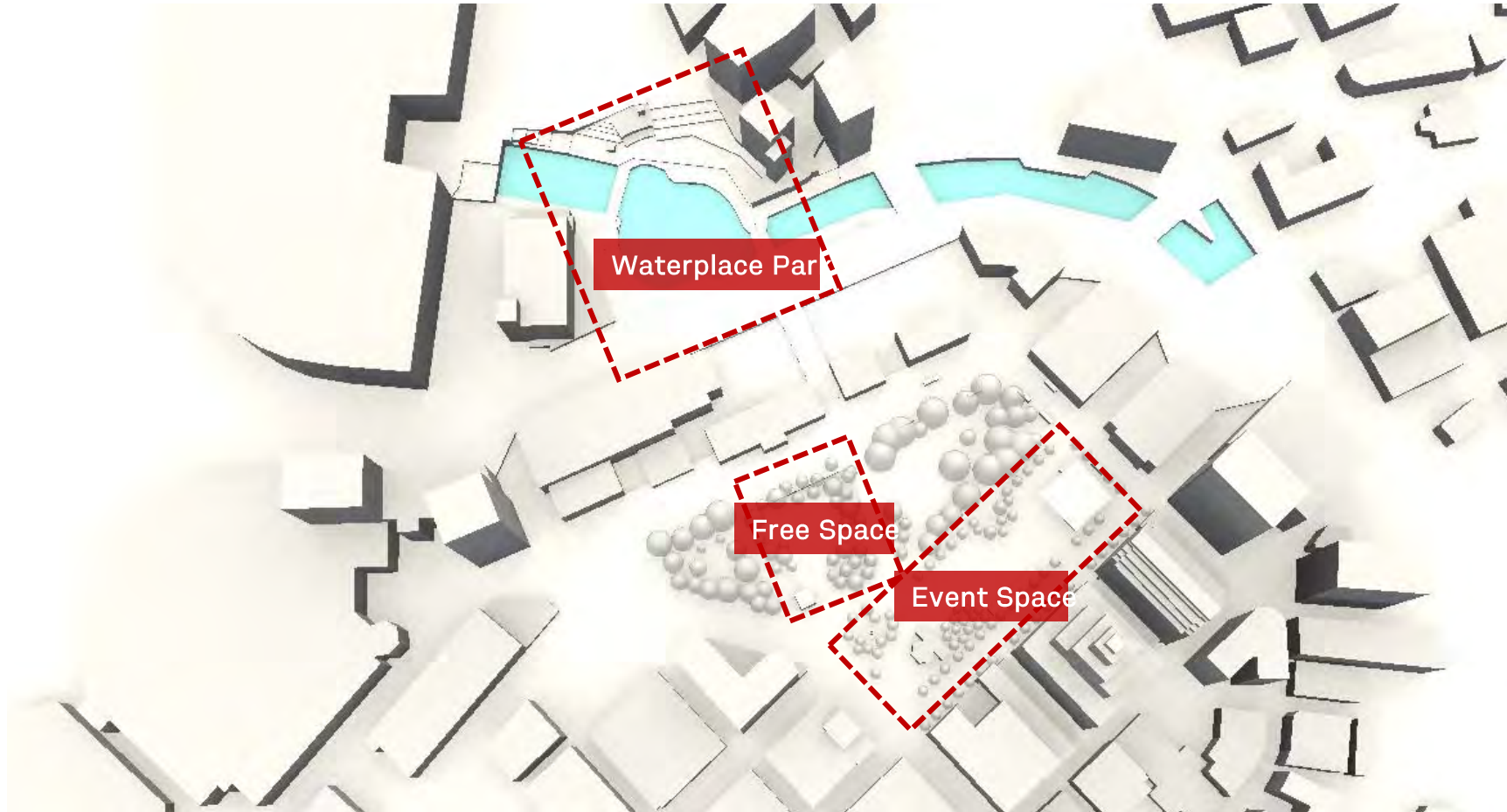
Winter



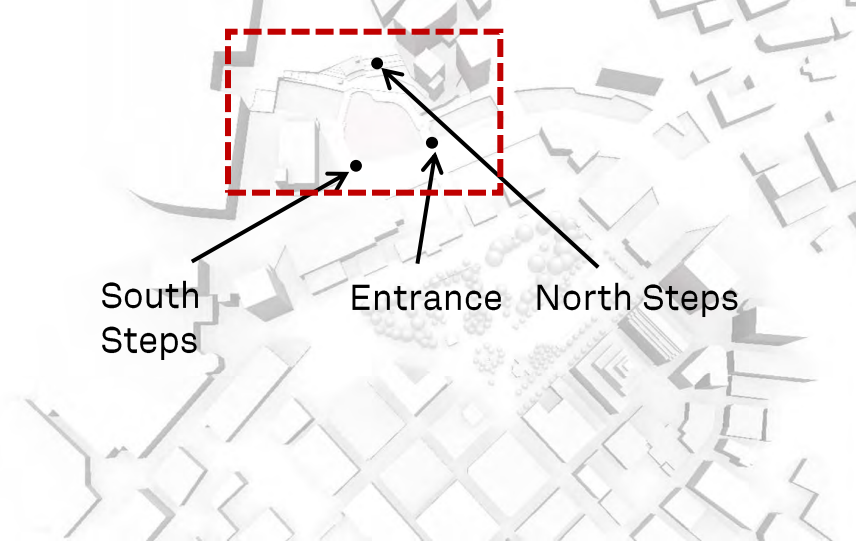
Winter	Other Seasons	Use
> 55%	> 80%	Meet and hang
35% – 55%	50% – 80%	Stroll and play
< 35%	< 50%	Walk and commute



Areas of Interest



Waterplace Park | Annual Overview



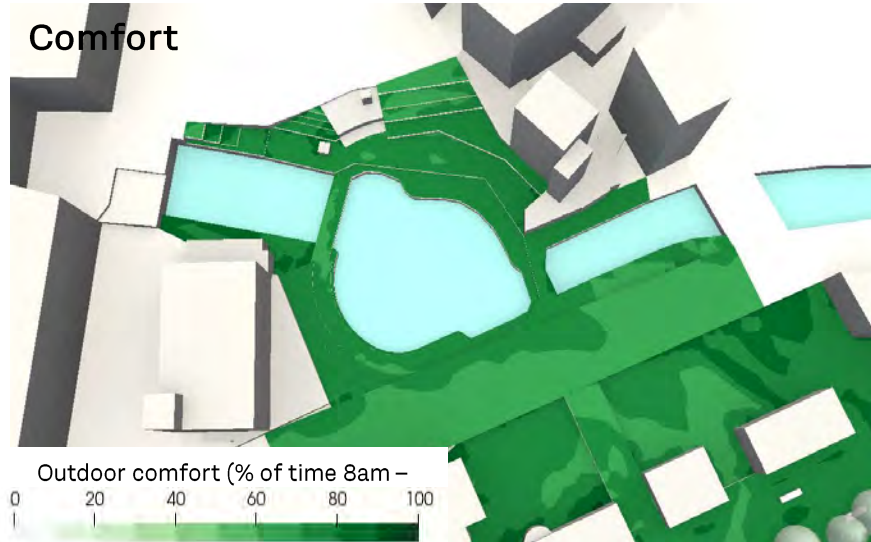
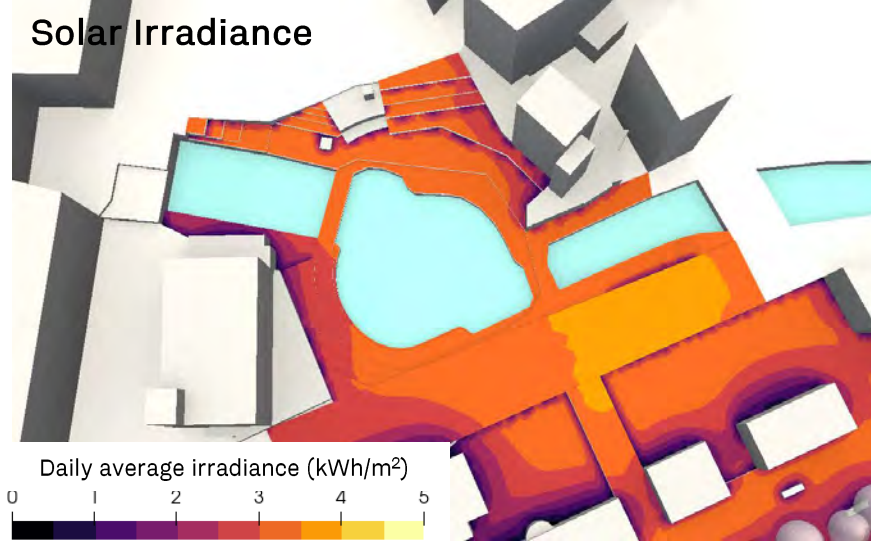
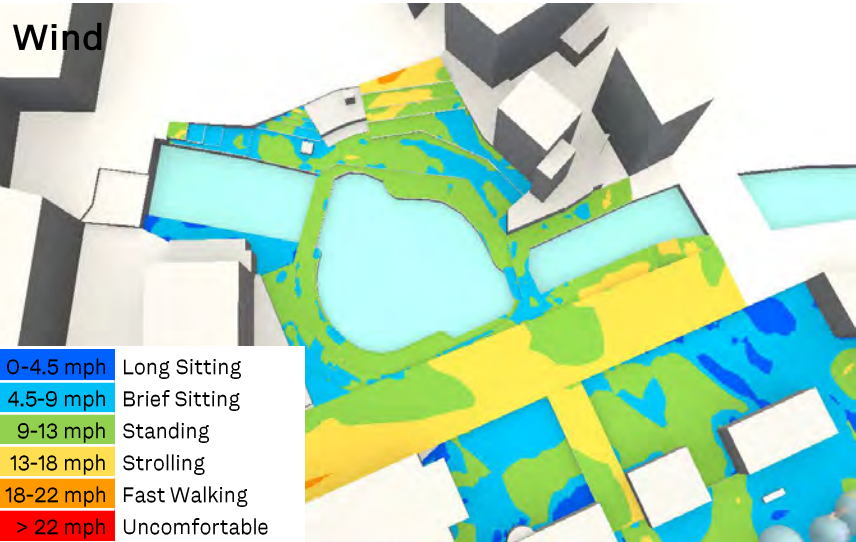
The images show the yearly wind, solar irradiance and comfort conditions at the Waterplace Park between 8 am and 8 pm.

The Waterplace Park has good solar exposure, which is beneficial during winter and the shoulder seasons.

This space is relatively sheltered from the wind and is likely to be comfortable for a walk during most of the year.

The north steps may feel windy during cold days, as a result of the downdraft from the surrounding buildings.

The next slide provides information on the monthly irradiance, wind, and feel temperature at the entrance and the north and south steps.

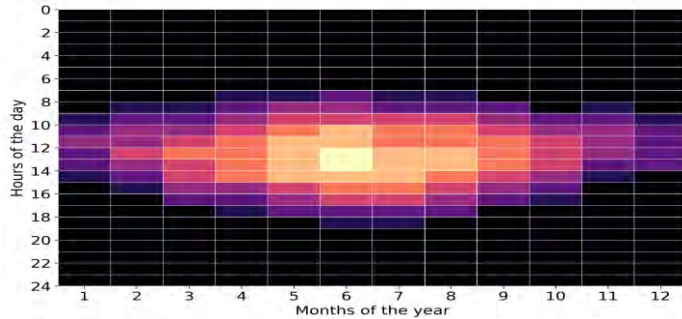


Waterplace Park | Monthly Overview (8am – 8pm)

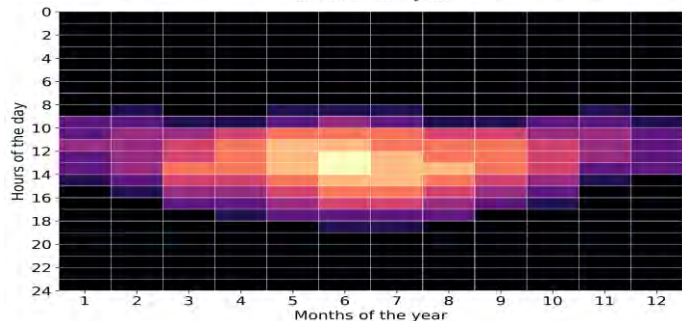
Solar Irradiance



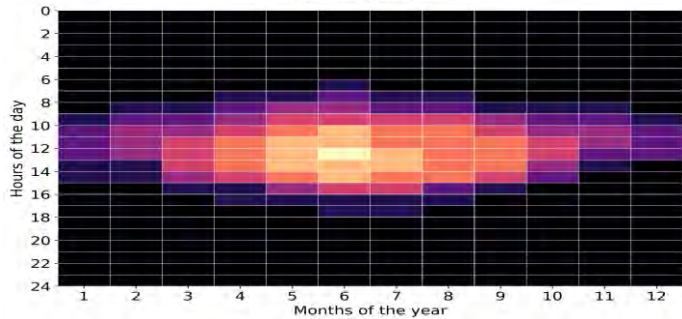
Entrance



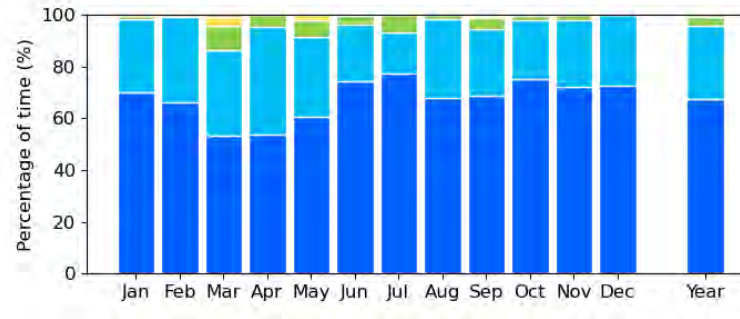
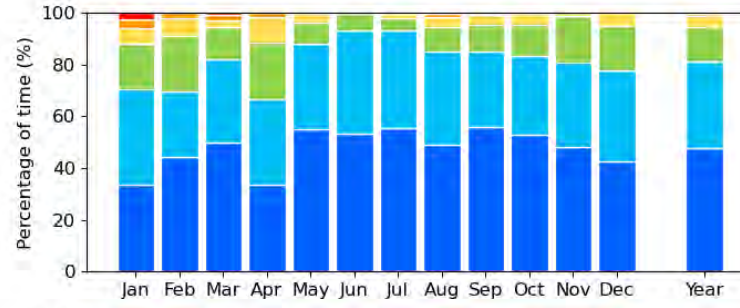
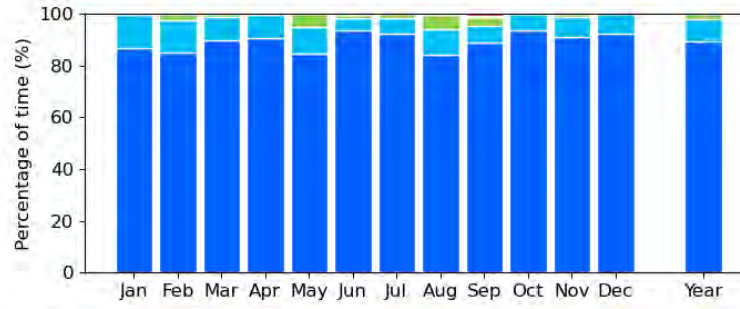
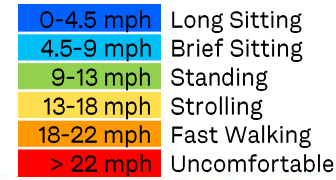
North Steps



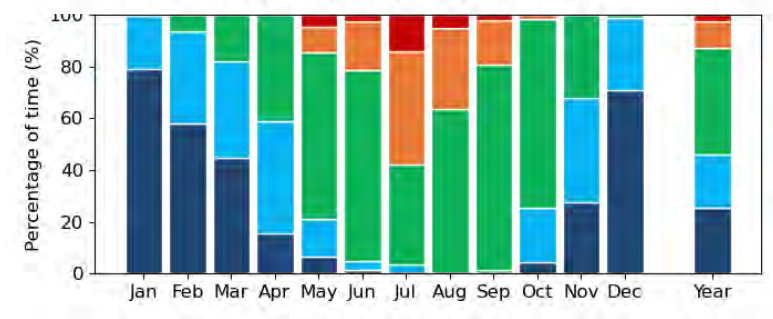
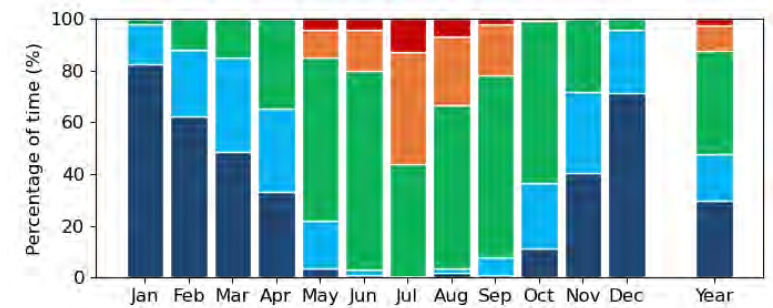
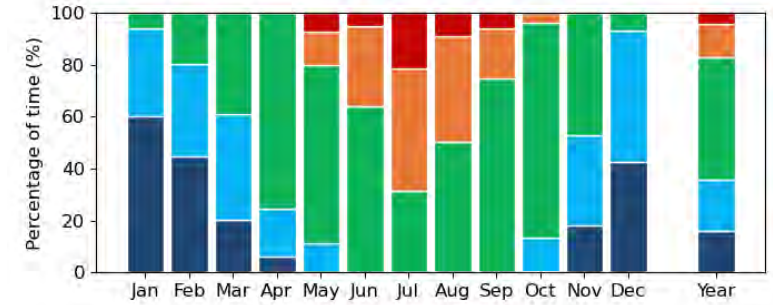
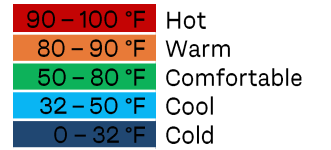
South Steps



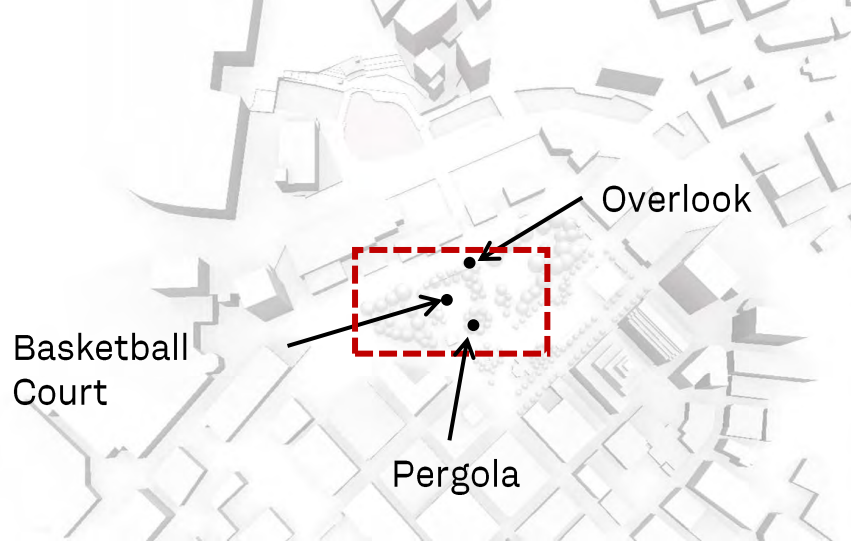
Wind



Feel temperature



Free Space | Annual Overview

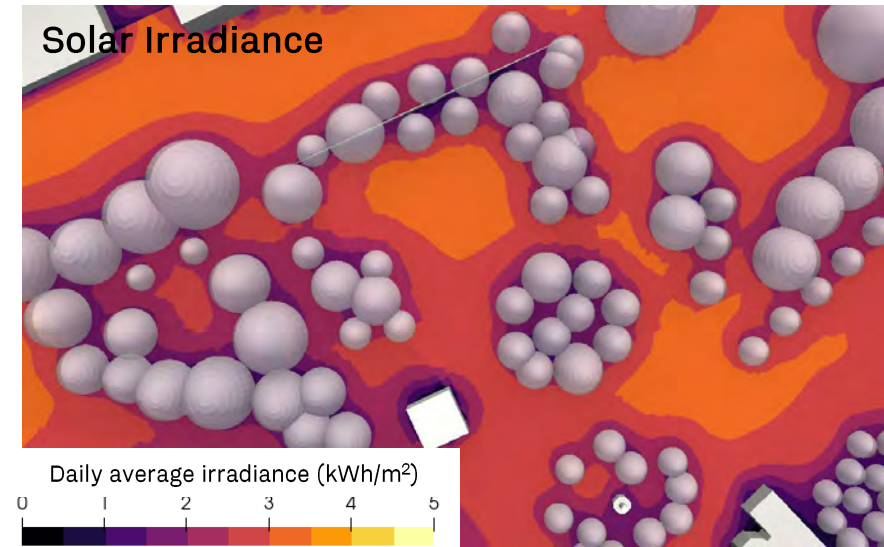
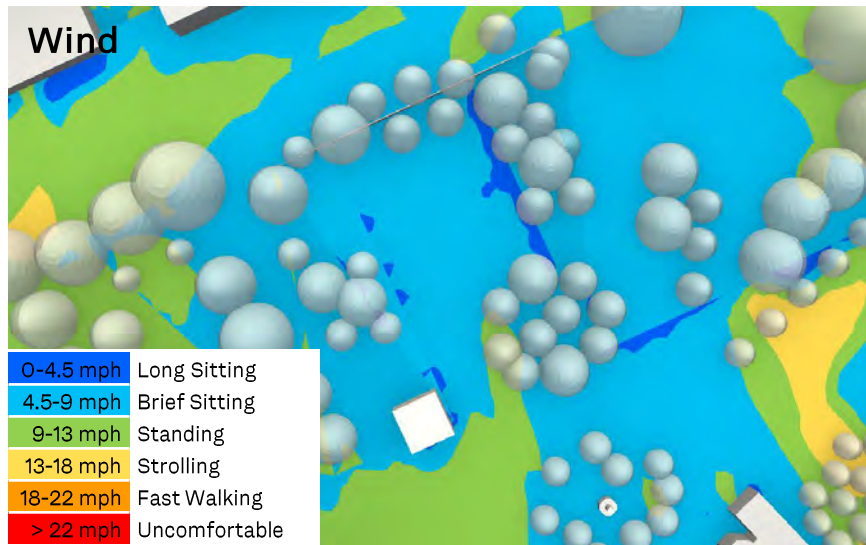


The images show the yearly wind, solar irradiance and comfort conditions at the Free Space between 8 am and 8 pm.

The Free Space is sheltered from the wind. The basketball court has longer solar exposure, particularly in June, while the surrounding areas are well-shaded by the proposed landscaping and the Free Space pergola.

People are likely to take advantage of the solar exposure during cold days. During summer, the shaded areas will provide comfortable places for people and players to take a break from the heat. The installation of the Free Space shade structure can alleviate some summer heat.

The next slide provides information on the monthly irradiance, wind, and feel temperature at the entrance, basketball court, and overlook.

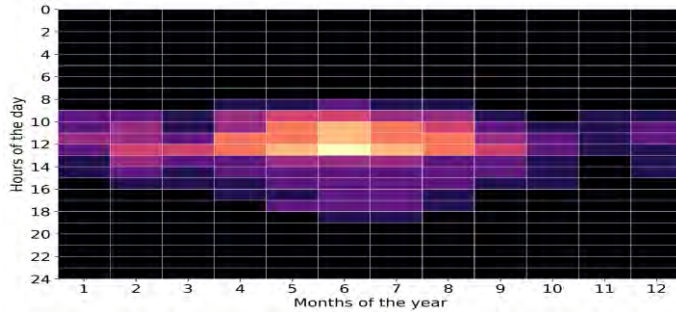


Free Space | Monthly Overview (8am – 8pm)

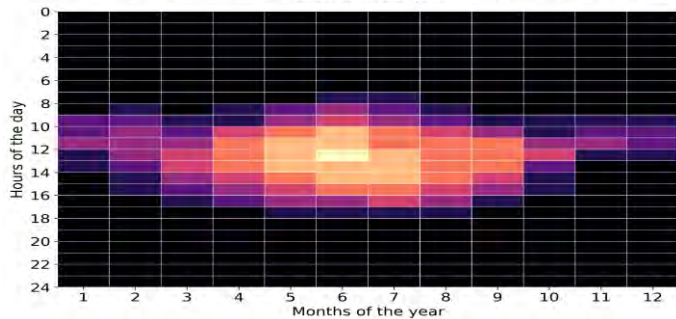
Solar Irradiance



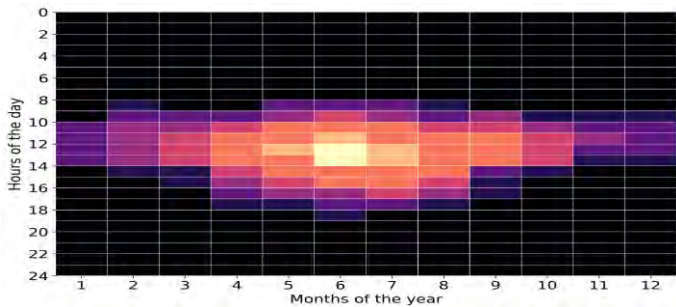
Overlook



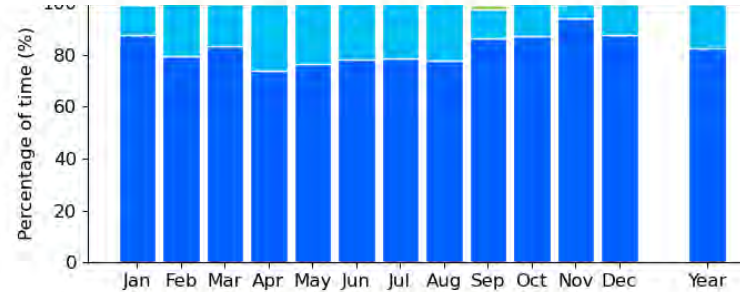
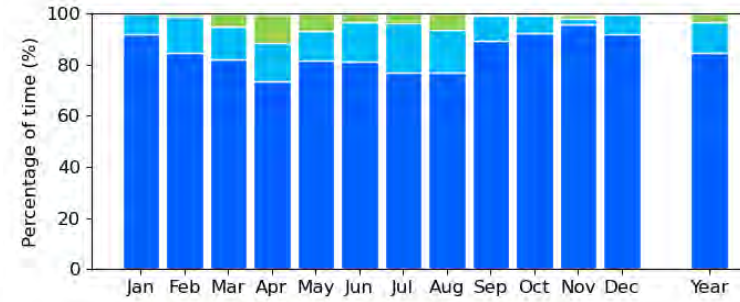
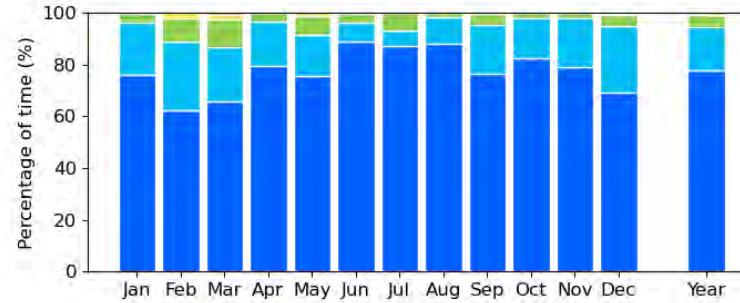
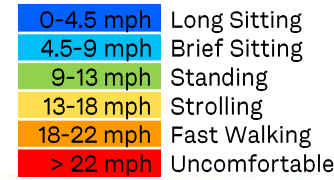
Basketball Court



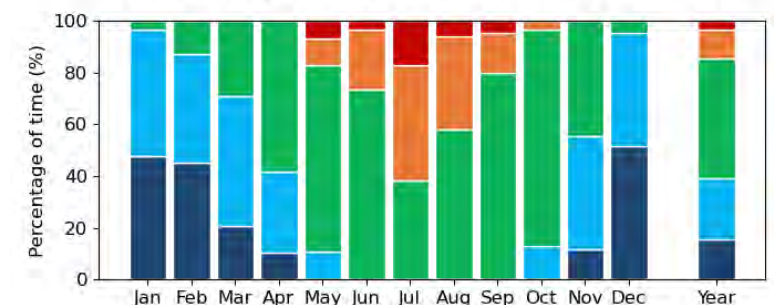
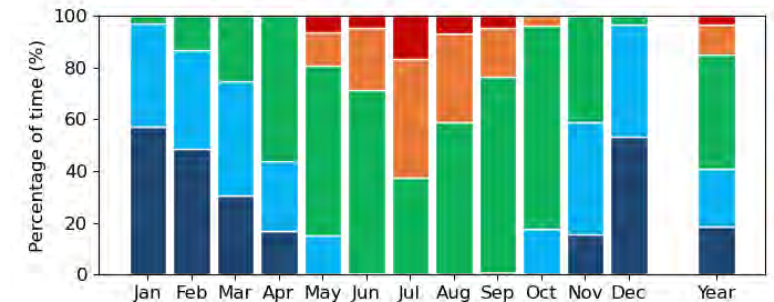
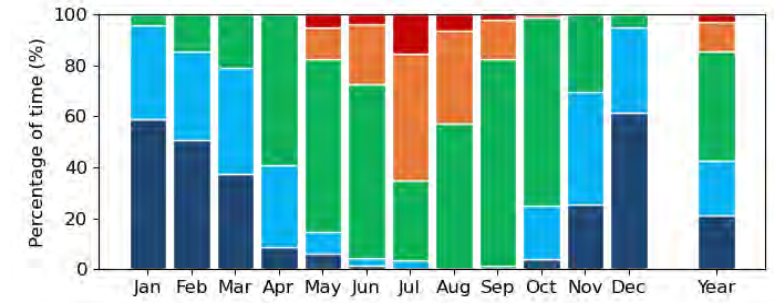
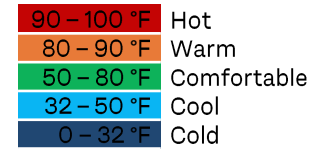
Pergola



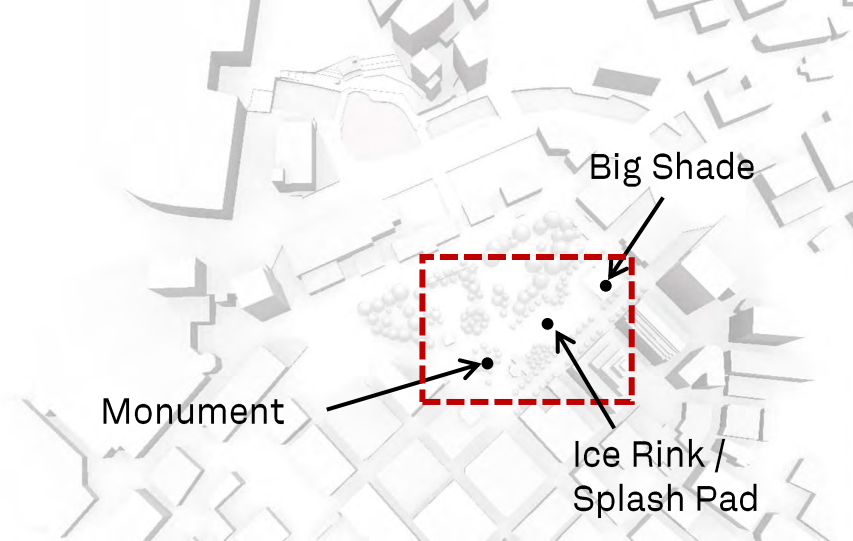
Wind



Feel temperature



Event Space | Annual Overview

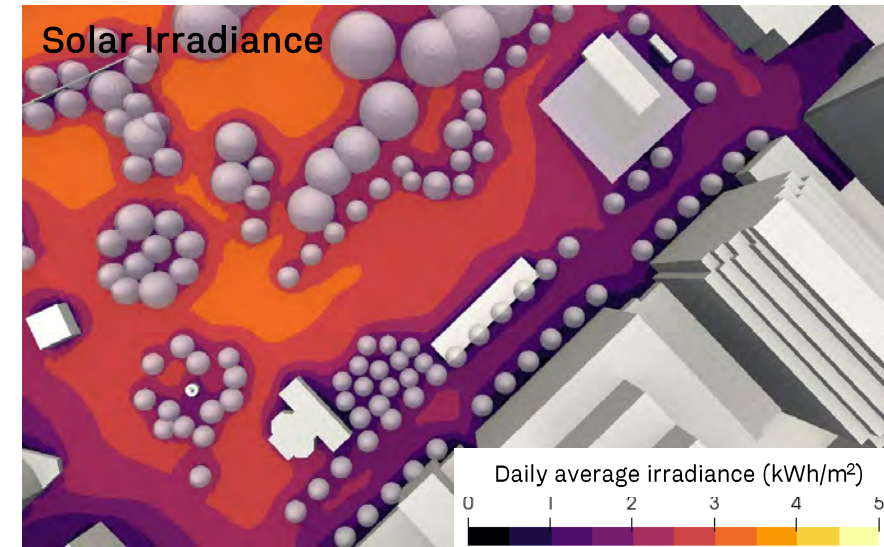
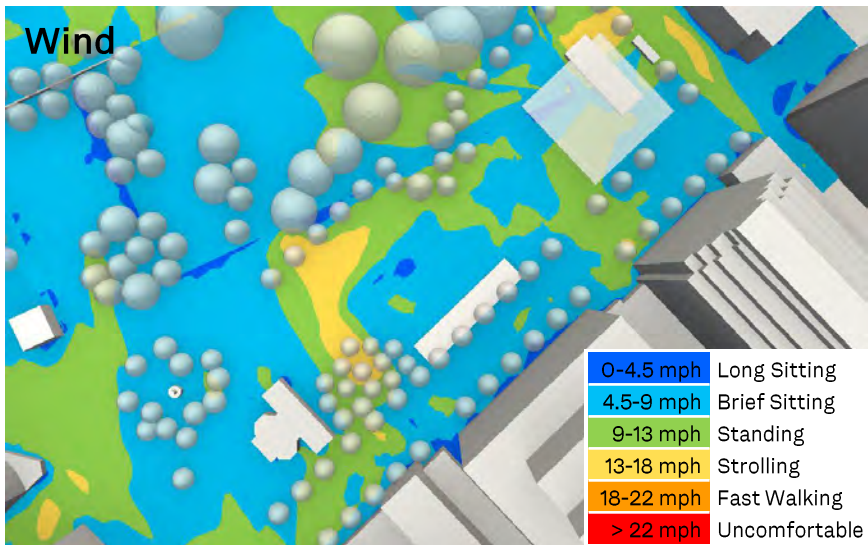


The images show the yearly wind, solar irradiance and comfort conditions at the Event Space between 8 am and 8 pm.

The Event Space is exposed to the northwesterly winds and fairly shaded from the sun by the adjacent building.

The proposed landscaping is likely to protect the area from the winds downdrafting from the nearby buildings and create pleasant wind conditions during most of the time.

The next slide provides information on the monthly irradiance, wind, and feel temperature at the monument, ice rink / splash pad, and under the big shade.

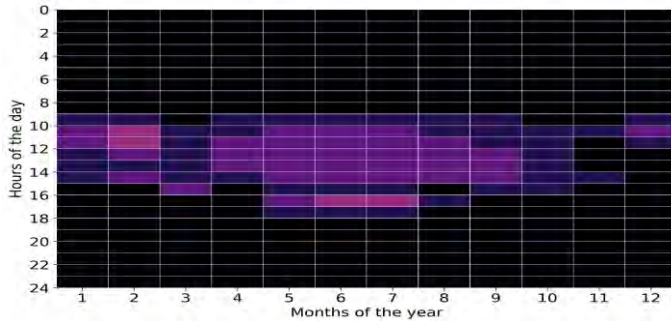


Event Space | Monthly Overview (8am – 8pm)

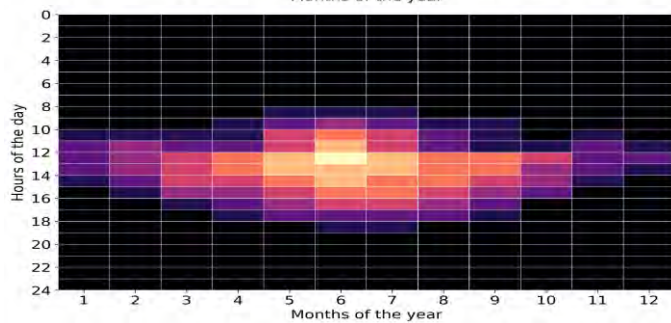
Solar Irradiance



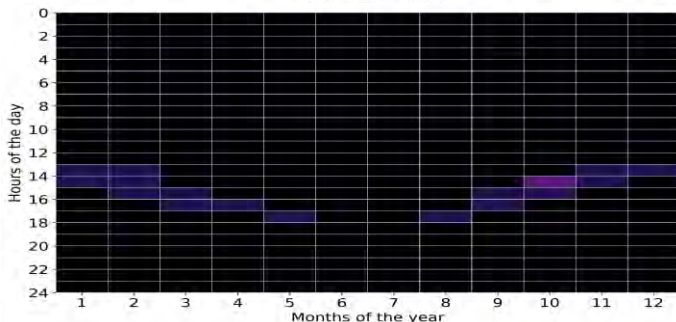
Monument



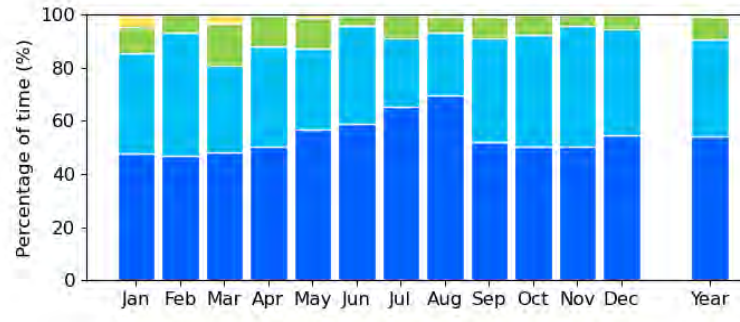
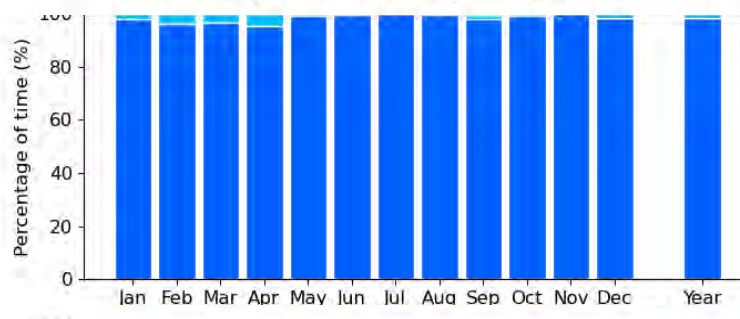
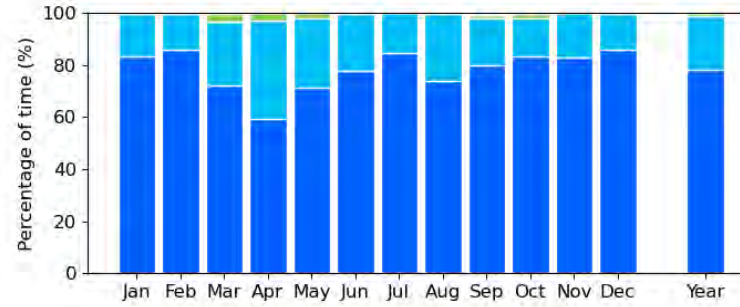
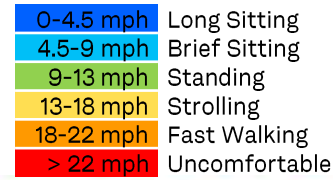
Ice Rink / Splash Pad



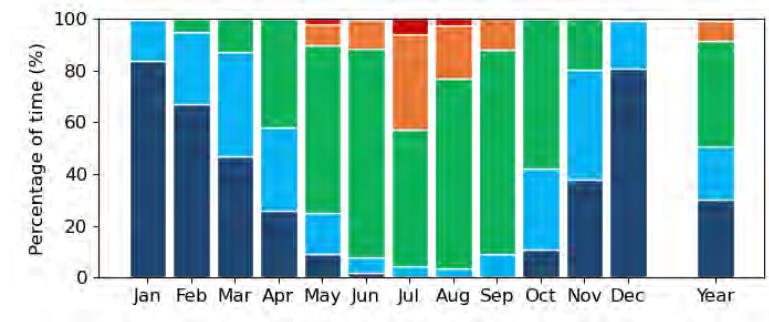
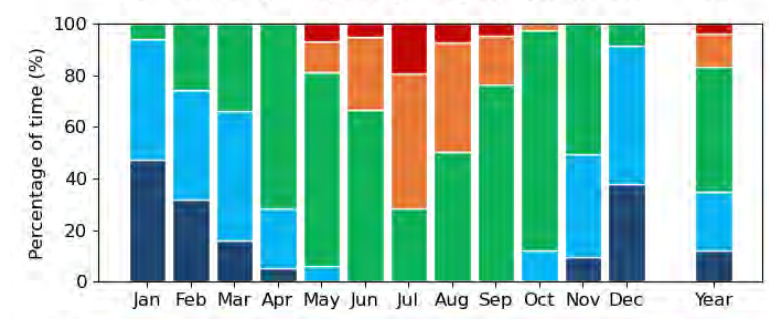
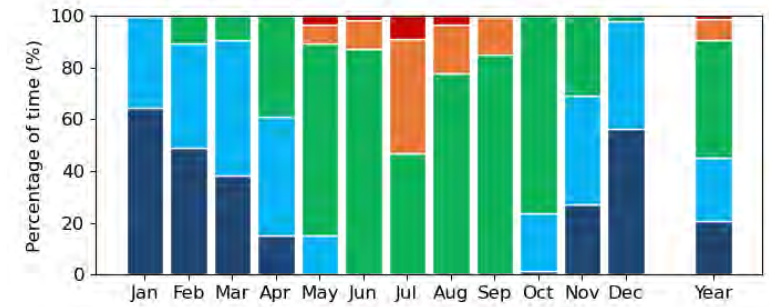
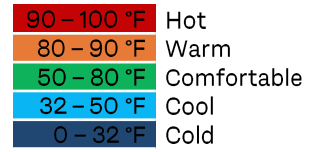
Big Shade



Wind



Feel temperature



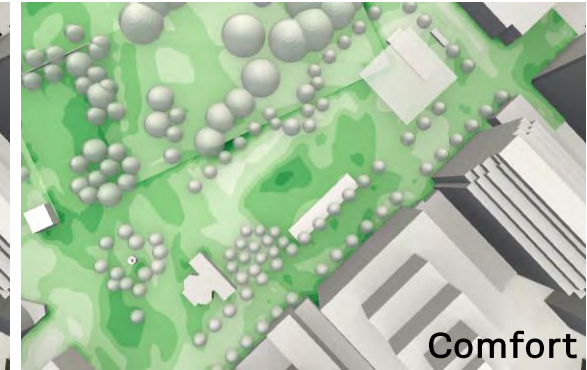
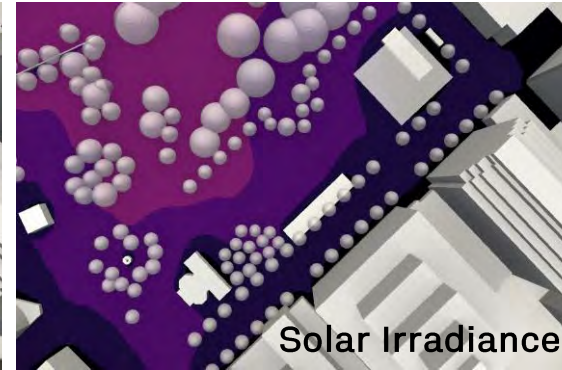
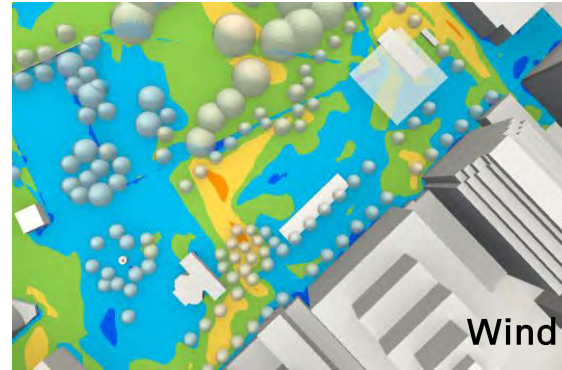
Event Space | Winter and Summer

Based on the seasonal use of the Event Space, different programmed activities will encounter widely varying comfort conditions over the course of the year.

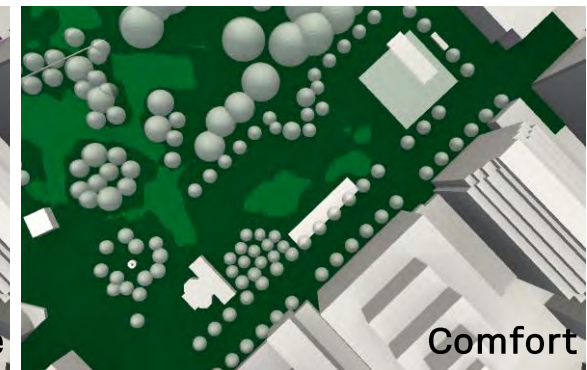
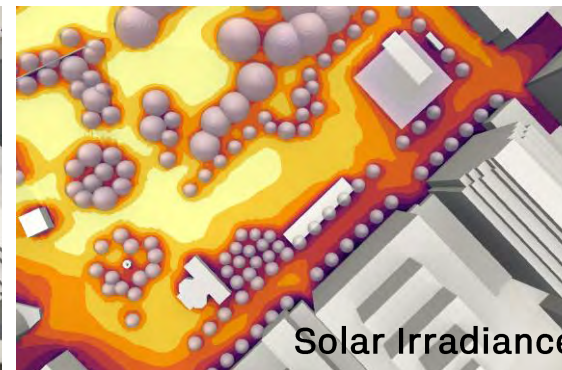
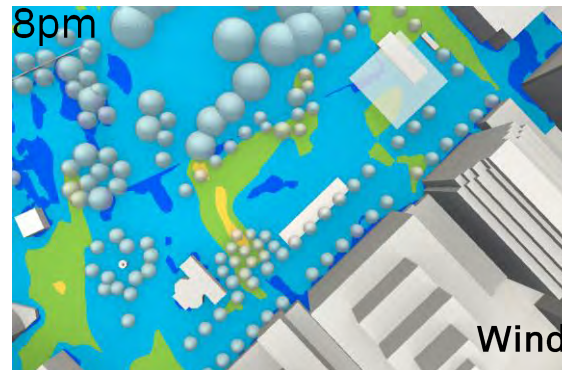
Winter use as an Ice Rink will encounter higher wind speeds and reduced solar availability. These factors combine with already cold winter temperatures to reduce the comfort level in the area. However, reduced solar irradiance has a positive effect on maintaining ice in the rink. Occupants' winter clothing and elevated metabolic rates while skating will aid in providing comfort during this season.

In summer, high temperatures will encourage use of the Splash Pad. Occupants are only expected to use this amenity when it is otherwise uncomfortably hot. High solar irradiance levels will promote evaporative cooling, which may otherwise be reduced given the higher relative humidity levels encountered in July and August.

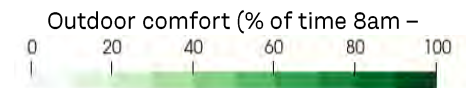
Ice Rink Winter 8am – 8pm



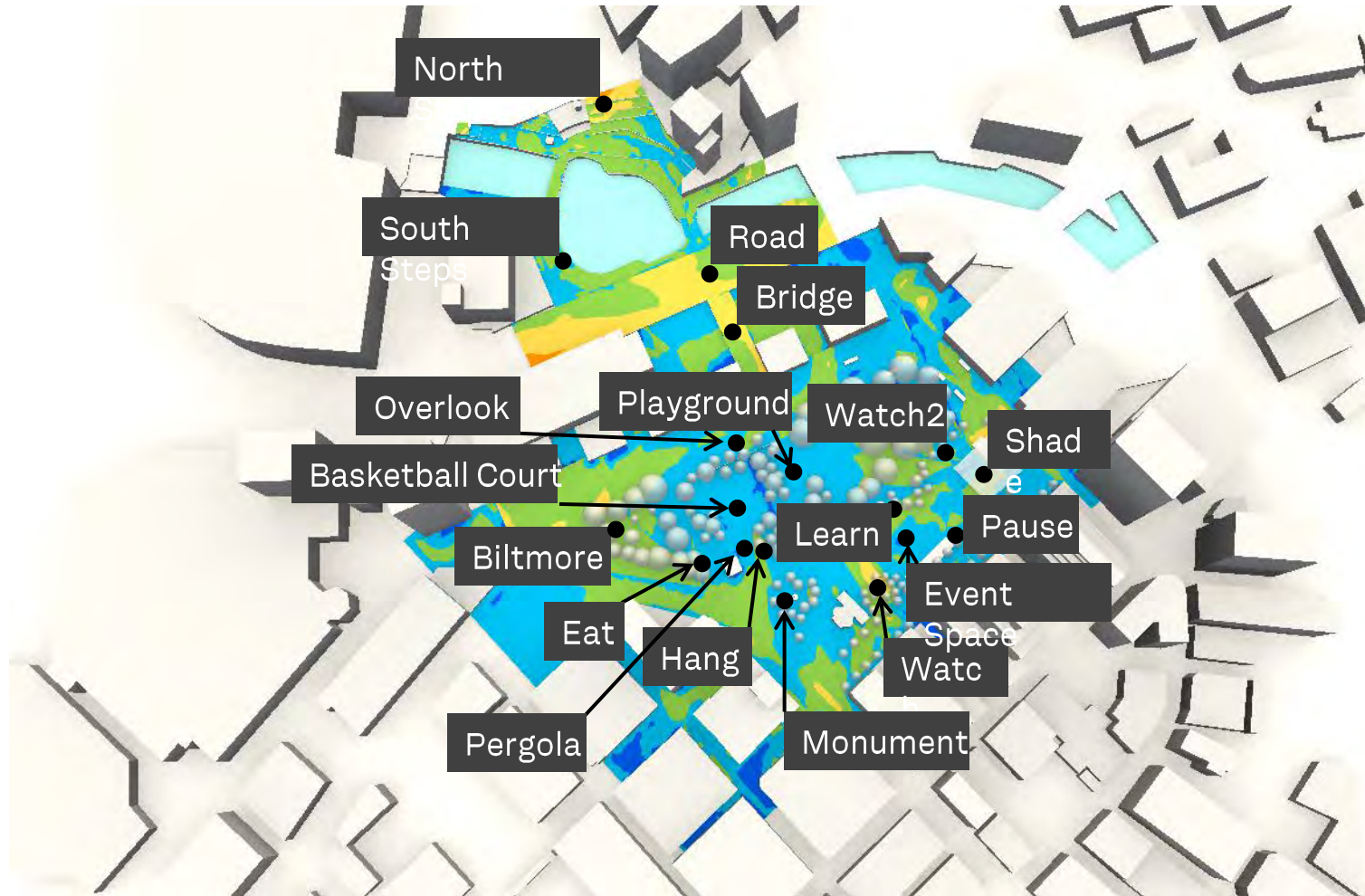
Splash Pad Summer 8am – 8pm



- 0-4.5 mph Long Sitting
- 4.5-9 mph Brief Sitting
- 9-13 mph Standing
- 13-18 mph Strolling
- 18-22 mph Fast Walking
- > 22 mph Uncomfortable



Conclusions / Recommendations



Usage Goals

This plan indicates activity types associated with each area of the project. Programmatic zones are assigned comfort goals based on their expected usage.

- **Meet and hang** spaces are associated with sedentary activities and long residence times. These areas have the highest comfort requirements.
- **Stroll and play** spaces are associated with active use that promotes higher metabolic rates. These areas have moderate comfort requirements.
- **Walk and commute** zones are associated with paths where there is constant movement. Comfort requirements are most relaxed in these zones.



Meet and hang



Stroll and play



Walk and commute



Recommendations for Improved Usage

The following measures may be taken to improve comfort as indicated on the plan at right.



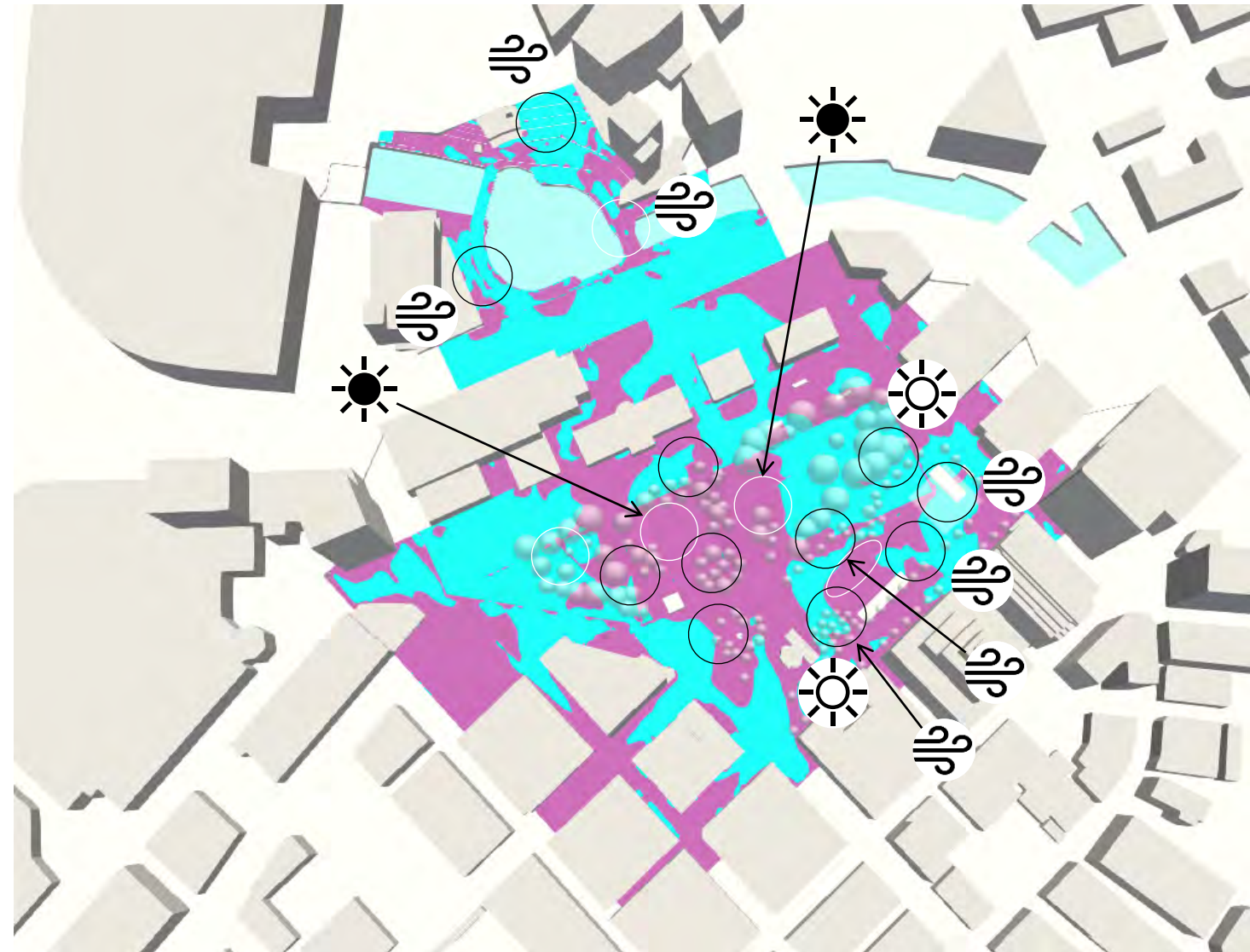
Reduce wind exposure – provide structures, screens, evergreen trees, or other year-round foliage to block and deflect wind.



Increase sun exposure – reduce the density of foliage or remove other obstructions to increase the availability of sunlight and solar heat.



Add shading – provide temporary structures, movable shades, deciduous trees, or other seasonal foliage to block or diffuse direct sunlight.



Acoustics

Included here are ambient noise levels measured throughout the entire project area, as previously reported in our 10% Design report.

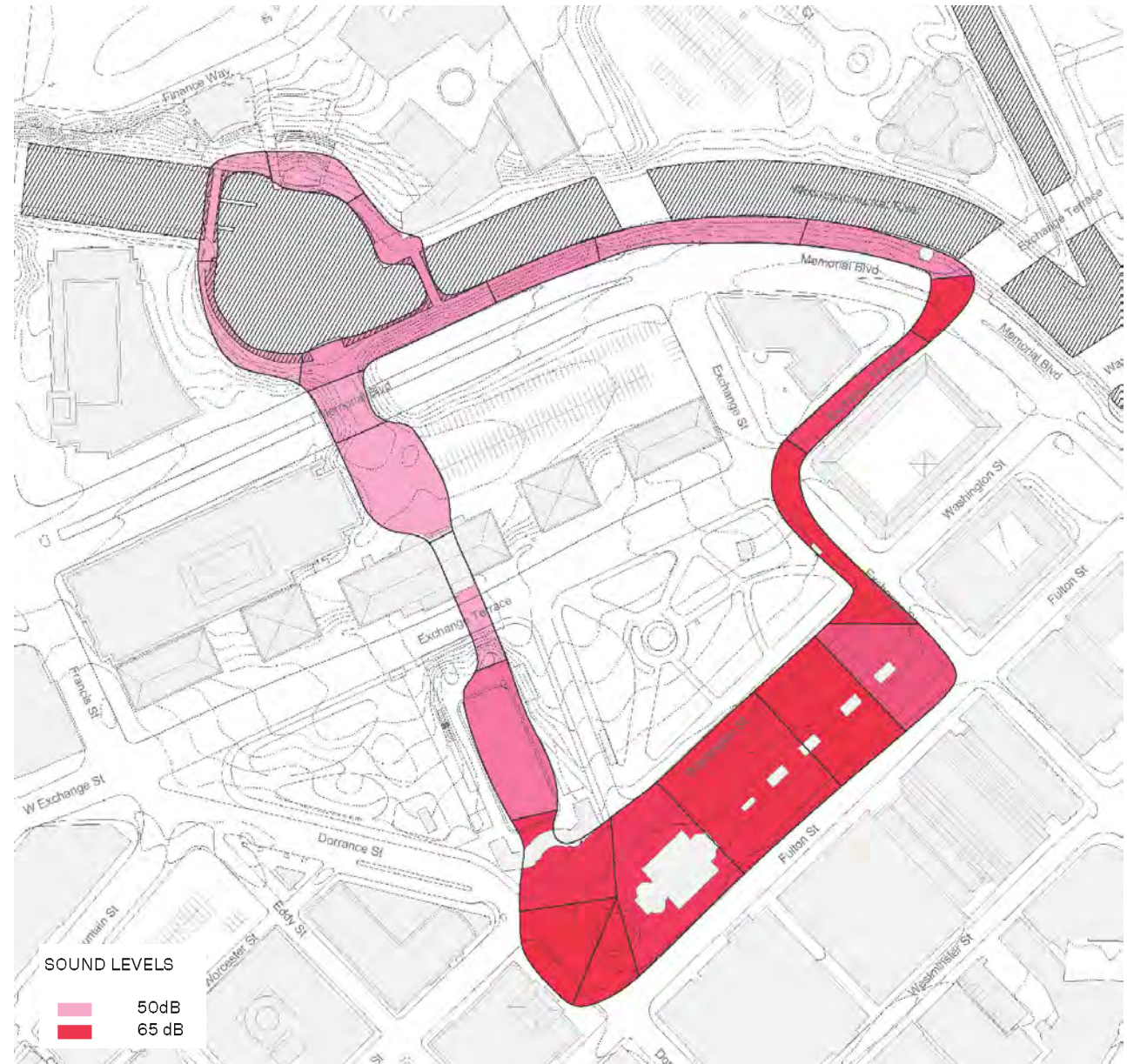
The noise levels on Kennedy Plaza are dominated by the bus traffic and bus idling.

It is difficult to hold a conversation at the center of Kennedy Plaza at rush hour.

Noise levels on Kennedy Plaza are un-pleasant, stress-full and not supporting of activations on the plaza.

The Riverwalks benefit from a quieter background noise, located away from the bus traffic and shielded from the traffic noise by the retention wall of Memorial Boulevard.

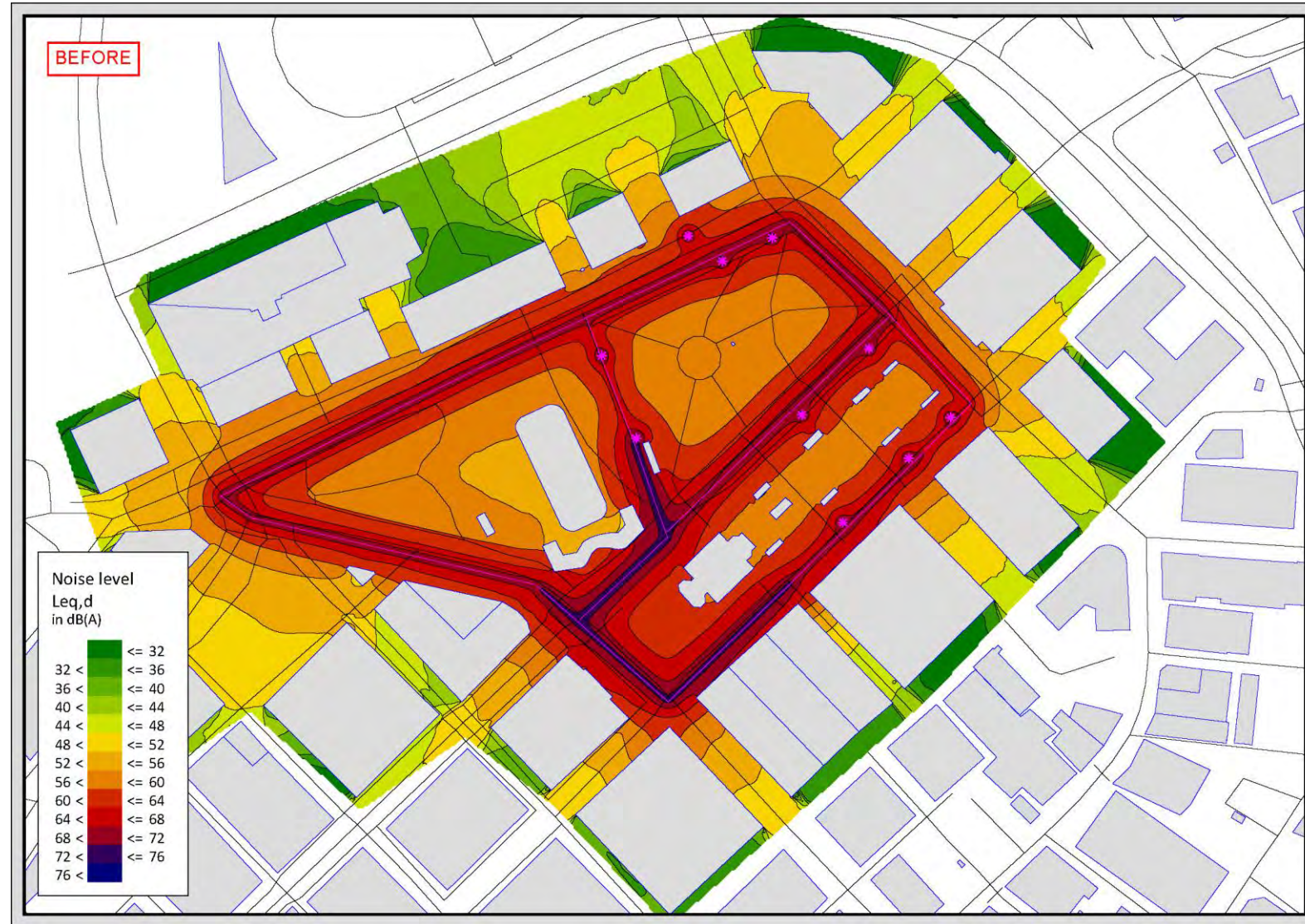
Sounds of nature are perceptible along the Riverwalks.



Acoustics

Acoustic simulations (SoundPlan) with the current terrain conditions were conducted to match the existing conditions, which were calibrated with the on-site noise measurements.

The results also show significant noise levels along East Approach with sound spills onto the Rink area and Burnside Park.



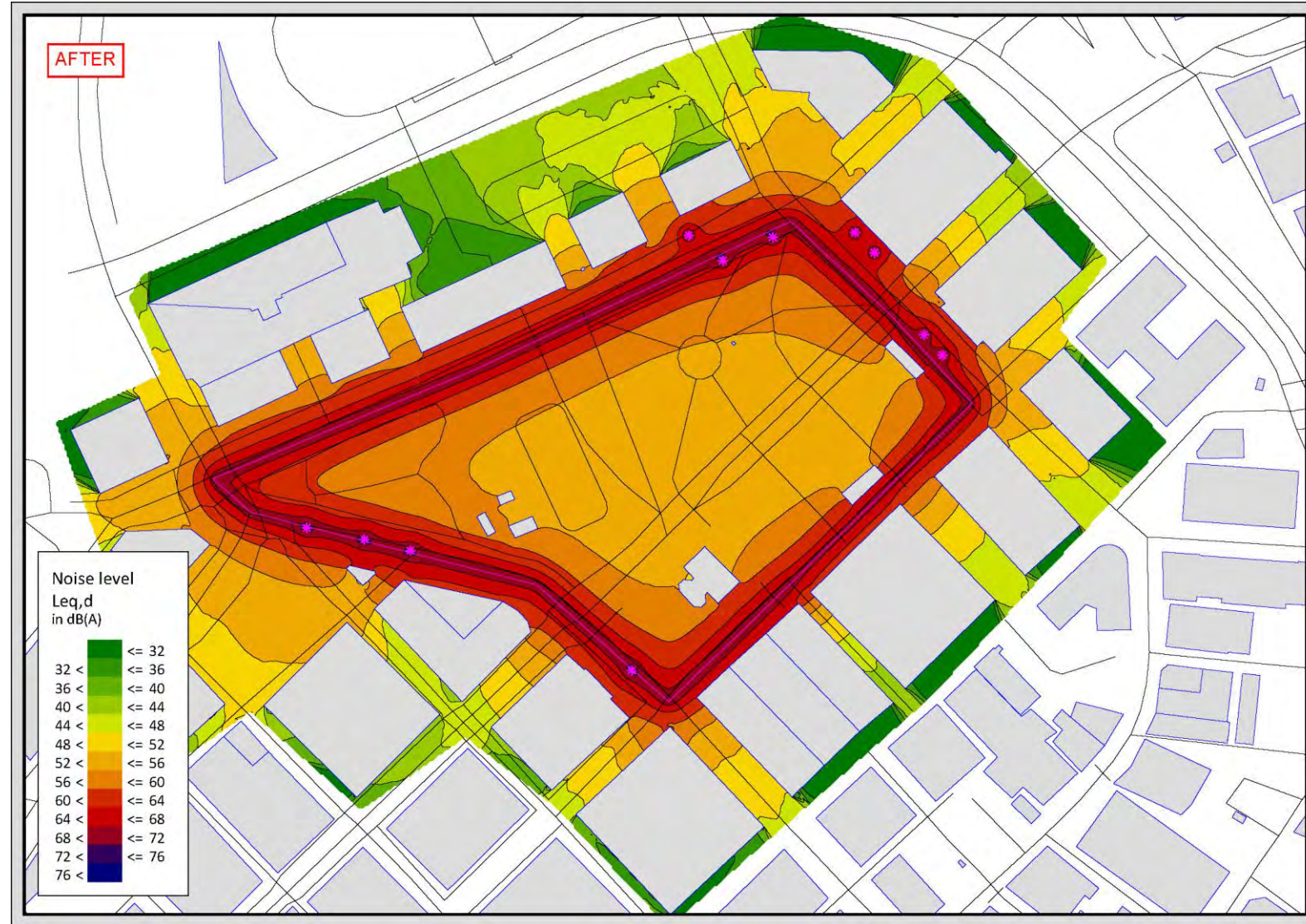
Acoustics

Acoustic simulations were conducted after removal of the buildings selected for demolition and the moving to the bus stops along Exchange and Dorrance Streets.

Noise levels are predicted to reduce by up to 10dB on Kennedy Plaza.

Such levels will create a more pleasant atmosphere within the unified public realm, which will support people conversations, events, natural acoustic performances, and activations of the plaza.

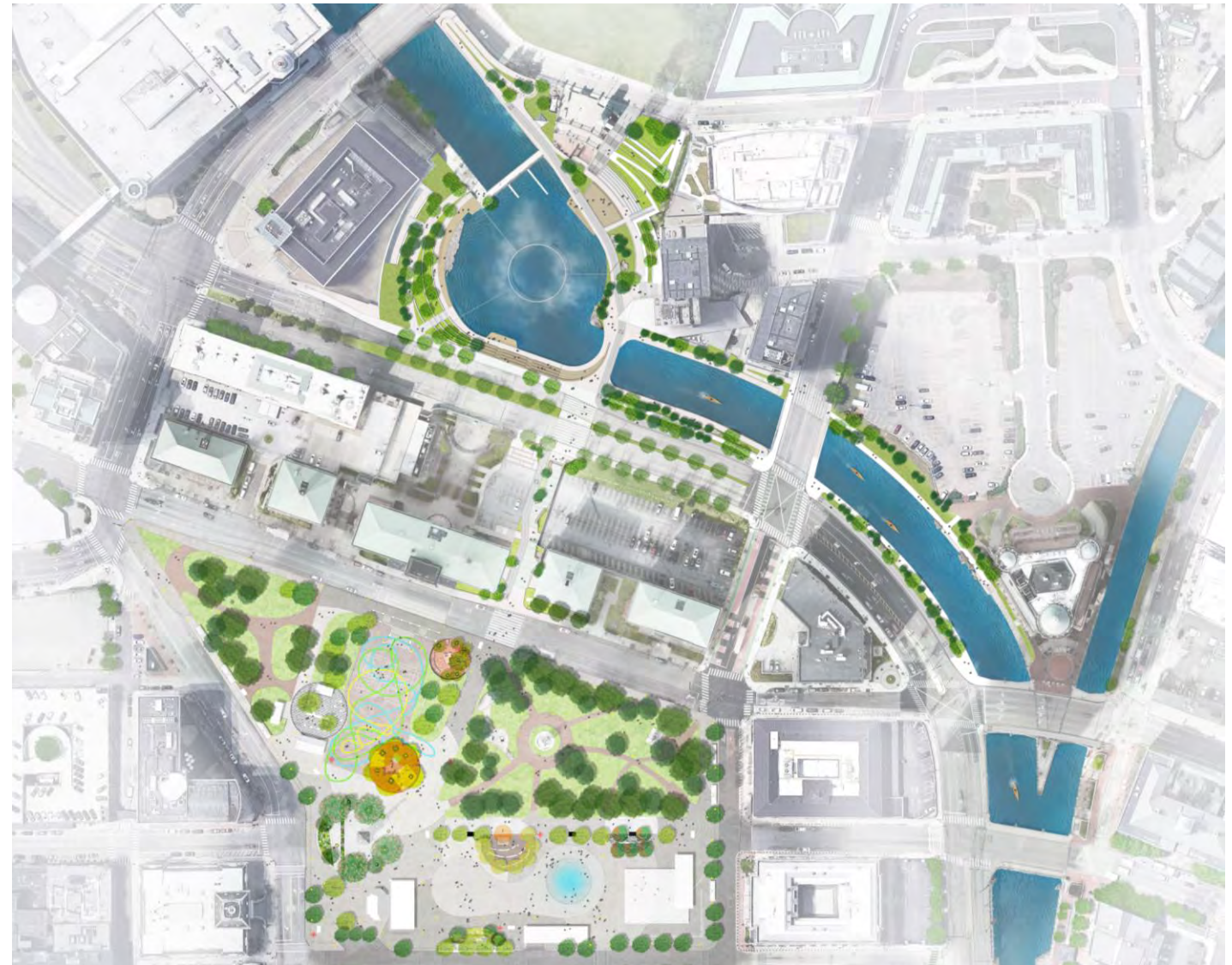
The moving of the busses also reduce the acoustic impact to the Rink area and Burnside Park.



Lighting

Table of Contents

- Introduction
- Design Concepts & Principles
- Lighting Implementation Summary
- Signature District Light Elements Overview
- Light Fixture Vocabulary & Accessories
- Site Plan Lighting Overview
- Kennedy Plaza Overview
 - Signature District Element Locations
 - Accent Lighting Elements
- Waterpark Basin / Riverwalk Overview
 - Signature District Element Locations
 - Accent Lighting Elements
- Connector Bridge Overview
- Lighting Design Criteria
- Lighting Controls Summary
- Light Fixture Schedule



Introduction



This design report outlines the basis of design and the lighting story for the Unified Vision for Downtown Providence. Light creates the ambiance and feel of a place, as well as the expression and identity, and is a fundamental aspect of this project.

The design strategy has been crafted to focus on the following key elements:

- Design features that use light to define a visual consistency for Downtown
- Lighting Technology and integration with other services to create a connected design solution
- Human-scale lighting elements, that engage, inspire, and energize visitors to the area
- Light as a means of enhancing the sense of safety, security, and visibility.

Design Concepts & Principles

Design Concepts:

The following key concepts are fundamental to the design process for lighting.

Identity

- Give downtown a signature identity
- Craft a nighttime environment
- Support wayfinding through downtown

Experience

- Create dramatic visual experience
- Stimulate night-time economy
- Make public feel safe
- Encourage outdoor socialization
- Encourage public transportation and foot traffic
- Create safe cycle routes to encourage activity
- Leaves people with memorable experience

Engaging

- Promote thought and curiosity
- Create a moments that attract visitors

Dynamic

- Support a dynamic flow through downtown
- Use dynamic lighting to reinforce district connections

Design Principles:

The lighting design fundamentally aims to provide a safe, equitable illuminated environment for everyone.

Natural Surveillance

- Uniform / Appropriate Lighting with proper heights and no obstructions
- Support good visibility, and comfortable light levels without over-lighting areas.

Activity Support

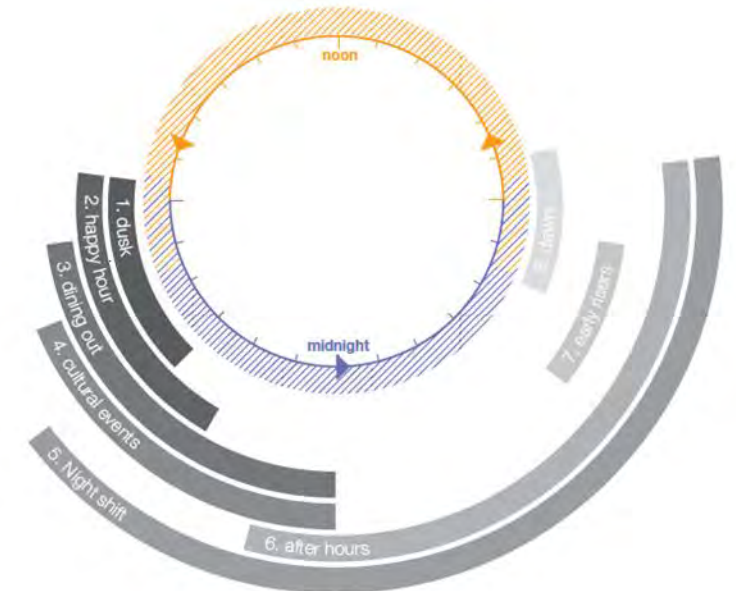
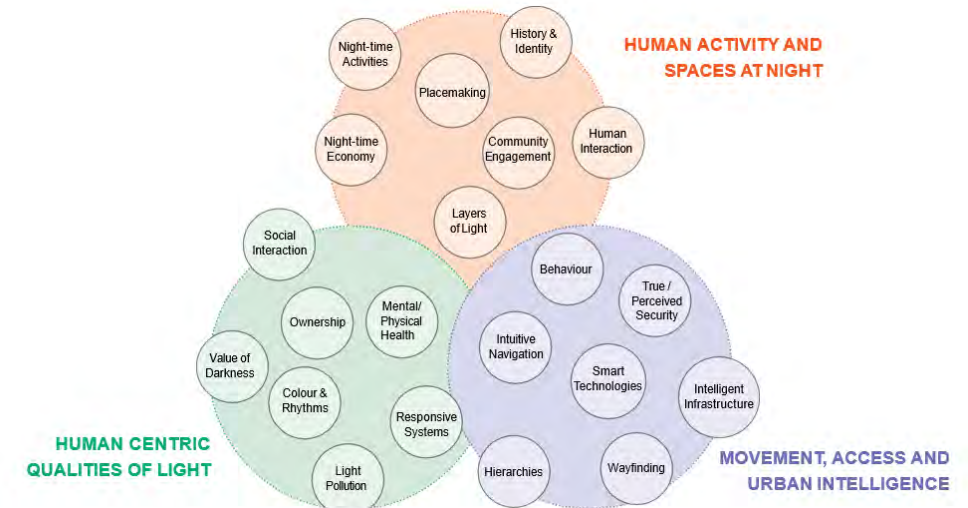
- Make downtown appealing, safe, and active
- Wayfinding – clearly identifiable walkways
- Ability to clearly recognize faces
- Discourage any criminal activity

Maintenance

- Discourage graffiti and vandalism
- Specify products are resistant to vandalism

Local Manufacturers / MWBE

- Prioritize where possible the engagement of local manufacturers in the Rhode Island area and/or minority and women business enterprises



Lighting Implementation Summary

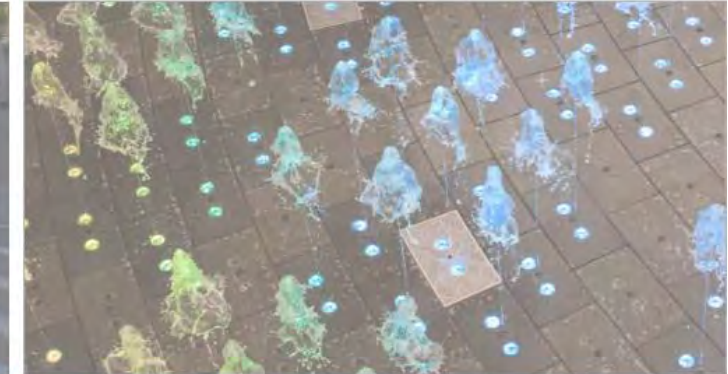
Signature District Light Elements:

- Light Towers
- Pedestrian Light Poles
- Digital Pylons



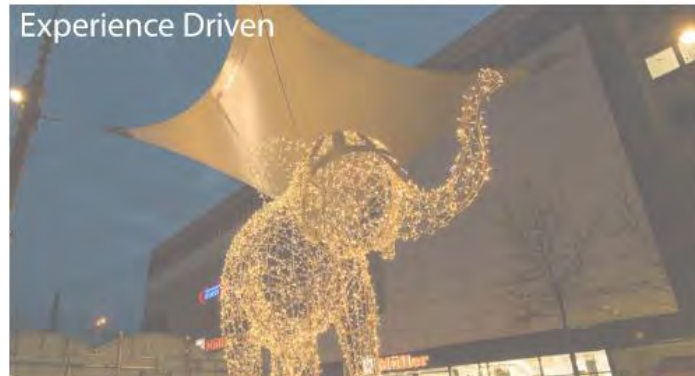
Community Lighting:

- Water Feature Lighting
- Bus Stop Lighting
- Landscape / Accent / Feature Lighting
- Integrated Furniture Lighting
- Permanent Monument Lighting
- Big Shade Lighting



Experience Lighting Elements:

- Theatrical Lighting Infrastructure for performances
- Art Installation Infrastructure for Lighting
- Other seasonal Lighting Infrastructure



Signature District Light Elements

Light Towers & Pedestrian Poles

Context

The Light Pole configurations serve as the unifying element for the project.

There are two types of poles throughout the project:

- **Pedestrian Pole Light**
Approx. 15 ft Tall
- **Light Towers**
Approx. 40 ft Tall

Pole Mounted Lights



Pathway Luminaire



Adjustable Floodlight

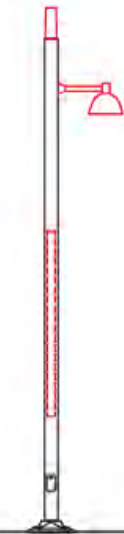
Post with Adjustable Flood Lights

E01



Post with a Pathway Luminaire

E02



Post with Adjustable Floods and a Pathway Luminaire

E03

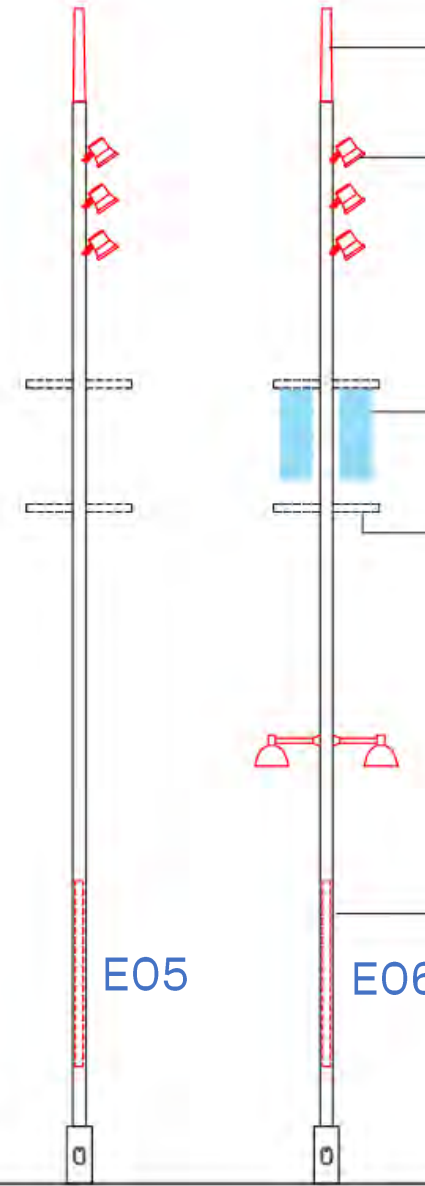


Post with Twin Pathway Luminaires

E04



Pedestrian Pole Light Configurations



RGBW Signature Luminous Element (Beacon Light)

Flood Lights for general illumination

Potential Banner Locations

Crossbar for theatrical lighting equipment mounting (one or double sided)

E05

E06



Perforated pattern on pole.

Light Tower Configurations

Signature District Light Elements: Networked Connectivity of Lighting

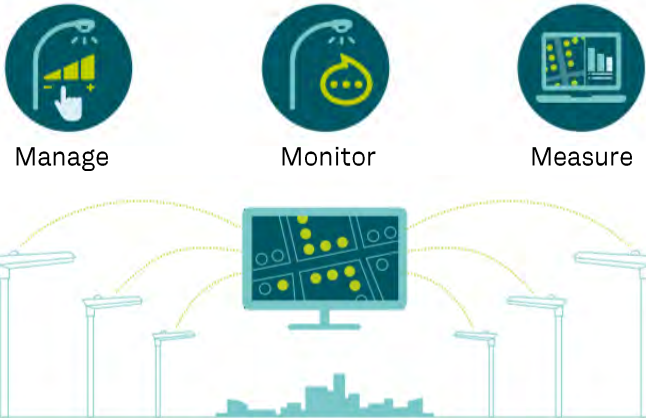
Light Towers & Pedestrian Poles

Specific Features

The Light Poles will utilize a wireless communication network that will allow for the following features:

- District lighting control
- Time clock control and dimming of all lights
- Interface with Community boards for district color-changing lighting synchronization
- Pre-set scenes for WaterFire, and other events
- Energy management of lighting

Refer to later section on lighting controls for more information.



Pedestrian Post with Adjustable Flood Lights



Pedestrian Post with a Pathway Luminaire



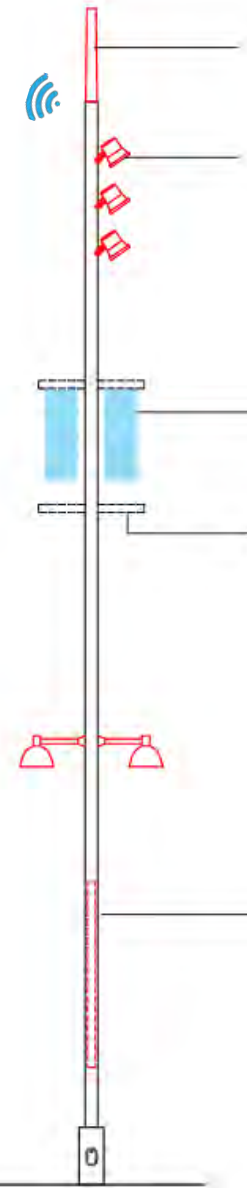
Pedestrian Post with Adjustable Floods and a Pathway Luminaire



Pedestrian Post with Twin Pathway Luminaires



Pedestrian Pole Light Configurations

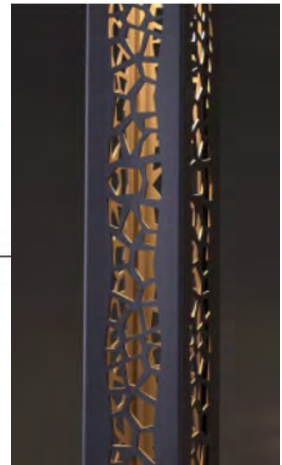


RGBW Signature Luminous Element (Beacon Light)

Flood Lights for general illumination

Potential Banner Locations

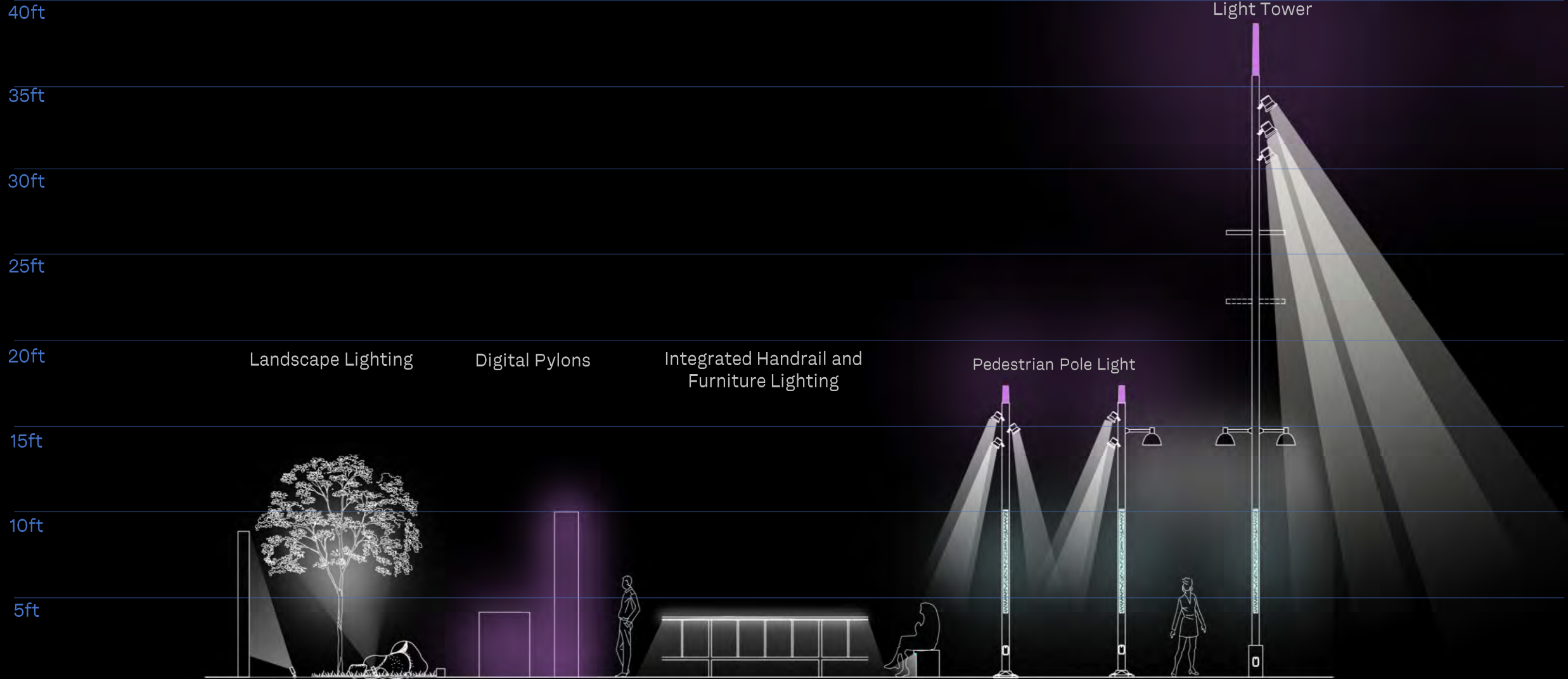
Crossbar for theatrical lighting equipment mounting (one or double sided)



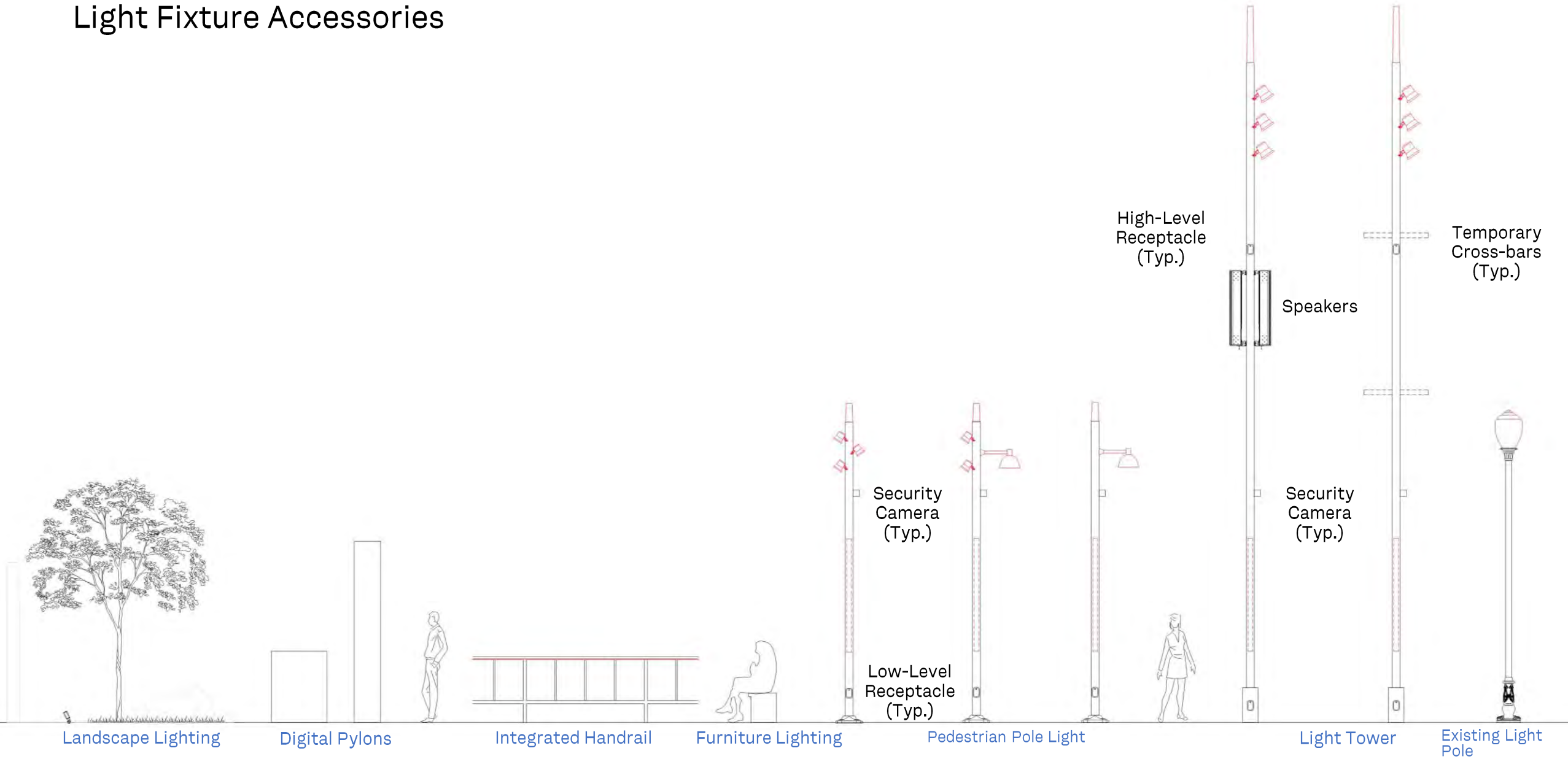
Pattern can reflect the theme of Water or Fire

Light Tower Configurations

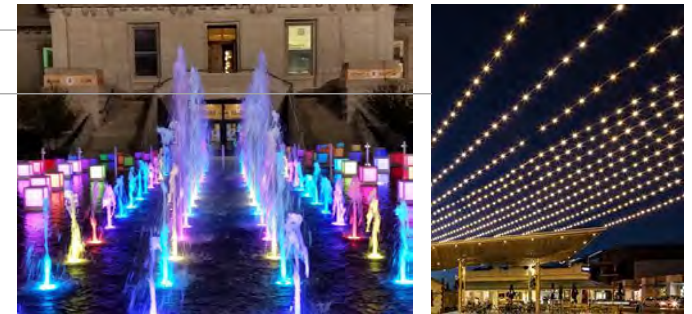
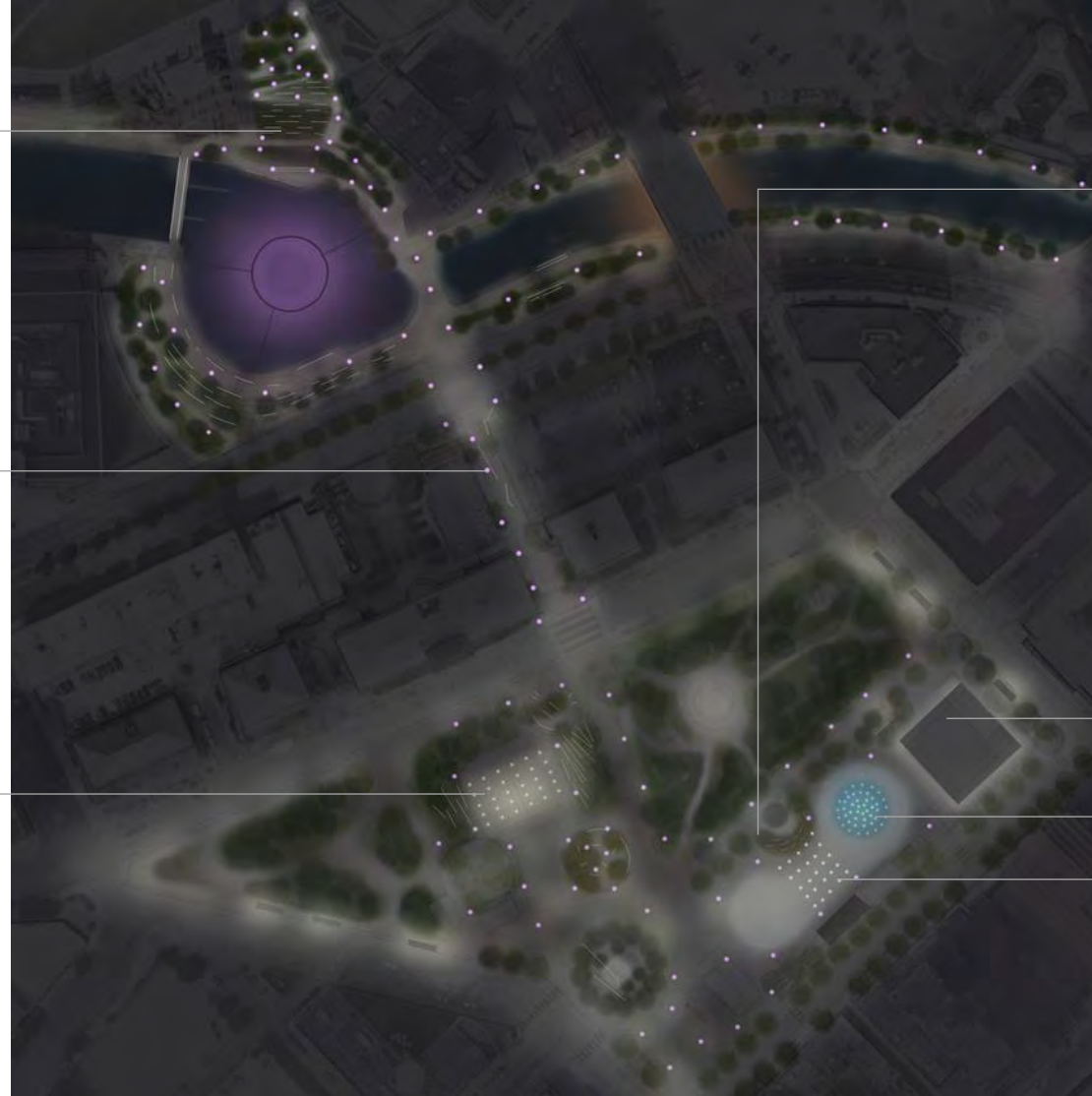
Light Fixture Vocabulary



Light Fixture Accessories



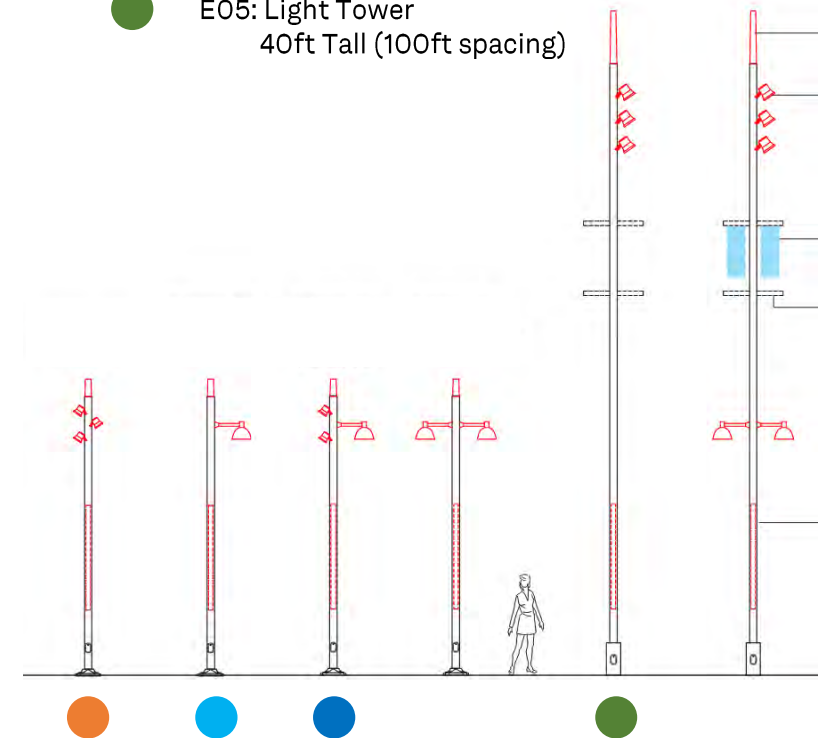
Site Lighting Plan Overview



Kennedy Plaza: Signature District Light Element Locations



- E01: Pedestrian Pole with Adjustable Flood Lights**
15ft Tall (50-60ft spacing)
- E02: Pedestrian Pole with a Pathway Luminaire**
15ft Tall (65-70ft spacing)
- E03: Pedestrian Pole with Pathway and Adjustable Floods**
15ft Tall (65-70ft spacing)
- E05: Light Tower**
40ft Tall (100ft spacing)

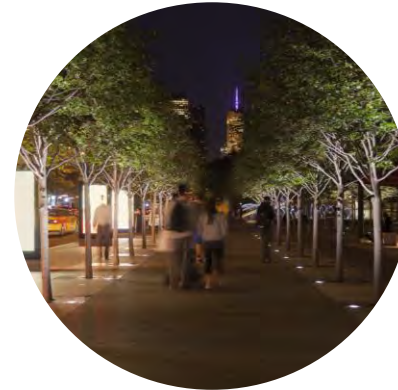


Refer to sheets E-400 through E-404 for final light pole locations

Kennedy Plaza: Accent Lighting Overview



Catenary Lighting



Tree Lighting



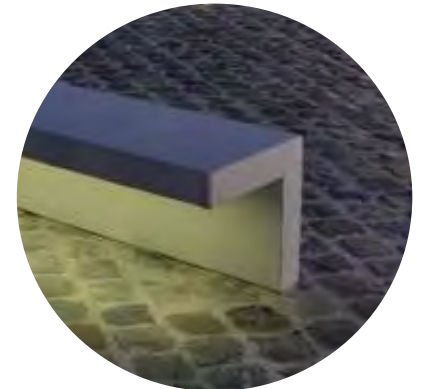
Pergola / Structure Lighting



Monument Lighting



Bus Stop Lighting



Integrated Furniture Lighting

Kennedy Plaza: Bus Stop Lighting



There will be 6 Existing Bus Stop Structures that will be relocated around Greater Kennedy Plaza. The new locations are indicated with red circles. Bus stop lighting to be investigated further as the design progresses.

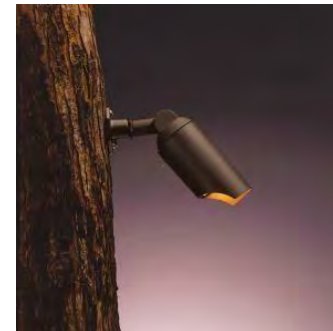
Kennedy Plaza: Tree Lighting



Tree Uplighting (E12 Type)

- Creates columns of light
- Accent texture and shape of tree
- Draws the eye up

At walkway areas



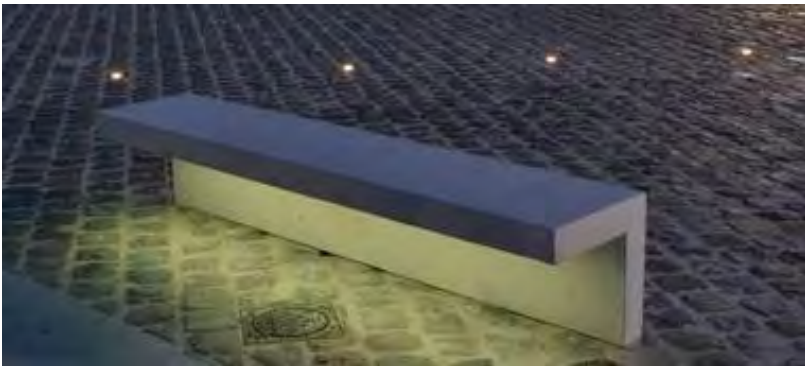
Alternate Approach: Tree Downlighting aka "Moonlighting"

- Creates dramatic effect
- Adds texture to ground
- Draws the eye down

At gathering areas

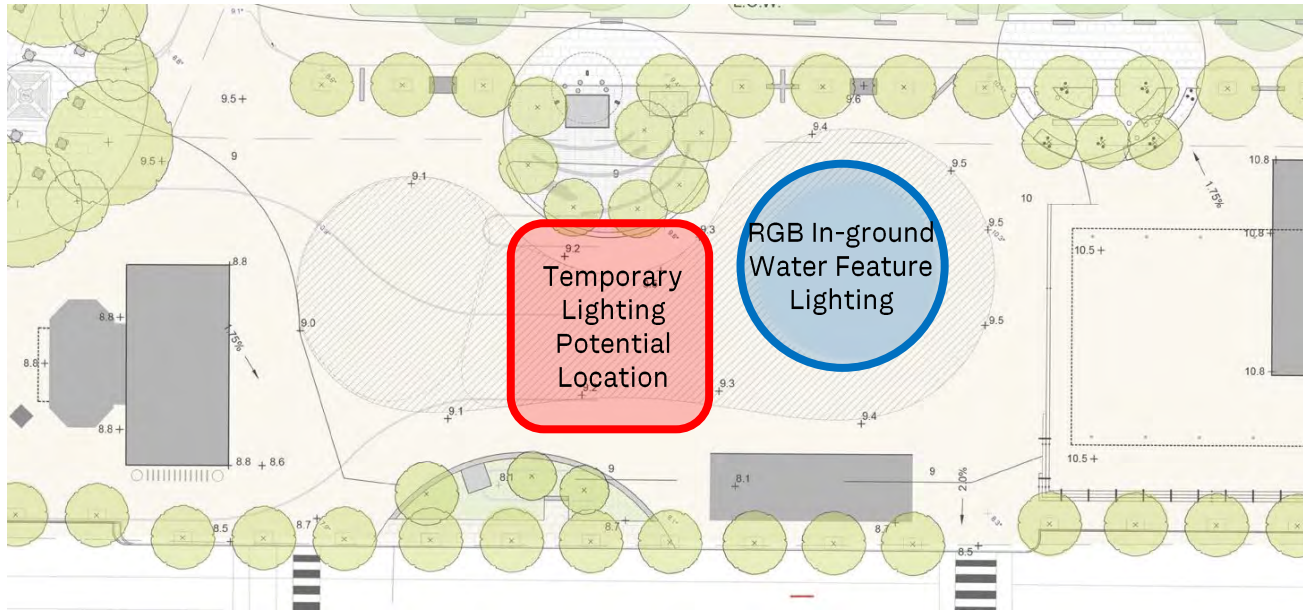
To be investigated further as the design progresses.

Kennedy Plaza: Integrated Furniture Lighting



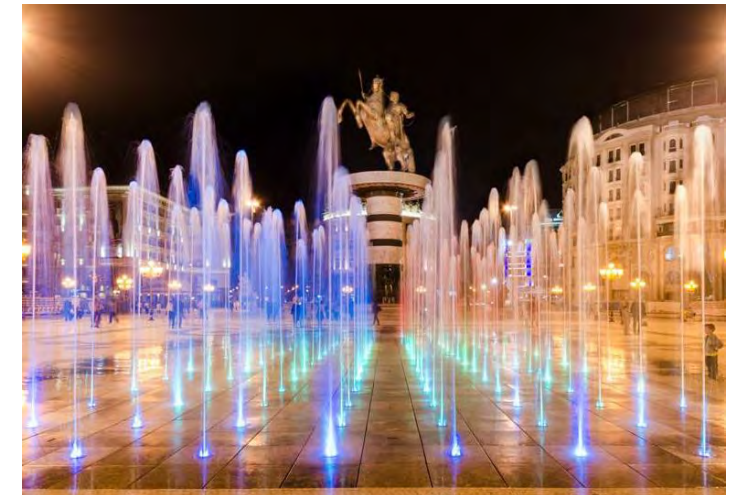
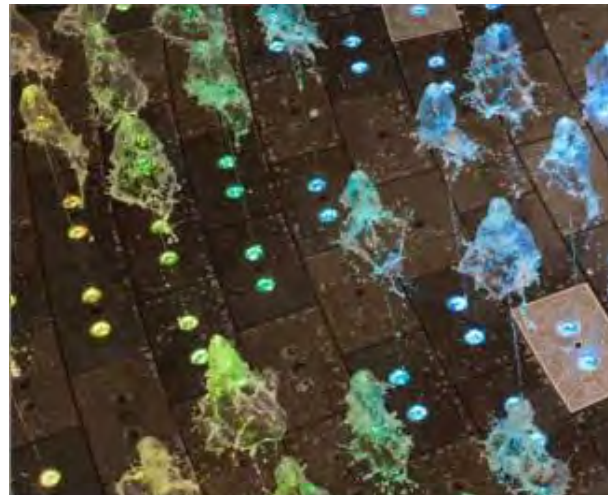
E08 Type: Wet listed Tape Light

Kennedy Plaza: Splash Park / Ice Rink Lighting



Lighting applicable for both Water Feature and Ice Rink:

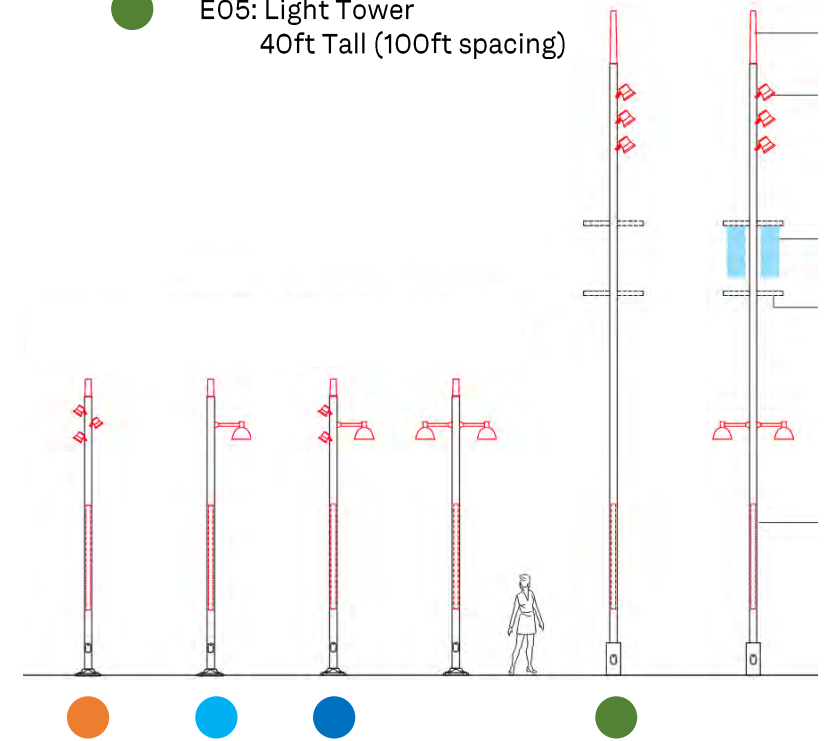
- RGB In-ground lighting within Island
- Technical Infrastructure for lighting of art installations, events, catenary lighting.



Waterplace Park Basin: Signature District Light Element Locations



- E01: Pedestrian Pole with Adjustable Flood Lights
15ft Tall (50-60ft spacing)
- E02: Pedestrian Pole with a Pathway Luminaire
15ft Tall (65-70ft spacing)
- E03: Pedestrian Pole with Pathway and Adjustable Floods
15ft Tall (65-70ft spacing)
- E05: Light Tower
40ft Tall (100ft spacing)







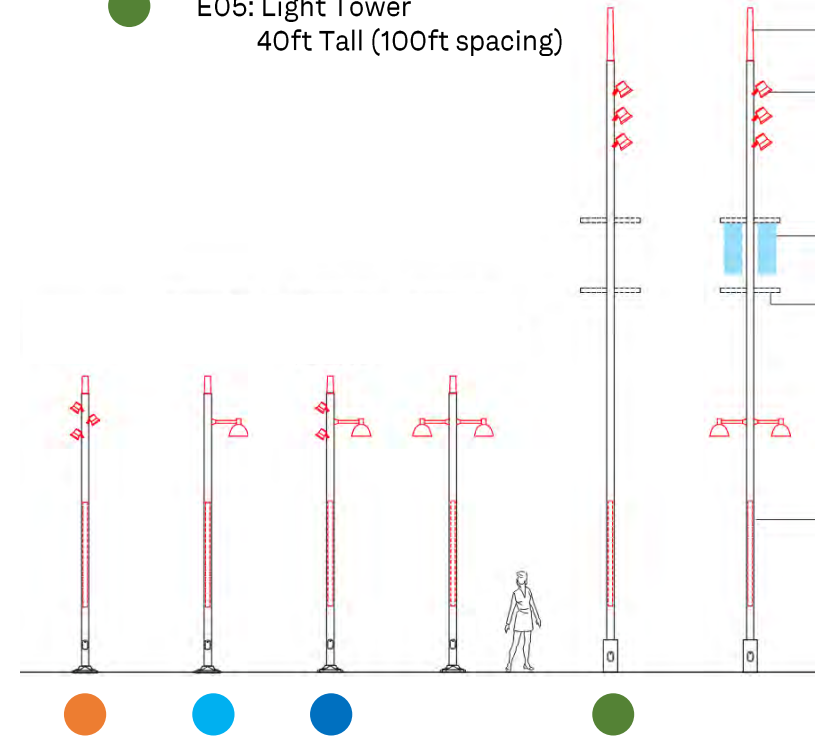
Refer to sheets E-400 through E-404 for final light pole locations

Riverwalk: Signature District Light Element Locations



Refer to sheets E-400 through E-404 for final light pole locations

-  E01: Pedestrian Pole with Adjustable Flood Lights
15ft Tall (50-60ft spacing)
-  E02: Pedestrian Pole with a Pathway Luminaire
15ft Tall (65-70ft spacing)
-  E03: Pedestrian Pole with Pathway and Adjustable Floods
15ft Tall (65-70ft spacing)
-  E05: Light Tower
40ft Tall (100ft spacing)



Waterplace Park Basin / Riverwalk: Accent Lighting Overview



Integrated Furniture Lighting



Integrated Handrail Lighting



Mist Lighting

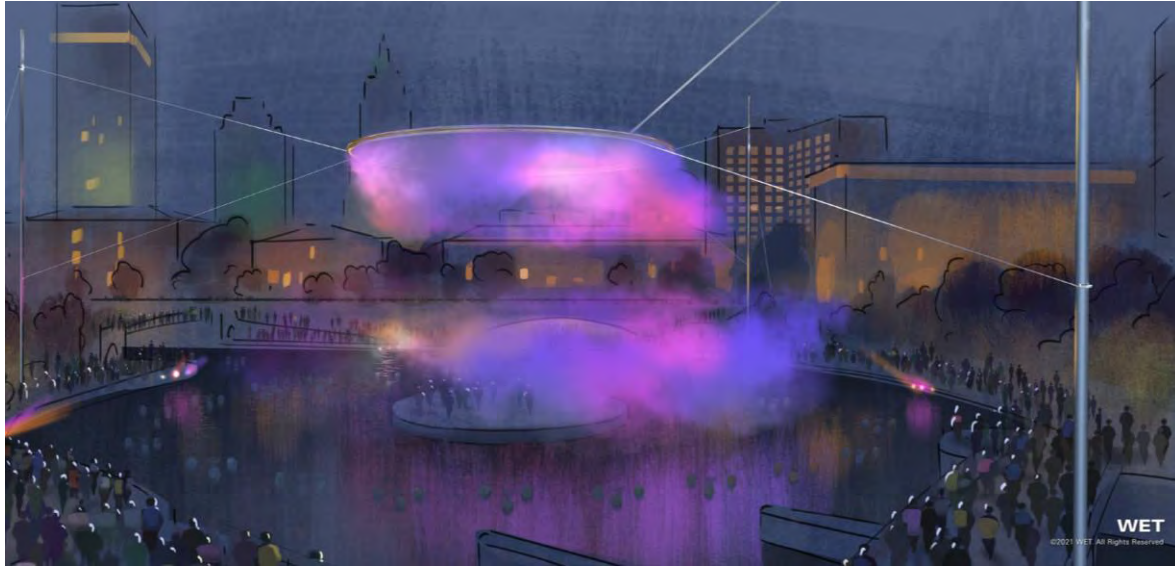
Accent Lighting Areas:

1. Mist Structure
2. Bridge Walkways
3. Amphitheater & Walkways

Lighting Intent:

- Feature color-changing lighting for signature water structure using low- and high-level flood lights mounted at the Riverwalk and poles to reveal mist.
- Accent lighting at amphitheater seating.
- Integrated handrail lighting at Bridge walkways and overlook areas.
- Pedestrian Pole Lights for safe, evenly illuminated areas with soft uniform lighting.

Waterplace Park Basin/Riverwalk: Accent Lighting



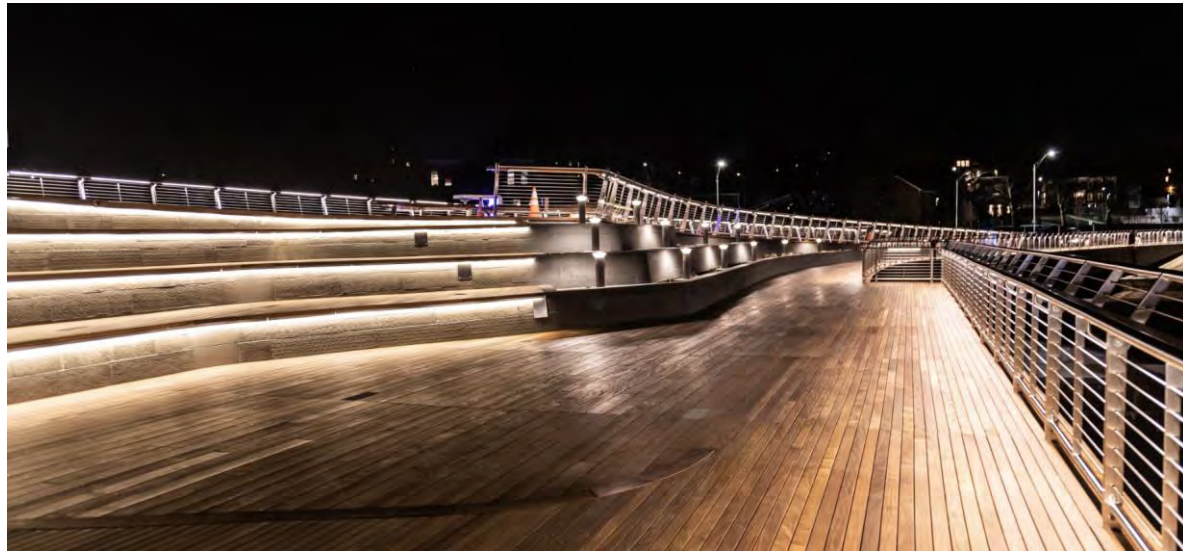
Accent Lighting Areas:

1. Mist Structure
2. Bridge Walkways
3. Amphitheater & Walkways

Lighting Intent:

- Feature color-changing lighting for signature water structure using low- and high-level flood lights mounted at the Riverwalk and poles to reveal mist.
- Promote thought and curiosity and create a signature identity that attracts visitors.

Community Lighting: Waterplace Park Basin/Riverwalk



Accent Lighting Areas:

1. Mist Structure
2. Bridge Walkways
3. Amphitheater & Walkways

Lighting Intent:

- Accent lighting at amphitheater seating.
- Safe, evenly illuminated areas with soft uniform lighting.
- Integrated handrail lighting at Bridge walkways and overlook areas.

Community Lighting: Waterplace Park Basin/Riverwalk



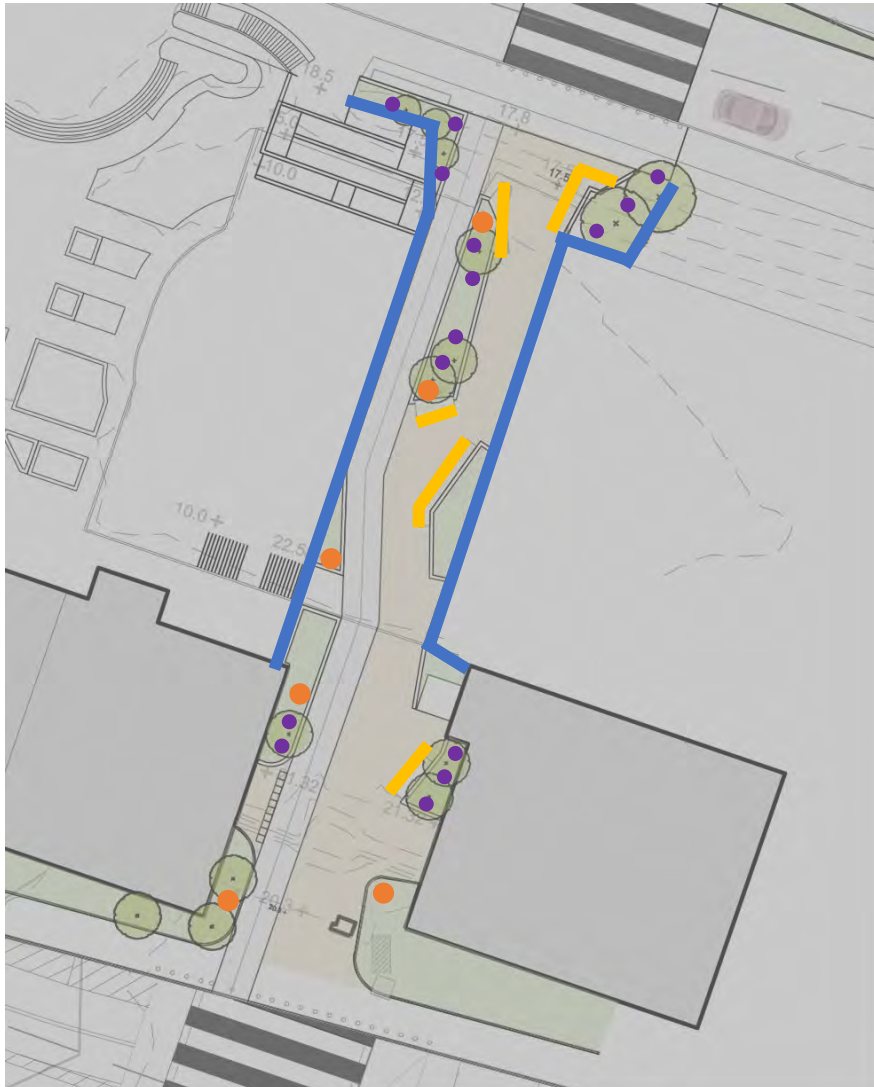
Accent Lighting Areas:

1. Mist Structure
2. Bridge Walkways
3. Amphitheater & Walkways


Lighting Intent:

- Accent lighting at amphitheater seating.
- Safe, evenly illuminated areas with soft uniform lighting.
- Integrated handrail lighting at Bridge walkways and overlook areas.

Connector Bridge: Lighting Overview

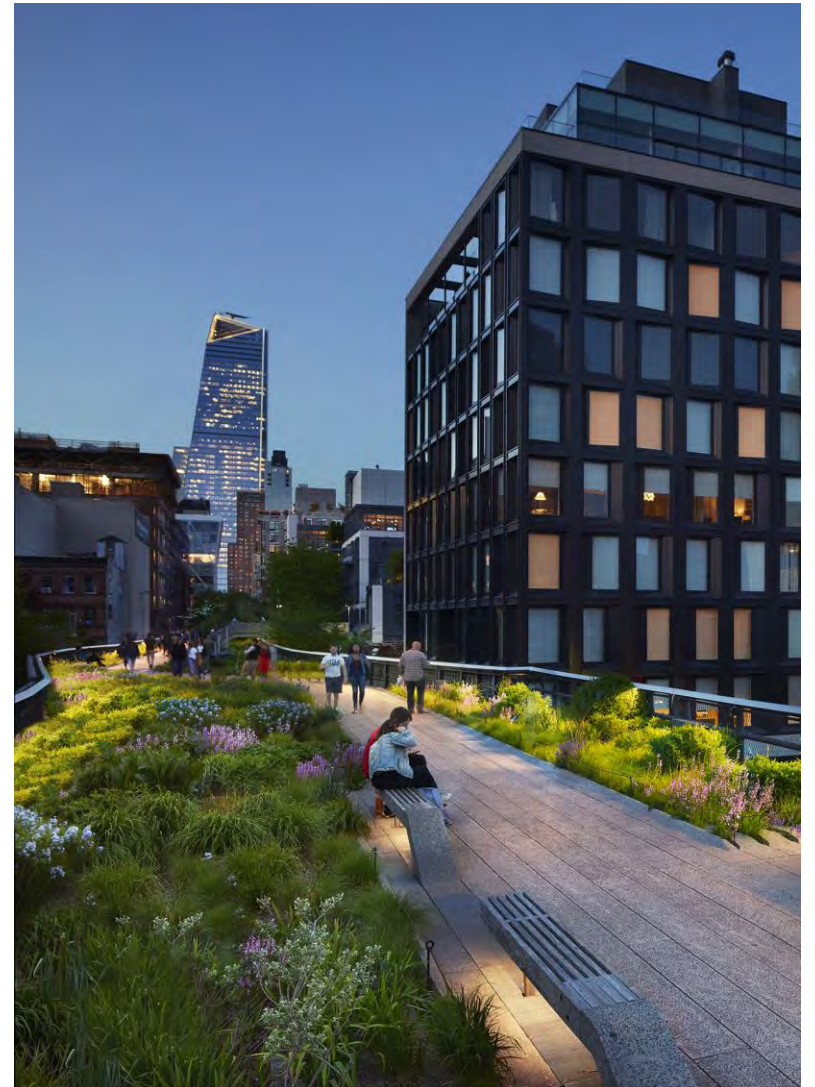


Fixture Types:

-  E01: Pedestrian Pole with Adjustable Flood Lights 15ft Tall (50-60ft spacing)
-  E08: Urban Furniture Lighting
-  E11: Integrated Handrail Lighting
-  E12: Tree Lighting

Lighting Intent:

- Create a safe cycle and pedestrian routes to encourage activity with pedestrian poles.
- Create a visual and comfortable experience that attracts visitors by providing low-level integrated lighting at benches, handrail lights and tree uplights.



Refer to sheets E-400 through E-404 for final light pole locations
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Lighting Design Criteria

The lighting for the site is required to achieve the following design criteria:

- Meet all necessary code requirements
- Provide a safe nighttime environment
- Provide moments of escape and enjoyment

The following section provides an overview of the specific design parameters necessary to meet the above stated goals. The lighting design criteria values were taken from the IES Lighting Handbook, 10th Edition, as well as other IESNA resources.

IESNA Recommended Practice Resources:

- IESNA G-1-16: Security Lighting
- IESNA RP-33-14: Exterior Lighting
- IESNA RP-8-14: Roadway Lighting
- IESNA RP-6-20: Lighting Sports & Recreational Areas

Description	Criteria	Reference
Mixed Vehicles and Pedestrian	1 FC (min) 2 FC (ave)	IESNA RP-8-14
Sidewalks & Footpaths	1.0 FC (min) 4:1 ave/min	IESNA Handbook 10 th Edition, Paths to Curb LZ3
Outdoor Stairs	2.0 FC (min) 3:1 ave/min	IESNA RP-33-14; IESNA Handbook 10 th Edition, Path to Curb High Activity LZ3
Public Plaza areas, Gathering likely	1.0 FC (min) 4:1 ave/min	IESNA G-1-16, Section 8.2.16
Facial Identification	0.5 – 0.8 FC (vertical) 4:1 ave/min	IESNA G-1-16, Table 1
Ice Skating Poles should be a min. 39ft tall	20FC @ 0ft (horizontal) 4:1 max/min	IESNA RP-6-20 Lighting Sports and Recreational Areas
Basketball 4-pole layout 25ft min.	20 FC @3ft (horizontal) 4:1 max/min	IESNA RP-6-20 Lighting Sports and Recreational Areas
Skate Parks Poles should be a min. 20ft min.	20FC @3ft (horizontal) 3:1 max/min	IESNA RP-6-20 Lighting Sports and Recreational Areas

Lighting Color Quality & Light Control

Light Color Quality Summary

Lighting Quality is a critical consideration in effective lighting design and energy savings. We recommend for the specification of LED light sources with:

- 80+ Color Rendering Index (CRI)
- White Light Color Temperature: 3000K
- RGB Color Feature for specific lighting elements

Lighting Control Summary

The project will include a “Smart Cities” solution.

Wireless lighting control will be provided to the light poles or to the cabinet as applicable. The project will be provided with a wireless web-based CMS (Central Management System). Establishing a wireless infrastructure network for the lighting control will provide a platform for hosting future smart IoT systems.

To help achieve energy reduction and differentiate the lighting needs throughout the year and seasons, we will provide dimmable lighting control. The lighting control system will be configured to dim the lighting or alter the color of accent lighting for special events such as the WaterFire, and when temporary event lighting is installed.

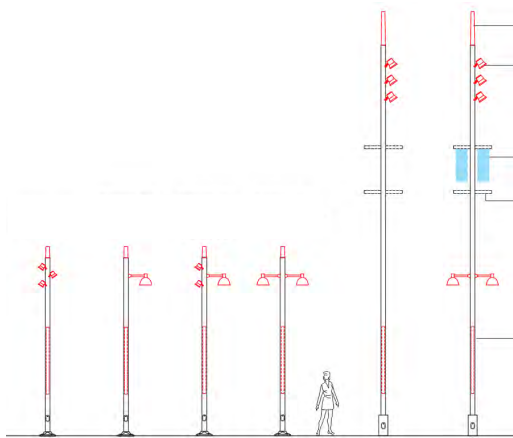
The CMS system will provide a graphical display of the new light fixtures and provide data reporting such as, fixture on/off status, energy consumption, maintenance schedule and functional status. This will provide the city with alerts when fixtures are faulty/damaged, confirmation that they are off during the day, when fixture maintenance is required and data on real time and annual energy consumption.

Temporary event lighting will operate independently and will be provided with power only.



Summary of Control Types

Individual Wireless



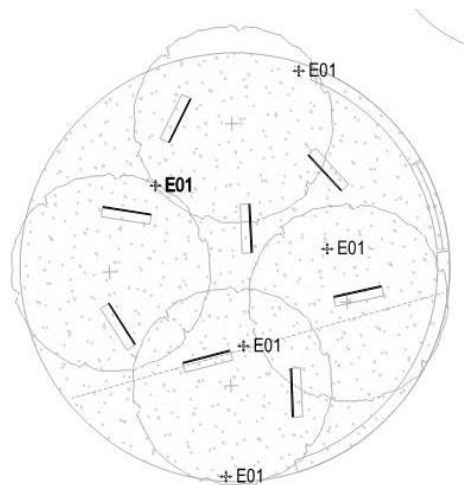
Fixture types E01 – E06

Pole fixtures will be fitted with a wireless “node” to provide smart digital lighting control for white light.

Fixtures provided with dimming + RGB color control.

Separate control of street/path lighting, integrated pole lighting and area flood lighting. DMX circuit for accent/RGB control.

Grouped Wireless



Fixture types E07 – E11

Accent light fixtures will connect to local lighting control panels, controlled in groups per area.

Fixtures provided with dimming control with remote drivers located at the electrical distribution panel.

Wireless control provided to the panel for centralized control.

Individual Wired

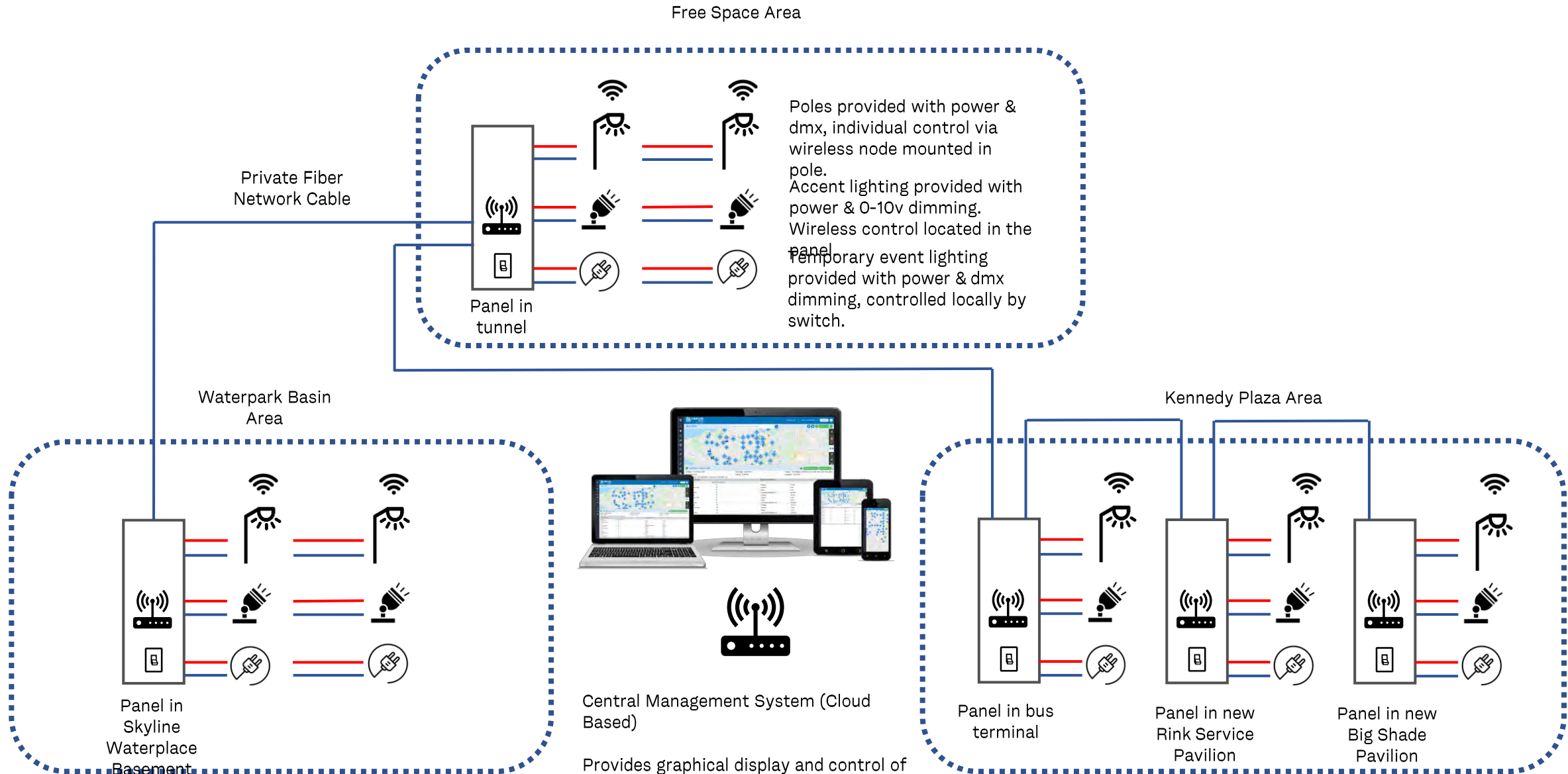


Temporary Event Lighting

Secured receptacles installed in bollards to provide 120V power and DMX dimming for temporary event lighting.

Local switches provided at the electrical distribution panel to allow control.

Lighting Control Strategy



Lighting Control Sequence of Operations

Fixture Type	Area	Control Zones	ON	Adjust	OFF	Sensors/Interfaces
E01 Pole with: Floodlights Decorative element	Free Space Area, Kennedy Plaza, Water place park	1 – Floodlights 2 – Decorative	Auto ON.	Dimming Set Points: Sunset: ON 100% Midnight: ON 50% Morning: ON 100% Sunrise: OFF Zone 2: Normal Scene: Blue light Event 1: Red Light Event 2: Green Light	Auto OFF.	Wireless CMS Node at pole. DMX control cable.
E02 / E04 Pole with: Street/Path light Decorative element	Baltimore Park, Burnside Park, Riverside Walk	1 – Streetlight 2 – Decorative	Auto ON.	Dimming Set Points: As E01	Auto OFF.	Wireless CMS Node at pole. DMX Control cable.
E03 Pole with: Street/Path light Floodlights Decorative element	Riverside Walk	1 – Streetlight 2 – Floodlights 3 – Decorative	Auto ON.	Dimming Set Points: As E01	Auto OFF.	Wireless CMS Node at pole. DMX Control cable.
E05 Tower with: Floodlights Decorative element	Kennedy Plaza	1 – Floodlights 2 – Decorative	Auto ON.	Dimming Set Points: As E01	Auto OFF.	Wireless CMS Node at pole. DMX Control cable.
E06 Tower with: Street light Floodlights Decorative element	Kennedy Plaza	1 – Streetlight 2 – Floodlights 3 – Decorative	Auto ON.	Dimming Set Points: As E01	Auto OFF.	Wireless CMS Node at pole. DMX Control cable.

Lighting Control Sequence of Operations

Fixture Type	Area	Control Zones	ON	Adjust	OFF	Sensors/Interfaces
E07 – Uplights	Kennedy Plaza / Island Zones	1 Zone per 10 fixtures.	Auto ON.	Dimming Set Points: Sunset: ON 100% Midnight: OFF	Auto OFF.	Wireless CMS control at panel.
E08 – Furniture tape light	Kennedy Plaza / Island Zones, Water place park	1 Zone per 40 linear feet.	Auto ON.	Dimming Set Points: Sunset: ON 100% Midnight: OFF	Auto OFF.	Wireless CMS control at panel.
E09 – Canopy Cylinders	Kennedy Plaza / Island zones	1 Zone per 10 fixtures.	Auto ON.	Dimming Set Points: Sunset: ON 100% Midnight: ON 50% Morning: ON 100% Sunrise: OFF	Auto OFF.	Wireless CMS control at panel.
E10 – Catenary Lighting	Kennedy Plaza / Ice rink / Island zones	1 Zone per 10 fixtures.	Auto ON.	Dimming Set Points: Sunset: ON 100% Midnight: ON 50% Morning: ON 100% Sunrise: OFF	Auto OFF.	Wireless CMS control at panel.
E11 – Handrail Lighting	Kennedy Plaza / Island zones, Water place park	1 Zone per 40 linear feet.	Auto ON.	Dimming Set Points: Sunset: ON 100% Midnight: ON 50% Morning: ON 100% Sunrise: OFF	Auto OFF.	Wireless CMS control at panel.
EXX – Temporary Lighting	Kennedy Plaza / Ice Rink / Big Shade, Water place park basin	Excluded	Manual ON.	Adjustment by others.	Manual OFF.	Local switch at panel. DMX Control cable.

Light Fixture Schedule

Lighting Fixture Schedule							
Tag	Description	Wattage	Manufacturer	Model	Voltage	Light Color	Notes
E01	15' POST WITH (4) ADJUSTABLE FLOOD LIGHTS	19.2 W PER FLOODLIGHT	BEGA	77705	277 V	3000 K	PROVIDE WITH POLE P1.
E02	15' POST WITH (1) PATHWAY LUMINAIRE	57 W	LOUIS POULSEN	LP ICON MINI OPAL POST	277 V	3000 K	PROVIDE WITH POLE P1.
E03	15' POST WITH ADJUSTABLE FLOOD LIGHTS AND A PATHWAY LUMINAIRE	19.2 W PER FLOODLIGHT / 57 W PER PATHWAY LUM.	BEGA / LOUIS POULSEN	77705 / LP ICON MINI OPAL POST	277 V	3000 K	PROVIDE WITH POLE P1.
E04	15' POST WITH (2) TWIN PATHWAY LUMINAIRES	57 W PER PATHWAY LUM.	LOUIS POULSEN	LP ICON MINI OPAL POST	277 V	3000 K	PROVIDE WITH POLE P1.
E05	40' POST WITH (4) ADJUSTABLE FLOOD LIGHTS	303 W PER FLOODLIGHT	BEGA	84 522	277 V	3000 K	PROVIDE WITH POLE P2.
E07	INGRADE RGBW UPLIGHT	35 W	B-K LIGHTING	HP2 COLOR TUNING	277 V	RGBW	
E08	TAPE LIGHT	4.3 W/FT	BEULUX	FLORENCE LED	277 V	3000 K	
E09	CYLINDER DOWNLIGHTS	21 W	B-K LIGHTING	CATSKILL INTEGRAL	277 V	3000 K	CYLINDER DOWNLIGHT INTEGRATED TO SHADE STRUCTURE AND PERGOLA.
E10	SURFACE MOUNTED LINEAR	7.6 W/FT	LEDLINEAR	ADONIS	277 V	3000 K	
E11	INTEGRATED HANDRAIL LIGHTING	2 W/FT	KLIK USA	LEDPOD 40	277 V	3000 K	
E12	INGRADE LED FIXTURE FOR TREE UPLIGHTING	3 W	TARGETTI	JUPITER MINI	277 V	3000 K	
E13	CATENARY CYLINDER LUMINAIRE	35.7 W	BEGA	84405	277 V	3000 K	
E14	LED PANEL CABLE MOUNT		GVA LIGHTING	HL-BLADE	277 V	RGBW	
E15	INGRADE FLOODLIGHT FOR STATUE LIGHTING	20 W	B-K LIGHTING	DENALI REMOTE	277 V	3000 K	CONTRACTOR TO PROVIDE REMOTE POWER SUPPLY AND COORDINATE ALL ACCESSORIES.
EA	EXISTING LIGHT POLE - ACORN STYLE	TBD	TBD	TBD	277 V	TBD	
EF	EXISTING LIGHT POLE WITH FLOOD LIGHTS	TBD	TBD	TBD	277 V	TBD	
EM	EXISTING LIGHT POLE - MARINE STYLE	TBD	TBD	TBD	277 V	TBD	
P1	15' CUSTOM POLE WITH INTEGRAL RGB FEATURE LIGHTING AND DMX CONTROL.	30 W	TECHNILUM	CUSTOM	277 V	RGB	CUSTOM POLE WITH RGB BEACON LIGHT AT TOP OF POLE AND DECORATIVE PERFORATED PATTERN WITH INTERNAL LIGHT MID SECTION. PROVIDE WITH MOUNTING HARDWARE FOR THEATRICAL LIGHTING EQUIPMENT MOUNTING. PROVIDE POWER AND CONNECTION FOR AV, SECURITY, AND OTHER ACCESSORIES AS REQUIRED.
P2	40' CUSTOM POST	50 W	TECHNILUM	CUSTOM	277 V	RGB	CUSTOM POLE WITH RGB BEACON LIGHT AT TOP OF POLE AND DECORATIVE PERFORATED PATTERN WITH INTERNAL LIGHT MID SECTION. PROVIDE WITH MOUNTING HARDWARE FOR THEATRICAL LIGHTING EQUIPMENT MOUNTING. PROVIDE POWER AND CONNECTION FOR AV, SECURITY, AND OTHER ACCESS

Water Feature

Kennedy Plaza Water Feature

Interactive Mode



Kennedy Plaza Water Feature

Choreography Storyboard 01

Interactive Mode



Kennedy Plaza Water Feature



Choreography Storyboard 02

Interactive Mode

Kennedy Plaza Water Feature

Choreography Storyboard 03

Interactive Mode



Kennedy Plaza Water Feature

Choreography Storyboard 04

Interactive Mode



Kennedy Plaza Water Feature

Choreography Storyboard 05

Nighttime Interactive Mode



Kennedy Plaza Water Feature



Choreography Storyboard 06

Performance Mode Option

Due to safety concerns produced by the taller heights of the jets in performance mode people are required to be clear of the water feature area prior to showtime. This is typically achieved with a public announcement. An attendant will operate a “deadman switch.” Releasing the button of this device will turn off the feature if someone were to enter it during a performance.

WET

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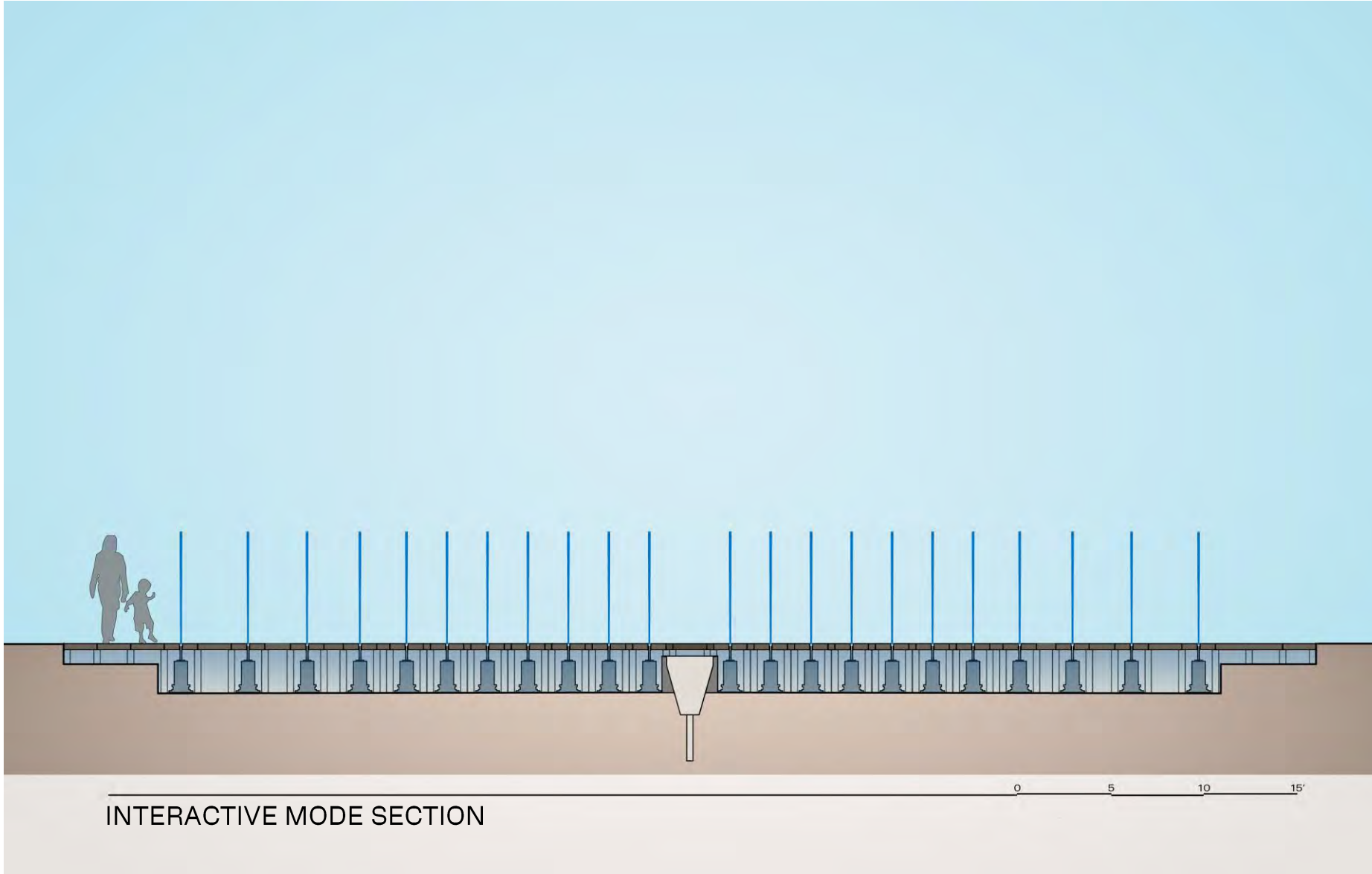
KENNEDY PLAZA WATER FEATURE

Choreography Storyboard 07

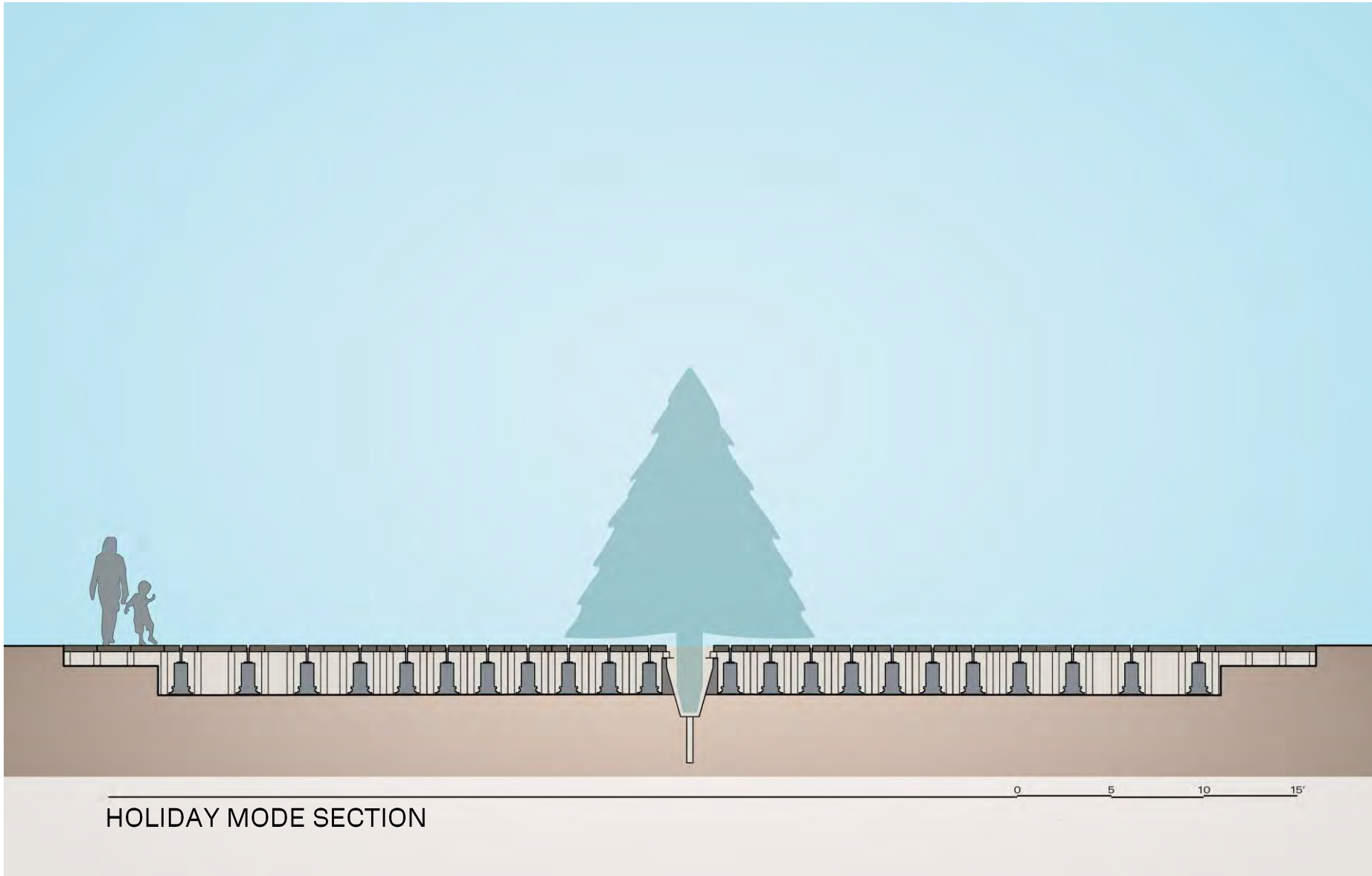
Nighttime Performance Mode Option



Kennedy Plaza Water Feature



Kennedy Plaza Water Feature





PROVIDENCE UNIFIED VISION WATER FEATURES

PRELIMINARY FACILITY IMPACT REPORT (Revision 1)

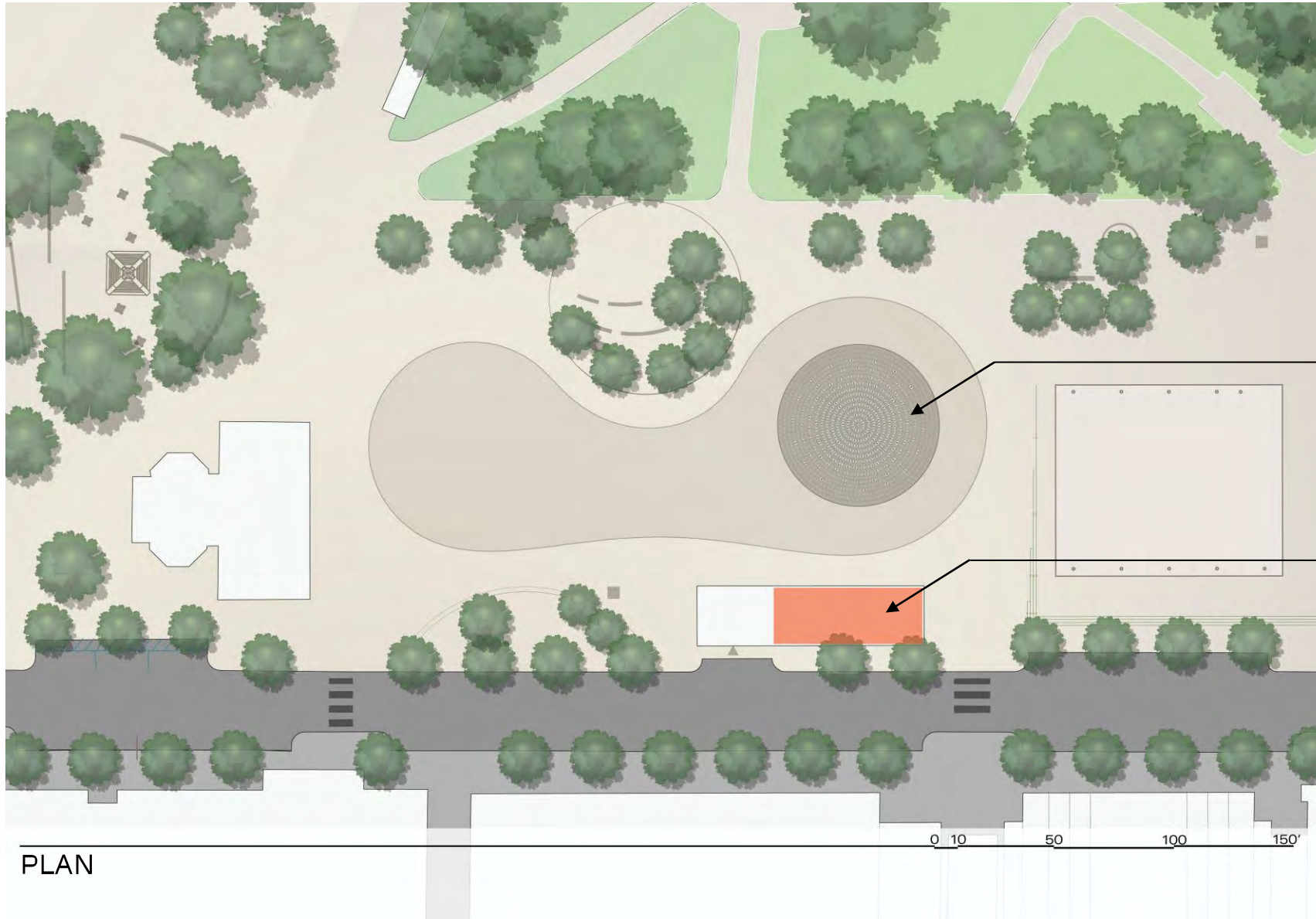
WET®
10847 SHERMAN WAY, SUN VALLEY, CALIFORNIA 91352

May 28, 2021

PROVIDENCE UNIFIED VISION WATER FEATURES – PRELIMINARY FACILITY IMPACT REPORT

The following information is provided for preliminary identification of the scope of services required to provide the facilities and installation for the water feature concepts at the Providence Unified Vision Project. This information should not be construed as the complete and final WET and project scope or used for construction, as it will be subject to change during the forthcoming design and engineering phases. Please refer to the following water feature plans, estimated electrical loads, HVAC information, and information for the estimated equipment room space required for these feature concepts.

Kennedy Plaza Water Feature



WATER FEATURE

EQUIPMENT ROOM
(Approximate Location)

- Approximate size: 1000 sq. ft. (50' x 20')
- 10' minimum clear ceiling height
- Total connected power load: 130kW (480V, 3 phase load, 60kW) (208Y, 3 phase load, 70kW)
- Heat gain load: 150,000 BTU/hr
- Make up air: 180 CFM

PLAN

Waterplace Park Water Feature



EQUIPMENT ROOM 1
 (Approximate Location)
 - Approximate size:
 500 sq. ft. (40' x 12.5')
 10' minimum clear ceiling height
 - Total connected power load: 120kW
 (480V, 3 phase load, 60kW)
 (208Y, 3 phase load, 60kW)
 - Heat gain load: 63,000BTU/hr

SUSPENDED FOG RING
 - Approximate size: 80-foot
 overall diameter
 18-inch diameter tube
 - Approximate weight: 4000
 lbs

MAST LOCATION
 (3 total)

EQUIPMENT ROOM 2
 (Approximate Location)
 - Approximate size:
 250 sq. ft. (25' x 10')
 10' minimum clear ceiling height
 - Total connected power load: 40kW
 (480V, 3 phase load, 30kW)
 (208Y, 3 phase load, 10kW)
 - Heat gain load: 21,000BTU/hr

PLAN

PROVIDENCE UNIFIED VISION WATER FEATURES – PRELIMINARY FACILITY IMPACT REPORT

1 EQUIPMENT ROOM GENERAL REQUIREMENTS

1.1 The equipment rooms shall be located near or below the water feature areas, so that the total wire length distance from the electrical control panels to the water feature electrical equipment is as minimal as possible. (See diagrams for proposed sizes and locations.)

1.2 If the equipment room cannot be located beneath the water features, the equipment room finish floor elevation shall be at least 3-feet below the lowermost water level in the water feature for proper gravity-fed flooded pump operation.

1.3 The equipment room shall have a minimum clear ceiling height of 10-feet to allow for equipment clearance and overhead piping.

1.4 Regular maintenance access is required for the water feature equipment. A standard double door entryway is preferred for this access. If a manhole/manway hatch is preferred for top entry, a minimum 5-foot by 5-foot opening shall be provided with a suitable spring-loaded watertight hatch and safety ladder.

1.5 During construction, a temporary opening to the equipment room shall be provided to install large equipment such as electrical control enclosures, pumps, air compressors, air receiver vessels, water tanks, etc. After installation, the opening may be capped and finished as required.

1.5.1 It is estimated that a clear space of 10-feet long by 6-feet wide by 8-feet high shall be observed for the installation of large equipment. The weight of this equipment may be up to 3000-lbs.

1.5.2 NOTE: Large equipment removal after installation is typically unnecessary. Given the size of the recommended maintenance opening, this equipment will be specified in a manner allowing repair on site if required. However, should the need arise, access to the large temporary opening shall be allowed in the unlikely case of large equipment failure, and for potential future expansion.

1.6 The area required for HVAC equipment, power distribution equipment other than that provided by WET, and other systems not designed or furnished by WET have not been included in the requirements listed herein.

1.7 The equipment rooms shall incorporate all the necessary fire and life safety requirements as dictated by the local codes, including but not limited to egress, fire suppression, fire alarm and ventilation requirements. This is not in WET's scope, however WET will assist your local consultants in determining the appropriate level of facility protection.

1.7.1 NOTE: The water feature equipment room is not considered an occupied space. Maintenance staff will need to access the equipment room on a regular basis, however it is not intended to be classified as a continuously occupied room.

2 EQUIPMENT ROOM ELECTRICAL SERVICES

2.1 The water feature equipment will be specified and built to operate using 120/208-volt, three-phase, four-wire (wye connected), 60 Hz, and 480-volt, three-phase, 60 Hz. If the available facility power system is otherwise, please advise WET to ensure water feature equipment compatibility.

2.1.1 The 120/208-volt service will be required for specialty water feature underwater equipment (This equipment is GFCI protected.).

2.1.2 The 480-volt service may be used for larger 3-phase loads such as pumps and compressors.

2.1.3 Step-down transformers may be required for 208Y power supply and shall be provided by the installation electrical contractor (as specified by your consultants with WET's advisement) if not already provided within the facilities.

2.2 The power feeder equipment and electrical distribution engineering required to provide power from the facility to the WET control panels is not provided by WET, however WET will work with your local consultants on this system.

2.3 The WET control panels will function as a power subsystem, and provide power distribution to the feature pumps and most water feature equipment in the equipment rooms and feature basins (to be indicated in the WET Engineering documents). This equipment will include ground fault (earth leakage) protection that conforms to the National Electric Code (NEC), IEC, and all applicable local codes for personnel protection.

2.4 Power for very large 3-phase loads may be fed directly from the facility electrical distribution panels that shall be provided by others.

2.5 Equipment room lighting, HVAC, sump pumps, service outlets and other miscellaneous electrical requirements are not powered from the WET electrical control system, which is only dedicated to providing power to the WET specialty equipment.

2.6 Small electrical outlet panels will be permanently mounted near the feature for use by WET personnel for programming and choreography, and for any future reprogramming that may be required. These panels are designed to be installed in a standard outdoor-rated box, and will require two dedicated conduits each from the equipment room in order to separate the power and data connections.

2.7 A permanent operating phone line capable of calls to the WET offices shall be provided in each equipment room for use during commissioning. An Internet service connection shall also be provided in order for WET to remotely monitor and diagnose the WET control system if any issues arise. A dedicated static IP address is required for this connection.

2.8 After commissioning, the phone line shall be connected to the provided modem to be used as a backup in the event of Internet connection failure.

2.9 Dry contact (volt-free) signals will be provided by the WET control system as a general alarm output. It is recommended that these contacts be wired to the building management system (BMS) or other staffed monitoring station for remote indication that the feature requires attention.

2.10 The equipment rooms shall be provided with lighting, electrical receptacles, and other maintenance provisions necessary for normal maintenance activities.

2.11 Electrical conductors shall be building wire, THHN in conduits (or approved local equivalent), and cables rated for prolonged submersion in the water feature basins, and/or as specified by WET.

2.12 Electrical standards such as wire sizes and conduit requirements will be based on the National Electric Code (NEC), International Standards (IEC) and all applicable local codes. The more stringent code shall apply should there be any conflicting standards.

PROVIDENCE UNIFIED VISION WATER FEATURES – PRELIMINARY FACILITY IMPACT REPORT

3 EQUIPMENT ROOM MECHANICAL SERVICES

3.1 The equipment rooms shall be equipped with floor drains or sumps to receive miscellaneous service drain lines from the water feature equipment and serve as the low point drainage for water feature servicing.

3.2 The equipment rooms will require a 2-inch connection to the domestic water supply, delivered at a minimum pressure of 40-psig. A reduced-pressure principle (RPP or RPZ) backflow preventer, or other system meeting local regulatory requirements, shall be provided for protection of the domestic water system.

3.3 The domestic water supply quality must be that of potable water supply from the facility services. If the water source for initial water feature filling and top off is from a source other than the potable domestic water supply, a water quality report will be required for proper treatment design.

3.4 A suitable connection to the facility sewer shall be provided for receiving the backwash effluent from the feature sand filters. The filter backwash flow may be up to 240 gallons per minute for a maximum duration of 5 minutes. The backwash effluent will contain chemicals and will be heavily loaded with debris collected in the filters.

3.5 A maximum average temperature of 80°F and relative humidity of no greater than 70%, non-drip shall be maintained. The equipment room temperature shall not fall below 40 °F.

3.6 HVAC system design is not included in the WET scope of work, however WET will work with your local consultants to provide the most efficient system.

3.7 Large air conditioning loads required to accommodate the substantial heat gain caused by the air compressor can be mitigated with a water-cooled system where the building/site infrastructure allows.

3.7.1 NOTE: Air cooled air compressors must have exhaust ducting installed to route the hot air outside the equipment room.

4 WATER FEATURE EQUIPMENT

4.1 WET will provide the equipment listed as WET-provided in the construction documents, typically including: design elements, fountain jets, pumps, lights, animation and control system, and fog/mist devices where applicable.

4.2 Others shall supply all other equipment and materials necessary to complete the water feature installations as indicated in the construction documents and specifications.

4.3 A designated contractor shall install all the water feature equipment whether provided by WET or by others. Some specialty equipment may require final assembly and adjustment by WET and will be documented as such in forthcoming engineering document submissions.

4.4 The water feature equipment will require 2-1/2-feet of water depth in the Kennedy Plaza feature.

4.5 The structural loading for the water feature basin areas should be approximately 120psf.

5 INTERCONNECTING PIPING AND WIRING

5.1 The designated installation contractor shall run piping, conduit, and wiring from the water feature equipment located in the feature equipment room to the water feature basin and basin equipment.

5.2 Certain WET supplied equipment will include specialty cable leads, hoses, tubing, and other specialty materials for connection by the contractor. The installation details for this equipment will be indicated in the engineering document submissions.

5.3 The piping and wiring materials shall be provided as specified by WET in the construction documents based on the applicable service type and location of the service installation.

6 NOT INCLUDED IN WET'S SCOPE OF SUPPLY

6.1 The WET supply exclusions listed below are related to this water feature concept:

6.1.1 Construction materials, such as piping, fittings, electrical supply panels, air storage tanks, cables, equipment room lighting, ventilation, conduit and wiring or other equipment required for the completion of the fountains which are not listed as supplied by WET.

6.1.2 Stonework or other architectural elements.

6.1.3 Installation of equipment, WET-supplied or otherwise.

6.1.4 Structural masts and cable hoist equipment.

6.1.5 Sales tax, VAT, or any other applicable taxes, duties, customs or import fees.

Waterplace Park Water Feature

Fog Sequence 01



Waterplace Park Water Feature

Fog Sequence 02



Waterplace Park Water Feature

Fog Sequence 03



Waterplace Park Water Feature



Fog Sequence 04

With WaterFire

Waterplace Park Water Feature

Fog Sequence 05



Waterplace Park Water Feature

Fog Sequence 06



Waterplace Park Water Feature

Fog Sequence 07



Security

Security

Re-imagining security at the Providence City Center looks to integrate basic principals Crime Prevention Through Environmental Design (CPTED) into the fabric of the space. Through lighting, sight lines and activation of spaces to encourage use, the area will increase the sense of community and encourage taking ownership to maintain a safe and secure place. The enhancements with respect to lighting, sight lines and space activation are all captured in their respective sections. It is the intent of this security section to address the two primary security focused enhancements:

- Hostile Vehicle Mitigation
- Video Surveillance



Hostile Vehicle Mitigation



The activation of spaces provides a significant benefit to the overall security of the site, utilizing a main principal of CPTED of activity support. Unfortunately, gathering of people in a public space that is accessible by a vehicle has been taken advantage of by a threat actor.

The use of a vehicle as a weapon (VAW) is a low complexity methodology and has been used by threat actors to target crowded places. A broad range of vehicles can cause significant loss of life and serious injury.

Attacks using vehicle as a weapon requires little or no training thus are within the capability of most individuals.

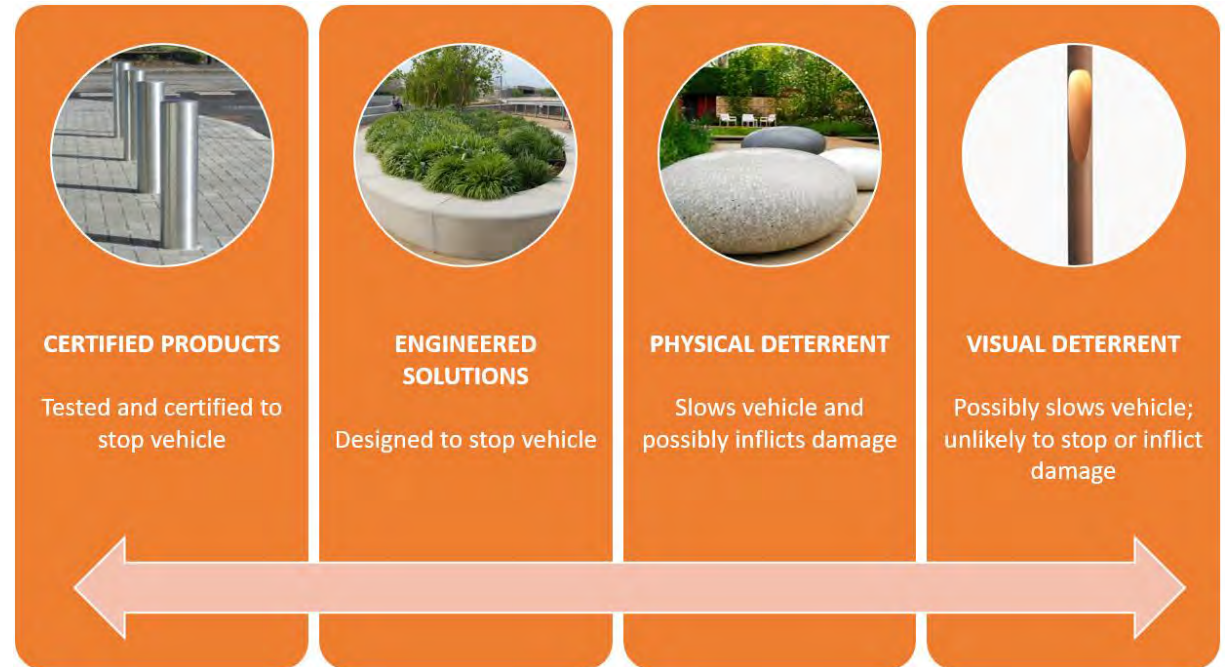
To combat a VAW threat, use of hostile vehicle mitigation measures such as bollards, knee walls, trees, etc. are used. These measures, integrated into the overall site layout enhances the safety and security for people using these spaces.

Hostile Vehicle Mitigation

The project has numerous locations that are susceptible to a vehicle as a weapon attack. These areas consist of any location directly adjacent to a roadway and where a clear plaza and park entry has been defined or where large areas that are programmed for events or informal gatherings occur. In order to mitigate this risk, the implementation of hostile vehicle mitigations have been integrated into the project.

The mitigation restrict direct access and visually deter indirect access from hostile vehicles onto the plaza and park areas. Larger gathering places for people (e.g. plazas) should have rated protection from a hostile vehicle attack. There are various forms mitigations have taken based on the vehicle approach; however, the intent and effectiveness of an anti-ram protection measure will vary.

Key areas have been evaluated to determine the maximum achievable speed and approach angle at impact in reference to ASTM F2656 to establish performance requirements of the hostile vehicle mitigation (HVM).



General Notes for the HVM Analysis

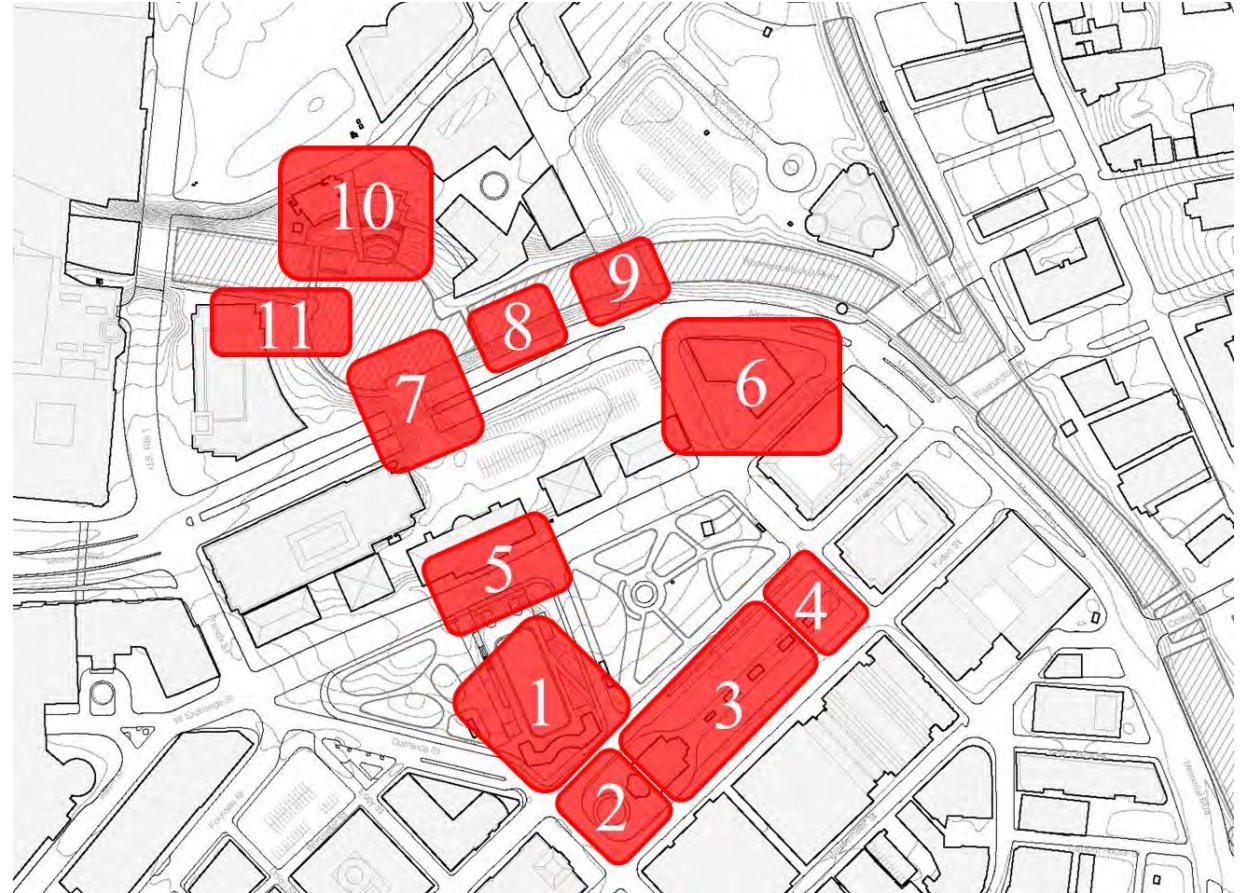
- Access to the riverside walk is naturally limited by elevation changes between it and the adjacent roadways. There are opportunities to mitigate threats at key entry and exit points rather than along the whole length of the walk.
- Threat vehicle approach paths that involve the threat vehicle breaking through the barrier between Memorial Boulevard road and the walkway have been included. The scenario considered is that of a threat vehicle intentionally crashing through the barrier with the aim of landing on the event space below. While potentially unattractive as a threat vector, it is plausible. Additionally, it is plausible when considering general road traffic incidents and the potential for errant drivers (e.g. DUI or medical episodes).
- Conservative assumptions have been used throughout the VDA calculations that are consistent with methodologies outlined in the relevant standards by government bodies (UFC, CPNI). In particular, it is assumed that non impact-rated elements do not stop or mitigate the vehicle.



Baseline HVM Analysis

To establish recommended performance ratings of hostile vehicle mitigations, a baseline analysis had to be conducted for key area to identify the maximum achievable speed and approach angle of a vehicle.

The analysis was conducted by creating key “study areas” to analyzed. A total of eleven (11) study areas were developed and analyzed.



HVM Study Area 01



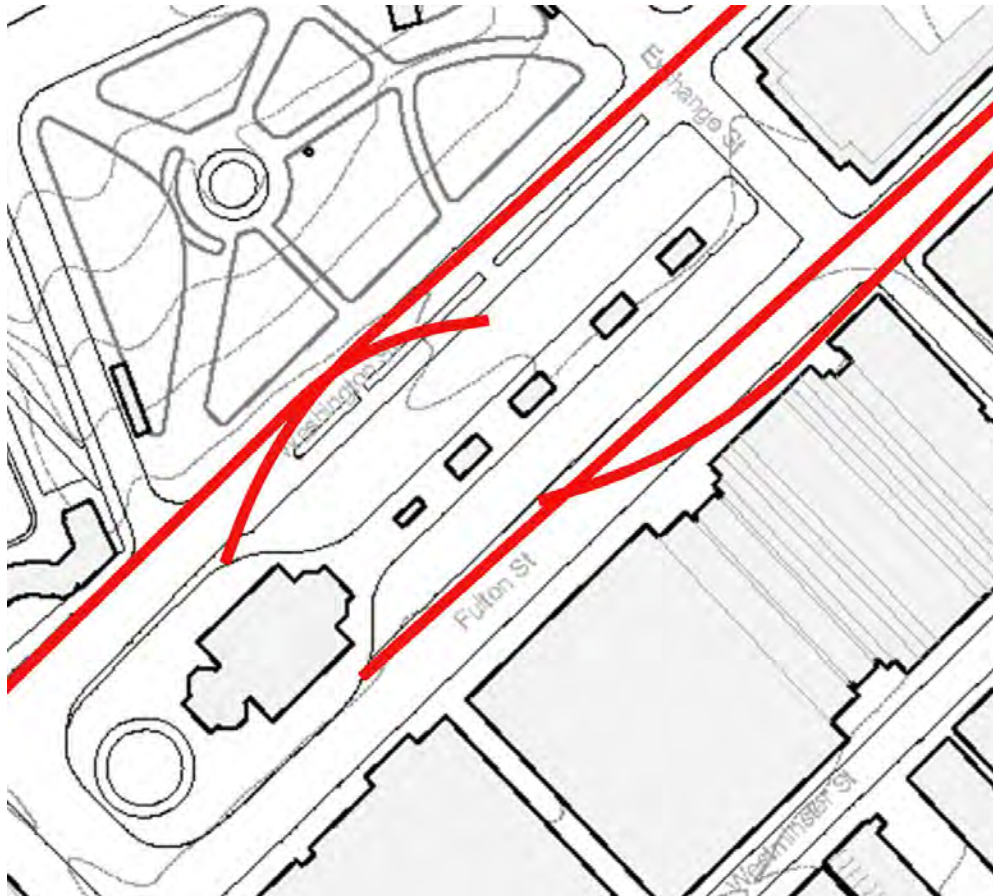
Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
A	M1	3300	128.07	79.6	948	M40
	N1G	5500	100.29	62.3	969	M40
	N1	7700	95.45	59.3	1229	M50
	N2	15000	83.5	51.9	1832	M50*
B	M1	3300	118.56	73.7	812	PU60/M40
	N1G	5500	99	61.5	944	M40
	N1	7700	93.19	57.9	1171	M50
	N2	15000	81.56	50.7	1747	M50*
C	M1	3300	47.45	29.5	130	C40/PU40/M30
	N1G	5500	41	25.5	162	C40/PU40/M30
	N1	7700	44.98	27.9	273	C60/PU40/M30
	N2	15000	42.02	26.1	464	PU50/M30

HVM Study Area 02



Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
D	M1	3300	119.11	74.0	820	PU60/M40
	N1G	5500	99.32	61.7	950	M40
	N1	7700	93.51	58.1	1179	M50
	N2	15000	81.88	50.9	1761	M50*
E	M1	3300	128.07	79.6	948	M40
	N1G	5500	100.29	62.3	969	M40
	N1	7700	95.45	59.3	1229	M50
	N2	15000	83.5	51.9	1832	M50*

HVM Study Area 03



Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
F	M1	3300	97.51	60.6	549	PU50/M30
	N1G	5500	84.3	52.4	684	PU60/M40
	N1	7700	92.54	57.5	1155	M50
	N2	15000	81.07	50.4	1726	M50*
G	M1	3300	75.49	46.9	329	C60/PU40/M30
	N1G	5500	64.84	40.3	405	C60/PU50/M30
	N1	7700	71.29	44.3	685	PU60/M40
	N2	15000	66.31	41.2	1155	M50
H	M1	3300	100.16	62.2	580	PU60/M30
	N1G	5500	80.69	50.1	627	PU60/M30
	N1	7700	77.89	48.4	818	PU60/M40
	N2	15000	68.31	42.4	1226	M50
I	M1	3300	93.56	58.1	506	PU50/M30
	N1G	5500	76.23	47.4	560	PU50/M30
	N1	7700	74.73	46.4	753	PU60/M40
	N2	15000	66.83	41.5	1173	M50

HVM Study Area 04



Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
J	M1	3300	118.31	73.5	809	PU60/M40
	N1G	5500	95.29	59.2	875	PU60/M40
	N1	7700	92.86	57.7	1163	M50
	N2	15000	81.4	50.6	1741	M50*
K	M1	3300	85.64	53.2	424	C60/PU50/M30
	N1G	5500	73.06	45.4	514	PU50/M30
	N1	7700	74.26	46.1	744	PU60/M40
	N2	15000	67.38	41.9	1193	M50

HVM Study Area 05



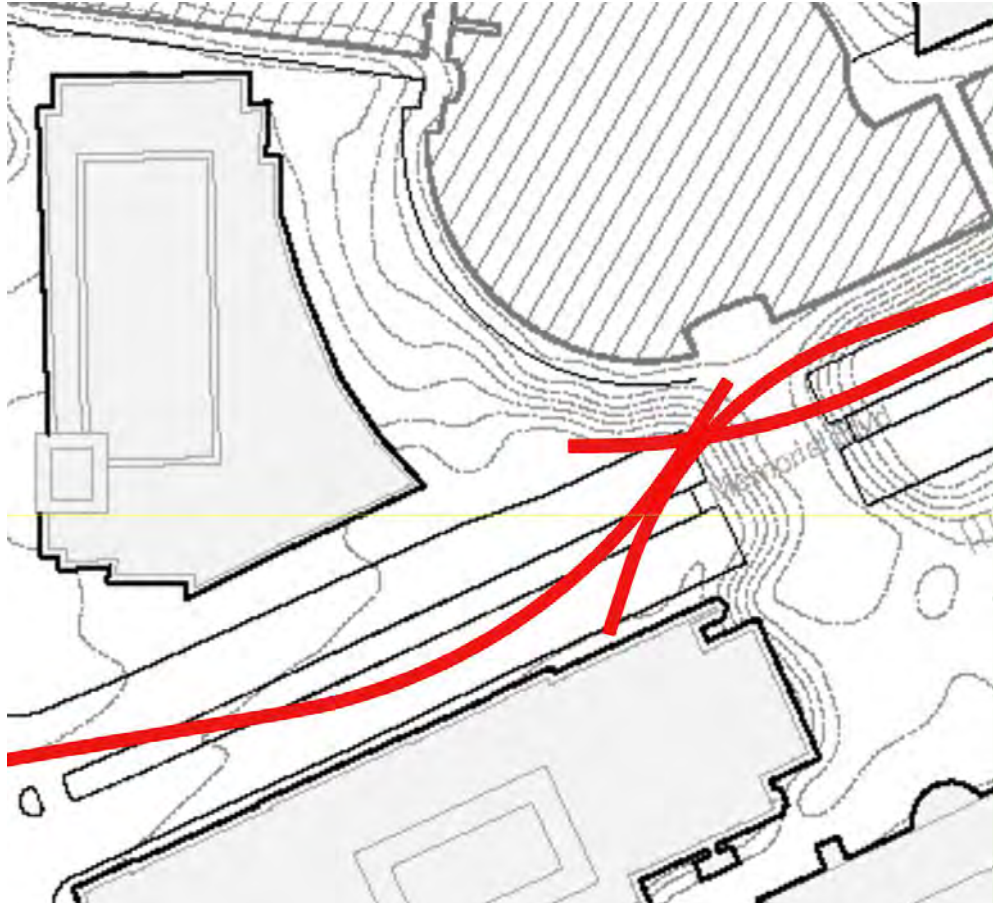
Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
L	M1	3300	118.51	73.6	812	PU60/M40
	N1G	5500	99	61.5	944	M40
	N1	7700	93.19	57.9	1171	M50
	N2	15000	81.56	50.7	1747	M50*
M	M1	3300	68.44	42.5	271	C50/PU40/M30
	N1G	5500	58.82	36.5	333	C60/PU40/M30
	N1	7700	64.65	40.2	564	PU50/M30
	N2	15000	60.05	37.3	947	M40
N	M1	3300	61.77	38.4	221	C50/PU40/M30
	N1G	5500	53.17	33.0	272	C60/PU40/M30
	N1	7700	57.99	36.0	453	PU50/M30
	N2	15000	53.96	33.5	765	PU60/M40

HVM Study Area 06



Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
O	M1	3300	118.99	73.9	818	PU60/M40
	N1G	5500	99.16	61.6	947	M40
	N1	7700	93.35	58.0	1175	M50
	N2	15000	81.72	50.8	1754	M50*
P	M1	3300	118.56	73.7	812	PU60/M40
	N1G	5500	99.16	61.6	947	M40
	N1	7700	93.35	58.0	1175	M50
	N2	15000	81.72	50.8	1754	M50*
Q	M1	3300	101.97	63.4	601	PU60/M30
	N1G	5500	86.87	54.0	727	PU60/M40
	N1	7700	94.32	58.6	1200	M50
	N2	15000	82.69	51.4	1796	M50*

HVM Study Area 07



Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
R	M1	3300	96.61	60.0	539	PU50/M30
	N1G	5500	83.43	51.8	670	PU60/M40
	N1	7700	91.33	56.7	1125	M50
	N2	15000	81.56	50.7	1747	M50*
S	M1	3300	92.65	57.6	496	PU50/M30
	N1G	5500	75.71	47.0	552	PU50/M30
	N1	7700	75	46.6	759	PU60/M40
	N2	15000	67.54	42.0	1198	M50
T	M1	3300	78.3	48.7	354	C60/PU40/M30
	N1G	5500	67.28	41.8	436	PU50/M30
	N1	7700	73.76	45.8	734	PU60/M40
	N2	15000	68.82	42.8	1244	M50

HVM Study Area 08



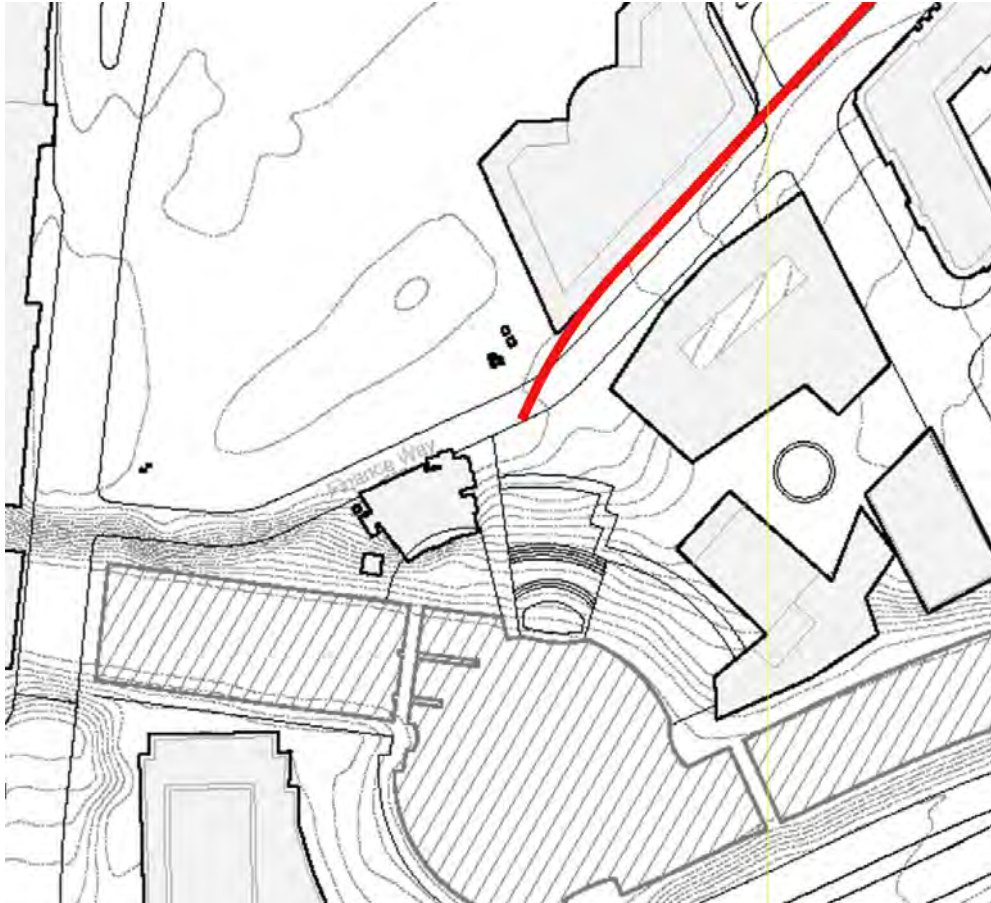
Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
U	M1	3300	95.37	59.3	526	PU50/M30
	N1G	5500	82.09	51.0	649	PU60/M30
	N1	7700	90.38	56.2	1101	M40
	N2	15000	81.4	50.6	1741	M50*
V	M1	3300	121.29	75.4	850	PU60/M40
	N1G	5500	100.29	62.3	969	M40
	N1	7700	94.8	58.9	1212	M50
	N2	15000	83.01	51.6	1810	M50*

HVM Study Area 09



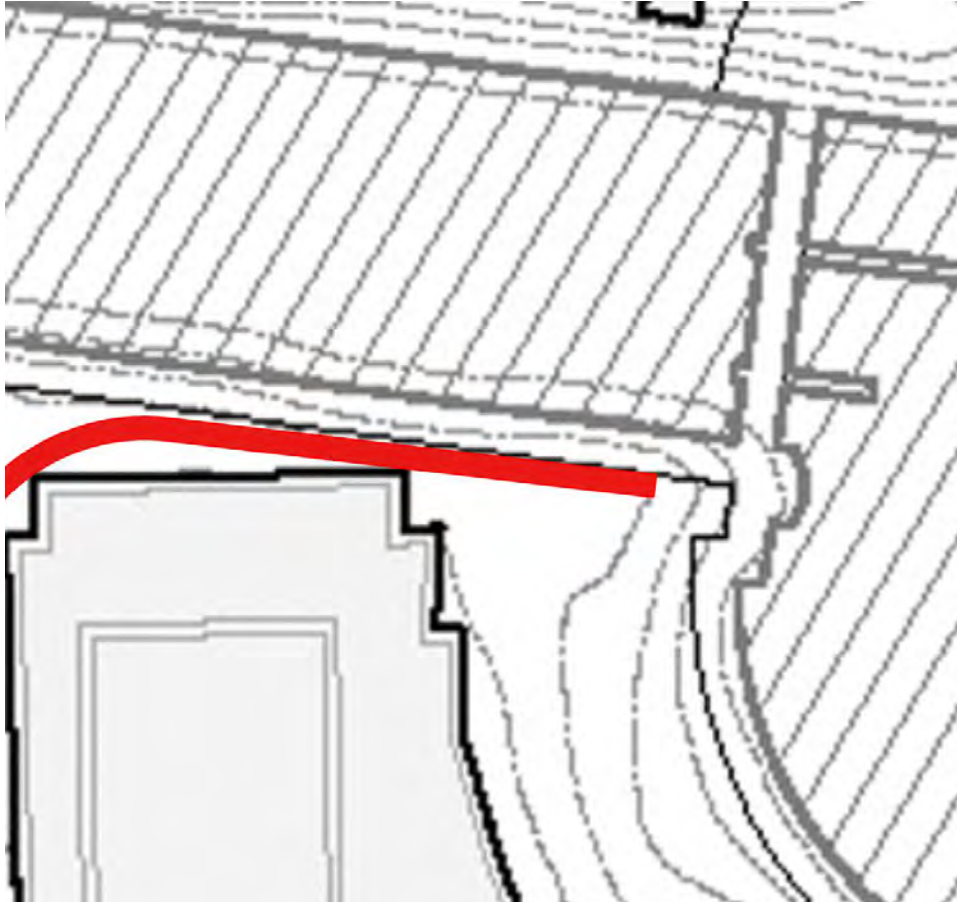
Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
W	M1	3300	126.29	78.5	922	M40
	N1G	5500	100.29	62.3	969	M40
	N1	7700	95.45	59.3	1229	M50
	N2	15000	83.5	51.9	1832	M50*
X	M1	3300	83.74	52.0	405	C60/PU50/M30
	N1G	5500	72.19	44.9	502	PU50/M30
	N1	7700	75.02	46.6	759	PU60/M40
	N2	15000	64.68	40.2	1099	M40

HVM Study Area 10



Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
Y	M1	3300	131.3	81.6	996	M40
	N1G	5500	100.29	62.3	969	M40
	N1	7700	95.45	59.3	1229	M50
	N2	15000	83.5	51.9	1832	M50*

HVM Study Area 11



Route	Vehicle Type	Vehicle Type (lbs)	Impact Speed (kph)	Impact Speed (mph)	Impact Energy (kJ)	Approx ASTM Rating
Z	M1	3300	61.77	38.4	221	C50/PU40/M30
	N1G	5500	52.28	32.5	263	C50/PU40/M30
	N1	7700	54.01	33.6	393	C60/PU50/M30
	N2	15000	45.69	28.4	548	PU50/M30

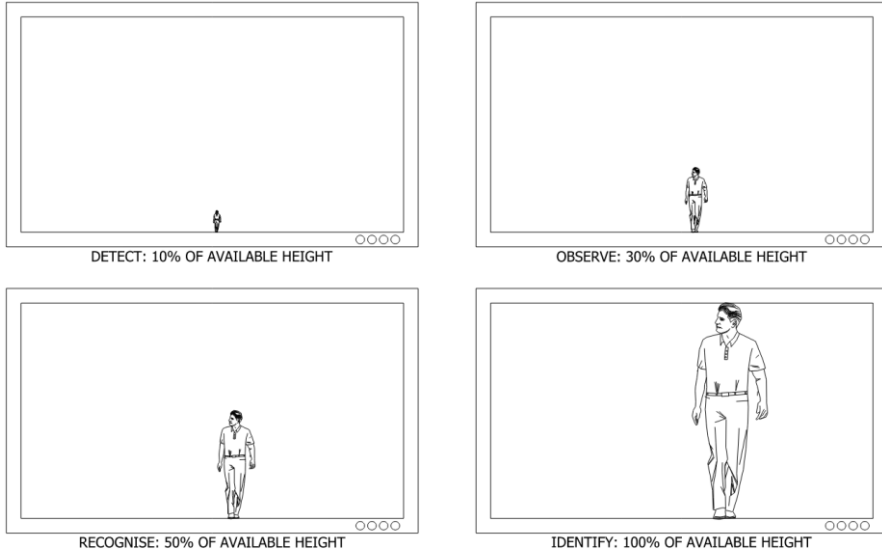
Video Surveillance



Video surveillance for the Unified Vision for Downtown Providence will play a major role in its safety and security culture. The video surveillance system provides three (3) key functionalities:

1. **Deterrence:** Clear presence of cameras indicates that area is being monitored and recorded, which can act as a deterrence to threat actors.
2. **Real-Time Monitoring:** Ability to monitor the spaces in real-time can support active observation and detection of suspicious activities. It also provides the ability to remotely monitor the entire site from a single location, which further supports incident management.
3. **Recorded Video:** Recorded history of incidents supports investigations and can also be utilized for evidentiary purposes.

Video Surveillance



In development of the camera placement strategy we first identified the purpose the video surveillance system is to serve and then the intent of the video surveillance scene. To do this, we considered four (4) primary categories of video surveillance scenes. Each scene is calculated using a baseline height of 5'-9" for the person of interest (POI).

- **Detect:** The POI occupies at least 10% of the available screen height. After an alert, an observer would be able to search the display screens and ascertain with a high degree of certainty whether or not a person is present.
- **Observe:** A POI should occupy between 25% and 30% of the screen height. At this scale, some characteristic details of the individual, such as distinctive clothing, can be seen, whilst the view remains sufficiently wide to allow some activity surrounding an incident to be monitored.
- **Recognize:** When the POI occupies at least 50% of screen height viewers can say with a high degree of certainty whether or not an individual shown is the same as someone they have seen before.
- **Identify:** When the POI occupies at least 100% of the screen height, picture quality and detail should be sufficient to enable the identity of an individual to be established beyond reasonable doubt.



Video Surveillance

Camera Technology

To achieve the maximum possible general coverage the site, with the ability to clearly view key areas at all times, the video surveillance strategy utilizes panoramic 180-degree cameras in lieu of the more traditional single fixed imager or pan/tilt/zoom cameras.

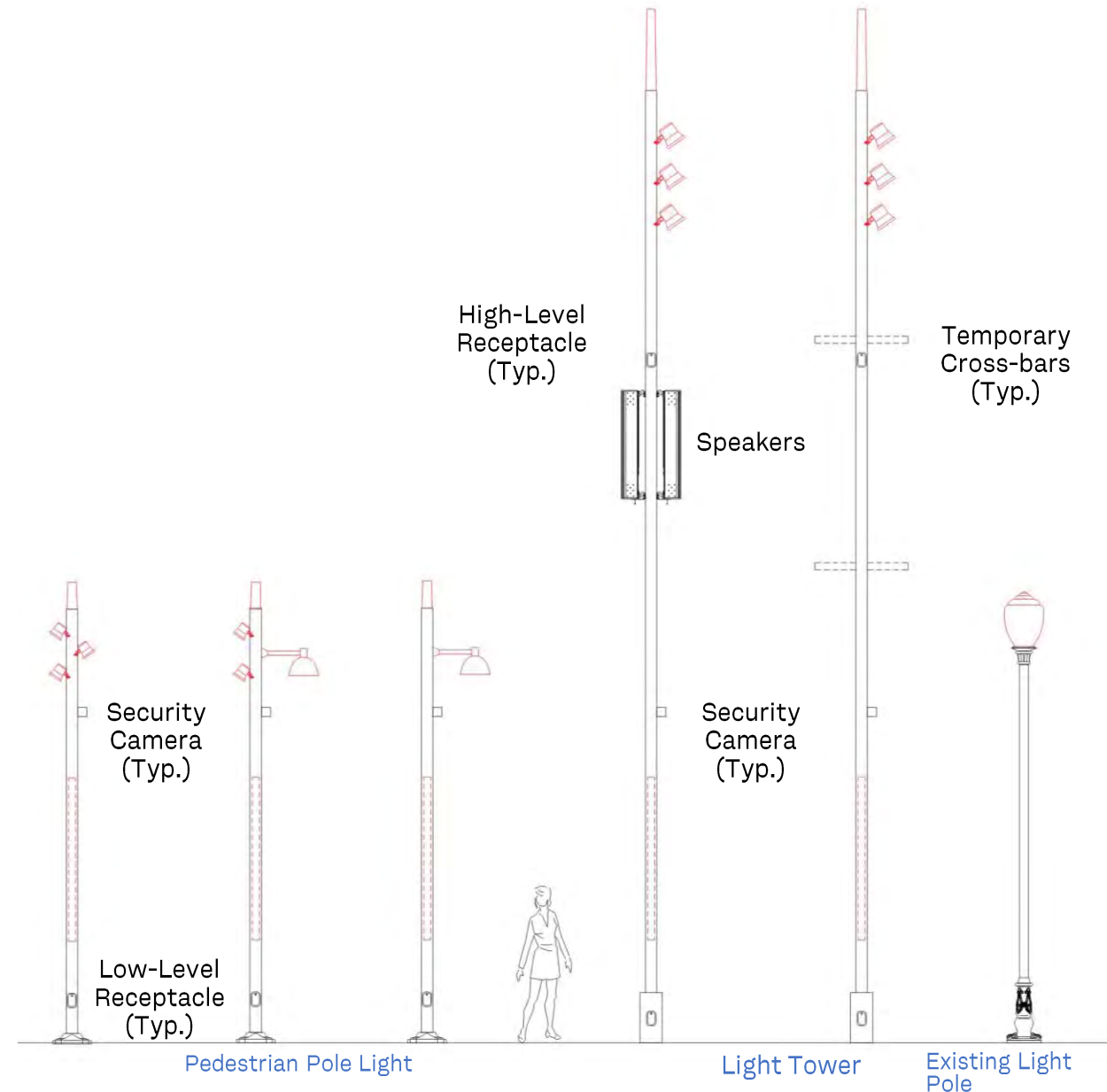


These cameras are to have a minimum of 10 megapixel per imager, with internal software to allow for the multiple imagers within the same camera body to be integrated into a seamless image.

Camera Mounting

All cameras are to be pole mounted using infrastructure provided that will serve other technologies, such as lighting, audiovisual and communications. In all situations, the cameras will be mounted at a lower elevation than the light fixtures to avoid the cameras from being directed into a light while focused downward to see the plaza, pathways and other areas.

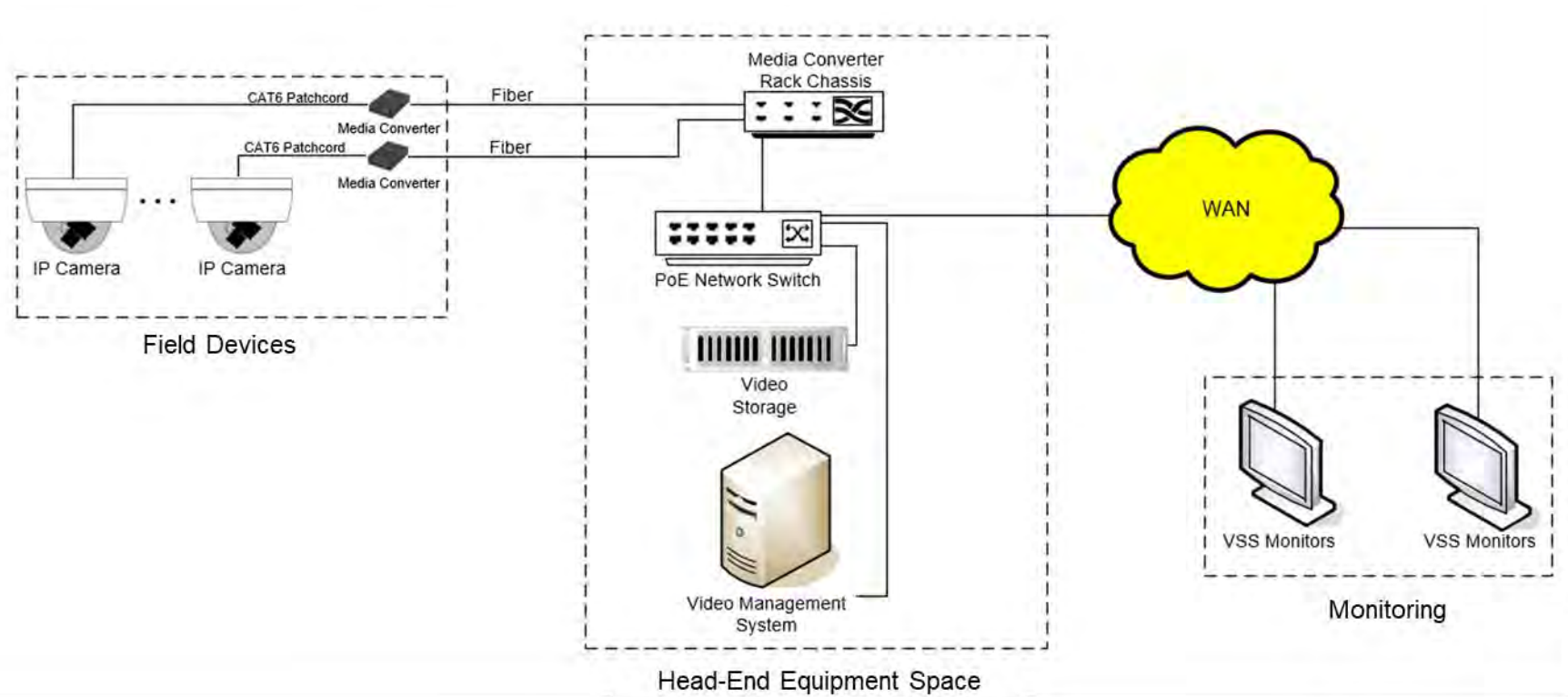
All cameras will be mounted at a minimum height of 15-feet to minimize ability of someone to tamper with the camera or vandalize them to obstruct their field-of-view.



Video Surveillance

The video surveillance system will be IP-based, providing the greatest flexibility for utilizing modern megapixel panoramic camera technology and remote monitoring.

Local power will support the media converter allowing for the camera video signal to be transmitted from the pole back to the head-end equipment via fiber optic cabling. The same media converter will also provide power-over-ethernet (PoE) capability for the cameras. Once the video signal is transmitted back to the head-end equipment and connected to the network supporting the video surveillance system, it will be recorded and made available for viewing live or recorded video from anyone with the appropriate permissions that are connected to the same network.



Funding & Phasing

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- Cost Estimate (30%) – OTHER CONSULTANT
- Funding Gap
- Funding & Phasing Scenarios

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Methodology

1. **Assess potential funding sources.** Arup looked at committed and other funding sources such as grants and corporate sponsorships to determine the potential funding gap.
2. **Develop Funding Gap Scenarios based on potential federal contributions.** Arup assessed three funding gap scenarios based on low, medium, and high federal contributions.
3. **Evaluate new potential funding sources to cover the funding gap.** Arup developed rough order of magnitude estimates for fiscal mechanisms (Hotel Tax, Sales Tax, Downtown Improvement District Supplement, and property taxes) that could contribute to reduce the funding gap.
4. **Considerations to Private participation to leverage private financing.** Arup looked at potential forms of private participation that could complement funding sources.

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Project costs & funding gap

Capital expenditure

- Estimate approximately \$85M (2021 prices)
- Identified City funding: \$15M
- Capital Expenditure funding gap up to \$70M

Annual operating expenditure

- Estimated around \$1.2M / year, comparable to annual operating revenue
- The Plaza and Riverfront operations could be financially sustainable once fully operational

Annual maintenance costs for capital maintenance, repairs, replacements

- \$0.8M to \$1M per year

CapEx	Total
+ Total CapEx	\$85M
- City funding*	\$15M
Funding Gap	\$70M

Operating	Annual
+ Operating Revenue	\$1.2M
- Operating Expenses	\$1.2M
Funding Gap	\$0

Maintenance	Annual
+ Annual Maintenance Reserve	\$0.8-1M
- Existing / committed funding	\$0
Funding Gap	\$0.8 – 1M

Potential funding sources

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1. City / State Funding:

- Approx. \$15M has been identified for the project, between Capital Improvement Plan funds (\$7M) and potentially American Rescue Plan Act (ARPA) funding

2. Potential Federal Grants

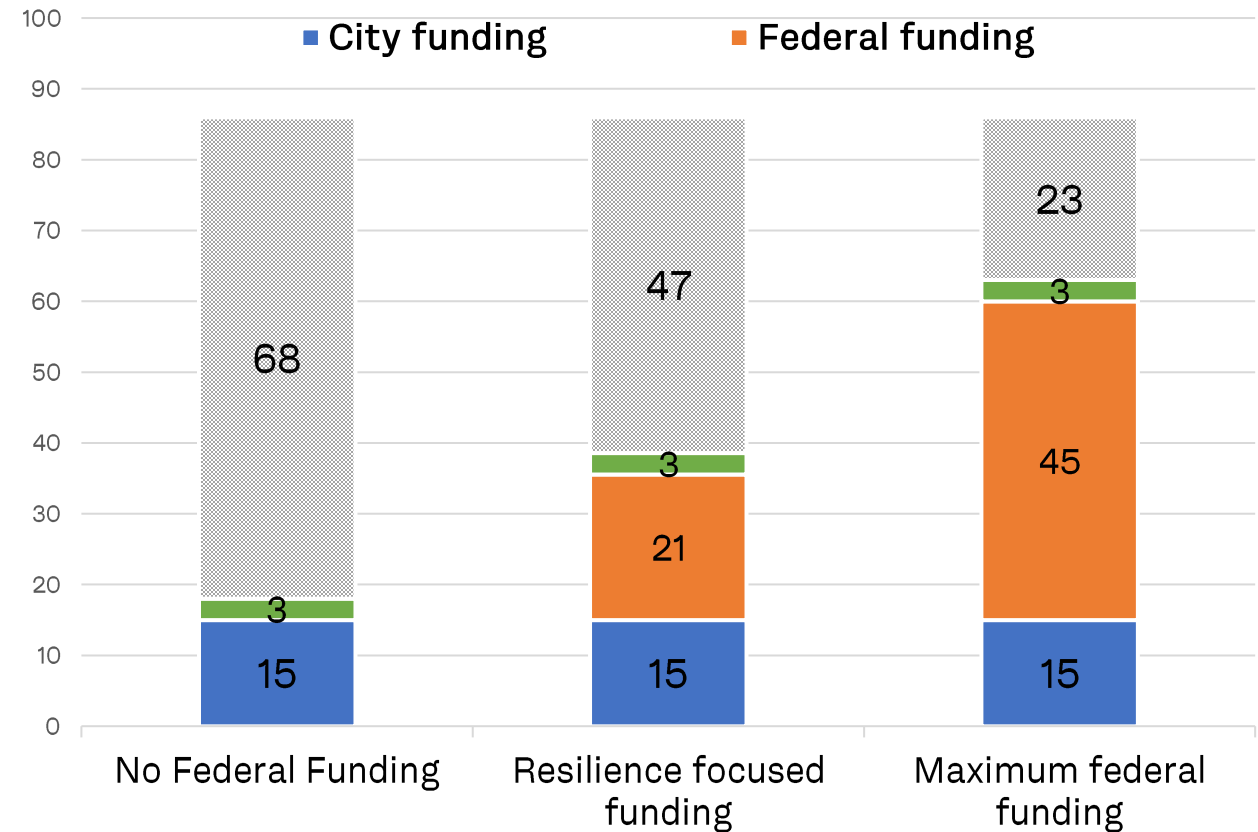
- FEMA resilience program: competitive eligibility criteria. Riverwalk project may be applicable as it addresses sea level rise and flood prevention ; maximum funding \$50M and requires 75/25 local match funding
- US DOT Biden Infrastructure Bill; uncertain at this date what the package may include, although possible eligibility on climate change mitigation, transit and bus networks
- HUD Youth homelessness: programming and capital projects focused on social services for youth homelessness; maximum funding \$1-15M
- National Endowment for the Arts; potential funding for artist programming, less eligible for capital projects
- NPS / Open Space & Preservation
- Maximum federal funding scenario leverages a 75/25 local match funding

3. Corporate / Sponsorship

- Naming rights; Ice Rink currently attracts \$50,00-60,000 per year. The project counts several attractions that could be used for naming rights contract over multiple years.
- Philanthropy / donations – lower likelihood in Providence due to smaller metropolitan area and few / smaller large corporate employers and/or philanthropic organizations.
- A non-profit organizational structure could further incentivize corporate donations and naming rights contract values

\$25-70M potential funding gap
New revenue sources needed

Funding Gap in \$M



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Funding gap mitigation

The project will likely have an important funding gap - between \$25M up to \$70M - once the existing local and federal funding sources are taken into consideration. Access to grant funding remains uncertain, competitive and subject to eligibility criteria.

If the project was to be fully publicly funded, then new sources of revenue need to be created to pay for the capital expenditure. These are possible fiscal mechanisms:

- Local Sales Tax / RI tax stabilization program
- Local Hotel Tax supplement
- Downtown Improvement District Supplement
- Property taxes (TIF)

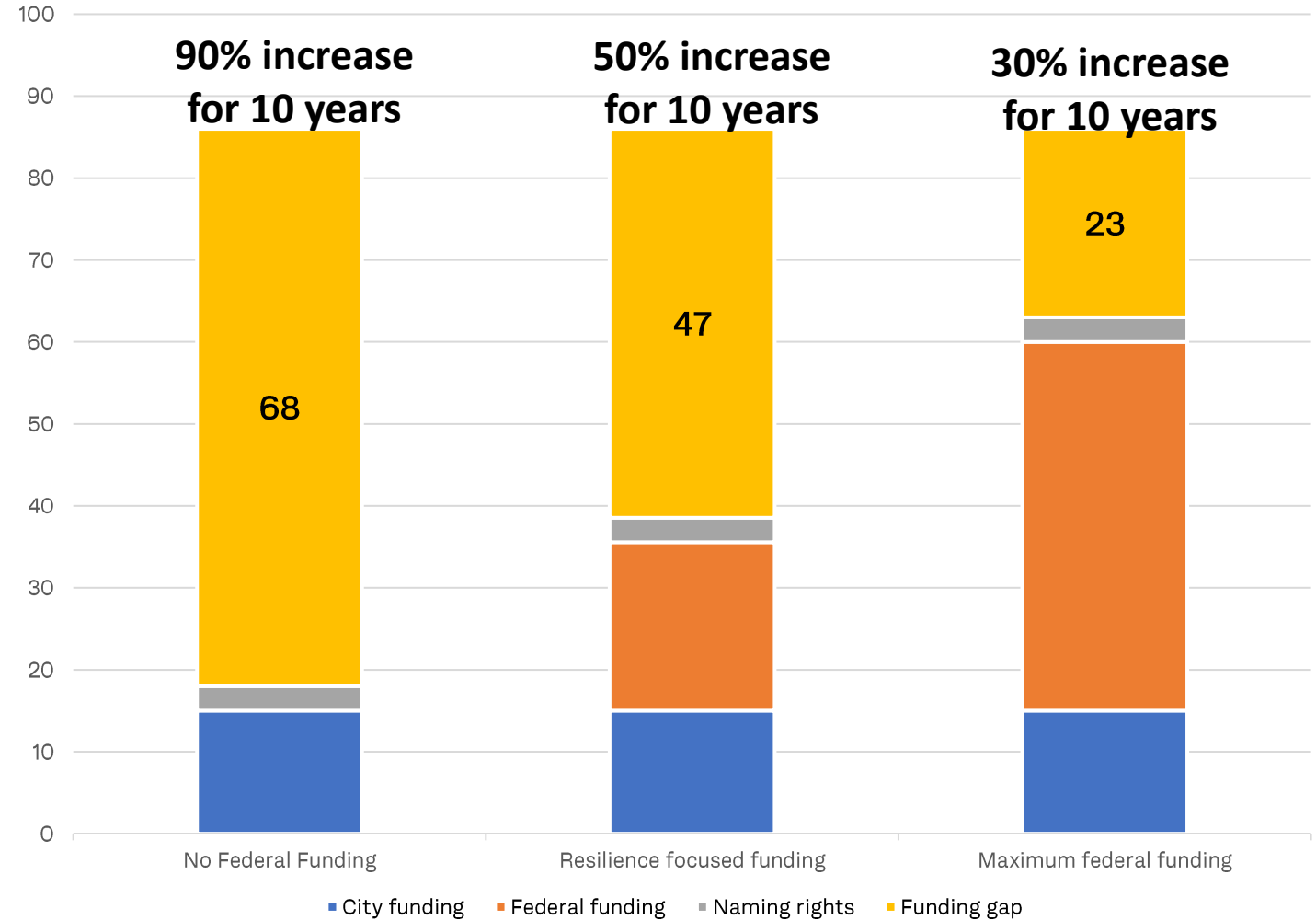
The funding gap could also be partially or fully covered by a private partner through :

- Land sale or land development agreement on city-owned land; using direct transaction value, mix of planning mechanisms (payment-in-lieu, zoning bonus etc.)
- a negotiated public-private partnership with the City of Providence focusing on the delivery and/or operation of the plaza for a number of years

Funding Gap Mitigation: Hotel Tax Supplement CONFIDENTIAL

Local Hotel Tax Supplement in \$M

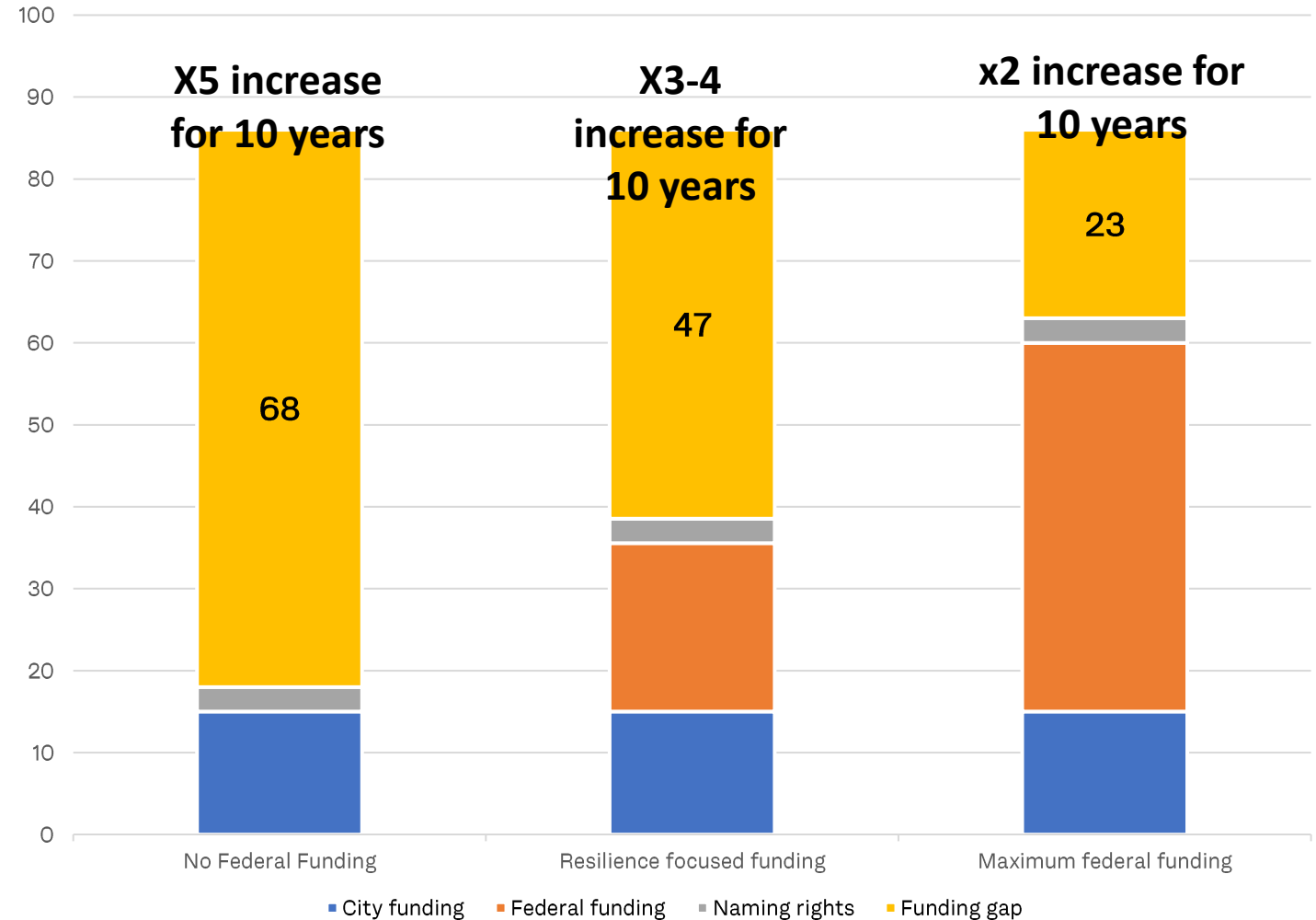
- 2017-2020, the Meals, Beverages and Hotel Local Tax rate was 1% and generated between \$7M and \$8M each year. In addition, Rhode Island state rate is 5%.
- The majority of Providence hotels are located Downtown within walking distance of the project.
- A supplement rate to the local rate could help pay for the project.
- Arup estimates suggest that a new rate 1.30% to 1.90% over 10 years, depending on the funding gap, would be needed to cover gap. A longer duration of the fiscal program could further reduce the rate (or increase potential income).
- Political viability:
 - Could impact visitor spend
 - Requires voter's approval



Funding Gap Mitigation: Downtown Improvement District Supplement

- 2017-2020 assessment collections on commercial properties in the Downtown Improvement District (DID) were around \$1.35M per year.
- Annual revenue of the DID are used for Downtown safety, ambassador program, cleaning and small maintenance expenditure.
- Increasing DID assessment collections and/or the footprint of the DID area to increase the DID tax base could help pay for the funding gap.
- DID assessment collections would have to increase between twice to five-fold over 10 years. A longer duration for the program could further reduce the rate (or increase potential income).
- Political viability:
 - Stresses commercial property values and downtown businesses that are recovering from 2020; may have adverse effect on office occupancy downtown.
 - Requires voter's approval

Supplemental DID Assessment Collections (\$M)



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Funding Gap Mitigation: Local Sales Tax

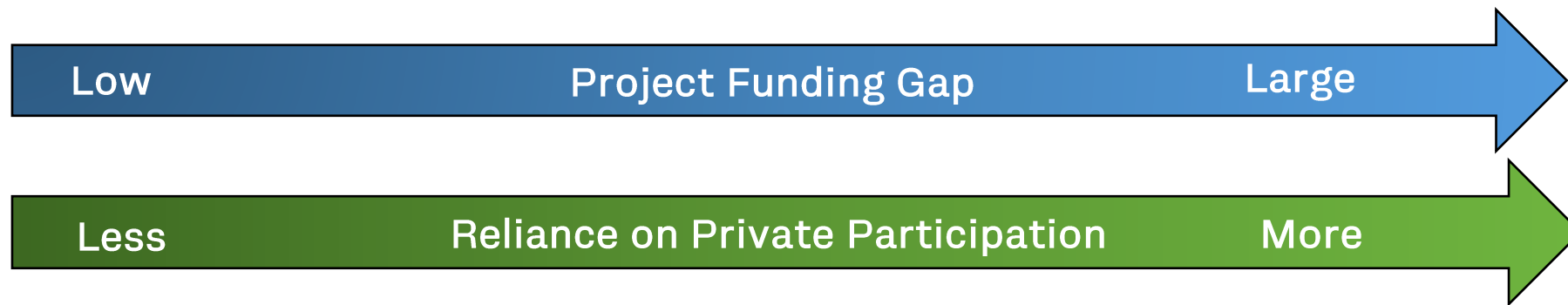
- Rhode Island Sales Tax rate is 7% and generates around \$1.2bn in revenue per year. There are no local sales tax in the state.
- Providence’s contribution is estimated around \$170M / year, based on population share to the State (16%).
- Precedents:
 - Many cities and counties across the country rely on Sales Tax supplements to implement infrastructure programs. LA County Measure M: 0.50% sales tax supplement and 0.50% traffic relief tax voted in 2016 to fund LA Traffic Improvement Plan (transit, highways, active travel infrastructure capital projects, programs and maintenance)
 - Providence Mall: 2/3 of RI sales tax revenue from the Mall (\$3.5M annually) used to finance the project
- Political viability:
 - Local tax for Providence requires new State legislation and voter’s approval or, alternatively, a tax stabilization program could be negotiated with the state
 - Larger program likely more politically viable can generate funds for other capital projects in Providence, rather than supporting only one project.

	Kennedy Plaza Funding Gap	Larger Program
Rates	0.2% – 0.5%	1.0 – 1.5 %
Annual Revenue	\$2.3M – 7M	\$14 – 30M
Duration	10 years	10 years
Total funding	\$23 – \$70M Full funding gap	\$140 – \$300M \$70M+ additional funding

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Public-Private-Partnership

There is a range of potential private-partnerships to be considered to leverage private funds. Under a low funding gap scenario, the private sector could, through medium term (10 -15 Y) concessions of some of the revenue generating assets (café, rink, etc.) be responsible for financing their construction, operations and maintenance. Under a large funding gap scenario, the private sector may rely on a one-time subsidy from the City (\$15M or TBD) and finance all or most of the desired program in exchange of maximizing revenue generator components, including events at the plaza.



- ✓ Some O&M project components
- ✓ May provide financing for some project components (rink, café, other revenue generators) in exchange for concession

- ✓ Design+Build+Financing+O&M of the Project
- ✓ Maximize economic vibrancy of the plaza
- ✓ \$15M – how much infrastructure can the private sector provide with subsidy in exchange of maximization of revenue generator components (café, rink, plaza events?)- Long Beach example.

Case study: Long Beach Civic Center



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- Private partner provided: Design, Build, Finance, Operation and Maintenance (DBFOM)
- City is the asset owner and will inherit full operations after 35 years, The facility is to be kept under high operational and maintenance standards as required by the performance terms in the P3 contract agreement.
- City pays annual installments to Private Partner to pay-back capital cost – does not need to issue bond / debt
- Annual activities are divided between City / Civic Center (calendar)
- Potential applicability for Providence:
 - Private sector could secure the financing and fund all or most of the program. The city could pay back the private sector through an “availability payment” similar to a mortgage payment or grant the private sector the concession of revenue generating assets or do a combination of both: concession of revenue generating assets plus availability payment.
 - Convention Center operator: has local knowledge of the market and demand; may be interested in expanding activities to managing the public space and events

Phasing considerations

- Phasing will depend on the chosen funding strategy:
 - Full funding secured, or part funding only ?
 - When are the funds available ?
 - What are the risks to the project stakeholders if project starts as part-funded only?
 - What elements of the project can be packaged to align with funding packages?
- Fiscal revenue program will take some time for planning, legislation changes (if needed), public engagement, securing bonds.
- Private partnership may help to accelerate delivery and deliver in one phase.



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PROJECT: UNIFIED VISION OF DOWNTOWN PUBLIC SPACES / PROVIDENCE, RHODE ISLAND

SUMMARY REPORT ON HISTORIC PRESERVATION CONSIDERATIONS AND PERMITTING REQUIREMENTS



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June 15, 2021

SUMMARY REPORT ON HISTORIC PRESERVATION CONSIDERATIONS AND PERMITTING REQUIREMENTS

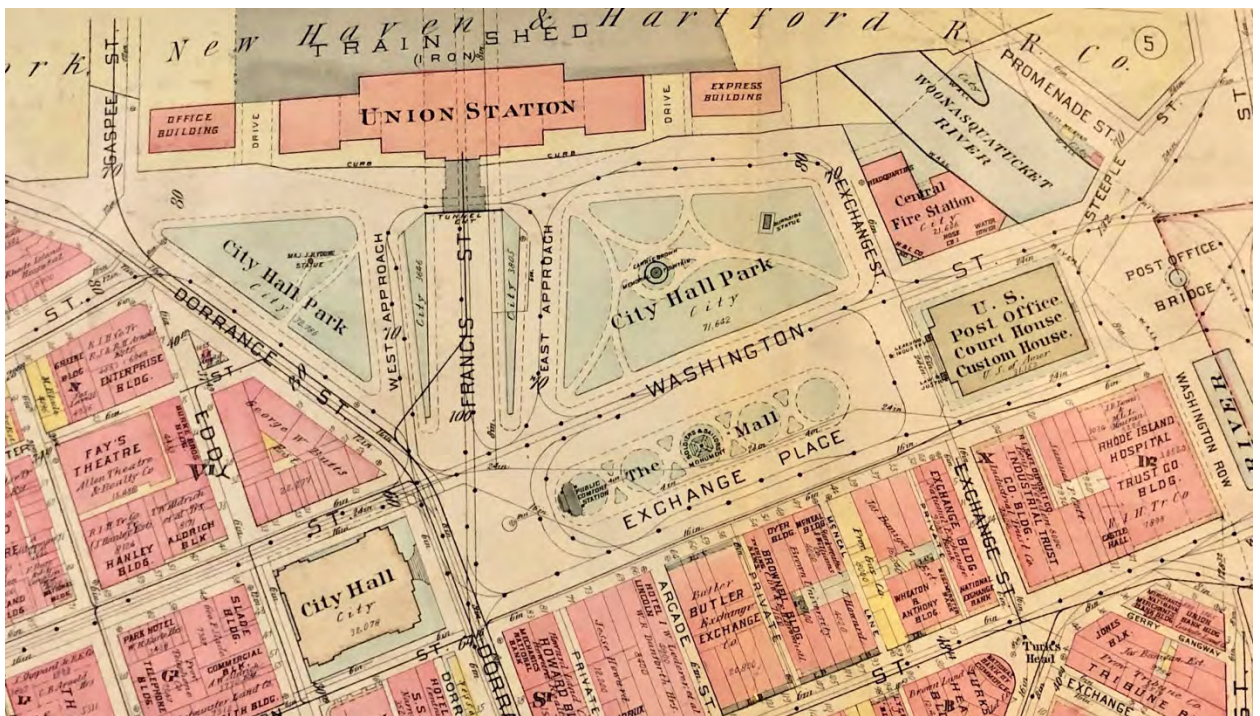
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HISTORIC PRESERVATION CONSIDERATIONS: AN OVERVIEW



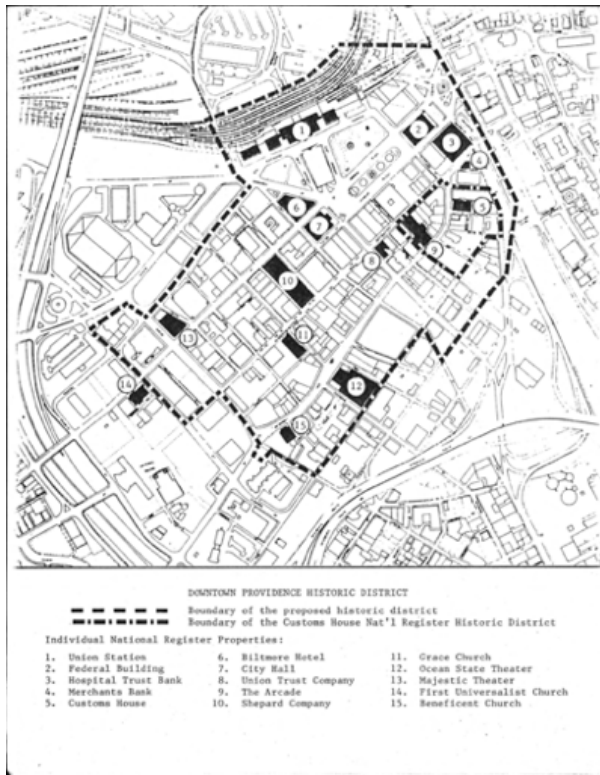
Panoramic postcard view of the 'Civic Center' of Providence c. 1920 (CdeB)

Since the construction of Union Station on a low artificial hill more than 120 years ago, inspiring development of a 'public square', the civic center of the city has been studied and transformed countless times, most recently in 2016. These studies and changes, many driven by transportation issues affecting the city and state, also focused on creating and enhancing connections and access between Kennedy Plaza and the capital center area on the north side of the old train station leading to the State House.



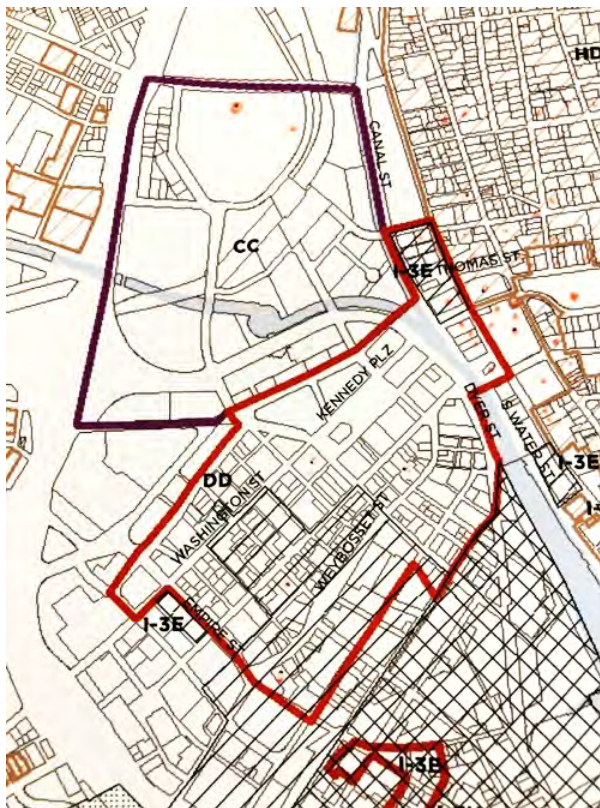
'Civic Center' of Providence (from 1918 Plat Book by Hopkins Co. CdeB)

As we look ahead to making further improvements within the UVD project area, we also need to look back and reach a clear understanding and appreciation of the history of the site and specific historic resources being impacted, many under legal protections.



Perhaps the most important regulatory development in the last 50 years is the recognition of downtown Providence being of historical and architectural significance. In 1984, it was placed on the National Register of Historic Places [See map], nine years after the old Union Station was individually recognized as an historic building complex and placed on the National Register.

Since then, the City created two overlay zoning districts by ordinance. In 1984, the Capital Center Commission was established to oversee development of land and buildings resulting from the relocation of the train tracks and the realignment of the rivers. This CC district includes the old Union Station complex.



In 1994, the Downcity Overlay District was established by ordinance under the purview of the Downtown Design Review Committee. [see map, DOD district outlined in red].

The RI Historical Preservation and Heritage Commission has purview over any construction projects within these districts impacting historic resources.

We have begun preparing a list of regulatory agencies having jurisdiction as well as a list of stakeholders, many with overlapping interests in the development of this central urban district. (See next section addressing Permitting Requirements.)

HISTORIC BUILDINGS AND MONUMENTS

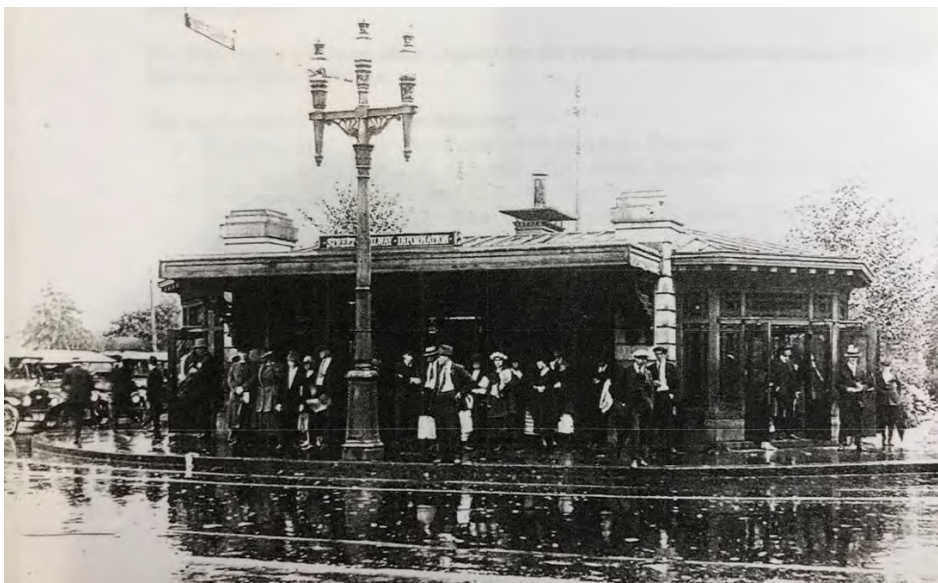
Within the UVD project area, we have identified 2 historic buildings having architectural preservation protections that will be impacted by the project:

TROLLEY SHELTER , built in 1914; Martin and Hall Architects

This small octagonal structure, with geometric iron tracery and stone piers, was designed to shelter trolley and (later) bus riders as well as provide ticketing services and public toilet facilities. In 2002, it was completely gutted, re-roofed, and renovated as part of a larger accommodation for RIPTA riders. It currently houses a police substation.



Trolley Shelter (and Public Comfort Station), c.1920 (RIHS)



Trolley Shelter c.1925 (RIHS)

UNION STATION, built in 1896-1898; Stone, Carpenter, and Willson Architects



Union Station Terminal Building c.1910

The classically-detailed **Union Station** complex, designed by Stone, Carpenter, and Willson and built by the New York, New Haven & Hartford Railroad between 1896 and 1898, consists of 5 buildings arranged symmetrically on axis facing the 'Civic Center' of Providence. The central block features a triumphal arch as gateway to the terminal and the city. (It's adapted for the frontispiece of the train station at the 1893 World's Columbian Exposition in Chicago where the same architects designed the Rhode Island pavilion.) The easternmost building burned to the ground in 1941 and a new taller structure in a similar architectural style was built on its foundation in the early 1990s.

Granite colonnades once linked the main passenger terminal to the east and west annexes and sheltered entrances to the subway entrances to the tracks beyond. These handsome structures were removed in the early 1950s, as well as the enormous iron and glass train shed over the platforms and the decorative iron and glass porte-cochere in front of the main entrance.

In 1987, shortly after railroad tracks and operations were relocated to the new Amtrak train station to the north, a fire virtually gutted the vacant Terminal Building. By 1990, the building was completely renovated and converted to office use by Cookson America. Ten years later, it became the headquarters of the Rhode Island Foundation.

The Union Station complex was considered a major monument to early 20th century civic planning, linking local and interstate transportation systems. Its reliance on underground ramps and sophisticated trusswork of the viaduct made it an 'engineering milestone' (according to the Historic American Engineering Record).

COMMEMORATIVE MONUMENTS

There are at least five historical monuments in the Kennedy Plaza area that may be impacted or affected by proposed improvements under the UVD Project:

The **Soldiers and Sailors Monument**, situated between City Hall and the Trolley Shelter, was built in 1871 in honor of Rhode Islanders who served in the Civil War. It was designed by Randolph Rogers, a renowned sculptor most famous for his *Nydia, the Blind Girl of Pompeii* and the bronze Columbus doors for the US Capitol. In 1906, it was moved to the center of Exchange Place, and then uprooted again in the late 1990s and reconstructed in its current location (believed to be its original setting depicted here).*



Soldiers and Sailors Monument, before 1906.



The Hiker, a bronze replica of a statue by Theodora Alice Ruggles Kitson commissioned by the National Association of Spanish War Veterans, was given to its local chapter in 1911, and installed in the center of Exchange Place. *

Just north of Kennedy Plaza stands the bronze statue of Major General Ambrose E. **Burnside**, one of Rhode Island's most celebrated Civil War heroes. It was sculpted by Launt Thompson of New York, dedicated in 1887, and erected where the Federal Court House now stands (See historic photo below). It was moved to its current location (then known as City Hall Park) in 1906, placed on a new stone base designed by noted architect William R. Walker. *



Statue of Major General Burnside in its original location (before 1896)

The other major historical monument in Burnside Park is the **Bajnotti Fountain**, dedicated in 1901 as a gift of Paul Bajnotti to the City of Providence in memory of his wife, Carline Mathilde Brown. Enid Yandell, a student of Rodin, won the competition to design the bronze figures representing the Struggle of Life. *



Bajnotti Memorial Fountain in Burnside Park c.1906



The Scout c.1900

To the west of Burnside Park, in City Hall (or Biltmore) Park, stands **The Scout**, a bronze statue of Lieutenant Colonel Henry Harrison Young, “a Providence native and one of the most famous Union spies of the Civil War”.

“The monument was designed by Henri Schonhardt, a local sculptor who worked at Gorham and taught at RISD.” *

Two notable late 20th century structures will be impacted by the UVD project. One is the monumental granite steps and flanking arched openings built in the mid 1980s (designed by Al Veri and Associates) between the ice rink and Exchange Terrace, when the open space was transformed (again) to a RIPTA bus hub. This edifice conceals infill spaces under Exchange Terrace for the Zamboni, mechanical spaces, storage, service spaces and a pedestrian tunnel leading to an elevator lobby (for the Rhode Island Foundation) and to Waterplace Park.

The skating rink and its gateway building was designed by Architect William Warner and CE Maguire Engineers in the late 1990s, after the RIPTA bus stops were relocated (again). The structure's design ostensibly echoed the twin towers of the original 1848 train station, designed by Thomas Tefft, that stood in Exchange Place.

In collaboration with the UVD team, we will continue to study and advise on the feasibility of making desired changes to these structures as well any landscape improvements and additions within the National Register District, and to consult with AHJs and certain stakeholders in a timely manner as needed.

Select Sources:

**Hidden Treasures / Public Sculpture in Providence (1980)*
by Robert Freeman and Vivienne Lasky

National Register Nomination Forms

PPS/AIARI Guide to Providence Architecture (2003)

Transforming Providence: Rebirth of a Post-Industrial City by Gene Bunnell (2016)

Rhode Island Architecture by William Jordy

REPORT ON PERMITTING REQUIREMENTS FOR SPECIFIC CONSTRUCTION PROPOSALS

The following list of construction proposals is derived from the developing concept for major improvements within the project area under consideration by the Arup Team in creating a Unified Vision for Downtown Providence. Each project proposal listed is assumed to require its own permitting process. This report outlines in general terms the governmental agencies that will have jurisdiction on the merits of each proposal and render a decision with input from relevant regulatory agencies as well as stakeholders. However, given the status and complexity of the overall project and overlapping interests and jurisdictions, this listing is subject to change and not definitive.

LIST OF AGENCIES AND AUTHORITIES HAVING JURISDICTION

The following federal, state, and city agencies and entities have legal jurisdiction related to construction projects within the project area and would be actively engaged in the permitting process, starting with conceptual design. In summary, these are:

STATE AND FEDERAL AGENCIES

CCC	Capital Center Commission
RIHPHC	RI Historical Preservation and Heritage Commission
SPC	State Planning Council
RIPTA	Rhode Island Public Transit Authority
RIDOT	RI Department of Transportation
CRMC	Coastal Resources Management Council
RIDEM	RI Department of Environmental Management
ACOE	US Army Corps Of Engineers
EPA	Environmental Protection Agency (New England Region)
FEMA	Federal Emergency Management Administration

CITY AGENCIES

DIS	Department of Inspections and Standards
DPP	Department of Public Property
PSC	Office of Public Safety Commissioner
DPD	Department of Planning And Development
CPC	City Plan Commission
DDRC	Downtown Design Review Committee
DPW	Department of Public Works
BPC	Board of Park Commissioners
PPBA	Providence Public Building Authority
ACT	Department of Arts, Culture + Tourism
PFD	Providence Fire Department

See Appendix A for a more detailed listing of the various relevant state and city agencies with a general description of their authority and mission. Refer to RMA Environmental's report on Site Characteristics and Permitting Forecast for additional permitting requirements related to stormwater control, flood plains, rising tides, dredging, etc.

STAKEHOLDERS

Stakeholders have a special interest in any new developments within the project area and should be consulted in a timely basis. (See Appendix B.) Such organizations and entities would likely include:

PROVIDENCE FOUNDATION

RHODE ISLAND FOUNDATION

MARSELLA DEVELOPMENT COMPANY

PROVIDENCE PRESERVATION SOCIETY

DEPARTMENT OF ART, CULTURE + TOURISM

BICYCLE AND PEDESTRIAN ADVISORY COMMISSION (BPAC)

CONSTRUCTION PROPOSALS

PROPOSAL 1: ALTERATIONS TO RIPTA INTERMODAL TRANSPORTATION CENTER

Partial demolition and alterations to RIPTA's Intermodal Transportation Center in Kennedy Plaza, built in 2002 as an addition to the historic Trolley Shelter.

Location: 1 Kennedy Plaza, Providence, RI
Plat Lot Unit: 20/31
Owner: City of Providence
Zone: DD/OS
District: Downcity Overlay District

Permitting Authority: **DIS** (City Department of Inspections and Standards)

Prior review and approval required from the following agencies:

- DRC
- RIPTA
- RIHPHC
- PFD

Advisory opinion on interior VSA tile mural and exterior stoneware medallions may be requested or required by the Special Committee for Commemorative Works (under auspices of City of Providence Department of the Arts, Culture + Tourism)

PROPOSAL 2: RESTORATION AND ADAPTIVE USE OF HISTORIC TROLLEY SHELTER

Exterior restoration, interior renovations of the historic 1914 Trolley Shelter, to be converted to a Welcome Center. (See Appendix C for Outline Scope of Restoration Work)

Location: 1 Kennedy Plaza, Providence, RI
Plat Lot Unit: 20/31
Owner: City of Providence
Zone: DD/OS
District: Downcity Overlay District

Permitting Authority: **DIS** (City Department of Inspections and Standards)

Prior review and approval required from the following agencies:

- DRC
 - RIHPHC
 - PFD
 - Zoning
-

PROPOSAL 3: RELOCATION OF SOLDIERS AND SAILORS MONUMENT

Relocation of the 1871 Soldiers and Sailors Monument to a central location on axis with Washington Street. Repair and restoration of monument. (See Appendix D for Outline Scope of Restoration Work)

Location: 1 Kennedy Plaza, Providence, RI
Plat Lot Unit: 20/31
Owner: City of Providence
Zone: DD/OS
District: Downcity Overlay District

Permitting Authority: **DIS**

Prior review and approval required from the following agencies:

- DRC
- DPW
- RIHPHC
- ACT

Advisory opinion on proposed relocation: **Special Committee for Commemorative Works**
(under auspices of City of Providence Department of the Arts, Culture + Tourism)

PROPOSAL 4: DEMOLITION OF GATEWAY BUILDING AND SKATING RINK

MODIFICATIONS TO VERI'S GRAND STAIRCASE

Modifications and repairs to granite stone staircase designed by Landscape Architect Albert Veri in mid-1980s. Demolition of Skating Rink Gateway Building, designed by William Warner in 1998. Demolition of ice rink. Area to be transformed into an outdoor performing arts venue and 'Youth Park'.

Location: 10 Kennedy Plaza, Providence, RI
Plat Lot Unit: 19/13
Owner: Providence Public Building Authority
Zone: DD/OS
District: Downcity Overlay District

Permitting Authority: **DIS**

Prior review and approval required from the following agencies:

- DRC
 - PPBA
 - RIHPHC
 - BPC
 - Zoning
-

PROPOSAL 5: RENOVATIONS TO SPACES UNDER EXCHANGE TERRACE

Removal of supporting facilities related to skating rink under Exchange Terrace (in front of old Union Station). Renovations to spaces for public restroom, event support, and storage.

Location: Under Exchange Terrace, Providence, RI
Plat Lot Unit: N/A
Owner: City of Providence?
Zone: DD/OS
District: Downcity Overlay District

Permitting Authority: **DIS**

Prior review and approval required from the following agencies:

- DRC
- RIHPHC
- PFD
- Zoning

PROPOSAL 6: CLOSING OF WASHINGTON STREET AND LANDSCAPE MODIFICATIONS TO BURNSIDE PARK AND KENNEDY PLAZA

Closing of Washington Street between Dorrance Street to Exchange Street and merging Burnside Park and Kennedy Plaza as one open space. Reconstruction of Soldiers and Sailors Monument (under Proposal 3). Relocation of ‘The Hiker’ statue. Creation of a ‘Splash/Rink Area’. Removal of bus stop shelters.

Location: 40 Kennedy Plaza, Providence, RI (Burnside Park)
Plat Lot Unit: 10/7
Owner: Providence Public Building Authority
Zone: DD/OS
District: Downcity Overlay District

Permitting Authority: TBD

Prior review and approval required from the following agencies:

- DRC
- RIHPHC
- DPW
- BPC
- Zoning
- ACT

Advisory opinion on ‘The Hiker’ relocation: Special Committee for Commemorative Works (under auspices of City of Providence Department of the Arts, Culture + Tourism)

PROPOSAL 7: ALTERATIONS TO RIVER WALKS AND WATERPLACE PARK

Selective demolition and alterations to the River Walk and Waterplace Park along the Woonasquatucket River (designed by William Warner FAIA in collaboration with Maguire Engineers). Alterations required to meet current ADA requirements and to address the impact of rising sea levels.

Location: 12 Memorial Blvd. Capital Center
Plat Lot Unit: 19/131
Owner: City of Providence
Zone: DD
District: Capital Center Special Development District

Permitting Authority: TBD

Prior review and approval required from the following agencies:

- CCC
- RIHPHC
- CRMC
- BPC
- See RMA Environmental Report

PROPOSAL 8: CLOSING OF MEMORIAL BOULEVARD UNDERPASS

Closing and blocking up walkway under Memorial Boulevard between Waterplace and the old Union Station complex. (Abandonment required due to rising sea levels.)

Location: Memorial Boulevard
Plat Lot Unit: 19/140
Owner: City of Providence; State of Rhode Island?
Zone: D-1-100
District: Capital Center Special Development District

Permitting Authority: TBD

Prior review and approval required from the following agencies:

- CCC
- RIHPHC
- CRMC
- RIDOT
- See RMA Environmental Report

PROPOSAL 9: PEDESTRIAN BRIDGE AND PUBLIC RIGHT-OF-WAY BETWEEN EXCHANGE TERRACE AND MEMORIAL BOULEVARD

Elevated pedestrian platform(s) and pathways east of the old Union Station connecting Exchange Terrace and Memorial Boulevard. (Will require ROW easements).

Location: Between Exchange Terrace and Memorial Boulevard
Plat Lot Unit: 19/140 Owner: City of Providence
Plat Lot Unit: 19/137 Owner: Providence LCC ARC Hospitality (5 Memorial Blvd)
Plat Lot Unit: 19/129 Owner: RI Community Foundation (1 Union Station)
Co-Owner: RI Industrial Facilities Corp.
Plat Lot Unit: 19/138 Owner: LLC Union Street Parking (MDC)
Plat Lot Unit: 19/127 Owner: 50 Exchange Terrace LLC
Zone: D-1-100
District: Capital Center Special Development District

Permitting Authority: **DIS**

Prior review and approval required from the following agencies:

- CCC
- RIHPHC
- CRMC
- RIDOT

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APPENDIX A: REGULATORY AGENCIES

The following state and local government agencies have some degree of regulatory jurisdiction over the UVD Project:

STATE OF RHODE ISLAND

CAPITAL CENTER COMMISSION (CCC)

Jurisdiction over the Union Station complex and physical changes between Exchange Terrace and Waterplace Park.

Created by state law (PL 1981 Chapter 332 and amended by PL 1983 Chapter 167 and by PL 1994 Chapter 19) and by Chapter 24 of the City Code of Ordinances, the commission is charged to adopt, implement and administer a plan of development for the Capital Center Special Development District.

Currently, the CCC is administered through staff offices of the Downtown Design Review Committee (or DRC).

CCC Objectives:

- To create new marketable commercial land without demolishing existing downtown structures to attract major new users who might not otherwise locate in the Capital City.
- To enhance vehicular access to the project area, the State House and downtown.
- To create an ordered sense of public spaces. The District was intentionally created as a high density urban district where large contiguous structures would define the diversity of space.
- To create a visual and physical linkage between downtown and the State House, emphasizing the radial views to the State House Dome.

RHODE ISLAND HISTORICAL PRESERVATION AND HERITAGE COMMISSION (RIHPHC)

Jurisdiction over publicly-funded projects affecting historic properties on the National or State Register of Historic Places. The Union Station complex and the Kennedy Plaza area are part of the Downtown Providence Historic District.

Overview

The RIHPHC is responsible for reviewing projects carried out or sponsored by federal, state and municipal agencies to ensure compliance with federal and state historic preservation laws and regulations. The RIHPHC's project review staff advises and assists applicants in determining if their projects will impact significant resources and, if so, how to address and resolve those effects. Projects receiving federal or state funds, permits or licenses, or is on federal, state or municipal property need to be reviewed by RIHPHC staff. Projects which are entirely private undertakings are not subject to review unless a federal or state permit or license is required.

Federal and federally-sponsored programs and projects are reviewed under Section 106 of the National Historic Preservation Act, which requires federal agencies or applicants for federal funds, permits or licenses to consider the effects of their undertaking on historic properties (i.e., those listed in or eligible to be listed in the National Register of Historic Places). Projects that are funded, permitted, or licensed by the State of Rhode Island require project review under the State Historic Preservation Act. Projects undertaken by any municipality that may have an effect on a historic property also require review by the RIHPHC under the State Historic Preservation Act.

Initiating Consultation with the RIHPHC

The RIHPHC encourages agencies and applicants for federal and state assistance to initiate consultation for project review during preliminary project planning before designs are finalized. Early consultation enables adequate time to successfully complete reviews well in advance of construction and will facilitate permit or funding approvals. When planning to submit a project for review, note that by law the RIHPHC is allowed 30 days to respond to requests for project review.

To initiate project review with the RIHPHC, submit the following information:

- Cover letter that includes the project location, a statement of the project purpose and need, project description, a list of federal and/or state funding/permitting sources, and information regarding the current and historic use of the property.
- Map(s) clearly indicating the project area and/or limits of ground disturbance.
- Project plans.
- Clear photographs of the affected resource(s).
- If the project will impact a historic property, include a discussion of how the impact can be avoided or minimized.

STATE PLANNING COUNCIL (SPC)

The Council oversees the Division of Statewide Planning's work. The State Planning Council adopts goals and policies related to planning, most of which are contained within individual plans, which are elements of the State Guide Plan. The Council has been designated as a Metropolitan Planning Organization (MPO) for transportation planning purposes and, as such, the Council adopts the Transportation Improvement Program, a four-year program of transportation investments. As the Comprehensive Economic Development Strategy (CEDS) Committee for the state, the Council maintains the state's Comprehensive Economic Development Strategy and reviews and ranks projects for funding consideration by the U.S. Economic Development Administration. The body also advises the Governor on strategic planning matters.

TRANSPORTATION ADVISORY COMMITTEE (TAC)

This committee advises the State Planning Council on transportation planning and encourages public involvement in the process. The TAC reviews and provides input into the transportation planning documents that are the responsibility of the State Planning Council (notably the long-range Ground Transportation Plan and Transportation Improvement Program).

The Council established the TAC and other transportation planning and public involvement procedures by rule in 1994. The process has been found to meet the requirements of federal law and is subject to continuing review by USDOT.

The membership includes local officials, state agencies, organizations representing a variety of transportation interests, citizens from different areas of the state, and the Narragansett Indian Tribe.

RHODE ISLAND PUBLIC TRANSIT AUTHORITY (RIPTA)

Jurisdiction over the Kennedy Plaza Intermodal Transportation Center, bus stops, shelters, etc.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION (RIDOT)

Jurisdiction over Memorial Boulevard and bridges.

The Rhode Island Department of Transportation (RIDOT) designs, constructs, and maintains the state's surface transportation system. This includes not only roads and bridges but also the state's rail stations, tolling program, bike paths and ferry service.

COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC)

Jurisdiction over tidal waterways, including Waterplace basin, and contiguous areas of 200 feet from shorelines.

The Coastal Resources Management Council is a management agency with regulatory functions. Its primary responsibility is for the preservation, protection, development and where possible the restoration of the coastal areas of the state via the implementation of its integrated and comprehensive coastal management plans and the issuance of permits for work with the coastal zone of the state, including manmade shorelines that have an extended contiguous area of two hundred feet from their inland borders. Cultural features of historical or archaeological significance are also within the jurisdiction of the Council as required by the Federal Government.

CRMC usually defers to the RIHPHC to assess impacts on historical resources.

CITY OF PROVIDENCE

DEPARTMENT OF PUBLIC PROPERTY

Jurisdiction over city roads, street lighting, infrastructure, etc.

The Department of Public Property oversees and performs maintenance, repairs, and construction of the physical assets of Providence's City government and manages city-wide programs such as Graffiti Removal and Energy Sustainability including management of decorative and standard street lights. The Department of Public Property serves as a construction manager on all facets of projects including architectural, construction, and furnishings.

The Department of Public property is also responsible for the Board of Contract & Supply and the Purchasing Department.

OFFICE OF PUBLIC SAFETY COMMISSIONER

May have jurisdiction over disposition of existing police station in Kennedy Plaza.

CITY PLAN COMMISSION (CPC)

Jurisdiction over capital improvement projects, including UVD.

The City Plan Commission is responsible for planning activities in the city, including but not limited to:

- Preparing and adopting a Comprehensive Plan, including any amendments, for the City of Providence.
- Providing advisory opinions to the City Council on all amendments to the Zoning Ordinance, including map changes.
- Providing advisory opinions to the City Council on all amendments to the Zoning Ordinance, including map changes.
- Providing advisory opinions on any other matters referred by the City Council or Mayor, including requests for abandonment of city streets and creation of easements across city rights-of-way.
- Reviewing Redevelopment Plans for consistency with the city's Comprehensive Plan.
- Reviewing and approving all proposed subdivisions and land development projects.
- Reviewing and approving the annual Capital Improvement Program and Budget.
- Reviewing Institutional Master Plans for health care and higher educational institutions.

Other responsibilities as identified in Rhode Island General Law, the Providence Zoning Ordinance and Home Rule Charter.

DOWNTOWN DESIGN REVIEW COMMITTEE (DRC)

Jurisdiction primarily over RIPTA Intermodal Transportation Center, old Trolley Shelter, Skating Rink structures, Veri's grand staircase, new structures being proposed for Kennedy Plaza, and historical monuments and statues.

The Downtown Design Review Committee (DDRC) is established as a development plan review body to conduct development plan review in the D-1 Zone and the DOWNTOWN Overlay Historic District.

DDRC encourages and directs development in the downtown to ensure that new development is compatible with the existing historic building fabric and the historic character of downtown, historic structures are preserved and design alterations of existing buildings are in keeping with historic character, development encourages day and night time activities that relate to the pedestrian and promote the arts, entertainment, and housing, greenways and open spaces are incorporated into the downtown, and the goals of the Comprehensive Plan are achieved.

DDRC is responsible for issuing Certificates of Appropriateness upon review and approval of plans for demolition and construction.

DEPARTMENT OF PLANNING AND DEVELOPMENT (DPD)

(Department is lead agency for the UVD Project)

The Department of Planning and Development works to shape the future of Providence and ensure a high quality of life for city residents and a vibrant, attractive urban environment for businesses, workers and visitors. The Department generates a broad community vision through comprehensive and neighborhood planning initiatives, special area plans and redevelopment plans; excellent design in our built environment through regulatory tools and development review; promotes a high-quality public realm that enhances civic life; and strives to create strong and vibrant neighborhoods through strategic investments and policies.

The Department is divided into the following divisions:

PLANNING DIVISION

Planning creates, maintains, and implements the City's Comprehensive Plan, and all neighborhood, redevelopment, and special area plans, and oversees environmental planning, historic preservation planning, and transportation planning and transit initiatives. Planning writes, maintains, and updates the Zoning Ordinance and all other land-use regulations. It also advises the Zoning Board of Review, the I-195 Redevelopment Commission, the City Council, and other city departments in matters pertaining to land development and economic growth.

Planning also oversees development review and administration for the:

- Bicycle and Pedestrian Advisory Commission
- Capital Center Commission
- City Plan Commission
- Downtown Design Review Committee
- Historic District Commission

The Department represents the City at the State level through staff appointments to the:

- State Planning Council
- State Technical Committee
- State Transportation Advisory Committee

REAL ESTATE DIVISION

The Real Estate Division oversees and facilitates efforts to redevelop property in the city, as well as efforts to coordinate city services to expedite the permitting process.

INSPECTIONS AND STANDARDS (DIS)

Jurisdiction over issuing permits for demolition and construction.

The Department of Inspection and Standards' mission is to promote public safety and to be part of the economic development of Providence. DIS is primarily responsible for issuing building permits, code enforcement, interpreting the building code, city ordinances, and zoning requirements.

STRUCTURES AND ZONING

Structures and Zoning is charged with issuing zoning certificates, building and demolition permits, review and approval of plans, building inspection, the issuance of certificate of occupancy, compliance with the Building Codes as mandated by the State of Rhode Island, and issuance of notice of violation when a building is not in compliance with the Building Codes or Zoning Ordinance.

The Structures division governs all repair, alteration, or addition to any public or private buildings and structures, as well as permits for new construction. The primary mission of the Structures and Zoning division is to ensure public safety and a better quality of life for the residents of the City of Providence. Structures and Zoning Division manages building construction permitting and ensures compliance with Building Codes and the Zoning Ordinance.

ZONING AND BUILDING BOARDS OF REVIEW

- The Zoning Board of Review has the authority to grant relief from the City's Zoning Ordinance.
- The Building Board of Review has the authority to grant relief from the Rhode Island Building Code.
- Applications for relief from the Ordinance and the Code must be filed with the Office of the Boards of Review.

FIRE DEPARTMENT (PFD)

Jurisdiction over interpreting and enforcing the RI Life Safety Code related to existing buildings and proposed building construction.

The Providence Fire Department provides for the protection of human life and property from fire and other disasters, either natural or man-made, through fire safety education, the development, and enforcement of fire codes, provision of emergency medical services and suppression of fire.

DEPARTMENT OF PUBLIC WORKS (DPW)

The Department of Public Works provides services relative to the operations, maintenance, planning, construction and engineering of public works infrastructure and waste management for the City of Providence.

The Department is comprised of seven (7) Divisions that include Administration, Engineering, Traffic, Parking, Highway, Sewer, and Environmental.

TRAFFIC ENGINEER

The goal of The Traffic Engineering Division (TED) is to provide for the safe and efficient movement of people and goods on City roads. TED issues new Traffic Regulations that govern the use of city streets using Traffic Control Devices as outlined in the Manual on Uniform Traffic Control Devices.

TED is responsible for the following throughout the City:

- Traffic Signals, Traffic Signs, Pavement Markings and Parking Meters on the City's nearly 2,100 streets (366 miles of roadway).
- The closing of City streets for special events, construction projects, and for detouring traffic when requested by customers via the proper forms.
- The maintenance, installation, and collection from parking meters.
- Reviewing all off-street parking and curb opening plans that go before the Zoning Board of Review and Building Inspector.
- The issuance of street and/or sidewalk closing permits and the review of all dumpster permits.
- The issuance and monitoring of all official temporary parking permits to the City of Providence Employees only and posting Temporary Emergency No Parking Tow Zone signs in areas when requested by individuals or companies who have to work in specific locations for moving and construction activities.
- Traffic studies with regard to accident statistical information and traffic counts in the review of requests for stop controls and traffic signals.

ENGINEERING DIVISION

The Engineering Division is the custodian of all engineering records for City Public Works infrastructure including sewers, street lines, benchmarks, highway sections and other archival records.

Engineering Division is responsible for the inspection and construction management of streets, sewers, storm drains, traffic signals, traffic signs, pavement markings,

construction projects, maintenance projects; planning, design, and project management of the City's Capital Improvement Program (CIP).

The Division is responsible for all the public contracts and construction projects that use public funds. It prepares and updates the Capital Improvement Program (CIP), and other Federal Funding Programs; provides inspection and contract administration for the projects.

The Engineering Division is also responsible for the following:

- Reviewing site plans for new construction and reconstruction
- Investigating and reviewing legal claims against the City
- Reviewing planned utility work and issuing permits for installation/repair
- Reviewing and issuing Physical Alteration Permits (PAPs) for work within the public right-of-way, including curbs, sidewalks, and driveways
- Issuing permits for connections, extensions, alterations, and modifications to the City's sewer system
- Assist the Board of License with the inspection/issuance of table and chair licenses
- Maintains the database of new sidewalk requests

PARKING

There are over 2300 metered spots located Downtown, on College Hill, Smith Hill and in the Jewelry District. There are also 400 non-metered spots, as well as over 20,000 public/private parking spaces within walking distance of most establishments.

HIGHWAY DIVISION

The Highway Division is responsible for the following services to the City of Providence:

- Pothole repair and road maintenance for 370 miles of roadway.
- Monitoring the safety of 50 City-owned bridges.
- Cleaning and repair of City owned sidewalks.
- Plowing and Sanding of City streets during the winter snow.
- Removal of litter and debris from City-owned property, streets, and sidewalks.
- Street sweeping of all City streets.
- Clean up following neighborhood, organizational and ethnic festivals.
- Environmental clean-ups with the City's Environmental Department during clean and liens of private property.

SEWER DIVISION

The Sewer Division is responsible for the following services:

- Cleaning, maintenance, and repair of City sewer mains.
- Repair of inlet stones.
- Catch basin cleaning and repair.
- Repair of broken pipes owned and operated by the City.

ENVIRONMENTAL SERVICES DIVISION

Mission is to enhance the quality of life and protect the public interest through sound environmental policies, enforcing codes and ordinances, and provide efficient public services in the areas of solid waste management, recycling, and vector control.

Administer and monitor refuse and recycling programs throughout the City.

- Promote proper disposal of household hazardous waste
- Provide vector control measures that mitigate and combat public health risks
- Implement public outreach and education programs
- Partner with state and federal agencies, local businesses and organizations, and community groups for the benefit of increasing recycling rates and awareness

BOARD OF PARKS COMMISSIONERS (BPC)

The Providence Parks Department has jurisdiction over Waterplace Park (4.21 acres), Biltmore Park (1.17 acres), Bank Newport City Center (Skating Rink) (1.32 acres), Kennedy Plaza (2.16 acres), and Burnside Park (2,06 acres).

The Board of Parks Commissioners has jurisdiction over all green spaces of the city, all parks including Roger Williams Park Zoo and Roger Williams Park Museum, the North Burial Ground and other city-owned or controlled cemeteries, public recreational areas of all types including those on or adjacent to school property and all forestry functions including the setting out, care and removal of trees, shrubs and other plants on the streets of the city as well as on the properties for which it is responsible.

FORESTRY DIVISION

Jurisdiction over disposition of significant trees within the project area, etc.

The Forestry Division of the Parks Department manages the city's 27,400 street trees, as well as all trees in city parks and on public property. It handles requests for dead tree removal, tree pruning, pick-up of fallen branches, and stump removal.

The Forestry Division plants trees as a partner in the Providence Neighborhood Planting Program (PNPP), with matched financing from the Mary Elizabeth Sharpe Providence Neighborhood Planting Program (PNPP) Fund of the Rhode Island Foundation.

PROVIDENCE PUBLIC BUILDING AUTHORITY (PPBA)

PPBA has legal jurisdiction over Lot 10/7 (Burnside Park), and Lot 19/13 (Biltmore Park and Skating Rink structures, and grand staircase).

City agency responsible for providing funding and construction services for municipal buildings. For information regarding the PPBA, contact:

Mal A. Salvatore, Attorney
400 Reservoir Avenue # 3g
Providence, RI 02907

APPENDIX B: STAKEHOLDERS

PROVIDENCE FOUNDATION

The mission of The Providence Foundation is to create an environment that is conducive to growth and sustained investment, making Providence the premier mid-sized city in the country. The Foundation achieves its mission by advocating for policies, facilitating with leaders and stakeholders, building consensus in the community and continuously recruiting new voices.

The Foundation champions for productive downtown development and activation and represents the interests of downtown business owners, property owners, residents, and nonprofit institutions. The Foundation aims to embrace and reflect the diversity of our community and works toward these goals, among them:

PARKS AND PUBLIC SPACE

- Lead efforts to create the Downtown Providence Parks Network as a driver of economic development, tourism and the general health and wellbeing of our citizens.
- Advocate for increased public space maintenance, repairs, and improvements; pursue funds to dredge downtown rivers.
- Continue to revitalize Kennedy Plaza as a multi-functional civic square through the Downtown Providence Parks Conservancy.
- Increase positive use of public space through public programming, retail development, and infrastructure improvements.

DOWNTOWN PROVIDENCE PARKS CONSERVANCY (DPPC)

The Downtown Providence Parks Conservancy (DPPC), a program of the Providence Foundation, is a public-private partnership formed to preserve and revitalize Providence's historic downtown core by transforming it into a lively, cohesive, and prosperous economic and cultural center through the development and management of exceptional public spaces. Goals include:

- Creating pedestrian-friendly environment
- Improving RIPTA rider experience
- Bolstering Economic well-being
- Promoting arts and culture

Capital improvement projects have included restoration of the **General Burnside Monument** and **The Hiker Statue** and capital improvements in Kennedy Plaza and the adjoining parks. Fund-raising for phased restoration of the **Soldiers and Sailors Monument** was initiated prior to the pandemic.

RHODE ISLAND FOUNDATION (RIF)

Principal owner and occupant in the former Union Station terminal building.

MARSELLA DEVELOPMENT COMPANY (MDC)

Property Managers of 30, 36, 50, and 56 Exchange Terrace and the Central Terminal Building (formerly Union Station and now occupied by the Rhode Island Foundation), Union Station Parking Structure, Courtyard by Marriott hotel, and the Parcel One development site.

PROVIDENCE PRESERVATION SOCIETY (PPS)

PPS's mission is to improve Providence by advocating for historic preservation and the enhancement of the city's unique character through thoughtful design and planning. Its Planning and Architectural Review (PAR) Committee serves as the Society's primary planning and design review body. Through a cooperative design review process, PPS promotes a respect for the scale, rhythm, and patterns of urban development in Providence; a sensitivity to historic fabric, neighborhoods, and landscapes; and thoughtful and appropriate design to benefit the city culturally, economically, and environmentally.

PPS invites developers and designers to present projects to PAR at monthly meetings. This process includes input and dialogue on specific planning and design issues, and results in advice and expertise from a preservation perspective. Project teams receive a letter summarizing PAR's comments and recommendations, and a copy is often sent to respective commissions that will review the project and to neighborhood associations, elected officials, and other interested parties.

BICYCLE AND PEDESTRIAN ADVISORY COMMISSION (BPAC)

This commission is charged with serving as the **advisory** body to the Mayor, City Plan Commission, Department of Public Works, Department of Planning and Development, and the Office of Sustainability on matters pertaining to bicycling and walking in the City. The BPAC may also examine the need for bicycle and pedestrian transportation; promote programs and facilities for bicycles and pedestrians in this City; educate and inform the public and local official on bicycle and pedestrian issues; and perform

special studies and projects as requested by the City on bicycle and pedestrian questions, including reviewing development plans and site plans which may have a significant impact on bicycle and pedestrian transportation.

The BPAC may also facilitate citizen participation in consideration of matters involving bicycle and pedestrian questions; study changes in laws, regulations, and best practices concerning bicycle and pedestrian issues and advise the City with respect to such changes; promote intergovernmental and public/private cooperation and coordination on bicycle and pedestrian matters; and advise the public and the City on matters affecting the relationship between bicycle and pedestrian transportation and parks, schools, transit stops, and other major facilities.

The BPAC is also responsible for reviewing all significant street, sidewalk, or trail repair or construction projects in the City. As part of such review, the Commission reviews each project's level of compliance with the components of a Complete Street to ensure that the design improves facilities for all road users to the extent possible, and that it implements the elements of the City's Great Streets Plan and other planning and policy documents created by the City, where applicable.

The Department of Planning and Development provides administrative support to the BPAC.

DEPARTMENT OF ART CULTURE + TOURISM (ACT)

ACT Public Art is an initiative of the Department of Art Culture + Tourism. ACT Public Art channels the creative energy of the city manifesting it in a range of artwork and artists' projects that:

- * contribute to shaping the city's visual identity,
- * improve the quality of life for all residents, and
- * create opportunities for engagement, connectivity and community building.

The program has four trajectories: Landmark Artworks, Public Art Residencies, Temporary Projects, and Civic Infrastructure.

The department also administers the **Special Committee for Commemorative Works** which reviews and advises on proposals for changes to existing commemorative works (including historical statues and monuments) on city properties. See: https://artculturetourism.com/special-committee_faq/

Sources:
Web Sites;
Interviews with local officials

APPENDIX C: TROLLEY SHELTER OUTLINE SCOPE OF EXTERIOR WORK

RESTORATION OF HISTORIC TROLLEY SHELTER

The following scope of work reflects our preliminary recommendation for a comprehensive restoration and renovation of the Trolley Shelter, based on a cursory fabric survey, reviewing available historical documents, and our understanding of proposed changes in use under the current UVD concept.

We recommend that the north, west and south elevations of the building be restored as closely as possible to the original design. (The east side of the building will abut a new addition, or altered addition, as it has been over the last 20 years). The interior would be adapted as needed, but respectful of its historic character, such as it is. This scope of work would be updated during design development as more information becomes available through deep research and investigations.

OUTLINE SCOPE OF EXTERIOR WORK

1. Replacement of the metal roof with a new batten seam copper roof resembling the original design. The skylight in the canopy would be removed since it was not part of the original construction. Rebuilding of built-in gutters and rain leaders.
2. Cleaning and repointing of the granite stone piers.
3. Repairs and restoration of the wood cornice.
4. Replacement of the single door on the west elevation with new double out-swinging metal and glass doors to resemble the original. Doors would be fitted with tempered glass and appropriate hardware, including exit devices, weatherstripping, and closers.
5. Repairs and/or replacement of windows and fixed door panels on the north and south sides of the building.
6. Restoration of ornate metal work, including grillage and canopy brackets.
7. Painting of all previously painted surfaces.

APPENDIX D: SOLDIERS AND SAILORS MONUMENT OUTLINE SCOPE OF WORK

RELOCATION AND RESTORATION OF SOLDIERS AND SAILORS MONUMENT

The following scope of work outlines our preliminary recommendation for a comprehensive restoration of the Soldiers and Sailors Monument, based on a cursory visual survey, reviewing available historical documents, and our understanding of the proposed relocation of the monument under the current UVD concept. This scope of work would be updated during design development as more information becomes available through deep research and investigations.

OUTLINE SCOPE OF WORK

1. Careful dismantling of monument, piece by piece, by experienced trades under close supervision, for proper storage and reconstruction.
2. Careful removal of stone slabs surrounding the monument, including outer circle of radial stone slabs for possible relocation.
3. Construction of reinforced concrete foundation (on pilings, to be determined).
4. Reconstruction and restoration of monument by experienced trades under close supervision.
5. Restoration/reconstruction of missing components (such as cannonballs).
6. Restoration/refinishing of bronze plaques and statuary following appropriate historic preservation practices.
7. Provisions for lighting the monument.



UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES

PROVIDENCE, RI
UVD | PVD

Note: This summary presentation should be used in conjunction with the supplemental data letter, limitations and appendices, and must be read in its entirety for a comprehensive understanding of the items contained herein.

PURPOSE AND SCOPE

UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)

ARUP | RMA

SAGE | INNER TECH | FWE | NEI



PROJECT GOALS

- Identify the existing surface, subsurface and in-water conditions along the Riverwalk and Seawall
- Evaluate potential implications the observed conditions may have upon the existing and proposed structures and project area
- Provide preliminary geotechnical assessments and feasibility recommendations for the project areas
- Review and analyze historical data to provide similar preliminary recommendations for Kennedy Plaza and the area adjoining the two, designated as the “Connector” area.

This study is provided as part of an amendment to the existing contract with ARUP regarding the Unified Vision of Downtown Providence Public Spaces. The recommendations contained in this report are preliminary and based upon the results of field testing, engineering analyses, historical data, and our current understanding of the proposed improvements.

PROJECT SCOPE

RMA Environmental (RMA)

- GeoEnvironmental Engineering
- Waterfront Engineering
- Project coordination

SAGE EnviroTech Drilling Services (SAGE)

- Geotechnical and Environmental Drilling
- Laboratory Coordination

Inner Tech Marine Services and First Water Engineering

- Perform a visual and tactile inspection of river walls from within river.

Narragansett Engineering (NEI)

- Survey and UAV imagery

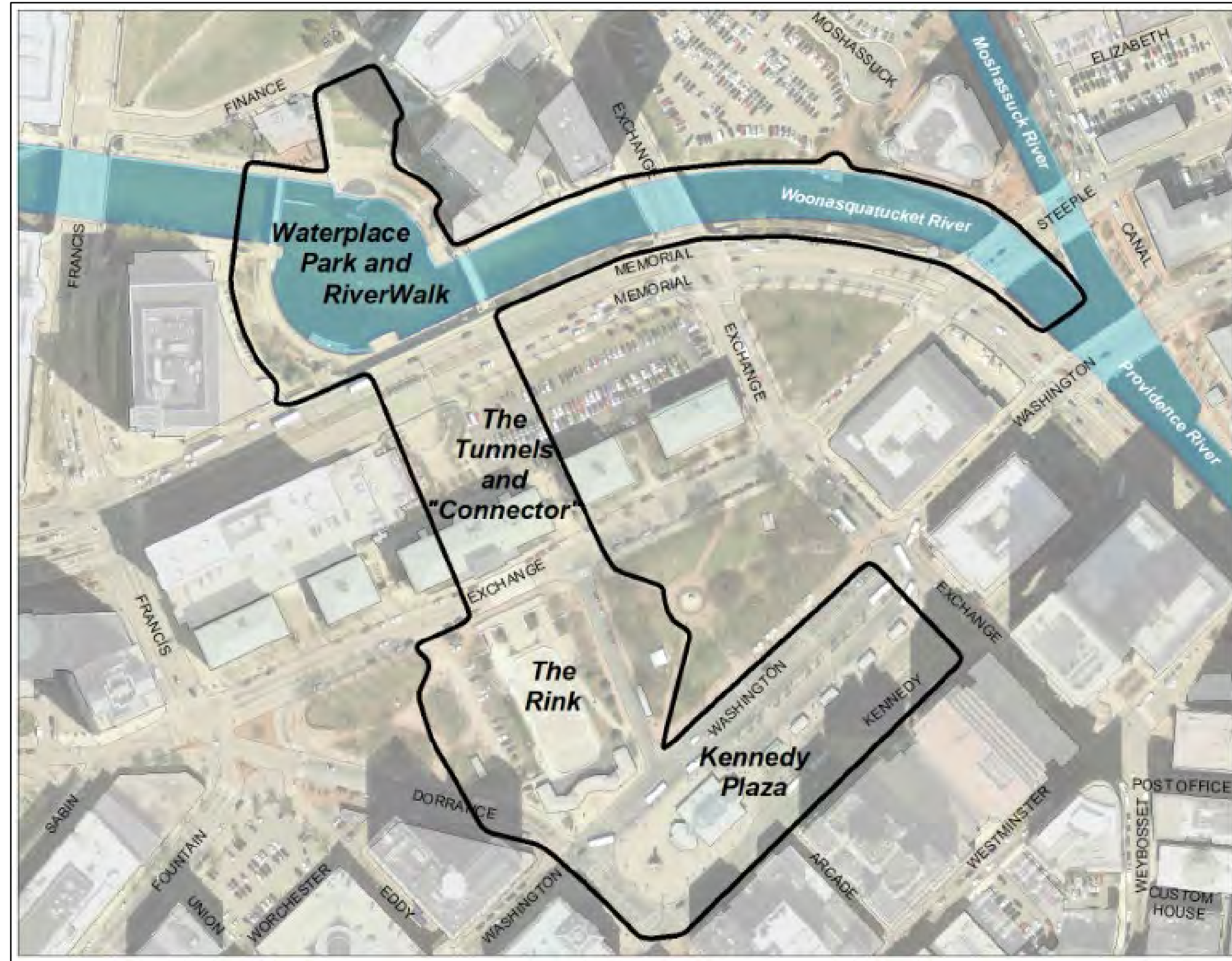


STUDY AREA AND BACKGROUND MAPS

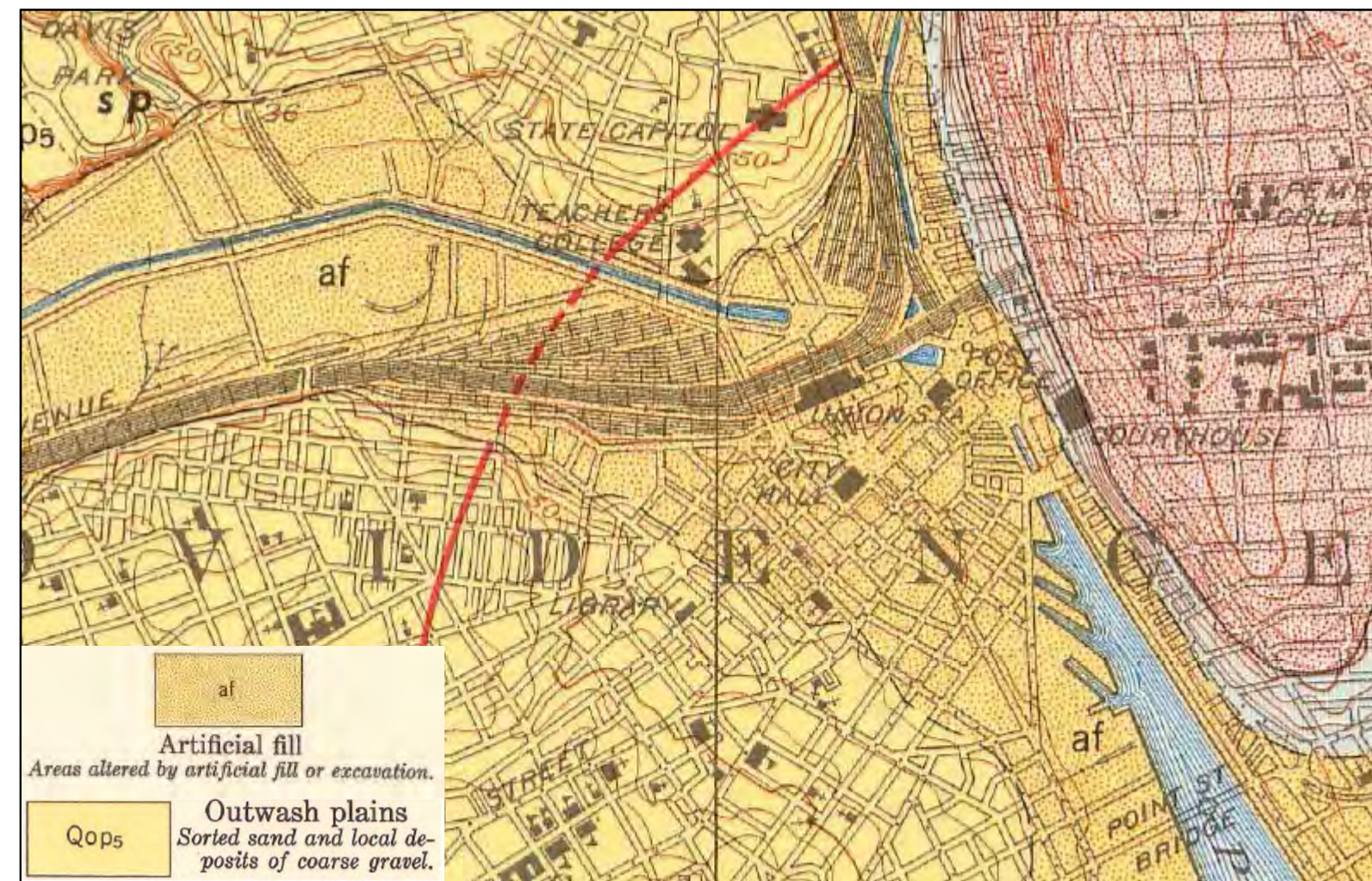
UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)

ARUP | RMA

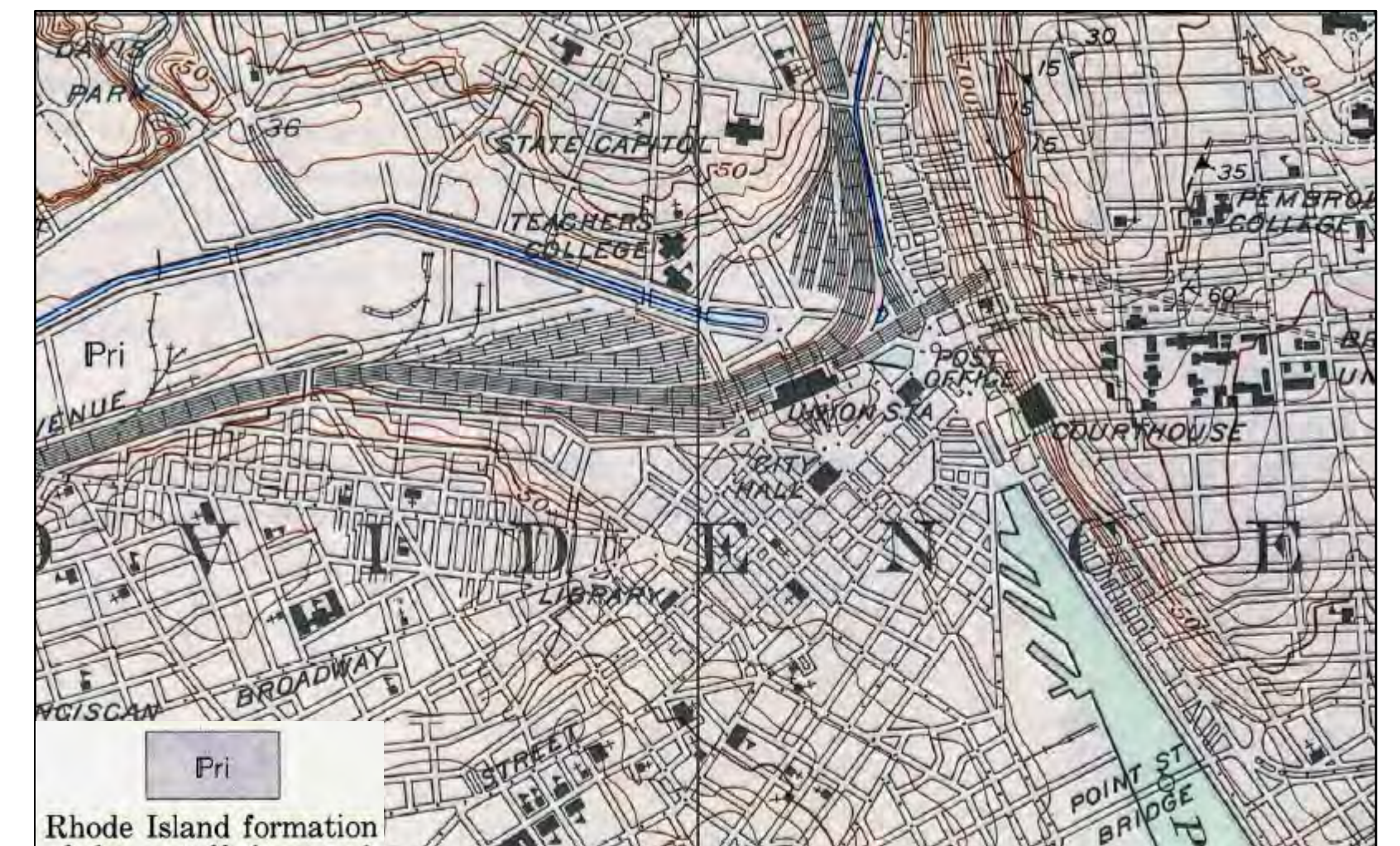
SAGE | INNER TECH | FWE | NEI



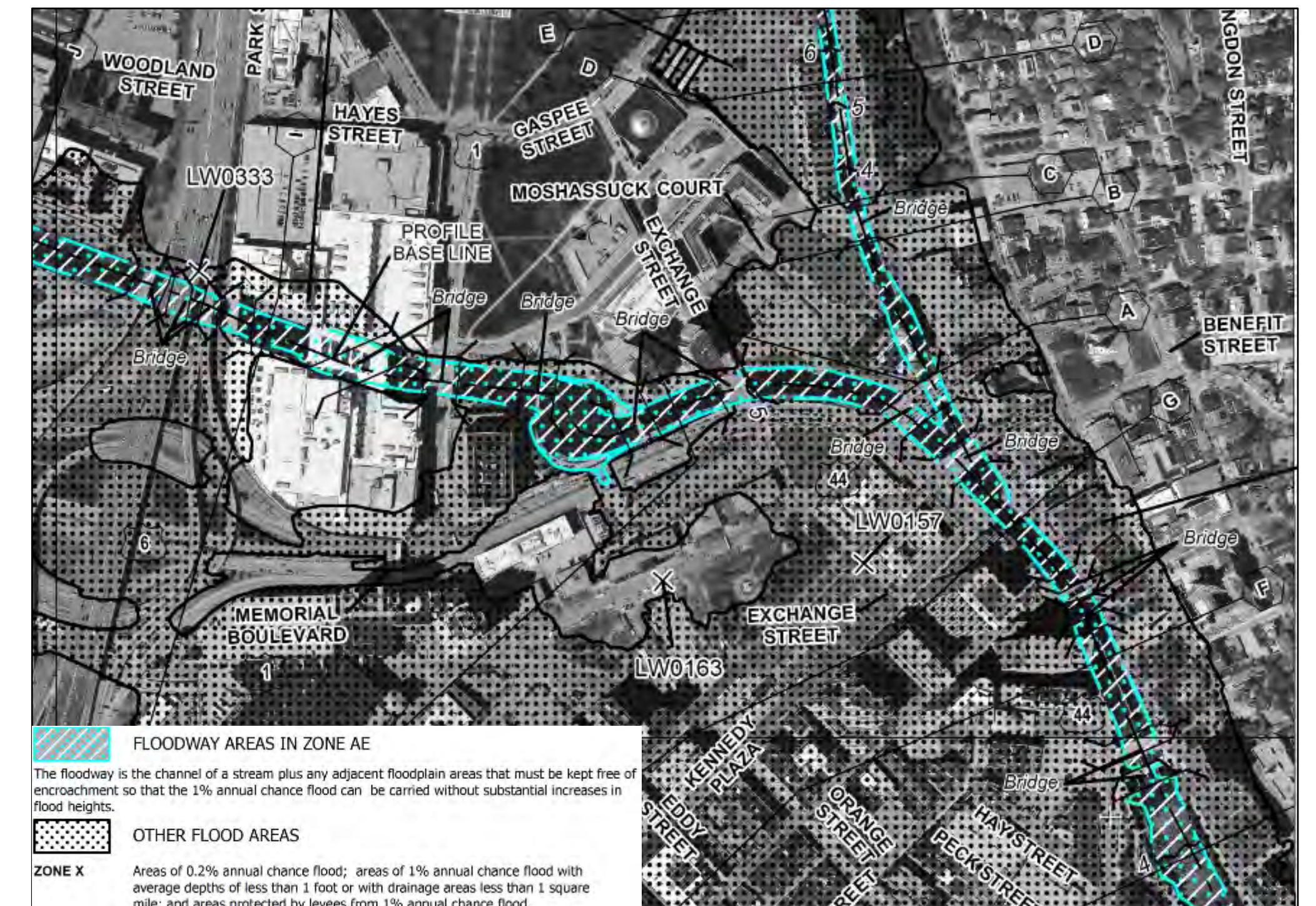
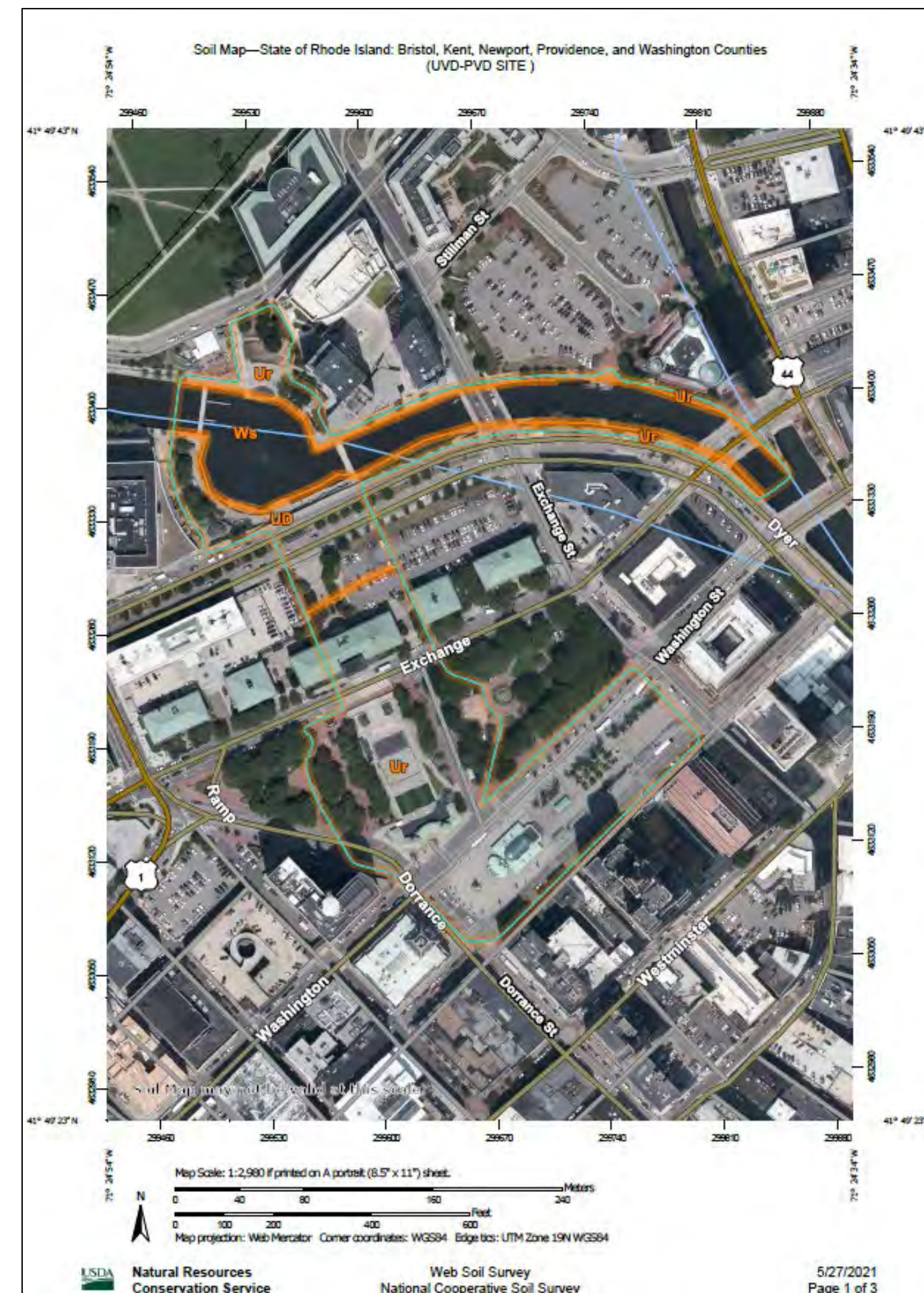
0 50 100 200 Feet



SURFICIAL SOIL MAP

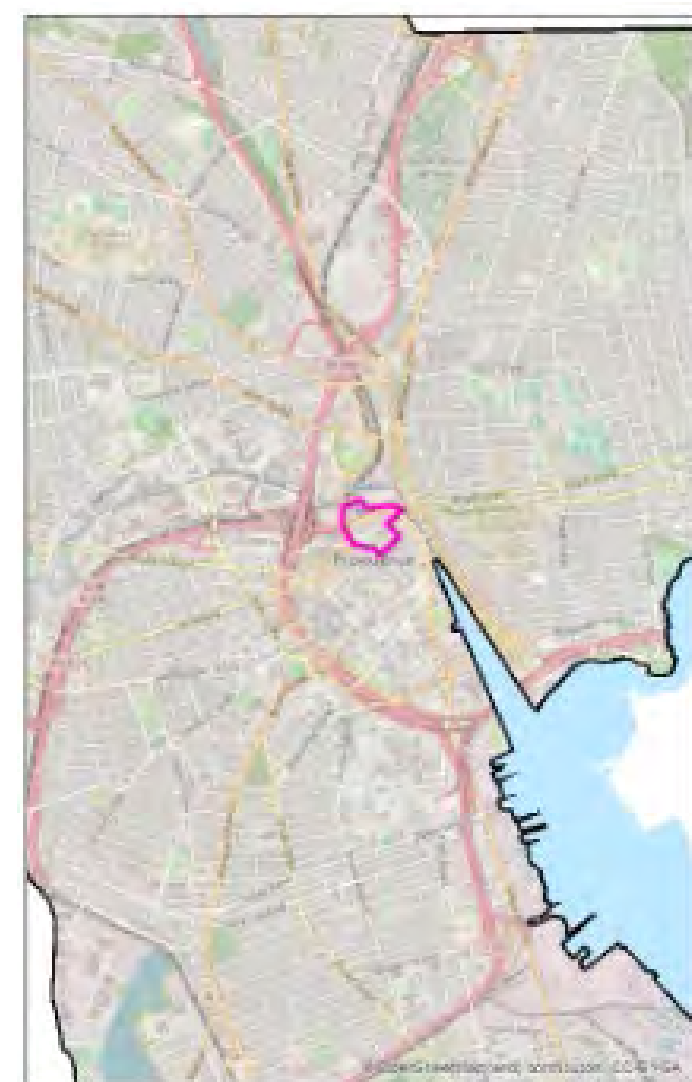


BEDROCK MAP



FEMA FLOOD INSURANCE RATE MAP

44007C0308J



PROVIDENCE LOCUS MAP



RHODE ISLAND LOCUS MAP

HISTORIC DATA

UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)

ARUP | RMA

SAGE | INNER TECH | FWE | NEI



GUILD DRILLING CO., INC. SHEET 1 OF 3
 100 WATER STREET EAST PROVIDENCE, R.I. DATE: 02-23-21
 PROJECT NAME: Capital Center Project ADDRESS: PROVIDENCE, RI
 REPORT SENT TO: ABOVE LOCATION: PROVIDENCE, RI
 PROJ. NO.: 3252 SURF. ELEV.: 9.9 (2)
 OUR JOB NO.: 3252

GROUND WATER OBSERVATIONS: Rods: AM CASING: S/S SAMPLER: CORE BAR: START: 8/23/20
 Type: 4" 1-3/8" COMPLETE: 22/20/20
 Size ID: 300P TOTAL HRS: 10W
 Hammer: 20" BIT BORING FOREMAN: P. STEVENS
 Inspector: K. SHANKLIN
 SOILS ENGR: _____

LOCATION OF BORING: [Table with columns: Casing, Sample, Type, Blows per 6", Measure, Splice, SOL IDENTIFICATION, SAMPLE]

GROUND SURFACE TO: 10' USED: CASING: THEN 2 1/2" & roller bit to 14'6"
 Summary: 10' Dry Cased & Annealed, 10' Unannealed
 Proportions Used: 100% W/Silt, 0% M/Sand, 0% V-Dense
 HOLE NO: C-2-23

GUILD DRILLING CO., INC. SHEET 2 OF 3
 100 WATER STREET EAST PROVIDENCE, R.I. DATE: 02-23-21
 PROJECT NAME: Capital Center Project ADDRESS: PROVIDENCE, RI
 REPORT SENT TO: ABOVE LOCATION: PROVIDENCE, RI
 PROJ. NO.: 3252 SURF. ELEV.: 9.9 (2)
 OUR JOB NO.: 3252

GROUND WATER OBSERVATIONS: Rods: AM CASING: S/S SAMPLER: CORE BAR: START: 8/23/20
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 Size ID: 300P TOTAL HRS: 10W
 Hammer: 20" BIT BORING FOREMAN: P. STEVENS
 Inspector: K. SHANKLIN
 SOILS ENGR: _____

LOCATION OF BORING: [Table with columns: Casing, Sample, Type, Blows per 6", Measure, Splice, SOL IDENTIFICATION, SAMPLE]

GROUND SURFACE TO: 11' USED: CASING: THEN 2 1/2" & roller bit to 14'6"
 Summary: 11' Dry Cased & Annealed, 11' Unannealed
 Proportions Used: 100% W/Silt, 0% M/Sand, 0% V-Dense
 HOLE NO: C-2-23

GUILD DRILLING CO., INC. SHEET 3 OF 3
 100 WATER STREET EAST PROVIDENCE, R.I. DATE: 02-23-21
 PROJECT NAME: Capital Center Project ADDRESS: PROVIDENCE, RI
 REPORT SENT TO: ABOVE LOCATION: PROVIDENCE, RI
 PROJ. NO.: 3252 SURF. ELEV.: 9.9 (2)
 OUR JOB NO.: 3252

GROUND WATER OBSERVATIONS: Rods: AM CASING: S/S SAMPLER: CORE BAR: START: 8/23/20
 Type: 4" 1-3/8" COMPLETE: 22/20/20
 Size ID: 300P TOTAL HRS: 10W
 Hammer: 20" BIT BORING FOREMAN: P. STEVENS
 Inspector: K. SHANKLIN
 SOILS ENGR: _____

LOCATION OF BORING: [Table with columns: Casing, Sample, Type, Blows per 6", Measure, Splice, SOL IDENTIFICATION, SAMPLE]

GROUND SURFACE TO: 10' USED: CASING: THEN 2 1/2" & roller bit to 14'6"
 Summary: 10' Dry Cased & Annealed, 10' Unannealed
 Proportions Used: 100% W/Silt, 0% M/Sand, 0% V-Dense
 HOLE NO: C-2-23

GUILD DRILLING CO., INC. SHEET 1 OF 3
 100 WATER STREET EAST PROVIDENCE, R.I. DATE: 02-23-21
 PROJECT NAME: Capital Center Project ADDRESS: PROVIDENCE, RI
 REPORT SENT TO: ABOVE LOCATION: PROVIDENCE, RI
 PROJ. NO.: 3252 SURF. ELEV.: 9.9 (2)
 OUR JOB NO.: 3252

GROUND WATER OBSERVATIONS: Rods: AM CASING: S/S SAMPLER: CORE BAR: START: 11/29/20
 Type: 4" 1-3/8" COMPLETE: 11/11/21
 Size ID: 300P TOTAL HRS: 10W
 Hammer: 20" BIT BORING FOREMAN: P. STEVENS
 Inspector: K. SHANKLIN
 SOILS ENGR: _____

LOCATION OF BORING: [Table with columns: Casing, Sample, Type, Blows per 6", Measure, Splice, SOL IDENTIFICATION, SAMPLE]

GROUND SURFACE TO: 32' USED: CASING: THEN 3" to 7 1/2" - Rod to 30' 2"
 Summary: 32' Dry Cased & Annealed, 32' Unannealed
 Proportions Used: 100% W/Silt, 0% M/Sand, 0% V-Dense
 HOLE NO: C-2-6

GUILD DRILLING CO., INC. SHEET 2 OF 3
 100 WATER STREET EAST PROVIDENCE, R.I. DATE: 02-23-21
 PROJECT NAME: Capital Center Project ADDRESS: PROVIDENCE, RI
 REPORT SENT TO: ABOVE LOCATION: PROVIDENCE, RI
 PROJ. NO.: 3252 SURF. ELEV.: 9.9 (2)
 OUR JOB NO.: 3252

GROUND WATER OBSERVATIONS: Rods: AM CASING: S/S SAMPLER: CORE BAR: START: 11/29/20
 Type: 4" 1-3/8" COMPLETE: 11/11/21
 Size ID: 300P TOTAL HRS: 10W
 Hammer: 20" BIT BORING FOREMAN: P. STEVENS
 Inspector: K. SHANKLIN
 SOILS ENGR: _____

LOCATION OF BORING: [Table with columns: Casing, Sample, Type, Blows per 6", Measure, Splice, SOL IDENTIFICATION, SAMPLE]

GROUND SURFACE TO: 32' USED: CASING: THEN 3" to 7 1/2" - Rod to 30' 2"
 Summary: 32' Dry Cased & Annealed, 32' Unannealed
 Proportions Used: 100% W/Silt, 0% M/Sand, 0% V-Dense
 HOLE NO: C-2-6

GUILD DRILLING CO., INC. SHEET 3 OF 3
 100 WATER STREET EAST PROVIDENCE, R.I. DATE: 02-23-21
 PROJECT NAME: Capital Center Project ADDRESS: PROVIDENCE, RI
 REPORT SENT TO: ABOVE LOCATION: PROVIDENCE, RI
 PROJ. NO.: 3252 SURF. ELEV.: 9.9 (2)
 OUR JOB NO.: 3252

GROUND WATER OBSERVATIONS: Rods: AM CASING: S/S SAMPLER: CORE BAR: START: 11/29/20
 Type: 4" 1-3/8" COMPLETE: 11/11/21
 Size ID: 300P TOTAL HRS: 10W
 Hammer: 20" BIT BORING FOREMAN: P. STEVENS
 Inspector: K. SHANKLIN
 SOILS ENGR: _____

LOCATION OF BORING: [Table with columns: Casing, Sample, Type, Blows per 6", Measure, Splice, SOL IDENTIFICATION, SAMPLE]

GROUND SURFACE TO: 32' USED: CASING: THEN 3" to 7 1/2" - Rod to 30' 2"
 Summary: 32' Dry Cased & Annealed, 32' Unannealed
 Proportions Used: 100% W/Silt, 0% M/Sand, 0% V-Dense
 HOLE NO: C-2-6

Pro. 269. United States Post Office Department. Test hole 15. Parcel Post Building, Exchange Street. (F-6). Driven by Raymond Concrete Pile Co., Gow Division, in February 1937. Altitude of land surface about 11 feet above sea level. Driller's log.

	Thickness (Feet)	Depth (Feet)
Fill, sand and gravel	16	16
Sand, silty, and shells	15	31
Sand, dirty, and fine gravel	5	36
Sand, hard, gravel, and boulders	3	39
Sand, hard, gravel, little clay	26	65
Refusal, at		65

Twenty test holes were driven, Pro. 251 to Pro. 270, and one test pit dug, Pro. 271, on this property. The log of test hole, Pro. 269, is representative.

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ARUP | RMA

SAGE | INNER TECH | FWE | NEI



GUILD DRILLING CO., INC. SHEET 1 of 2
 100 WATER STREET EAST PROVIDENCE, R.I.
 PROJECT NAME: Exchange Terrace Bridge LOCATION: Providence, R.I.
 REPORT SENT TO: Above PROJ. NO.: 89-126 SURF. ELEV.: 7.3.1
 SAMPLES SENT TO: D&R JOB NO.: 89-126

DATE: 8-2
 HOLE NO.: B-2
 LINE & STA. OFFSET: SURF. ELEV.: 7.3.1

GROUND WATER OBSERVATIONS: Casing, Sampler, Core Bar, Start, Complete, Total Hrs. Boring Foreman, Inspector, Sole Eng'r.

LOCATION OF BORING: Table with columns for Depth, Casing, Sample Depth, Type of Sampler, Blow per ft, Moisture, Stress Change, SOIL IDENTIFICATION, and Sample No. Rec.

GROUND SURFACE TO: USED, CASING, THEN. Proportions Used, HOLE NO. B-2

GUILD DRILLING CO., INC. SHEET 2 of 2
 100 WATER STREET EAST PROVIDENCE, R.I.
 PROJECT NAME: Exchange Terrace Bridge LOCATION: Providence, R.I.
 REPORT SENT TO: Above PROJ. NO.: 89-126 SURF. ELEV.: 7.3.1
 SAMPLES SENT TO: D&R JOB NO.: 89-126

DATE: 8-2
 HOLE NO.: B-2
 LINE & STA. OFFSET: SURF. ELEV.: 7.3.1

GROUND WATER OBSERVATIONS: Casing, Sampler, Core Bar, Start, Complete, Total Hrs. Boring Foreman, Inspector, Sole Eng'r.

LOCATION OF BORING: Table with columns for Depth, Casing, Sample Depth, Type of Sampler, Blow per ft, Moisture, Stress Change, SOIL IDENTIFICATION, and Sample No. Rec.

GROUND SURFACE TO: USED, CASING, THEN. Proportions Used, HOLE NO. B-2

GUILD DRILLING CO., INC. SHEET 1 of 3
 100 WATER STREET EAST PROVIDENCE, R.I.
 PROJECT NAME: Exchange Terrace Bridge LOCATION: Providence, R.I.
 REPORT SENT TO: Above PROJ. NO.: 89-126 SURF. ELEV.: 7.3.1
 SAMPLES SENT TO: D&R JOB NO.: 89-126

DATE: 8-2
 HOLE NO.: WHW-5
 LINE & STA. OFFSET: SURF. ELEV.: 7.3.1

GROUND WATER OBSERVATIONS: Casing, Sampler, Core Bar, Start, Complete, Total Hrs. Boring Foreman, Inspector, Sole Eng'r.

LOCATION OF BORING: Table with columns for Depth, Casing, Sample Depth, Type of Sampler, Blow per ft, Moisture, Stress Change, SOIL IDENTIFICATION, and Sample No. Rec.

GROUND SURFACE TO: USED, CASING, THEN. Proportions Used, HOLE NO. WHW-5

GUILD DRILLING CO., INC. SHEET 2 of 3
 100 WATER STREET EAST PROVIDENCE, R.I.
 PROJECT NAME: Exchange Terrace Bridge LOCATION: Providence, R.I.
 REPORT SENT TO: Above PROJ. NO.: 89-126 SURF. ELEV.: 7.3.1
 SAMPLES SENT TO: D&R JOB NO.: 89-126

DATE: 8-2
 HOLE NO.: WHW-5
 LINE & STA. OFFSET: SURF. ELEV.: 7.3.1

GROUND WATER OBSERVATIONS: Casing, Sampler, Core Bar, Start, Complete, Total Hrs. Boring Foreman, Inspector, Sole Eng'r.

LOCATION OF BORING: Table with columns for Depth, Casing, Sample Depth, Type of Sampler, Blow per ft, Moisture, Stress Change, SOIL IDENTIFICATION, and Sample No. Rec.

GROUND SURFACE TO: USED, CASING, THEN. Proportions Used, HOLE NO. WHW-5

GUILD DRILLING CO., INC. SHEET 3 of 3
 100 WATER STREET EAST PROVIDENCE, R.I.
 PROJECT NAME: Exchange Terrace Bridge LOCATION: Providence, R.I.
 REPORT SENT TO: Above PROJ. NO.: 89-126 SURF. ELEV.: 7.3.1
 SAMPLES SENT TO: D&R JOB NO.: 89-126

DATE: 8-2
 HOLE NO.: WHW-5
 LINE & STA. OFFSET: SURF. ELEV.: 7.3.1

GROUND WATER OBSERVATIONS: Casing, Sampler, Core Bar, Start, Complete, Total Hrs. Boring Foreman, Inspector, Sole Eng'r.

LOCATION OF BORING: Table with columns for Depth, Casing, Sample Depth, Type of Sampler, Blow per ft, Moisture, Stress Change, SOIL IDENTIFICATION, and Sample No. Rec.

GROUND SURFACE TO: USED, CASING, THEN. Proportions Used, HOLE NO. WHW-5

GUILD DRILLING CO., INC. SHEET 1 of 2
 100 WATER STREET EAST PROVIDENCE, R.I.
 PROJECT NAME: Exchange Terrace Bridge LOCATION: Providence, R.I.
 REPORT SENT TO: Above PROJ. NO.: 89-126 SURF. ELEV.: 7.3.1
 SAMPLES SENT TO: D&R JOB NO.: 89-126

DATE: 8-2
 HOLE NO.: B-1
 LINE & STA. OFFSET: SURF. ELEV.: 7.3.1

GROUND WATER OBSERVATIONS: Casing, Sampler, Core Bar, Start, Complete, Total Hrs. Boring Foreman, Inspector, Sole Eng'r.

LOCATION OF BORING: Table with columns for Depth, Casing, Sample Depth, Type of Sampler, Blow per ft, Moisture, Stress Change, SOIL IDENTIFICATION, and Sample No. Rec.

GROUND SURFACE TO: USED, CASING, THEN. Proportions Used, HOLE NO. B-1

GUILD DRILLING CO., INC. SHEET 2 of 2
 100 WATER STREET EAST PROVIDENCE, R.I.
 PROJECT NAME: Exchange Terrace Bridge LOCATION: Providence, R.I.
 REPORT SENT TO: Above PROJ. NO.: 89-126 SURF. ELEV.: 7.3.1
 SAMPLES SENT TO: D&R JOB NO.: 89-126

DATE: 8-2
 HOLE NO.: B-1
 LINE & STA. OFFSET: SURF. ELEV.: 7.3.1

GROUND WATER OBSERVATIONS: Casing, Sampler, Core Bar, Start, Complete, Total Hrs. Boring Foreman, Inspector, Sole Eng'r.

LOCATION OF BORING: Table with columns for Depth, Casing, Sample Depth, Type of Sampler, Blow per ft, Moisture, Stress Change, SOIL IDENTIFICATION, and Sample No. Rec.

GROUND SURFACE TO: USED, CASING, THEN. Proportions Used, HOLE NO. B-1

WATERPLACE PARK AND RIVERWALK SUBSURFACE EXPLORATION

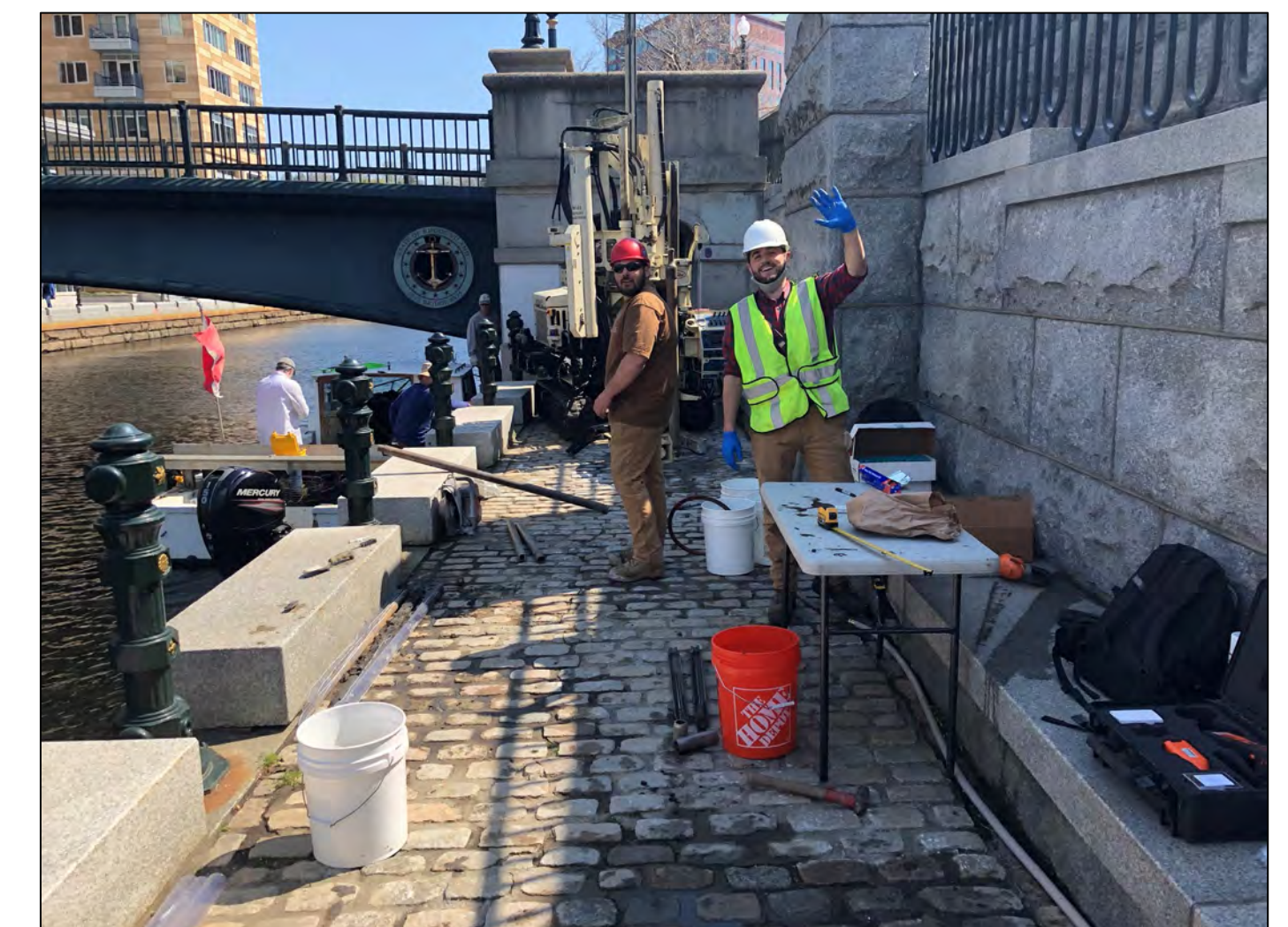
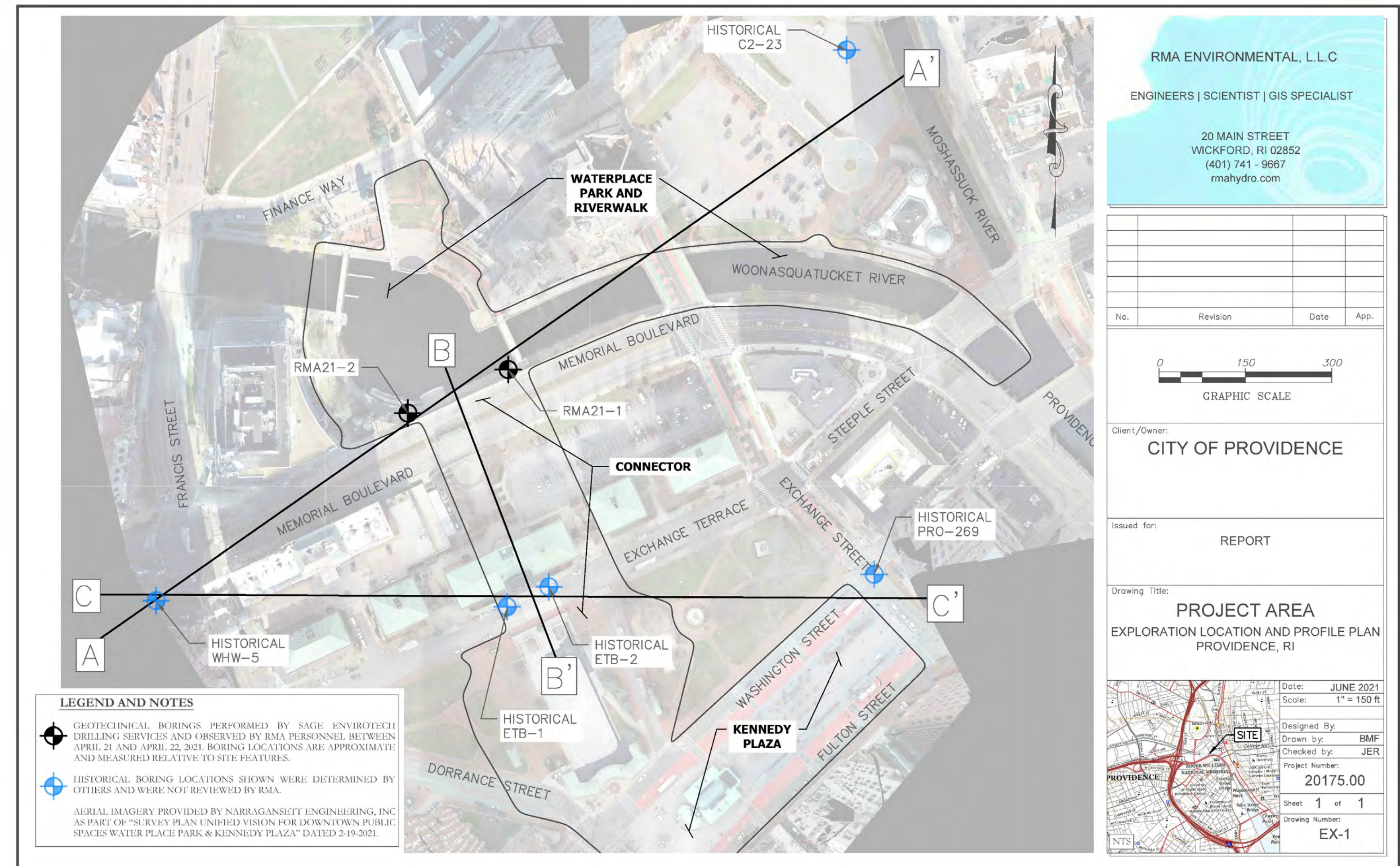
UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)

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A geotechnical subsurface exploration program consisting of two (2) borings (RMA21-1 and RMA21-2), was undertaken to provide preliminary geotechnical feasibility recommendations for the proposed improvements along the Riverwalk, which are understood to reportedly include raised cantilevered walkways and a new pedestrian bridge, formerly referred to as the “Connector.” Concurrently with the geotechnical exploration, an environmental evaluation was conducted on the Site’s soil within the respective borings. The purpose of this evaluation is to assess the construction integrity and subsurface conditions of the seawall and supporting soil beneath the Riverwalk and assess environmental contamination parameters through field screening techniques and laboratory analyses.

The subsurface exploration program was performed by SAGE EnviroTech Drilling Services of Pawtucket, Rhode Island and observed by RMA personnel between April 21 and 22, 2021.

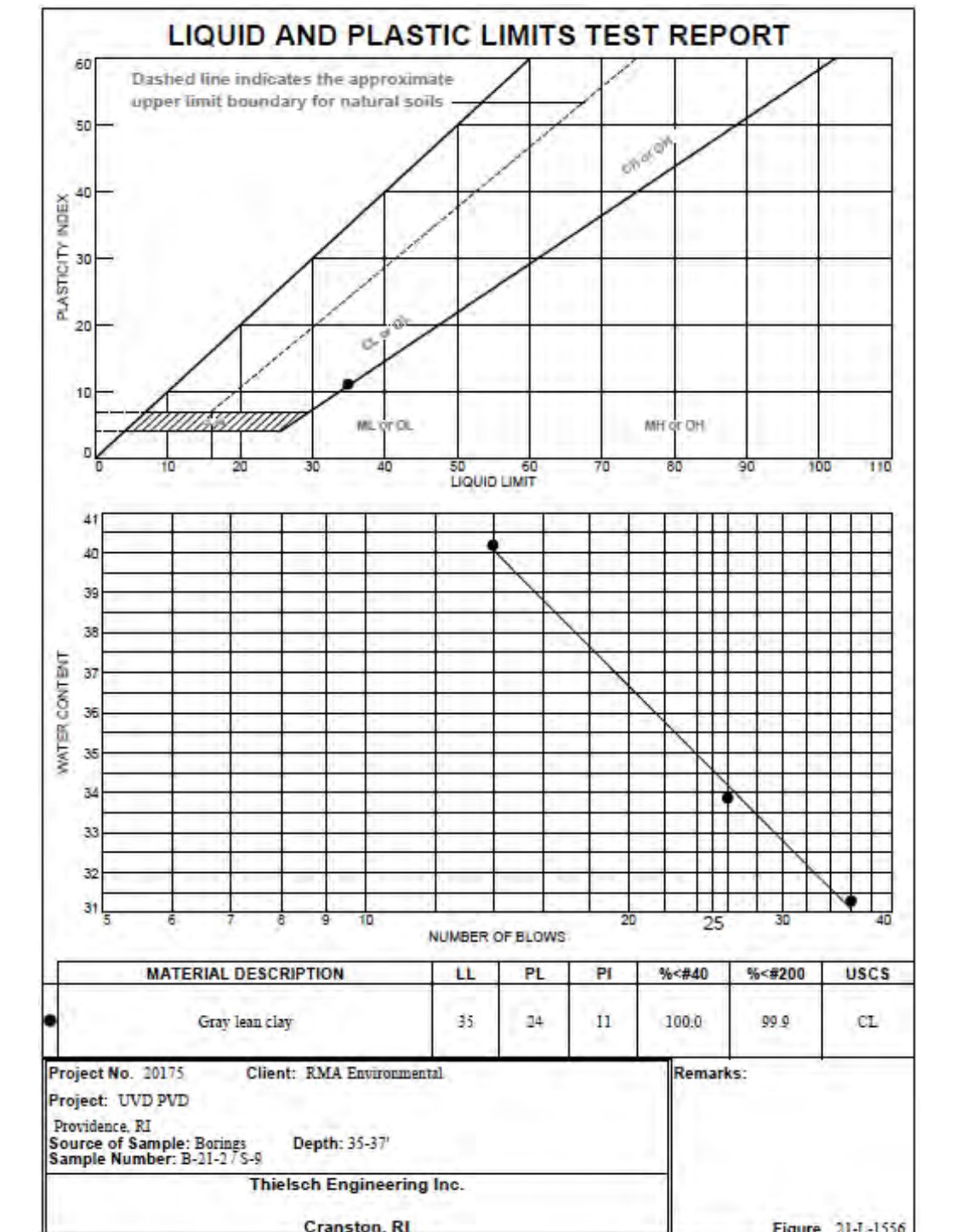
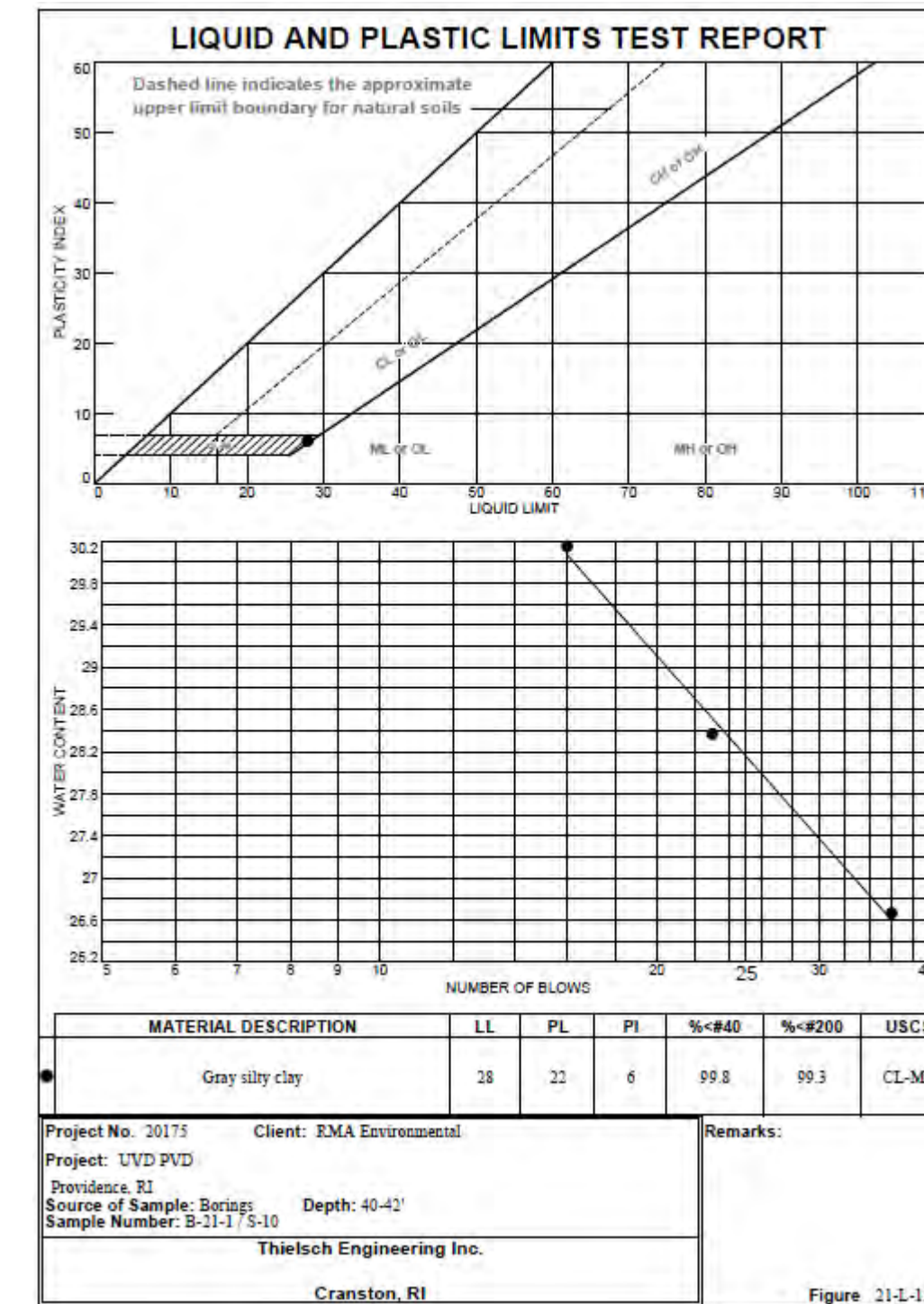


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- **Fill** – typically consisted of moist to wet, grey, Silty Sand (SM) to Well-Graded Sand with Silt and Gravel (SW-SM). The relative abundance of silt and gravel varied throughout the layer. Standard Penetration Tests performed in this stratum typically indicate a loose density.
- **Estuarine** – typically consisted of wet, grey to black, Organic Silt (OH) to Sandy Silt (ML). Standard Penetration Tests performed in this stratum typically indicate a very loose density.
- **Alluvial** – typically consisted of wet, tan to grey, Silty Sand (SM) to Silty Sand with Gravel (SM). Standard Penetration Tests performed in this stratum typically indicate a medium dense density.
- **Glaciolacustrine** – typically consisted of wet, grey, Silt (ML) to Clayey Silt (ML-CL). Standard Penetration Tests performed in this stratum typically indicate a medium dense or stiff density but may vary to very soft or loose depending on the cohesion, or clay content, of the sample. This layer was not uniform.
- **Glacial** – typically consisted of wet, grey, Silty fine Sand (SM). Standard Penetration Tests performed in this stratum typically indicate a dense density.



RMA ENVIRONMENTAL LLC		RMA ENVIRONMENTAL LLC	
ENGINEERS		SCIENTISTS	
PROJECT UNIFIED VISION OF DOWNTOWN PROVIDENCE WATERPLACE PARK AND RIVERWALK, PROVIDENCE, RI		PROJECT NO. 20175.00	
CHECKED BY JER		SHEET 1 OF 2	
BORING NO. RMA-21-1	DATE 2017/5/00	BORING LOCATION 20 MAIN STREET, WICKFORD, RHODE ISLAND 02852	SEE EXPLORATION LOCATION PLAN
FOREMAN STEVE PERRY	DATE START 4/22/2021	GROUND SURFACE ELEVATION 4.8	DATUM NAVD83
ENGINEER BRANDON FOLANSBEE	DATE END 4/21/2021		
SAMPLER: UNLESS OTHERWISE NOTED, SAMPLER CONSISTS OF A 2" SPLIT SPOON DRIVEN USING A 140 LB. HAMMER FALLING 30 IN.		GROUNDWATER READINGS	
CASING: UNLESS OTHERWISE NOTED, CASING DRIVEN USING 300 LB. HAMMER FALLING 24 IN.		DATE TIME WATER AT CASING AT STABILIZATION TIME	
CASING SIZE: 3.25"		EOR (Tide)	
		river level lgs	

SAMPLE				SAMPLE DESCRIPTION		STRATUM DESCRIPTION	
DEPTH (FT)	PEN (N/Y REC)	DEPTH (FT)	BLOWSP*	BLURMETER	CLASSIFICATION	REMARKS	
1	S-1 24 13	0-2	3	3	Loose	moist, brown, FIC SAND, little to trace Sil, trace Gravel	2
2	S-2 24 5	2-4	2	1	V. Loose	wet, grey, FIC SAND, some to little Sil, trace Gravel	
3							3
4	S-3 24 6	4-6	2	2	Loose	wet, grey to dk brn, FIC SAND, little Sil and Gravel, trace debris (wood), (organic odor)	
5							4
6							
7							5
8							
9							6
10	S-4 24 6	10-12	2	1	V. Loose	wet, grey to black, organic SILT and FIC Sand, trace wood	
11							7
12							
13							8
14							
15							9
16	S-5 24 5	15-17	1	1	V. Loose	wet, grey, F/M SAND and SILT, trace Clay	
17							10
18							
19							11
20							
21	S-6 24 7	20-22	9	8	M. Dense	wet, grey, M/C SAND and Gravel, little SILT	12
22							
23							13
24							
25							14
26	S-7 24 10	25-27	3	2	Loose	wet, light grey, FIC SAND, little Sil, trace Gravel	
27							15
28							
29							16
30							
31	S-8 24 12	30-32	3	3	M. Stiff	wet, grey, varved SILT, little Clay	17
32							

REMARKS:			
1. Automatic Hammer / Geoprobe Hammer for Casing			
2. Continuous SS sampling to 6 feet, then switch to 5 ft intervals with dual tube			
3. PID measurements collected from MC-5 liner in 5 ft intervals			
Macro notes recorded between SS intervals			
*Boring began below 6" cobblestone paver			
*Water head maintained below water table			

GRANULAR SOILS		COHESIVE SOILS		REMARKS:	
BLOWSP*	DENSITY	BLOWSP*	DENSITY	4 Dual tube to 50 ft:	
0-4	V. LOOSE	-2	V. SOFT	TRACE 0 - 10%	
4-10	LOOSE	2-4	SOFT	LITTLE 10 - 20%	
10-30	M.DENSE	4-8	M. STIFF	SOME 20 - 35%	
30-50	DENSE	8-15	STIFF	AND 35 - 50%	
>50	V.DENSE	15-30	V. STIFF	AND PERCENT BY WEIGHT	
		>30	HARD		

NOTES: 1) THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES. TRANSITIONS MAY BE GRADUAL.
 2) WATER LEVEL READINGS HAVE BEEN MADE IN THE DRILL HOLES AT TIMES AND UNDER CONDITIONS STATED ON THESE PRESENT AT THE TIME MEASUREMENTS WERE MADE.
 3) THE GROUND SURFACE ELEVATION HAS BEEN INTERPOLATED TO THE NEAREST 10 FOOT BASED ON A SURVEY TITLED "SURVEY PLAN WATERPLACE 2" PREPARED BY NARRAGANSETT ENGINEERING, INC. ON 3/20/2021.
 BORING NO. RMA-21-1

RMA ENVIRONMENTAL LLC		RMA ENVIRONMENTAL LLC	
ENGINEERS		SCIENTISTS	
PROJECT UNIFIED VISION OF DOWNTOWN PROVIDENCE WATERPLACE PARK AND RIVERWALK, PROVIDENCE, RI		PROJECT NO. 20175.00	
CHECKED BY JER		SHEET 2 OF 2	
BORING NO. RMA-21-1	DATE 2017/5/00	BORING LOCATION 20 MAIN STREET, WICKFORD, RHODE ISLAND 02852	SEE EXPLORATION LOCATION PLAN
FOREMAN STEVE PERRY	DATE START 4/22/2021	GROUND SURFACE ELEVATION 4.8	DATUM NAVD83
ENGINEER BRANDON FOLANSBEE	DATE END 4/21/2021		
SAMPLER: UNLESS OTHERWISE NOTED, SAMPLER CONSISTS OF A 2" SPLIT SPOON DRIVEN USING A 140 LB. HAMMER FALLING 30 IN.		GROUNDWATER READINGS	
CASING: UNLESS OTHERWISE NOTED, CASING DRIVEN USING 300 LB. HAMMER FALLING 24 IN.		DATE TIME WATER AT CASING AT STABILIZATION TIME	
CASING SIZE: 3.25"		EOR (Tide)	
		river level lgs	

SAMPLE				SAMPLE DESCRIPTION		STRATUM DESCRIPTION	
DEPTH (FT)	PEN (N/Y REC)	DEPTH (FT)	BLOWSP*	BLURMETER	CLASSIFICATION	REMARKS	
33							18
34							
35	S-9 24 15	35-37	3	6	Stiff	wet, grey, varved SILT, little to trace Clay	19
36							
37							20
38							
39							21
40	S-10 24 11	40-42	6	7	Stiff	wet, grey, varved SILT, little Clay	
41							22
42							
43							23
44							
45							24
46							
47							25
48							
49							26
50	S-11 24 10	50-52	6	5	Stiff	wet, grey, varved SILT, little Clay	
51							27
52							
53							28
54							
55							29
56	S-12 24 12	55-57	13	14	Dense	wet, grey, F SAND and SILT, little Gravel, trace C Sand and Clay	
57							30
58							
59							31
60	S-13 24 14	60-62	28	17	Dense	wet, grey, F SAND and SILT, little Gravel, trace C Sand and Clay	
61							32
62							
63							33
64							
65							34
66							
67							35
68							
69							36
70							
71							37
72							
73							38
74							

REMARKS:			
1. Automatic Hammer / Geoprobe Hammer for Casing			
2. Continuous SS sampling to 6 feet, then switch to 5 ft intervals with dual tube			
3. PID measurements collected from MC-5 liner in 5 ft intervals			
Macro notes recorded between SS intervals			
*Boring began below 6" cobblestone paver			
*Water head maintained below water table			

GRANULAR SOILS		COHESIVE SOILS		REMARKS:	
BLOWSP*	DENSITY	BLOWSP*	DENSITY	4 Dual tube to 50 ft:	
0-4	V. LOOSE	-2	V. SOFT	TRACE 0 - 10%	
4-10	LOOSE	2-4	SOFT	LITTLE 10 - 20%	
10-30	M.DENSE	4-8	M. STIFF	SOME 20 - 35%	
30-50	DENSE	8-15	STIFF	AND 35 - 50%	
>50	V.DENSE	15-30	V. STIFF	AND PERCENT BY WEIGHT	
		>30	HARD		

NOTES: 1) THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES. TRANSITIONS MAY BE GRADUAL.
 2) WATER LEVEL READINGS HAVE BEEN MADE IN THE DRILL HOLES AT TIMES AND UNDER CONDITIONS STATED ON THESE PRESENT AT THE TIME MEASUREMENTS WERE MADE.
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 BORING NO. RMA-21-1

RMA ENVIRONMENTAL LLC		RMA ENVIRONMENTAL LLC	
ENGINEERS		SCIENTISTS	
PROJECT UNIFIED VISION OF DOWNTOWN PROVIDENCE WATERPLACE PARK AND RIVERWALK, PROVIDENCE, RI		PROJECT NO. 20175.00	
CHECKED BY JER		SHEET 1 OF 2	
BORING NO. RMA-21-2	DATE 2017/5/00	BORING LOCATION 20 MAIN STREET, WICKFORD, RHODE ISLAND 02852	SEE EXPLORATION LOCATION PLAN
FOREMAN STEVE PERRY	DATE START 4/22/2021	GROUND SURFACE ELEVATION 4.8	DATUM NAVD83
ENGINEER BRANDON FOLANSBEE	DATE END 4/22/2021		
SAMPLER: UNLESS OTHERWISE NOTED, SAMPLER CONSISTS OF A 2" SPLIT SPOON DRIVEN USING A 140 LB. HAMMER FALLING 30 IN.		GROUNDWATER READINGS	
CASING: UNLESS OTHERWISE NOTED, CASING DRIVEN USING 300 LB. HAMMER FALLING 24 IN.		DATE TIME WATER AT CASING AT STABILIZATION TIME	
CASING SIZE: 3.25"		EOR (Tide)	
		river level lgs	

SAMPLE				SAMPLE DESCRIPTION		STRATUM DESCRIPTION	
DEPTH (FT)	PEN (N/Y REC)	DEPTH (FT)	BLOWSP*	BLURMETER	CLASSIFICATION	REMARKS	
1	S-1 24 15	0-2	2	4	M. Dense	moist, grey, FIC SAND, some little Gravel, trace Sil	2
2	S-2 24 15	2-4	11	10	M. Dense	moist, grey, FIC SAND, some Gravel, little Sil, minor petroleum odor	
3							3
4	S-3 24 1	4-6	7	6	Loose	moist, grey, FIC SAND, trace Sil and Gravel	
5							4
6							
7							5
8							
9							6
10	S-4 24 1	10-12	6	5	Loose	wet, grey, FIC SAND, some Gravel	
11							7
12							
13							8
14							
15							9
16	S-5 24 22	15-17	1	11	V. Loose	wet, grey, F SAND and organic SILT, trace Gravel and wood fibers, organic odor	
17							10
18							
19							11
20							
21	S-6 24 16	20-22	3	4	Loose	wet, tan to grey, FIC SAND, some Sil and Gravel	12
22							
23							13
24							
25							14
26	S-7 24 14	25-27	3	1	Soft	wet, grey, varved SILT, little to trace Clay	
27							15
28							
29							16
30							
31	S-8 24 12	30-32	2	1	M. Stiff	wet, grey, varved SILT, little to trace Clay	17
32							

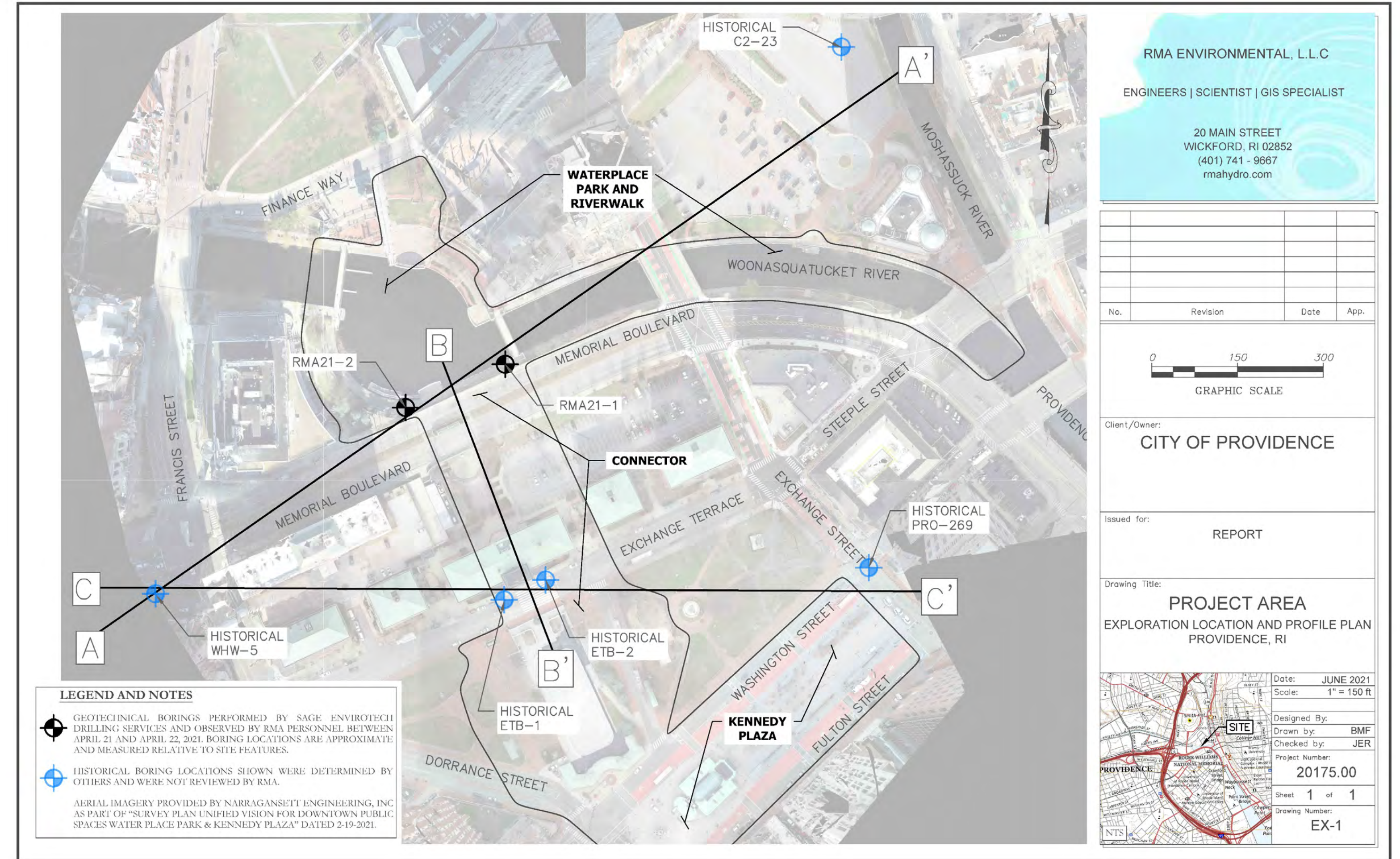
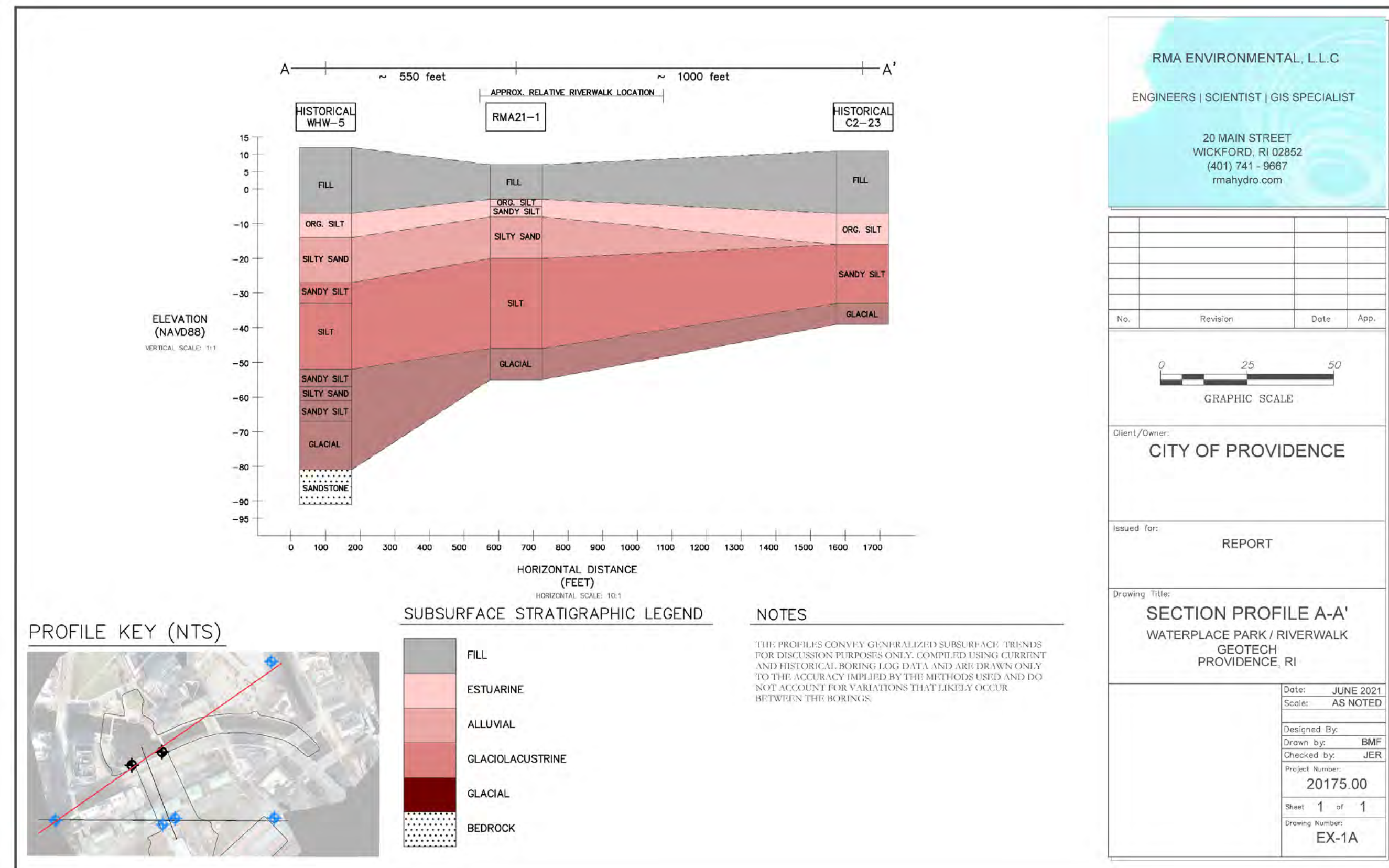
REMARKS:			
1. Automatic Hammer / Geoprobe Hammer for Casing			
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GRANULAR SOILS		COHESIVE SOILS		REMARKS:	
BLOWSP*	DENSITY	BLOWSP*	DENSITY	4 Dual tube to 50 ft:	
0-4	V. LOOSE	-2	V. SOFT	TRACE 0 - 10%	
4-10	LOOSE	2-4	SOFT	LITTLE 10 - 20%	
10-30	M.DENSE	4-8	M. STIFF	SOME 20 - 35%	
30-50	DENSE	8-15	STIFF	AND 35 - 50%	
>50	V.DENSE	15-30			

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RANGES OBSERVED

MATERIAL	RMA21-1		RMA21-2	
	Depth	Elevation (NAVD88)	Depth	Elevation (NAVD88)
Fill	0 to 10 feet	4 to (-6) feet	0 to 12 feet	4 to (-8) feet
Estuarine	10 to 15 feet	(-6) to (-11) feet	12 to 20 feet	(-8) to (-16) feet
Alluvial	15 to 27 feet	(-11) to (-23) feet	20 to 25 feet	(-16) to (-21) feet
Glaciolacustrine	27 to 53 feet	(-23) to (-49) feet	25 to 42 feet	(-21) to (-38) feet
Glacial	53 to unknown	(-49) to unknown	Not Evaluated ²	Not Evaluated ²
EOB¹	62 feet	(-58) feet	42 feet	(-38) feet
Groundwater	6 feet (tidal)	(-2) feet	2.7 feet (tidal)	1.3 feet

ENVIRONMENTAL LAB RESULTS

UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)

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To understand general soil conditions, four representative samples collected during the investigation were submitted to a certified laboratory for analysis of volatile organic compounds (VOCs), poly-nuclear aromatic hydrocarbons (PAHs), total petroleum hydrocarbon (TPH), Resource Conservation Recovery Act (RCRA) 8 total metals, and poly-chlorinated biphenyls.

The following exceedances were found:

- RMA21-1: 0-5 feet BSG – Arsenic exceeding Method 1 Residential Direct Exposure Criteria (R-DEC) and Industrial/Commercial Direct Exposure Criteria (I/C-DEC); and
- RMA21-2: 0-5 and 5-10 feet BSG – benzo(a)pyrene and chrysene exceeding RIDEM R-DEC.

Based upon the results described, the subject soil findings constitute a release as defined by the RIDEM Remediation Regulations. As such and in accordance with Section 1.6.1 of the RIDEM Remediation Regulations, a Responsible Party shall notify the RIDEM, in writing in both hard copy and electronic format (as specified by the Department), of the discovery of any Release in accordance with the requirements of this rule which was not previously reported to the Department by any Responsible Party. Any Release which requires notification pursuant to this rule shall be reported no later than 15 days after the discovery of the Release.

Furthermore, an environmental contamination consultant should be contracted to advise on the site-specific cleanup requirements. It is our understanding that the City has notified RIDEM subsequent to being notified by RMA. RIDEM will issue a Letter of Responsibility (LOR) to the City which will outline requirements to meet DEM Remediation Regulations. At a minimum, a soil managing plan (SMP) will be required during construction.

Parameters	Units	RDEC	ICDEC	SAMPLES						
				RMA21-1 0-5ft	RMA21-1 5-10ft	RMA21-2 0-5ft	RMA21-2 5-10ft			
<u>PAHs</u>										
Benzo(a)pyrene	mg/kg	0.4	0.8	0.181	U	0.255	-	0.538	-	0.453
Chrysene	mg/kg	0.4	780	0.181	U	0.236	-	0.458	-	0.527
<u>Total Metals</u>										
Arsenic	mg/kg	7	7	9.34	-	2.9	U	2.66	U	3.06

Notes:

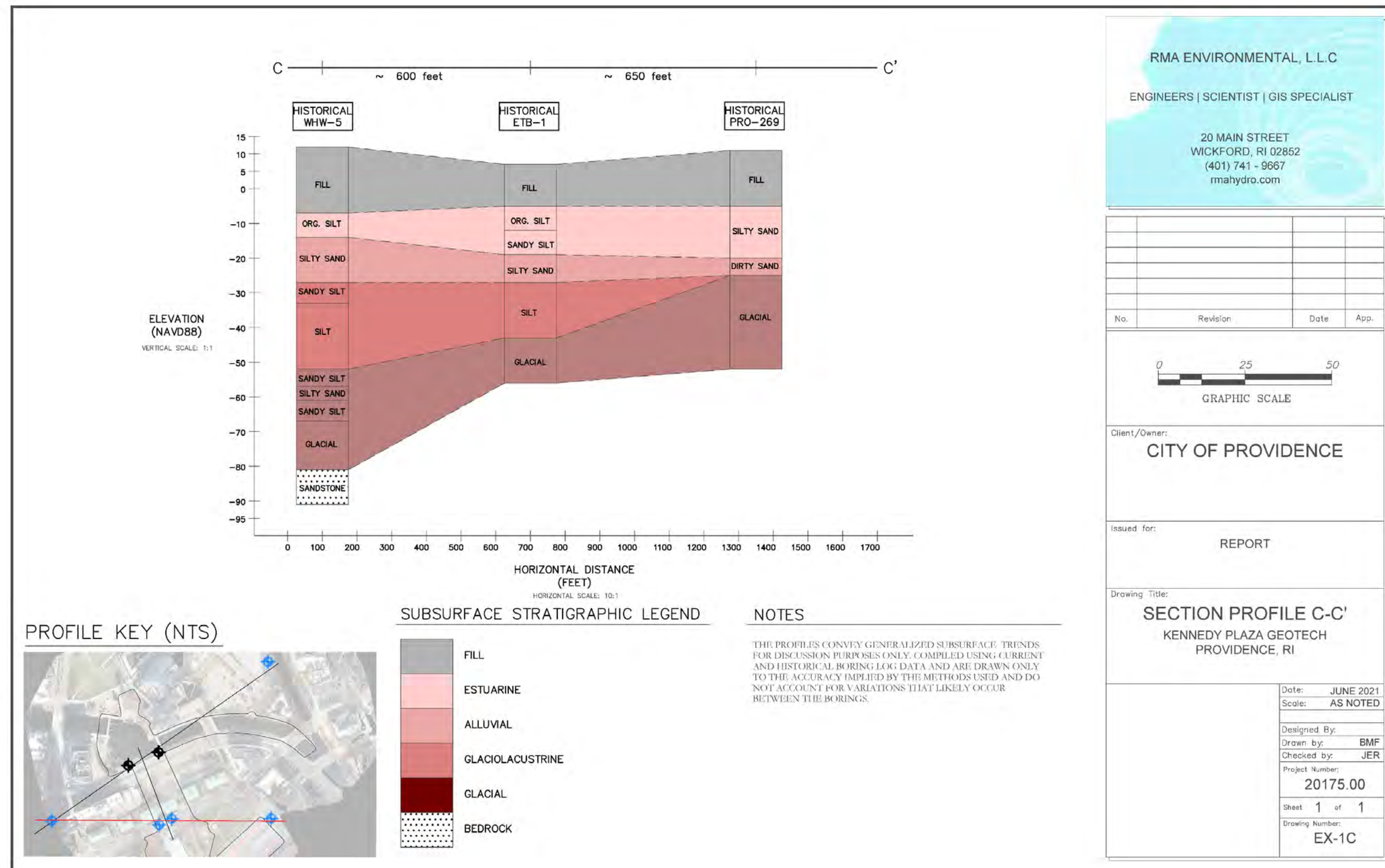
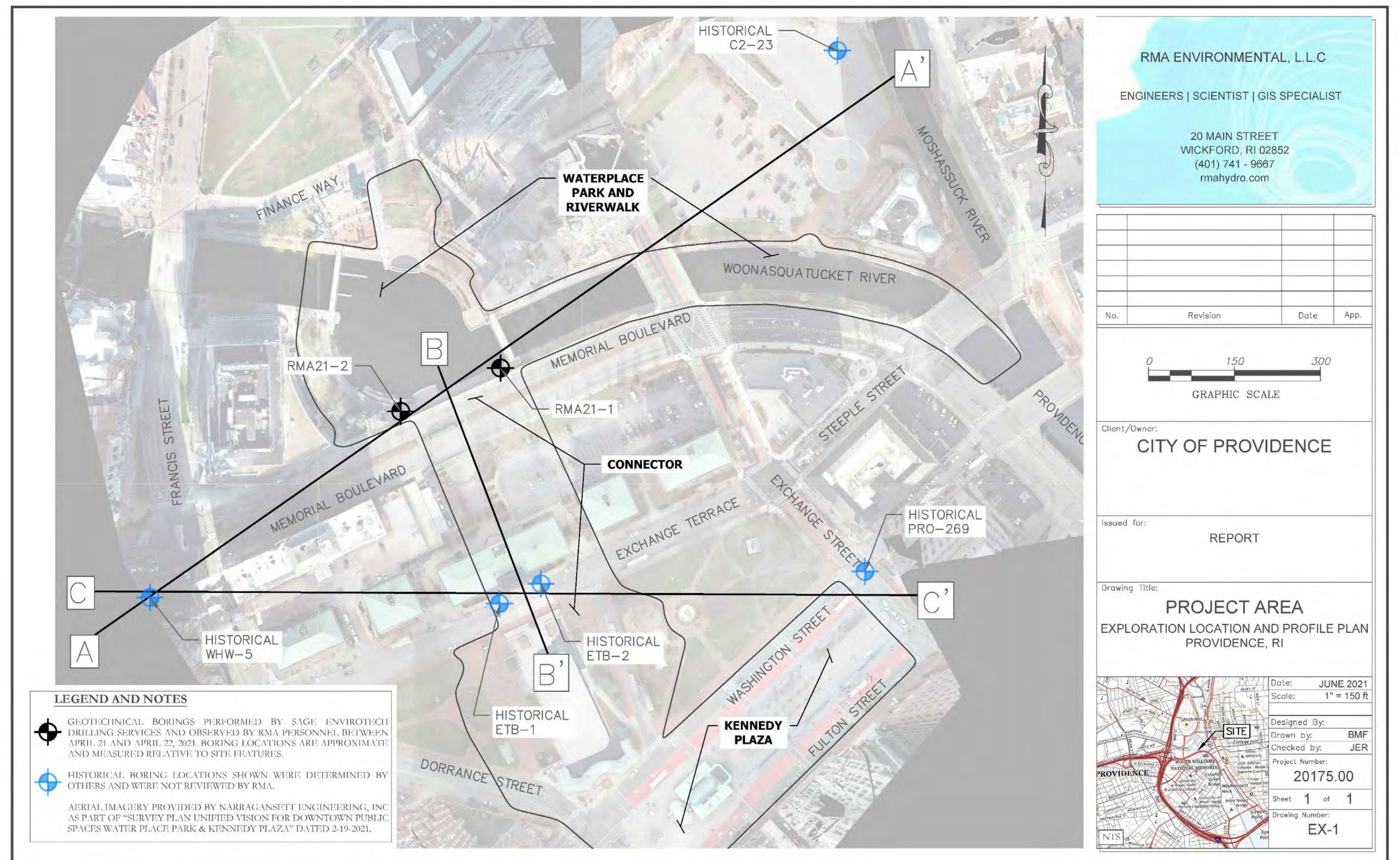
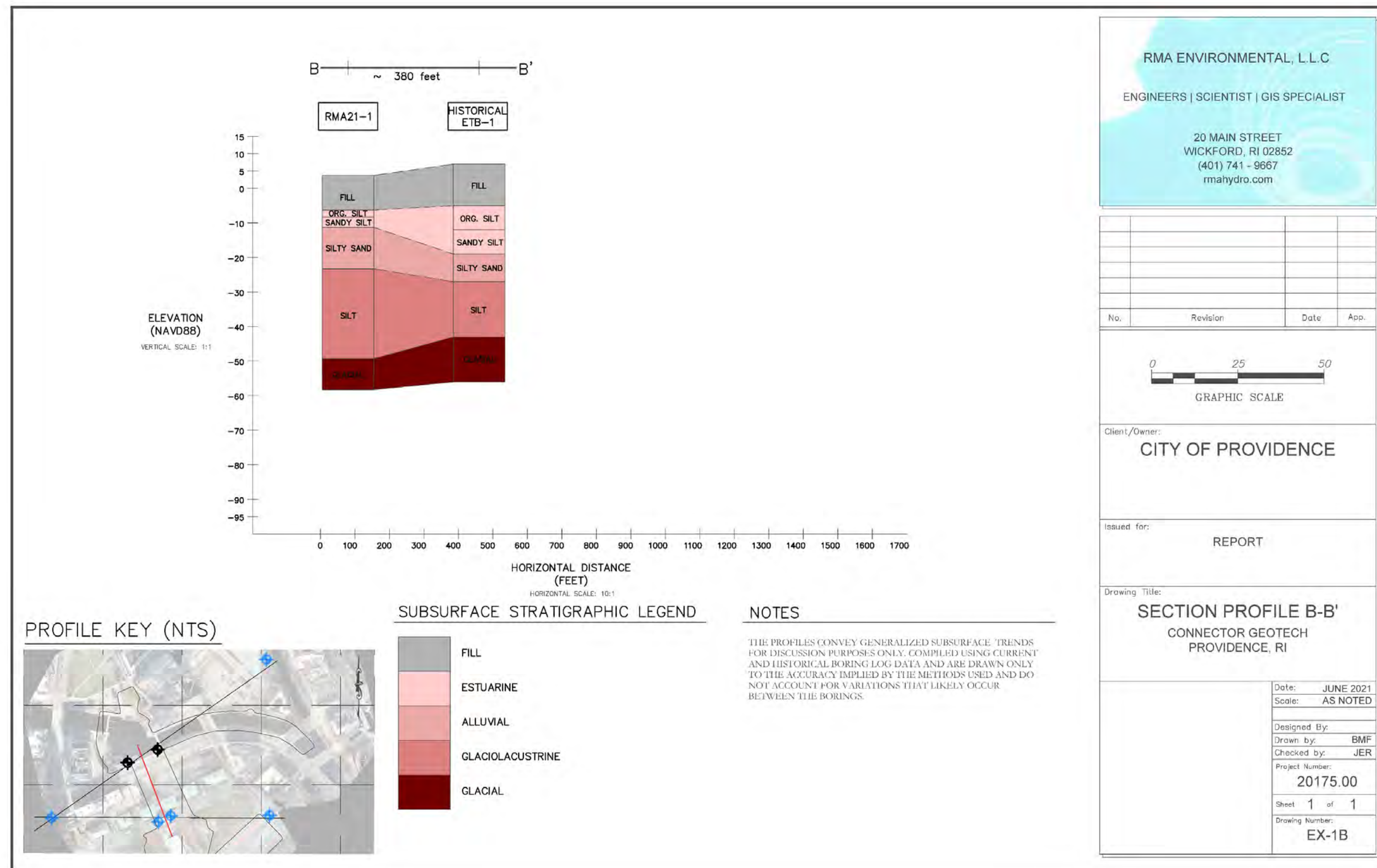
This table represents a summary of RIDEM's Residential or Industrial/Commercial Direct Exposure Criteria exceedances, denoted by Bold/Highlighted Values. Refer to Appendix E for the full Laboratory Report.
U = Analyte Undetected

CONNECTOR AND
KENNEDY PLAZA
GEOTECHNICAL DATA

UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)

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WATERPLACE PARK AND
RIVERWALL INSPECTION
AND EVALUATION

UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)



An Underwater inspection was completed at the seawall in order to evaluate structures below water elevation and those areas otherwise not accessible from the landside. As part of RMA's inspection, the landside area in the immediate vicinity of the wall was also reviewed.

For reference purposes, NEI established a baseline along the top of the seawall during the inspection with 0+00 SOUTH(S) at the downstream end of the southside end and station 14+00 SOUTH(S) on the upstream end of the South side: Similarly, stationing was established on the North side of the River from 0+00N to 13+50N. Observations were made in relation to their location along the baseline as appropriate and as noted herein.

Inner Tech completed the inspection by boat with a team comprised of two tenders and one diver. The diver was provided surface supplied air and warm water from the boat. FWE accompanied the dive team to record and summarize the diver's observations.

Condition Assessment Ratings

Rating	Description
1 Good	No visible damage or only minor damage noted. Structural elements may show very minor deterioration, but no overstressing observed. No repairs are required
2 Satisfactory	Limited minor to moderate defects or deterioration observed but no overstressing observed. No repairs are required.
3 Fair	All primary structural elements are sound but minor to moderate defects or deterioration observed. Localized areas of moderate to advance deterioration may be present by do not significantly reduce the load bearing capacity of the structure. Repairs are recommended but the priority of the recommended repairs is low.
4 Poor	Advanced deterioration or overstressing observed on widespread portions of the structure but does not significantly reduce the load-bearing capacity of the structure. Repairs may need to be carried out with moderate urgency.
5 Serious	Advanced deterioration, overstressing, or breakage may have significantly affected the load-bearing capacity of the primary structural components. Local failures are possible, and loading restrictions may be necessary. Repairs may need to be carried out on a high-priority basis with urgency.
6 Critical	Very advanced deterioration, overstressing, or breakage has resulted in localized failure(s) of primary structural components. More widespread failures are possible or likely to occur, and load restrictions should be implemented as necessary. Repairs may need to be carried out on a very high-priority basis with strong urgency.

Table adapted from "Waterfront Facilities Inspection and Assessment" (Heffron, 2015)

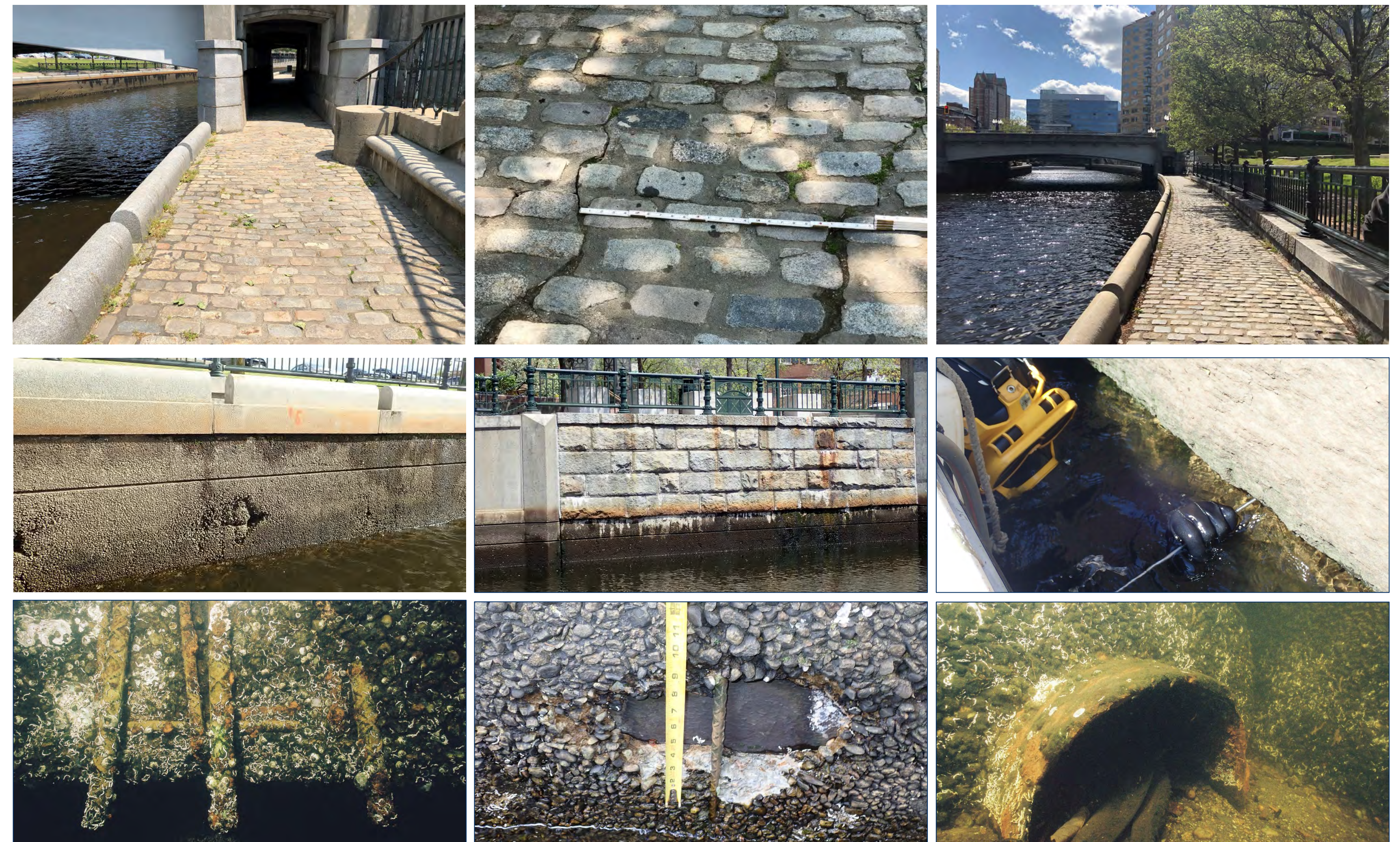
Underwater Inspection

In general, the underwater inspection indicated the face and below water (i.e. seaward) portions of the walls were generally in **Satisfactory to Fair condition** with multiple localized areas in **Poor** condition, and isolated areas in **Serious** condition. The specific deficiencies are identified in the Section 3; but include suspected movement, minor cracks and joint separation, honeycombing, scaling, spalling, exposed reinforcing steel, undermining or exposed bottom of walls, and localized piping.

Recommended maintenance and repairs are provided in the body of the report in section 4.

Landside Inspection

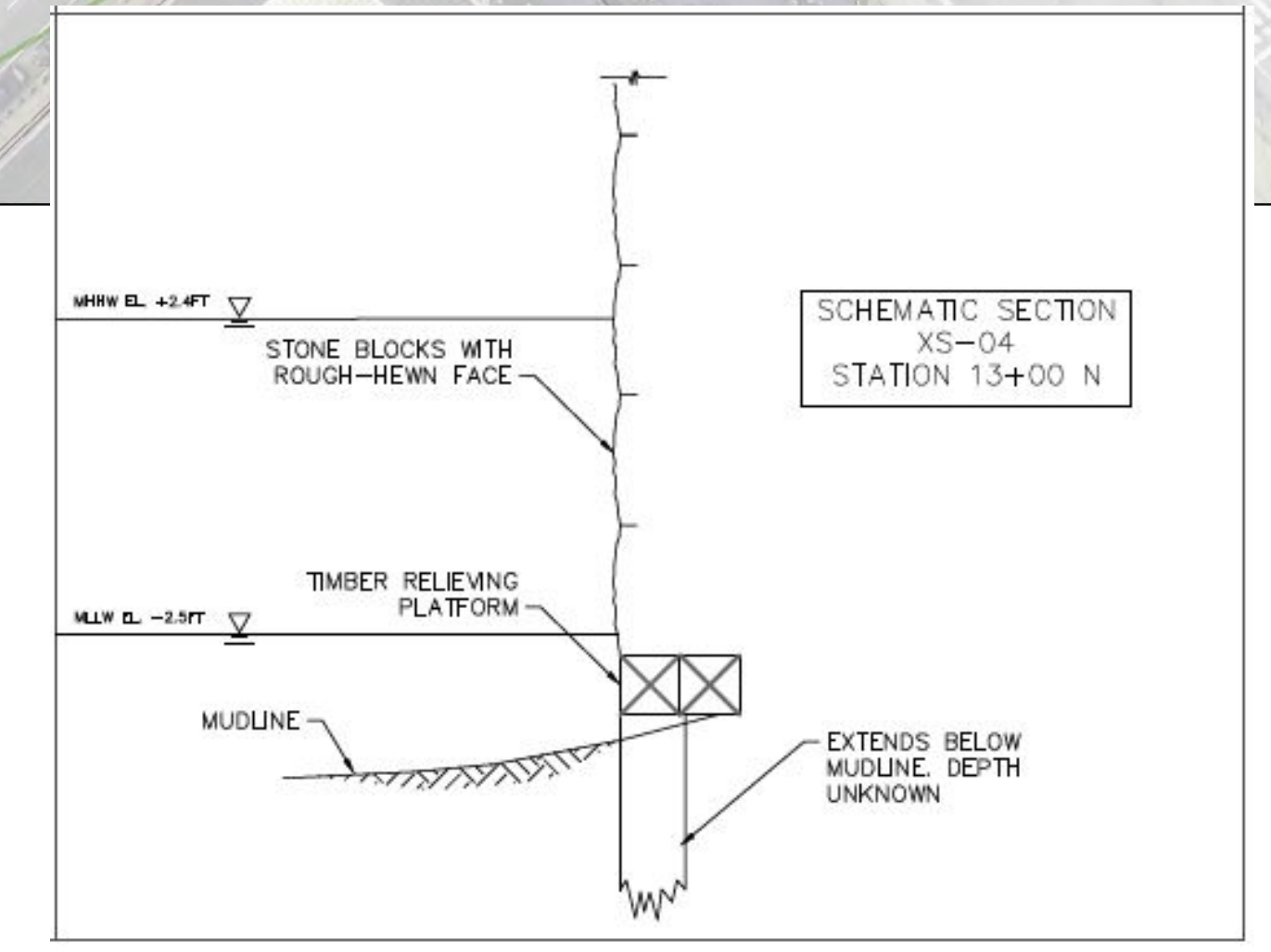
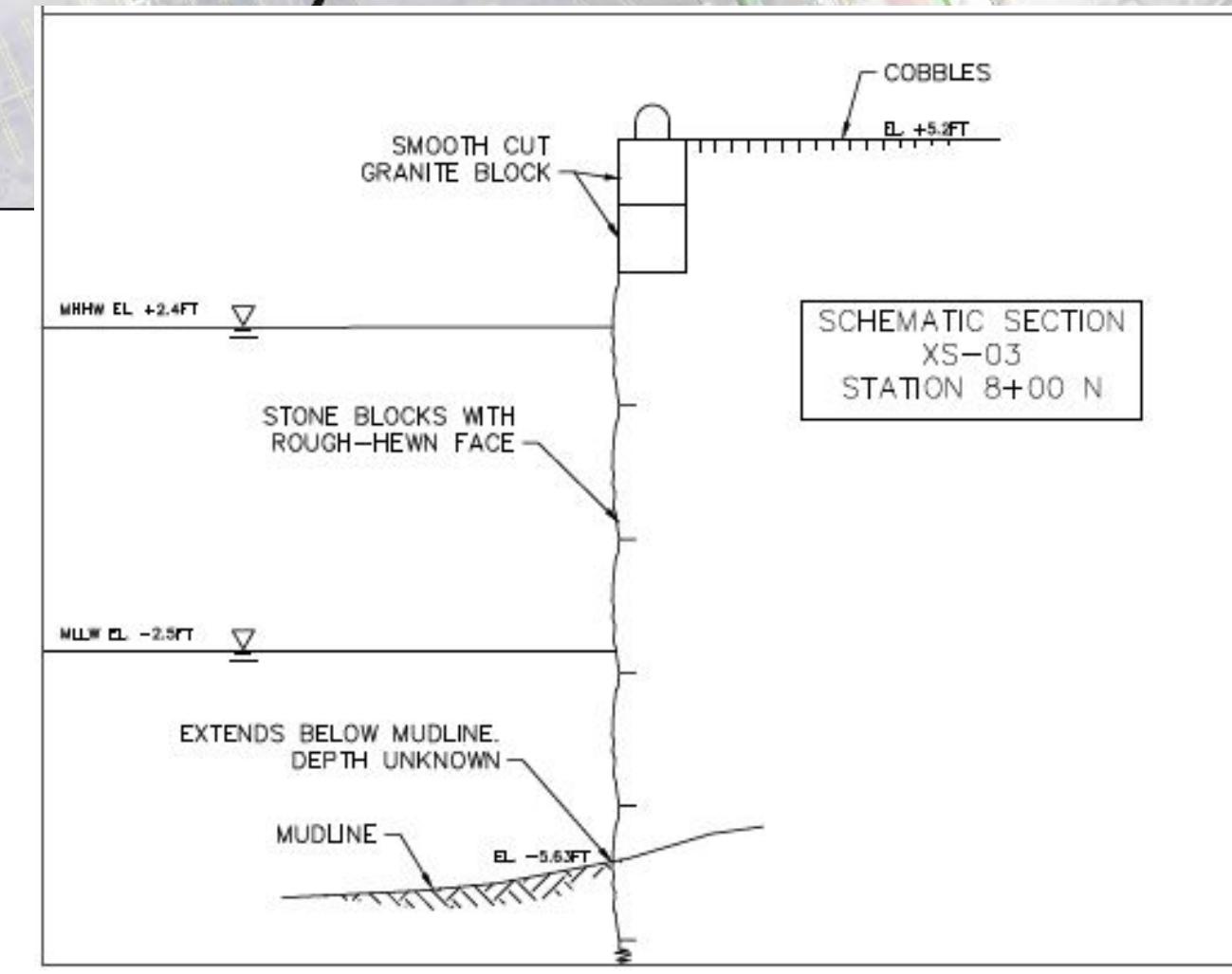
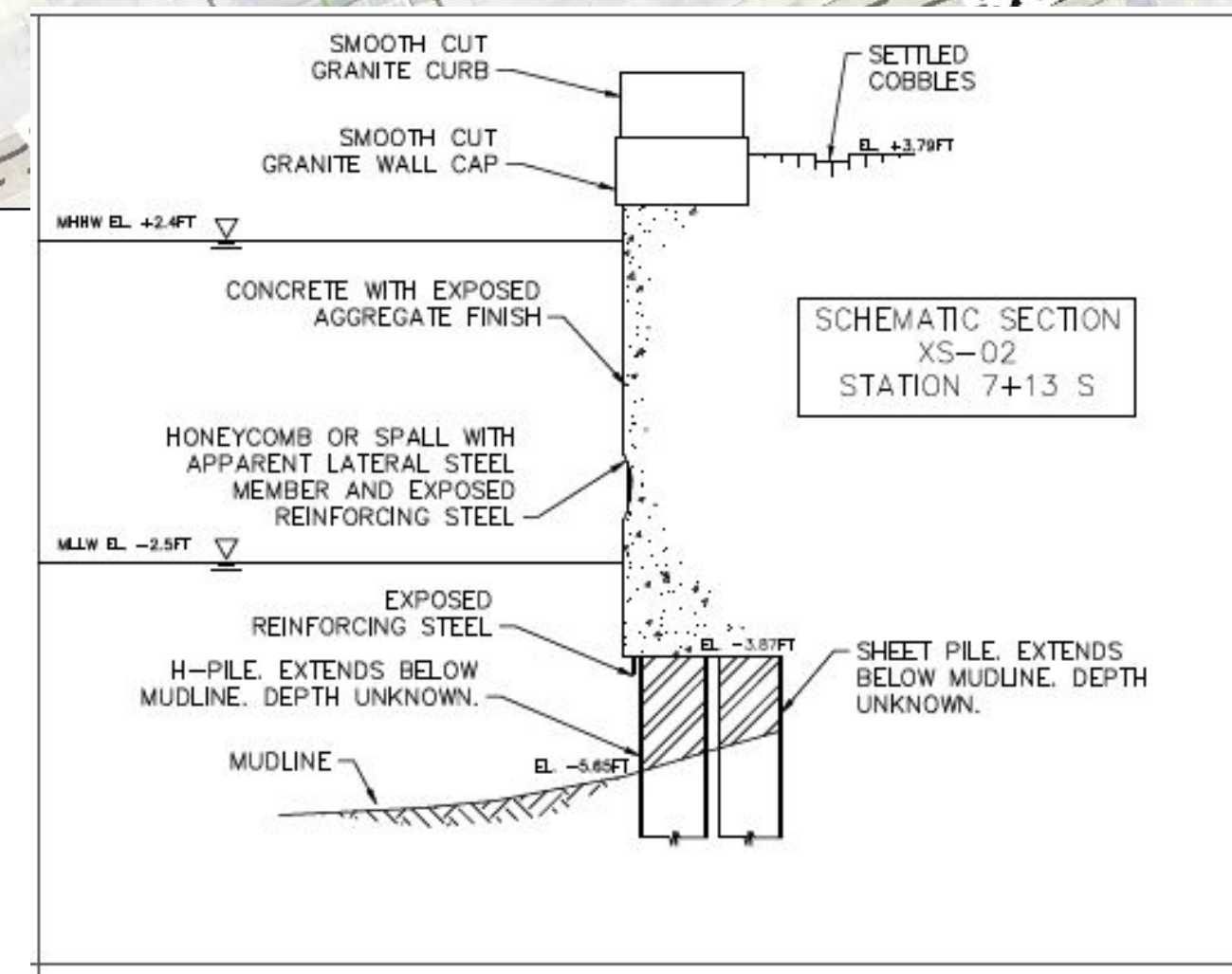
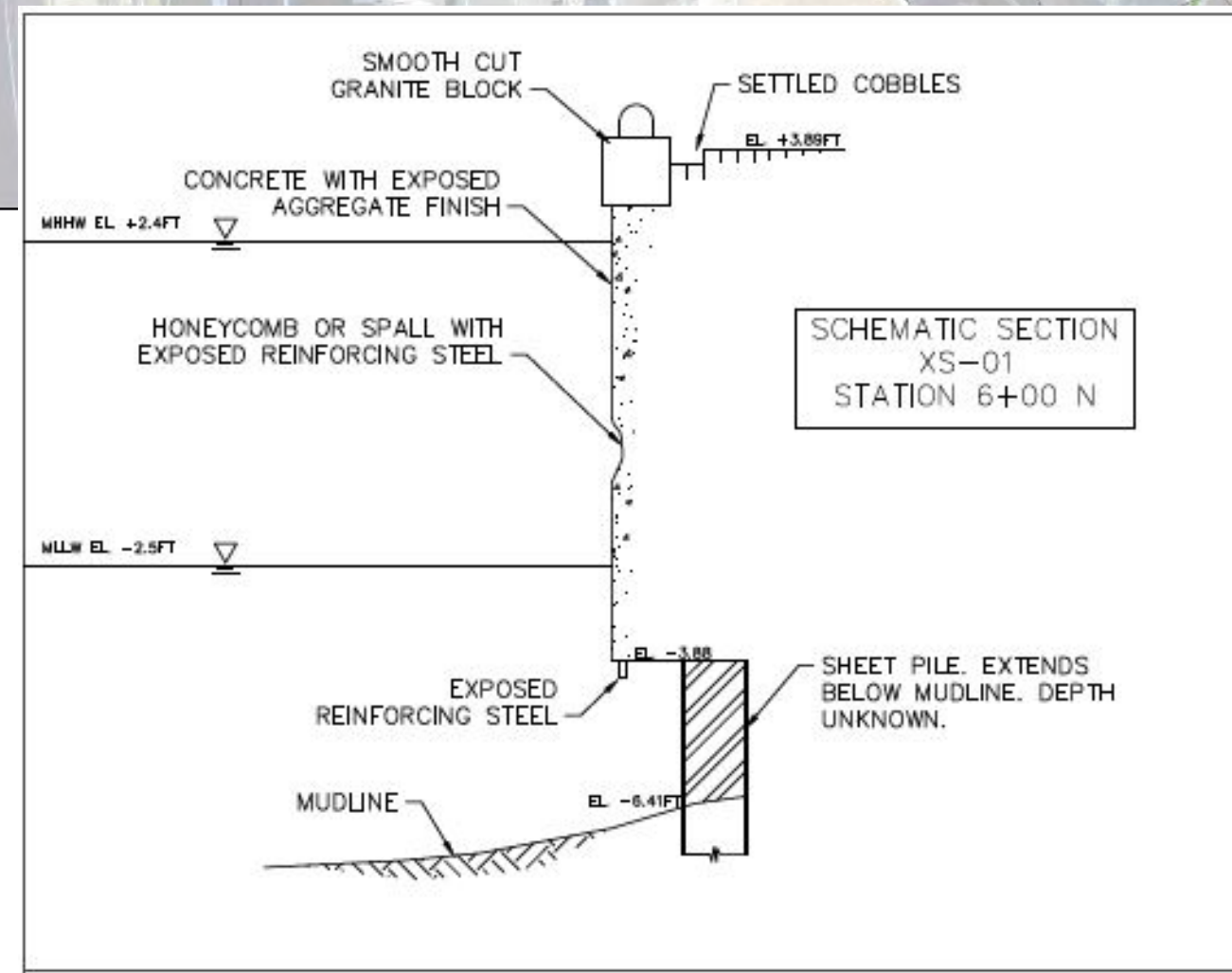
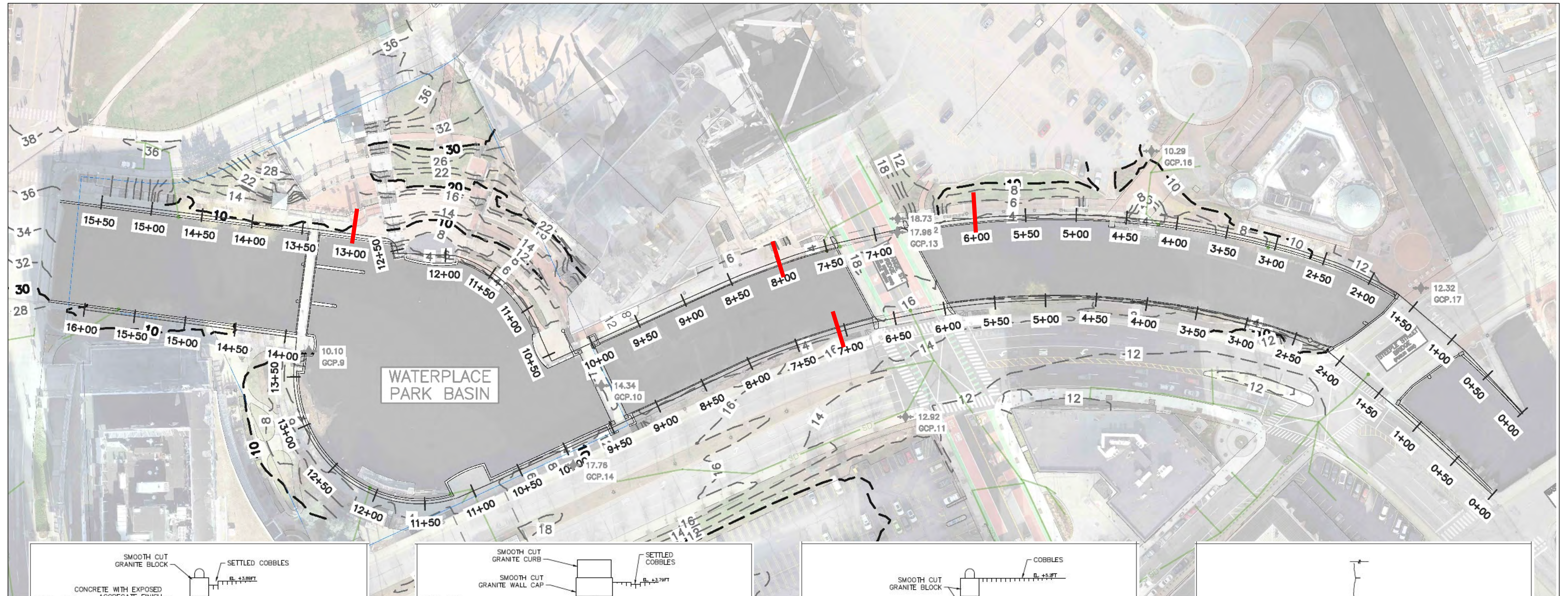
The landside surface immediately behind the wall consisted of mortared cobblestone pavers (typical), and other hardscapes surfaces. In general, the landside condition ranges from **Fair to Poor** with isolated areas in **Serious** [JR1] condition. Vertical irregularities and undulations (settlement), and cracking/separation of mortar between joints were widely observed, resulting in uneven and irregular surfaces throughout. The specific deficiencies are identified in the Section 3; but include vertical irregularities, undulations, settlement, cracking and separation of mortar, and loss of underlying material.



UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES (UVD | PVD)

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IMPLICATIONS OF
SUBSURFACE CONDITIONS
AND GEOTECHNICAL
RECOMMENDATIONS



Summary Table of Subsurface Conditions (Section 1: Riverwalk)
(Borings: Historic WHW-5 and C2-23 | RMA21-1, and 2)

Material	Maximum Depth Ranges Reviewed (below Surface)	Maximum Elevation Ranges Reviewed (NAVD88)
Surface Cover Varies. Cobblestone, pavement, concrete, or other urban materials are possible.	0.0 to 0.5 Feet	12 to 3.5 Feet
Fill Silty Sand (SM) to Silty Sand with Gravel (SM); moist to wet. SPT indicated V. Loose to Loose density.	0.0 to 19 Feet	12 to (-10) Feet
Estuarine Organic Silt (OH) to Sandy Silt (ML) with trace organics; wet. SPT indicated V. Loose to Loose density.	10 to 27 Feet	(-6) to (-19) Feet
Alluvial Silty Sand (SM) to Silty Sand with Gravel (SM); wet. SPT typically indicate a medium dense density.	15 to 39 Feet	(-11) to (-27) Feet
Glaciolacustrine Silt (ML) to Clayey Silt (ML-CL), varved; wet. SPT indicated Loose or V. Soft to M. Dense or Stiff density. Layer is varved.	27 to 64 Feet	(-23) to (52) Feet
Glacial Deposit Silty fine Sand (SM); wet. SPT indicated M. Dense to V. Dense density.	44 to 93 Feet	(-36) to (-81) Feet
Weathered Rock	Not Evaluated	Not Evaluated
Intact Rock "Grey Sandstone," as indicated on historical boring WHW-5.	93 Feet to Unknown	(-81) Feet to Unknown
Groundwater:	Varies Tidally Influenced	Tidally Influenced*

IMPLICATIONS OF SUBSURFACE CONDITION

- Upper Layers are not suitable Bearing Stratum and may continue to settle and/or will settle if fill is placed.
 - Fill and Estuarine
- Alluvial Layer is the uppermost soil stratum potentially suitable for support of foundations.
 - However, the thickness of the Alluvial layer varied across the sites and Boring data.
- Glaciolacustrine layer underlying this stratum was a medium dense or stiff but may vary to very soft or loose, and would be a very limited foundation bearing stratum for lightly loaded structures. Long term settlements may need to be evaluated further.
- The Glacial deposit underlying this layer is the next stratum suitable for larger loads, and was observed approximately between 44 and 93 feet below grade.
- If the upper Alluvial layer is either not present or not thick enough to develop the necessary capacity; the foundation system would need to extend to the Glacial stratum.

* For the purposes of preliminary design, assume SHWT elevation at EL. 3 feet at Riverwalk/Basin

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IMPLICATIONS OF SUBSURFACE CONDITION

- Bedrock depth is variable and may range between EL. (-140') to EL (-85') based on historical data
- Groundwater is tidally influenced and seasonally high values range between EL. 3' and EL. 5'
- Presence of underground structures and utilities especially at Kennedy Plaza require careful planning and coordination.



Summary Table of Subsurface Conditions (Section 2: Connector)
(Borings: Historic ETB-1, 2 | RMA21-1, and 2)

Material	Maximum Depth Ranges Reviewed (below Surface)	Maximum Elevation Ranges Reviewed (NAVD88)
Surface Cover Varies. Cobblestone, pavement, concrete, or other urban materials are possible.	0.0 to 0.5 Feet	7 to 3.5 Feet
Fill Silty Sand (SM) to Silty Sand with Gravel (SM); moist to wet. SPT indicated V. Loose to Loose density.	0.0 to 12 Feet	7 to (-8) Feet
Estuarine Organic Silt (OH) to Sandy Silt (ML) with trace organics; wet. SPT indicated V. Loose to Loose density.	8 to 20 Feet	(-1) to (-19) Feet
Alluvial Silty Sand (SM) to Silty Sand with Gravel (SM); wet. SPT typically indicate a medium dense density.	15 to 34 Feet	(-11) to (-27) Feet
Glaciolacustrine Silt (ML) to Clayey Silt (ML-CL), varved; wet. SPT indicated Loose or V. Soft to M. Dense or Stiff density. Layer is varved.	25 to 53 Feet	(-21) to (-49) Feet
Glacial Deposit Silty fine Sand (SM); wet. SPT indicated M. Dense to V. Dense density.	44 to 63 Feet	(-37) to (-56) Feet
Weathered Rock	Not Evaluated	Not Evaluated
Intact Rock Not encountered at boring terminal depths. Local geology suggests grey sandstone (grey to black shale fragments noted in ETB series)	70 feet(*refusal) to 147 Feet *estimated	(-64) Feet to (-140) Feet *estimated
Groundwater	Varies Tidally Influenced	Tidally Influenced**

** For the purposes of preliminary design, assume SHWT elevation between 3 and 5 feet at Connector



Summary Table of Subsurface Conditions (Section 3: Kennedy Plaza)
(Borings: Historic WHW-5, ETB-1, 2, and PRO-269)

Material	Maximum Depth Ranges Reviewed (below Surface)	Maximum Elevation Ranges Reviewed (NAVD88)
Surface Cover Varies. Cobblestone, pavement, concrete, or other urban materials are possible.	0.0 to 0.5 Feet	12 to 6.5 Feet
Fill Silty Sand (SM) to Silty Sand with Gravel (SM); moist to wet. SPT indicated V. Loose to Loose density.	0.0 to 19 Feet	12 to (-7) Feet
Estuarine Organic Silt (OH) to Sandy Silt (ML) with trace organics; wet. SPT indicated V. Loose to Loose density.	8 to 26 Feet	(-1) to (-20) Feet
Alluvial Silty Sand (SM) to Silty Sand with Gravel (SM); wet. SPT typically indicate a medium dense density.	25 to 39 Feet	(-18) to (-27) Feet
Glaciolacustrine Silt (ML) to Clayey Silt (ML-CL), varved; wet. SPT indicated Loose or V. Soft to M. Dense or Stiff density. Layer is varved.	30 to 64 Feet	(-23) to (52) Feet
Glacial Deposit Silty fine Sand (SM); wet. SPT indicated M. Dense to V. Dense density.	36 to 93 Feet	(-25) to (-81) Feet
Weathered Rock	Not Evaluated	Not Evaluated
Intact Rock Not encountered at boring terminal depths. Local geology suggests grey sandstone (grey to black shale fragments noted in ETB series)	96 feet to 147 Feet *estimated	(-85) Feet to (-140) Feet *estimated
Groundwater	Varies Tidally Influenced	Tidally Influenced**

** For the purposes of preliminary design, assume SHWT elevation between 3 and 5 feet at KP

RECOMMENDATIONS

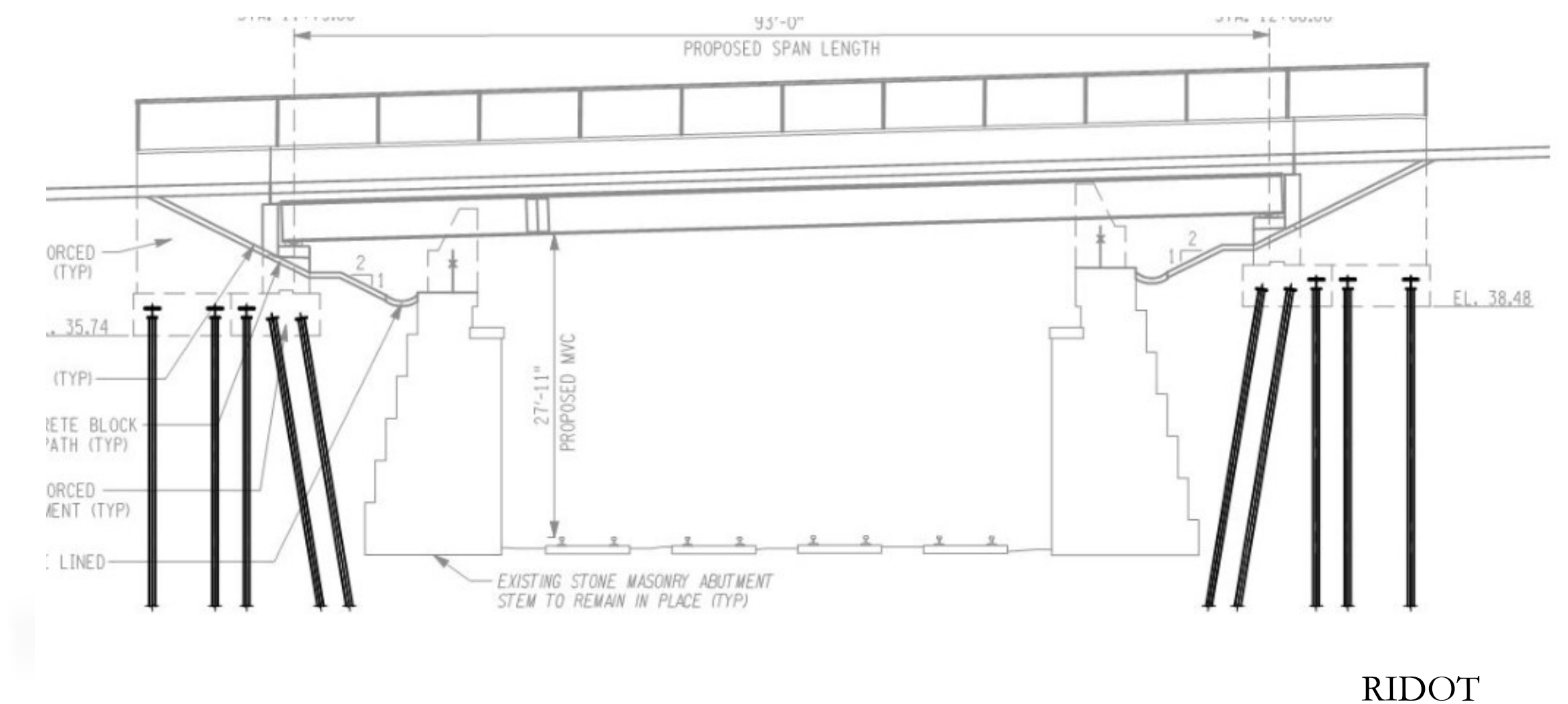
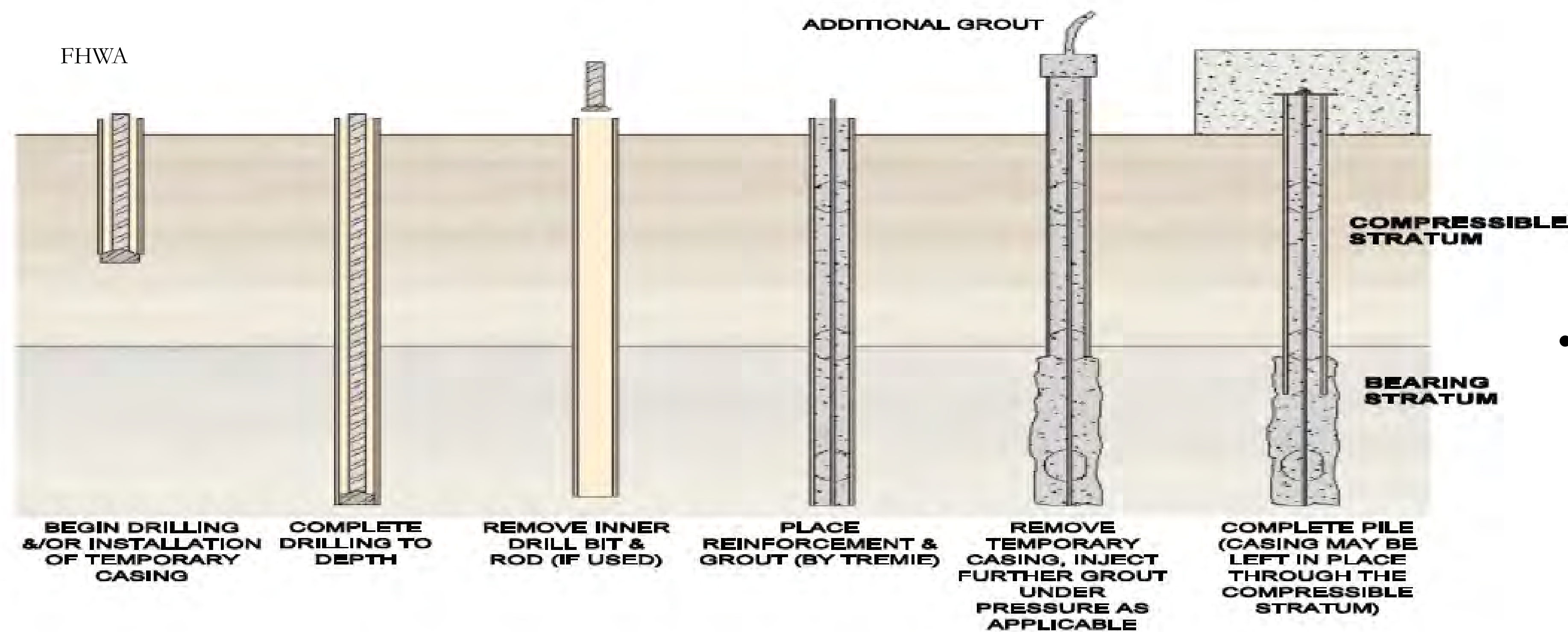
RIVERWALK | WATERPLACE PARK

- Riverwalk Piers**

- **Drilled (Friction) Micropile:** - moderate pile capacity (floating) – limited access situations, adjacent to vibration-sensitive structures - low vibration
- Consist of a combination of steel casing, threaded bar, and grout.
- **Process:** 1) advancing the steel casing to a predetermined design depth using rotary-wash or compressed-air drilling methods, 2) filling the casing with grout, 3) inserting a central threaded bar through the grout, and 4) withdrawing or partially withdrawing (to increase lateral capacity) the casing to create a bond zone between the grout and surrounding soil

- Pedestrian Bridge**

- **Drilled (Rock) Micropile:** - - high-capacity, (Socketed to Rock) – limited access situations, adjacent to vibration-sensitive - low vibration
- Consist of a combination of steel casing, threaded bar, and grout.
- **Process:** 1) advancing the steel casing to a predetermined design depth using rotary-wash or compressed-air drilling methods, 2) filling the casing with grout, 3) inserting a central threaded bar through the grout, and 4) eaving the casing to the full depth and socketing the element to rock..



- Retaining Wall and Critical Infrastructure (stormwater. Etc)**

- **Shallow (< 3 ft)**
- **Helical Piles-** low to moderate pile capacity – no vibration - cost effective
- See Kennedy Plaza info for more info and values

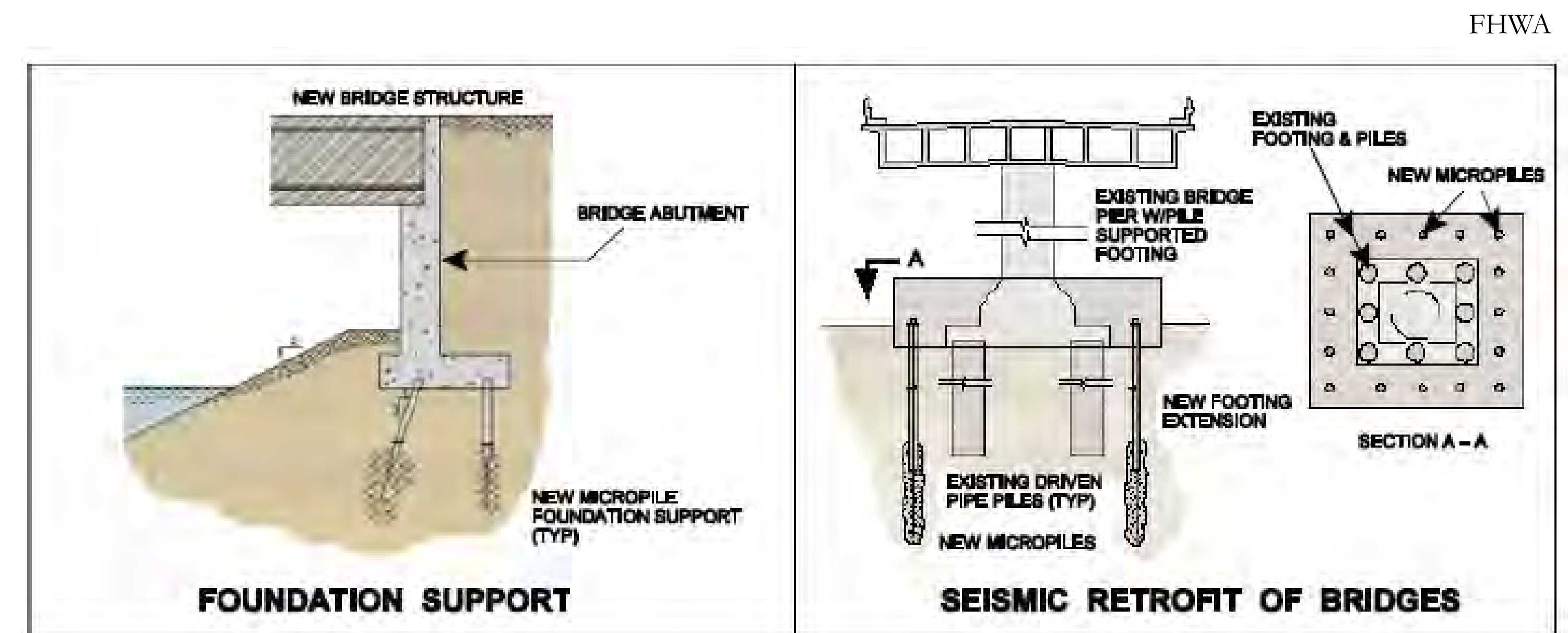
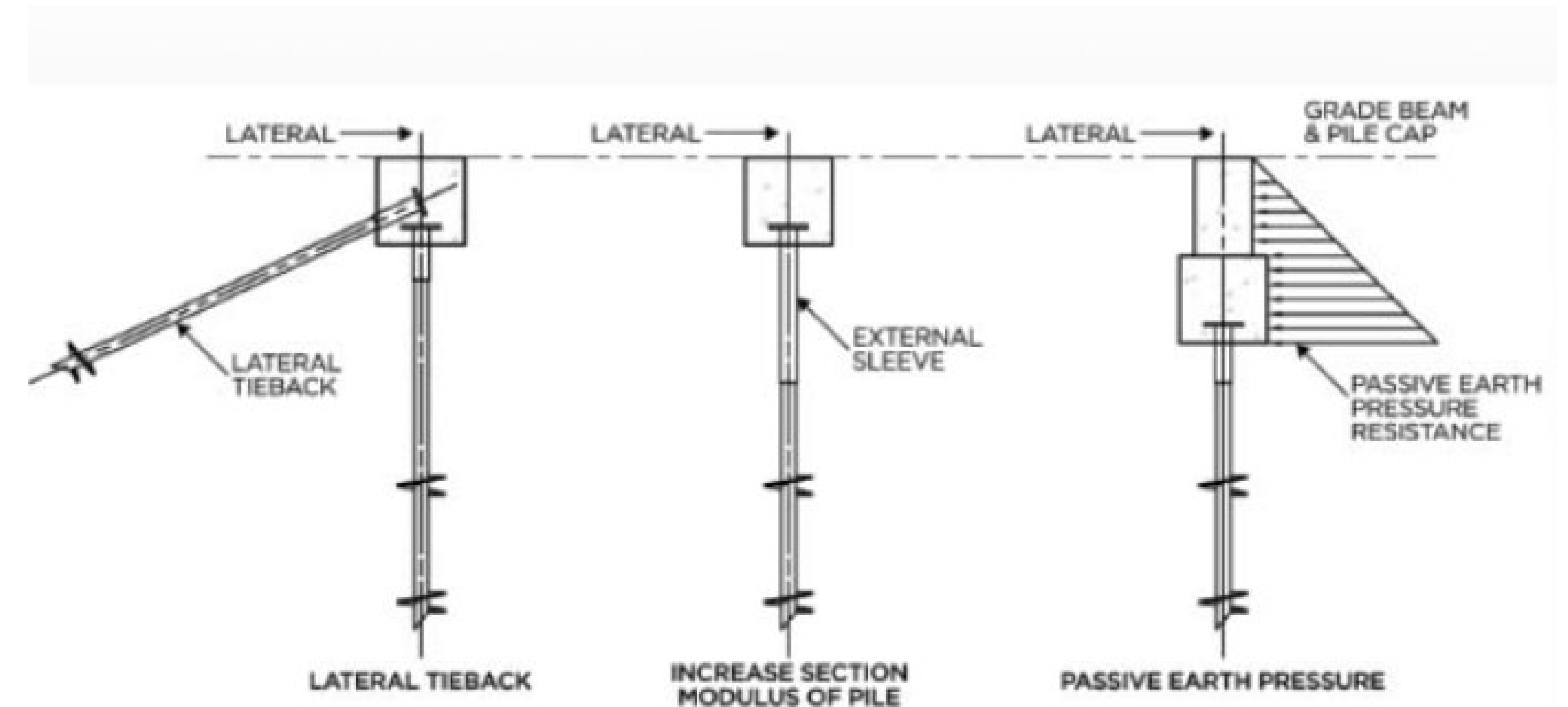
RECOMMENDATIONS

KENNEDY PLAZA:

- **Main Structures and Critical Infrastructure**
 - **Helical Piles**- low to moderate pile capacity – no vibration - can function as end-bearing or side-friction elements- urban settings -
 - **Critical utilities** – Susceptible to damage by consolidation /settlement
 - Can be minimized by a helical pile or geogrid ground improvement relieving platform
 - Minor Utilities – Overexcavate and replace, bed per manufactures

KP / RIVERWALK CONNECTOR:

- **Connector and Future Development Foundation**
 - **Drilled MicroPile** - high-capacity, small diameter, drilled deep foundation elements - support new foundations - underpin existing foundations. - minimal vibrations
 - Consist of a combination of steel casing, threaded bar, and grout.
 - Grouted to Rock
 - **Existing Steel Piles from old train station platform**
 - Limited information
 - May be near 160 years old.
 - Reduced section modules (strength) due to perforation/corrosion of steel members
 - May change mode of failure to buckling
 - Possibly damaged during demolition
 - Consider 75% loss of capacity until can investigate and/or perform Pile load test.
 - Existing foundation can be underpinned with Micropiles if required



FHWA

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ARUP | RMA

SAGE | INNER TECH | FWE | NEI

RECOMMENDATIONS

*Micropiles require Field Load Test Per
ASTM-D1143 -Compression
ASTM-3689 –Tension

Subsurface Parameter Table

Material	Soil Layer Avg. SPT		Soil Layer Typ. Density	Soil Layer description	Soil Layer Unit Weight Range	Soil Layer Strength Parameters	
	Raw	N ₆₀	(N60) ₁		γ _{dry} pcf	φ deg	S _u psf
Alluvial	12	13	13	M. Dense	102	30	na
Glaciolacustrine	8	9		Stiff	81	0	750
Glacial Deposit	58	59	41	Dense	103	34	250 _c

x Friction Angle φ | Undrained Shear Strength Su | cohesion C

PARAMETER	VALUE
Cohesion (psf)	0
Appx. Dry Unit Weight (PCF)	
Existing Granular Fill	90
Compacted Structural Fill	120
Internal Friction Angle (deg)	
Existing Granular Fill	27°
Compacted Structural Fill	34°
Active Pressure Coefficient (Ka)	
Existing Granular Fill	0.38
Compacted Structural Fill	0.28
Passive Pressure Coefficient (Kp)	
Existing Granular Fill	2.7
Compacted Structural Fill	3.5
At Rest Pressure Coefficient (Ko)	
Existing Granular Fill	0.53
Compacted Structural Fill	0.4
Base Coefficient of Sliding (concrete on soil)	
Existing Granular Fill	0.35
Compacted Structural Fill	0.4
Gradation	
Existing Granular Fill	NA
Compacted Structural Fill	M.01.02.1a Sand and Gravel modified to less than 5% passing the No. 200 sieve, and 100 % passes the 3: sieve

All values are preliminary and requires further evaluation in subsequent phases of project

Kennedy Plaza (KP)				
Recommended Foundation	Allowable Axial (kips)	Allowable tension (kips)	Allowable Lateral (kips)	Min. Spacing (ft)
Helical Piles	20	10	*	3.5

* requires bracing in two directions or three Helical Piles

KP / Riverwalk Connector				
Recommended Foundation	Allowable Axial (kips)	Allowable tension (kips)	Allowable Lateral (kips)	Min. Spacing (ft)
10 " diam Drilled Grouted Micropile; cased and socketed to rock, high strength thread bar	100	50	5 - 10**	3

Riverwalk /Basin				
Recommended Foundation	Allowable Axial (kips)	Allowable tension (kips)	Allowable Lateral (kips)	Min. Spacing (ft)
<i>Pedestrian Bridge:</i> 10 " diam Drilled Micropile (grouted); cased and socketed to rock, high strength thread bar	100	50	5-10**; or batter if more required	3
<i>Riverwalk Piers:</i> 10 " diam Drilled friction Micropile (grouted); cased above point of zero (0) moment, high strength thread bar	40	20	5-10**	3

** Partial fixity required

Note: Loads provided require a geotechnical specification and construction oversight

Down drag may reduce capacity

Final depths to be determined

Pile caps shall be provided to transfer load to foundation

Group effects result in a capacity less than the sum of individual

Site Characteristics

Location	
Site Classification	Type e – Soft soil*
Seismic Site Coefficients	
S ₂	0.176
S ₁	0.062
Frost Depth	3' - 4"
Construction	Access issues, vibration, underground structures, and dewatering concerns

* Based on RMA series borings at Waterplace.

ADDITIONAL CONSIDERATIONS**BEARING PREPARATION AND CONSTRUCTION MATERIALS**

Any soil layer containing topsoil/subsoil/organics/loam, excessive root material, wood, debris/rubbish, or voids needs to be stripped prior to use for any structural bearing (beneath footings, slabs, paved areas). In addition, any unsuitable soil (**FILL, Estuarine**) must be removed (as specified herein) from the structure bearing/building influence zone or bridged by a deep foundation system or alternate ground improvement. Any disturbed soil at the bottom of an any excavation must be compacted with vibratory compaction equipment prior to commencement of construction.

COMPACTION

We recommend testing structural and granular fill for moisture content and compaction during placement. If in-place density test results indicate the specified moisture or compaction limits have not been met, the area represented by the test should be reworked and retested, as required, until the specified moisture and compaction requirements are achieved.

Compaction of structural or granular fill within any building area and below/behind retaining walls is recommended to be a minimum of 95 percent of the maximum dry density as determined by ASTM D-1557. Under paved areas, structural or granular fill is recommended to be compacted to a minimum of 92 percent of the maximum material dry density (ASTM D-1557), except for the subbase and base courses supporting pavement, which are recommended to be compacted to a minimum of 95 percent (ASTM D-1557). Lift thickness should be appropriate for the compaction equipment being utilized and should not exceed 12-inches (and 6 inches for hand-operated equipment).

PRECONSTRUCTION

Vibration caused by drilling, pile driving, the compaction of subgrade soil, structural fills or other factors, could impact nearby structures. RMA recommends that prior to the start of construction, a video and/or photo pre-construction survey be performed at any critical structures/buildings which are located near the work area (within 200 feet +/-) which may be affected (i.e., cell tower, and commercial structures). This should also include adjacent utilities that may be affected by the construction. This survey would record “before-construction-conditions” of existing structures and utilities that are expected to remain through construction.

RMA also recommends that crack gauges be installed to monitor movement of existing cracks and on any cracks that develop in new or existing concrete foundation walls.

Any mechanical (impact) damage or vibration damage likely to be caused to neighboring structures/utilities by drilling, pile driving, the compaction of subgrade soil, structural fills or other factors, is to be identified by the contractor (or his representative) and prevented by approved methods which are found to be agreeable with the owner of any neighboring structures. Vibration monitors (i.e., seismographs) should be installed at sensitive structures.

Digsafe is to be contacted, and a Digsafe number acquired prior to excavation.

ADDITIONAL CONSIDERATIONS**CONSTRUCTION**

All construction activities are to be in complete accordance with OSHA and IBC/State B. C. regulations; specifically, 1990 OSHA sections: .900 - .914, .650 - .652, .800, .550; and 2007 IBC Articles 1803, or the relevant sections of more updated codes. The individual contractor(s) is responsible for designing and constructing stable, temporary excavations, as required, to maintain stability of the excavation sides and the excavation bottom, including adjacent to any slopes. Instability in the form of slope raveling, caving, and sloughing should be expected in all excavations and trenches that extend into materials with little to no cohesion. Excavations should be sloped or shored in the interest of safety following local and federal regulations, including current OSHA excavation and trench safety standards.

Any undermining of adjacent structures/foundations and/or utilities likely to be incurred by construction activities shall be prevented by shoring or underpinning at the discretion of the contractor, and with the agreement of all parties (including the owners of said structures). Temporary support systems may be required at some locations to retain the surrounding soil and maintain a near-vertical excavation face where it will be necessary to protect proposed or existing site features. Design of temporary earth support systems is the sole responsibility of the contractor.

During construction, temporary dewatering may be required to control ponded water resulting from rain and surface runoff, and potentially from groundwater intrusion. The extent of dewatering will be dependent on the selected foundation type and the contractors means and methods. A professional engineer familiar with dewatering in urban environment with underlying compressible soils shall be required to sign and stamp the contractors submitted dewatering plan. Discharge from the dewatering system shall meet current regulatory requirements.

The Contractor should provide for proper drainage of surface water away from any excavations. All excavations should be conducted in the dry. In no case should excavation work be completed during a precipitation event nor when the excavation cannot be backfilled the same day. Subgrade soils that become unstable should be replaced with compacted granular or structural fill (where applicable) or crushed stone, as necessary. Crushed stone, if used, should be wrapped with a geotextile filter fabric such as Mirafi 140N, or equivalent.

Subgrade soils exposed during construction that have a high silt content may become unstable due to precipitation, repetitive construction traffic, or other factors. If unstable conditions develop as a result, replacement with compacted granular or structural fill materials will be necessary

LIQUEFACTION EVALUATION

Liquefaction is the tendency for a soil type, particularly fine sands, to lose a significant amount of strength and exhibit liquid-like characteristics in the event of an earthquake, or sufficient vibration. Liquefaction analyses generally relate Standard Penetration Test (SPT) N values, corrected for overburden, and measured groundwater levels to the liquefaction potential of the materials in question. In general, for liquefaction to occur three conditions have to be met simultaneously. These are: 1.) loose sandy soils susceptible to liquefaction, 2.) saturated soil conditions, and 3.) vibration.

The Glaciolacustrine layer is submerged, and has a loose and v. soft density. Typically, the clay content resulted in some plasticity of the sample, which would reduce the susceptibility to liquefaction; however, this should be reviewed and evaluated further.

LIMITATIONS

Explorations

1. The analyses and recommendations submitted in this report are based in part upon the data obtained from subsurface explorations performed at the indicated locations, project information provided to us at the time of this report, and from other information discussed in this report. This report does not reflect variations that may occur between explorations, across the site, or due to the modifying effects of weather. The nature and extent of variations between these explorations may not become evident until construction. If variations then appear evident, RMA Environmental, LLC (RMA) should be immediately notified and asked to reevaluate the recommendations of this report.
2. The generalized soil profile described in the text is intended to convey trends in the subsurface conditions. The boundaries between strata are approximate and idealized and have been developed by Interpretations of widely spaced explorations and samples; actual soil transitions are probably more erratic. For specific information, refer to the boring logs, test pit logs, and/or rock probe logs.
3. Water level readings have been made in the drill holes and or test pits at the times and under the conditions stated on the boring logs and/or test pit logs. These data have been reviewed and interpretations have been made in the text of this report. However, fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors occurring since the time the measurements were made.

Review

1. In the event that any changes in the nature (size, type, etc) or location of the proposed building are planned, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and the conclusions of this report are verified in writing by RMA. RMA should also be provided with the opportunity for a general review of the final design and specifications in order that the earthwork and foundation recommendations may be properly interpreted and implemented in the design and specifications.

Construction

1. If this report is used for final design, RMA should be retained to provide soil engineering services during construction phases of work in order to observe compliance with the design concepts, specifications, and recommendations and to allow design changes in the event that subsurface conditions differ from those indicated prior to the start of construction. We cannot accept responsibility for designs based on recommendations in this report unless we are engaged to 1) make site visits during construction to check that the subsurface conditions exposed during construction are in general conformance with our design assumptions and 2) ascertain that, in general, the work is being performed in compliance with the contract documents.

Visual Inspection

1. The assessment of the general condition of the seawall is based upon available data and visual inspections. Detailed investigations and analyses involving topographic mapping, subsurface investigations, testing and detailed computational evaluations are beyond the scope of this report.
2. In reviewing this report, it should be realized that the reported condition of the seawall is based on observations of field conditions at the time of inspection, along with data available to the inspection team.
3. It is critical to note that the condition of the seawall depends on numerous and constantly changing internal and external conditions, and is evolutionary in nature. It would be incorrect to assume that the present condition of the seawall will continue to represent the condition of the seawall at some point in the future. Only through continued care and inspection can there be any chance that critical conditions be detected.

Use of Report

1. This report, as instruments of professional service, are and shall remain the property of RMA Environmental, LLC. Documents are not to be used, in whole or in part, for other projects or purposes or by any other parties than those authorized by contract without written consent from RMA Environmental, LLC. Use of this report is contingent upon payment to RMA Environmental, LLC for services rendered. Non-payment shall give RMA Environmental, LLC the authority to bar document use by any and all parties.
2. The applicability of other environmental permits (ie., NOI, PGP, Water Quality Certificate, etc.) needs to be determined prior to undertaking maintenance activities that may occur within resource areas under the jurisdiction of CRMC, RIDEM or other regulatory agency.
3. This report has been prepared for the exclusive use of ARUP and the City of Providence for specific application to the Unified Vision for Downtown Public Spaces Project in accordance with generally accepted engineering practices. No other warranty, expressed or implied, is made.
4. This report has been prepared for this project by RMA. This report is for preliminary evaluation purposes only and is not necessarily sufficient to support design or repairs or recommendations or to prepare an accurate bid.

City of Providence
**Unified Vision for Downtown
Providence**
Utilities Coordination Report

30% Design | June 18, 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

278909

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ARUP

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Table 1 - Estimated Sewer Generation
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Appendices

Appendix A - Utility Company Correspondence Log
Appendix B - Stormwater Master Plan

1 Executive Summary

The proposed Project aims to modernize 10 acres in Downtown Providence, Rhode Island and create a more efficient and inviting public realm. Proposed design plans include reclaiming car traffic area for pedestrians, raising the existing Riverwalk to adapt to sea-level rise, a new ice rink and interactive water feature for kids and family in the center of Kennedy Plaza, a youth engagement park, public Wi-Fi, new public art, interactive digital interfaces, performance stages, underground infrastructure for temporary event structures, a new transportation bus hub, and a new experiential mist ring installation in the Waterplace Park basin.

This report provides a summary of utility coordination provided for the project, describes existing and proposed utilities, and identifies recommendations and considerations for future design development of the project's utilities

Photo 1 - Aerial View of Project



1.1 Utility System Overview

Existing utility systems and the authorities having jurisdiction identified in the Project area include:

- Water: Providence Water
- Sanitary Sewer: Narragansett Bay Commission
- Storm Drainage: Narragansett Bay Commission
- Electric: National Grid
- Telecommunications: Verizon & Cox Communications
- Natural Gas: National Grid

Existing combined and sanitary systems discharge to:

- Field's Point Wastewater Treatment Facility
- The Providence River

Existing storm sewers in the Project area discharge to:

- The Woonasquatucket River
- The Providence River

Due to the size of the Project, the Project will require multiple service connections for water, sanitary sewer, storm drainage, electrical, telecommunications, and natural gas in the surrounding streets. All connections will be coordinated with the appropriate utility providers and constructed to minimize effects on adjacent streets, sidewalks, and other areas within the public right-of-way.

The Project aims to capture and store the first inch (1/2-inch minimum) of stormwater runoff over the proposed impervious area and treat at least 75% of all runoff in various stormwater BMPs (Best Management Practices) and green infrastructure elements throughout the Project limits.

Preliminary coordination conversations conducted with public and private utility companies have been logged in **Appendix A**.

1.2 Utility Design Development Recommendations

Recommendations and considerations for future design development of the project utilities are summarized below.

General:

- Perform a below-ground utility survey to verify underground utility system locations, elevations, and dimensions.

Water:

- The existing 24" water main in Kennedy Plaza is a significant transmission main. Proposed realignment of the main must be closely coordinated with Providence (PVD) Water.
- Coordinate final service locations and sizes with the Project's plumbing engineer and Providence Water.
- All water connections will be constructed to minimize effects on adjacent streets, sidewalks, and other areas within the public right-of-way.
- Further develop the water conservation measures to be included in the Project.
- Coordinate the final number and location of hydrants with the Providence Fire Department and PVD Water.
- Perform flow testing to confirm water capacity.
- Coordinate water demand and availability with PVD Water to ensure the Project needs are met while maintaining adequate water flows to the surrounding neighborhood.
- Any redundant existing domestic water services found during additional investigations will be coordinated with PVD Water and cut and capped prior to demolition.

Sanitary Sewer:

- Any redundant existing sanitary sewer services found during additional investigations will be cut and capped prior to demolition.
- All sewer connections will be constructed to minimize effects on adjacent streets, sidewalks, and other areas within the public right-of-way.
- The size and location of the service connection(s) will be coordinated with the Project's plumbing engineer and the NBC.
- Coordinate protection and/or relocation requirements for the 48" storm drain in Kennedy Plaza with NBC.
- Further survey investigation will be required to determine invert elevations, locations, and depths for the proposed sanitary connections, and to confirm sewage outfall locations.

Storm Drainage:

- Progress the site layout and stormwater BMP design to conform to the Max Post-Development Impervious Area Permissible and Water Quality Volume requirements indicated on the Stormwater Master Plan for each Lot. Coordinate any required deviations from this plan with CRMC and RIDEM.
- Confirm if impervious liners can be removed from any of the proposed stormwater BMPs to increase infiltration to the ground without adversely impacting existing soil and groundwater contamination hot spots.
- Pipe sizes and stormwater models will be developed as the Project progresses to confirm that there will be increase in peak flows from the 1-year and 10-year storms per RIDEM regulations.
- Coordinate with the geotechnical engineer to confirm requirements for geogrids, helical piles, or other soil stabilization methods to prevent consolidation in the soils below the proposed green infrastructure elements.
- Proposed site improvements, stormwater infrastructure, and phasing should be performed accordance with the Stormwater Master Plan. Coordinate with RIDEM/CRMC to verify Permitting Masterplan requirements.
- Consider future rainfall projections and the potential for designing site drainage and green infrastructure to accommodate larger volumes of water, including at the 'dry-side' of the proposed flood barrier at Memorial Boulevard.
- Refer to the Sustainability & Resilience Strategy 30% design report for additional flood resilience recommendations.

Electric:

- It is recommended that the city tender a RPF for the solar design for the connector to explore various solar design and finance options (such as PPA agreement).
- The electrical utility will also need to be engaged to ensure there is sufficient solar interconnection capacity for the area. Potential available energy rebate program could also be explored with the electric utility.
- The existing site lighting has various lighting pole and various parts numbers. It may be beneficial to consider standardize site lighting for ease of future maintenance.
- All proposed new utility service size is subject to National Grid service connection approval.

Telecom:

- Client should consider network deployment and operational support during the design phase since there are service models and providers that could deploy and support the networking needs of the Project.
- These providers also sometimes offer partnership/sponsorship opportunities that may be beneficial to the project. The Client should investigate these opportunities during the design phase.
- Determine what rights/franchise agreements different telecommunications providers (and the City itself) have in the Project vicinity to ensure that the design considers these various requirements. This should include what sort of access carriers may require to their infrastructure under Project streets.
- Engage cellular carriers to understand their deployment plans for 4G LTE and 5G service across the Project and whether supplemental coverage (e.g. from an outdoor distributed antenna system) is required.
- Determine how resilient/reliable communications services should be at the project to inform design decisions such as redundancy.
- Plan for the deployment and support/operation of technology systems, including telecommunications, in both capital and operating budgets, as these systems are often overlooked.

Natural Gas:

- Additional subsurface survey investigations should be performed to confirm sizes and locations of existing gas loops surrounding the Project site.
- Final service and appropriate connection points should be coordinated with National Grid as the Project design progresses.

2 General Utility Coordination

2.1 Existing Conditions Data Sources

The utility information described below is provided from a mix of field locations, utility records, and GIS plans. No subsurface utility investigations were performed as part of the site survey (“Survey Plan Unified Vision for Downtown Public Spaces Water Place Park & Kennedy Plaza” by Narragansett Engineering Inc. Dated: 03/04/2021). Further investigation will be required to discern actual function, subsurface locations, connections, and invert elevations.

2.2 Utility Protection During Construction

The Contractor will notify utility companies and call “Dig-Safe” prior to excavation. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations and construction staging as required. The construction contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The construction contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the construction contractor will be required to coordinate the shutdown with the utility owners and Project abutters to minimize impacts and inconveniences. The Proponent will continue to work with utility companies to ensure safe and coordinated utility operations in connection with the Project.

2.3 General Utility Design Development Recommendations

Recommendations and considerations for future design development include:

- Perform a below-ground utility survey to verify underground utility system locations, elevations, and dimensions.

3 Water System

3.1 Existing Water Service

Providence (PVD) Water owns, operates, and maintains the water distribution systems near the Site.

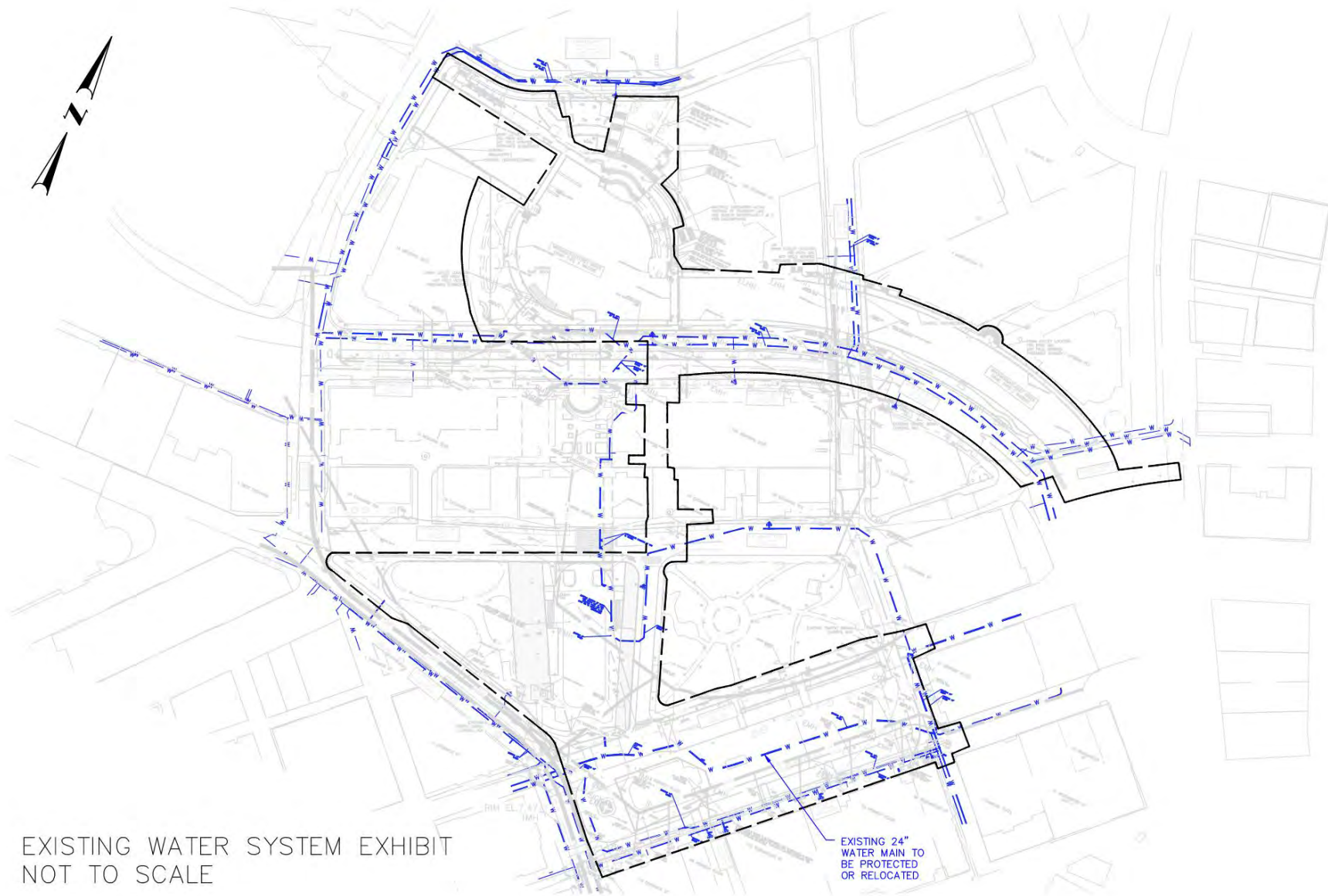
Per City of Providence GIS and record plans, an 8” water line and a 12” high pressure (HP) water line run parallel next to each other along Finance Way, north of Woonasquatucket River, and then down U.S. Route 1/Francis Street. These water lines connect to a 12” HP water line and a 12” water line that then run south of the Woonasquatucket River along Memorial Boulevard, eventually connecting to an 8” and 12” HP water line in the existing tunnels at the intersection of Memorial Boulevard and Exchange Street. The 12” water line running along Memorial Boulevard connects to an 8” water line just north of the 11 Memorial Boulevard parking lot, which then runs south through the existing tunnel under the Rhode Island Community Foundation Building towards Biltmore Park. The line connects to a 24” line that loops back up north and along Exchange Terrace to Exchange Street.

There are two 16” water lines that run parallel down Dorrance Street and connect to an 8”, 16” and 24” water line that run through Kennedy Plaza to tie into the existing 24” line in Exchange Street. The 24” main that cuts through Kennedy Plaza is a critical transmission line for the City.

There are several existing fire hydrants surrounding the Project Site.

According to current record and survey documents, no current service connections exist in the Project area aside from the existing bathrooms in Kennedy Plaza – but any redundant existing domestic water services found during additional investigations will be coordinated with PVD Water and cut and capped prior to demolition. See **Figure 1** for the existing water system.

Figure 1 - Existing Water System



3.2 Proposed Water Connections

The Project will require multiple service connections to the PVD water systems in the surrounding streets. All water connections will be constructed to minimize effects on adjacent streets, sidewalks, and other areas within the public right-of-way.

In the Waterplace Park basin, there will be two (2) below equipment room systems to serve the proposed misting water feature. Both systems will tie into the existing water system. One connection is anticipated to tie-in to the existing 12" water line in Memorial Boulevard where the other is anticipated to tie into the existing 8" water line in Finance Way. The proposed bathrooms will have a service connection that is anticipated to also tie into that existing 8" water line.

In the Free Space area, the proposed Café building will have a water service connection that is anticipated to tie into the existing 16" water line in Dorrance Street. The proposed Exchange Street storage building under the road bridge will have a water service connection that is anticipated to tie into the existing 8" loop at the existing ice rink location.

The existing 24" water main that currently cuts through Kennedy Plaza will need to be relocated out from under the proposed ice rink to Washington Street. This proposed realignment should be closely coordinated with PVD Water.

In Kennedy Plaza, the Welcome Center building, the proposed Rink Liner Building (with the water feature equipment room in the basement), and the café at the Big Shade will also all require water service. These connections will tie into the existing 24" water that currently cuts through the plaza, the 8" water line in Fulton Street, and the 24" main in Exchange Street respectively.

Any metering will be installed and conducted in accordance with Providence Water requirements. Appropriate gate valves and backflow prevention devices will also be installed on each water service to allow individual services to be shut off and to prevent potential backflow of non-potable water or other contaminants into the public water supply.

Hose-bibs will be distributed around the Free Space and Kennedy Plaza. These elements will tie into the water systems for the proposed buildings in the area.

In order to provide appropriate fire protection around the Project perimeter, additional fire hydrants may be required. Approximately three (3) new hydrants are anticipated. All new hydrant locations shall be coordinated with the Providence Fire Department and PVD Water.

See **Figure 2** for a schematic exhibit of the proposed water system.

3.3 Estimated Proposed Water Demand

The estimated proposed water demand for the Project is based on the estimated sanitary sewer flow (see **Table 1**), with a factor of 1.1 applied to account for consumption and other losses. Based on this formula, the Project's estimated peak water demand for domestic uses is 10,862 gallons per day.

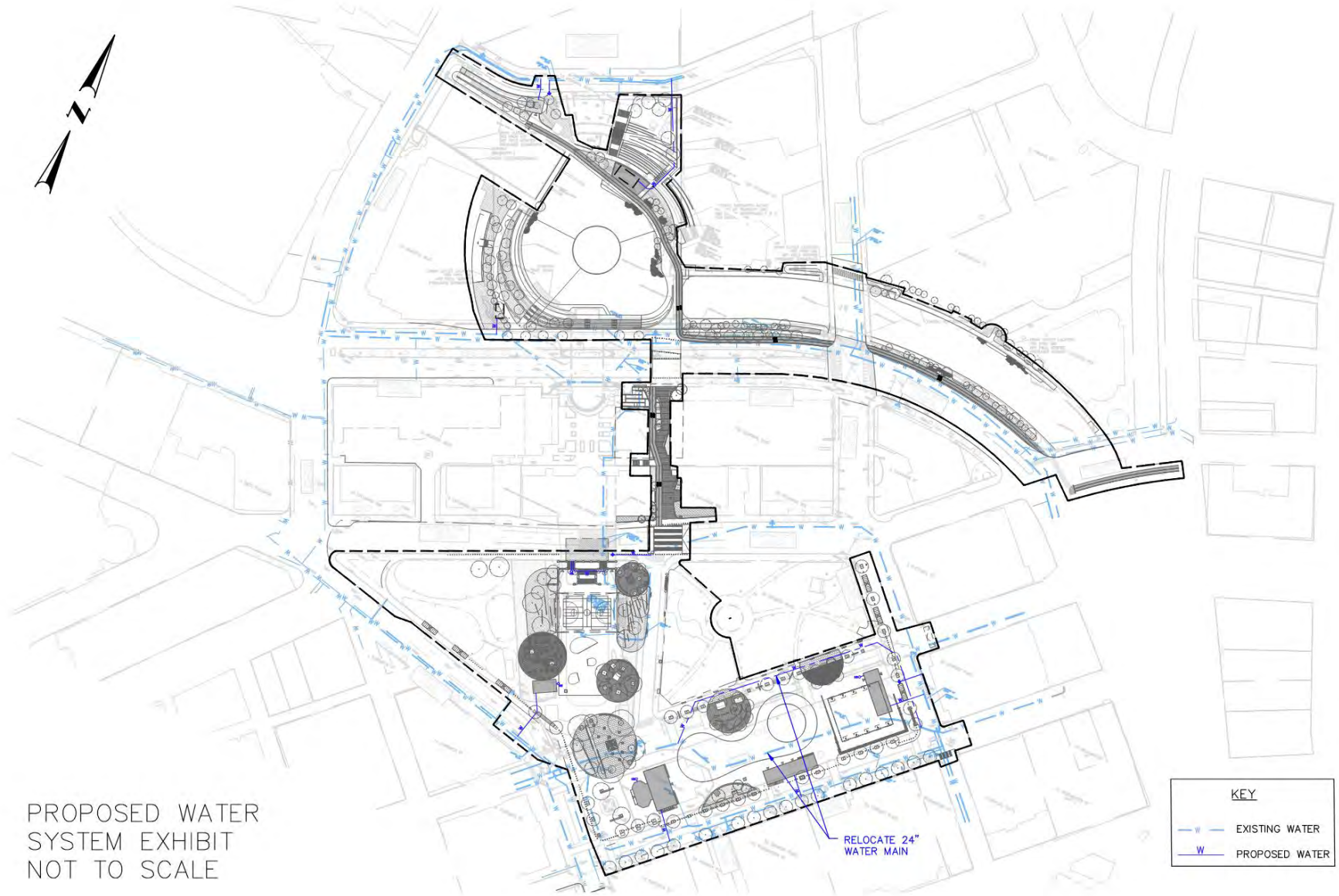
Based on discussions with Providence (PVD) Water, there are no expected water capacity issues near the Site.

3.4 Water Design Development Recommendations

Recommendations and considerations for future design development include:

- The existing 24" water main in Kennedy Plaza is a significant transmission main. Proposed realignment of the main must be closely coordinated with Providence (PVD) Water.
- Coordinate final service locations and sizes with the Project's plumbing engineer and PVD Water.
- Further develop the water conservation measures to be included in the Project.
- Coordinate the final number and location of hydrants with the Providence Fire Department.
- Perform flow testing to confirm water capacity.
- Coordinate water demand and availability with PVD Water to ensure the Project needs are met while maintaining adequate water flows to the surrounding neighborhood.
- Any redundant existing domestic water services found during additional investigations will be coordinated with PVD Water and cut and capped prior to demolition.

Figure 2 - Proposed Water System



4 Sanitary Sewer System

4.1 Existing Sanitary Sewer System

The Narragansett Bay Commission (NBC) owns, operates, and maintains the sanitary sewer systems near the Project Site.

An existing 70” brick sanitary sewer main runs south down U.S. Route 1/Francis Street and down Dorrance Street. This 70” main ultimately discharges to the Field's Point Wastewater Treatment Facility in Providence which is also owned and operated by the NBC.

A 66” brick sewer main runs parallel to the 70” main down Dorrance Street. The 66” main is presumed to discharge to a CSO outfall at the Providence River, but this is not confirmed.

A 12” sanitary sewer line coming off the 70” sewer at the intersection of U.S. Route 1/Francis Street and Memorial Boulevard runs east before tying into an existing manhole in Memorial Boulevard. This line is shown to continue through Memorial Blvd per National Grid plans, but location has not been confirmed and is not shown on the survey.

A 12” gravity sanitary sewer line flows south down Exchange Street. Providence GIS records show this line in Exchange Street tying into an existing 12” sanitary line in Fulton Street (via existing sanitary manholes) which then connects into that existing 70” brick sanitary main in Dorrance Street, but the survey did not confirm the location or existence of this Fulton Street line.

According to current record and survey documents, no current service connections exist in the Project area aside from the existing bathrooms in Kennedy Plaza – but any redundant existing sanitary sewer services found during additional investigations will be cut and capped prior to demolition.

See **Figure 3** for the existing sanitary sewer system.

Figure 3 - Existing Sanitary Sewer System



4.2 Proposed Sanitary Sewer Connections

The Project will require multiple service connections to the NBC sewer systems in the surrounding streets. All sewer connections will be constructed to minimize effects on adjacent streets, sidewalks, and other areas within the public right-of-way.

In the Waterplace Park area, the two (2) proposed water feature equipment rooms will require a sanitary sewer service connection for any discharge from floor drains, etc. These connections are anticipated to tie in to the existing 12" sewer in Memorial Boulevard and the existing 8" sewer in Finance Way via proposed sewer manholes. The sanitary sewer connection for the proposed bathrooms will also tie into the existing 8" sewer in Finance Way.

In the Free Space, the proposed café building will require sanitary sewer service. This connection is anticipated to tie-in to the existing 70" sewer main in Dorrance Street via a new sewer manhole. The proposed Exchange Street storage building under the road bridge will have a sanitary sewer service connection that is anticipated to tie into the existing 70" sewer main in Dorrance Street via a new sewer manhole. This service may require a sump pump due to the elevation difference.

In Kennedy Plaza, the Welcome Center Building, the proposed Rink Liner Building (with the water feature equipment room in the basement), and the café at the Big Shade will also all require sanitary sewer service. These connections are anticipated to tie into the existing sanitary sewer in Fulton Street via new sewer manholes and the 12" sewer in Exchange Street via an existing manhole respectively.

The size and location of the service connection(s) will be coordinated with the Project's plumbing engineer and the NBC. Further survey investigation will be required in order to determine invert elevations and depths for the proposed sanitary connections.

4.3 Estimated Proposed Sanitary Flow

The Rhode Island Department of Environmental Management establishes sewer generation rates for various types of establishments in section 250-RICR-150-10-6 of the Rhode Island Code of Regulations (RICR). Based on an estimate of the Project's proposed program, **Table 1** below gives the estimated proposed sanitary sewer flows expected to be generated by the Project. Based on these sewer generation rates; the project is expected to produce approximately 9,875 gallons/day of sewer flow. Per conversations with NBC, there are no sewer capacity concerns for the proposed Project. The proposed sewer generation calculation will be refined as the Project develops and final sewer generation flows will be coordinated with NBC.

Table 1 - Estimated Sewer Generation

Type of Use	Sewer Generation Rate	Expected Program	Sewer Flow (gallons/day)
Public Park with toilets (Kennedy Plaza)	5 gallons/person/day	500 people	2,500
Public Park with toilets (Waterplace Park)	5 gallons/person/day	500 people	2,500
Exchange Terrace Storage Building Restrooms	5 gallons/person/day	500 people	2,500
Restaurant – Take out Service Only (Free Space Café)	500 gallons/restaurant/day	1 restaurant	500
Restaurant – Take out Service Only (Big Shade Café)	500 gallons/restaurant/day	1 restaurant	500
Rink Service Building	25 gallons/pump/day	4 pumps	100
Water Feature Equipment Room Backwash Filter (Kennedy Plaza)	240 gal/min	Max. run time of 5 min per day	1,200
Water Feature Equipment Rooms (Waterplace Park)	0.1 gal/SF/day	750 SF	75
Total Sewer Generation			9,875

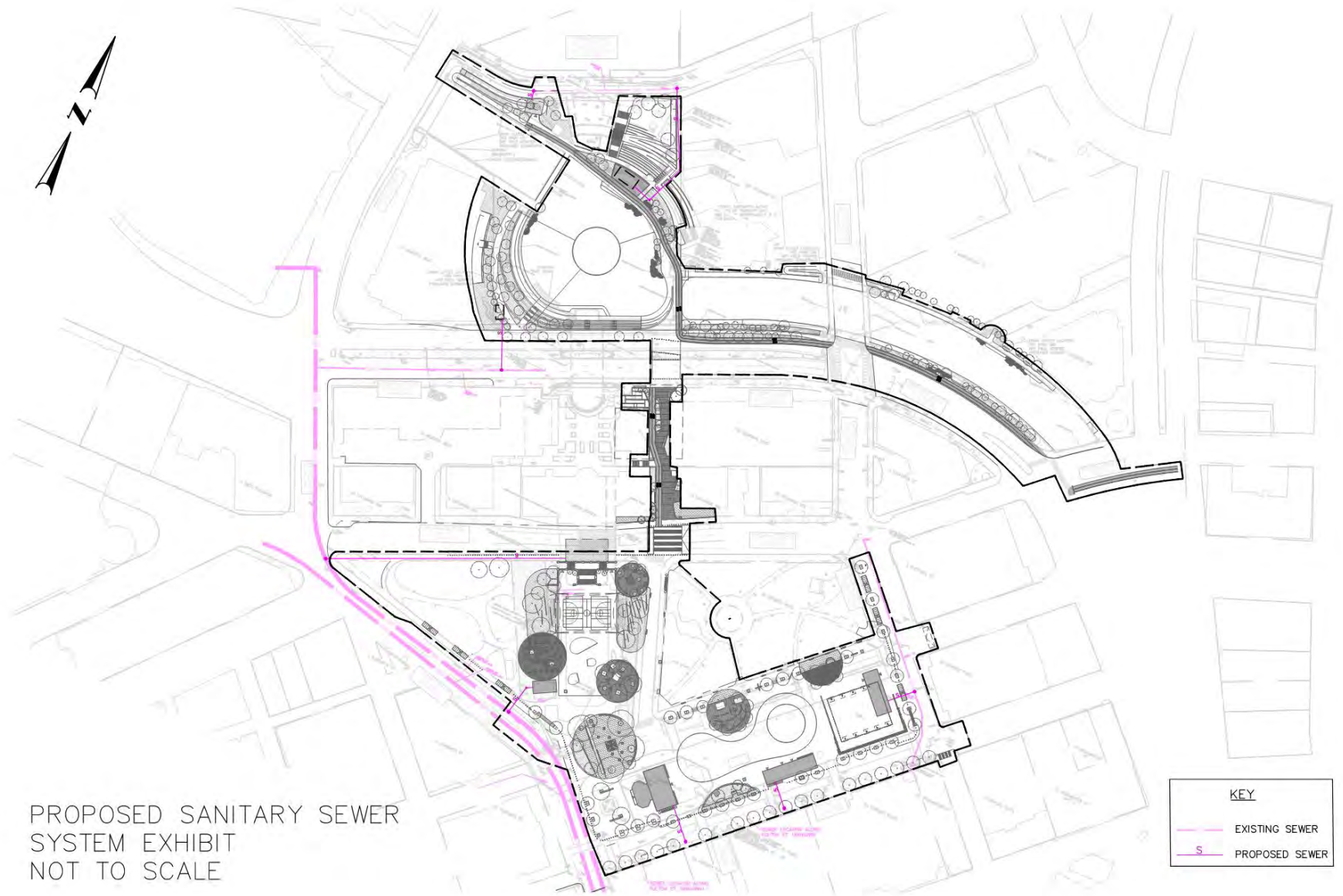
See **Figure 4** for a schematic exhibit of the proposed sanitary sewer system.

4.4 Sanitary Sewer Design Development Recommendations

Recommendations and considerations for future design development include:

- Any redundant existing sanitary sewer services found during additional investigations will be cut and capped prior to demolition.
- All sewer connections will be constructed to minimize effects on adjacent streets, sidewalks, and other areas within the public right-of-way.
- The size and location of the service connection(s) will be coordinated with the Project's plumbing engineer and the NBC. Further survey investigation will be required in order to determine invert elevations, locations, and depths for the proposed sanitary connections, and to confirm sewage outfall locations.

Figure 4 - Proposed Sanitary Sewer System



PROPOSED SANITARY SEWER
SYSTEM EXHIBIT
NOT TO SCALE

KEY	
	EXISTING SEWER
	PROPOSED SEWER

5 Storm Drainage System

5.1 Existing Storm Drainage Sewer System

The Narragansett Bay Commission (NBC) owns, operates, and maintains the storm drainage systems near the Project Site.

There are two (2) existing Design/Stormwater Discharge Points for the Project Site: The Woonasquatucket River (DP-1) and the Providence River (DP-2). The Project site is divided into 4 sub-catchments: E1 (Waterplace Park Area), E2 (Proposed Pedestrian Bridge), E3 (Free Space/Old Ice Rink Area), and E4 (Kennedy Plaza). E1 discharges to DP-1 where all the remaining sub-catchments ultimately discharge to DP-2.

In the Waterplace Park basin area, the City of Providence GIS shows 6 drain outlets along the edge of Woonasquatucket River. These were not field verified and are presumed to be submerged. South of the Woonasquatucket River, there exists several 12” storm drains that collect the runoff from the catch basins along U.S. Route 1/Francis Street. There is an additional 15” storm drain that starts at the intersection of U.S. Route 1/Francis Street and Memorial Boulevard and runs east before discharging to the Woonasquatucket River.

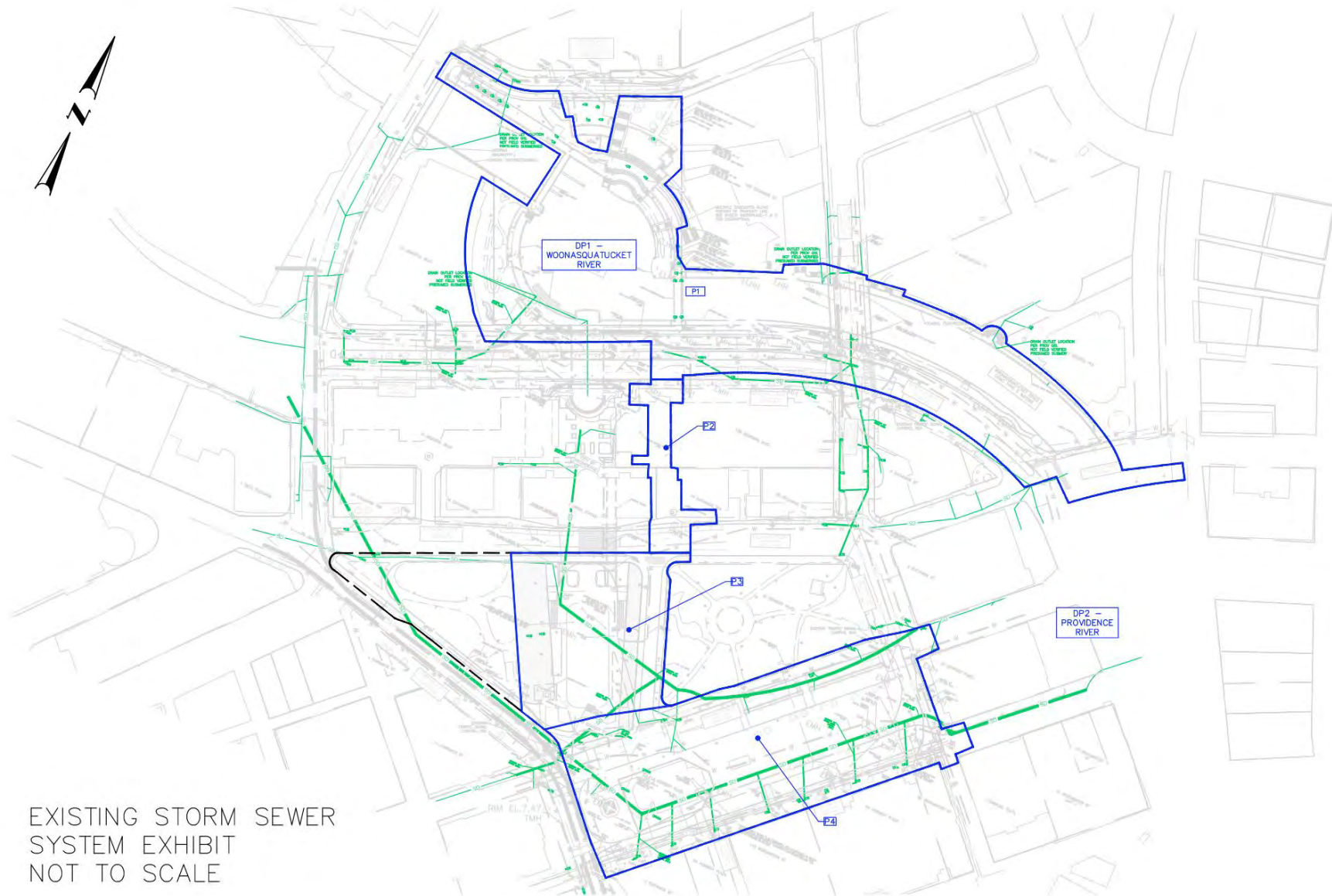
On the southeastern side of the Waterplace Park basin, catch basins collect runoff from Memorial Boulevard and route through a 12” storm drain. This line connects to an 18” storm drain at the intersection of Exchange Street and Memorial Boulevard which also collects runoff from catch basins in Exchange Street and Exchange Terrace. This 18” storm drain likely discharges to the Woonasquatucket River (according to Providence GIS).

Existing catch basins collect runoff from the plaza north of the Rhode Island Foundation building (at the pedestrian underpass entrance) and tie into an existing 24” storm drain. This line runs south through the existing tunnel and ties into an existing 48” storm drain at the ice rink. That 48” storm drain runs southeast to Washington Street towards Exchange Street on the northern edge of Kennedy Plaza, and ultimately conveys water to the Providence River.

Another 48” storm drain main enters the site at the intersection of U.S. Route 1/Francis Street and Memorial Boulevard, cuts through Biltmore Park, and then runs down Dorrance Street. This 48” main continues through Kennedy Plaza towards Exchange Street. Catch basins collect runoff along the southern edge of Kennedy Plaza and tie into the 48” main via several 12” lines in Fulton Street. This 48” storm drainage also ultimately conveys water to the Providence River.

See **Figure 5** for the existing storm system and sub-catchment plan.

Figure 5 - Existing Storm Sewer System



5.2 Proposed Storm Drainage Sewer Connections

In order to satisfy RIDEM stormwater requirements, the Project aims to capture and store the first inch (1/2-inch minimum) of runoff over the proposed impervious area and treat at least 75% of all runoff in stormwater BMPs (Best Management Practices) and green infrastructure elements. Additionally, due to existing soil contamination in the Project area, no infiltration is proposed – all BMP systems will be lined with impermeable liners. A preliminary Stormwater Master Plan was prepared and presented to initiate permitting conversations with the relevant municipal agencies (RIDEM, CRMC, etc.) - see **Appendix B** for the proposed plan.

Stormwater runoff will be collected and treated on-site and will be routed to BMP systems to the maximum extent practicable to reduce the impact on the NBC drainage system. Overflow connections from the BMP systems areas are proposed to handle larger, less frequent storm events and will discharge to the existing drain system. Pretreatment will be handled using proprietary water quality units prior to connection into the BMPs and City system to minimize maintenance requirements for the BMPs and maximize removal of pollutants in the collected runoff.

Pipe sizes and stormwater models will be developed as the Project progresses to confirm that there will be increase in peak flows from the 1-year and 10-year storms per RIDEM regulations. Since the proposed Project will reduce impervious area in the post-development condition, no increases to peak flows are expected.

In the Waterplace Park area stormwater will be conveyed along surfaces or collected via inlets in the Riverwalk decking and directed to proposed at-grade vegetated stormwater BMPs via suspended drainage piping to minimize untreated stormwater runoff and debris from entering the Woonasquatucket River.

Stormwater management and runoff from the proposed bike path, Marsella Connector, and associated work will be addressed and coordinated in future phases as the development plans progress.

Runoff from the Free Space will be directed to catch basins at the low points which will tie into a proprietary water quality unit prior to discharging to a subsurface stormwater storage tank under the basketball court. This tank will overflow to the adjacent existing 48” storm drain via a proposed drain manhole.

Kennedy Plaza will be graded to direct stormwater to proposed tree pits that will treat and store runoff. Roof runoff from the café at the Big Shade, the Big Shade itself, and the Rink Liner Building will be directed via downspouts and pipe connections to the tree pit underdrain system. This collected runoff will provide passive irrigation to the proposed trees prior to being treated in the associated BMP soils and ultimately discharged to the existing 48” storm sewer in Kennedy Plaza. The tree pits will have underdrain pipe collection systems along with

additional overflow connections that will outlet to the existing NBC drainage system to accommodate any large storms/potential clogging of tree pit soils.

See **Figure 6** for a schematic exhibit of the proposed storm drainage connection points and BMP systems.

Figure 6 - Proposed Storm Sewer System



PROPOSED STORM SEWER
SYSTEM EXHIBIT
NOT TO SCALE

5.3 Storm Drainage Design Development Recommendations

Recommendations and considerations for future design development include:

- Progress the site layout and stormwater BMP design to conform to the Max Post-Development Impervious Area Permissible and Water Quality Volume requirements indicated on the Stormwater Master Plan for each Lot. Coordinate any required deviations from this plan with CRMC and RIDEM.
- Confirm if impervious liners can be removed from any of the proposed stormwater BMPs to increase infiltration to the ground without adversely impacting existing soil and groundwater contamination hot spots.
- Pipe sizes and stormwater models will be developed as the Project progresses to confirm that there will be increase in peak flows from the 1-year and 10-year storms per RIDEM regulations.
- Coordinate with the geotechnical engineer to confirm requirements for geogrids, helical piles, or other soil stabilization methods to prevent consolidation in the soils below the proposed green infrastructure elements.
- Proposed site improvements, stormwater infrastructure, and phasing should be performed accordance with the Stormwater Master Plan. Coordinate with RIDEM/CRMC to verify Permitting Masterplan requirements.
- Consider future rainfall projections and the potential for designing site drainage and green infrastructure to accommodate larger volumes of water, including at the ‘dry-side’ of the proposed flood barrier at Memorial Boulevard.
- Refer to the Sustainability & Resilience Strategy 30% design report for additional flood resilience recommendations.

6 Electrical Services

6.1 Existing Electrical Services

National Grid owns and maintains the electrical infrastructure within the Project's general vicinity.

There are existing subsurface electrical manholes and an underground electrical duct bank that run through Finance Way north of Waterplace Park.

A subsurface electrical duct bank connected through a series of electrical manholes runs through Memorial Boulevard. Another subsurface electrical duct bank crosses the Memorial Boulevard system and runs south down Exchange Street.

Underground electrical lines on both the north and the southern edge of Kennedy Plaza (in Washington Street and Fulton Street) tie into the system in Exchange Street. The three (3) lines that run through Washington Street and Fulton Street are fed from a 12" underground electric duct that runs through Dorrance Street. This Dorrance Street line ties into the system in Exchange Terrace which ultimately connects into the same system in Exchange Street.

Additionally, there are two existing underground electrical vaults located within Kennedy Plaza.

See **Figure 7** for the existing electrical system.

The electrical distribution can be divided into building distribution and National Grid streetlight distribution system that serve the corresponding area. See **Figure 8** for electrical distribution area diagram

Waterplace Park Electrical Distribution (Dark Green)

Existing Electrical Service: 400A 480/277V 3 Phase

This is the electrical metered distribution dedicated for the park services, which is located inside the Skyline restaurants. This distribution serves the area site lighting along the pedestrian bright, river walk, amphitheater and other miscellaneous pump and building load.

Exchange Terrace (Existing Ice Rink) Electrical Distribution (Yellow)

Existing Electrical Service: 800A 480/277V 3 Phase

This electrical distribution's main switchboard is located underneath the Exchange Terrace maintenance tunnel. This distribution also feed the BankNewport City Center that is located along Washington Street. The main switchboard feeds the existing ice rink distribution, existing ice rink area lighting, receptacle, and equipment load.

Kennedy Plaza/Trolley House Electrical Distribution (Blue)

Existing Electrical Service: 800A 208/120V 3 Phase

There are three separate metered services as part of this distribution. They are divided into site lighting, base building services and tenant (i.e. coffee shop) services.

Memorial Blvd West (Purple)

Existing electrical distribution: 225A 480/240V 1 Phase

Distribution location: near Intersection of Francis Street and Memorial Blvd.

This distribution feed existing street lighting along Memorial Blvd between Francis Street and Exchange Street based on site investigation. All the new streetlight will be refeed from existing services.

Memorial Blvd East (Orange)

Existing electrical distribution: 225A 480/240V 1 Phase

Distribution location: near Intersection of Canal Street and Park Row.

This distribution feeds existing street lighting along Memorial Blvd between Exchange Street and Steeple Street based on site investigation. All the new streetlight will be refeed from existing services.

Tunnel under Memorial Blvd (Dark Blue)

Two separate existing electrical distribution that feeds this area:

Panel (208/120V) inside the Marriot Hotel AV Room feeds the linear downlight that along the pedestrian tunnel underneath the Memorial Blvd.

The up-light inside the glass island that is visible from the Memorial Blvd is fed by the Memorial West (purple) distribution as discussed above.

Biltmore Park West (Bright Green)

Existing electrical distribution: 200A 240/120V 1 Phase

Distribution location: located in the park

This distribution feed park and street lighting in the area.

Biltmore Park East (Pink)

Existing electrical distribution: 200A 240/120V 1 Phase

Distribution location: located in the park near the Trinity Beer Garden

This distribution feed park and street lighting in the area.

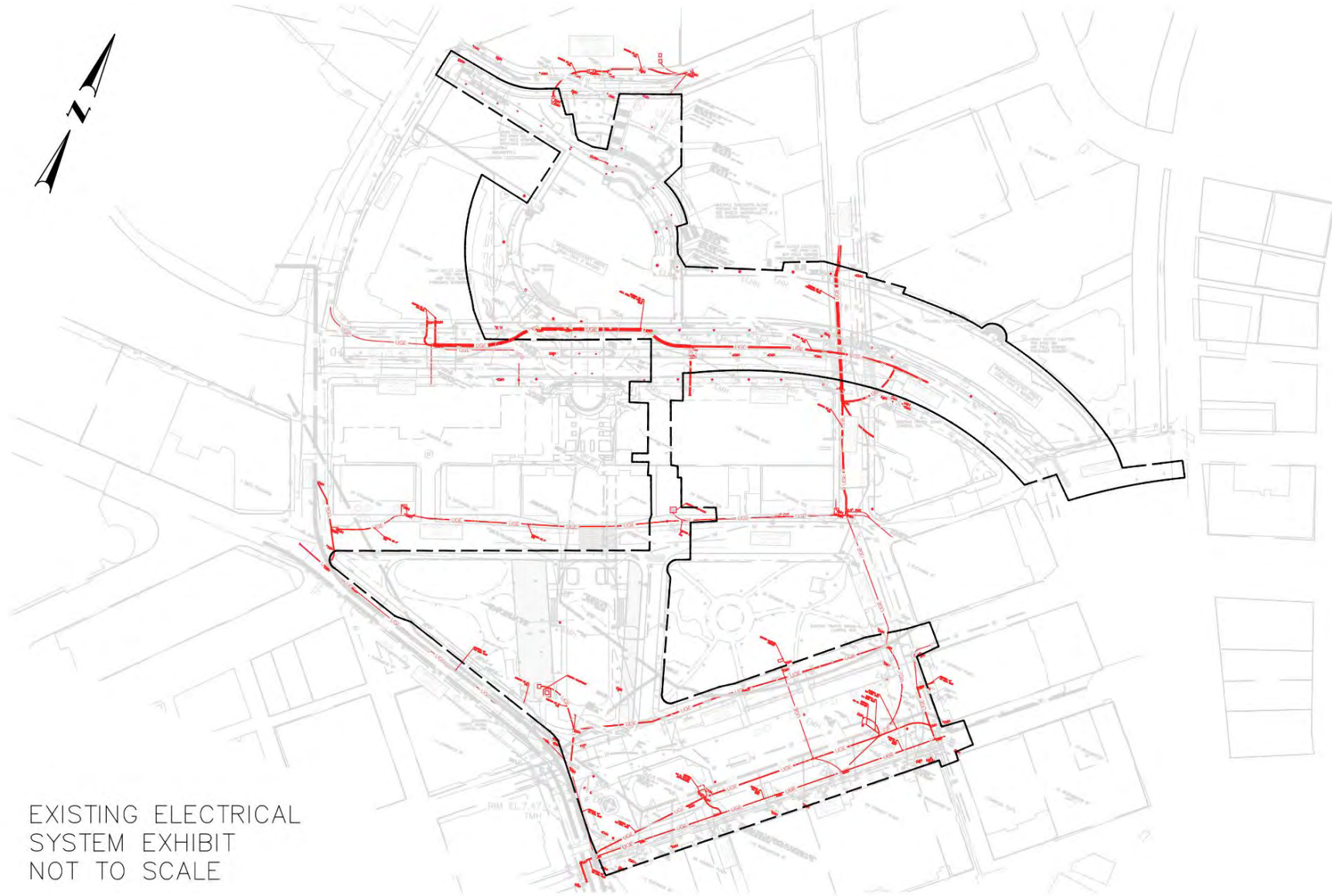
Burnside Park (Red)

Existing electrical distribution: 400A 208/120V 3 Phase

Distribution location: located in the park.

This distribution feed the imagination center, statue lighting and water fountain in the park.

Figure 7 - Existing Electrical System



EXISTING ELECTRICAL
SYSTEM EXHIBIT
NOT TO SCALE

Figure 8 - Existing Electrical System by Area



6.2 Proposed Electrical Services Modification

Existing electrical distribution at different areas will be removed and modified due to building demolition and re-designed to accommodate the new load, such as water feature, new ice rink. This area will be discussed in detail below. Please see **Figure 9** for proposed electrical distribution

Waterplace Park Electrical Distribution

Existing Electrical Service: 400A 480/277V 3 Phase
Increase electrical Service to 600A 480/277V 3 Phase.

The main factors that is driving the electrical service increase at this location is the addition of the mist ring water feature. The total estimated electrical load is 290kVA, which is 349A at 480/277V, which is at 87% of the existing service size. The existing electrical service don't have the capacity to support this load without overloading the existing service, therefore the existing electrical service size needs to be increased.

The increased electrical service will include the existing distribution load originally feeds the site lighting along the river walk and miscellaneous building load, which is estimated to be around 100A at 480/277V as a metered value. (This will be subject to 30-day meter verification). This upgraded service will also accommodate the event venue power that would be designed for the amphitheater which is estimated at 125kVA 152A at 480/277V. Please note, the event venue company switch load is calculated using a 50% diversity factor.

Table 2 - Waterplace Park Electrical Service

Waterplace Park Electrical Service Size	
	Ampacity at 480/277V
Existing Building Load	100A
New Water Feature	349A
New Event Power	152A
Total	600A

As discussed above and summarized in **Table 2**, the Waterplace Park electrical distribution service is required to upgraded to 600A to accommodate the additional load.

Exchange Terrace (Existing Ice Rink) Electrical Distribution (Yellow)

Existing Electrical Service to remain: 800A 480/277V 3 Phase

This electrical distribution's main switchboard which is located underneath the Exchange Terrace maintenance tunnel will remain as existing. The existing

electrical utility transformer and switchgear that feeds this distribution will be relocated due to new café location. A new 100A 208/120V panel will be provided to the new café.

The existing infrastructure that feeds the existing ice rink inside the maintenance tunnel will be removed.

This distribution that feeds the BankNewport City Center that is located along Washington Street will be removed due to proposed building demolition.

Kennedy Plaza/Trolley House

Existing Electrical Service to be removed: 800A 208/120V 3 Phase

New Electrical Service Size for Welcome Center: 100A 208/120V 3 Phase

New Electrical Service Size for Liner Building: 1600A 480/277V 3 Phase

Due to building demolition, the area that is being removed houses the main incoming utility services, the entire electrical service to the building will be removed. Also, due to the change of building usage to a Welcome Center, electrical service size to the new building could be reduced to 100A 208/120V 3 phase.

A new 1600A 480/277V service is proposed for the linear building, which will sub feed the 'Big Shade' building as well as the new ice rink and water feature.

Tunnel under Memorial Blvd

Existing electrical distribution to this area shall be removed.

There are two separate existing electrical distribution that feeds this area. There is an electrical panel (208/120V) inside the Marriot Hotel AV Room feeds the linear downlight that along the pedestrian tunnel underneath the Memorial Blvd. The up-light inside the glass island that is visible from the Memorial Blvd is fed by the Memorial West (purple) distribution as discussed above.

All existing electrical distribution that feeds the existing lighting within the tunnel will be removed back to source as outlined above due to the removal of the tunnel.

Connector

New Electrical Service: 225A 480/277V 3 Phase.

This distribution intends to feed the street lighting for the connector and connect the solar panel generation that is produced by the solar canopy.

Given the square footage of the solar canopy, the solar panel capacity is estimated to be 70kW AC. Exact capacity to be determined by the solar vendor. The amount of solar generation is very likely to exceed the power consumption of the street lighting proposed for the area. The excess amount will likely need to sell back to

the electrical utility. This will require further coordination between the solar vendor and the electrical utility.

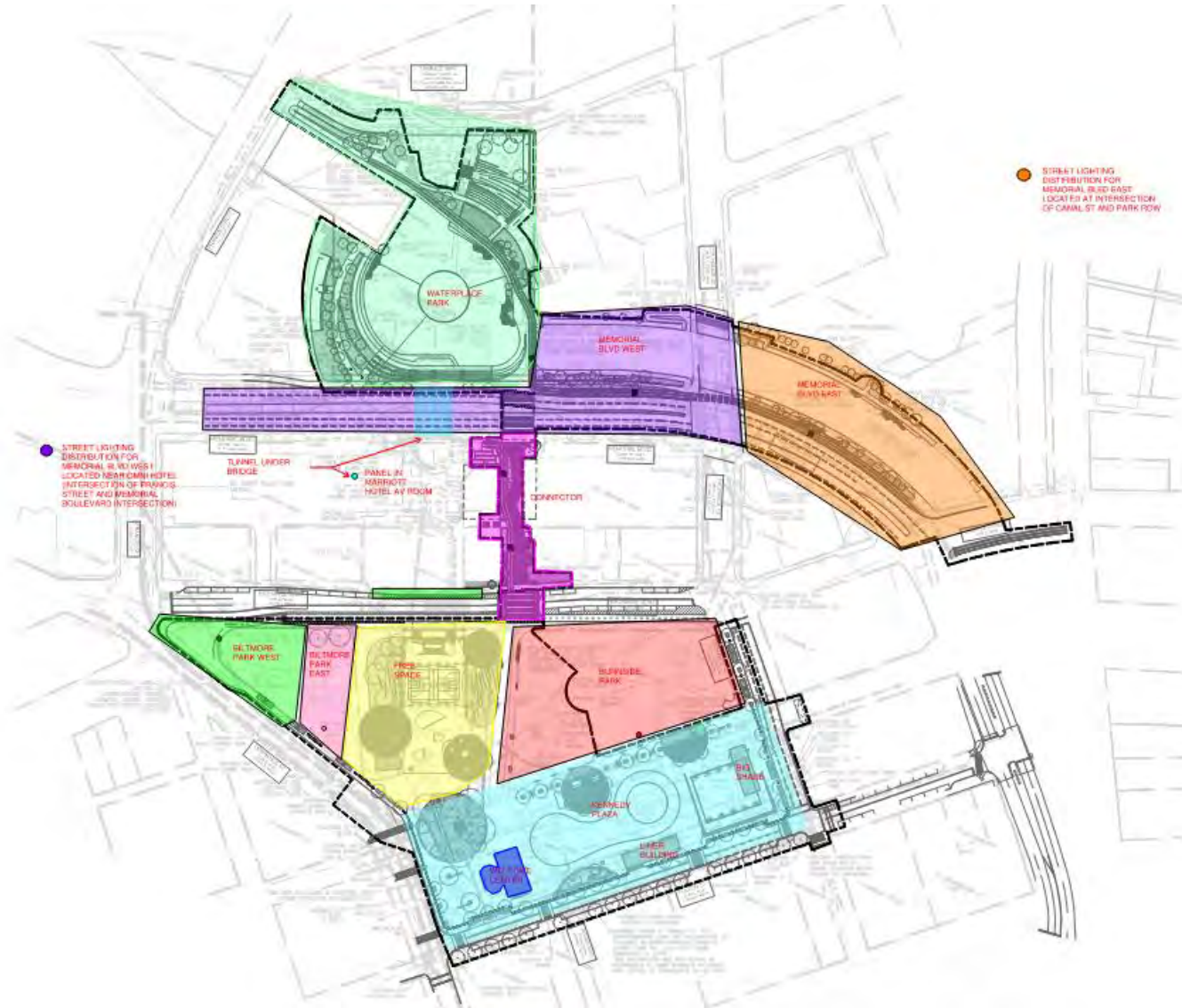
All final service connections will be coordinated with the appropriate utility companies and the City of Providence as the Project design progresses.

6.3 Electrical Design Development Recommendations

Recommendations and considerations for future design development include:

- It is recommended that the city tender a RPF for the solar design for the connector to explore various solar design and finance options (such as PPA agreement).
- The electrical utility will also need to be engaged to ensure there is sufficient solar interconnection capacity for the area. Potential available energy rebate program could also be explored with the electric utility.
- The existing site lighting has various lighting pole and various parts numbers. It may be beneficial to consider standardize site lighting for ease of future maintenance.
- All proposed new utility service size is subject to National Grid service connection approval.

Figure 9 - Proposed Electrical Distribution



7 Telecommunication Services

7.1 Existing Telecommunication Services

Desktop surveys and review of existing records revealed a variety of telecommunications infrastructure in the Project vicinity. No sub-surface investigation was performed to validate these services, and it is recommended that this investigation be performed in future phases of design.

The survey revealed that Verizon & Cox Communications own and maintain telecommunication infrastructure within the Project area. An underground telecommunication line runs through Memorial Boulevard. Another telecommunication line runs south down Dorrance Street and ties into two parallel telecommunication lines that run through Fulton Street (along the southern side of Kennedy Plaza). Additional carriers identified during the desktop review include AT&T and Crown Castle, which may host infrastructure on behalf of other carriers.

See **Figure 10** for the existing telecom system.

In addition, the desktop review of telecommunications provider infrastructure revealed metro and long-haul fiberoptic communications networks throughout the project area, notably along Washington St., Exchange Terrace, and Memorial Boulevard.

See **Figure 11** for the metro and long-haul fiber providers.

Note that these carriers likely have some franchise rights to occupy and access public rights-of-way. Given the consideration of closing Washington Street to vehicular traffic, the Client should plan for accommodating carrier access to utilities beneath Washington Street. Planning for this access proactively can help avoid the unfortunate situation of carriers disrupting or destroying finish landscaping to access their services.

Figure 10 - Existing Telecom

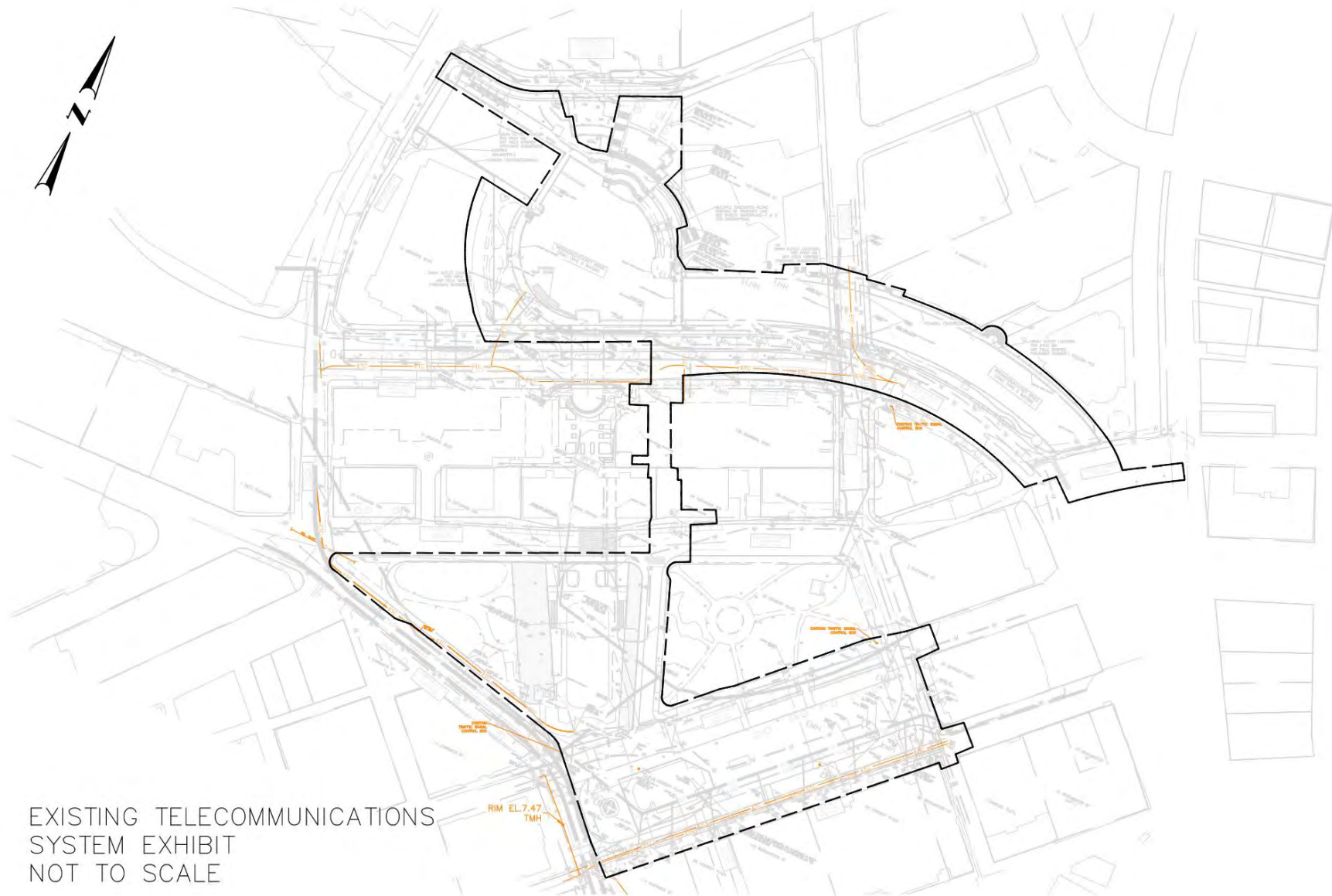
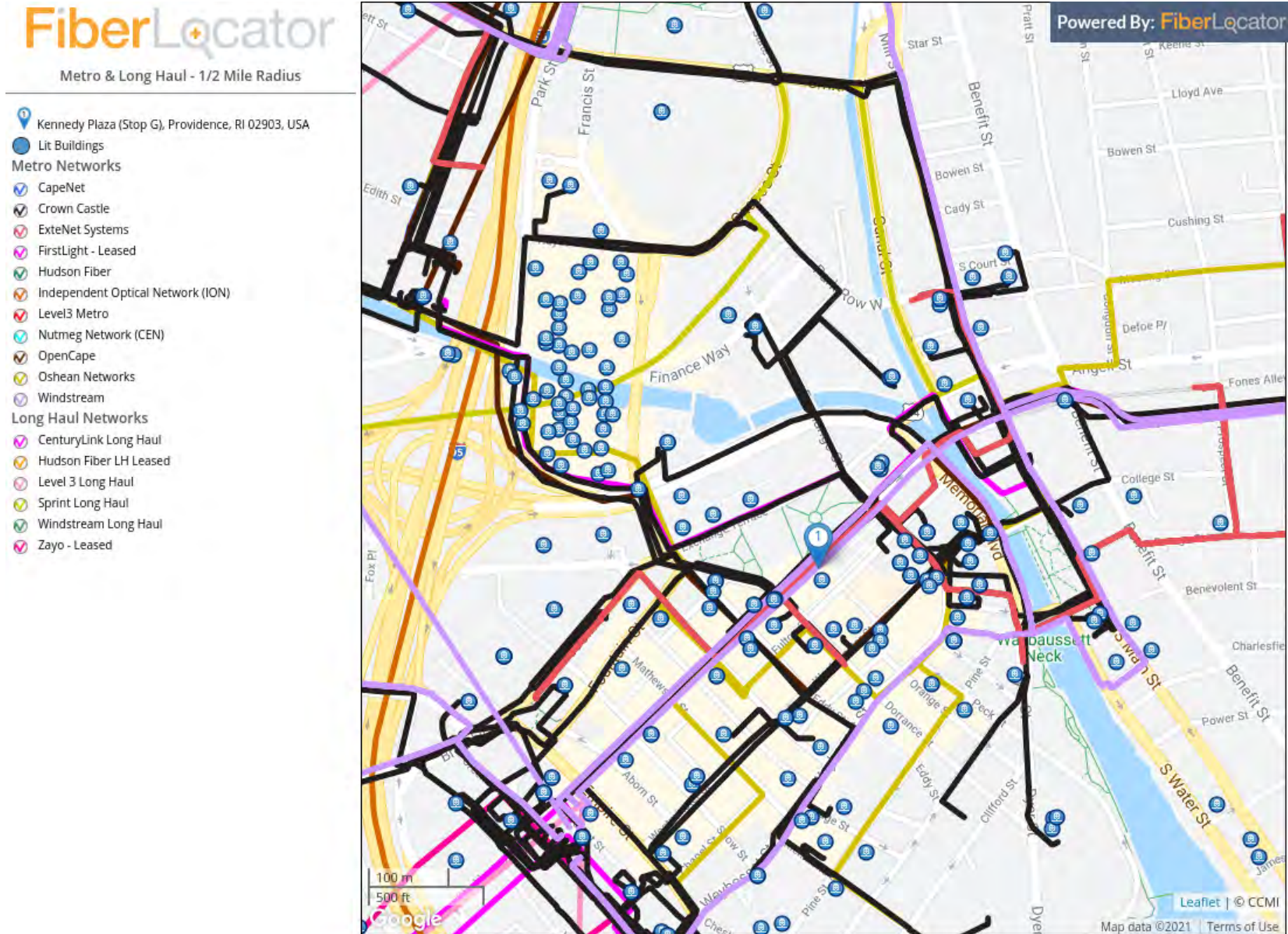


Figure 11 – Fiber Providers



7.2 Proposed Telecommunication Services

There will be a site-wide fiberoptic communications infrastructure – including cabling, pathways, spaces, and other supporting elements – to provide data and internet connectivity to occupants and operators of the space. Connectivity will include

- Wired local area network (LAN)
- Wireless local area network (WLAN, or WiFi)
- Cellular carrier coverage (4G LTE and/or 5G)

Primary telecommunications headend equipment will be located in the Free Space area within the existing telecommunications space located just south of Exchange Terrace Road, room to be fit out by others. This headend equipment will distribute communications signals (including internet service) to devices across the site. Headend equipment will be located in a dedicated, secured space of approximately 500sf with appropriate cooling, humidity control, and normal/backup power.

Communications service providers will bring their service into the Telecom Headend, and this will serve as the demarcation point between service provider infrastructure and Client infrastructure. Based on the telecommunications providers infrastructure survey results we believe a variety of providers will be available to provide service at the Telecom Headend.

All final service connections will be coordinated with the appropriate utility companies and the City of Providence as the Project design progresses.

We expect that many site digital systems will require some network-connected headend equipment, and this equipment should also be located within the Telecom Headend, where feasible.

Given the size of the site, there may be need for several satellite telecommunications distribution points in addition to the Telecom Headend. Satellite distribution points will consist of a weatherproof enclosure either pedestal-mounted in an inconspicuous location or pole-mounted. Alternatively, custom-built structures (such as digital signage monuments) can be designed with space provisioned for telecommunications equipment.

These distribution points will be connected to the Telecom Headend via telecommunications cabling and will support technology systems within their vicinity. Data will distribute to end devices predominately via fiberoptic cabling.

See **Figure 12** and **Figure 13** for schematic exhibits of the proposed telecom system.

7.3 Telecommunication Design Development Recommendations

Recommendations and considerations for future design development include:

- Client should consider network deployment and operational support during the design phase since there are service models and providers that could deploy and support the networking needs of the Project.
- These providers also sometimes offer partnership/sponsorship opportunities that may be beneficial to the project. The Client should investigate these opportunities during the design phase.
- Determine what rights/franchise agreements different telecommunications providers (and the City itself) have in the Project vicinity to ensure that the design considers these various requirements. This should include what sort of access carriers may require to their infrastructure under Project streets.
- Engage cellular carriers to understand their deployment plans for 4G LTE and 5G service across the Project and whether supplemental coverage (e.g. from an outdoor distributed antenna system) is required.
- Determine how resilient/reliable communications services should be at the project to inform design decisions such as redundancy.
- Plan for the deployment and support/operation of technology systems, including telecommunications, in both capital and operating budgets, as these systems are often overlooked.

Figure 12 - Proposed Telecommunications Site Plan – North

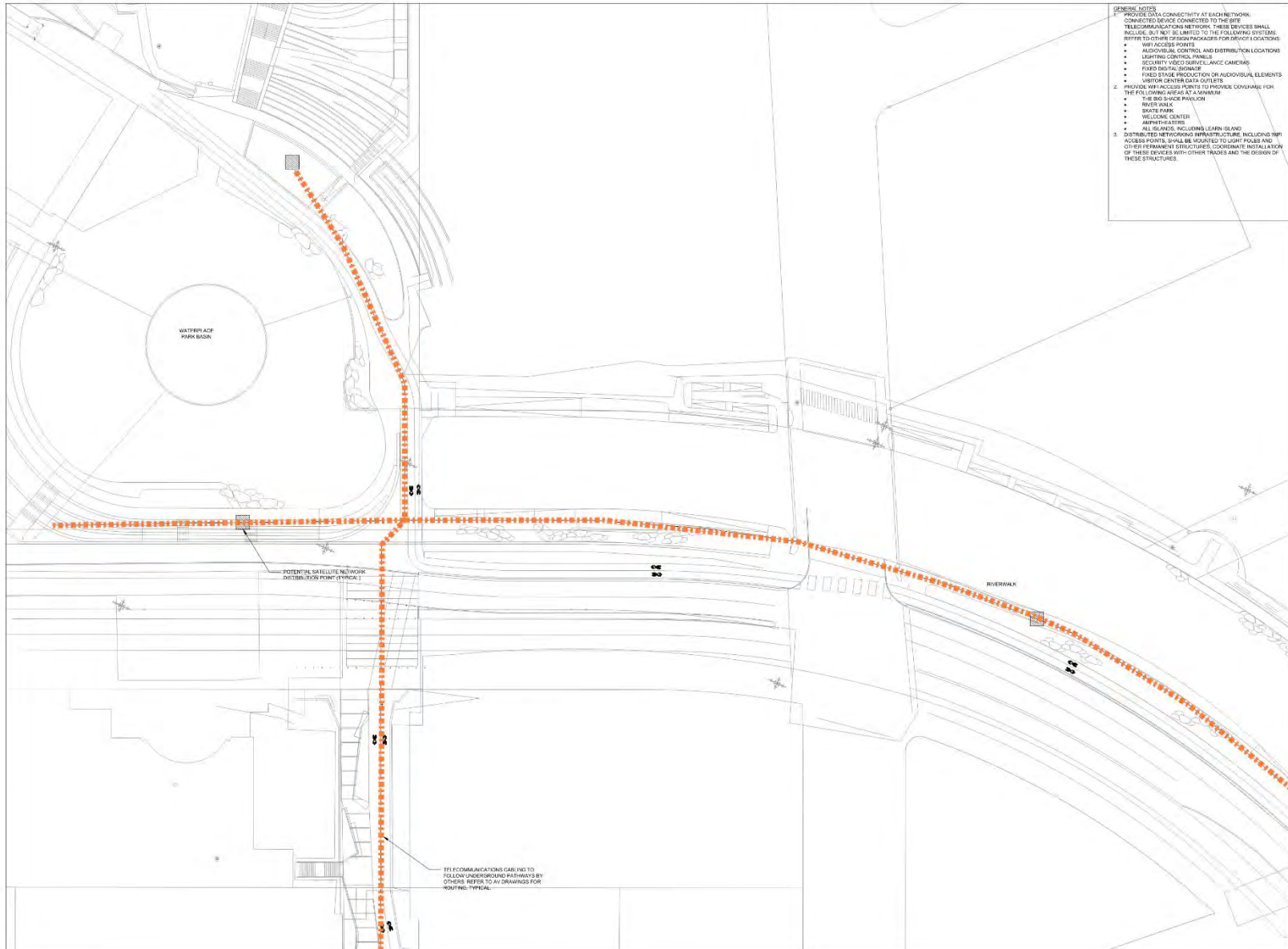
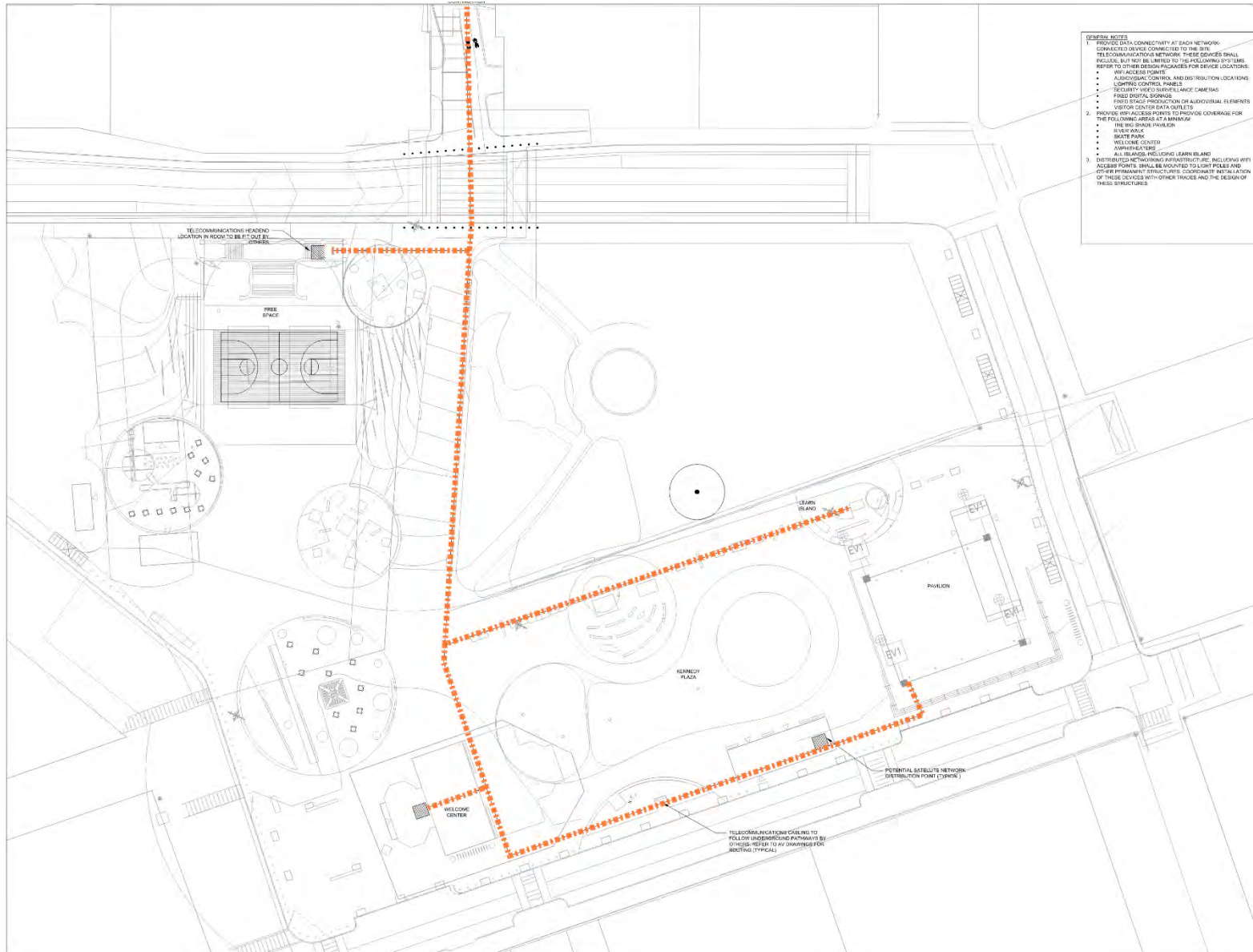


Figure 13 - Proposed Telecommunication Site Plan – South



8 Natural Gas System

8.1 Existing Natural Gas System

National Grid provides natural gas service in the Project area. There are several gas lines that loop around the site, but their sizes have not been identified.

A network of gas lines exists north of the Woonasquatucket River and runs along Finance Way.

A gas line located at the Woonasquatucket River on U.S. Route 1/Francis Street runs south towards Exchange Terrace. This gas line connects to a network of gas lines that run down Memorial Boulevard and Steeple Street.

Another gas loop runs down Dorrance Street until it connects to a network of three gas lines that run down the southern side of Kennedy Plaza in Fulton Street to a system in Exchange Street.

See **Figure 14** for the existing natural gas system.

Figure 14 - Existing Natural Gas System



8.2 Proposed Natural Gas System

Proposed gas service connections are expected for the proposed café building in the Free Space area, the rink liner building, as well as the café under the Big Shade. These are expected to tie into the existing loops in Dorrance Street, Fulton Street, and Exchange Street respectively.

Final service and appropriate connection points will be coordinated with National Grid as the Project design progresses.

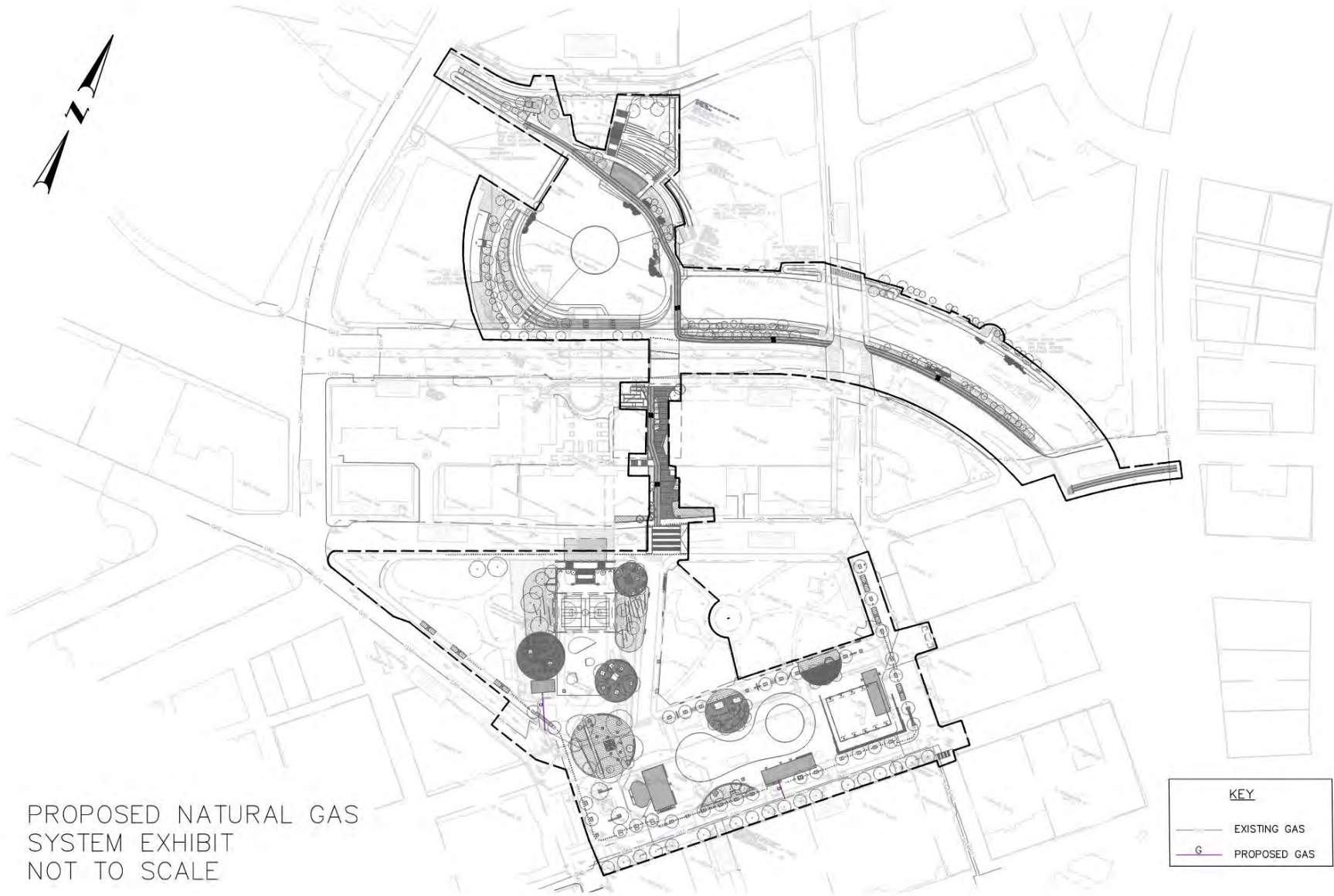
See **Figure 15** for a schematic exhibit of the proposed natural gas system.

8.3 Natural Gas Design Development Recommendations

Recommendations and considerations for future design development include:

- Additional subsurface survey investigations should be performed to confirm sizes and locations of existing gas loops surrounding the Project site.
- Final service and appropriate connection points should be coordinated with National Grid as the Project design progresses.

Figure 15 - Proposed Gas System



Appendix A - Utility Company Correspondence Log

Date	Description	Correspondence Type	Contact Name(s), Agency
12/23/20	Discussion of project and potential permitting requirements	Microsoft Teams Virtual Meeting	Jeff Crawford, RIDEM Dan Goulet, CRMC Megan DiPrete, RIDEM Ron Gagnon, RIDEM Neal Personeus, OWR Nicholas Pisani, OWR Rich Lucia, CRMC Kelly Owens, RIDEM James Boyd, CRMC
3/5/21	Joint agency permitting conversation	Microsoft Teams Virtual Meeting	Joseph Antonio, RIDEM Jeff Crawford, RIDEM Dan Goulet, CRMC David Everett, City of Providence Margaret Goulet, NBC Martina Haggerty, City of Providence Neal Personeus, OWR Kelly Owens, RIDEM Jessica Pflaumer, City of Providence Nicholas Pisani, OWR Rich Lucia, CRMC
4/13/21	CSO Tank Opportunity Discussion	Microsoft Teams Virtual Meeting	Tina Moretti, NBC
5/12/21	Conversation about 30% design plans	Microsoft Teams Virtual Meeting	Andy Pion, PVD Water Seth O'Connell, PVD Water Michael DiNobile, PVD Water
5/12/21	Conversation about 30% design plans	Microsoft Teams Virtual Meeting	Margaret Goulet, NBC Tina Moretti, NBC
5/21/21	Reach out to National Grid for underground distribution discussion	Voicemail	National Grid 1-800-260-0054
5/28/2021	Reach out to National Grid for underground distribution discussion	Voicemail	Matt Kaplam, National Grid Underground PM
6/8/21	Existing Water Main in Kennedy Plaza Coordination/Discussion	Microsoft Teams Virtual Meeting	Jessica Pflaumer, City of Providence Andy Pion, PVD Water

*Additional e-mail correspondence not noted in table above

Appendix B - Stormwater Master Plan

ABBREVIATIONS & PROPOSED WORKS LEGEND:

- DRAINAGE AREA
- X PROP. UTILITY PIPE WITH DESCRIPTION
- PROP. PROPOSED
- EXIST. EXISTING
- D STORM DRAIN
- S SANITARY SEWER
- W WATER
- E ELECTRIC
- G GAS
- SMH SANITARY SEWER MANHOLE
- DMH STORM DRAIN MANHOLE
- WQU WATER QUALITY UNIT
- BMP BEST MANAGEMENT PRACTICE
- CATCH BASIN/STORM INLET
- MANHOLE
- CLEANOUT
- HYDRANT
- HB HOSE BIB

GENERAL NOTES:

- EXISTING CONDITIONS INFORMATION SOURCED FROM "SURVEY PLAN UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES WATER PLACE PARK & KENNEDY PLAZA" PREPARED BY NARAGANSETT ENGINEERING INC. DATED 03/04/2021.
- THIS PLAN IS TO BE USED FOR 30% PLANNING ONLY – NOT FOR CONSTRUCTION OR PERMITTING PURPOSES.
- ALL SANITARY AND STORM DRAIN CONNECTIONS TO NBC SYSTEM TO BE CCTV INSPECTED PRIOR TO CONSTRUCTION. ENGINEER TO BE NOTIFIED WITH RESULTS OF INSPECTIONS.



Arup USA, Inc.
60 State Street
Boston MA 02109
T 617 864 2987
www.arup.com

Project Lead
Co-Design Lead
Civil Engineer
SME Engineer
Transportation Consulting
Lighting Design
Experience Design
Acoustic Consulting
Theater and Venue Consulting
Audio Visual Consulting
Sustainability and Thermal Comfort Consulting
Security Consulting
Code Consultant
Resilience Consulting

Stimson Studios
Co-Design Lead
Landscape Architect
Cambridge, MA

Ultramodern
Co-Design Lead
Architecture and Urban Design
Providence, RI

Urban Idea Lab
Accessibility
Boston, MA

Naragansett Engineering
Surveying
Portsmouth, RI

WET Design
Water Feature Design
Sun Valley, CA

Haynes de Boer Associates
Permitting and Architectural Preservation
Providence, RI

PLOT TIME: 01/15/2021 6:54 PM

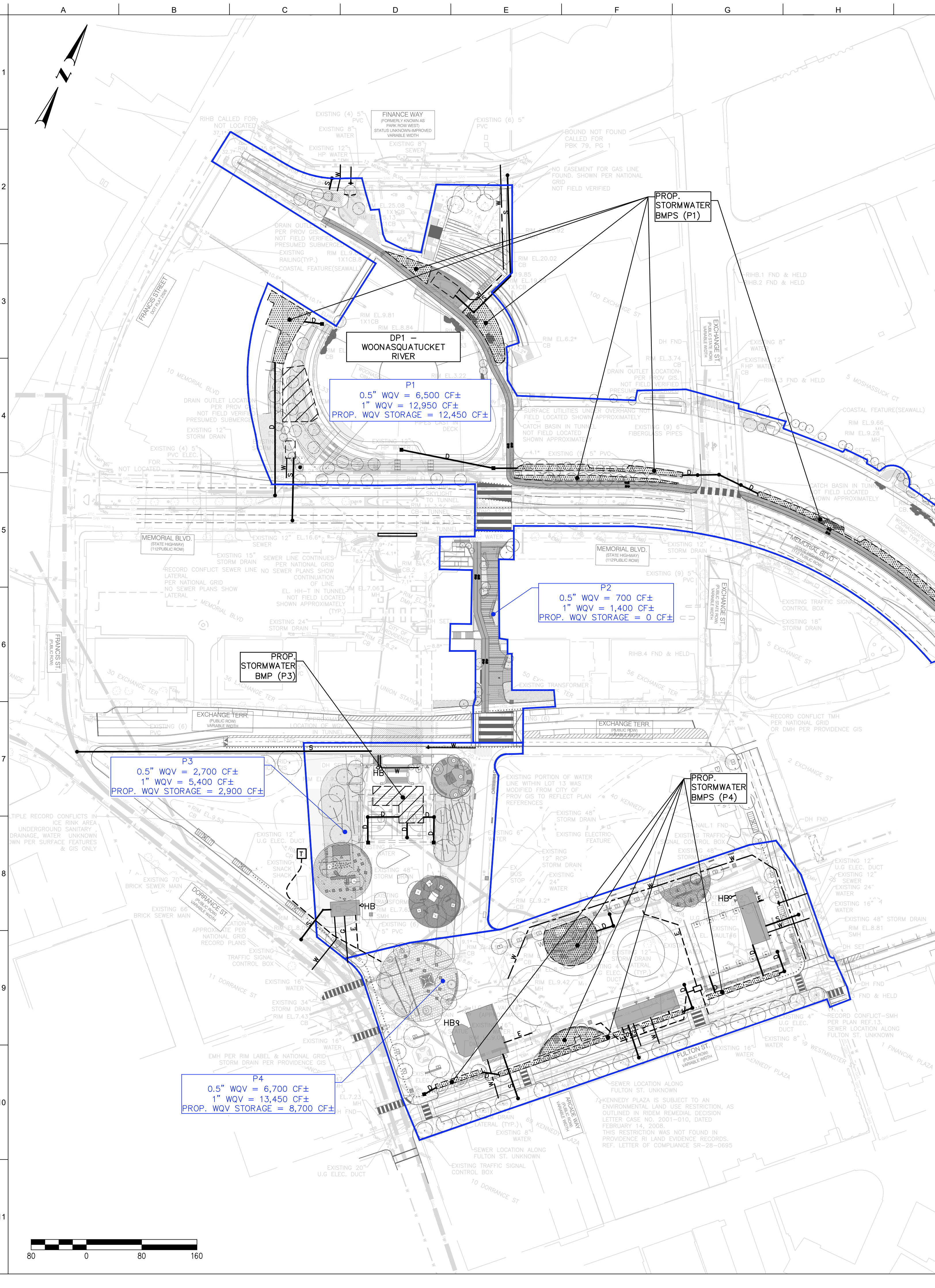


TABLE 1: WATER QUALITY VOLUME AND IMPERVIOUS AREA LOT REQUIREMENTS

DESIGN POINT	LOT ID	PROP. POST-DEVELOPMENT IMPERVIOUS AREA SF±	PROP. WQV STORAGE CF±	FOR REFERENCE ONLY		
				0.5" WQV CF±	1.0" WQV (PREFERRED) CF±	MAX POST-DEVELOPMENT IMPERVIOUS AREA PERMISSIBLE SF±
WOONASQUATUCKET RIVER	P1	155,500	12,450	6,500	12,950	298,260
	P2	16,700	0	700	1,400	0
PROVIDENCE RIVER	P3	64,960	2,900	2,700	5,400	68,920
	P4	161,200	8,700	6,700	13,450	207,330
TOTAL:		398,360	24,050	16,600	33,200	574,510



ISSUE	DATE	DESCRIPTION
Client		CITY OF PROVIDENCE
Job Title		PROVIDENCE UNIFIED VISION

Drawing Title
STORMWATER MASTER PLAN OVERALL SITE

Scale at D 1" = 80'	Date 06/18/2021
Drawing Status 30% Design	Job Number 278909
Job Number 278909	Drawing Number

Providence Unified Vision Outdoor Ice-Skating Rink

ICE RINK SYSTEMS SCHEMATIC DESIGN NARRATIVE

Providence, RI

June 14, 2021
B32 Project No. 900-21-409



B32 Engineering Group, Inc.
2211 O'Neil Road
Hudson, Wisconsin 54016
www.b32eng.com

Ph: (651) 256-3090
Fax: (715) 808-0842

DESCRIPTION OF REFRIGERATION SYSTEM:

DESIGN CRITERIA

Operational Season: 4 months per year (approximately November 15th to March 1st)

Ice Thickness: Typically, will be maintained near 1 ½"-2" thick.

Refrigeration System Layout: Shall be "stick-built" on-site with code required clearances around each piece of equipment in place of a packaged common framed system or skid mounted system

Refrigeration System:

Total chiller capacity:	180 tons
Total compressor capacity:	180 tons minimum
Total cooling tower capacity:	Full system capacity and ability to run dry, without fins, at 65% of system capacity at 32 F and below (dry operation below freezing).
Primary Refrigerant:	Ammonia (R717).
Secondary Refrigerant:	40% Ethylene Glycol and water solution.
Ambient Design Conditions:	76 °F wet bulb, 85 °F dry bulb. (ASHRAE 0.4%)
Electrical Service:	To be provided to ice system motor control center by electrical subcontractor. Ice Rink contractor to make connection to MCC.

Waste Heat Reclaim System:

Total capacity System 1:	360 MBH (snow melt pit)
Total capacity System 2:	160 MBH (preheat domestic water or building heat)
Primary Refrigerant:	Ammonia (R717)
Secondary Refrigerant:	35% ethylene glycol

QUALITY ASSURANCE

Contractors wishing to bid/quote on this project must submit to the Engineer the following prequalification criteria at least seven (7) calendar days prior to the bid date.

As evidence and assurance of the contractor's ability to construct the project and support the Owner's system with service the contractor must have successfully completed five (5) ice rink construction projects that are similar to this project were completed within the past five (5) years. Submit information on each project. Submittal shall be on company letterhead, signed by an authorized representative of the company and include; project description, portion of project completed by the company, location, construction cost, completion date, owner's name, owner's representative, phone number and completion date of work.

As evidence and assurance of the contractor's concrete subcontractor's ability to construct the project the concrete subcontractor must have successfully completed the placement and finishing of concrete on four (5) concrete ice rink floor construction projects within the past five (5) years. Submit information on each project. Submittal shall be on company letterhead, signed by an authorized representative of the company and include; project description, portion of project completed by the company, location, construction cost, completion date, owner's name, owner's representative, phone number and completion date of work.

Submit the name of at least one (1) person employed by the company that will supervisor the fusion welding process along with their certifications, training and qualifications for performing the fusion welding process for high density polyethylene pipe (HDPE).

Contractors wishing to bid on this project shall perform an on-site investigation prior to submitting a bid for the project. Contractor shall field verify all equipment and materials that will be affected by the work of

this project and report any concerns to the Engineer at least five (5) business day prior to the bid opening date.

MATERIALS AND EQUIPMENT

Motor Control Center - Motor Control Center (MCC) to house and including all starters, breakers, controls, running lights, contacts, relays, switches, fuses, safety switches, alarms, overload relays, resets, and all other electrical devices required for a fully operational ice system. Shall be a dead-front, free standing unit, Type 1 enclosure in accordance with UL 508, UL845 and shall be NEMA rated. Shall include copper ground bus, disconnects with means of padlocking in lock out position, fault current rating of 42,000 amps, non-insulated equipment ground bus, and rated for 480 volt, 3 phase, 3 wire, 60 hertz electrical service. 800 amp service to be provided by building electrical subcontractor.

Compressors - Three (3) screw compressors with oil separators, controls and all other materials for a complete operating system with a complete automatic oil return system, and TSOC oil cooling system. Bitzer OSKA-8571-K ACP Package or approved equal. Package shall come in 2 separate pieces to fit in existing door.

Chiller System - One (1) flooded, shell and tube type chiller with surge drum, oil pot, level column. Chilon or approved equal.

High Pressure Receiver System - One (1) high pressure storage receiver sized for full capacity of system plus required safety volume.

Rink (circulation) Pumps - Four (4) pumps includes one primary for each zone and one back up pump. VFDs on all pumps. Pumps shall have all stainless steel impellers and other internal parts for use with calcium chloride. Bell & Gossett or approved equal. Estimated 40HP to 50HP motors.

Evaporative Condenser & Associated Components - Evaporative type, low profile condenser, remote water sump, submersible pump, VFD on fan motor, motor upsized for dry operation, Baltibond coating, Tri armor protection or stainless steel, and chemical treatment system with one year supply of chemicals. Provide exterior access ladder and service platform. Baltimore Aircoil or approved equal.

Ice System Electrical - Free standing Motor Control Center for all ice equipment.

Ice System Controls - Computer control system that monitors and controls all temperatures, pressures, runtimes, etc. for all equipment and systems. Owner to determine final monitoring points. 14" minimum touch screen with graphics for all major equipment. Shall be accessible through internet connection. Provide all control and monitoring points and alarms to the Building Management System (BMS) or Energy Management System (EMS). Alerton or an approved equal manufacturer.

Expansion tanks - For rink floor and snow melt systems.

Refrigerant Piping Systems (above grade) – Schedule 40 and 80 welded steel

Refrigerant Piping Systems (below grade) – Fusion welded polyethylene SDR 11

Pipe and Equipment Insulation Systems – Extruded polystyrene with PVC jacket.

Waste Heat Recovery System – one (1) shell and tube heat exchanger by Chilon or approved equal, stainless steel snow melt coil, one (1) pump - Bell & Gossett or approved equal, and controls. Two (2) desuperheater type heat exchangers by Therma-Stor or approved equal.

Life Safety Systems:

One ammonia leak detection and alarming system with five (5) audible/visual alarms and one (1) remote panel by Bacharach or approved equal.

One water diffusion tank to contain a full release of ammonia from the system.

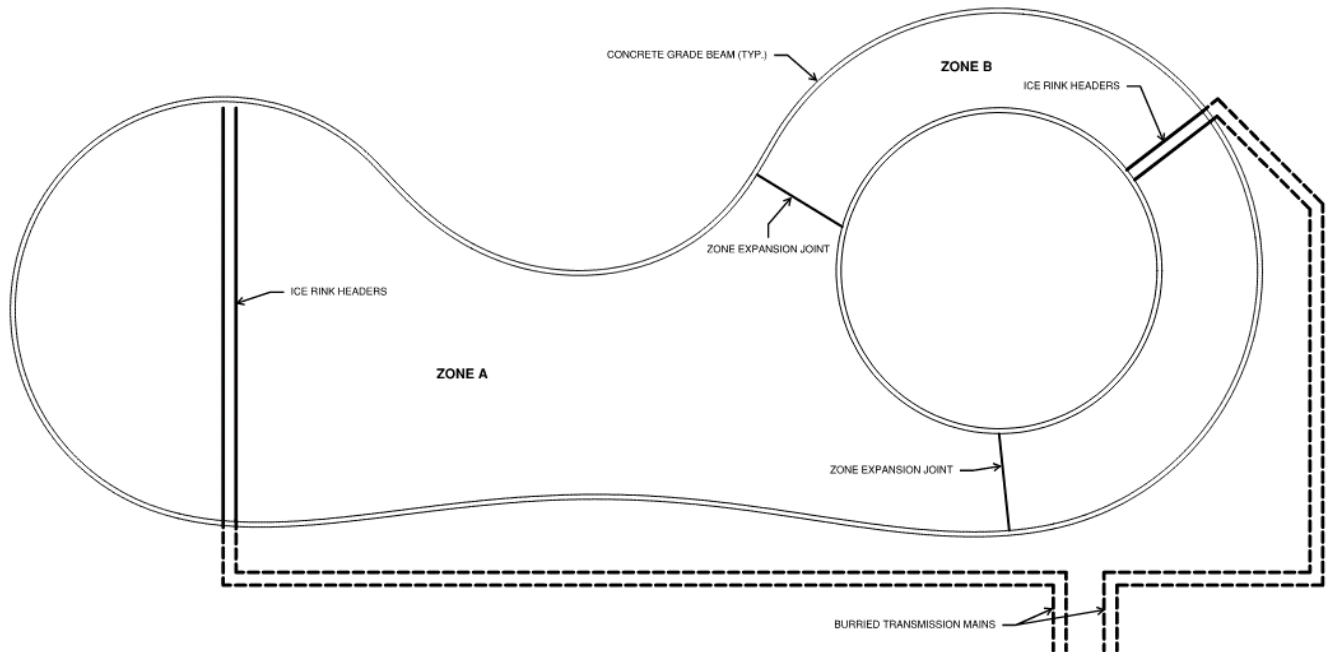
Emergency refrigeration system stop controls.

PPE Respiratory, protective gear and masks.

Training - Full start-up and training services shall be provided.

Ice Making: Contractor to make first ice sheet.

DESCRIPTION OF ICE RINK FLOOR SYSTEM:



Ice Rink Slab Area = 16,500 S.F.

MATERIALS AND EQUIPMENT

Concrete: 6-inch thick, 5,000 psi, w/c ratio = 0.40, 6% air entrained. Ice rink floor will have slight sloping.

Rink Piping: 1" SDR11 HDPE @ 3" O.C. w/ fusion welded connections.

Support chairs: 2' o.c. over entire floor.

Reinforcement: #5 @ 12" O.C. each way, WWF - 6X6 W2.9/W2.9 WWF epoxy coated.

Floor Insulation: Two (2) layers of 2" extruded polystyrene (4" total thickness), 40 psi and vapor barrier on top and bottom of insulation layer.

Perimeter Expansion Joint: 2" PVC Compression Seal, Wabo or approved equal.

Zone Expansion Joint: 2" PVC Compression Seal, Wabo or approved equal with stainless steel angles and plates.

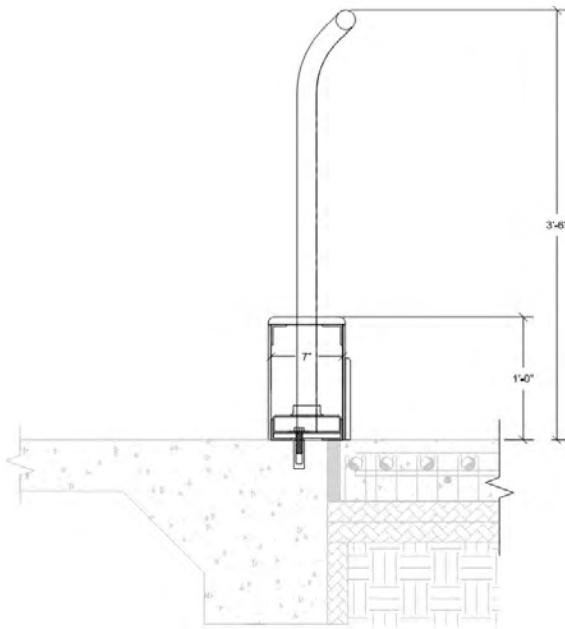
Header System – 8"-6" SDR 11 HDPE Header, Tee System, fusion welded connections

Transmission Mains: 8"-6" SDR17 HDPE with 3" thick Foamglass with Pitwrap jacketing

Temperature Sensors: One (1) ice rink floor system sensors per zone.

Concrete Perimeter Curb/Grade Beam: 12" Wide x 48" Deep. Reinforced concrete, 4,000 PSI, 6% air

DESCRIPTION OF DASHERBOARD/RAILING SYSTEM:



Dasher board /Railing Length: 875 LF

Framing: Aluminum, Aluminum shall be structural alloy 6005A-T6. Architectural alloy is not acceptable. Shall meet ASTM B221 and Federal Specifications QQA200-9. 8-foot-long panels x 7 inch wide.

Fiberglass: (facing, kickplate, topsill, backer, bench, threshold)- High impact, UV stabilized, exterior grade fiberglass. Color White.

Railing: Furnish and install aluminum railing system to be integrated into the dasher system. Post and Railing Pipe: 1.9" OD Schedule 40 Clear Anodized Aluminum Pipe Rail Tubing, 6061-T6. Railing Color: Black

Gates: Provide (1) 10'-0" wide equipment gate.

Floor Anchors – 5/8" x 3" zinc plated with bolt, washer and base plate.

END

Report for Imagine Downtown Providence - Project Feedback

Response Counts



Totals: 453

1. What is your zip code? (optional) ¿Cuál es su código postal?
(Opcional)



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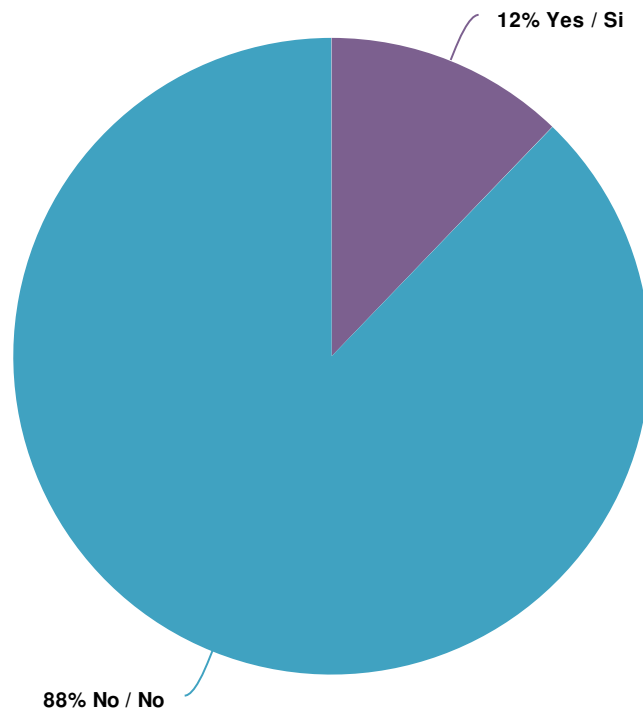
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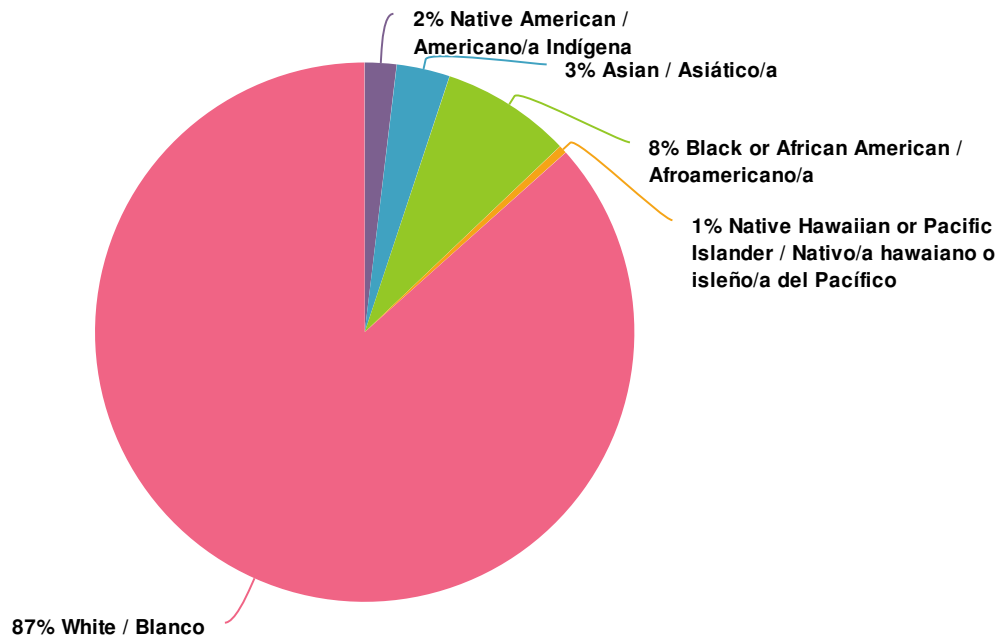
2. Do you identify as Latinx or Hispanic? (optional) ¿Se identifica como Latinx o hispano? (Opcional)



Value	Percent	Responses
Yes / Si	12.2%	49
No / No	87.8%	353

Totals: 402

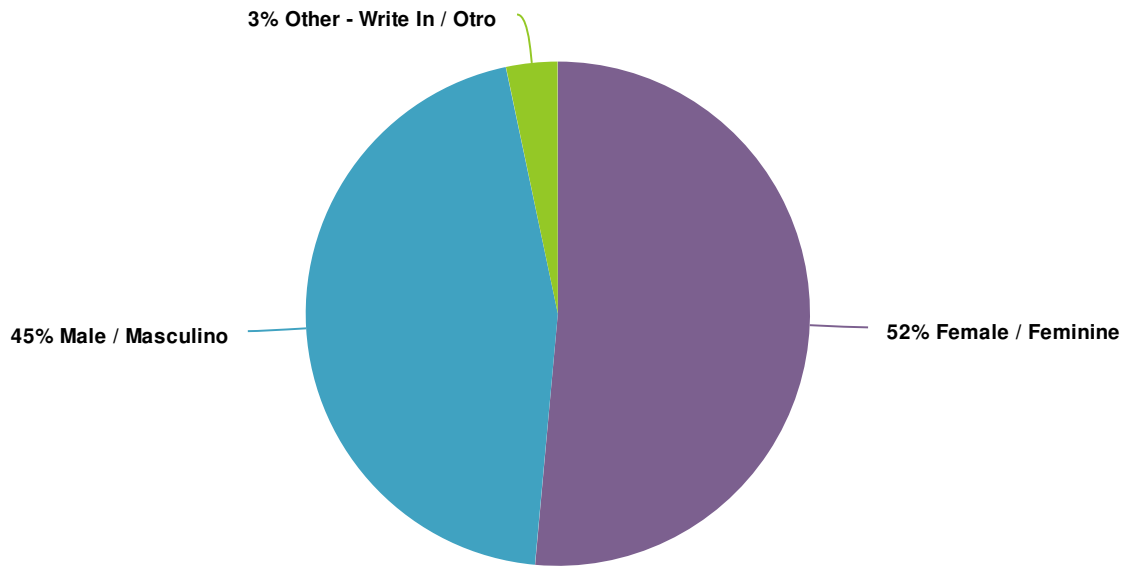
3. Select one or more of the following races. (Optional) Seleccione una o más de las siguientes razas. (Opcional)



Value	Percent	Responses
Native American / Americano/a Indígena	1.9%	7
Asian / Asiático/a	3.2%	12
Black or African American / Afroamericano/a	7.8%	29
Native Hawaiian or Pacific Islander / Nativo/a hawaiano o isleño/a del Pacífico	0.5%	2
White / Blanco	86.6%	323

Totals: 373

4. What is your gender? (Optional) ¿Cuál es su género? (Opcional)



Value	Percent	Responses
Female / Feminine	51.5%	206
Male / Masculino	45.3%	181
Other - Write In / Otro	3.3%	13

Totals: 400

Other - Write In / Otro	Count
Genderqueer	2
Non binary	1
Non-binary	1
i do not like this complete pc.	1
non-binary	1
she/they	1
Totals	7

5. What excites you about the proposed project for the public spaces of downtown Providence? ¿Qué le entusiasma del proyecto propuesto para los espacios públicos del centro de Providence?



ResponseID Response

15	I like that the Kennedy will become more pedestrian friendly and there will be amenities like the splash park, the skate park (should be bigger) and the ice rink. I also like that improvements will be made to the waterplace park walkways.
16	I LOVE the integration of trees and along the river (which right now feels like a very artificial trough) If you can pull off that and that alone that will be a huge victory.
17	The activity features, especially the water features, the eco-friendly, climate adapted riverwalk, the connection to the Woonasquatucket River Greenway to downtown. Really all of it but those are the most exciting to our little group.
18	The proposed project enlivens the downtown area - will be a draw for people in all seasons. It tries to address needs / desires of many different communities - including the needs of homeless. This is very exciting!
27	the facelift is much needed for Providence. Also, the focus on safety is great. Waterplace park has become a breeding ground for drug deals and sketchy activity. It needs to be changed as it is the most beautiful part of Providence and is becoming a bad place to be
30	The proposed larger space for events and the playground / skating area for the kids

ResponseID Response

31	I love Providence and would like it to be more walkable and safe.
33	Great ideas but need a new mayor who doesn't allow for atvs and dirt bikes to terrorize providence residents and keep them away from downtown
35	I'm glad to see attention has been paid to rising water levels and resiliency in general along the river. It doesn't excite me (it makes me sad about the failings of society, but that's rather out of your scope!), but it's totally necessary. I also am glad to see a focus on more vegetation.
36	I love the idea of having more, safer, walking areas that connect to one another
37	Raising the basin to accomodate sea level rise; a shade area in the plaza; priority to pedestrians; lots of green space.
38	It's a good opportunity to drastically improve downcity for the better without harming low income people who use the bus system.
39	The larger ice rink is very nice. The free space seems like it is geared to younger people/teenagers who need a space to hang out. the large walk ways around the basin is nice because it gets very crowded during Waterfire.
42	Get rid of the rogue motorcycles.
43	I love what i saw. The green space generated and the connection with waterplace is a great idea.
46	Making it 100% pedestrian is very exciting.
47	A well defined, well-lit, well connected space that seamlessly brings many public spaces together with lots to do!
48	The expanded space in the heart of downtown is really exciting.
50	I am really excited to hear that this is being considered!! I feel the city really needs an uplift. The walkways I am particularly excited about since I love to go to waterfire, but it can be hard to walk on the sidewalks that share the busy road with kiddos.
52	I am against the plans. The plans to do away with Kennedy Plaza will only make the ability to access public transportation more difficult. Why not allocate the funds for the stupid waterpark to go for making transportation free to all????

ResponseID Response

56	Having a pedestrian-friendly city center for social gathering or events. However, now it is a concrete jungle. Need more trees and other greenery, vegetation. Too many homeless people there that bother people. I walk around the plaza when walking downtown to avoid that area now.
58	I like the idea of connecting Kennedy Plaza and Burnside part. Also the new skating rink and splash park look much more inviting.
62	A mist ring????? Are you kidding me???? I am begging you to reconsider. I will have to avoid an entire area of providence because I don't want to get wet???? This is the most asinine way to spend tax money.
65	I am disturbed by the plan to disrupt/destroy the transportation hub of Kennedy Plaza. The working and poor population of Providence and RI require a centralized bus hub downtown
68	More accessible and safe! pedestrian areas and walkways, better access to public transportation, accessible safe and clean social services and restrooms
70	Mist ring, comprehensive view
71	I do not think it's fiscally responsible to attempt another redesign of the downtown Kennedy Plaza area. I don't think a multi-hub public transportation system is beneficial to the citizens, but an expansion of service would be fantastic. I think the proposed project for downtown is yet another attempt to push out the vulnerable, the homeless, without actually doing anything. I think that the majority owner of downtown properties would love to eliminate anything that might inhibit his real estate profits. I think the project is pie in the sky bullshit being leveraged for a campaign run by the current mayor of the city.
72	Kennedy Plaza being broken up, and not a giant bus terminal in the center of downtown
73	It seems to make a beautiful city even more so 😊
75	I like the idea of a multi hub transit system in providence. I would like to see a more connected system with routes that run through necessary, need to get to areas. The best system I can think of it Washington, DC metro. They have a number of major hubs that serve as connection points, though I rarely needed to make connections at more than 1 place.
76	I like the walkway across Memorial Blvd.
77	Walkways

ResponseID Response

78	It looks like a lovely thing to visit once, but a pretty stupid collection of features for people who want a city, not a theme park.
80	I am angered by the removal of bus lines from Kennedy Plaza in order to build a theme park. Thi plan does not serve the transit riders.
82	Better saftey and attraction to Downcity
84	Very little
86	Looks like fun, but inconvenient for bus riders, that gets me excited in not a good way.
88	Honestly I feel it is all flash and no real substance. As a disabled person, I personally find it infuriating you want to pretty much make it harder for passengers like myself to catch our connector buses. I have to come into Providence after being stuck on one bus and then try to make it to the next one to go many specialist doctors. The fact that everyone is hell bent on turning Kennedy Plaza into a glorified overpriced water park, is not only infuriating but insulting! Just goes to prove where the powers of be priorities are.....which are not with the disabled, elderly, or persons of color as that is the huge chunk of the RIPTA consumer groups and the ones you will be making life that much harder for! Again, welcome to Rhode Island where a great many get shafted to please and make happy a wealthy few!
90	Making the area more usable... Reminds me of Boston Common and Hatch Shell spaces which are fabulous!
91	I'm not excited because I ride RIPTA to and from work and the current plan will make it hard for working people that depend on RIPTA!
95	While Kennedy Plaza needs updating, displacing people to do so isn't a sound decision.
99	I really like the proposals for Riverwalk and the stage/support parts of the Kennedy Plaza suggestions, and getting bus stops to the edges. Moving the skating rink and having a summer water feature sounds lovely if the funds are there to maintain them.
100	large pedestrian space for people formed by closing off Washington St and connecting rink, Burnside Parkl recognition we need bathrooms; encouragement of cafes, kiosks...
103	I am not necessarily opposed to everything presented, but I am concerned about displacing poor people, inconveniencing bus riders and hiding the homeless. I have spent a decent amount of time in the downtown area, including Kennedy Plaza, and don't feel the need to displace people in order to enjoy the playground, music events, PVD Fest, etc.

ResponseID Response

105	Nothing
107	Removing traffic between the park and plaza.
108	I am not very excited about this project. I do like the aspect of redesigning the riverwalk area to withstand rising water levels, and I think the "Big Shade" is a cool idea, but one that could be incorporated without undermining local transit. I am very concerned about the effect this plan will have on transit riders. I believe this will increase commute times, inconvenience riders (especially the elderly and disabled), and ultimately burden riders with higher costs. I think the overpass connecting Kennedy Plaza to Waterplace Park is a gigantic waste of money. You could easily improve the current tunnel for a tiny fraction of the cost. The mist ring is also a terrible idea and a waste of money.
110	Nothing, it is a horrible idea from start to finish, reflecting a total disconnect with how people would really use downtown.
111	Only thing good about this proposal is the elevation of the walkways due to future sea level rising.
112	Nothing excites me Downtown has a beautiful esthetic about it, classic structures and attractions that already struggle to keep appearances with all the drug use and destruction of property in the city. Let's focus on keeping those clean and attractive. Use the money to beautify other sections of the city.
113	Just horrible. It works now, don't break it. So thoughtless, obvious the folks who designed don't live here. Enjoy pvd fest, waterfire, skating rink. Is this a political favor? New hotel opening nearby? if you're planning on using covid money for this, throw it to all the little businesses in the city that need it, don't spend it on this project.
114	Not much. Would never consider it to be a "destination" spot. Families want to stay close to home in a walkable neighborhood. Continue to spend more money on parks and community resources and leave downtown to the people who utilize the area. Provide resources they want. I listened to the zoom presentation and the language/words used were technical. Was always thought that you should do a presentation as if you were speaking to a group of high school students.

ResponseID Response

116	I think it's asinine!!! 140 million dollars on this???? Essentially a place for the homeless to use as a toilet and a place to bathe!! Do you really think people are going to go downtown with kids in bathing suits in July????? WAKE UP. The roads are a mess, the highways and streets are FILLED with litter....my street hasn't been swept in 10 years.....we have illegals on ATVS disrupting traffic.....whoever thought of this needs their head examined!!! must be the same brainless person who did the Eaton St bike lane and all those stupid red lanes for busses!!! Spend the money on schools.....they're falling down!! Classical has no seats in the auditorium and NO air conditioning!!!!!! Hellooooo???????? NO HATE IT
117	The whole project
118	I think there are pros and cons. The biggest con is the idea of needing to cross memorial blvd. That will add to an already high traffic area. The tunnel is great, it just needs better lighting and safety procedures.
119	The climate resilience plan for Waterplace Park makes a lot of sense, and should be implemented no matter what.
121	Nothing - this is a complete waste of money when infrastructure is lacking throughout our city. FIX OUR ROADS AND SIDEWALKS!!!!
122	Instead of moving public transit and putting in something nobody is going to use is a waste of tax payer dollars. The people that you want to use this will have to take public transit to do so. Plus, most neighborhoods have splash pads, and the ones that don't should have one put in instead. This is not only visually unappealing, it doesn't fit with the current vibe downtown. How about using said money to fix our infrastructure? Huge 'thumbs down'
123	Nothing at all. Instead of spending money on a mist fountain perhaps the money should be spent on improving our neighborhood streets by resurfacing the roads in neighborhoods as well as REGULARLY scheduled street sweeping of all the litter and leaves in the gutters.
126	I'm excited that Providence and RI officials want to contribute improvements to downtown Providence. I do not like that dismantling Kennedy plaza has been shrouded under the guise of these improvements, however. It's should be outright embarrassing for any of you who are reading this to think that dissolving KP and making it harder for poor, old, disabled residents and residents of color in this state, is a good idea. Literally thousands of people rely on KP on a daily basis for life sustaining connections. Dissolving and it to turn downtown into a park is a terrible idea. When there are acres of parking lots that could be purchased for this use (while building more efficient parking garages) would be a much better use of these ideas, energy and money.
127	The removal of Kennedy Plaza as it stands today would be detrimental to all of those that utilize the area for transportation needs.

ResponseID Response

128	Kennedy Plaza has been, and continues to be an essential resource for low income workers for dependable public transportation. Please don't hurt the working class by limiting their resources.
131	Anything that uses dirty energy, destroys greenspace, or pollutes our soil air and water goes against the principles of emerging and future generations. Please just keep that in mind while completing these projects.
134	I think it would be fine to incorporate some of these elements elsewhere into the city, but eliminating an imperfect but very much-needed bus hub in order to make Kennedy Plaza more appealing to moneyed interests is a terrible idea.
135	Dissolving Kennedy Plaza is a terrible idea because it creates LARGER gaps of inequity for the people of Providence.
136	Nothing--breaking up Kennedy Plaza is a huge mistake. It will make it far more difficult for people to access public transportation. We need to be investing in our public transportation, not destroying this infrastructure.
138	I'm not at all excited about the Kennedy Plaza bus terminal break up. It's clear the Governor and all affiliated parties are not at all interested in the ease of public transportation use for the people who actually use it, largely poor folks, largely black and brown people, and are more interested in the financial standings of people with money to invest. The citizens of this city and state deserve better than that.
139	Nothing
140	I am concerned about the plans for Kennedy Plaza. It currently functions as an important transportation hub and I'm worried folks who take public transportation will be displaced by the current plans!
141	We need to keep Kennedy plaza in one place, and having better amenities and accessibility in the area is also great
143	To be honest, not much. The prospect of displacing and decentralizing a transit system that hundreds of not thousands of riders rely on for their livelihoods feels morally inept. This proposed plan is shortsighted, to say the least. Especially in the context of a climate crisis and environmental injustice, we should be making it easier and more sustainable to access good paying jobs not less so.
144	There is intentional focus on pedestrian access and experience.

ResponseID Response

146	This all sounds great on the surface. I love parks, trees, ice skating, Waterfire, and events like PVDfest. The proposal looks like it will create a beautiful space. However, I'm very concerned what will become of the transit infrastructure and the people who use transit. The proposal to move the RIPTA hubs to four separate spots would take students, homeless people, and many BIPOC folks who need transit. It would take the overpolicing and police violence to the outskirts. I do not see this downtown park as a place where homeless people and BIPOC would feel welcome, feel that the park is for them. It feels like it's for tourists. Without strong investment in the existing residents who need it most, I cannot support this downtown park idea.
148	Facilities helpful for all, such as public toilets, and planning for future sea level rise. Tree planting.
149	I like the idea of investing back into the city and community.
152	It's not a good idea to dissolve Kennedy plaza
154	I can't be excited because this proposal does harm to a transportation system that badly needs help, and people who depend on this area for reliable and accessible transportation.
155	Nothing! The cost is too great, the construction will create more traffic in the area and in the end, it'll be used by the homeless.
156	Greater amenities for people using the spaces (bathrooms, services for homeless, information, heating). More trees to cool the space. Raised and accessible walkways along the river. Splash fountains.
157	Gathering places. The water features.
158	This is so stupid. It's such a waste of money and resources. Downtown is fine, use the money for affordable housing and resources for people in need. No one is going to use a splash park DOWNTOWN!
159	Defunding of Kennedy plaza will hurt so many underpaid, (yet essential) it also led promotes using more gas powered cars. Kennedy plaza should be renovated to help make it better, not destroyed.
160	Cleaning up Kennedy Plaza and making it a more inclusive and inviting space. Better public transportation. Better parking options.
162	Creating a unified space between KP and Waterplace Park, especially if the elevated path doesn't feel like you're walking through a parking lot. Creating an inviting space at the center of the city that isn't dominated by one group or activity. More public space. Better connections for bikes and pedestrians coming from Smith Hill to downtown.

ResponseID Response

163	<p>There needs to be a singular comprehensive bus hub, and a heated staffed 24/7 restroom available as well. Any other plans are detrimental and just down right rude to average and dare say "below average" residents of the city. It's a waste of funds to bring about decadence when people need basic help.</p>
164	<p>This project does not factor in how it will disenfranchise disabled and low income people and people of color including Black people. "Friendlier" seems like a coded term for "exterminating 'deplorables'" - which is a level of class warfare that PVD does NOT need right now.</p>
165	<p>Nothing excites me about this proposal, it is a waste of money that could be used to make actual improvements to infrastructure and transportation instead of making it more difficult for POC, elderly, and disabled to take the bus.</p>
166	<p>Not much</p>
169	<p>Nothing. It is an insult to the existing city, almost as bad as the 1970 plan for Downtown.</p>
170	<p>This will help foster community that is needed after the effects of the pandemic</p>
172	<p>Nothing. It is a waste of money. People are not going downtown with their kids for a splash park and will just be for bathing/ bathroom for people that need help. Use the funds to expand neighborhood park slash sites and more housing for the homeless.</p>
174	<p>I think it is a disgusting and terrible idea to break up Kennedy Plaza and complicate commutes for low-income and environmentally conscious citizens in order to make downtown real estate more valuable for city elites.</p>
176	<p>None of it.</p>
181	<p>Absolutely nothing. Things need to stay the same & upgrade the busses. Its going to be too confusing & upsetting to the elderly/disabled/handicapped people who rely on the ripta busses to get around... Not only for shopping, but to be able to get to dr appointments or visit friends/family.</p>
182	<p>Purposeful design that facilitates movement Better access Eliminates the bus stop dead zone Very happy also that the basin will be updated along with Kennedy plaza</p>

ResponseID Response

183	I love biking around Providence, it's one of my favorite pastimes to do with my dad or friends. I usually only get to explore the Blackstone and College Hill area freely because they're safer and my parents are comfortable with the area. The current Kennedy Plaza area is known for being a little unsafe, and the new changes will hopefully make it a place I can explore safely and freely as a young kid in Providence.
184	Pedestrian zones = more homeless and vagrants and drunks hanging around. They already make the lower end of the Providence River (below Crawford Street) an unsafe area. This "new" Kennedy Plaza will invite more. Raising the walkways in Waterplace Park = less or no interaction with the river. Misting fountain = I get wet from the spray, so why will I want to go there to get wet? Splash Park = that has the same public health issues as public swimming pools - how many of those are there?
185	I visited your site and it crashed my browser (latest version of MS Edge). Your videos there are set up wrong.
187	Moving the ice skating rink to allow use for other activities and using the new rink for splash activities as well as skating and bumper cars in the winter months.
188	imaginative!
190	The idea is nice for the Kennedy plaza portion of the design but I think it's going to be hard to get that many people gathering and using the space. Most people do not live downtown and won't travel just to use this area for recreation unless there's a big event. Also, where are the people who currently frequent the plaza going to be displaced to instead?
194	I like everything about it.
195	I think this is an ambitious project and I like the forward thinking of timelines that address climate change impacts.
198	It does not excite me. I want Kennedy Plaza to remain a central bus hub. It does look beautiful but I wonder who this is really serving? I don't think it's serving people who have me unmet needs. I think it's serving people like Joseph Paolino who owned property and want to see the property values go up.
200	The idea of separating traffic from family spaces, I really love the water park transformation, like the lighting and the inclusivity behind the transformation. Like the River improvement and connection.
202	Ambitious plan. The open plaza will offer opportunities for large events that are impossible to hold today. The plan to raise walkway levels in Waterside Park will provide resiliency with impending climate change.

ResponseID Response

205	I am excited for the access to the river and the connection via bridge instead of tunnel to get towards the Cove.
208	I do like the transformation of Kennedy Plaza, but I am concerned that the bathrooms and homeless shelter areas are going to be a chronic issue. Will there be bathroom attendants 24/7? Also, the Riverwalk proposal is a disaster, and needs some serious tweaking. That mist ring is ridiculous and not practical to the boat businesses that exist.
209	Total waste of money...Threw transit under the bus...Mist ring??? Ridiculous...Size of new KP is waste of space, can't afford to maintain it or fill it...White metal link fencing is ugly & tasteless...Only valuable outcome is raising river walk. Another redesign of KP after how many others to give Mayor a box to check to run for Gov...Another boondoggle...Get serious!!
212	Activating the space with art and family friendly programming.
214	Nothing, leave Kennedy Plaza as it is
217	Excited about better connecting downtown's public spaces! They have always felt disjointed and I'm glad they will be more unified.
219	Overall, the presentation showed a very well thought out proposal for downtown. Moving the ice rink feature to its proposed location is genius, as well as moving the busses to the exterior of the space. A better connection was definitely needed from Kennedy Plaza to Waterplace Park and I think the bridge accomplishes that. The renovations to Waterplace itself look exciting. My only question was how to create a safe connection from that new bridge, across Memorial Boulevard. Otherwise, awesome stuff.
220	Thinking about the future/Climate Change in raising the river walk. Supporting waterfire. Making downtown more friendly for kids & families.
222	All of it but especially the Kennedy Plaza changes
224	- better connection between Kennedy Plaza/Burnside park and Waterplace Park - the new summer water feature / winter skating rink - shaded concert/performance area
227	Exciting news. I wish it included a music pavilion- missed opportunity!
231	I love the activation of the public spaces, particularly the pedestrianization of Washington Street. I also think the fog feature in the basin is really cool.
236	Greenspace/entertainment space and access to it! PVD is a biking city, I love removing Washington and making it more pedestrian/cyclist friendly.

ResponseID Response

240	I like that you're taking a holistic, integrated approach to Kennedy Plaza AND Waterplace/the riverwalk. Thinking in terms of connectivity is crucial.
242	Refreshed walkways on River walk.
243	Raising and expanding the Riverwalks for more accessibility and resiliency!! Providing consistent lighting and more connections between Waterplace Basin and Burnside Park.
244	We need more bold design in that area. The current KP is already an improvement over several years ago, but it's not *inviting*. This looks like it can finally make it inviting.
249	Love how inclusive it all is! Green space! Yay!
252	More trees and more playspace for kids
258	Well-conceived, unusual, multi-cultural, fun events and places that bring us together as Providence residents and cross neighborhood, ZIP codes, ethnic, and cultural barriers and boundaries!
260	Potential reuse of Superman Bldg and of Crooked Bridge. Also hope that the awful Fain bldg can be blocked. I know these are not all downtown.
261	I am excited that our premier public spaces downtown are being thought of holistically. I'm excited that the connection between them will be improved and that the connection from the City-at large will be made stronger to get to it. I like that while discussing improvements to these areas that we're future-proofing for sea-level rise. I do not like the idea of creating multiple transit hubs. I think the level of the considerations being made to our premier public spaces NEEDS to be made for our public transportation system and its users.
262	As an older gentleman in my 60s I moved to Providence to embrace a walking community where my wife and I can explore the city and give back to the city. Having public places to unite with a diverse population is important for the culture of a city. I have traveled to many cities and lived in a few areas of the USA and I am excited about the prospects of a community-minded Providence.
263	I like the redevelopment and activation of Kennedy Plaza. The basin mist ring and elevated platform are not good ideas.
264	I'd love to see our beautiful city thriving again!
265	Unified and coordinated pedestrian spaces.

ResponseID	Response
269	The third option because it's more likely to bring folks TO downtown that either don't come there and/or wouldn't otherwise. That's extremely important to ensuring vibrancy and economic growth over the long-term.
270	Closing a section of Washington Street and moving buses to south side of train station
274	Moving the buses Park design Unifying the spaces Improvements to the River walk Seeing that the homeless are sheltered
278	Ideas of successful projects in other cities have been included in the proposal.
283	Shade and pedestrian improvements
285	Overall great idea to increase square footage of public space in downtown PVD, I like that it can be activated all year round and for all ages, I like that you are thinking about climate change/and raising the riverwalk, also I like that the river walk is getting attention as another important asset of the City
287	I'm a big fan! It reminds me a little of Philadelphia's center city.
288	In the 25 years, I have lived in Providence, Kennedy Plaza has been redesigned at least 4 times. That is a waste of public money and this new plan does not work off of what is there. Public money should be used otherwise for more important things. The design was not pleasing and had not sensitivity to the historic elements of Kennedy Plaza. It also did not address the multi-bus hub opposition which the people are opposed to. I am not excited about this project. I have heard a lot of disappointment from people across the city who are not in favor of this project.
293	- modernizing the riverwalks - connecting Kennedy Plaza to the basin - closing streets and reclaiming as public space - adding nature (trees, grass, plants) to downtown
295	Not much. The idea of more trees and public areas to walk and relax are nice. But there are other spaces in this city that could use this.
300	More open spaces. Dynamic
303	The bridge and the misting ring in Waterplace Park
305	Giving more space to people, reducing vehicles and combustion engines that are loud, polluting, and dangerous and break up the space
306	The riverwalk looks a lot nicer with the addition of plants

ResponseID Response

307	The River Walk
310	I think the stretch of Washington Street should definitely be closed and I think the amphitheater around Waterplace is in desperate need of a renovation
315	I like the renovated walkways and increased public space.
318	Nothing excites me. It will be less efficient for those who use buses. Splash park is stupid.
322	More public space
327	not much, it looks like a derivative theme park. take a 'Design' approach - define the problem before you try to solve 'it'...plan looks like it is in search of an idea that keeps eluding
329	I think we should put the time, money and energy into any other part of of the city before returning to these areas. Many other parts of the city could use beautification and to be made safer and easier to use on foot or by bike.
330	I like all the pedestrian features. The various water features seem like a waste money and expensive to maintain.
331	Late night outdoor music
335	Moving the bus depot
337	I love the connected square, it provides a much large space for family and community. The buses use to make it harder to walk to the train now I think the square will be much more integrated.
339	I think waterplace park and the Riverwalk are beautiful as they are! I love walking there in a quiet mood. I think it would be a shame to mess with all that. Instead of spending millions raising walkways, why not spend it on providing greater security presence to keep these spaces safe in the first place If sea level is rising, why not spend \$\$\$ go beef up the Fox point hurricane barrier, rather than raising walkways along waterplace park and the Riverwalk? Doesn't the hurricane barrier protect all of downtown? Thank you!!!
341	I like the potential of the water space and removing the bus lane between the current park and plaza. However, I think the water space will need a more unique and compelling feature than shown so far. Something as dramatic as the fountain and splash space ub Millennial Park in Chicago.
342	More attention to the area, economic impacts.

ResponseID Response

343	- I like uniting the three different parks into one space. - Making the downtown area more appealing - the inclusiveness approach especially considering people experiencing homelessness
349	I'm looking forward to the downsizing of busses with more green space and less asphalt
356	The expanded park area at Kennedy Plaza, the walkways connecting to the Waterplace Basin, and the native plantings around the Riverwalk.
357	The chance to tackle the need for social services and address access and equity for all Providence's residents. To use this opportunity to bring economic development to residents and help everyone equitably enjoy the city. I am also very excited for the chance to build a greener, sustainable, efficient city center that brings joy to people no matter their ability or background
359	The ability to provide healthcare for the people who use Kennedy plaza daily
361	I like the rethinking of Kennedy Plaza. I think that the large plaza with nothing on it will never attract any activity, so creating a fountain & ice skating rink sounds like a good way to transform that space. I like removing the lane on Washington because it gives it an opportunity to feel like one big park. I think that the bridge to Waterplace Park is more user friendly than the tunnel, which has its obvious problems.
362	further opening up Downtown to cultural events, seamless public transit hub, and increased and connective walking and biking paths.
364	Please do NOT move the buses out of Kennedy Plaza. I ride RIPTA often, and I go to and through Kennedy Plaza to get to work, shopping, errands, etc. Moving the buses out of Kennedy Plaza will make people's transfers more difficult. I love Kennedy Plaza how it is - one central transit hub!!
365	The entire project is about rebuilding, reinventing, and rebranding Downtown PVD to be the epicenter of the City and creating dynamic public spaces that attract not just residents but those who wish to visit our city as well. That is what excites me about this project.
375	You are elementating the human element from downtown the transit oriented public. Demand development is city property that is getting city subsidies that encourages decay... and lines the pockets of the property owners with the publics money.

ResponseID Response

376 Honestly I think this plan is completely misguided. I love making public use of the space and pedestrian safety is very important to me. However, closing off much of the bus hub does not help pedestrians. It dramatically limits access for public transit users--who are also pedestrians and who often overlap with each other--and makes us walk even further. I love the current bus hub as it is. It helps me get places quickly and now keeps me dry while I wait. I also love catching music and other events in Burnside Park. A dream would be to have 24/7 accessible restrooms so that I can have a beer at these events and further contribute to Pvd's economy. 'Friendly for transit' in your video is a lie, all of this is misguided except for the bathrooms/new welcome center, and it's honestly more than a bit racist and classist too - 'reclaiming' from whom??

379 Nothing really. You've ruined a major bus hub just to build stuff for tourists. Actual residents and commuters will now have to add lots of extra transfers to their commute as Kennedy plaza will no longer exist.

381 Only the improvements to the riverwalk.

385 literally sets the stage for outdoor performances/activities, positive events/programming

386 I think it's a great effort to make that area of downtown (and downtown as a whole) more of an exciting destination. While currently, the park and architecture are beautiful, there needs to be more to attract residents and visitors. I think this plan does a good job with that.

390 More inviting areas for people to gather and walk around, moving the bus stops out of the center, a stage, bathrooms, and easier pedestrian transit between downtown and the east side.

395 The river walk project looks phenomenal, having more bikeable spaces would be amazing

400 The free space, interactive water area, and amenities for people in need. I take my 11 month old to the park by the skating rink almost every day. It is such a nice walk; however, I feel so unsafe sometimes because of some of the characters that hang around. There is always trash piling up in the park as well. This area has so much potential and it is so unfortunate to see people sleeping on benches with all their belongings and trash in the surrounding areas of the park.

403 I do not support adding water features to the basin of waterplace - or to the center of the PLAZA.... this will require extensive maintenance that the CITY will NOT fund or continue.. Remove water feature from the plan I do support combining social service outlets with entertainment spaces.... relocate social service outlets to CROSSROADS area. Where are the remainder of the BUS STOPS?

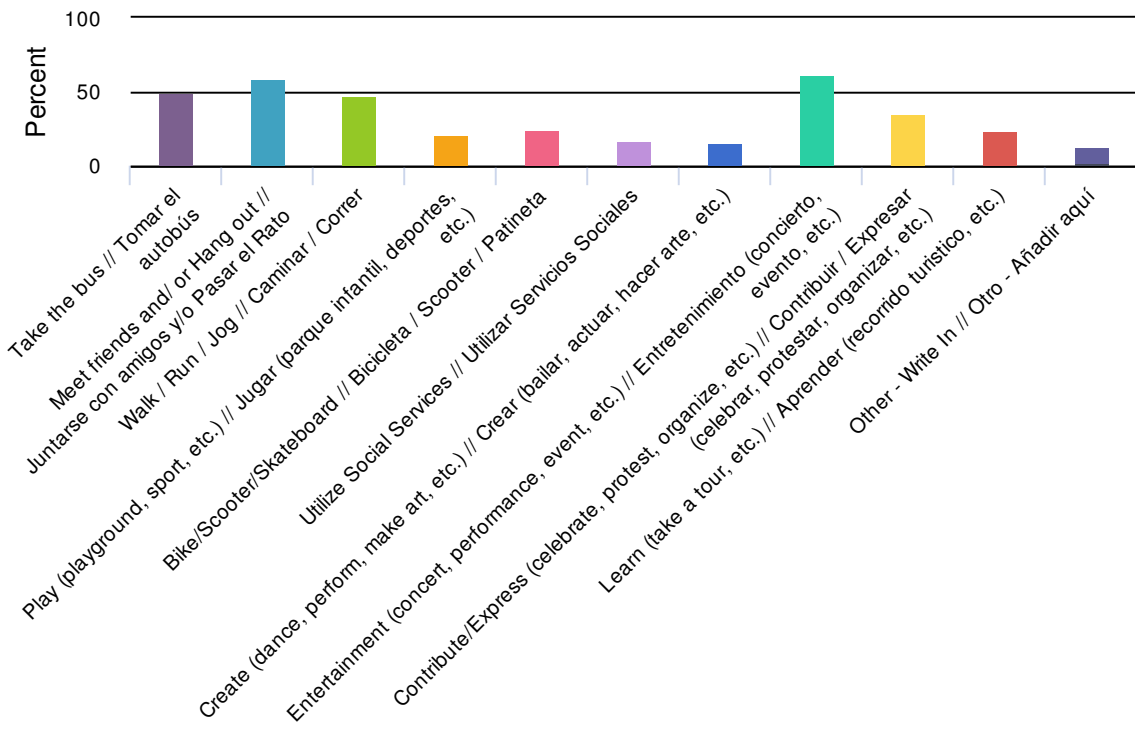
ResponseID Response





404	The potential for greater comfort and public services downtown. The possibility of a more aesthetic and welcoming space that creates ubiety in Kennedy Plaza. (I have some major concerns about the design presented at the second community meeting, and hope this survey asks about concerns as well.)
408	Creating a safer Kennedy Plaza with modern facilities.
411	The skating/splash park and the access to waterplace park
415	The fact that it will be inclusive and NOT exclusive as the I don't like the way Providence is being transformed into a 2nd Boston. Providence needs to remain a true creative capital and not boring and stale like Boston
417	Cleaning up Kennedy Plaza and Burnside & Biltmore parks and making it a safe and attractive area without drugs or homeless.
419	I like getting rid of Washington St. and East Approach
424	Ice rink turned water park feature.
425	The skating rink turned water park.
427	skating rink and variety of users; unsure how bus traffic is going to be re-routed
429	The "free expression" and/or skate areas would be better being a traditional playground....skateboarding belongs in a dedicated skate park w/safety protocols in place.
431	i'm looking forward to it honestly and what it can change for the public
432	the unique ideas
433	I thought it was really nice and how they want better for the community
434	I think it would be a better/safer place
435	What excites me the most is how much they want the youth to be more involved in everything. I love how they want the youth to have more say in what happens to the communtiy and be more creative.
436	Downtown is nice but now they are planning to add more things to the community is really great. Hopefully our community takes care of the area.
437	The way it looks
439	we get to have new things in providence

ResponseID Response

440	I'm excited for all that is going to be a big change in our community and is for the better so I love that
442	i like the idea
445	The free space and food and beverages. People could actually be in KP and chill and have fun.
451	Im excited about renovation and creating safe spaces for artists.
452	The RiverWalk space being redone is very exciting!
454	everything! Especially to help with homelessness! Trying to make everything modern is really amazing.
455	The fact that they're going to add attractions to these areas. Many more people will go here if this project happens.

6. How would you use the proposed space of Greater Kennedy Plaza, including the Big Shade, the Free Space, the Ice Skating Rink and Splash Park, the Welcome Center, the Riverwalk, and the Waterplace Basin? ¿Cómo usaría los espacios propuesto de Greater Kennedy Plaza?



Value		Percent	Responses
Take the bus // Tomar el autobús		50.5%	110
Meet friends and/ or Hang out // Juntarse con amigos y/o Pasar el Rato		58.7%	128
Walk / Run / Jog // Caminar / Correr		46.8%	102
Play (playground, sport, etc.) // Jugar (parque infantil, deportes, etc.)		20.6%	45
Bike/Scooter/Skateboard // Bicicleta / Scooter / Patineta		25.2%	55
Utilize Social Services // Utilizar Servicios Sociales		16.5%	36
Create (dance, perform, make art, etc.) // Crear (bailar, actuar, hacer arte, etc.)		15.6%	34
Entertainment (concert, performance, event, etc.) // Entretenimiento (concierto, evento, etc.)		61.5%	134
Contribute/Express (celebrate, protest, organize, etc.) // Contribuir / Expresar (celebrar, protestar, organizar, etc.)		35.8%	78
Learn (take a tour, etc.) // Aprender (recorrido turístico, etc.)		23.4%	51
Other - Write In // Otro - Añadir aquí		13.3%	29
Other - Write In // Otro - Añadir aquí		3.2%	7

7. What improvements to the proposal would you suggest to the design team? ¿Qué mejoras a la propuesta sugeriría al equipo de diseño?



ResponseID Response

15	To make sure that the buses are easily accessible to the public. Also include improvements for the Mossashuck River.
16	I am worried about the at grade crossing of Memorial Boulevard. Would there be a red light or would pedestrians be unprotected?
17	See note regarding railings on Miro board. Also, the bus access seems very far apart and how do people get from place to place. Solar panel charged outlets in the free-space needed. That way people can sit/work there and performances will be easily accomodated.
19	Less touristy and more for the locals (I'm more concerned about accessing transportation than activities)
28	Consider a Skywheel, similar to the ones in San Francisco, and Niagara Falls. This would be a HUGE draw...
30	Doggie area for the pets
31	Dream big and make this city even better
35	Reject RIDOT's plan. I know you folks have your hands tied and are doing the best you can, but you're really shooting yourselves/the City in the feet by going along with the plan. I've been enquiring and "engaging" with the State and City since last July to try to get someone to explain how the plan makes sense and nobody has been able to. I think the plan is terrible, but I might have missed something, or might not be considering something, and would

ResponseID

Response

have missed something, or might not be considering something, and would like it if somebody who supports the plan could make a well-reasoned, fact-based argument for why RIDOT's plan moves us in the right direction.

Even though I'd likely disagree, it would satisfy me to know that there is one ounce of sound reasoning at work on their side. After literally months of nothing but occasional claims of economic growth which fall apart under the slightest scrutiny, I'm left pretty cynical about this whole thing. Obviously, there's a bunch of dirty politics involved that's out of the Design Team's control, but as it stands the current proposal, which has many things I like a lot, is worse than what we have now because of it. Here's why: 1. Efficient transit operations. I'm no expert (although I don't trust RIDOT's experts much at this point), but nice bus waiting areas do little to improve efficiency. You need to move lots of people in and out via transit every day, and this plan is clearly not optimized for that. To the Mayor's point about great public places in other cities, many of those places are great because they have such good, efficient transit connections! It's not an either-or! 2.

"Designed for them": the Mayor and others presenting last night made a big deal about residents of Providence should feel like this is designed for them. Yes, they should! So, when a large number of Providentians rely on the bus (a group that tends to be poorer and less-white than the City average), they should be given first-class treatment. RIDOT's plan, which you seem to be accepting, proposes moving a quarter to a third of buses out of the Plaza. Sure, it's only a few blocks in one direction or the other. But it's unneeded. It presents challenges to those with mobility-impairments who rely on the bus, where those extra blocks represent a physical challenge. Further, it represents a psychological barrier. "My bus used to take me to the center of things. Now, they built some nice new stuff there, but my bus stops short."

If you want people to feel like it's for them, do more than make it accessible by bus, make it an automatic, passive experience of taking the bus. It would be one thing if there was physically no space to fit buses, but there is. Sure, we might have to reconfigure things and reclassify the Plaza from a terminal to a common transfer (so no layovers), but it's doable. Instead, you mentioned a few times that there would be parking and ride share drop offs, and you would be trying to attract tourists and suburbanites. If you have space to do that, but not to accommodate the buses, that signals a decision based on values, not technical considerations. 3. It doesn't account for growth of transit. The City has, in the past, expressed a desire to see transit use grow in Providence and in Rhode Island more broadly. Seeing as transit is just barely squeezed into your latest designs, I can't see how the space could possibly deal with increased services that RIPTA is proposing under the Transit Master Plan. Perhaps the idea is to have this growth occur at other hubs that have more growth potential. If so, this just gets back to the point of building this wonderful thing for people to enjoy and use, and then making it harder to get to. I'm glad that your team gets the importance of good transit to cities, but your plan doesn't reflect that. It turns away from buses and riders, and despite the good intentions, shuns them. Of course, I don't believe that you folks are actually pushing for this (the quality of your other work suggests that you "get it"), and frankly I'd like to see what you would come up with if the project scope were increased so you could work with Downtown holistically, including working with RIPTA to meaningfully improve transit rather than being given marching orders from the DOT. I don't know what you can do within the terms of your contract to fix this, other than forcefully pushing back on the Mayor and folks at the State, telling them that they're making a terrible mistake. etc. If it helps. tell the Mavor that he

ResponseID	Response
	<p>...that they're making a terrible mistake, even if it helps, vote the way you think you can probably secure my vote when he runs for Governor if he kills RIDOT's plan now and promises to install new leadership at that agency. Here are a few other suggestions to improve the plan: - Make sure to maintain enough neutral space, that doesn't have an assigned purpose. The programming is great, but every great city square should be fiercely public in every sense of the word. In my overly-romanticized view, there must be a true neutral space where citizens can gaze up at City Hall, contemplate the nature of democracy and small-L liberal society, and be free to stand, sit, speak, and just purely exist. - The skating rink seems... big. Is there enough demand for it? - Incorporate downtown affordable housing in the plan, if possible. Having a diverse and multi-generational group of residents to steward the space will do more for keeping it safe and lively than any amount of programming or design ever can.</p>
37	<p>Large urban spaces need to be delineated so you have a sense of "here" and "there." This plan appears to melt all of the spaces together with very little definition, and it's unclear how a unified space this large would be used by the population of Providence. What budget is there for programming if we'll need to spend \$140 million on construction? Where is the space for local businesses (food trucks, farmer's market, etc)? How does this reflect the culture of Providence? How does this space engage the buildings around the plaza? How will commuting bicyclists move through? Also, the design of the "big shade" needs to be refined to better reflect Providence...looks very generic and un-civic.</p>
38	<p>Including space for local vendors that can be rented by the day.</p>
39	<p>You need to explain where all the buses are going. If people from the outskirts don't have public transportation to the area, how do they get there to enjoy the space, especially during the cold months.</p>
42	<p>Get rid of the rogue motorcycles.</p>
43	<p>maybe a visitor center for tourism?</p>
46	<p>The bridge is cool, but then we still have to cross Memorial Blvd, which is never pleasant. Having the tunnel be safer would be great.</p>
47	<p>A bigger show of The Big Shade and social services provided there needs to be better articulated/envisioned. Why is this a place people will use for outreach and harm-reduction?</p>
50	<p>Improvement on the walkways</p>
52	<p>Free public transportation</p>
56	<p>I would include cultural items such as museums, galleries, coffee shops, cafe with outdoor seating carousel. And a large grassy area with trees that would promote just relaxing such as people do in Central Park.</p>

ResponseID Response

58	It wasn't clear about the connection to water place park but maybe I need attend the next meeting to understand that better.
62	Not a mist ring that is literally the dumbest thing ever
65	Any design should include a centralized bus hub in Kennedy Plaza
68	Fewer non-functional installations on such a BIG scale (water features??!) and more subdued, manageable improvements (beautifully constructed and clean and open pedestrian spaces can go a long way!). Think the most walkable cities in Europe and how they combine open spaces and easy public transportation (Geneva is a good example, Paris, etc)
71	Stop trying to put lipstick on a pig. I love PVD, but there's basic infrastructure needs to be addressed. Sidewalks still not ADA accessible, garbage everywhere, poorly maintained landscapes, etc. The very idea of putting a water park downtown is positively ludicrous.
72	Not me Kennedy Plaza essentially a water park... why not simply turn it into a green space?
75	I would limit the size of the splash parks - if that plan moves forward. The space at the center of our city is so valuable and feels wasted on something that people want in their residential urban neighborhoods. This is something placed in an alcove, not the center stage of a major city. I'd like to see more save activation in regards to cafes and public park space that is safe. Unfortunately, at the moment, I avoid walking Kennedy plaza because of the types of individuals that are commonly found there. I would like to see more connection from the providence place 903, promenade, woony and federal hill to the downtown area. I think this is a missing and frankly abandoned link the city has long neglected. As one of the only complex in the city with its own dedicated garage, residents in the 903 and promenade/foundry must go through the sketchy underpass of the mall to get to the downtown basin. I wish that would be considered in the next phase of planning
76	Bus passengers are being pushed out of Kennedy Plaza to make way for a theme park geared for children, teenagers, families, and those upscale individuals who are "young at heart, ". This is discriminatory. Keep the bus hub as a principal feature of the area, with the berths close enough to one another that people don't miss their transfers.
77	Don't remove the bus berths
78	Simplify simplify and don't chase away the buses.
80	If we need to raise the Riverwalk seven feet to avoid flooding, what will happen to the rest of Providence when the river floods

ResponseID Response

82	Add retail and commercial space - think a smaller Faniul Hall in Boston
84	1.) Fix the survey, Other-Write In doesn't work. 2.) Get rid of Elorza 3.) More Police/Less Gangs
85	Leave the buses in, in order that people can transfer from one line to another without having to climb on to and get off from buses more than once.
86	More places for buses even if something else has to be a little smaller
88	Stop trying to force the disabled, elderly, persons of color, and impoverished out of Kennedy Plaza! Seriously this whole plan screams waste of time, waste of resources, and more importantly WASTE OF VALUABLE MONIES THAT COULD BE PUT TO MUCH USE!
90	I don't understand the Mist concept.
91	Keep all the buses in KP
95	Prioritize public transportation
99	I really think closing Washington Street is a massive overweening urban design mistake akin to I.M. Pei's closing of Westminster at the RC Cathedral, which continues to screw up the City to this day. Better to keep the Soldiers' & Sailors' Monument where it is and leave Washington open to vehicular (AND bicycle - I take it ALL the time both on my bike and in my car - it's essential) traffic, but eliminating all the bus garbage that makes it confusing/messy. I'm also not thrilled with the design triviality of the play/skateboardy space where the crummyish old rink is currently...that's a formal axis to the handsome old Train Station and could be set up as formal hardscape strengthening that axis and connection and still useful for things like summer urban markets, political gatherings, etc. (it's on a radial axis to the State House via WaterPlace, etc...great place to start or end a major march). Move the playspace for teens to the really underused/peripheral Biltmore Park.
100	keep all the buses coming to KP and the terminal building for bus info etc - though I have a car I'm not going to drive to downtown as its too congested with traffic and hard to park, - if they downgrade the buses I won't come at all except in very unusual cases
103	Leave the busses where they are. Don't displace other events such as summer music events, food trucks, PVD Fest etc in order to put in a giant fountain.
105	Start over dealing with the realities of the city.

ResponseID Response

107	Follow the previous proposal more closely.
108	Do not disrupt the central bus hub for all of Rhode Island. Spend less money on frivolous improvements that don't really add any value to Kennedy (moving/expanding an already existent ice rink, creating an overpass instead of simply improving the already existing underpass, building a skate park when there current ice rink area already has this in the summer, etc.).
110	Be realistic, and build on what actually works right now, rather than on pipe dreams or how you would like people to use the city.
111	None of this idea will bring people to Kennedy Plaza and the surrounding area. The only good idea I see in this plan is raising the river walk ways to plan for sea rising. The mist ring is stupid. The idea of connecting the Kennedy Plaza, Burnside park are to Waterplace is great, however your execution of it is horrible. You want pedestrians to use a elevated walkway that then dumps them into a crosswalk across busy and dangerous Memorial Blvd? A bridge over, or tunnel under Memorial Blvd is needed. That way pedestrians are safe and traffic flow does not have to stop. You should consider moving the bus terminal to the parking lots next to the Citizens building. It would be closer to the train station and that way Kennedy Plaza could be reclaimed as an area for citizens to gather.
113	Where you going to bus the kids in from for the splash Park?
114	Leave skating rink where it is and build around it. Have a bus system where you don't have distance between busses and close to train station. What about land across from mall?
115	I am vehemently against breaking up the bus hub. We should be making public transportation more convenient, not less.
116	I would NEVER use it. It's DUMB
118	The mist ring is a horrible idea, as is the "water park". If this is supposed to be good for all of Providence, it needs to account for people on the South Side and Olyneyville. They will not be taking the whole family downtown for a water park. This needs to be a better center for the ENTIRE city and it's population.

ResponseID Response

- 119 Throughout its history, Kennedy Plaza has functioned as a transportation hub. This proposal inherits RIDOT's deeply flawed plan to break up the bus hub and move it to other parts of the city. I believe this proposal will take the city backwards. The city and RIDOT should be starting from the goal of making RIPTA service efficient and equitable, and something all Rhode Islanders want to use and take pride in. This proposal started with the goal of how to make Kennedy Plaza usable once buses were removed, which is exactly backwards. Undermining the state's bus system in the interest of improving a small park in front of some expensive real estate is a cynical move at best. Please don't collude with RIDOT to destroy our bus system. The best way forward is to scrap the flawed Kennedy Plaza plan and work with RIPTA to come up with a plan that puts bus service first, not last.
- 121 To not do this and focus on actually helping the city. A splashy reinvention of downtown is a waste of money.
- 122 Not do this at all and leave it alone because public transport is more important than putting in this monstrosity
- 123 There is no need for a splash pool or playground in that area. Art fairs and or concert venue would be better use
- 126 I suggest you focus your energy on dismantling KP on something that will benefit the people who rely on that space.
- 127 The removal of Kennedy Plaza as it stands today would be detrimental to all of those that utilize the area for transportation needs.
- 128 More affordable public transportation resources.
- 131 Plant a lot of trees and incorporate some solar shade. Make it a carry in carry out space to encourage people not to make garbage. Maybe put the bus terminals underground. Tbh, I havent read your whole proposal, as I'm just doing this for a friend.
- 134 Please don't pretend that the ridiculously small number of bus stops proposed in this plan are adequate, or even close to it. If you can modify this plan to significantly increase the bus stops, I would like to see what you come up with.
- 136 There should be more accessible bus routes through Kennedy Plaza. We need to be investing in expanding public transportation.
- 138 Leave the bus hub intact! It hardly makes sense as it is, which is much more comprehensive l, inclusive, and straightforward than what is being proposed.

ResponseID Response

139	Scrap it and start over. Keep the transit as is... why does that need to be changed? Put more trees on Kennedy Plaza. Create a space like Bryant Park's game and food spaces. Too expensive. I love fountains but it is unlikely the City will maintain the water features. The mist ring ruins the use of the Basin for WaterFire's opening. Did Barnaby sign off on that?
140	Maintain the integrity of current public transit access
143	The bus terminal doesn't need to go in order to make this space more accessible and beautiful! There are so many other spaces, not utilized by mostly BIPOC and low income individuals, that offer opportunities for development. Please, please reconsider.
144	The centralized public transportation hub should be retained to allow for easier transfers, especially at night, in poor weather, and in the winter. This is the only highly connected hub with statewide access in the state.
146	Include a more robust plan for accommodations for BIPOC, homeless people, and people who ride the bus. One RIPTA hub is the best solution for transit riders. Make there be one RIPTA hub in downtown. Include it as part of the park if you have to. Build housing for homeless people next to the park where these "social services" will be. Allow homeless people to use the park and not be over policed. Defund the police so that young BIPOC folks can feel safe enjoying the park. Invest in those "social services" instead. Center racial equity and LGBTQIA safety by making the park safe for them to use. Have a team of BIPOC and LGBTQIA community members central to the creation. Compensate those people for their input. Listen to their input. Act on their input. If this downtown park is not overtly anti-racist, than it is racist. Center justice and equity going forward.
148	Do not relocate buses, leave all buses in current positions -- or find another single central site. (Since so much land has been sold for high income high-rises, it might be difficult to do that.)
154	This proposal does harm to a transportation system that badly needs help, and people who depend on this area for reliable and accessible transportation. Improvements should be focused on the needs of the people who currently utilize the plaza.
155	Improve current infrastructure, address the homeless/drug addiction in the area

ResponseID Response

156	The traditional riverwalk decor is pretty nice in appearance, even though it is often stolen. The contemporary designs don't speak to this being in Providence. The sidewalk on Exchange (across from Union Station buildings) is already too narrow when that bus stop is being used. To expect there to be smooth transitions from a new bus stop in front of the post office, along that sidewalk, to the new bus stop in front of the Biltmore, doesn't take into account the narrowness of that sidewalk. Detroit has a great traffic island with three restaurants and a sandy play area. Seems like that kind of dense use makes it more festive, gives options and creates a place people want to be.
157	The timing of the mist feature seems really far off! 80 years??
158	Do better
159	More social gathering spaces eap with the pandemic, it's nice to have w social distance hBg
162	Create a stronger connection between Waterplace and KP. Perhaps working with the new food hall project in Union station, unify the plaza near the underpass (where Luxe used to be) with the proposed elevated path.
163	24/7 staffed restroom, bus hub, petting zoo.
164	I would suggest heavily considering addressing that fragrant dismissal of vulnerable populations this current proposal hurts and diminishes. It's astounding that even with everything that's happened in the past year that PVD is willing to continue to shut out the less fortunate, focus on capitalism, and ignore steps towards true equity and reparations. Just wow.
165	I would suggest that you abandon this project and focus on using that money to make transportation free and help our lower income residents.
166	Create a place to have an easier location to TAKE THE BUS
169	Start over.
170	Benches that can be laid on
172	Have risd students design a functional space
174	Don't break up KP!

ResponseID Response

176 A better conceptual design to keep the area as a main hub for busses, completely revamp and expand the current center(ticket booth and bathrooms) into a larger welcome/rest area. Instead of a ring of mist and splash pad utilize the space to open an education centers discussing how to continually increase sustainable living. Infuse nature as well as urban planning as a way of using natural resources to help reduce costs and divert the funds to local causes. Also instead of continuing to see our homeless population being stepped over(quite literally and figuratively) how about setting up a walk in center in the ACTUAL heart of the downtown area offering social services and perhaps necessities ie. soap, toothpaste/toothbrush socks and such. Also how about we try to find a way to utilize the many vacant buildings and storefronts we already have before building another hotel or massive high-rise that will sit half empty. Instead of building up how about building out and utilizing some of our local talent because you do know we only have one of the top design schools in world....just a thought!

181 Leave things the way it is. Don't dismantle it & ruin everything.

182 Permanent picnic tables (sorry if I didn't notice) Purposeful art in the park sites Wildflower garden Areas reserved for food trucks Plan for limited food truck licenses Allowance for hand carts with food Beer garden/face in the park? Leased land with strict requirements SAFETY! visible presence of safety personnel and probably even a police station in the middle that is a focused police-on-bikes station only Area at one side that is in a different place than the bike police station that helps mounted police and gives horses a rest (but the two stations need to be in separate places)

183 One thing I'm kind of worried about is the loss of historical area by building over and replacing the old waterfire basin. I've grown up with the cobblestone and its a giant part of what I think of as the identity of the basin. I want to make sure that this new proposal still keeps that historic element, instead of just acting as a new replacement. It might still be in the plan but the renderings only show new and more modern structures, similar to whats being built near the waterfront. Just want to make sure the character of old Providence doesn't get lost.

184 Make the lower part of the Providence River (Crawford Street to the hurricane barrier) "feel safer" and be safer by discouraging homeless and drunks from there.

185 Get a better web site!!!!

186 The buses are an issue. No matter how you slice it and put a design to paper, having buses and not addressing the vagrancy that exists will undercut and simply diminish whatever plans are created.

ResponseID Response

187	Be sure there are a lot of benches, maybe using recycled plastic, for us "older folks" to sit on and relax. My husband is disabled and can do a little walking but needs to rest in between.
190	Please keep all the buses together. This is the main transit location for all bus connections and spreading out the bus stops will make it much harder for those who use public transit to get where they need to. Also the mist ring is stupid and will keep people away from the central basin. I know I wouldn't want to be sprayed but I do like walking through that area. It's not feature that most people will enjoy and looks very gimmicky and unnecessarily expensive to maintain.
195	I think looking at materials that will be removed and considering their use/reuse - donate to artists and/or arts organizations. In particular the green fence around the rink that was designed and fabricated by artists as part of the Our Town grant. I think it would sow seeds of ill will if it were just scrapped. Similarly, there is a lot of beautiful architectural detail in the tunnels by the river that will be covered - medallions, iron work, etc. I would love to see that in the hands of artists rather than just recycled or destroyed. I think the use of water features looks cool and is a nice narrative thread to tie the various areas together, but I am concerned about the practicality of vapor rings and water park like areas. I don't know that I would want to breathe vapor air downtown. It just seems a little gross. On a very pointed note, I am concerned that two of the areas identified for public art are in fact already programmed by the non profit I work for, under the department I manage. They are the two sites in Emmet Square where currently Mark Wholey's Follow Your Heart and Eric Camiel's Sail Dream are on view. Those sites have infrastructure we put in place and have been steadily programmed for several years.
198	Keep that Kennedy Plaza as a central bus hub.
200	Along the family space to add additional private garden space that allows those who'd like to wine down from all noise and activity to enjoy nature and a scared space for healing or just a space where they can be in-tune with self and nature and Garden walk through, rest space can be ideal.
202	Address and recreate the loss of the bus mass-transit hub that's woefully lacking from this plan.
203	public bathroom water fountains

ResponseID Response

205 Totally rethink Kennedy Plaza. You're tearing down everything for absolutely no gain. Why spend tens or hundreds of millions of dollars to create a "flexible" space that is so vague and diagrammatic that there will essentially be nothing to do there? It looks like a first year studio project. Be bold while also having a lighter touch. Keep all transit at KP - you treat transit like an "add on" when it should be driving the plan. You present the plan as though equity is the core component - by going along with the plan to decentralize connections from KP you are complicit in what will be one of the most inequitable actions the city has undertaken. You're dynamiting transit to add in some vague shapes and paving and undesirable and unusable spaces.

208 Riverwalk and basin proposals are way off. Speak to the people that use those waterways every single day...boat company, kayak company, gondolas. We know the river and Riverwalk better than anyone else.

209 Go look at all the previous plans, resolve transit to actually serve the riders, scale back the entire project & deal with important stuff like lighting, security, sea level rise & repair everything that is rotting away that was never maintained...

217 I think the whole downtown area of the space should be wooded and green. The proposed amenities should all feel as though they exist in multipurpose green space as opposed to concrete with the occasional tree.

219 More information on how the bus traffic will change/ how the new Waterplace park enhancements will be used/ how often.

220 1. If you're going to move the bus hub from Kennedy Plaza that's fine, but please make a single hub somewhere else like the train station instead of breaking it all apart. 2. I think the mist feature will detract from waterfire and would not be worth the cost. 3. I think a splash pad as a water feature is fantastic but a wading pool will have too many problems (maintenance, animals, etc.) 4. a bridge to connect to the basin seems unnecessary, especially with the food hall going in on the first floor of Unions Station.

222 I don't think the mist ring installation is necessary or practical

223 I think it would be an excellent idea to include a water trash skimmer in the Waterfire Basin during this remodel. The Woonasquatucket brings runoff from lands far away, and it would be great to catch this refuse before it flows through the city and into the bay. DPW already manages one trash skimmer in the city and I think this could be a great site for a second one.

ResponseID Response

224	Its not clear to me what this proposal means by "social services". I think it would be helpful to be more explicit on this particular point, because social services might signal different things to different people. For example, Mathewson Street Church distributes food at Kennedy Plaza on Sunday mornings. Could the "social service" area have a very basic kitchen available for food warming? Could basic needs vending machines be available in the "social service" area? NO donation parking meters, though - please! Also, is free WIFI built into this proposal? I think that this would be of great service to the community. Community boards for fliers might be a nice addition. There is poster-friendly culture in the City.
227	Music pavilion on the river
231	More details about project timeline and how construction will impact the usability of the space. For example: Will the buses be temporarily re-routed? Will the playground close?
236	More space for pop-ups, farmers market, artist pop up gallery. Celebrate the art of Providence by having space for small businesses and artist.
240	not clear to me how people would safely and efficiently cross Memorial Blvd.
242	Eliminate water features from Kennedy redesign. Does not belong in city center. Eliminate water mist ring from basin. In conflict with water fire exhibition
243	Don't sell out to RIDOT. Resist them and their misinformed, racist, classist plan to displace buses from this space. We can improve the space without shoving working class folks out of it. Please keep equity firmly centered in this.
244	1. What downtown most needs is people living there. Everything else will follow. People need grocery stores. Please make that sort of thing part of your plan: not just beautiful visuals. That's actually the more important part. 2. KP feels completely different in the summer and winter, because of the cold. I don't see anything in this that will actually ameliorate for the cold. Please explicitly include that in your design, otherwise for 5 months it'll *still* be a wasteland.
245	Get rid of the buses
249	Will you have rental bikes? Rental baby carriages? Places to picnic? Outdoor movie space?It'd be great to hire responsible young people to act as greeters/information hubs who can walk around and offer assistance. How about adding some Friend Benches which say, sit here if you'd like to meet someone new. Might get people talking to each other. Overall looks amazing.

ResponseID Response

252	A bigger playground - the current one is amazing and it would be great to have more play structures.
255	If we're being honest I find the "free space" quite aesthetically unappealing. A wall like replacing the lovely steps that are there now is asking for graffiti and takes away from the more subtle architecture and color of the old station. Similarly, the "Big Shade" blocks the view of the District Court. Providence's historic architecture is one of its largest assets and this proposal should do more to complement it.
258	None at the moment.
260	Pedestrianize Westminster St! I know it's a long shot..
261	I love the idea of restoring the river to as much of a natural state as possible. I like how you're thinking out of the box with the mist ring. Keep ideate-ing and mixing the ideas of "make this one of a kind unique" with "lets restore this park to its natural state". I think taking that and bringing it to the park side of Kennedy could be cool, too. Pumped to see where this goes!
262	keep in mind all age groups to build multi-generational experience for all Providence
265	Everything hinges on pedestrian density. Must be supported by residential density (e.g., Superman Building) and permanent daily-use non-residential options: restaurants, bars, stores, entertainment venues. Beyond that, frequent (weekly) programming will be required to keep the place activated. Otherwise it will quickly become just as barren as the basin on non-Waterfire days.
269	Balance a little more between concrete/pedestrian concerns (transportation), and entertainment venues, outdoor walking spaces.
270	Refresh Waterplace Park, clean graffiti
274	Make the area feel safe and clean. Providing services and placements for the homeless, adding restaurants along the bordering streets
278	Perhaps it is just the medium, but the artwork in the presentation sometimes gives the perception of some areas feeling somewhat sterile, and the pedestrian's relationship to the rivers feels more remote and less engaging.
283	Don't wreck the bus hub. Don't make bus riders do more transfers. Keep buses in Kennedy Plaza. Put more parking nearby so people can get there by bus or car. Stop the panhandling downtown.

ResponseID Response

285	1- make sure if you are breaking up the bus hub at KP that you are replacing it with another single hub - the multi-hub plan is not good for riders. 2 - Please remove the mister, it detracts from waterfire, which is so special for PVD and should remain the main attraction 3 - I don't believe the elevated walkway connection is necessary, we could improve existing infrastructure there for less \$
287	As much art as possible, space for food trucks
288	Work off of what is there now, do not recreate. Keep Kennedy Plaza as a bus hub UNLESS it move next to the train station. Respect the historic cultural landscape of Kennedy Plaza. Do not waste so much money on yet a fifth redesign of the Plaza.
289	create better walkability to along the woon river up to the promenade apts
293	- additional green space (for picnics, laying out) - some additional seating (benches, small tables, etc)
295	The Kennedy Plaza bus terminal must be kept where it is! The mist ring does not sound pleasant at all.
300	What about parking? Currently there is no where to park without paying for meters. It's okay it's accessible by bike, but people get turned off by going there when they find they can't park there except by parking in a pay for use parking garage.
303	I don't like the Splash Park
305	Please get rid of the shading structure, plant more trees instead. The structure will be an eyesore, block a really nice view of the courthouse from the plaza, and will detract from rather than enhance the plaza. Also, while the water feature seems like a nice idea, I'd look at some case studies (like Chicago) to see how this has played out in other cold northern cities and whether the long-term maintenance burden of keeping it clean and maintained has been worth it in other places.
306	The "free space" looks like such a bad idea. I also dont know why you would have people cross Memorial Blvd, which is such a busy street.
310	Look at what Landworks Studio's Zelkova Public Realm in Taichung. This would be much better suited for the "free space" area.
311	The whole "free space" as a way to attract teens so that they can break dance and beatbox feels patronizing and removed from any youth experience.
318	Put in a few more trees. Improve the look of the place.

ResponseID Response

322	Centralize all bus locations. Having to walk long distances for transfers between lines makes public transit inaccessible for community members with disabilities and less useful for all.
327	The so called skating rink was clearly not designed by a serious skater or one who skates for aerobic exercise. I'll never use it - that curlicue? inviting collision an industry. Keep the 1/2 regulation rink...it's already enjoyed very much. it works. it doesn't need this trite 'improvement'
329	Please don't add the fountain/spray ring to the turning basin. The turning basin already shows the city's unique history and has a lovely view of the city skyline. Hiding it behind a fountain is a waste.
330	Everything about the transit system is inefficient. We need to utilize the area around the train station more to create a better hub and better options for transport throughout the city. Also, again - the water features are dumb.
331	More concert venues less restriction and later hours to do things. Not everyone wants to only be out during the day time
335	Pop up space for businesses
339	Closing the tunnel under Memorial Boulevard makes no sense. It's the easiest way to get from the skating rink to water place. I've never been scared in there, but if it's scary for some people, how about better lighting or better staffing by city workers to keep it safe?
341	I would hope to eat and drink in the downtown park,, too. I think that's included, but the food trucks need to stay. I also think that the southern riverwalk needs to reclaim space from Memorial Blvd which is incredibly wide and hostile to pedestrians. The added space could be used for green space, multi use trails or developable commercial Waterfront space. Think of San Antonio. The current riverwalk is too narrow and lacks any amenities other than a couple of high end restaurants.
342	I would advise them to not waste money on a new way to make life difficult for poor and disabled people, and instead use it to fix existing infrastructure.
343	Consider providing BIPOC and women owned businesses first dibs on space

ResponseID Response

356	<p>More natural, high-value plantings. There's a critical need to mend nature's broken fabric. Even in urban areas, wildlife plantings provide food and habitat for birds and insects and allow nature to come back into our lives. In the Exhibition, the Riverwalk is the only area where native plants are mentioned. Elsewhere, the plants seem decorative. (I apologize if this isn't accurate, but I've only seen the Exhibition.) I'd love to learn more about the role that plants play in your designs. The city recently announced a commitment to end the use of pesticides. Planning our public spaces to include nature would be the next logical step.</p>
357	<p>to reuse more materials and have a space to grow food. Maybe Southside Community Land Trust or Quaintly Farm (black women owned) would be interested in managing raised beds. The current bus shelters should be donated to local agriculture groups to use for greenhouses. They also could be integrated in a cool way to sheltered seating at the concert venue, and could be a way for the city to make income by having families book the spaces for summer concerts. I think you should also reuse the seating structure which matches the current KP building, as many of the regulars to KP have an association with that structure and it has been part of their lives for a long time. a stress relief garden with aromatic herbs that is wheelchair friendly would be good to have so that those with certain conditions can find a peaceful spot in the busy city center. It also would allow the blind to interact with the green space and engage physically with the space.</p>
359	<p>There need to be clean, safe, public restrooms. There also needs to be a hypodermic needle disposal. I found one on the street there the other day right outside City Hall.</p>
361	<p>The entire Waterplace Park concept is really horrid. I'm sure at this point you guys have probably already scrapped the much maligned "mist ring" but if you have not already, please do so. It would be an eyesore most of the year and it just isn't even a little bit cool. I don't think you should raise the walkways at Waterplace Park at this time. IT would be a huge and costly construction project that would keep Providence residents from enjoying the park for a long time and when complete, you would be so high above the water that I can't imagine it would have any of the same charm of the current walkways along the river. Maybe that would be a great project very far down the line, but it seems premature and ill advised. Waterplace park is already beautiful - it just needs good maintenance and landscaping. The ONLY problem with Waterplace Park is that there's almost nothing to do there. If you could bring in concerts and food vendors and events, then people would have a reason to use the park and it would instantly become a nicer place to be. No re-design will make the park more vibrant than inviting people in to use the park.</p>
362	<p>Social interactive and expressive hub at park social services and outreach off centered but close to hub.</p>

ResponseID Response

364	More focus on IMPROVING transit, and encouraging people to take RIPTA rather than driving their private vehicles into downtown. We are a small city in a small state; people should not have to commute in their private vehicles. Get rid of parking! Shrink the highways!!! Reclaim space from the massive HIGHWAYS that break up our city! Pay people to take transit rather than the other way around!! Incentive mass transit and active transit!
375	More comprehensive public transportation to help downtown attract more residence and business
376	Scrap everything except for the welcome center and bathrooms. This is totally off the mark.
379	Don't ruin the Kennedy Plaza Bus Hub. It was already just rebuilt, so you are wasting money. You are also displacing thousands of riders that now will have to make multiple transfers rather than just one, as most buses run through Kennedy Plaza. I understand that the state government probably wants to push out the homeless people that hang out there, and increase property values, which is the real reason you are pushing this.
381	Keep Washington Street open to maintain existing RIPTA bus service.
382	Eliminate skatepark and basketball court - this is not the place for that, too noisy and disruptive. Make it easier to walk between the basin and the park. I understand the tunnels will be eliminated but the ridge will not be large enough to accommodate people without their having to cross Memorial Blvd. I am not convinced the splash park adds... Will passersby necessarily get wet? I walk that way to shop at the Mall. The fountain seems contrived, verging on Disneyland.
385	allow places for street vendors to sell local goods, foods
386	More pop-up events (food trucks, etc) and more permanent facilities (a cafe, a wine bar/beer garden, a carousel or something for kids); taking inspiration from many park spaces in European cities
390	So far none of the people I've talked to about this are excited about the mist ring. Seems odd, and not a great use of energy or the space. I hope the splash park won't take up too much of the main Kennedy Plaza area, because most adults will not use that space. I also hope there will be bike lanes.
395	I think it would be detrimental to tourism in this city to take away the one bus hub in the state without moving it somewhere as a unit. Public transit is extremely important if we want people to visit and enjoy Rhode Island and that's not possible with a hard to navigate RIPTA

ResponseID Response

400	Everything looks great. Do propose the public library and children's museum open up again soon.
403	eliminate water features such as water parks and mist rings.... maintenance costs will result in neglect... relocate social service outlets... does not belong adjacent to entertainment space
404	I urge the design team to treat the functionality of the space as the large, supportive, core of the project and bring whimsy, fun, and creativity to that core. The project team gathered and presented data which shows that the space is primarily used as transit and a hub, and proposed a concept of "rooms" of entertainment, with no articulation of corridors and wayfinding around those rooms. It strikes me as trying to make ball-rooms and chill-out rooms in Penn Station, so that people like it as much as Grand Central. Kennedy Plaza is a great opportunity of space in downtown Providence, but it is not a living room and it is not honoring the framing questions you presented of what it would look like to center marginalized people's experiences and needs to try to make it the coolest living room ever. Kennedy Plaza is our Penn station, and I'd love to see it become more like Grand Central. And that is not done by ignoring the transit and service provision space it provides. I wish the presentation had (or over the past two months had been developed to) center bus shelter design, create multiple shaded spaces that allow for different uses and groups of the shaded space, highlight wayfinding, housing for services, consideration of staffing, innovative and attractive public toilets, and edifices for use by local groups for pop-ups. And, on an even simpler note, a cross-walk at the transition of Cookson Place to Exchange Street across Exchange Terrace. The current project design takes a space which is used primarily as transit and transient space and decided that was a problem - I'd like a design proposal that serves and honors the current needs of the community, and makes doing that beautiful and fun.
408	Keep in mind the residents of WaterPlace and the noise levels.
411	Perhaps 'walk-over' types of sidewalks that will allow for better access and egress fro park at times when there will be huge crowds due to lager entertainment events. So crossing both Fulton St and Exchange Terrace into and out of the reimagined spaces.
415	To keep the downtown Providence area attractive, artistic and welcoming to all!
417	It makes no sense to have a social service center for the homeless adjacent to a cafe. Social services should not be located in the park, but rather nearby.
419	What is the point of getting rid of these streets if there is still so much concrete on the ground? Add grass to the area that is currently a street and also the area that is currently KP.

ResponseID Response

420 I am worried that the Free Space is an invitation for graffiti. I am also confused why the elevated walkway crosses both Exchange Terrace and Memorial Boulevard at street level but is raised above a parking lot. Shouldn't it be raised above traffic and at ground level where there is none?

424 1. This project should better leverage the food and culinary culture of Providence. We have one of the BEST culinary schools in the country and an incredible DIVERSITY of small, amazing, restaurants. New graduates and immigrant cooks, need affordable space to begin their careers, and food brings people together. There should be a food-grade kitchen and popup spaces that cooks can share with outdoor eating areas. Perhaps instead of the single cafe? 2. The Waterfire mist feature is a touristy misconception of Providence public life. Look beyond waterfire to find Providence culture.

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427 Do you really need a fog machine?

431 please please make sure its a bit safer! :)

432 none it looks very nice

433 more space

434 Get people to pick up trash

435 Don't have any at the moment. I love all proposals already made.

436 A art wall like more drawings around

437 idk

439 Having a space where you could go while waiting for your bus on a bad weather.

442 security

445 I think the team covered majority of it, I can't think of anything more to add.

451 I would suggest to create places for artists.

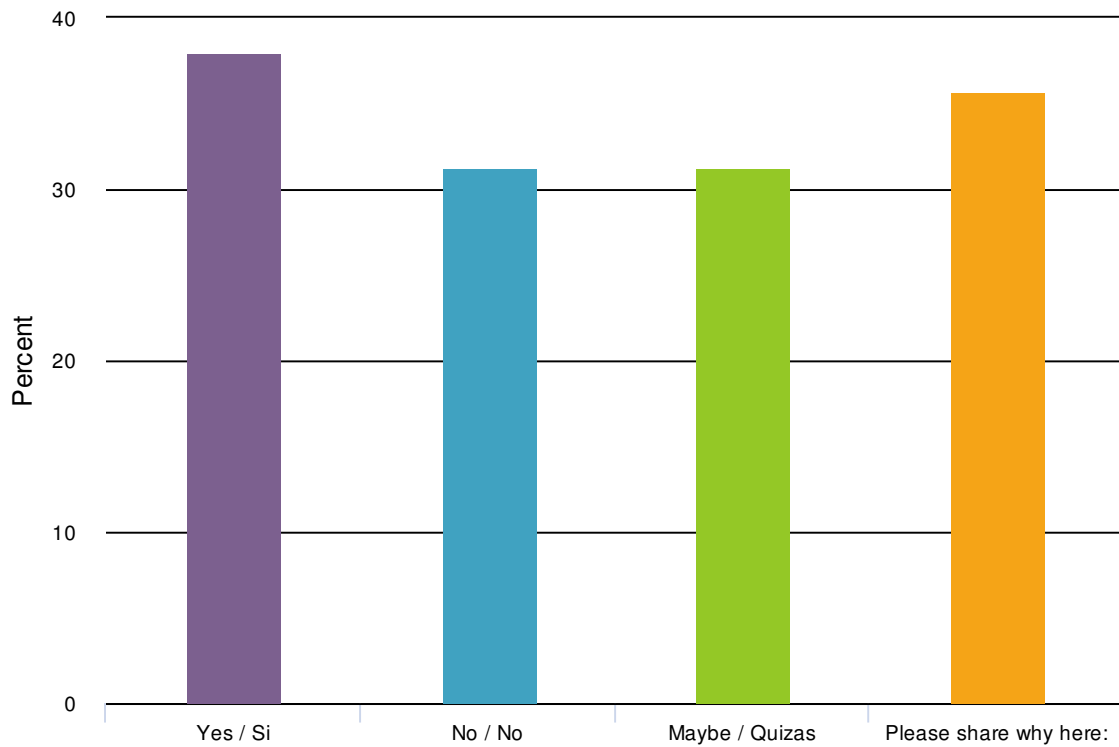
ResponseID Response

452 I agree on the improvement of the tunnel connecting the Alex and Ani Skating Rink to the RiverWalk.

454 More stuff to help our environment/planet

455 The bus location and nearby routes need to be a subject of importance since they're proposing to decrease the number of buses, and I believe moving the stop, which may create problems for many who use it on a daily basis.

8. Do you think the proposal can make public spaces of downtown Providence inviting, accessible, and available to all? ¿Piensas que la propuesta puede hacer que los espacios públicos del centro de Providence sean atractivos, accesibles y estén disponibles para todos?



Value	Percent	Responses
Yes / Si	37.9%	86
No / No	31.3%	71
Maybe / Quizas	31.3%	71
Please share why here:	35.7%	81

Please share why here:	Count
It could with my suggested modifications	2
A huge improvement. Your plans will make the downtown area much more inviting.	1
A reason to go downtown other than just the utility of passing through is key. Looking at what is already successful: food truck days, public art tours, etc. and imagining more, building on rather than replacing.	1
Totals	79

Please share why here:	Count
Because it'll be a pretty environment with fun spaces to explore	1
Bus riders need convenient service. Don't push them out.	1
Continuing to spend money downtown to make it more attractive when the rest of the city languishes is just nonsense.	1
Destroying the bus system will negatively impact accessibility and equity	1
Diversity of activities that are planned for the space. You'll have shaded parks with waterfalls, open Physical fitness spaces, lounging spaces, cafes, etc	1
For the reasons above -- inviting, accessible	1
Getting to Kennedy Plaza is inconvenient. There's no parking. People don't want to go there, because of the homeless and dirtiness of the area. You don't feel safe down there at night. Your plan hasn't addressed this. Maybe you should spend the \$140 million on helping the homeless.	1
Having attractions such as fountains/ice skating, etc. near downtown theaters and restaurants will attract visitors as long as it is safe and free of drugs and homeless.	1
I don't have enough information to answer this question.	1
I feel like if the public places are inviting more people would want to come here	1
I feel like we need safety especially for kid 14 and younger	1
I have seen large numbers of people at PVD Fest, First Night (back in the day), bike gatherings, even PRONK, not sure what this would accomplish.	1
I just know that neurodiverse and those with differences are often not consulted properly. I think you should engage more with people with learning differences, anxiety/adhd/stress/learning conditions as well as reach out to one of the RI schools for the deaf and blind. Maybe speak to a group home for the elderly or those with developmental differences and bring on more people on the autism spectrum to share their ideas (which are often exceptionally brilliant)	1
I sag "maybe" because I have seen too many ideas, dreams, charrettes, discussions, plans, promises, and proposals fail around here.	1
I see it as inviting for all, but want to reiterate that the bus system needs to be easily accessible.	1
Totals	79

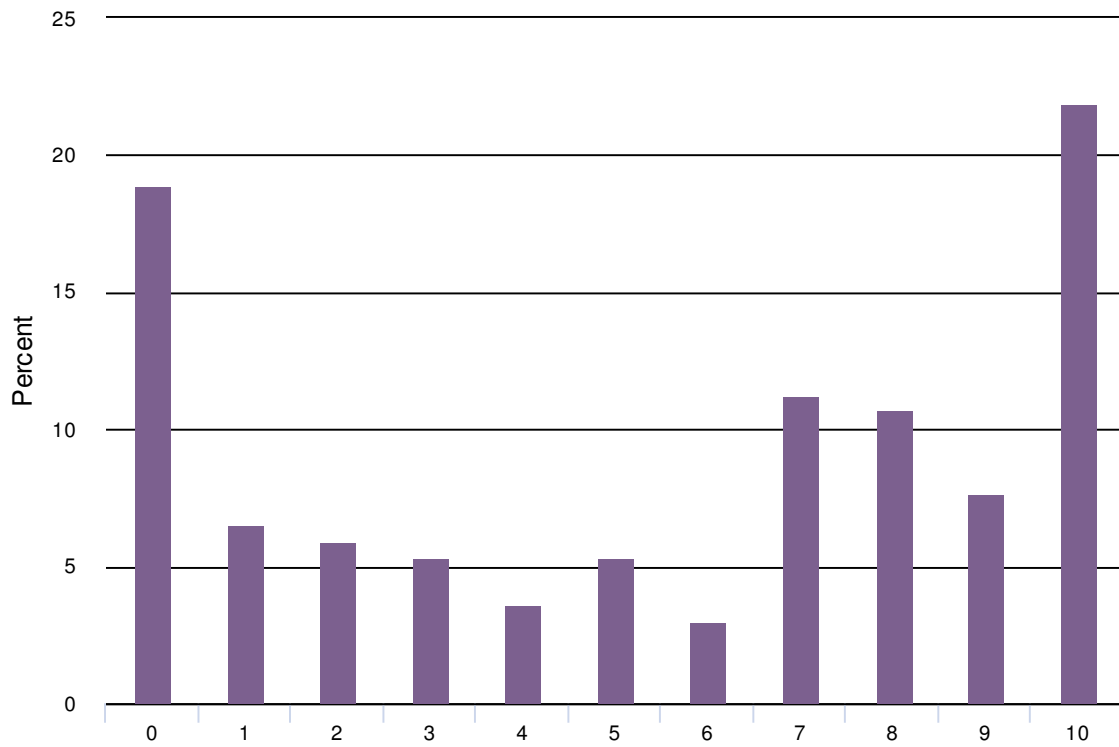
Please share why here:	Count
I think it is possible to do this, and I don't think this project proposal does this, because it ignores the functionality of the space. Treating a transit and movement heavy space as "rooms" and not thinking of corridors and wayfinding leads to underserved needs and frustrating attempts to walk around elements/people.	1
I think keeping buses will be crucial to making this an equitable, diverse and ultimately sustainable space. You can't let realtors try to create a yuppie playground to exclude the less affluent and nonwhite.	1
I think the proposal definitely does a lot to include young people and families which is awesome, but it should be accessible for older people and people with disabilities too (ramps, easily navigable).	1
I think this connects lovely public spaces that are already enjoyed in a way that thoughtfully engages how a pedestrian or bike rider would be able to move through the space more comfortably. It leaves room for public transportation, play, socializing, and outreach. It will be super important to name the funding streams that will allow for the maintenance and security of these spaces.	1
I understand the plan seeks to consider equity in the final design. Including social services offices is one way of doing so. Unfortunately, I think the inherent assumption of who may be around that area to get those social services may deter other visitors.	1
I was born, raised, lived and worked in PVD. It wend downhill fast. I got out. After years on off Benefit, I moved to the suburbs. I still worked in city, would go to venues and restaurants, but wife, family and I were getting hassled by hoodlums on Fed Hill, punks Downcity. No longer a safe place. Shootings, stabbings, bike gangs. Sit at Julians and get bothered by thugs, no more. We stay in the suburbs. Nobody getting shot in East Greenwich. PVD a shithole. Good luck. Maybe with some leadership you have a chance. Otherwise you're giong to continue to attract criminals and gangs.	1
I would avoid due to the noise of the skatepark and the basketball court. Unpleasant for a walk. I now avoid because of the noisy buses and crossing so many streets. I take Westminster or walk along the river.	1
I'm all for improving public spaces. Making a public transit hub less functional is not an improvement.	1
If you eliminated that gathering of homeless people there.	1
If you leave the bus terminal intact and update how it is conveyed, make it more easily understandable with clearer markings, maps of routs with stops highlighted, and reduced fares. Improve what exists because this will disrupt so many peoples lives and make transportation needlessly harder for the people who have the least access to better transport.	1
Totals	79

Please share why here:	Count
Inviting once, but not repeatedly	1
Is it really for the residents of Providence? Will the buses travel there more frequently and at convenient times? Is a three-hub bus station really "acesible to all"?	1
It feels like the proposal is just shoving RIPTA and its riders out to the margins. Put us front and center and be proud of us!! Incentive mass transit use!! We are a tiny state with a huge asthma problem! De-incentivize private vehicle travel.	1
It has to include people that already need and utilize the area. More help needs to be brought to residents that rely on the already existing and stretched services. Help what's there.	1
It is clear that transferring between buses will be more time-consuming, terrible in bad weather, and generally inaccessible. Any one of us could be disabled at any point! So many Covid survivors have disabilities now too.	1
It is pushing people out who need transportation	1
It looks like something designed for upscale populations, not our underserved underclasses.	1
It looks vibrant and inviting	1
It will be inviting but if there's no big hub, it ain't be accessable	1
It will disperse bus riders from the area	1
It's a start but still really halfbaked/pie-in-the-sky, particularly given an iffy maintenance record of what's already there.	1
Its stupid	1
Less convenient to get to Providence by bus	1
Make it a hindrance for cars to cut through downtown, keep it safe and local traffic only	1
More inviting	1
Moving most of the buses further away from the space presents physical and psychological barriers. See my answer to question 7 for more.	1
No one is interested in sitting under a gas station canopy.	1
Totals	79

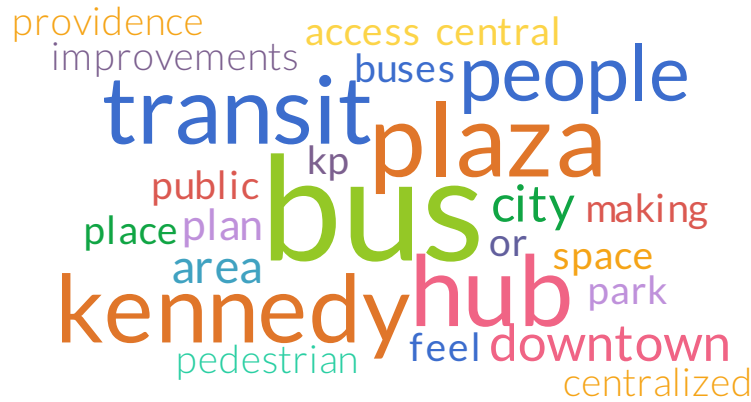
Please share why here:	Count
Not as it is currently set up.	1
Not sure balance between spending on "fun" (read; costly and hard to maintain) projects and actual clean, manageable improvements is right	1
People aren't going to go downtown to use Kennedy Plaza. They have to be downtown first.	1
Politics	1
RI DOT continually focuses on vehicles and not pedestrians and bicycles QED EBBP in Barrington - abandoned - extension of Wash Sec path into CT abandoned....	1
See previous answer. While transportation is claimed to be a central concern of the designers, it is clearly less important in this plan than the amenities aimed at upscale users of the park. Since bus riders are primarily low income people of color, this is discriminatory.	1
The buses are threatening.	1
The current proposal makes the entire city less accessible to people with disabilities	1
The homeless people and the trash they leave behind is what makes Providence less inviting. Otherwise I think it is a great little city.	1
The lack of public transport means it seems like they want only the college students and the rich people from the East Side to enjoy the space.	1
The plan seems people-centric. It is exciting.	1
The plan would make it more difficult for people to access the plaza on the bus.	1
The proposal does not go far enough to address racial justice and equity, especially around homelessness and transit. Much work to be done.	1
The success of this plan is dependent on maintaining a secure funding source for programming spaces. If this is not done, there's a rush that these open spaces will become vacant void of people most of the day and potentially dangerous. Examples: Cathedral Square, Waterside Park when a WaterFire of concert is not happening (90% of the time its empty)	1
There's a lot of space for the handicap to just take a stroll there's a play area where kids can have fun. We can eat and chill while waiting. It's just gonna be something that all ages will be able to enjoy.	1
Totals	79

Please share why here:	Count
They can and should. The ripta riders need better and more services	1
This is a design for tourists and bringing in people from outside this doesn't serve the city at all.	1
This makes it less accessible for people who need to use the bus system.	1
This plan seems to have ignored the needs of people who need to use transit to get to Kennedy Plaza or anywhere else, for that matter. Very disappointing to have transit users needs so completely ignored.	1
Very poor website.	1
What are you going to do with the people that will be displaced by this redesign? What is meant by "social services" and will people who frequent this area actually get the help they need (housing, food, drug rehabilitation, etc)	1
Will it feel inviting to people without kids? Older couples? Skateboards are loud. Also, Superman is a hulking menace while empty.	1
With caveats above.	1
YOU'VE RUINED THE BUS HUB. This whole project is a title 6 violation.	1
Yes as long as a serious transportation strategy is devised	1
You need to make sure parking is free/available.	1
You're pushing out poor people and people of color. Rich white property owners aren't 'all'.	1
general concepts seem appealing, but they also disrupts the existing uses of the space, i.e. transit hub	1
it would be better if you better connected to the woon greenway under the Providence place mall	1
lost bus access to KP will hurt	1
possibility that this wil result in much needed road repair, sidewalk replacement, ADA access issues maybe resolved	1
some groups will see nothign for them. And be right. seems like you are already excluding bus transferers.	1
transit for residents is displaced.	1
Totals	79

9. Drag the slide scale below to tell us how enthusiastic you are about the "Transit and Pedestrian Improvements to Kennedy Plaza"? (Explain your answer in the next question) Mueva la escala a continuación para decirnos qué tan entusiasmado está con las "Mejoras de tránsito y peatones en Kennedy Plaza". (Explique su respuesta en la siguiente pregunta)



10. What else would you like the design team to know about "Transit and Pedestrian Improvements to Kennedy Plaza"? If you answered that you only want to implement a portion of the project - which part would you prioritize and why? ¿Qué más le gustaría que el equipo de diseño supiera sobre "Mejoras de tránsito y peatones en Kennedy Plaza"? Si respondió que solo desea implementar una parte del proyecto, ¿qué parte priorizaría y por qué?



ResponseID Response

ResponseID	Response
17	Prioritize connection to Woonasquattucket River Greenway, prioritize ADA access to all spaces
19	It is important this remain user friendly and central to downtown
28	Make the area truly accessible for ALL.
30	Make sure lighting is bright at night
35	Look at my answer to #7 for more, but the transit "Improvements" are anything but. The pedestrian improvements are fine themselves (though I'd like to see an expanded vision for traffic calming downtown), but I'd rather keep everything the way it is if "improving" means dealing such a huge blow to transit.
38	As long as the elderly can easily reach the buses, I'm okay with everything as proposed.
39	Explaining where all the public transportation is going.

ResponseID Response

42	Get rid of the rogue motorcycles.
43	moving the bus terminals and captuing all that space is key. i love it!
46	Keep a way to cross Memorial Blvd. without having to cross the street (tunnel)
47	The Big Shade, well maintained bathrooms. I love the skating rink that turns into a fountain—but could be perceived as a luxurious add-on. Another caveat; more attention to detail needs to be emphasized for the public to understand why The Big Shade would be beneficial to the climate at KP.
48	The project seems like a great way to prepare downtown for changing climate challenging and create a great space for the community
56	Self-cleaning public restrooms kiosks, adding trees and vegetation and open grass area. Improving safety by discouraging homeless from gathering and panhandling. Providence needs to address the larger issue of littering within the city so that it remains clean and beautiful. Trash on streets needs to be cleaned even during winter.
67	NO mist ring - too expensive and we will never have enough money to maintain it *Please listen to the people who take the bus as a daily part of their lives. I would rather KP be an authentic reflection of our city than commercialized. KP is for the people of Providence. Not tourists. No tax breaks/structured plans that essentially mean developers end up paying little to no taxes.
70	I don't support the location of a bus hub in the Jewelry District. I do support closing Washington St.
72	I think the transit system needs to move, I am very much in favor of that, I don't like the activation plan. If you're going to build something like that for the community OK cool. But why are you gonna build that right in the center of downtown? Would you want to build that in a different part of the city, one that needs more development.... rather than reworking an already developed area? If you're looking into developing the city, why don't we look for a light rail system much like the eco-friendly one that Denver has? Move the bus terminal completely out of the city, and have the light rail system connect to it...? Ultimately it would be developing infrastructure, going more green, and expanding the Providence suburbs... As far as the walk goes unfortunately at sea levels will rise, that should happen
76	Pedestrian improvements are well intentioned. The bus changes are not improvements at all.
77	Keep Kennedy Plaza as a single bus hub!

ResponseID Response

78	The pedestrian improvements seem interesting, but the other stuff seems calculated only to get a headline. A fountain is worth a single visit, but a city square is a place where people travel every day. Also, the other features seem expensive to maintain and Providence is already crying broke all the time.
80	Better pedestrian access is a good idea, but keep all the bus lines there.
84	KP has been redesigned around 12 times in my lifetime. This is not an issue with urban design, this is an issue with the enforcing laws and keeping the place safe. I fondly remember being in KP Park in 1960, it was lovely. It's gone downhill since. First it's ugly, second it's filled with criminals and vagrants. the biggest criminal sits across the plaza in City Hall.
86	You seem to be exiling transit. Yes the state wants to, but they are foolonly interested in the value of money, not the life of the community. Lots of fun stuff, but needs to be at least as good for bus riders as walkers.
88	If you don't get it by now why I disagree and feel you are wasting money than you are never going to get it. Which people like myself know you will do because those with money always get what they want and screw the majority because we don't have the money!
90	Will we still have the same amount of public transportation available?
95	Modernize the RIPTA and expand access before making a suspended mist ring
99	Keep Washington Street OPEN to vehicular traffic, but DO move the bus stops to Fulton Street and the periphery. Do NOT move the old Soldiers'/Sailors' Monument. The existing Welcome Center is a crappy building - that could use replacing, tied in tandem /opposition to the proposed Stage Structure, with a new rink/water feature between, but tighter/more elegantly constrained. This is an URBAN park, folks...all the cutesy freeform moves only work at Olmsted scale...they look trivial in a formal urban square bounded by substantial buildings on all sides...take cues from things like Bryant Square in NYC or Post Office Square in Boston...older work now, but very solid and they've endured.
100	How can it be a "transit improvement" when the plan makes transit more confusing and less convenient with harder transfers, less access to indoor amenities, security, and most buses going to less desirable locations than KP
103	Please ensure residents are more included regardless of socioeconomics. With our arts community, and respect for our neighbors, I think we can do better.

ResponseID Response

108	Please do not list this section as Transit Improvements. This plan will worsen public transit.
110	Make it safe, don't make people climb stairs or walk over unrealistic Bridges to get from one place to another.
111	If you want to make people want to come down to this area, then you need to move the bus hub somewhere else. Maybe over to the parking lot next to the Citizens building, or the large empty space between the mall and train station. Connecting the bus and train station would help travellers.
113	All those areas work fine now. Don't mess with them. If you want to try to improve downtown Providence, get some real anchor stores into the Providence place Mall
114	Only like the overhead walkway. Current one is scary
116	WASTE OF MONEY. Fix the schools and roads!!!! Providence is filthy!!!! Neighborhoods are suffering!!!!!!!!!!!!
119	Scrap the entire plan and start with the goal of making RIPTA service better, not worse.
121	That it should not happen and whatever the taxpayers have paid for this is already too much.
122	Leave it alone. Fix the traffic pattern
123	Safe areas to walk and wait for public transportation
126	Kennedy plaza should stay where it is. This part of the project is tied to the dissolution of KP by turning it into a string of bus stops spread out across downtown. Therefore, I don't support its implementation. If you decouple it from the dissolution of kp, it'd be a worthwhile endeavor.
128	The people who have been negatively impacted the most by the Pandemic are the people who rely on public transportation the most. As a voter I believe affordable public transportation is a priority! My friends and family believe it also.
131	I'd modernise the river walk and make sure theres a lot of well thought out green infrastructure. I'd send the buses underground to free up greenspace. I'd power any lighting needed with green energy, and maybe do the whole project with electric construction equipment. I'm pretty sure none of this matters though in the long term. I think kennedy plaza is supposed to be underwater in 50-100 years, so any improvements made to the space would be forgotten rather quickly.

ResponseID Response

134	I feel as though this design process has been used to promote the ideas of some downtown property owners who want to get rid of the bus hub in Kennedy Plaza. I don't mean that the design team is intentionally complicit, but they certainly weren't attentive to the needs of transit riders who are currently the most consistent users of Kennedy Plaza.
136	We should not be rerouting busses away from Kennedy Plaza and making it harder for people to use RIPTA.
138	The bus terminal needs to be prioritized as integral to the welfare of the people of this city and state.
139	Transit riders are not having a problem with the hub. So why are we trying to fix that?
140	I think the suggested improvements will benefit tourists and more privileged folks rather than those who rely on public transit
141	Making public transit better and more accessible would increase ridership
143	If anything the transit hub should be expanded not disbanded.
144	Disruption of centralized transit offsets many of the benefits of the pedestrian improvements.
146	I like the pedestrian improvements but the transit plan is terrible. I'd rather keep it as is if RIPTA isn't one downtown hub.
148	Calling it "improvements" is unfair to the many bus riders who will lose more hours from their week due to missing their newly remote transfers. Putting in more trees, public facilities, and renovating Waterplace Park would be great.
149	I feel like monuments and show pieces are not the important work tax money could go to. I agree with making a better transportation hub, but not at the expense of taking space away from it? The video didn't really talk about the impact to transportation. How will that work going forward?
156	Don't break up the bus hub if there isn't a new single hub to replace it. Otherwise, the plan is good.
157	Art, including theater needs to be a priority.
160	Currently Providence's public transit is not useful. It is very difficult not to have a car in the greater Providence area to get around.

ResponseID Response

162	The pedestrian improvements look great. The transit improvements can work, but it seems like the proposal should go farther. If KP is no longer really going to be the hub, then the full plan for the new transit hub should be shared. I am agnostic about KP being the transit hub for the city, but the city does need a hub somewhere. I would also hope that the investments made in the DTC project are not wasted and that transit continues to be made more efficient downtown.
164	Reconsider this.
166	I was hit by a car while walking a few years ago. Spent months in a wheelchair and had to learn to walk again. Make this space safer for pedestrians.
169	The last "improvements" to Kennedy plaza made it bleaker, and these will just keep making it more like the soulless spaces seen in "modern" city plazas worldwide.
174	How is a differently-abled person supposed to get to work across town if they will have to make a transfer like those this current plan will demand?
181	I myself take the busses & I'm disabled/handicapped. I use a walker & I've been having more issues w my eyes so it makes it harder for me to see. How am i or other people who are blind or deaf supposed to know where the busses that we need to take are if u moved them away from the centralized hub which is Kennedy plaza?
182	Needs visible safety presence
185	Your web site is not very usable and causes crashes and hang ups - using MS Edge.
187	I don't commute anymore and probably would not take buses. I like the idea of the pedestrian overpass connecting the riverwalk to Kennedy Plaza area.
190	Not having a centralized bus hub will make commuting difficult as all connections currently run through this area. Spreading them out will make an already time consuming process (taking the bus) even longer and more inconvenient. Also the fences in the riverwalk rendering look like chain link which is really cheap and ugly.
194	Consider making main bus hub inside Providence Place Mall
195	I don't know enough about transportation and pedestrian issues to comment strongly. I do appreciate connecting Kennedy Plaza to Waterplace Park. I just hope that it will help the Union Station area of businesses behind the RI Foundation and not act as a bypass, further discouraging patronage.

ResponseID Response

202 For transit recreate a transit bus hub where all bus transfers can take place. This doesn't have to be in center of plaza as it is today. There's no question that RIDOT's three hub plan will be a miserable failure and create enormous hardship for bus passengers (many of whom are low-income city residents). Bus mass-transit is more than just for poor people. The downtown business community relies on it and will rely on it more, especially in the future as Millennials (who want to live in walkable cities without cars), rail commuters from Boston (includes reverse commuters who work in Providence), and the general public statewide that looks for alternatives to driving, especially with the effects of climate change that are rapidly approaching. If it's not possible with this plan to accommodate a central bus hub where all transfers may be made, at or near Kennedy Plaza or Burnside Park here are possible alternatives: 1) Move all bus transfers to Fountain Street, possibly including Sabin Street. This could be a temporary or permanent solution. This solution could happen almost immediately, which could clear the way to start demolition on the plaza renovation. 2) The City of Providence MUST advocate to the Governor, the General Assembly, and the business and institutional community to create a new central mass-transit bus hub at Providence Station. There are several possible locations, such as decking over the Northeast Corridor tracks between the train station and Smith Street, or putting the hub in an underground facility under the statehouse lawn, or on or under Station Park to the west of Providence Station. The former speaker blocked this plan. He's gone. This plan needs to be revived. Advocating for a central bus hub is critical for the city's future and the City of Providence must do this!

205 This plan ignores the thousands of people who rely on KP transit every day. You are demolishing transit for what? Some bistro tables and hexagons and a flex play space? Shame on you. Please go back to the drawing boards and listen to the people who have been speaking out at these meetings. Also - our city is practically broke. Why are we spending over 140 million on something with such little benefit? Instead of a new water feature or ice rink why don't we invest in some more substantial programs to help the folks experiencing homelessness at KP?

208 I feel that the bathrooms, although desperately needed, will be a problem. What is the plan for monitoring, cleaning and safety?

209 They don't address the issues... Fix transit & infrastructure & call it a day...

213 I suggest that the people who are proposing these changes a) talk to the bus drivers, in depth; b) spend a week taking the buses; c) talk to the people on the buses in depth, and listen to their suggestions.

217 I know a lot of people are upset about moving the central hub that is Kennedy Plaza, but I think the changes can still be made there with hope that they keep the hub centralized at another place (train station). The ongoing disagreement about the multi-hub doesn't have to impact the KP redesign.

ResponseID Response

219	Moving busses to the exterior of the space is great for safely walking and attending events at Kennedy Plaza. At the same time, there should still be easy access for bus users in the area. This also helps with traffic as driving through Kennedy Plaza is almost as nerve-wracking as walking through.
222	I think it's a huge improvement and it should all be implemented.
224	I share the concerns of local Transit advocates that replacing a centralized transit exchange with a multi-hub one will negatively impact those who rely on the bus as their primary mode of transportation. I like the overall vision this design team has presented for Kennedy Plaza. It has some playful and unexpected elements that I do think would add dynamism to DownCity. However, without a more coherent, thoughtful plan from the city/state about the future shape of the city's transit system, its hard for me to judge the improvement plan this team has presented.
236	Bike lanes extending beyond the nearest neighborhoods to connect all providence bike lanes to downtown.
240	I need more detail about how transit would exactly work and the pros and cons versus the current system.
242	Implement phase 1& 3. Revise 2. Consider upkeep, reasonableness of water park in middle of city center. Not good use of space.
243	Do not move forward with this until there is a firm commitment from RIDOT not to break up the central bus hub. The central bus hub does not have to be at Kennedy Plaza, but there must be one place where all transfers can be easily made in a convenient place. A multi hub plan is a no hub plan. If you assist them in making a more difficult transit system, especially for elders and people with disabilities, then this project is nothing more than greenwashing and empty words for equity.
244	My problem is that we're fundamentally missing what we need: a SINGLE hub. I travel a lot in Europe, and what really works is having ONE hub in front of the train station. Given that our train also connects to the airport, we're only a tenth of a mile from having a perfect solution that is based on what WORKS in other parts of the world. Keeping KP and the train station completely split feels like a Pyrrhic victory. (Maybe at least add light weight rapid transit between the two? That needs to be part of the "design": design a *solution*, not a *space*.)
252	Please expand the play spaces and play structures for kids
255	Washington St. and East Approach should definitely be closed.
258	I think GKP should have no streets or cars or buses in it or circling it. It should be a park/ designed plaza as in Paris. A

ResponseID Response

261	I love the idea of connecting Burnside Park and Kennedy Plaza - to me that a must. But I think we need to really re-think our transportation hub. We need a coherent plan here. Perhaps put it underground near the train station and have a bus that loops people downtown every 5 min.
262	having a central location will make it easier for all. Make the improvements sustainable in design and with decor
265	Again, area needs daily-use non-residential attractions--bars, restaurants, entertainment venues, museums, etc.--plus increase in residential density.
274	I am wondering how moving the buses along the street is going to change the dynamic of Kennedy Plaza in any real way. And how will the homeless population be served? Physical removal? Families want to feel safe and welcome as do singles. It is such an important space for our city. If the homeless, vagrant, drug dealing and crime are still present, no amount of plantings or lighting will make a difference. Let's hope!! Would love to see this change and we can all join together.
278	How will people, not familiar with Kennedy Plaza, quickly be able to find their way to their next bus?
283	If you don't deal with pan handling, homelessness and other safety issues people won't feel safe.
285	As stated above, I believe a larger unified public space would be very well used and enjoyed by everyone but if you are taking the bus hub out of KP, please replace it with another single hub (at the train station would be ideal). I would prioritize raising the riverwalk and instead of building a new elevated walkway (which would require more maintenance in the future) I would improve the existing connections.
288	Do not implement the multi bus hub. One hub in Kennedy Plaza or at the Train Station.
293	I heavily support closing the middle streets but am nervous the plan removes too many of the bus stops and will make bus travel untenable for working people.
300	How much is this going to cost and how long will it take to realize this plan? If Washington street is going to be closed, where is that Washington street traffic going to go? This could turn into a logistical traffic nightmare while under construction.
305	Prioritize the closing of washington st and the east approach, allowing the square to prioritize people over vehicles, but make sure bus access is still easy and convenient.

ResponseID Response

310	Definitely close Washington Street.
322	The current proposal is terrible for transit. Transit needs to be the priority.
327	Do not expect people to go to the train station to get downtown - distance, weather , elevation, contour...age, disability, Memorial Drive crossing
329	I am interested in a better bus system and routes, but do not think the Kennedy Plaza plan alone will improve the whole system enough to be worth while. RIPTA the city and state should be working together to look across the whole map to make improvements, not focus on one place.
331	Less bums
339	Clean, safe, monitored public restrooms would be the biggest improvement I can think of to this entire area.
341	I believe a great city needs a great transit hub. If you are trying to create a unifying central space (not to mention equitable and convenient transit), don't disperse the buses.
343	This revitalization will create more foot traffic which means the public transportation should be readily available and parallel to the increase in foot traffic
357	I don't see any details on involving groups with exceptional or different abilities so its hard to say. I would like to make sure that any alternative access for these people is not segregated, but well integrated. I think you need a committee composed of a group of around 10 people with different abilities who meets with your planners during every stage to evaluate their groups effective inclusion. I also don't see anything about the ecological impact of this.
361	I take the bus to work every day and I have been very well served by the improvements of the DTC project. As long as RIPTA continues to offer such convenient lines and connections, Kennedy Plaza the bus hub will not be missed.
362	Prepare downdown for the changes of climate, electric car charging, alternate modes of transit(bikes, scooters, tram) and prepare for flooding and increased heat issues.
364	I appreciate the pedestrian-focused parts of the projects; however, please do not move buses out of Kennedy Plaza. Moving buses is a waste of energy and would make bus riders' lives more difficult. Kennedy Plaza already functions well as a central transit hub!!

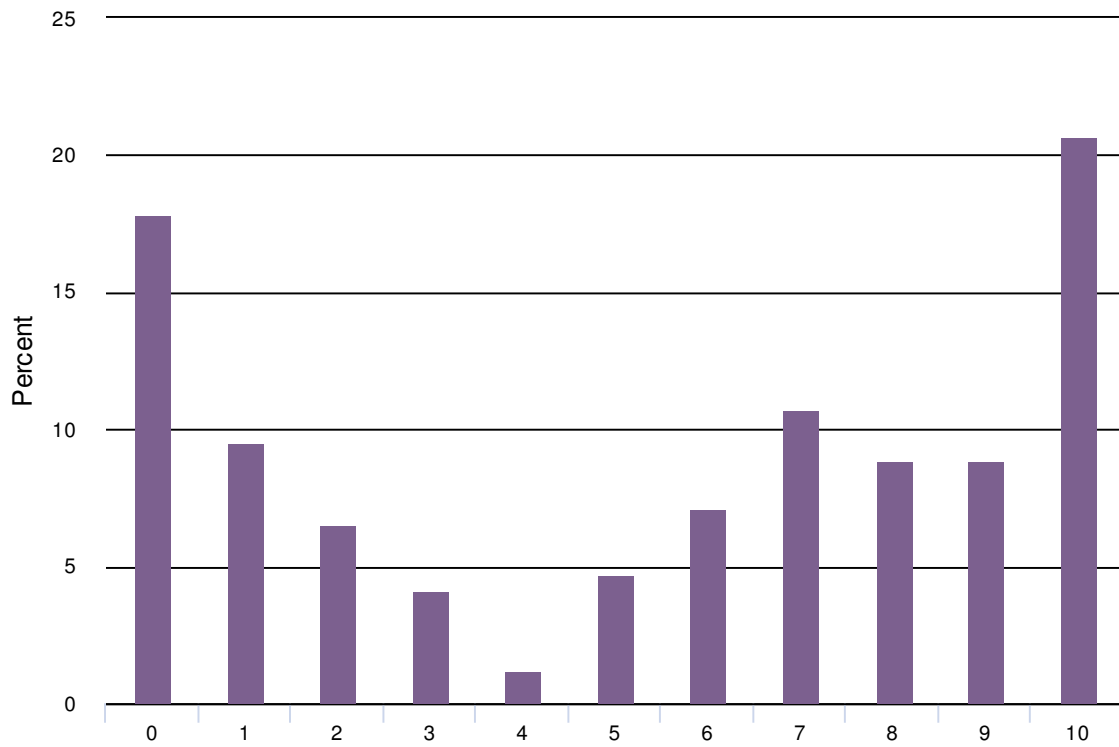
ResponseID Response

376	As I said before. It is a complete lie to call destroying the bus hub 'pedestrian improvements.' The Kennedy Plaza central hub is the best thing there. It's functional and necessary. I am enraged that you're wasting my tax money to benefit a few rich people at a great cost to the rest of us.
379	Once again, under this project an intermodal bus hub would be turned into a park for tourists. Hello? Any planner with a brain would know that public transit should be valued, not destroyed. What is this, the 1960's again?
381	Improved pedestrian access between Kennedy Plaza, Burnside Park, and the WaterFire Basin is needed. Washington Street and Fulton Street must retain their existing configuration to enable existing RIPTA bus service and future improvements.
382	Good to get rid of the bus lanes and design a more coherent and beautiful park. I would prefer a traditional garden approach with open spaces more like Lafayette Square in Washington DC. As noted earlier it still appears difficult to walk all the way from downtown to the river without crossing a street. Need a "high line" that goes the whole way. Make it a beautiful, walking adventure.
385	the fewer the buses the better
386	I think transitioning as many of the boundary streets to pedestrians only would make the whole area seem much more enjoyable, not having to deal with cars.
390	Support this part of the proposal very much
395	Keep one centralized bus hub
403	There is no info about the relocation of bustops... multihub? the sidewalks around the city need extensive repair..... ADA issues- consider ADA- wheelchair, blind pedestrians..
404	I want more/better bus stations, shelters, and washrooms. Not one big shaded area far from unshown bus stops. Kennedy Plaza should be the centralized transfer point for downtown Providence. Multi-modal connections should be at other further removed areas. I like the articulated river walk and crossing ideas. I am ambivalent about closing streets - stronger preference for successful multiple use and an additional crosswalk at the actual Exchange corner (not just middle of block where it already exists)
411	N/A
417	I strongly support all three projects, as long as the budget includes ongoing support for policing and for maintenance of the grounds and facilities.

ResponseID Response

419	More grass! Make this area an urban green oasis.
427	unclear how transit will be integrated in redesigned GKP. plans too conceptual
431	will buses also be changing especially for pollution problems
432	a speaker announcing when buses come
433	have people that can help you find what you need or how to find a bus
434	Nothing really
436	The windows for the stop. They should make new ones because its dirty and scratch up and some are broken by a bullet.
437	Sanitation, so if kp was gonna have new benches; cushioned would not be the best idea
445	I have nothing else to say, it's all great.
452	I was concerned about RIPTA being moved out of Kennedy Plaza but it's a very bland and non exciting place right now so it'll be cool to see the improvements and new transformation!
455	The routes, because I remember hearing that the routes will be closed around the Kennedy plaza. I'm concerned, since it's a very used route, especially since it's in the downtown area. As a result, I feel like the extra crowdedness that will be expected on the nearby routes will cause major problems for travelers.

11. Drag the slide scale below to tell us how enthusiastic you are about the "Activation Plan for Greater Kennedy Plaza." (Explain your answer in the next question) Mueva la escala a continuación para decirnos qué tan entusiasmado está con el "Plan de activación para Greater Kennedy Plaza". (Explique su respuesta en la siguiente pregunta)



12. What else would you like the design team to know about the "Activation Plan for Greater Kennedy Plaza"? If you answered above that you only want to implement a portion of the project - which part would you prioritize and why? ¿Qué más le gustaría que el equipo de diseño supiera sobre el "Plan de activación para Greater Kennedy Plaza"? Si respondió anteriormente que solo desea implementar una parte del proyecto, ¿qué parte priorizaría y por qué?



ResponseID Response

16	I am worried about how the "Big Shade" will block the Federal Building which is a really nice complement to City Hall and how the "Free Space" will limit views of the old station. I do support removing the ice rink building which makes the space feel necessarily crowded.
17	Water park/splash pad/ice rink will really make the place special and a focus of activity.
35	I'm more or less fine with most of the ideas for activation, but I'm not ok with how they take the place of transit. See answers to #7 and #10.
39	It seems more like NYC which is nice.
42	Get rid of the rogue motorcycles.
43	nothing else other than i like what i saw.
47	Teenagers need a spot for activities that's not a playground! Give our young people something to meaningfully occupy their time.

ResponseID Response

70	I like the big shade and rink relocation ideas. The teen area feels very vague and potentially like a repeat of what we already have, an unprogrammed space.
75	As I mentioned earlier. I'd like to see the splash pad scaled back. I'd like to see more opportunity for small businesses
78	The elevation of surface features over the important factors is one that urban planners should be embarrassed about. KP is in poor shape because of the businesses (and government) that have fled the city and state policy that encourages them to do so. Making the plaza into a theme park won't change that, not matter how pretty.
80	Promote retail space around KP, increasing foot traffic. All thee is now is a 7-11 and a CVS that's well hidden.
82	Add retail and commercial buildings
84	Bring it back to 1960
86	Keep the buses in KP
88	Leave that entire area alone and actually put the monies to better use!
90	Love all elements of it.
99	See above...tighten and formalize the design more/inject some reality over the loopy charrette ideas.
100	Undecided if people will come to KP in sifficient numbers to make it worthwhile, due to the difficulty of parking and the downgrading of transit
108	The Big Shade would be a great addition to Kennedy Plaza, but otherwise Kennedy should stay as is in my opinion.
110	Keep out the drug dealers and drunk people getting into fights, and let people figure out how they want to use the space.
111	I like the idea of creating a better community space down there, but how you have proposed is a failure. You are still going to have a mix of bus travelers, homeless and people trying to enjoy the park.
113	Again it all works fine don't break it
114	X
115	Again, ease do not break up the bus hub.

ResponseID Response

116	I would like them to know this is a total waste of money. It's like putting lipstick on a pig. Has any of these "designers" stepped outside the city into the run down neighborhoods that really need help? How about fixing the schools and building community centers for the youth that have nowhere to go and nothing to do? How about getting new chromebooks for the city school kids? How about building new schools to replace the ones that are falling down???? How about that? We don't need a freakin splash pad!!!!
119	A performance space might be a good way to engage people and bring them downtown, but it should not happen at the expense of the bus hub.
121	This is a waste of taxpayer dollars just as the mayors spending on bike lanes was earlier.
122	None
123	Don't need a playground or splash pool in that area
126	Again, I do not wish to KP "activated", a garbage consultant-fed, marketing "chic" word, used to shroud the actual plan. Which is destruction. Kind of the opposite of creation, activation, etc. It reminds me of that gorgeous part of American history when we changed the name of the War Department to the Department of Defense, at the exact moment when we stopped fighting defensive wars and have literally only been fighting offensive, interventionist wars since. The very few people who are "advocating" for this plan are doing so because their in Paolino's pocket (McGee, Elorza, Hiiiiiiiiii), are Paolino or his kin, or are the poor scamps in government who have to take the fall and or enact these initiatives (Jess pfaulmer, I'm looking at you). The majority of the very few people in the state who act like this plan is a good idea don't even and never have had to take public transit in their life. You're out of touch, cruel, and woefully misguided. Truly don't know how you sleep at night.
134	I was surprised to see the plan refers to "reclaiming" this space in the city center. Who is it being reclaimed from? Transit users who need and use this space now? The homeless? The elderly and disabled who may not drive and depend on transit?
138	Does not center the needs of the people using the service (buses)
139	Why not just a great interactive public sculpture like the Cloud Sculpture in Chicago? Why not just set up a games and food area like in Bryant Park in NYC.
143	Relatively neutral
144	Rethinking the layout for modern uses is interesting, and should be balanced with existing functions

ResponseID Response

146	I like the idea of having a big park but the plan does not address policing, equity, justice, and housing.
148	Planning for sea level rise, and improving bus facilities -- not destroying accessibility -- should be priorities.
149	The spirit is good, but as mentioned above, at the risk of losing a transportation hub? Perhaps just the rink area / burnside park could be revitalized instead?
156	It needs more than a single restaurant at one end. If the adjacent buildings could put in restaurants, that would be one thing, but they can't easily it seems. So put the opportunity for more in KP, even if they are "temporary" buildings like the Dune Bros.
157	No real thoughts.
159	Mmhmmm
160	Currently Kennwdy Plaza I'd an uncomfortable place. It has become a space for people in need of public service (who are not receiving it) to spend their days. It feel does not feel like and inviting and safe public space.
164	Reconsider this.
166	Ok
181	It will suck for everybody who relies on taking the busses cause they don't or can't drive a vehicle or b able to afford 1
185	Poorly designed website causes problems while viewing it.
187	By activation plan, do you mean opening the space up to make it more unified? I'm in full support. I'm a little unsure of what the shade area is to be used for. Is it for visitors to learn about what to see and do in Providence? That would be a good idea. Maybe notices regarding the upcoming events to be held in Providence.
190	The idea is nice for Kennedy Plaza but I don't think people will gather here and it is not well explained what will happen to the people who already use this area ("social services" is cited but if these people aren't provided adequate housing, food, drug rehabilitation where will they go instead?) Take some of the money from this plan and actually use it to help this population, we don't need a mist ring we need help for the people of our city.

ResponseID Response

195	I think there are a lot of great ideas. I think successful activation includes outreach, getting local organizations to commit to program activities, as well as artists/ performers. If it is just left as a wonderful space to be activated without that outreach and kind of primer, I fear it will not reach its potential. I don't know if this is the right spot to say this, but I like the idea of play for any age. In Boston, the Lawn on D for example.
202	My enthusiasm is tempered by the elimination of the central bus hub without a viable alternative (RIDOT's multi-hub plan is NOT a viable option) and lack of clarity as to a funding stream to support programming of the improved open spaces at Kennedy Plaza and the old skating rink location.
205	There are some interesting ideas, but it feels like you're blowing up everything to start from scratch, only to vaguely rearrange the pieces. The rink in the middle makes no sense, and will be a money pit. Why are you moving it? What are all these flexible spaces going to be used for? What is the transit capacity of this new design? Work with some of the existing pieces - this plan reads as the hubris of designers trying to make their mark on a public space.
208	I love moving the rink, and adding a skate park.
209	You are designing this space for one very small part of our population who are young, don't work & can hang out in KP when & if they want...
213	Is this really for the people of Providence or for tourists? I think that if the people of Providence are enjoying the space, that's a plus.
217	Seems like a great multi-purpose space!
219	Moving the ice rink will help more people utilize this space and will help this area along Fulton St. to be much safer. The wrong crowd sticks around and makes it incredibly unattractive on a daily basis. I do like the reuse of the current ice rink location for recreation as well.
236	More art space for pop ups and markets
243	Bus riders currently activate Kennedy Plaza. If we remove them, then extra programming will be necessary to prevent the space from being empty. This seems so counter productive to the goals of it being a thriving, dynamic space.
244	I must admit I don't fully understand it.
255	I wish there was more grass on the currently paved side. This feels like getting rid of cars but still keeping 3/4 of the area as pavement.

ResponseID Response

261	I love the idea of activating Kennedy Plaza - hopefully, we can entice someone to activate Superman next!
264	All good !
265	Needs curation and frequent programming.
274	Prioritize making Kennedy Plaza safe. Take Out the cross street and build the park. Mixing buses and parks just doesn't seem to be a solution but just crowding the transportation into a smaller space.
278	It is not totally clear to me where all of the bus stops will be. What is the greatest distance to make a bus transfer in the proposed plan versus what the existing arrangement allows? What are the implications if Fulton Street becomes busy with buses?
285	Splash pad is great for families as long as there are bathrooms and changing rooms, I saw the words "wading pool" somewhere - please do not do this! Too much maintenance, trouble with animals, trash/cleaning, water treatment, drowning hazard, etc. Also love the teen area, performance spaces, and skating rink. I assume Burnside will be aimed at the younger kids? Can we add more trees and natural play elements (boulders, wooden structures, etc?) I also do not like the mister - I don't want to detract from waterfire and it seems like the money it would cost could be used better elsewhere.
293	Heavily support the social services and bathrooms. Would love to see spaces for children to enjoy. Only criticism is I would prefer more green space and less concrete.
300	If a change in leadership in city hall occurs, as it most certainly will, will this plan continue or be dropped?
305	Kennedy Plaza could be a great public square like you see in the great cities of Europe and Latin America. Please focus on bringing out its great bones and making it a quality public space. Trying to shove too many 'amenities' into the space to activate it gives me concern about the long-term maintenance liability we are creating. Honestly, some of the big thinking here looks more like the failed mid-century design that led to Boston City Hall Plaza and Cathedral Square here in Providence. Let's avoid a repeat of past mistakes and focus on tried and true methods of making great public spaces. Some of this makes the plaza look more like a theme park than a public square. And please please get rid of that shading station and just plant trees for shade. The shading station will be a cold wind-swept location in the winter and will be an eyesore and blight on the plaza.
306	I don't like the "free space"

ResponseID Response

310	I am unsure about the "activation plan." My primary concern is with the "big shade" which seems out of scale and my second is with the "free space" which seems like it would accumulate graffiti. I would also like to see less concrete in the Kennedy Plaza area.
311	The whole "free space" as a way to attract teens so that they can break dance and beatbox feels patronizing and removed from any youth experience.
327	More opportunities for children's play, biking, nature trail, birds of prey, oratory, performance...and quiet seating
329	Some of these ideas seem nice, but so many other parts of the city need improvement first.
330	There needs to be lots of green spaces.
331	Waste of money
339	The Riverwalk is gorgeous. Dollars are not needed to modify it physically, dollars are needed to patrol it and maintain it. Stop spending money to build nice new things only to let them fall apart! It's tempting to reimagine things that have fallen into disrepair, but it's bad investment. How about some funds to reclaim what we already have, instead of reimaginging it!
341	Definitely like unifying park and plaza. Not sure whether moving buses to the edges is really convenient - perhaps save some space for a smaller bus exchange. I would put more emphasis on large public sculptures and other dramatic visual attractions. Also, I would add a water table for children. See Queen Anne' s Park in Newport.
356	The park still seems too inorganic, with insufficient attention to the possibility of including nature into the design. But I love the idea of moving the bus stops and creating more space for a park.
357	I am very excited! I just want to help make sure all stakeholders are considered and consulted because Providence is the central hub of our small state and this is a HUGE opportunity to do things right re: climate change, economic and social equity, etc. The new structures should have green roofs with native plants as well as emergency beacons of sorts
361	As I mentioned with Waterplace Park, you need to give people a reason to be in the park. Food & Drink Kiosks would be a great way to invite office workers, students, and tourists to spend a moment in the park. They have them all over Europe and in many great urban parks all over the USA. A park with nothing to do will attract no one.

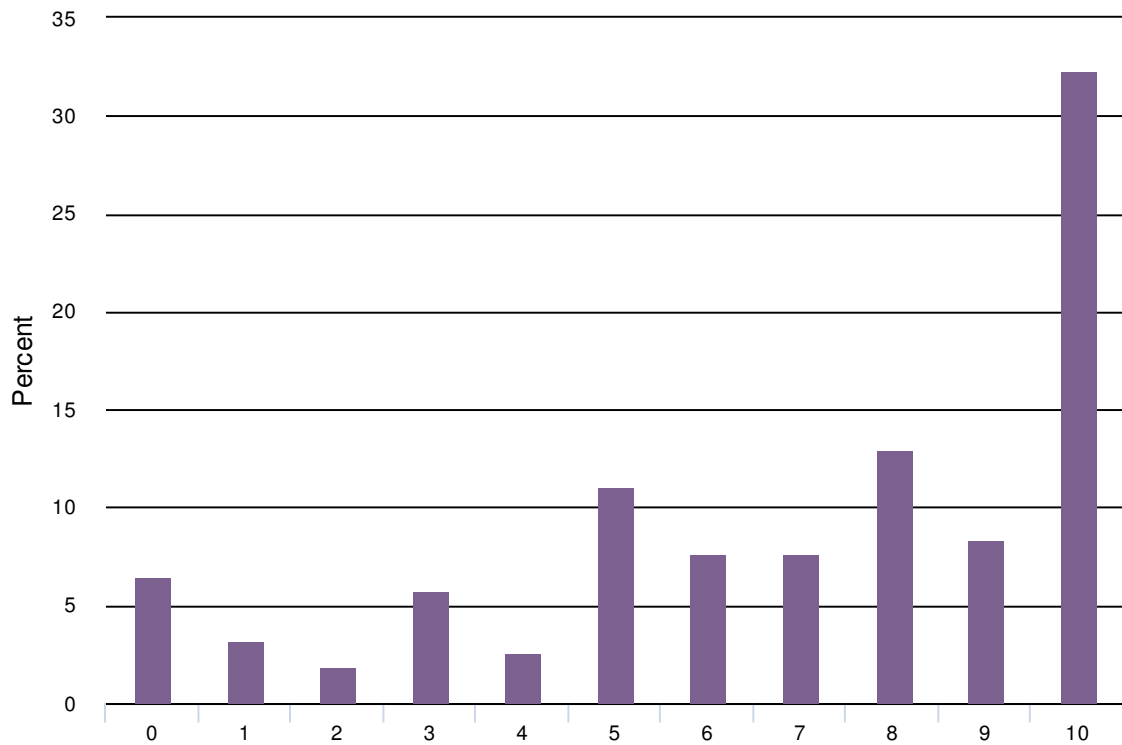
ResponseID Response

364	Prioritize pedestrians over cars. But do MORE to de-incentivize private vehicle travel. Get rid of parking, block off more streets to private cars. Prioritize RIPTA and riders more. More bus-only streets!
375	Hire public transit supporting planners like Portland Oregon
376	I have no idea what this means.
379	This project is a title 6 lawsuit waiting to happen. Kennedy plaza is fine how it is. Just because the wealthy building owners don't like the people that hang out there doesn't mean that you should ruin all the commuter's travel times (adding extra transfer as listed in the multimodal hub project). What a waste.
381	More trees and canopies are beneficial but must be done without changes to the existing street configuration.
382	Dislike the hokey aspects and the noisy bball/skatepark plan. A playground would be better. Downtown has young families with small children who need open space not skateboarding areas etc which in fact might frighten them due to the noise and rough play.
385	except the water feature...that's too much,
390	Very excited about having space downtown to walk around, hang outside, enjoy concerts, grab food and drink, and bathrooms available. Would not prioritize a bigger ice rink or splash park. Services for people in need are a priority. Murals would make the space more beautiful and creative and give space for local artists and movements.
395	I can't be excited for it knowing there's no plan to move the one centralized bus hub
403	eliminate water features..... and SKATE PARKS... liability to CTY, maintenance cost....
404	I think storage space/buildings for lots of mobile and easily maintained activation elements is a much better idea than what has currently been proposed. I think the large scale infrastructure festival space type proposals are misguided and will not be able to create either an enjoyable transit or play experience as there has been no communicated thoughtfulness about these two different space use and movement patterns.
411	N/A
415	Please allow Providence to keep its edge as a city and please don't make it boring like Boston is

ResponseID Response

417	As previously commented, social services should not be located in the Greater Plaza (and definitely not adjacent to a cafe!), but rather in a nearby location.
419	Maybe make the area more seating friendly? A massive open concrete area seems like it could feel exposed, get windy.
427	still needs lots of benches for people waiting for the bus
431	nothing more
433	it doesn't matter
434	nun
436	I know its cool that yall are making a difference but people will dirty it soon
437	I feel there should be more murals around kp
445	I have nothing else to say, it's all great.
452	I think all of the ideas were great, as long as the improvements are unique, interesting, and are pleasing to the eye I think pedestrians will be drawn to certain spaces and over time some of the spaces might become very popular even out of state.
455	Nothing else, I think I'm only concerned in how traffic/buses would look like if this proposal passes. Other than that, I'm actually very excited about this, if it happens, of course.

13. Drag the slide scale below to tell us how enthusiastic you are about the "Riverwalk Modernization." (Explain your answer in the next question) Mueva la escala a continuación para decirnos qué tan entusiasmado está con la "Modernización de Riverwalk". (Explique su respuesta en la siguiente pregunta)



14. What else would you like the design team to know about "Riverwalk Modernization" project? If you answered above that you only want to implement a portion of the project - which part would you prioritize and why? ¿Qué más le gustaría que el equipo de diseño supiera sobre el proyecto "Modernización de Riverwalk"? Si respondió anteriormente que solo desea implementar una parte del proyecto, ¿qué parte priorizaría y por qué?



ResponseID Response

16	I am worried about the grade level crossing of Memorial Boulevard.
17	Water place park mimics the Great Salt Cove that was the gathering of the eastern native woodland tribes every summer and the name Woonasquatucket, where the tide ends, refers to the incredible productivity of the area. The native use of the area and its habitat and human gathering uses must be acknowledged and aimed for as we improve the riverwalk.
19	River walk does not need any improvements at this time
27	this is much needed
35	The resiliency stuff is great, a must. The landscaping also looks lovely. I like waterplace how it is now and will be sad to see it go, but there's not much we can do about the water rising. If possible, keeping the stonework and cobblestones would be nice... it always has this really solid and stable feel which I like a lot. Not sure about the fog machine... seems like it could be cool but also seems like it could be a flop, and would look kinda weird when not in use.

ResponseID Response

38	Love the idea for the amphitheatre
39	I love the inclusion of more trees and plants. It can get really hot downtown.
42	Get rid of the rogue motorcycles.
43	it looked good. i don't spend too much time there other than the occasional waterfire but that is a nice feature to leverage for the city
47	Connection to GKP is my priority. Riverwalk improvements would be amazing, but it seems like a big part of the project with the least positive outcomes socially.
56	The Riverwalk area currently abruptly stops behind the Riverhouse to connect onto Point Street. This needs to be fixed to connect the Jewelry District river area to downtown.
75	I think the river wall from the basin to Kennedy plaza is fine. I believe it could use improvements but I would also argue the funds needed to make those improvements would be better used elsewhere.
76	Exciting, but I'd dump the fog halo.
78	Raising the walkways is important to consider, but raising them 11 feet would destroy some of the nicest features of the current park.
80	As above, if Riverwalk needs to be raised for sea level rise, what about the rest of Providence when the river floods?
82	Drive more traffic to downcity
84	Spend the money on something useful.
86	put in tide gauges so people can see the changes daily and remember they are on the shore. Oneof the best things that happened to me was I used to nearly daily walk through downtown and I could watch the tides go up and down and see the life use the area based on the tides.
88	Only slightly more thrilled because I do realize as climate change is a very real danger to Rhode Island, so raising the sidewalks would be a smart investment, but again the rest of the plan is all flash and no substance!
90	Keeps the best parts of what we have and adds to it.
95	Prioritizing the changes for climate change makes sense. The mist ring doesnt

ResponseID Response

99	Love the idea, make sure things are done durably, and I think it's a solid scheme - love the Mist Ring
100	not convinced the cost is worth the expense since I don't think the will be that much use, and I have little confidence in the prospects for maintenance. Also a surface crossing of Memorial Blvd seems somewhat daunting
108	I appreciate the part of the plan to improve the riverwalk area and raise the walkways to prevent flooding. I think the mist ring is a giant waste of money, and knowing RI it will likely function for a few months to a year before something breaks and it sits dormant waiting for a repair that will never come.
111	Raising the riverwalk is good idea. The mist ring is stupid. The island in the middle is not a good idea either.
114	X
116	It all sucks. IMPROVE the schools!!!!!!!!! Neighborhoods!!!!!!!!!!!!!!!!!!!!!! Get the kids new computers, books....clean the neighborhoods!!! You're all nuts.
119	The climate resilience aspect of the river walk plan is essential. Maybe leave out the mist fountain, though.
122	None
123	To improve the Riverwalk I think there should be better lighting, rigorous clean up of trash and graffiti and emergency phones installed
126	I think providence would spend this money better on school, building and maintaining affordable housing, and dismantling the port of providence. Rather than this river walk. Actually dealing with climate change is more important than retrofitting a tourist destination, one would think.
134	I am glad to see a plan for revising the Riverwalk as needed to allow for the changes needed as a result of climate change.
138	Seems fine
139	Why does the Riverwalk need modernization? Why not just ensure that the river is adequately dredged to prevent flooding? Why not build a marsh on vacant I-195 land to capture rising seas? Why all those fences... the lack of fences now is one of the charming features
143	The river walk is beautiful. I'd be relatively neutral to any changes, provided that they don't create a sense of commercialization

ResponseID Response

144	Interesting concept.
146	Very tourist centered. I don't care about tourists. I'd like this space to feel like a place residents can gather.
148	The sea level is rising, and responding sooner rather than later makes sense! There are cracks in the current facilities. These things require maintenance. European cities have lots of people working to maintain sidewalks and such things constantly, it is not a periodic thing.
149	This seems pretty useful especially given the impending issues related to climate change. I would be more open to these changes that completely gutting KP. Mist ring I could take or leave, but overall spirit of the riverwalk modernization seems compelling in general.
156	Yes to accessibility and raised above flood level and native plants, though the city probably can't afford to keep them alive. The walkway across memorial is good. Doubtful about the new design of the riverwalk because I like the current traditional design.
157	Safety is key!!
160	The Riverwalk is a nice and inviting place. Spending public tax money here doesn't seem like we'll spend public dollars.
162	Raising the level of riverwalk is an excellent idea. I would hope that the restaurant space on the north side of the river can remain, but in general it would be great to make the walk feel more like a park and less like a sidewalk.
164	Reconsider this.
166	It's fine but there's so much more to do
169	Maintain the existing riverwalk, instead of breaking the connection from the walk to the river by raising the walk 11' and ruining the character with flimsy chain link looking railings.
181	I'd say upgrade waterplace park is fine cause i know the water levels keep rising
182	Love the basin ideas Only reason that this is rated less than the first two questions is because the Kennedy plaza is deplorable and needs attention immediately
185	Make a better - user friendlier - web site.

ResponseID Response

187	I would like to know more about the Riverwalk Modernization. I'm not sure what it entails. How will it impact Waterfire?
190	The fence looks like cheap chainlink in the rendering and the mist ring is such a terrible idea. Expensive, doesn't look great, and you don't get a choice if you're a pedestrian whether to interact with it or not if it's always on it will get blown onto the riverwalk and people will avoid the riverwalk to avoid getting wet. This is a downtown not a waterpark. If people want a waterpark they can visit the water feature in the Kennedy Plaza ice rink redesign.
194	If current tunnel is removed, how will people using the proposed new food court get to Riverwalk
195	I do like the forward thinking regarding sea level rise, but the current river walk is beautiful and this just seems wasteful to totally redo. I also think the renderings have that sterile almost IKEA sensibility.
202	To keep Waterside Park viable, the raising of walkway levels is a critical improvement. The bridge connecting Waterside Park to Burnside Park with reinforce the current tenuous connection between the two public spaces. There need to be a more robust fund to create programming to activate the park.
205	I think it has a lot of good pieces - I like that it connects more towards the city center via an above ground connection and that it steps down more gradually so it doesn't feel as channelized. The wildness would be a nice addition to PVD. However, it still feels disconnected from the water. Sea level rise will be gradual, so why not have the steps go down lower in the meantime so people can actually get right to the edge of the river?
208	As I had previously mentioned, this aspect of the redesign needs some serious work. Walkways are tough, and need to be more ADA compliant, for sure. But moving them away from the water is a bad idea. Drug use along those walkways is out of control, so we need to open up the entire area and not have it so isolated, somehow. The mist ring? Awful. How are we supposed to utilize the river/basin with mist and walkways across the water? That's a public waterway, you can't obstruct access.
209	Deal with the river walk, fix the basin area, deal with sea level rise, source beautiful fencing & connect it to the rest of the river walk so it respects the architecture of the Crawford & College St bridges under the brilliant design of architect Bill Warner who respected & celebrated our history.
213	The river is a wonderful and underutilized attraction.
217	No so sure about the mister- I like the idea of a multisensory experience, but I'm not sure a mister that will be off for 3/4 of the year is a great use of that space. Reminds me of the fountains that are unused most of the year in Providence. Try again.

ResponseID Response

219	Waterplace definitely needs some lovin'. I think modernizing it has some nice aspects, but the current materials and style should be retained to some degree as they truly represent Providence and its history as the "Renaissance City".
222	I would get rid of the mist ring aspect of the plan
224	This plan seems great to me, and presents less complication than the KP plan.
236	I love walking the riverwalk, but it can be short. I am very excited about connecting more safe paths for pedestrians
243	Love this. I wish you would implement this part of the project first.
244	Riverwalk is *almost* there, but still doesn't have the vibrancy of its counterparts in other cities. We can get there.
255	I like the introduction of plants and landscaping but am worried that the higher riverwalk will not be well shielded from traffic and/or will make the water feel too far away.
258	I see great potential for River Walk in bringing community together and for linking neighborhoods.
261	HELL YES!! So pumped!
263	Eliminate the mist ring and elevated walkway.
264	Be sure to include maintenance!
265	Direct access is good. Widening pathways is important for Waterfire. Additional uses and programming would help.
270	Eliminate the new bridge over Memorial Blvd
274	This is a huge economic driver and brings hundreds of thousands of people Into Providence...our crown jewel. It's beautiful and accessible for all people and I would make this priority #1
278	Areas along the rivers sometimes feel sterile or barren. The chain fence is not appealing.

ResponseID Response

285 I definitely agree we should raise the riverwalk and invest in its full length as an asset for downtown. As stated above, I do not believe we need an elevated walkway.

293 Heavily support modernizing the riverwalk. It has so much potential and is really only used during waterfire. I like the elevated bridge and think if it is similar to the new pedestrian bridge it will be very popular and a great community space.

300 What are you going to do about the drug addicts in Kennedy Plaza? Are they going to go to that social space you have set aside for social services?

305 The riverwalk is one of the greatest things to happen in the past 50 years in this city. It is internationally recognized for its success and is beloved by the people for the old world charm it brings to our city. If it isn't broke, don't fix it. The Riverwalk may eventually need to be raised due to global warming, but let's wait to invest that money until we have a better picture of what that will look like and what needs will be. Right now, all the riverwalk needs is some investment in decaying infrastructure. Rebuilding the riverwalk as proposed with even cheaper materials (wooden boardwalk and ugly wire fence?) would result in more frequent and expensive maintenance needs in the long term while degrading the experience of the place. The firm that conceptualized this has no clue about Providence. The wooden boardwalk and ugly metal fence would be a huge downgrade from what we have now, and are both cheap materials that will decay far quicker than the wonderful cobblestone and bollards that currently line the riverfront. Please don't destroy one of our cities best assets. Let's start saving up now so we can afford to raise the riverwalk when it IS actually necessary with enduring materials that will last for generations

306 I'm not so sure about the mist ring.

310 Maybe also create a plan to minimize trash in the river.

322 The mist ring is a stupid waste of money.

329 I would like this area to be in good shape but think it can wait to focus on other areas of the city first. I also really do not like the fountain in the turning basin at all.

330 Again, lots of greenery and things to draw people to utilize the river walk. Vendors (food/wine/beer).

339 The idea of spending millions of dollars to rebuild & raise a few pedestrian walkways against rising sea levels, when that money should clearly be going to beefing up the one structure that protects ALL OF DOWNTOWN against rising sea levels makes no sense! Please explain to me why the planning department would even consider such a ridiculous, ineffective use of funds! Thank you

ResponseID Response

341 Take a couple of lanes out of Memorial to expand pedestrian and cafe space on the south side of the river.

356 Love the plan for RI native plants. Non-RI native plants can also be included. I'd love to learn more about your plans.

357 Where is the integration of sea level rise which will consume this space in the event of a 100 year flood/projections for the next 50 years? Is there a way to incorporate ecological restoration of the river by using native plants? Please see here to know the history of the space you are working in which will undoubtedly affect the future <https://artinruins.com/property/cove-basin-and-waterplace/> and please consult this tool from URI <https://stormtools-for-beginners-crc-uri.hub.arcgis.com/> to incorporate a flood mitigation strategy with the basin. The case of 7ft sea level rise will consume this space and that should be considered if it isn't. Levies, bioswales, natural runoff filtration and watershed return should be implemented to some degree, as well as emergency access points. There is plenty of local talent that could create these with native plants at low cost to help stimulate local economy and provide jobs. There are community ag groups that could do this too.

361 This is a bad idea, please focus on landscaping, maintenance and providing things to do in the park. Buying municipal kayaks or canoes that residents and tourists could rent would be a way better use of money and bring more people to the park.

362 design beyond waterfire, be able to incorporate increased social use of riverwalk

364 Flooding is bad along the river walk, so something probably should be done to mitigate that.

375 Make it a destination for visitors, residence and parks

376 Some upgrades to the riverwalk could be nice. The mist is silly. Connecting it to Burnside could be nice too.

379 Don't touch Kennedy Plaza. Hopefully this project is shut down. What a waste of time.

ResponseID Response

381	Riverwalk modernization is the most beneficial part of the project. The sidewalk network needs to be repaired and expanded.
382	Need more information. Is this necessary right now? Raising sidewalk so much will really change the sense of connection to the water and separation from the traffic. It would markedly harm the pedestrian experience.
390	I think the Riverwalk is alright as-is, already inviting to pedestrians, whereas Kennedy plaza really needs to be reimagined to make it inviting.
395	Having a place to enjoy the river will be great for residents and tourism alike
403	maintain the 'look' if possible... keep true to the RENAISSANCE mantra.. ELIMINATE THE WATER MIST RING... Why would you install a water mist ring in a location where people walk, where WATERFIRE operates..? Adjacent to restaurants. Where is the water sourced from ..?? Dirty Providence River?? ALSO please include a DREDGE of the RIVER BED.... especially in the areas that FLOOD...
404	Seems good, I like the thoughtfulness about water level rise. I think it's not entirely mindful of other service and infrastructure needs that could be addressed. But overall unproblematic
408	I am not sure about the stage and what it will be used for other than how it is currently used. I am more concerned about safety, noise and keeping it clean.
411	N/A
417	The Riverwalk is deteriorating, flooding regularly, awash in drugs, and is has a lot of graffiti. We need an ongoing budget for policing and for maintenance going forward.
419	Riverwalk looks nice. I am worried though that the water will feel too low.
420	I am also confused why the elevated walkway crosses both Exchange Terrace and Memorial Boulevard at street level but is raised above a parking lot. Shouldn't it be raised above traffic and at ground level where there is none?
427	great that it will become green; too many hard edges now
431	what can it change
432	im just excited
433	didn't hear about it

ResponseID Response

436 make sure is gated well so people can't jump over

437 idk

445 I have nothing else to say, it's all great.

452 I love the ideas for the RiverWalk. The RiverWalk path is really dull right now and I would like to see what could be done with it to make it more inviting and prettier.

455 No comment

INDEX

Table with 2 columns: SHEET NO., DESCRIPTION. Lists sheets 1 through 6 and their descriptions.

Table with 5 columns: PT. #, NORTHING, EASTING, EL., GCP. Lists ground control points 1 through 17.

Table with 4 columns: DESCRIPTION, NORTHING, EASTING, ELEVATION. Lists monument details for points 1 through 17.

SURVEY NOTES: 1. ZONING INFORMATION SHOW FROM RECORD INFORMATION, MAPS AND / OR GIS. ZONING DATA MAY VARY BASED ON USE, LOT SIZE, ORIENTATION AND OTHER FACTORS AND IS SHOWN FOR REFERENCE INFORMATION ONLY.

Table with 8 columns: NO., PLAT, LOT, BOOK, PAGE, OWNER OF RECORD, PLAN, DEED, DATE FILED. Lists deed research and plan references.

Table with 3 columns: NO., PLAN TITLE, DATE FILED. Lists utility plan research including electric, sewer & stormwater, gas, and water.

STATE OF RHODE ISLAND



CITY OF PROVIDENCE

SURVEY PLAN

UNIFIED VISION FOR DOWNTOWN PUBLIC SPACES

WATER PLACE PARK & KENNEDY PLAZA

30% DESIGN SURVEY

3-3-2021



PROJECT AREA OF CONCERN

UNMANNED AERIAL VEHICLE (UAV) NOTES: 1. THIS PLAN IS BASED ON A PRIVATE UAV FLIGHT PROVIDED BY NARRAGANSETT ENGINEERING INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.

CERTIFICATION THIS SURVEY HAS BEEN CONDUCTED AND THE PLAN HAS BEEN PREPARED PURSUANT TO 435-RICR00-00-1.9 OF THE RULES AND REGULATIONS ADOPTED BY THE RHODE ISLAND STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS ON JANUARY 15th, 2021, AS FOLLOWS:

LIMITED CONTENT BOUNDARY SURVEY - CLASS I
DATA ACCUMULATION SURVEY - CLASS III
TOPOGRAPHIC SURVEY T-2 ACCURACY (\$1.9.9(D)) **

THE PURPOSE FOR THE CONDUCT OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN IS AS FOLLOWS: TO CONDUCT A METES AND BOUNDS SURVEY AND LOCATED PERTINENT SITE FEATURES AND SITE TOPOGRAPHY FOR USE IN 30% DESIGN.

* LIMITED CONTENT BOUNDARY SURVEY NOT PERFORMED ON PLAT 20 LOT 31- KENNEDY PLAZA. DEEDS COULD NOT BE OBTAINED THROUGH LAND EVIDENCE RESEARCH. NEI RECOMMENDS TITLE SEARCH TO BE PERFORMED TO OBTAIN TITLE RECORDS FOR PROPERTY. PROPERTY LINES SHOWN PER CITY OF PROVIDENCE GIS ONLY AND EXCLUDED FROM ANY SURVEY STANDARDS.

Signature of Neal K. Hingorany, Professional Land Surveyor, No. 2515, dated 03/04/21 REV. 1. Includes COA: A38.

REVISIONS: A ELUR NOTE ADDED, 70 SEWER LINE RE-ADDED, DATED 3-3-2021

ZONING MAP PER CITY OF PROVIDENCE GIS



FLOOD MAP PER FEMA NFHL



UAV SURFACE TOLERANCE TEST- ARUP VIA PIX4D

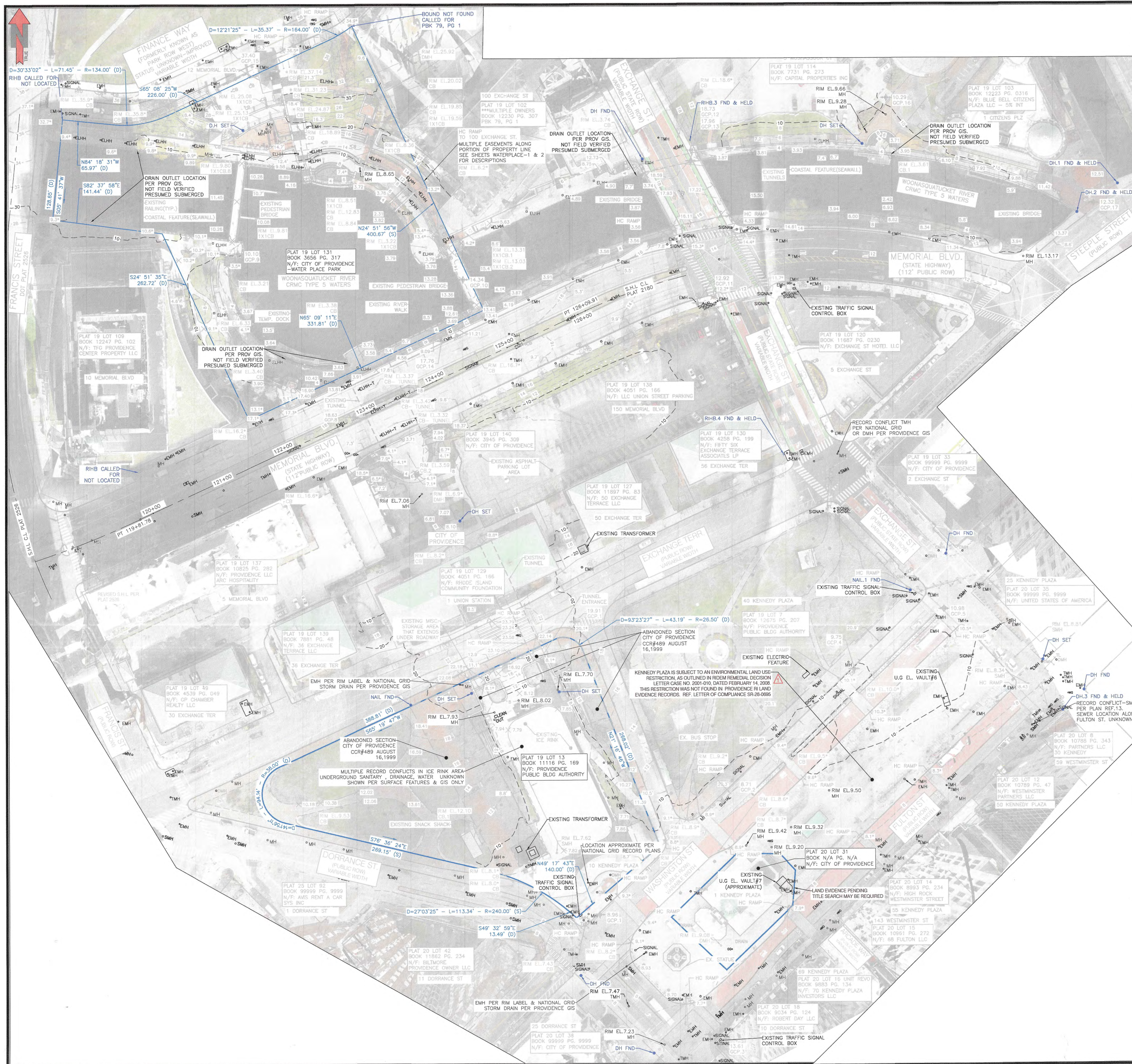
Table with 6 columns: POINT #, DESCRIPTION, SURVEYED EL., SURFACE EL., VERTICAL DIFFERENCE, HORIZONTAL DIFFERENCE. Lists UAV surface tolerance test results for points 10, 1011, 170, 175, 37, 66, 339, 599.

STREET INDEX: THIS PLAN SHALL BE FILED UNDER J.S. ROUTE 1 -FRANCIS STREET -FINANCE WAY -STILLMAN STREET -MEMORIAL BOULEVARD -EXCHANGE TERRACE -WASHINGTON STREET -DORRANCE STREET -FULFON STREET -STEEPLE STREET

RMA Environmental logo and address: RMA ENVIRONMENTAL, L.L.C. 20 MAIN STREET WICKFORD, RI 02892 (401) 741-9667 rmahydro.com

NEI Narragansett Engineering Inc. logo and contact information: Civil - Survey Structural Environmental Design, 3102 East Main Road, Portsmouth RI 02871, Tel. 401.683.6630, www.nei-cds.com

1/20.0180



EXISTING

- EDGE OF PAVEMENT
- RAILING
- CURB
- GUARDRAIL
- MAILBOX
- UTILITY POLE
- POLE GUY
- LUMINAIRE
- SIGN
- SUBDRAIN
- STORM DRAIN
- STORM DRAIN PER CITY OF PROVIDENCE GIS
- SANITARY SEWER
- WATER MAIN
- WATER MAIN PER CITY OF PROVIDENCE GIS
- GAS MAIN PER NATIONAL GRID
- TELEPHONE DUCT
- ELECTRIC DUCT
- ABANDONED UTILITY
- FLARED END SECTION
- HEADWALL
- WATER OR GAS GATE
- CATCH BASIN
- MANHOLE
- SANITARY MANHOLE
- DRAINAGE MANHOLE
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- SIGNAL MANHOLE
- MANHOLE (TYPE UNKNOWN)
- UAV GROUND CONTROL POINT
- HYDRANT
- BASELINE OR CENTERLINE
- STATE HIGHWAY LINE
- STATE FREEWAY LINE
- PERMANENT EASEMENT LINE
- TEMPORARY EASEMENT LINE
- PROPERTY LINE
- CITY OR TOWN LINE
- PAVED WATERWAY
- CONTOUR LINE-MAJOR
- CONTOUR LINE-MINOR
- R.I. HIGHWAY BOUND
- STONE BOUND
- RETAINING WALL
- FIELD STONE WALL
- BORINGS
- FENCE
- WOOD OR BRUSH LINE
- TREES
- RIVER OR STREAM
- WETLAND AREA
- BUILDING
- FOUNDATION
- RAILROAD TRACKS
- RIP-RAP
- SPOT GRADE
- EDGE OF WETLAND
- WETLAND PERIMETER
- AREA SUBJECT TO STORM FLOW
- 100-YEAR FLOOD PLAN

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI			2	

SURVEY NOTES:

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- ZONING DATA MUST BE CONFIRMED WITH ZONING OFFICIAL AND/OR LEGAL COUNSEL FOR USE IN DESIGN OR PERMITTING.
- COORDINATE SYSTEM IS NAD83 / NAVD 88.
- TOPOGRAPHY IS MAX OF ON GROUND POINTS, RECORD DATA AND UAV DATA. LIMITED TOPOGRAPHY SHOWN - PROJECT ACC ONLY.
- ORTHO PHOTO FOR PRIVATE UAV FLIGHT. SEE UAV NOTE FOR DETAILS.
- ALL PROPOSED ITEMS MUST BE LAID OUT BY REGISTERED SURVEYOR AS NOTED.
- PLAN IS NOT AS-BUILT UTILITY PLAN.
- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT OF PROBATE SEARCH, AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.
- LOCATION OF SUBSURFACE MAINS, SURFACE FEATURES, AND LATERALS ARE OMITTED. CONTRACTOR TO CALL DIG SAFE AND/OR APPLICABLE UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION. DIG SAFE TEL: #1-800-344-7233 (1-800-DIG-SAFE).
- WATER - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES. SUBSURFACE FEATURES SHOWN APPROXIMATELY PER PLAN REFERENCES.
 - A. WATER - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES.
 - B. SEWER - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES.
 - C. GAS - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES.
 - D. ELECTRIC - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES.
 - E. STORM DRAIN - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES.
- ALL UTILITIES DEPICTED AT ASCE QUALITY LEVEL D.

NOTE: UTILITY INFORMATION PROVIDED FROM A MIX OF FIELD LOCATIONS, RECORD AND GIS PLANS. NO SUBSURFACE MEASUREMENTS OR VERIFICATION WAS PERFORMED AS PART OF THIS SURVEY. IN AREAS WHERE MULTIPLE DATA SOURCES ARE INCONSISTENT, ELEMENTS ARE NOTED AS "RECORD CONFLICT".

FURTHER INVESTIGATION OF THESE FEATURES WILL BE REQUIRED TO DISPERN ACTUAL FUNCTION. FUTURE WORK ON THIS PROJECT MAY REQUIRE GPR TO IDENTIFY ABANDONED LINES, AS WELL AS A FULL SUBSURFACE SURVEY AND INVERT MEASUREMENT, ETC. THE PURPOSE OF THIS SURVEY IS TO AID IN 30% DESIGN FOR THE PROVIDENCE UNIFIED VISION PROJECT. THIS SURVEY IS NOT SUITABLE FOR FINAL DESIGN OR CONSTRUCTION. NEI RECOMMENDS UTILITY VERIFICATION AND T-1 TOPOGRAPHY FOR FINAL DESIGN.

16. ALL ELEVATIONS WITH * PER UAV DATA. UAV NOTE FOR EXPECTED TOLERANCES

11. ABUTTING PROPERTY LINE AND PROPERTY LINE INFORMATION SHOWN PER CITY OF PROVIDENCE GIS AND TAX ASSESSORS

12. ELEMENTS FORMING LIMITS OF OCCUPATION ARE AS SHOWN (CURBS, FENCES, WALLS, ETC) SITES ABUT PUBLIC ROW AS SHOWN.

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NEAL K. HINGORANY
 No. 2515
 PROFESSIONAL LAND SURVEYOR
 03.04.21
 REV. 1

NEAL HINGORANY REG. 2515
 COA: A38
 REVISIONS: ELUR NOTE ADDED, 70"SEWER LINE RE-ADDED. DATED 3-3-2021

RMA
 Environmental
 RMA ENVIRONMENTAL, L.L.C.
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 Tel. 401.683.6630 www.nei-cds.com

REVISIONS		
NO.	DATE	BY

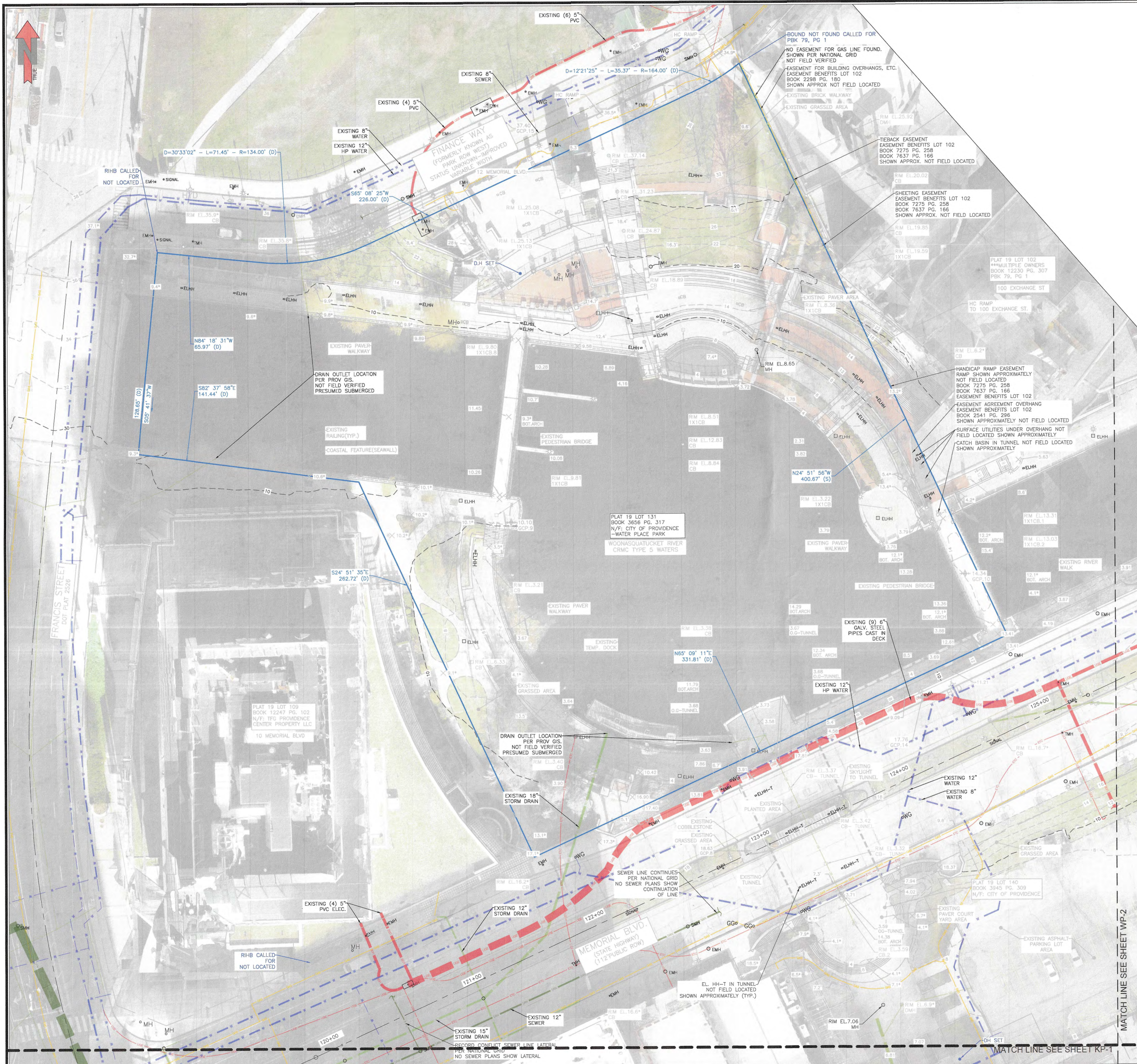
RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

UNIFIED VISION FOR
 DOWNTOWN PUBLIC SPACES
 PROVIDENCE, RHODE ISLAND

SURVEY PLAN- OVERVIEW

DATE 2-19-21 FIELD WALK CS_ CHECKED BY NKH SCALE 1"=60'

0 60 90 120 180 300



SURVEY NOTES:

- ZONING INFORMATION SHOWN FROM RECORD INFORMATION, MAPS AND / OR GIS. ZONING DATA MAY VARY BASED ON USE, LOT SIZE, ORIENTATION AND OTHER FACTORS AND IS SHOWN FOR REFERENCE INFORMATION ONLY.
- ZONING DATA MUST BE CONFIRMED WITH ZONING OFFICIAL AND / OR LEGAL COUNSEL FOR USE IN DESIGN OR PERMITTING.
- COORDINATE SYSTEM IS 83R800 / NAD 83.
- TOPOGRAPHY IS MIX OF ON GROUND SHOTS, RECORD DATA AND UAV DATA. LIMITED TOPOGRAPHY SHOWN - PROJECT ACC ONLY.
- ORTHO PHOTO PER PRIVATE UAV FLIGHT. SEE UAV NOTE FOR DETAILS.
- ALL PROPOSED ITEMS MUST BE LAID OUT BY REGISTERED SURVEYOR AS NOTED.
- PLAN IS NOT AS-BUILT UTILITY PLAN.
- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT OF PROBATE SEARCH, AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.
- LOCATION OF SUBSURFACE MAINS, SURFACE FEATURES, AND LATERALS ARE OMITTED. CONTRACTOR TO CALL DIG SAFE AND/OR APPLICABLE UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION. DIG SAFE TEL: #1-800-344-7233 (1-800-DIG-SAFE).
- WATER - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES. SUBSURFACE FEATURES SHOWN APPROXIMATELY PER PLAN REFERENCES.
- SEWER - SURFACE FEATURES SHOWN PER FIELD DATA & PLAN REFERENCES. SUBSURFACE FEATURES SHOWN APPROXIMATELY PER PLAN REFERENCES.
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- ALL ELEVATIONS WITH * PER UAV DATA - UAV NOTE FOR EXPECTED TOLERANCES
- ABUTTING PROPERTY LINE AND PROPERTY LINE INFORMATION SHOWN PER CITY OF PROVIDENCE GIS AND TAX ASSESSORS
- ELEMENTS FORMING LIMITS OF OCCUPATION ARE AS SHOWN (CURBS, FENCES, WALLS, ETC) SITES ABUT PUBLIC ROW AS SHOWN.

CERTIFICATION THIS SURVEY HAS BEEN CONDUCTED AND THE PLAN HAS BEEN PREPARED PURSUANT TO 435-RICR00-01.9 OF THE RULES AND REGULATIONS ADOPTED BY THE RHODE ISLAND STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS ON JANUARY 15th, 2021, AS FOLLOWS:

LIMITED CONTENT BOUNDARY SURVEY - CLASS I
 DATA ACCUMULATION SURVEY - CLASS III
 TOPOGRAPHIC SURVEY T-2 ACCURACY (§19.9(D)) **

THE PURPOSE FOR THE CONDUCT OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN IS AS FOLLOWS: TO CONDUCT A METES AND BOUNDS SURVEY AND LOCATED PERTINENT SITE FEATURES AND SITE TOPOGRAPHY FOR USE IN 30% DESIGN.

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NEAL K. HINGORANY

No. 2515

**PROFESSIONAL
LAND SURVEYOR**

03.04.21
REN.1

NEAL HINGORANY REG. 2515

COA: A38

REVISIONS: Δ ELUR NOTE ADDED, 70" SEWER LINE RE-ADDED, DATED 3-3-2021

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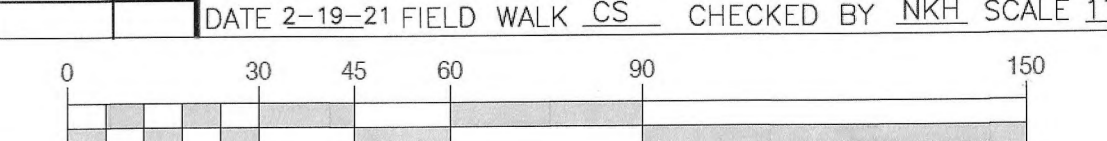
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

UNIFIED VISION FOR
DOWNTOWN PUBLIC SPACES

PROVIDENCE, RHODE ISLAND

SURVEY PLAN
WATERPLACE 1

DATE 2-19-21 FIELD WALK_CS CHECKED BY NKH SCALE 1"=30'





SURVEY NOTES:

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10. ALL ELEVATIONS WITH * PER UAV DATA. UAV NOTE FOR EXPECTED TOLERANCES

11. ADJUTING PROPERTY LINE AND PROPERTY LINE INFORMATION SHOWN PER CITY OF PROVIDENCE GIS AND TAX ASSESSORS

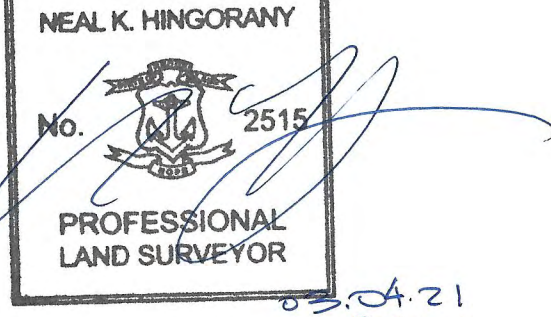
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 DATA ACCUMULATION SURVEY - CLASS III
 TOPOGRAPHIC SURVEY T-2 ACCURACY (\$1.99/D)**

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NEAL HINGORANY REG. 2515
 COA: A38
 REVISIONS: ELUR NOTE ADDED, 70" SEWER LINE RE-ADDED. DATED 3-3-2021



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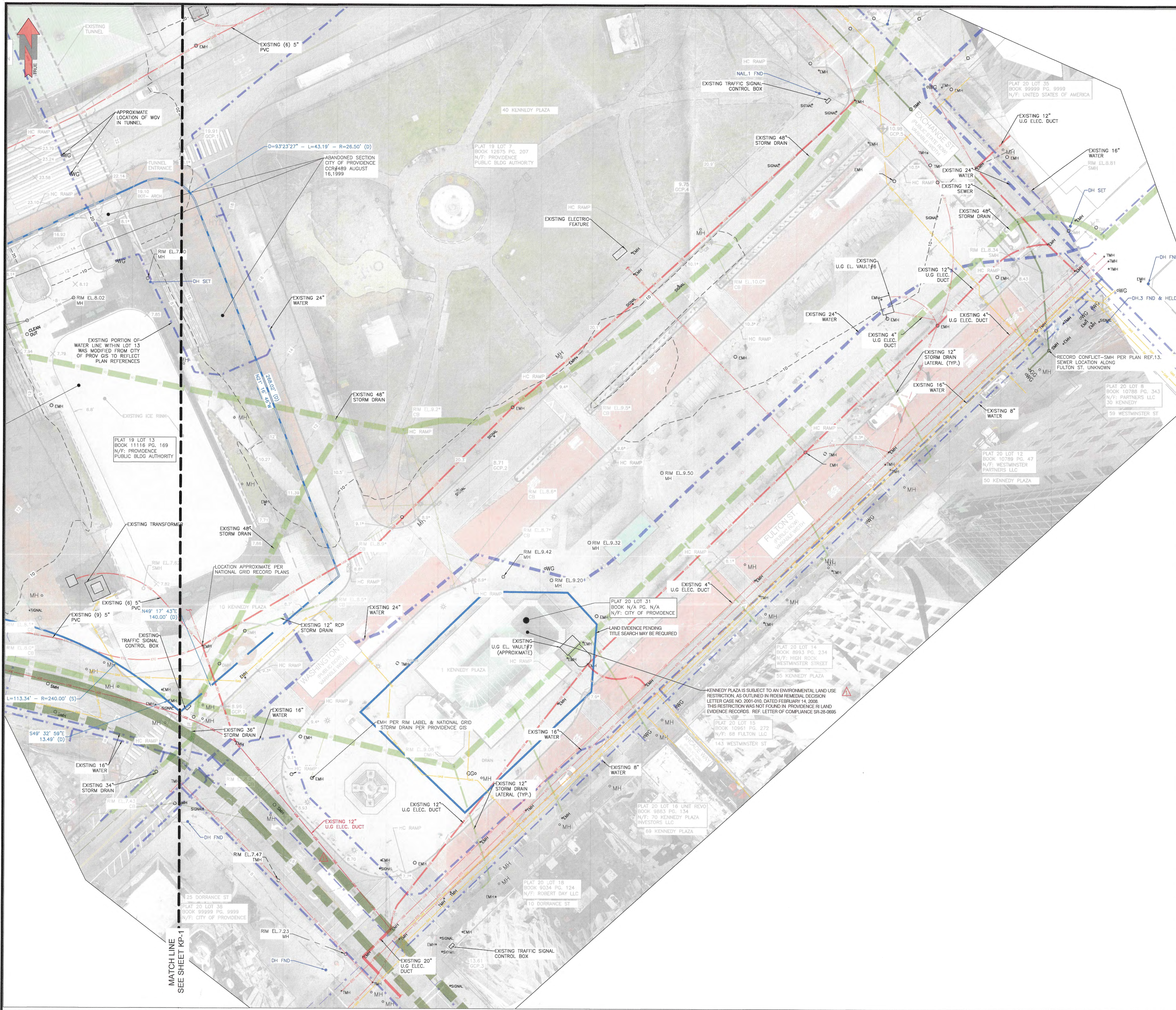
REVISIONS		
NO.	DATE	BY

RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

UNIFIED VISION FOR
 DOWNTOWN PUBLIC SPACES
 PROVIDENCE, RHODE ISLAND

SURVEY PLAN
KENNEDY PLAZA 1

DATE 2-19-21 FIELD WALK CS. CHECKED BY NKH. SCALE 1"=30'



- SURVEY NOTES:**
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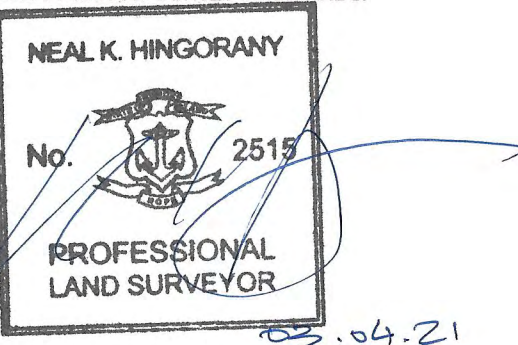
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NEAL K. HINGORANY
 No. 2515
 PROFESSIONAL LAND SURVEYOR
 NEAL HINGORANY REG. 2515
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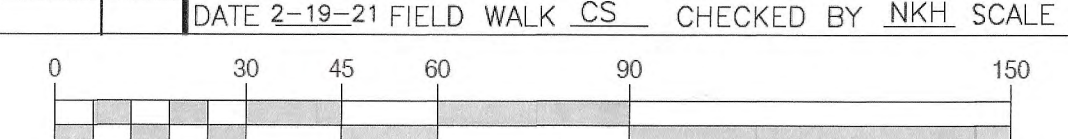
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RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

UNIFIED VISION FOR
 DOWNTOWN PUBLIC SPACES
 PROVIDENCE, RHODE ISLAND

**SURVEY PLAN
 KENNEDY PLAZA 2**

DATE 2-19-21 FIELD WALK CS. CHECKED BY NKH SCALE 1"=30'



Providence Unified Vision
Welcome Center
Big Shade
Exchange Terrace Storage
Youth Park Café
New Elevated Crossing Platform
Water Park Basin Bridge Expansion
Rink Building
Rink
Water Feature at Kennedy Plaza
Water Feature at the Waterpark Basin
Greater Kennedy Plaza
Digital Pilons
Riverwalk
Providence, RI

30% Design Document Estimate
June 11, 2021

Client

ARUP

60 State Street, 10th Floor

Boston, MA 02109

www.ARUP.com

Cost Estimator:

Miyakoda Consulting Inc.

PO Box 120731

Boston, MA 02111

(617) 799-5832



Providence Unified Vision

Providence, RI

Introduction

Basis For The Estimate:

- 1** The project consists of a reuse of the riverwalks in Providence Rhode Island
- 2** This project will be built in multiple phases, but the exact phasing and time frame are still evolving. Note, all prices are today's dollars with information on the effect with escalation.

Project Particulars:

- 1** Estimate is based on 30% Design Documents along with conversations with the design team. The following are the documents used to produce this estimate:
 1. KP Update Material from Ultramoderne, received on May 26, 2021 (no date printed on design)

Assumptions:

- 1** The project will be publicly bid built. At this present time, it is assumed General Contractor will build this project. And it will be multiple contracts.
- 2** Our costs assume that there will be competitive bidding in all trades and sub-trades i.e. at least three bids per trade or sub-trade
- 3** Unit rates are based on current dollars (prevailing wage rates)
- 4** Design Contingency is an allowance for unforeseen design issues, design detail development and specification clarifications
- 5** General Conditions and Requirements value covers Construction Manager's site office overhead and on-site supervision
- 6** Fee markup is calculated on a percentage of direct construction costs.
- 7** Escalation has been included, on a running basis
- 8** Digital Pylons Assumptions:
 - Estimates include final design, production, fabrication, systems integration, software implementation and content template development.
 - Projection Mapping capability - power, data and mounting infrastructure to be included at top of Digital Pylon Towers. Projection equipment not included, assumed to be rented on a per event basis.

Exclusions within the Estimate:

- 1** Design fees and other soft costs
- 2** Interest expense
- 3** Owner's project administration
- 4** Construction of temporary facilities
- 5** Printing and advertising
- 6** Specialties, loose furnishings, fixtures and equipment beyond what is noted
- 7** Site or existing condition surveys and investigations
- 8** Hazardous Abatement
- 9** Rock excavation
- 10** Maintenance and operational fee
- 11** Maintenance and operational fee for digital, low voltage, infrastructure, etc
- 12** Closing Washington Street and creating new operations within the city.

START OF CONSTRUCTION

MIDPOINT OF CONSTRUCTION INCLUDED

Building Kennedy Including Riverwalk	\$120,468,150	TO	\$160,624,200
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BUDGET ESTIMATE LOG

Riverwalk Providence Rhode Island Unified Vision			Estimate - 2021	\$/GSF - 2021 \$	TOTAL ESCALATION PER YEAR						
					2022	2023	2024	2025	2026	2027	
Pages:	Welcome Center; Big Shade; Exchange	SIZE (GSF)									
	Location	Gross Floor Area									
		Main Building	Site Area								
Page 7	Rink Site		44,900 GSF	\$398,739	8.88 \$/GSF	\$416,700	\$433,400	\$450,700	\$468,700	\$487,400	\$506,900
Page 12	Site Utilities Infrastructure			\$1,447,925	4.95 \$/GSF	\$1,513,100	\$1,573,600	\$1,636,500	\$1,702,000	\$1,770,100	\$1,840,900
Page 17	Rink Building & Rink		23,033 GSF	\$4,451,297	193.26 \$/GSF	\$4,651,600	\$4,837,700	\$5,031,200	\$5,232,400	\$5,441,700	\$5,659,400
Page 22	Kennedy Plaza Surfacing, Utilities & Lighting		225,110 GSF	\$15,609,067	69.34 \$/GSF	\$4,077,900	\$4,241,000	\$4,410,600	\$4,587,000	\$19,082,100	\$19,845,400
Page 28	Water Feature at Kennedy Plaza			\$3,447,921		\$3,603,100	\$3,747,200	\$3,897,100	\$4,053,000	\$4,215,100	\$4,383,700
Page 32	Liner Building		3,684 GSF	\$4,160,884	1,129.45 \$/GSF	\$2,174,100	\$2,261,100	\$4,702,900	\$4,891,000	\$5,086,600	\$5,290,100
	RIPTA Shelter Station Demolition			\$210,000		\$219,500	\$228,300	\$237,400	\$246,900	\$256,800	\$267,100
Page 45	Kennedy Plaza Rink Paving			\$1,336,960		\$1,397,100	\$1,453,000	\$1,511,100	\$1,571,500	\$1,634,400	\$1,699,800
Page 49	Welcome Center		7,941 GSF	\$5,366,314	675.77 \$/GSF	\$5,607,800	\$5,832,100	\$6,065,400	\$6,308,000	\$6,560,300	\$6,822,700
Page 66	Big Shade		1,488 GSF	\$3,214,370	2,160.19 \$/GSF	\$3,359,000	\$3,493,400	\$3,633,100	\$3,778,400	\$3,929,500	\$4,086,700
	IT Distribution			\$673,423		\$703,700	\$731,800	\$761,100	\$791,500	\$823,200	\$856,100
Page 83	Learn Island		5,828 GSF	\$788,835	135.35 \$/GSF	\$824,300	\$857,300	\$891,600	\$927,300	\$964,400	\$1,003,000
	Monument Dismantling/Remounting (ALLOWANCE)			\$500,000		\$522,500	\$543,400	\$565,100	\$587,700	\$611,200	\$635,600
Page 88	Big Shade Canopy			\$2,577,418		\$2,693,400	\$2,801,100	\$2,913,100	\$3,029,600	\$3,150,800	\$3,276,800
	Kennedy Plaza Venue Infrastructure			\$538,738		\$563,000	\$585,500	\$608,900	\$633,300	\$658,600	\$684,900
	Kennedy Plaza AV Equipment			\$323,243		\$337,800	\$351,300	\$365,400	\$380,000	\$395,200	\$411,000
	Kennedy Plaza Street Lighting (w/Sitework for KP Estimate)										
	New Vegetation (Outside the Island w/ Sitework for KP Estimate)										
Page 94	Meet Island		15,422 GSF	\$1,498,236	97.15 \$/GSF	\$1,565,700	\$1,628,300	\$1,693,400	\$1,761,100	\$1,831,500	\$1,904,800
Page 99	Shade Island		3,790 GSF	\$493,080	130.10 \$/GSF	\$515,300	\$535,900	\$557,300	\$579,600	\$602,800	\$626,900
Page 104	Meadow Island		3,218 GSF	\$505,898	157.21 \$/GSF	\$528,700	\$549,800	\$571,800	\$594,700	\$618,500	\$643,200
Page 109	Hang Island		5,277 GSF	\$655,808	124.28 \$/GSF	\$685,300	\$712,700	\$741,200	\$770,800	\$801,600	\$833,700
Page 114	Eat Island		6,639 GSF	\$1,102,869	166.12 \$/GSF	\$1,152,500	\$1,198,600	\$1,246,500	\$1,296,400	\$1,348,300	\$1,402,200
Page 119	Overlook Island		3,733 GSF	\$438,013	117.34 \$/GSF	\$457,700	\$476,000	\$495,000	\$514,800	\$535,400	\$556,800
Page 124	Kiosk		300 GSF	\$759,419	2,531.40 \$/GSF	\$793,600	\$825,300	\$858,300	\$892,600	\$928,300	\$965,400
Page 141	Pergola (Café/Eat Island)			\$979,507		\$1,023,600	\$1,064,500	\$1,107,100	\$1,151,400	\$1,197,500	\$1,245,400
Page 145	Imagination Center		454 GSF	\$450,312	991.88 \$/GSF	\$470,600	\$489,400	\$509,000	\$529,400	\$550,600	\$572,600
Page 158	Free Space Surface, Vegetation, Lights, Utilities		22,790 GSF	\$1,196,143	52.49 \$/GSF	\$1,250,000	\$1,300,000	\$1,352,000	\$1,406,100	\$1,462,300	\$1,520,800
Page 164	Free Space Catenary		8,050 GSF	\$946,308	117.55 \$/GSF	\$988,900	\$1,028,500	\$1,069,600	\$1,112,400	\$1,156,900	\$1,203,200
Page 169	Exchange Terrace		8,588 GSF	\$2,642,845	307.74 \$/GSF	\$2,761,800	\$2,872,300	\$2,987,200	\$3,106,700	\$3,231,000	\$3,360,200
	Rink Demolition			\$161,621		\$168,900	\$175,700	\$182,700	\$190,000	\$197,600	\$205,500
	Free Space Venue Infrastructure			\$235,698		\$246,300	\$256,200	\$266,400	\$277,100	\$288,200	\$299,700
	Free Space AV Equipment			\$323,243		\$337,800	\$351,300	\$365,400	\$380,000	\$395,200	\$411,000
Page 183	New Elevated Crossing Platform		12,500 GSF	\$8,670,685	693.65 \$/GSF	\$9,060,900	\$4,711,700	\$4,900,200	\$9,800,300	\$10,192,300	\$10,600,000
	New Vegetation			\$673,423		\$703,700	\$365,900	\$380,500	\$761,100	\$791,500	\$823,200

Riverwalk Providence Rhode Island Unified Vision				TOTAL ESCALATION PER YEAR						
Pages:	Welcome Center; Big Shade; Exchange	SIZE (GSF)	Estimate - 2021	SF - 2021 \$	2022	2023	2024	2025	2026	2027
	Photovoltaic Panels & Support		\$1,077,476		\$1,126,000	\$585,500	\$608,900	\$1,217,900	\$1,266,600	\$1,317,300
	Memorial Crossing		\$2,677,399		\$2,797,900	\$1,454,900	\$1,513,100	\$3,026,200	\$3,147,200	\$3,273,100
	Memorial Boulevard Re-Alignment		\$3,500,000		\$3,657,500	\$1,901,900	\$1,978,000	\$3,956,000	\$4,114,200	\$4,278,800
Page 191	Water Park Basin Bridge Expansion	1,950 GSF	\$2,677,399	1,373.03 \$/GSF	\$2,797,900	\$2,909,800	\$3,026,200	\$3,147,200	\$3,273,100	\$3,404,000
Page 198	Water Feature Mist Ring		\$6,801,563		\$7,107,600	\$7,391,900	\$7,687,600	\$7,995,100	\$8,314,900	\$8,647,500
	Water Feature Mist Ring Lighting		\$808,107		\$844,500	\$878,300	\$913,400	\$949,900	\$987,900	\$1,027,400
Page 202	Digital Pilons		\$3,501,795		\$3,659,400	\$3,805,800	\$3,958,000	\$4,116,300	\$4,281,000	\$4,452,200
Page 207	Miscellaneous Demolition		\$441,765		\$461,600	\$480,100	\$499,300	\$519,300	\$540,100	\$561,700
Page 212	Riverwalk Phase 1A	118,911 GSF	\$14,554,842	122.40 \$/GSF	\$15,209,800	\$15,818,200	\$16,450,900	\$17,108,900	\$8,896,600	\$9,252,500
Page 219	Riverwalk Phase 1B	17,887 GSF	\$4,029,664	225.28 \$/GSF	\$4,211,000	\$4,379,400	\$4,554,600	\$4,736,800	\$2,463,100	\$2,561,600
Page 225	Riverwalk Phase 2	18,366 GSF	\$9,505,501	517.56 \$/GSF	\$9,933,200	\$10,330,500	\$10,743,700	\$11,173,400	\$5,810,200	\$6,042,600
TOTALS		31,271 GSF 231,861 GSF	\$85,290,960		\$89,129,200	\$83,674,300	\$87,021,000	\$99,507,300	\$86,317,600	\$89,770,100

Year 2022	\$19,581,100
Year 2023	\$31,842,800
Year 2024	\$13,791,300
Year 2025	\$16,214,700
Year 2027	\$34,566,900
Year 2028	\$17,856,700

CONSTRUCTION TOTAL INCLUDING PHASING **\$133,853,500**

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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA RINK AREA

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$296,054	\$6.59
3 Direct Trade Cost SubTotal			\$296,054	\$6.59
4 Pricing Contingency	15.00%	\$296,054	\$44,408	\$0.99
5 Trade Cost SubTotal			\$340,462	\$7.58
6 General Conditions	5.75%	\$340,462	\$19,577	\$0.44
7 General Requirements	5.25%	\$360,039	\$18,902	\$0.42
8 Insurance	1.50%	\$378,941	\$5,684	\$0.13
9 Bond	0.65%	\$384,625	\$2,500	\$0.06
10 Permit	0.00%	\$387,125	\$0	\$0.00
11 Fee	3.00%	\$387,125	\$11,614	\$0.26
12 Estimated Construction Cost Total			\$398,739	\$8.88

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA RINK AREA

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$154,554
16	
17 G20 SITE IMPROVEMENTS	\$24,000
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$20,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$97,500
22	
23	
24 TOTAL	<u>\$296,054</u>
25	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA RINK AREA

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Site clearing	1.03	ACRES	\$10,000.00	\$10,300
30 Construction fence, install, maintain, remove & reinstall;	1,055	LF	\$12.00	\$12,660
31 Double construction gate	4	PR	\$2,500.00	\$10,000
32 Temporary construction entrance	2	LOC	\$7,000.00	\$14,000
33 Contractor parking				W/General Con
34 Contractor staging and laydown area	2,245	SF	\$2.00	\$4,490
35 Temp signs	1	LS	\$1,000.00	\$1,000
36 Wash down/re-fueling/parking allowance				W/General Con
37 31 23 19 Dewatering and Drainage				
38 31 25 00 Erosion and Sedimentation Controls				
39 Temporary seed cover	1	AL	\$500.00	\$500
40 Compost sock	317	LF	\$14.00	\$4,431
41 Allow for temporary greeting tent	1	AL	\$10,000.00	\$10,000
42				
43 G1020 Site Demolition and Relocation				
44 02 41 00 Demolition				
45 Saw cut existing pavement	1,055	LF	\$5.00	\$5,275
46				
47 Protection of existing	1	AL	\$5,000.00	\$5,000
48 Protect drain and sewer line	500	LF		Incl above
49 Protect tree	23	EA		Incl above
50				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA RINK AREA

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51 Remove & dispose	1	AL	\$35,000.00	\$35,000
52 Remove drain line				Incl above
53 Remove control valves				Incl above
54 Remove surface edging				Incl above
55 Remove sewer line				Incl above
56 Remove concrete pad				Incl above
57 Remove tree				Incl above
58 Silt sock				Incl above
59				
60 <u>G1020.01 Building Demolition</u>				
61 02 30 00 Building Demolition				
62 Building demoltion				See Above
63				
64 G1030 Site Earthwork				
65 Rough grading	4,989	SY	\$1.50	\$7,484
66 Cut and fill	1,663	CY	\$9.00	\$14,967
67 Gravel base	446	CY	\$38.00	\$16,948
68 Temporary parking				NIC
69 Allow for miscellaneous repairs during construction	1	LS	\$2,500.00	\$2,500
70				
71 <u>G10 SITE PREPARATION TOTAL</u>				\$154,554
72				
73				
74 <u>G20 SITE IMPROVEMENTS</u>				
75				
76 G2010 Paving				
77 Misc. marking other than above	1	LS	\$1,500.00	\$1,500
78				
79 G2030 Pedestrian Paving				
80 32 13 10 Rigid Paving				NIC
81 Concrete Paving				Different Phase
82				
83 G2040 Site Development				
84 <u>G2040.02 Site and Street Furnishes</u>				
85 Signage	1	EA	\$2,500.00	\$2,500
86 Trees, Bushes, Shrubs, Plantings	1	LS	\$10,000.00	\$10,000
87 Miscellaneous site improvements	1	LS	\$10,000.00	\$10,000
88				
89 G2050.02 Lawns and Grasses				
90 32 92 00 Turfs and Grasses				NIC



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA RINK AREA

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91 Sod				NIC
92 G2050.03 Trees, Plants and Ground Covers				NIC
93				
94 G20 SITE IMPROVEMENTS TOTAL				\$24,000
95				
96				
97 <u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
98				
99 G3010 Water Utilities	1	AL	\$15,000.00	\$15,000
100				
101 G3020 Sanitary Sewerage Utilities				
102				
103 G3030 Storm Drainage Utilities	1	LS	\$5,000.00	\$5,000
104				
105 G3040 Gas Utilities				
106 33 50 00 Gas Service				
107 Connection to existing gas main				NIC
108 Gas Line Trench				NIC
109				
110 G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$20,000
111				
112				
113 G40 SITE ELECTRICAL UTILITIES				
114				
115 G4010 Site Electrical Utilities				
116 Site lighting	1	AL	\$15,000.00	\$15,000
117 Event power and trenching:				
118 1" Pvc, 4#8 UG	500	LF	\$50.00	\$25,000
119 Empty conduit	500	LF	\$75.00	\$37,500
120 Site Lighting Controls	1	LS	\$5,000.00	\$5,000
121				
122 Site Utilities	1	LS	\$15,000.00	\$15,000
123				
124 G40 SITE ELECTRICAL UTILITIES TOTAL				\$97,500
125				
126				
127				TOTAL SITWORK SUMMARY \$296,054
128				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
247,900 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA UTILITIES

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$1,075,050	\$4.34
3 Direct Trade Cost SubTotal			\$1,075,050	\$4.34
4 Pricing Contingency	15.00%	\$1,075,050	\$161,258	\$0.65
5 Trade Cost SubTotal			\$1,236,308	\$4.99
6 General Conditions	5.75%	\$1,236,308	\$71,088	\$0.29
7 General Requirements	5.25%	\$1,307,395	\$68,638	\$0.28
8 Insurance	1.50%	\$1,376,033	\$20,641	\$0.08
9 Bond	0.65%	\$1,396,674	\$9,078	\$0.04
10 Permit	0.00%	\$1,405,752	\$0	\$0.00
11 Fee	3.00%	\$1,405,752	\$42,173	\$0.17
12 Estimated Construction Cost Total			\$1,447,925	\$5.84

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
247,900 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA UTILITIES

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$205,800
16	
17 G20 SITE IMPROVEMENTS	\$19,250
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$700,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$150,000
22	
23	
24 TOTAL	<u>\$1,075,050</u>
25	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
247,900 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA UTILITIES

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	1,000	LF	\$12.00	\$12,000
30 Temporary construction entrance	2	LOC	\$7,000.00	\$14,000
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	2,500	SF	\$2.00	\$5,000
33 Temp signs	1	LS	\$3,000.00	\$3,000
34 Wash down/re-fueling/parking allowance				W/General Con
35 31 23 19 Dewatering and Drainage				
36 Dewatering for sitework excavation; allow	1	LS	\$15,000.00	\$15,000
37 31 25 00 Erosion and Sedimentation Controls				
38 Temporary seed cover	1	AL	\$5,000.00	\$5,000
39 Compost sock	200	LF	\$14.00	\$2,800
40				
41 G1020 Site Demolition and Relocation				
42 02 41 00 Demolition				
43 Saw cut existing pavement	1	LS	\$5,000.00	\$5,000
44				
45 Protection of existing	1	AL	\$15,000.00	\$15,000
46				
47 Remove & dispose	1	AL	\$10,000.00	\$10,000
48 Remove drain line				Incl above
49 Remove control valves				Incl above
50 Remove surface edging				Incl above



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
247,900 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA UTILITIES

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51	Remove sewer line				Incl above
52	Remove concrete pad				Incl above
53	Remove tree				Incl above
54	Silt sock				Incl above
55					
56	<u>G1020.01 Building Demolition</u>				
57	02 30 00 Building Demolition				
58	Building demoltion				See Above
59					
60	G1030 Site Earthwork				
61	Earthwork	1	AL	\$100,000.00	\$100,000
62	Gravel base	500	CY	\$38.00	\$19,000
63					
64	<u>G10 SITE PREPARATION TOTAL</u>				<u>\$205,800</u>
65					
66					
67	<u>G20 SITE IMPROVEMENTS</u>				
68					
69	G2020 Roadways				
70	Asphalt repairs as necessary	5,000	SF	\$3.85	\$19,250
71	G2050.03 Trees, Plants and Ground Covers				NIC
72					
73	<u>G20 SITE IMPROVEMENTS TOTAL</u>				<u>\$19,250</u>
74					
75					
76	<u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
77					
78	G3010 Water Utilities	1	AL	\$200,000.00	\$200,000
79					
80	G3020 Sanitary Sewerage Utilities	1	AL	\$300,000.00	\$300,000
81					
82	G3030 Storm Drainage Utilities	1	LS	\$200,000.00	\$200,000
83					
84	G3040 Gas Utilities				
85	33 50 00 Gas Service				
86	Connection to existing gas main				NIC
87	Gas Line Trench				NIC
88					
89	<u>G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL</u>				<u>\$700,000</u>
90					



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
247,900 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA UTILITIES

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91					
92	G40 SITE ELECTRICAL UTILITIES				
93					
94	G4010 Site Electrical Utilities				
95					
96	Site Utilities	1	LS	\$150,000.00	\$150,000
97					
98	G40 SITE ELECTRICAL UTILITIES TOTAL				\$150,000
99					
100					
101					
102					
				TOTAL SITWORK SUMMARY	<u><u>\$1,075,050</u></u>

**Providence Unified Vision
Rink Building**

Providence, RI
23,033 GSF

MAIN SUMMARY - RINK BUILDING

<u>DESCRIPTION</u>			<u>TOTAL</u>
1 Direct Trade Costs With Site			
2 Site Development			\$3,304,983
3 Direct Trade Cost SubTotal			<u>\$3,304,983</u>
4 Pricing Contingency	15.00%	\$3,304,983	\$495,747
5 Trade Cost SubTotal			<u>\$3,800,730</u>
6 General Conditions	5.75%	\$3,800,730	\$218,542
7 General Requirements	5.25%	\$4,019,272	\$211,012
8 Insurance	1.50%	\$4,230,284	\$63,454
9 Bond	0.65%	\$4,293,739	\$27,909
10 Permit	0.00%	\$4,321,648	\$0
11 Fee	3.00%	\$4,321,648	\$129,649
12 Estimated Construction Cost Total			<u>\$4,451,297</u>

**Providence Unified Vision
Rink**

Providence, RI
23,033 GSF

DIRECT COST SUMMARY - RINK BUILDING

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$0
16	
17 G20 SITE IMPROVEMENTS	\$2,915,875
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$327,700
20	
21 G40 SITE ELECTRICAL UTILITIES	\$61,408
22	
23	
24 TOTAL	<u>\$3,304,983</u>
25	
26	
27	
28	
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**Providence Unified Vision
Rink**

Providence, RI
23,033 GSF

SITWORK DETAILS - RINK BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<hr/> \$0
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<hr/> \$0
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29				
30				
31 G1020 Site Demolition and Relocation				
32 02 41 00 Demolition				
33 No work in this section				
34				
35 G1030 Site Earthwork				
36 No work in this section				
37				
38 G10 SITE PREPARATION TOTAL				<hr/> \$0
39				
40				
41 G20 SITE IMPROVEMENTS				
42				
43 G2020 Roadways				
44 No work in this section				
45				
46 G2030 Pedestrian Paving				
47 No work in this section				
48				
49 G2040 Site Development				
50 32 31 00 Fences and Gates				



**Providence Unified Vision
Rink**

Providence, RI
23,033 GSF

SITWORK DETAILS - RINK BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51 Rink Floor	1	AL	\$1,095,500.00	\$1,095,500
52 Railing/Dasher System	1	AL	\$371,875.00	\$371,875
53 Signage	1	EA	\$10,000.00	\$10,000
54 Concrete bollard	1	LS	\$5,000.00	\$5,000
55 Miscellaneous site improvements	1	LS	\$25,000.00	\$25,000
56 Refrigeration	1	LS	\$1,408,500.00	\$1,408,500
57 G2050.02 Lawns and Grasses				
58 No work in this section				
59				
60 G2050.03 Trees, Plants and Ground Covers				
61 No work in this section				
62				
63 <u>G20 SITE IMPROVEMENTS TOTAL</u>				\$2,915,875
64				
65				
66 <u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
67				
68 G3010 Water Utilities				
69 33 10 00 Water Utilities				
70 4" domestic water service pipe	800	LF	\$70.00	\$56,000
71 6" fire protection service pipe	800	LF	\$85.00	\$68,000
72 CLDI water line	800	LF	\$25.00	\$20,000
73 Connect to existing	1	EA	\$2,500.00	\$2,500
74 Hydrant	1	LS	\$15,000.00	\$15,000
75 Thrust blocks - force main	1	LS	\$3,000.00	\$3,000
76				
77 G3020 Sanitary Sewerage Utilities				
78 33 31 00 Sanitary Sewerage				
79 Connect to existing SMH	1	LS	\$25,000.00	\$25,000
80 PVC sewer line	800	LF	\$82.00	\$65,600
81 SMH	2	EA	\$4,000.00	\$8,000
82				
83 G3030 Storm Drainage Utilities				
84 33 41 00 Storm Utility Drainage				
85 12" dia CPE storm drain pipe, corriugated polyethylene pipe	800	LF	\$35.00	\$28,000
86 AD	5	EA	\$1,750.00	\$8,750
87 CB	3	EA	\$3,200.00	\$9,600
88 Connect to existing DMH	1	EA	\$1,750.00	\$1,750
89 DMH	3	EA	\$4,000.00	\$12,000
90 Outlet control structure	1	EA	\$4,500.00	\$4,500



**Providence Unified Vision
Rink**

Providence, RI
23,033 GSF

SITWORK DETAILS - RINK BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91				
92 G3040 Gas Utilities				
93 33 50 00 Gas Service				
94 Connection to existing gas main				NIC
95 Gas Line Trench				NIC
96				
97 G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$327,700
98				
99				
100 G40 SITE ELECTRICAL UTILITIES				
101				
102 G4010 Site Electrical Utilities				
103 Site Lighting: (ALLOW)	1	AL	\$15,000.00	\$15,000
104 Pedestrian Walway Light Pole	1	LS	\$10,000.00	\$10,000
105 1" Pvc, 4#8 UG	1,000	LF	\$16.41	\$16,408
106 Site Lighting Controls	1	LS	\$5,000.00	\$5,000
107				
108 Site Utilities	1	LS	\$15,000.00	\$15,000
109				
110 G40 SITE ELECTRICAL UTILITIES TOTAL				\$61,408
111				
112				\$3,304,983
113				
			TOTAL SITWORK SUMMARY	



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
225,110 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA SURFACING, UTILITIES & LIGHTING

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$11,589,363	\$51.48
3 Direct Trade Cost SubTotal			\$11,589,363	\$51.48
4 Pricing Contingency	15.00%	\$11,589,363	\$1,738,404	\$7.72
5 Trade Cost SubTotal			\$13,327,767	\$59.21
6 General Conditions	5.75%	\$13,327,767	\$766,347	\$3.40
7 General Requirements	5.25%	\$14,094,114	\$739,941	\$3.29
8 Insurance	1.50%	\$14,834,055	\$222,511	\$0.99
9 Bond	0.65%	\$15,056,566	\$97,868	\$0.43
10 Permit	0.00%	\$15,154,434	\$0	\$0.00
11 Fee	3.00%	\$15,154,434	\$454,633	\$2.02
12 Estimated Construction Cost Total			\$15,609,067	\$69.34

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
225,110 GSF

DIRECT SUMMARY - GREATER KENNEDY PLAZA SURFACING, UTILITIES & LIGHTING

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$1,198,710
16	
17 G20 SITE IMPROVEMENTS	\$6,913,153
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$1,950,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$1,527,500
22	
23	
24 TOTAL	<u>\$11,589,363</u>
25	
26	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
225,110 GSF

DETAILED ESTIMATE - GREATER KENNEDY PLAZA SURFACING, UTILITIES & LIGHTING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Site clearing	5.17	ACRES	\$10,000.00	\$51,700
30 Construction fence, install, maintain, remove & reinstall;	427	LF	\$12.00	\$5,125
31 Double construction gate	4	PR	\$2,500.00	\$10,000
32 Temporary construction entrance	2	LOC	\$7,000.00	\$14,000
33 Contractor parking				W/General Con
34 Contractor staging and laydown area	11,256	SF	\$2.00	\$22,511
35 Temp signs	1	LS	\$7,500.00	\$7,500
36 Wash down/re-fueling/parking allowance				W/General Con
37 31 23 19 Dewatering and Drainage				
38 Dewatering for sitework excavation; allow	1	LS	\$35,000.00	\$35,000
39 31 25 00 Erosion and Sedimentation Controls				
40 Temporary seed cover	1	AL	\$3,500.00	\$3,500
41 Compost sock	141	LF	\$14.00	\$1,973
42				
43 G1020 Site Demolition and Relocation				
44 02 41 00 Demolition				
45 Saw cut existing pavement	1	LS	\$10,000.00	\$10,000
46				
47 Protection of existing	1	AL	\$50,000.00	\$50,000
48 Protect drain and sewer line	500	LF		Incl above
49 Protect tree	23	EA		Incl above
50				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
225,110 GSF

DETAILED ESTIMATE - GREATER KENNEDY PLAZA SURFACING, UTILITIES & LIGHTING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51 Remove & dispose	1	AL	\$125,000.00	\$125,000
52 Remove drain line				Incl above
53 Remove control valves				Incl above
54 Remove surface edging				Incl above
55 Remove sewer line				Incl above
56 Remove concrete pad				Incl above
57 Remove tree				Incl above
58 Silt sock				Incl above
59				
60 <u>G1020.01 Building Demolition</u>				
61 02 30 00 Building Demolition				
62 Building demolition				See Above
63				
64 G1030 Site Earthwork				
65 Soils Characterization and Disposal; allowance	1	AL	\$125,000.00	\$125,000
66 Rock excavation				NIC
67 Rough grading	25,012	SY	\$1.50	\$37,518
68 Fine grading	225,110	SF	\$1.00	\$225,110
69 Cut and fill	25,012	CY	\$9.00	\$225,110
70 Gravel base	3,258	CY	\$38.00	\$123,804
71 Temporary swales w/check dams	1	AL	\$35,000.00	\$35,000
72 Spread loam	4,169	CY	\$11.00	\$45,859
73 Temporary parking				NIC
74 Allow for miscellaneous repairs during construction	1	LS	\$45,000.00	\$45,000
75				
76 <u>G10 SITE PREPARATION TOTAL</u>				\$1,198,710
77				
78				
79 <u>G20 SITE IMPROVEMENTS</u>				
80				
81 G2020 Roadways				
82 32 17 00 Paving Specialties				
83 Misc. marking other than above	1	LS	\$10,000.00	\$10,000
84				
85 G2030 Pedestrian Paving				
86 32 13 10 Rigid Paving				NIC
87 Paving	175,928	SF	\$35.00	\$6,157,480
88				
89 <u>Circle Surface</u>				
90 Brick paving	0	SF	\$45.00	\$0



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
225,110 GSF

DETAILED ESTIMATE - GREATER KENNEDY PLAZA SURFACING, UTILITIES & LIGHTING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91 Recycled rubber flooring	0	SF	\$30.00	\$0
92 Granite unit pavers	0	SF	\$65.00	\$0
93 Stabilized Decomposed Granite	0	CY	\$500.00	\$0
94				
95 G2040 Site Development				
96 <u>G2040.01 Fences and Gates</u>				
97 32 31 00 Fences and Gates				
98 Fences and gates	1	AL	\$90,000.00	\$90,000
99				
100 <u>G2040.02 Site and Street Furnishes</u>				
101 Signage	1	EA	\$5,000.00	\$5,000
102 Traffic signs	1	AL	\$2,500.00	\$2,500
103 Remove & reinstall Soldier & Sailor Moment				NIC
104 Tree planters	17	EA	\$1,200.00	\$20,400
105 Basketball Backstop and pole	2	EA	\$3,500.00	\$7,000
106 Benches	9	EA	\$8,000.00	\$72,000
107 Trees, Bushes, Shrubs, Plantings	1	LS	\$225,000.00	\$225,000
108 Miscellaneous site improvements	1	LS	\$250,000.00	\$250,000
109				
110 G2050.02 Lawns and Grasses				
111 32 92 00 Turfs and Grasses				NIC
112 Sod	49,182	SF	\$1.50	\$73,773
113 G2050.03 Trees, Plants and Ground Covers				NIC
114				
115 G20 SITE IMPROVEMENTS TOTAL				\$6,913,153
116				
117				
118 <u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
119				
120 G3010 Water Utilities	1	AL	\$900,000.00	\$900,000
121				
122 G3020 Sanitary Sewerage Utilities	1	AL	\$700,000.00	\$700,000
123				
124 G3030 Storm Drainage Utilities	1	LS	\$350,000.00	\$350,000
125				
126 G3040 Gas Utilities				
127 33 50 00 Gas Service				
128 Connection to existing gas main				NIC
129 Gas Line Trench				NIC
130				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
225,110 GSF

DETAILED ESTIMATE - GREATER KENNEDY PLAZA SURFACING, UTILITIES & LIGHTING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
131 G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$1,950,000
132				
133				
134 G40 SITE ELECTRICAL UTILITIES				
135				
136 G4010 Site Electrical Utilities				
137 Site lighting	62	EA	\$2,500.00	\$155,000
138 Event power and trenching:				
139 Site Lighting: (ALLOW)	1	AL	\$350,000.00	\$350,000
140 1" Pvc, 4#8 UG	7,500	LF	\$50.00	\$375,000
141 Empty conduit	3,500	LF	\$75.00	\$262,500
142 Site Lighting Controls	1	LS	\$35,000.00	\$35,000
143				
144 Site Utilities	1	LS	\$350,000.00	\$350,000
145				
146 G40 SITE ELECTRICAL UTILITIES TOTAL				\$1,527,500
147				
148				
149 TOTAL SITEWORK SUMMARY				<u><u>\$11,589,363</u></u>
150				



***Providence Unified Vision
Water Feature at Kennedy Plaza***
Providence, RI

MAIN SUMMARY - WATER FEATURE AT KENNEDY PLAZA

<u>DESCRIPTION</u>			<u>TOTAL</u>
1 Direct Trade Costs With Site			
2 Site Development			\$2,560,000
3 Direct Trade Cost SubTotal			<u>\$2,560,000</u>
4 Pricing Contingency	15.00%	\$2,560,000	\$384,000
5 Trade Cost SubTotal			<u>\$2,944,000</u>
6 General Conditions	5.75%	\$2,944,000	\$169,280
7 General Requirements	5.25%	\$3,113,280	\$163,447
8 Insurance	1.50%	\$3,276,727	\$49,151
9 Bond	0.65%	\$3,325,878	\$21,618
10 Permit	0.00%	\$3,347,496	\$0
11 Fee	3.00%	\$3,347,496	\$100,425
12 Estimated Construction Cost Total			<u>\$3,447,921</u>

**Providence Unified Vision
Water Feature at Kennedy Plaza**
Providence, RI

DIRECT COST SUMMARY - WATER FEATURE AT KENNEDY PLAZA

<u>ELEMENT</u>	<u>TOTAL</u>
10 F20 FACILITY REMEDIATION	\$0
11	
12 F30 DEMOLITION	\$0
13	
14 G10 SITE PREPARATION	\$60,000
15	
16 G20 SITE IMPROVEMENTS	\$2,500,000
17	
18 G40 SITE ELECTRICAL UTILITIES	\$0
19	
20	
21 TOTAL	<u>\$2,560,000</u>
22	
23	
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Providence Unified Vision
Water Feature at Kennedy Plaza
 Providence, RI

SITWORK DETAILS - WATER FEATURE AT KENNEDY PLAZA

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
10 F20 FACILITY REMEDIATION				
11				
12 F2010 Hazardous Materials Remediation				
13 Hazmat abatement/Soil Remediation				NIC
14 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
15				
16				
17 F30 DEMOLITION				
18				
19 F3010 Demolition				
20 Demolition in Demo Estimate				NIC
21 F30 DEMOLITION TOTAL				<u>\$0</u>
22				
23				
24 G10 SITE PREPARATION				
25				
26 G1010 Site Clearing				
27 Site clearing				W/General Con
28 Construction fence, install, maintain, remove & reinstall;				W/General Con
29 Double construction gate				W/General Con
30 Temporary construction entrance				W/General Con
31 Contractor parking				W/General Con
32 Contractor staging and laydown area				Incl w/Kennedy
33 Temp signs				Incl w/Kennedy
34 Wash down/re-fueling/parking allowance				Incl w/Kennedy
35				
36 Dewatering for sitework excavation; allow				Incl w/Kennedy
37				
38 Temporary seed cover				Incl w/Kennedy
39 Compost sock				Incl w/Kennedy
40				
41 G1020 Site Demolition and Relocation				
42 02 41 00 Demolition				
43 Saw cut existing pavement	1	LS	\$35,000.00	\$35,000
44				
45 Protection of existing	1	AL	\$25,000.00	\$25,000
46 Protect drain and sewer line				Incl above
47 Protect tree				Incl above
48				
49 Remove & dispose				Incl wi/Demo
50				



Providence Unified Vision
Water Feature at Kennedy Plaza
 Providence, RI

SITWORK DETAILS - WATER FEATURE AT KENNEDY PLAZA

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51 <u>G1020.01 Building Demolition</u>				
52 02 30 00 Building Demolition				
53 Building demoltion				Incl wi/Demo
54				
55 G1030 Site Earthwork				
56 Soils Characterization and Disposal; allowance				Incl w/Kennedy
57 Rock excavation				NIC
58 Rough grading				Incl w/Kennedy
59 Fine grading				Incl w/Kennedy
60 Cut and fill				Incl w/Kennedy
61 Gravel base				Incl w/Kennedy
62 Allow for miscellaneous repairs during construction				Incl w/Kennedy
63				
64 <u>G10 SITE PREPARATION TOTAL</u>				\$60,000
65				
66				
67 <u>G20 SITE IMPROVEMENTS</u>				
68				
69 G2040 Site Development				
70				
71 For interim level budgeting purposes, here is where our current concepts sit. These are rough budgets for the WET portions—meaning feature engineering, field services to test/adjust and get the feature up and running after installation by the contractor, choreography and all specialized fountain equipment (controls, nozzles, fog manifolds, lights, filtration, pumps/compressors etc.) These figures do not include construction and installation. We have not figured a cost for the fog ring or pole structure yet. We don't know if that will be a WET specialty item or contractor supplied item yet.				
72 Kennedy Plaza \$2.5m WET	1	AL	\$2,500,000.00	\$2,500,000
73 <u>G20 SITE IMPROVEMENTS TOTAL</u>				\$2,500,000
74				
75				
76 <u>G40 SITE ELECTRICAL UTILITIES</u>				
77				
78 G4010 Site Electrical Utilities				
79 Power				Included Abov
80				
81 <u>G40 SITE ELECTRICAL UTILITIES TOTAL</u>				\$0
82				
83				
84				
			TOTAL SITWORK SUMMARY	\$2,560,000



Providence Unified Vision

Providence, RI

3,684 GSF

MAIN SUMMARY - LINER BUILDING

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
10 Direct Trade Costs With Site				
11 Liner Building	3,684	GSF	\$3,089,358	\$838.59
12 Site Development			Part of Kennedy Plaza	
13				
14 Direct Trade Cost SubTotal			\$3,089,358	\$838.59
15				
16 Pricing Contingency	15.00%	\$3,089,358	\$463,404	\$125.79
17				
18 Direct Trade Cost Total			\$3,552,762	\$1.15
19				
20 General Conditions	5.75%	\$3,552,762	\$204,284	\$55.45
21 General Requirements	5.25%	\$3,757,045	\$197,245	\$53.54
22 Insurance	1.50%	\$3,954,290	\$59,314	\$16.10
23 Bonds	0.65%	\$4,013,605	\$26,088	\$7.08
24 Permits	0.00%	\$4,039,693	\$0	\$0.00
25 Fee	3.00%	\$4,039,693	\$121,191	\$32.90
26				
27 Estimated Construction Cost Total			\$4,160,884	\$1,129.45
28				
29				
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31				
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38				

Providence Unified Vision

Providence, RI
3,684 GSF

DIRECT COST SUMMARY - LINEAR BUILDING

<u><i>ELEMENT</i></u>	<u><i>TOTAL</i></u>	<u><i>COST/SF</i></u>
<i>9</i>		
<i>10</i> A10 FOUNDATIONS	\$885,852	\$240.46
<i>11</i>		
<i>12</i> B10 STRUCTURE	\$604,090	\$163.98
<i>13</i>		
<i>14</i> B20 EXTERIOR CLOSURE	\$376,620	\$102.23
<i>15</i>		
<i>16</i> B30 ROOFING	\$359,520	\$97.59
<i>17</i>		
<i>18</i> C10 INTERIOR CONSTRUCTION	\$158,022	\$42.89
<i>19</i>		
<i>20</i> C20 STAIRCASES	\$30,000	\$8.14
<i>21</i>		
<i>22</i> C30 INTERIOR FINISHES	\$141,834	\$38.50
<i>23</i>		
<i>24</i> D10 CONVEYING SYSTEM	\$44,500	\$12.08
<i>25</i>		
<i>26</i> D20 PLUMBING	\$55,260	\$15.00
<i>27</i>		
<i>28</i> D30 HVAC	\$176,832	\$48.00
<i>29</i>		
<i>30</i> D40 FIRE PROTECTION	\$25,788	\$7.00
<i>31</i>		
<i>32</i> D50 ELECTRICAL	\$184,200	\$50.00
<i>33</i>		
<i>34</i> E10 EQUIPMENT	\$10,000	\$2.71
<i>35</i>		
<i>36</i> E20 FURNISHINGS	\$36,840	\$10.00
<i>37</i>		
<i>38</i> F10 SPECIAL CONSTRUCTION	\$0	\$0.00
<i>39</i>		
<i>40</i> F20 SELECTIVE DEMOLITION	\$0	\$0.00
<i>41</i>		
<i>42</i> TOTAL	<u>\$3,089,358</u>	<u>\$838.59</u>
<i>43</i>		
<i>44</i>		

Providence Unified Vision

Providence, RI

3,684 GSF

DIRECT COST SUMMARY - LINEAR BUILDING

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
10	A10 FOUNDATIONS	
11	Foundations	\$781,557
12	Slab on Grade	\$104,294
13	FOUNDATIONS TOTAL	\$885,852
14		
15		
16	B10 STRUCTURE	
17	Upper Floor Construction	\$313,893
18	Roof Construction	\$290,197
19	STRUCTURE TOTAL	\$604,090
20		
21		
22	B20 EXTERIOR CLOSURE	
23	Exterior walls	\$252,720
24	Exterior windows	\$86,400
25	Exterior Doors	\$37,500
26	EXTERIOR CLOSURE TOTAL	\$376,620
27		
28		
29	B30 ROOFING	
30	Roof Coverings	\$359,520
31	ROOFING TOTAL	\$359,520
32		
33		
34	C10 INTERIOR CONSTRUCTION	
35	Partitions	\$93,873
36	Interior Doors, frames & Hardware	\$36,295
37	Fittings	\$27,854
38	INTERIOR CONSTRUCTION TOTAL	\$158,022
39		
40	C20 STAIRS	
41	Stairs	\$30,000
42	STAIRS TOTAL	\$30,000
43		
44		
45	C30 INTERIOR FINISHES	
46	Wall finishes	\$9,210
47	Floor finishes	\$73,680
48	Ceiling finishes	\$58,944

Providence Unified Vision

Providence, RI

3,684 GSF

DIRECT COST SUMMARY - LINEAR BUILDING

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
10	A10 FOUNDATIONS	
49	INTERIOR FINISHES TOTAL	\$141,834
50		
51		
52	D10 CONVEYING SYSTEM	
53	Elevator	\$44,500
54	CONVEYING SYSTEM TOTAL	\$44,500
55		
56		
57	D20 PLUMBING	
58	Plumbing	\$55,260
59	PLUMBING TOTAL	\$55,260
60		
61		
62	D30 HVAC	
63	HVAC	\$176,832
64	HVAC TOTAL	\$176,832
65		
66		
67	D40 FIRE PROTECTION	
68	Fire Protection	\$25,788
69	FIRE PROTECTION TOTAL	\$25,788
70		
71		
72	D50 ELECTRICAL	
73	Service and distribution	\$184,200
74	ELECTRICAL TOTAL	\$184,200
75		
76		
77	E10 EQUIPMENT	
78	Institutional Equipment	\$10,000
79	EQUIPMENT TOTAL	\$10,000
80		
81		
82	E20 FURNISHINGS	
83	Specialties / Millwork	\$36,840
84	FURNISHINGS TOTAL	\$36,840
85		
86		

Providence Unified Vision

Providence, RI

3,684 GSF

DIRECT COST SUMMARY - LINEAR BUILDING

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
10	A10 FOUNDATIONS	
87	F10 SPECIAL CONSTRUCTION	
88	Special construction	\$0
89	SPECIAL CONSTRUCTION TOTAL	<u>\$0</u>
90		
91		
92	F20 SELECTIVE DEMOLITION	
93	Selective Demolition	\$0
94	SELECTIVE DEMOLITION TOTAL	<u>\$0</u>
95		
96		
97		
98	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$3,089,358</u>
99		

Providence Unified Vision

Providence, RI

3,684 GSF

DETAILED ESTIMATE - LINEAR BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
11				
12 A1010 FOUNDATIONS				
13 Earthwork				
14 Slab-on-Grade platform preparation in Sitework Tab	2,381	SF		
15 Continuous footing w/foundation wall	300	LF		
16 Excavation	440.9	CY	\$12.00	See below
17 Backfill from import	311.9	CY	\$20.00	See below
18 Spread footings	11	EA		
19 Excavation	30.0	CY	\$12.00	See below
20 Backfill from import		CY	\$20.00	See below
21 Elevator pits - 8'-0"W x 8'-0"L x 5'-0"D	0	EA		
22 Excavation	0	CY	\$12.00	See below
23 Backfill from import	0.0	CY	\$20.00	See below
24 Disposal				
25 Cast to off-site waste	159	CY	\$22.00	See below
26 Grade & compact	2,381	SF	\$1.00	See below
27 12" base course sand & gravel below slab on grade	88.2	CY	\$25.00	See below
28				
29 Building over excavation:				
30 Over-excavation to remove topsoil	44	CY	\$8.00	\$353
31 Over-excavation (Removed off site)	2,646	CY	\$7.50	\$19,845
32 Dispose materials	2,690	CY	\$18.00	\$48,422
33 Structural fill	1,059	CY	\$28.00	\$29,652
34				
35 Building Area:				
36 Cut and fill for building	88	CY	\$9.00	\$794
37 Gravel base to building	88	CY	\$38.00	\$3,351
38				
39 Perimeter foundation drain	240	LF	\$18.00	\$4,320
40				
41 Concrete				
42 Continuous footings; 3' x 1' 0" typ.	300	LF		
43 Concrete; material	35.0	CY	\$150.00	\$5,250
44 Concrete; place (combination of pumping/trucking)	35.0	CY	\$95.00	\$3,325
45 Reinforcement w/ftn wall dowels (10#/lf)	3,000	LB	\$1.15	\$3,450
46 Formwork	600	SF	\$12.00	\$7,200
47 Spread footings	11	EA		
48 Concrete; material	52.0	CY	\$150.00	\$7,800
49 Concrete; place	52.0	CY	\$95.00	\$4,940



Providence Unified Vision

Providence, RI

3,684 GSF

DETAILED ESTIMATE - LINEAR BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
50 Reinforcement (150#/cy)	7,800	LB	\$1.15	\$8,970
51 Formwork	751	SF	\$12.00	\$9,012
52 Foundation/Basement walls; 12" thick	202	SF		
53 Concrete; material	94	CY	\$150.00	\$14,100
54 Concrete; place	94	CY	\$95.00	\$8,930
55 Reinforcement (150#/cy)	14,100	LB	\$1.15	\$16,215
56 Formwork	2,003	SF	\$20.00	\$40,060
57 Anchor bolts	42	SET	\$35.00	\$1,473
58 Foundation walls; 12" thick	98	LF		
59 Concrete; material	15	CY	\$150.00	\$2,250
60 Concrete; place	15	CY	\$95.00	\$1,425
61 Reinforcement (150#/cy)	2,250	LB	\$1.15	\$2,588
62 Formwork	784	SF	\$25.00	\$19,600
63				
64 Miscellaneous concrete	1	LS	\$10,000.00	\$10,000
65				
66 Thermal & Moisture Protection				
67 2" rigid insulation at foundation walls	202	SF	\$2.75	\$556
68 Damp proofing to foundation walls	202	SF	\$5.00	\$1,010
69				
70 Special Foundation Conditions				
71 Soil improvements	2,381	SF	\$28.00	\$66,668
72 Shoring	5,400	SF	\$75.00	\$405,000
73 Dewatering during excavation	1	LS	\$35,000.00	\$35,000
74 A1010 FOUNDATIONS TOTAL				<u>\$781,557</u>
75				
76				
77 A1030 SLAB ON GRADE				
78 Concrete				
79 Slab on grade	2,381	SF		
80 Concrete; material	59	CY	\$150.00	\$8,850
81 Concrete; place & finish	2,381	SF	\$2.75	\$6,548
82 Reinforcement (6x6 mesh)	2,738	SF	\$1.15	\$3,149
83 Slab depressions	10	LF	\$300.00	\$3,000
84 Slab thickening at stair 2'x2'x1' deep	240	LOC	\$250.00	\$60,000
85 Miscellaneous				
86 Housekeeping & mechanical equipment pads	1	LS	\$5,000.00	\$5,000
87 Miscellaneous concrete	1	LS	\$8,700.00	\$8,700



Providence Unified Vision

Providence, RI

3,684 GSF

DETAILED ESTIMATE - LINEAR BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
88				
89 Thermal & Moisture Protection				
90 2" rigid insulation under slab	2,381	SF	\$2.65	\$6,310
91 Vapor retarder under slab	2,738	SF	\$1.00	\$2,738
92 A1030 SLAB ON GRADE TOTAL				\$104,294
93				
94 A10 FOUNDATIONS TOTAL				\$885,852
95				
96				
97 B10 STRUCTURE				
98				
99 B1010 UPPER FLOOR CONSTRUCTION				
100 Concrete				
101 Upper Slab	2,619	SF		
102 Concrete; material	65	CY	\$150.00	\$9,750
103 Concrete; place & finish	2,619	SF	\$2.75	\$7,202
104 Reinforcement (6x6 mesh)	3,012	SF	\$1.15	\$3,464
105 Snowmelt Pit	1	AL	\$25,000.00	\$25,000
106				
107 Structural steel	52	TNS	\$4,500.00	\$234,000
108 Moment connections	1	AL	\$8,000.00	\$8,000
109				
110 Metal deck	2,619	SF	\$3.85	\$10,083
111				
112 Misc. Metals				
113 Misc. metals	3,684	SF	\$2.50	\$9,210
114				
115 Thermal & Moisture Protection				
116 Firestopping	3,684	GSF	\$1.00	\$3,684
117 Fireproofing	1	LS	\$3,500.00	\$3,500
118 B1010 UPPER FLOOR CONSTRUCTION TOTAL				\$313,893
119				
120 B1020 ROOF CONSTRUCTION				
121 Concrete				
122 Roof Slab	2,619	SF		
123 Concrete; material	65	CY	\$150.00	\$9,750
124 Concrete; place & finish	2,619	SF	\$100.00	\$261,900
125 Reinforcement (6x6 mesh)	3,012	SF	\$1.15	\$3,464



Providence Unified Vision

Providence, RI

3,684 GSF

DETAILED ESTIMATE - LINEAR BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
126				
127 Roof deck	2,619	SF	\$3.85	\$10,083
128 Other misc plates, connections	2,619	SF	\$1.00	\$2,619
129 Rough blocking to roof	2,381	SF	\$1.00	\$2,381
130				
131 Mechanical roof top equipment				
132 Roof screen, galv, assume 13' high; HSS shapes				NIC
133 B1020 ROOF CONSTRUCTION TOTAL				<u>\$290,197</u>
134				
135 TOTAL SYSTEM B10 SUPERSTRUCTURE				<u><u>\$604,090</u></u>
136				
137				
138 B20 EXTERIOR CLOSURE				
139				
140 B2010 EXTERIOR WALLS				
141 Exterior walls	3,888	SF	\$65.00	<u>\$252,720</u>
142 B2010 EXTERIOR WALLS TOTAL				<u>\$252,720</u>
143				
144 B2020 EXTERIOR WINDOWS				
145 Windows/storefront	432	SF	\$200.00	<u>\$86,400</u>
146 B2020 EXTERIOR WINDOWS TOTAL				<u>\$86,400</u>
147				
148 B2030 EXTERIOR DOORS				
149 Doors	3	LVS	\$5,000.00	\$15,000
150				
151 Overhead doors	3	EA	\$7,500.00	<u>\$22,500</u>
152 B2030 EXTERIOR DOORS TOTAL				<u>\$37,500</u>
153				
154 TOTAL SYSTEM B20 EXTERIOR CLOSURE				<u><u>\$376,620</u></u>
155				
156				
157 B30 ROOFING				
158				
159 B3010 ROOF COVERINGS				
160 Roof	4,494	SF	\$80.00	<u>\$359,520</u>
161 B3010 ROOF COVERINGS TOTAL				<u>\$359,520</u>
162				
163 TOTAL SYSTEM B30 ROOFING				<u><u>\$359,520</u></u>



Providence Unified Vision

Providence, RI

3,684 GSF

DETAILED ESTIMATE - LINEAR BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
164				
165				
166 C10 INTERIOR CONSTRUCTION				
167				
168 C1010 PARTITIONS				
169				
170 Partitions	3,150	SF	\$25.00	\$78,750
171 Chasewalls	200	SF	\$16.50	\$3,300
172 Rough carpentry internal partitions and ceilings	3,684	SF	\$1.50	\$5,526
173 Misc metals for interior masonry (lintels, restraint)	3,350	SF	\$1.00	\$3,350
174				
175 <i>Interior penetration firestopping</i>				
176 Interior caulking	3,684	GSF	\$0.50	\$1,842
177 Top-of-partition firestopping	3,684	GSF	\$0.30	\$1,105
178 C1010 PARTITIONS TOTAL				\$93,873
179				
180 C1020 INTERIOR DOORS, FRAMES & HARDWARE				
181 <i>Hollow Metal Doors and Frames:</i>				
182 Door frames	14	EA	\$300.00	\$4,200
183 Door frames for pair doors	4	EA	\$350.00	\$1,400
184 Doors	22	EA	\$325.00	\$7,150
185				
186 Hardware	22	SET	\$750.00	\$16,500
187 Paint door frames	18	EA	\$80.00	\$1,440
188 Paint door	22	EA	\$70.00	\$1,540
189 Blocking at doors	306	LF	\$2.50	\$765
190 Door Installation	22	EA	\$150.00	\$3,300
191 C1020 INTERIOR DOORS, FRAMES & HARDWARE TOTAL				\$36,295
192				
193 C1030 FITTINGS				
194				
195 Paint/finish	3,684	SF	\$3.00	\$11,052
196				
197 <i>Signage</i>				
198 Miscellaneous signage	3,684	GSF	\$3.00	\$11,052
199				
200 <i>Fire extinguisher cabinets</i>				
201 Fully recessed/non-rated	1	EA	\$450.00	\$450

Providence Unified Vision

Providence, RI

3,684 GSF

DETAILED ESTIMATE - LINEAR BUILDING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
202 Semi-recessed/non-rated	1	EA	\$300.00	\$300
203				
204 Miscellaneous fittings	1	LS	\$5,000.00	\$5,000
205 C1030 FITTINGS TOTAL				<u>\$27,854</u>
206				
207 TOTAL SYSTEM C10 INTERIOR CONSTRUCTION				<u><u>\$158,022</u></u>
208				
209				
210 C20 STAIRCASES				
211				
212 C2010 Stairs				
213 Stairs	1	FLT	\$25,000.00	\$25,000
214 Concrete	1	FLT	\$5,000.00	\$5,000
215 TOTAL				<u>\$30,000</u>
216				
217 TOTAL SYSTEM C20 STAIRS				<u><u>\$30,000</u></u>
218				
219				
220 C30 INTERIOR FINISHES				
221				
222 C3010 WALL FINISHES				
223 Paint	3,684	GSF	\$2.50	\$9,210
224 C3010 WALL FINISHES TOTAL				<u>\$9,210</u>
225				
226 C3020 FLOOR FINISHES				
227 Flooring	3,684	SF	\$20.00	\$73,680
228 C3020 FLOOR FINISHES TOTAL				<u>\$73,680</u>
229				
230 C3030 CEILING FINISHES				
231 Ceiling	3,684	SF	\$16.00	\$58,944
232 C3030 CEILING FINISHES TOTAL				<u>\$58,944</u>
233				
234 TOTAL SYSTEM C30 INTERIOR FINISHES				<u><u>\$141,834</u></u>
235				
236				
237 D10 CONVEYING SYSTEM				
238				
239 D1010 ELEVATORS				

Providence Unified VisionProvidence, RI
3,684 GSF**DETAILED ESTIMATE - LINEAR BUILDING**

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
240 Elevator	1	FLT	\$25,000.00	\$25,000
241 Pit Ladder	1	EA	\$1,000.00	\$1,000
242 Sill Angles	70	LF	\$50.00	\$3,500
243 Sump Pump; complete	1	EA	\$10,000.00	\$10,000
244 Hoist Beam	1	EA	\$5,000.00	\$5,000
245 D10 CONVEYING SYSTEM TOTAL				\$44,500
246				
247 TOTAL SYSTEM C20 STAIRS				\$44,500
248				
249				
250 D15 MECHANICAL				
251				
252 D20 PLUMBING				
253 Plumbing	3,684	SF	\$15.00	\$55,260
254 D20 PLUMBING TOTAL				\$55,260
255				
256 D30 HVAC				
257 HVAC	3,684	SF	\$48.00	\$176,832
258 D30 HVAC TOTAL				\$176,832
259				
260 D40 FIRE PROTECTION				
261 Sprinkler Coverage	3,684	SF	\$7.00	\$25,788
262 D40 FIRE PROTECTION TOTAL				\$25,788
263				
264 TOTAL SYSTEM D15 MECHANICAL				\$257,880
265				
266				
267 D50 ELECTRICAL				
268				
269 D5011 SERVICE & DISTRIBUTION				
270 Interior Electrical	3,684	SF	\$50.00	\$184,200
271 D5011 SERVICE & DISTRIBUTION TOTAL				\$184,200
272				
273 TOTAL SYSTEM D50 ELECTRICAL				\$184,200
274				
275				
276 E10 EQUIPMENT				
277				

Providence Unified VisionProvidence, RI
3,684 GSF**DETAILED ESTIMATE - LINEAR BUILDING**

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
10 A10 FOUNDATIONS				
278 E1020 INSTITUTIONAL EQUIPMENT				
279 Miscellaneous equipment	1	AL	\$10,000.00	\$10,000
280 E1020 INSTITUTIONAL EQUIPMENT TOTAL				\$10,000
281				
282 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				\$10,000
283				
284				
285 E20 FURNISHINGS				
286				
287 E2020 SPECIALTIES / MILLWORK				
288 Miscellaneous specialties	3,684	SF	\$10.00	\$36,840
289 E2020 SPECIALTIES / MILLWORK TOTAL				\$36,840
290				
291 TOTAL SYSTEM E20 FURNISHINGS				\$36,840
292				
293				
294 F10 SPECIAL CONSTRUCTION				
295				
296 F1010 SPECIAL CONSTRUCTION				
297 No anticipated work				\$0
298 F1010 SPECIAL CONSTRUCTION TOTAL				\$0
299				
300 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				\$0
301				
302				
303 F20 SELECTIVE DEMOLITION				
304				
305 F2020 SELECTIVE DEMOLITION				
306 Demolition of existing building allowance		SF		Main Summary
307 Haz mat removal allowance				Main Summary
308 F2020 SELECTIVE DEMOLITION TOTAL				\$0
309				
310 TOTAL SYSTEM F20 DEMOLITION				\$0
311				
312				
313				
			TOTAL TO SUMMARY	#REF!

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA RINK PAVING

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$992,661	\$22.11
3 Direct Trade Cost SubTotal			\$992,661	\$22.11
4 Pricing Contingency	15.00%	\$992,661	\$148,899	\$3.32
5 Trade Cost SubTotal			\$1,141,560	\$25.42
6 General Conditions	5.75%	\$1,141,560	\$65,640	\$1.46
7 General Requirements	5.25%	\$1,207,200	\$63,378	\$1.41
8 Insurance	1.50%	\$1,270,578	\$19,059	\$0.42
9 Bond	0.65%	\$1,289,637	\$8,383	\$0.19
10 Permit	0.00%	\$1,298,019	\$0	\$0.00
11 Fee	3.00%	\$1,298,019	\$38,941	\$0.87
12 Estimated Construction Cost Total			\$1,336,960	\$29.78

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA RINK PAVING

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$182,961
16	
17 G20 SITE IMPROVEMENTS	\$809,700
18	
19	
20 TOTAL	<hr/> <u>\$992,661</u>
21	
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23	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
44,900 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA RINK PAVING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1020 Site Demolition and Relocation				
28 02 41 00 Demolition				
29 Saw cut existing pavement	500	LF	\$5.00	\$2,500
30				
31 Protection of existing	1	AL	\$5,000.00	\$5,000
32				
33 Remove & dispose	1	AL	\$5,000.00	\$5,000
34 Remove drain line				Incl above
35 Remove control valves				Incl above
36 Remove surface edging				Incl above
37 Remove sewer line				Incl above
38 Remove concrete pad				Incl above
39 Remove tree				Incl above
40 Silt sock				Incl above
41				
42 <u>G1020.01 Building Demolition</u>				
43 02 30 00 Building Demolition				
44 Building demolition				See Above
45				
46 G1030 Site Earthwork				
47 Rough grading	4,989	SY	\$1.50	\$7,484
48 Fine grading	44,900	SF	\$1.00	\$44,900
49 Cut and fill	5,820	CY	\$9.00	\$52,383
50 Gravel base	1,663	CY	\$38.00	\$63,194



**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

MAIN SUMMARY - WELCOME CENTER

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 New Construction	7,941	GSF	\$4,213,462	\$530.60
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$4,213,462	\$530.60
16				
17 Pricing Contingency	15.00%	\$4,213,462	\$632,019	\$79.59
18				
19 Direct Trade Cost Total			\$4,845,481	\$1.15
20				
21 General Conditions	5.25%	\$4,845,481	\$254,388	\$32.03
22 General Requirements	1.50%	\$5,099,869	\$76,498	\$9.63
23 Insurance	0.65%	\$5,176,367	\$33,646	\$4.24
24 Bonds	0.00%	\$5,210,013	\$0	\$0.00
25 Permits	3.00%	\$5,210,013	\$156,300	\$19.68
26 Fee	0.00%	\$5,366,314	\$0	\$0.00
27				
28 Estimated Construction Cost Total			\$5,366,314	\$675.77
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

**Providence Unified Vision
Welcome Center**
Providence, RI
7,941 GSF

DIRECT COST SUMMARY - WELCOME CENTER

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$566,588	\$71.35
12		
13 A20 BASEMENT	\$0	\$0.00
14		
15 B10 STRUCTURE	\$336,822	\$42.42
16		
17 B20 EXTERIOR CLOSURE	\$1,015,628	\$127.90
18		
19 B30 ROOFING	\$197,805	\$24.91
20		
21 C10 INTERIOR CONSTRUCTION	\$439,357	\$55.33
22		
23 C20 STAIRCASES	\$0	\$0.00
24		
25 C30 INTERIOR FINISHES	\$297,899	\$37.51
26		
27 D10 CONVEYING SYSTEMS	\$0	\$0.00
28		
29 D20 PLUMBING	\$119,115	\$15.00
30		
31 D30 HVAC	\$436,755	\$55.00
32		
33 D40 FIRE PROTECTION	\$55,587	\$7.00
34		
35 D50 ELECTRICAL	\$412,932	\$52.00
36		
37 E10 EQUIPMENT	\$200,000	\$25.19
38		
39 E20 FURNISHINGS	\$134,975	\$17.00
40		
41 F10 SPECIAL CONSTRUCTION	\$0	\$0.00
42		
43 F20 SELECTIVE DEMOLITION	\$0	\$0.00
44		
45 TOTAL	<u>\$4,213,462</u>	<u>\$530.60</u>
46		
47		

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DIRECT COST SUMMARY - WELCOME CENTER

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$417,302
13	Slab on Grade	\$149,286
14	FOUNDATIONS TOTAL	<u>\$566,588</u>
15		
16		
17	A20 BASEMENT CONSTRUCTION	\$0
18		
19		
20	B10 STRUCTURE	
21	Upper Floor Construction	\$260,310
22	Roof Construction	\$76,512
23	STRUCTURE TOTAL	<u>\$336,822</u>
24		
25		
26	B20 EXTERIOR CLOSURE	
27	Exterior walls	\$548,488
28	Exterior windows	\$456,340
29	Exterior Doors	\$10,800
30	EXTERIOR CLOSURE TOTAL	<u>\$1,015,628</u>
31		
32		
33	B30 ROOFING	
34	Roof Coverings	\$197,805
35	ROOFING TOTAL	<u>\$197,805</u>
36		
37		
38	C10 INTERIOR CONSTRUCTION	
39	Partitions	\$161,455
40	Interior Doors, frames & Hardware	\$88,825
41	Fittings	\$189,077
42	INTERIOR CONSTRUCTION TOTAL	<u>\$439,357</u>
43		
44		
45	C20 STAIRCASES	
46	Staircases	\$0
47	STAIRCASES TOTAL	<u>\$0</u>
48		

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DIRECT COST SUMMARY - WELCOME CENTER

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
49		
50	C30 INTERIOR FINISHES	
51	Wall finishes	\$97,853
52	Floor finishes	\$147,279
53	Ceiling finishes	\$52,768
54	INTERIOR FINISHES TOTAL	<u>\$297,899</u>
55		
56		
57	D10 VERTICAL MOVEMENT	
58	Conveying System	\$0
59	VERTICAL MOVEMENT TOTAL	<u>\$0</u>
60		
61		
62	D20 PLUMBING	
63	Plumbing	\$119,115
64	PLUMBING TOTAL	<u>\$119,115</u>
65		
66		
67	D30 HVAC	
68	HVAC	\$436,755
69	HVAC TOTAL	<u>\$436,755</u>
70		
71		
72	D40 FIRE PROTECTION	
73	Fire Protection	\$55,587
74	FIRE PROTECTION TOTAL	<u>\$55,587</u>
75		
76		
77	D50 ELECTRICAL	
78	Service and distribution	\$412,932
79	ELECTRICAL TOTAL	<u>\$412,932</u>
80		
81		
82	E10 EQUIPMENT	
83	Institutional Equipment	\$200,000
84	EQUIPMENT TOTAL	<u>\$200,000</u>
85		
86		

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DIRECT COST SUMMARY - WELCOME CENTER

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
87	E20 FURNISHINGS	
88	Specialties / Millwork	\$134,975
89	FURNISHINGS TOTAL	<u>\$134,975</u>
90		
91		
92	F10 SPECIAL CONSTRUCTION	
93	Special construction	\$0
94	SPECIAL CONSTRUCTION TOTAL	<u>\$0</u>
95		
96		
97	F20 SELECTIVE DEMOLITION	
98	Selective Demolition	\$0
99	SELECTIVE DEMOLITION TOTAL	<u>\$0</u>
100		
101		
102		
103	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$4,213,462</u>
104		

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Earthwork				
15 Slab-on-Grade platform preparation in Sitework Tab	7,941	SF		
16 Continuous footing w/foundation wall	465	LF		
17 Excavation	294.1	CY	\$12.00	See below
18 Backfill from import	189.1	CY	\$20.00	See below
19 Spread footings	21	EA		
20 Excavation	60.0	CY	\$12.00	See below
21 Backfill from import		CY	\$20.00	See below
22 Elevator pits - 8'-0"W x 8'-0"L x 5'-0"D	0	EA		
23 Excavation	0	CY	\$12.00	See below
24 Backfill from import	0.0	CY	\$20.00	See below
25 Disposal				
26 Cast to off-site waste	165	CY	\$22.00	See below
27 Grade & compact	7,941	SF	\$1.00	See below
28 12" base course sand & gravel below slab on grade	294.1	CY	\$25.00	See below
29				
30 Building over excavation:				
31 Over-excavation to remove topsoil	147	CY	\$8.00	\$1,176
32 50% Over-excavation Reused (stockpile on site)	74	CY	\$7.50	\$551
33 Dispose materials	74	CY	\$18.00	\$1,324
34 Structural fill	74	CY	\$28.00	\$2,059
35				
36 Building Area:				
37 Cut and fill for building	294	CY	\$9.00	\$2,647
38 Gravel base to building	294	CY	\$38.00	\$11,176
39				
40 Perimeter foundation drain	372	LF	\$18.00	\$6,696
41				
42 Concrete				
43 Continuous footings; 3' x 1' 0" typ.	279	LF		
44 Concrete; material	33.0	CY	\$150.00	\$4,950
45 Concrete; place (combination of pumping/trucking)	33.0	CY	\$95.00	\$3,135
46 Reinforcement w/ftn wall dowels (10#/lf)	2,790	LB	\$1.15	\$3,209
47 Formwork	558	SF	\$12.00	\$6,696
48 Spread footings	21	EA		
49 Concrete; material	103.0	CY	\$150.00	\$15,450

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
50 Concrete; place	103.0	CY	\$95.00	\$9,785
51 Reinforcement (150#/cy)	15,450	LB	\$1.15	\$17,768
52 Formwork	1,483	SF	\$12.00	\$17,796
53 <i>Foundation/Basement walls; 12" thick</i>	1,860	SF		
54 Concrete; material	72	CY	\$150.00	\$10,800
55 Concrete; place	72	CY	\$95.00	\$6,840
56 Reinforcement (150#/cy)	10,800	LB	\$1.15	\$12,420
57 Formwork	3,906	SF	\$9.00	\$35,154
58 Anchor bolts	83	SET	\$35.00	\$2,908
59 Miscellaneous concrete	1	LS	\$3,000.00	\$3,000
60				
61 <i>Thermal & Moisture Protection</i>				
62 2" rigid insulation at foundation walls	1,860	SF	\$2.75	\$5,115
63 Damp proofing to foundation walls	1,860	SF	\$5.00	\$9,300
64				
65 Special Foundation Conditions				
66 Soil improvements	7,941	SF	\$28.00	\$222,348
67 Dewatering during excavation	1	LS	\$5,000.00	\$5,000
68 A1010 FOUNDATIONS TOTAL				\$417,302
69				
70				
71 A1030 SLAB ON GRADE				
72 <i>Concrete</i>				
73 <i>Slab on grade, 5" thick, WWF, top of slab 314' 0"</i>	7,941	SF		
74 Concrete; material	124	CY	\$150.00	\$18,529
75 Concrete; place & finish	7,941	SF	\$2.75	\$21,838
76 Reinforcement (6x6 mesh)	9,132	SF	\$1.15	\$10,502
77 Slab depressions	200	LF	\$300.00	\$60,000
78 Slab thickening at stair 5'x2'x1' deep	0	LOC	\$2,500.00	\$0
79 <i>Slab on grade at loading dock, 6" thick, #4 bars</i>	600	SF		
80 Concrete; material	11.1	CY	\$150.00	\$1,667
81 Concrete; place & finish	600	SF	\$2.75	\$1,650
82 Reinforcement; #4@12"bew	804	LBS	\$1.15	\$925
83 <i>Miscellaneous</i>				
84 Housekeeping & mechanical equipment pads	1	LS	\$3,000.00	\$3,000
85 Miscellaneous concrete	1	LS	\$1,000.00	\$1,000
86				
87 <i>Thermal & Moisture Protection</i>				

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
88 2" rigid insulation under slab	7,941	SF	\$2.65	\$21,044
89 Vapor retarder under slab	9,132	SF	\$1.00	\$9,132
90 A1030 SLAB ON GRADE TOTAL				\$149,286
91				
92 A10 FOUNDATIONS TOTAL				\$566,588
93				
94				
95 A20 BASEMENT				
96				
97 No anticipated work				
98				
99 TOTAL SYSTEM A20 BASEMENT				\$0
100				
101				
102 B10 STRUCTURE				
103				
104 B1010 UPPER FLOOR CONSTRUCTION				
105 <i>Concrete</i>				
106 <i>Slab on deck topping, 2½" normal weight, WWF</i>	0	SF		
107 Concrete; material	0.0	CY	\$150.00	\$0
108 Reinforcement (6x6 mesh)	0	SF	\$1.00	\$0
109 Rebar at corners and openings	0	LBS	\$1.15	\$0
110 Concrete; place & finish	0	SF	\$2.75	\$0
111				
112 <i>Steel Framing</i>	59	TNS		
113 Wide flange beams	31.0	TNS	\$3,700.00	\$114,700
114 W-shapes >100#/lf	4.0	TNS	\$4,200.00	\$16,800
115 WT-shapes	5.0	TNS	\$4,100.00	\$20,500
116 HSS-shapes	4.0	TNS	\$4,150.00	\$16,600
117 HSS columns	8.0	TNS	\$4,150.00	\$33,200
118 HSS brace frames	7.0	TNS	\$4,300.00	\$30,100
119 Plates, bent plates and angles	21	EA	\$75.00	\$1,558
120 Moment connections	1	LS	\$5,000.00	\$5,000
121 Shear studs	0	EA	\$5.00	\$0
122 2" deep x 20ga galv composite floor deck	0	SF	\$3.85	\$0
123				
124 <i>Misc. Metals</i>				
125 Misc. metals	7,941	SF	\$1.50	\$11,912

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
126				
127 Thermal & Moisture Protection				
128 Firestopping	7,941	GSF	\$1.00	\$7,941
129 Fireproofing	1	LS	\$2,000.00	\$2,000
130 B1010 UPPER FLOOR CONSTRUCTION TOTAL				<u>\$260,310</u>
131				
132 B1020 ROOF CONSTRUCTION				
133 Structural steel				
134 Roof deck	8,735	SF	\$3.85	\$33,630
135 Premium for galv acoustic roof deck	8,735	sf	\$3.00	\$26,205
136 Other misc plates, connections	8,735	SF	\$1.00	\$8,735
137 Rough blocking to roof	7,941	SF	\$1.00	\$7,941
138				
139 Mechanical roof top equipment				
140 Roof screen, galv, assume 13' high; HSS shapes				NIC
141 B1020 ROOF CONSTRUCTION TOTAL				<u>\$76,512</u>
142				
143 TOTAL SYSTEM B10 SUPERSTRUCTURE				<u><u>\$336,822</u></u>
144				
145				
146 B20 EXTERIOR CLOSURE	8,556	SF		
147				
148 B2010 EXTERIOR WALLS	4,092	sf		
149				
150 Exterior Veneer	1,414	SF	\$75.00	\$106,020
151 Insulation	1,414	SF	\$4.00	\$5,654
152 Air vapor barrier	1,414	SF	\$6.50	\$9,188
153 Gypsum sheathing	1,414	SF	\$3.35	\$4,736
154 Light Gage Metal Framing	1,414	SF	\$9.00	\$12,722
155 GWB to interior of exterior	1,414	SF	\$4.25	\$6,008
156 Caulking and sealants	1,414	SF	\$0.65	\$919
157				
158 Masonry	1,786	SF	\$35.00	\$62,496
159 Insulation	1,786	SF	\$4.00	\$7,142
160 Air vapor barrier	1,786	SF	\$5.50	\$9,821
161 Gypsum sheathing	1,786	SF	\$2.00	\$3,571
162 Light Gage Metal Framing	1,786	SF	\$8.00	\$14,285
163 GWB to interior of exterior	1,786	SF	\$2.25	\$4,018

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
164 Caulking and sealants	1,786	SF	\$0.65	\$1,161
165				
166 Exterior Veneer	893	SF	\$82.00	\$73,210
167 Insulation	893	SF	\$4.00	\$3,571
168 Air vapor barrier	893	SF	\$5.50	\$4,910
169 Gypsum sheathing	893	SF	\$2.00	\$1,786
170 Light Gage Metal Framing	893	SF	\$8.00	\$7,142
171 GWB to interior of exterior	893	SF	\$2.25	\$2,009
172 Caulking and sealants	893	SF	\$0.65	\$580
173				
174 <i>Miscellaneous</i>				
175 Allow for precast trim pieces	1	LS	\$20,000.00	\$20,000
176 Allow for repairs to historical building	3,705	SF	\$35.00	\$129,675
177 Soffits	558	LS	\$7.00	\$3,906
178 Sills	298	LF	\$75.00	\$22,320
179 Miscellaneous metals in exterior closure	4,092	SF	\$1.00	\$4,092
180 Through wall sheet mtl flashing sheathing & rigid insul.	4,092	SF	\$0.50	\$2,046
181 Louvers	300	SF	\$85.00	\$25,500
182 B2010 EXTERIOR WALLS TOTAL				\$548,488
183				
184 B2020 EXTERIOR WINDOWS	4,464	SF		
185 Curtain wall	1,860	SF	\$115.00	\$213,900
186 Storefront; Exterior	1,116	SF	\$95.00	\$106,020
187 Windows	1,488	SF	\$90.00	\$133,920
188 Blocking for windows	1	LS	\$1,500.00	\$1,500
189				
190 <i>Mechanical louvers in exterior closure</i>				
191 Window caulking	1	LS	\$1,000.00	\$1,000
192 B2020 EXTERIOR WINDOWS TOTAL				\$456,340
193				
194 B2030 EXTERIOR DOORS				
195 Aluminum entry doors including hardware	6	LEAF	\$3,800.00	\$22,800
196 Exterior; Overhead coiling door				\$0
197 Exterior doors; complete	6	LEAF	\$1,800.00	\$10,800
198 B2030 EXTERIOR DOORS TOTAL				\$10,800
199				
200 TOTAL SYSTEM B20 EXTERIOR CLOSURE				\$1,015,628
201				

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
202				
203 B30 ROOFING				
204				
205 B3010 ROOF COVERINGS				
206				
207 Roofing				
208 Roof System	8,735	SF	\$14.50	\$126,659
209 1/2" cover board	8,735	SF	\$1.85	\$16,160
210 6" insulation	8,735	SF	\$2.65	\$23,148
211 Vapor retarder	8,735	SF	\$0.65	\$5,678
212 1/2" substrate board	8,735	SF	\$1.85	\$16,160
213				
214 Roofing Accessories				
215 Miscellaneous roof accessories	1	LS	\$10,000.00	\$10,000
216 Roof screens				NIC
217 B3010 ROOF COVERINGS TOTAL				<u>\$197,805</u>
218				
219 TOTAL SYSTEM B30 ROOFING				<u><u>\$197,805</u></u>
220				
221				
222 C10 INTERIOR CONSTRUCTION				
223				
224 C1010 PARTITIONS				
225				
226 Masonry partitions				
227 Split faced CMU partitions/masonry	0	SF	\$34.00	\$0
228 8" CMU interior partitions		SF	\$25.00	\$0
229 8" CMU elevator shaft wall	0	SF	\$28.00	\$0
230				
231 Gypsum board partitions				
232 Drywall partitions	2,978	SF	\$14.00	\$41,690
233 Chasewalls	0	SF	\$16.50	\$0
234 Rough carpentry internal partitions and ceilings	7,941	SF	\$1.50	\$11,912
235 Misc metals for interior masonry (lintels, restraint)	0	SF	\$1.00	\$0
236				
237 Operable partition				
238 Folding partitions	1,000	SF	\$75.00	\$75,000
239				

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
240 Interior windows				
241 Interior window	300	SF	\$60.00	\$18,000
242				
243 Interior storefront				
244 Interior storefront	100	SF	\$85.00	\$8,500
245				
246 Interior penetration firestopping				
247 Interior caulking	7,941	GSF	\$0.50	\$3,971
248 Top-of-partition firestopping	7,941	GSF	\$0.30	\$2,382
249 C1010 PARTITIONS TOTAL				\$161,455
250				
251 C1020 INTERIOR DOORS, FRAMES & HARDWARE				
252 Hollow Metal Doors and Frames:				
253 Door frames	10	EA	\$300.00	\$3,000
254 Door frames for pair doors	4	EA	\$350.00	\$1,400
255 Doors	18	EA	\$325.00	\$5,850
256 Premium cost for acoustical doors	1	LS	\$1,500.00	\$1,500
257				
258 Aluminum-Framed Entrances and Storefronts:				
259 Interior aluminum entry doors	6	LVS	\$3,650.00	\$21,900
260				
261 Access Doors and Frames				
262 Access doors	10	EA	\$300.00	\$3,000
263 Powered door openers	4	LOC	\$3,500.00	\$14,000
264				
265 Door sidelights	500	SF	\$35.00	\$17,500
266 Glazing to doors	1	AL	\$1,500.00	\$1,500
267				
268 Hardware	18	SET	\$750.00	\$13,500
269 Paint door frames	14	EA	\$80.00	\$1,120
270 Paint door	18	EA	\$70.00	\$1,260
271 Blocking at doors	238	LF	\$2.50	\$595
272 Door Installation	18	EA	\$150.00	\$2,700
273 C1020 INTERIOR DOORS, FRAMES & HARDWARE TOTAL				\$88,825
274				
275 C1030 FITTINGS				
276				
277 Wall finish	500	SF	\$22.00	\$11,000



**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
278 Markerboards	500	SF	\$28.00	\$14,000
279 Combination Boards	200	SF	\$25.00	\$5,000
280				
281 <i>Interior guardrails</i>				
282 Guardrail	75	LF	\$550.00	\$41,250
283				
284 <i>Signage</i>				
285 Commemorative plaque	2	LOC	\$1,500.00	\$3,000
286 Dimensional characters; name	1	AL	\$5,000.00	\$5,000
287 Plastic panel signs for room identification, way finding, hazard identification	1	AL	\$7,500.00	\$7,500
288 Framed paper signs	1	AL	\$2,500.00	\$2,500
289 Miscellaneous signage	7,941	GSF	\$1.35	\$10,720
290				
291 <i>Wall & corner guards</i>				
292 Stainless steel corner guards	1	LS	\$1,000.00	\$1,000
293				
294 <i>Toilet compartments (Solid Polymer)</i>				
295 Toilet compartments	2	EA	\$1,200.00	\$2,400
296 Toilet compartments - ADA	2	EA	\$1,400.00	\$2,800
297				
298 <i>Metal lockers</i>				
299 Lockers	1	AL	\$10,000.00	\$10,000
300 Staff lockers, single tier, 12" x 12" x 6' high	6	EA	\$250.00	\$1,500
301				
302 <i>Toilet accessories</i>				
303 Combination PTD/WR unit	2	EA	\$150.00	\$300
304 Paper towel dispensers	1	EA	\$100.00	\$100
305 Soap dispensers	1	EA	\$35.00	\$35
306 Toilet paper dispensers	1	EA	\$65.00	\$65
307 Sanitary napkin disposal units	1	EA	\$250.00	\$167
308 Robe hook	2	EA	\$25.00	\$50
309 Grab bars	4	PR	\$160.00	\$640
310 Mirrors - in gang bathrooms	1	EA	\$300.00	\$300
311 Mirrors - in private bathrooms	1	EA	\$150.00	\$150
312 Mop holder w/shelf (Janitors)	3	EA	\$200.00	\$600
313				
314 <i>Fire extinguisher cabinets</i>				

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
315 Fully recessed/non-rated	2	EA	\$450.00	\$900
316 Semi-recessed/non-rated	2	EA	\$300.00	\$600
317				
318 Projection screens				
319 Motorized projection screen	1	EA	\$7,500.00	\$7,500
320				
321 Residential appliance				
322 Allow for appliances	1	LS	\$50,000.00	\$50,000
323				
324 Miscellaneous fittings	1	LS	\$10,000.00	\$10,000
325 C1030 FITTINGS TOTAL				<u>\$189,077</u>
326				
327 TOTAL SYSTEM C10 INTERIOR CONSTRUCTION				<u><u>\$439,357</u></u>
328				
329				
330 C20 STAIRCASES				
331				
332 C2010 STAIRCASES				
333 Interior stairs				
334 Egress stairs				NIC
335 Concrete to metal pan stairs				NIC
336				
337 Stair finishes				
338 Railings	1	LS		NIC
339 Rubber flooring	0	SF	\$8.00	NIC
340 Rubber flooring (Risers)	0	LF	\$15.50	NIC
341 C2010 STAIRCASES TOTAL				<u>\$0</u>
342				
343 TOTAL C20 STAIRCASES				<u><u>\$0</u></u>
344				
345				
346 C30 INTERIOR FINISHES				
347				
348 C3010 WALL FINISHES				
349 Ceramic tile walls	1,000	SF	\$18.00	\$18,000
350 Column covers	5	EA	\$3,500.00	\$17,500
351 Composite panels	500	SF	\$35.00	\$17,500
352 Fabric wrapped fiberglass panels		SF	\$15.00	NIC



**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
353 Fixed sound -absorbing wood fiber/fabric		SF	\$15.00	NIC
354 Miscellaneous wall finish	1,000	SF	\$25.00	\$25,000
355 Paint	7,941	GSF	\$2.50	\$19,853
356 C3010 WALL FINISHES TOTAL				<u>\$97,853</u>
357				
358 C3020 FLOOR FINISHES	7,941			
359 <i>Tile:</i>				
360 Ceramic/porcelain tile floors	718	SF	\$25.00	\$17,950
361				
362 <i>Flooring</i>				
363 Flooring	7,089	SF	\$6.00	\$42,534
364 Base	1	LS	\$50,000.00	\$50,000
365				
366 <i>Painting</i>				
367 Sealed concrete	4,650	SF	\$1.50	\$6,975
368				
369 <i>Entrance mats</i>				
370 Mat	852	SF	\$35.00	\$29,820
371 C3020 FLOOR FINISHES TOTAL				<u>\$147,279</u>
372				
373 C3030 CEILING FINISHES				
374 Acoustical ceilings	6,829	SF	\$6.00	\$40,976
375 GWB ceilings	715	SF	\$15.00	\$10,720
376 Paint GWB ceilings	715	SF	\$1.50	\$1,072
377 C3030 CEILING FINISHES TOTAL				<u>\$52,768</u>
378				
379 TOTAL SYSTEM C30 INTERIOR FINISHES				<u><u>\$297,899</u></u>
380				
381				
382 D10 CONVEYING SYSTEMS				
383				
384 D1010 CONVEYING SYSTEMS				
385 Elevators	0	EA		\$0
386 Elevator pit ladder	0	EA		\$0
387 Sill angles	0	LF		\$0
388 Hoist beam	0	EA		\$0
389 D1010 CONVEYING SYSTEMS TOTAL				<u>\$0</u>
390				

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
391 TOTAL SYSTEM D10 CONVEYING SYSTEMS				\$0
392				
393				
394 D15 MECHANICAL				
395				
396 D20 PLUMBING				
397 Plumbing	7,941	SF	\$15.00	\$119,115
398 D20 PLUMBING TOTAL				\$119,115
399				
400 D30 HVAC				
401 HVAC	7,941	SF	\$55.00	\$436,755
402 D30 HVAC TOTAL				\$436,755
403				
404 D40 FIRE PROTECTION				
405 Sprinkler Coverage	7,941	SF	\$7.00	\$55,587
406 D40 FIRE PROTECTION TOTAL				\$55,587
407				
408 TOTAL SYSTEM D15 MECHANICAL				\$611,457
409				
410				
411 D50 ELECTRICAL				
412				
413 D5011 SERVICE & DISTRIBUTION				
414 Interior Electrical	7,941	SF	\$52.00	\$412,932
415 D5011 SERVICE & DISTRIBUTION TOTAL				\$412,932
416				
417 TOTAL SYSTEM D50 ELECTRICAL				\$412,932
418				
419				
420 E10 EQUIPMENT				
421				
422 E1020 INSTITUTIONAL EQUIPMENT				
423 Allow for equipment	1	AL	\$200,000.00	\$200,000
424 E1020 INSTITUTIONAL EQUIPMENT TOTAL				\$200,000
425				
426 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				\$200,000
427				
428				

**Providence Unified Vision
Welcome Center**

Providence, RI
7,941 GSF

DETAILED ESTIMATE - WELCOME CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
429 E20 FURNISHINGS				
430				
431 E2020 SPECIALTIES / MILLWORK				
432 <i>Finish Carpentry</i>				
433 Misc millwork standing and running trim	7,941	SF	\$4.00	\$31,764
434				
435 <i>Furnishings</i>				
436 Casework	7,941	SF	\$6.00	\$47,646
437				
438 Furnishings miscellaneous metals	7,941	SF	\$2.50	\$19,853
439				
440 Window treatment	4,464	SF	\$8.00	\$35,712
441				
442 E2020 SPECIALTIES / MILLWORK TOTAL				<u>\$134,975</u>
443				
444 TOTAL SYSTEM E20 FURNISHINGS				<u><u>\$134,975</u></u>
445				
446				
447 F10 SPECIAL CONSTRUCTION				
448				
449 F1010 SPECIAL CONSTRUCTION				
450 No work in this section				<u>\$0</u>
451 F1010 SPECIAL CONSTRUCTION TOTAL				<u>\$0</u>
452				
453 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				<u><u>\$0</u></u>
454				
455				
456 F20 SELECTIVE DEMOLITION				
457				
458 F2020 SELECTIVE DEMOLITION				
459 Demolition of existing building allowance		SF		Main Summary
460 Haz mat removal allowance				Main Summary
461 F2020 SELECTIVE DEMOLITION TOTAL				<u>\$0</u>
462				
463 TOTAL SYSTEM F20 DEMOLITION				<u><u>\$0</u></u>
464				
465				
466				
			TOTAL TO SUMMARY	<u><u>\$4,213,462</u></u>

**Providence Unified Vision
Big Shade**

Providence, RI
1,488 GSF

MAIN SUMMARY - BIG SHADE

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 New Construction	1,488	GSF	\$2,523,823	\$1,696.12
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$2,523,823	\$1,696.12
16				
17 Pricing Contingency	15.00%	\$2,523,823	\$378,573	\$254.42
18				
19 Direct Trade Cost Total			\$2,902,396	\$1.15
20				
21 General Conditions	5.25%	\$2,902,396	\$152,376	\$102.40
22 General Requirements	1.50%	\$3,054,772	\$45,822	\$30.79
23 Insurance	0.65%	\$3,100,594	\$20,154	\$13.54
24 Bonds	0.00%	\$3,120,748	\$0	\$0.00
25 Permits	3.00%	\$3,120,748	\$93,622	\$62.92
26 Fee	0.00%	\$3,214,370	\$0	\$0.00
27				
28 Estimated Construction Cost Total			\$3,214,370	\$2,160.19
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

**Providence Unified Vision
Big Shade**
Providence, RI
1,488 GSF

DIRECT COST SUMMARY - BIG SHADE

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$332,378	\$223.37
12		
13 B10 STRUCTURE	\$208,602	\$140.19
14		
15 B20 EXTERIOR CLOSURE	\$638,124	\$428.85
16		
17 B30 ROOFING	\$88,566	\$59.52
18		
19 C10 INTERIOR CONSTRUCTION	\$407,023	\$273.54
20		
21 C20 STAIRCASES	\$0	\$0.00
22		
23 C30 INTERIOR FINISHES	\$231,333	\$155.47
24		
25 D10 CONVEYING SYSTEMS	\$0	\$0.00
26		
27 D20 PLUMBING	\$22,320	\$15.00
28		
29 D30 HVAC	\$81,840	\$55.00
30		
31 D40 FIRE PROTECTION	\$10,416	\$7.00
32		
33 D50 ELECTRICAL	\$92,256	\$62.00
34		
35 E10 EQUIPMENT	\$300,000	\$201.61
36		
37 E20 FURNISHINGS	\$110,964	\$74.57
38		
39 F10 SPECIAL CONSTRUCTION	\$0	\$0.00
40		
41 F20 SELECTIVE DEMOLITION	\$0	\$0.00
42		
43 TOTAL	<u>\$2,523,823</u>	<u>#####</u>
44		
45		

**Providence Unified Vision
Big Shade**

Providence, RI
1,488 GSF

DIRECT COST SUMMARY - BIG SHADE

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$245,013
13	Slab on Grade	\$87,365
14	FOUNDATIONS TOTAL	<u>\$332,378</u>
15		
16		
17	B10 STRUCTURE	
18	Upper Floor Construction	\$198,548
19	Roof Construction	\$10,054
20	STRUCTURE TOTAL	<u>\$208,602</u>
21		
22		
23	B20 EXTERIOR CLOSURE	
24	Exterior walls	\$303,904
25	Exterior windows	\$323,420
26	Exterior Doors	\$10,800
27	EXTERIOR CLOSURE TOTAL	<u>\$638,124</u>
28		
29		
30	B30 ROOFING	
31	Roof Coverings	\$88,566
32	ROOFING TOTAL	<u>\$88,566</u>
33		
34		
35	C10 INTERIOR CONSTRUCTION	
36	Partitions	\$195,930
37	Interior Doors, frames & Hardware	\$78,078
38	Fittings	\$133,015
39	INTERIOR CONSTRUCTION TOTAL	<u>\$407,023</u>
40		
41		
42	C20 STAIRCASES	
43	Staircases	\$0
44	STAIRCASES TOTAL	<u>\$0</u>
45		
46		
47	C30 INTERIOR FINISHES	
48	Wall finishes	\$81,720

**Providence Unified Vision
Big Shade**
Providence, RI
1,488 GSF

DIRECT COST SUMMARY - BIG SHADE

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
49	Floor finishes	\$139,725
50	Ceiling finishes	\$9,888
51	INTERIOR FINISHES TOTAL	\$231,333
52		
53		
54	D10 VERTICAL MOVEMENT	
55	Conveying System	\$0
56	VERTICAL MOVEMENT TOTAL	\$0
57		
58		
59	D20 PLUMBING	
60	Plumbing	\$22,320
61	PLUMBING TOTAL	\$22,320
62		
63		
64	D30 HVAC	
65	HVAC	\$81,840
66	HVAC TOTAL	\$81,840
67		
68		
69	D40 FIRE PROTECTION	
70	Fire Protection	\$10,416
71	FIRE PROTECTION TOTAL	\$10,416
72		
73		
74	D50 ELECTRICAL	
75	Service and distribution	\$92,256
76	ELECTRICAL TOTAL	\$92,256
77		
78		
79	E10 EQUIPMENT	
80	Institutional Equipment	\$300,000
81	EQUIPMENT TOTAL	\$300,000
82		
83		
84	E20 FURNISHINGS	
85	Specialties / Millwork	\$110,964
86	FURNISHINGS TOTAL	\$110,964

Providence Unified Vision
Big Shade
 Providence, RI
 1,488 GSF

DIRECT COST SUMMARY - BIG SHADE

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
87		
88		
89	F10 SPECIAL CONSTRUCTION	
90	Special construction	\$0
91	SPECIAL CONSTRUCTION TOTAL	<u>\$0</u>
92		
93		
94	F20 SELECTIVE DEMOLITION	
95	Selective Demolition	\$0
96	SELECTIVE DEMOLITION TOTAL	<u>\$0</u>
97		
98		
99		
100	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$2,523,823</u>
101		

Providence Unified Vision
Big Shade
 Providence, RI
 1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Earthwork				
15 Slab-on-Grade platform preparation in Sitework Tab	992	SF		
16 Continuous footing w/foundation wall	288	LF		
17 Excavation	367.4	CY	\$12.00	See below
18 Backfill from import	199.4	CY	\$20.00	See below
19 Spread footings	10	EA		
20 Excavation	29.0	CY	\$12.00	See below
21 Backfill from import		CY	\$20.00	See below
22 Elevator pits - 8'-0"W x 8'-0"L x 5'-0"D	0	EA		
23 Excavation	0	CY	\$12.00	See below
24 Backfill from import	0.0	CY	\$20.00	See below
25 Disposal				
26 Cast to off-site waste	197	CY	\$22.00	See below
27 Grade & compact	992	SF	\$1.00	See below
28 12" base course sand & gravel below slab on grade	36.7	CY	\$25.00	See below
29				
30 Building over excavation:				
31 Over-excavation to remove topsoil	18	CY	\$8.00	\$147
32 50% Over-excavation Reused (stockpile on site)	9	CY	\$7.50	\$69
33 Dispose materials	9	CY	\$18.00	\$165
34 Structural fill	9	CY	\$28.00	\$257
35				
36 Building Area:				
37 Cut and fill for building	37	CY	\$9.00	\$331
38 Gravel base to building	37	CY	\$38.00	\$1,396
39				
40 Perimeter foundation drain	230	LF	\$18.00	\$4,140
41				
42 Concrete				
43 Continuous footings; 3' x 1' 0" typ.	288	LF		
44 Concrete; material	34.0	CY	\$150.00	\$5,100
45 Concrete; place (combination of pumping/trucking)	34.0	CY	\$95.00	\$3,230
46 Reinforcement w/ftn wall dowels (10#/lf)	2,875	LB	\$1.15	\$3,306
47 Formwork	575	SF	\$12.00	\$6,900
48 Spread footings	10	EA		
49 Concrete; material	50.0	CY	\$150.00	\$7,500

**Providence Unified Vision
Big Shade**

Providence, RI
1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
50 Concrete; place	50.0	CY	\$95.00	\$4,750
51 Reinforcement (150#/cy)	7,500	LB	\$1.15	\$8,625
52 Formwork	716	SF	\$12.00	\$8,592
53 <i>Foundation/Basement walls; 12" thick</i>	3,450	SF		
54 Concrete; material	134	CY	\$150.00	\$20,100
55 Concrete; place	134	CY	\$95.00	\$12,730
56 Reinforcement (150#/cy)	20,100	LB	\$1.15	\$23,115
57 Formwork	7,245	SF	\$9.00	\$65,205
58 Brick shelf	288	LF	\$5.00	\$1,438
59 Anchor bolts	40	SET	\$35.00	\$1,403
60 Miscellaneous concrete	1	LS	\$10,000.00	\$10,000
61				
62 <i>Thermal & Moisture Protection</i>				
63 2" rigid insulation at foundation walls	3,450	SF	\$2.75	\$9,488
64 Damp proofing to foundation walls	3,450	SF	\$5.00	\$17,250
65				
66 Special Foundation Conditions				
67 Soil improvements	992	SF	\$28.00	\$27,776
68 Dewatering during excavation	1	LS	\$2,000.00	\$2,000
69 A1010 FOUNDATIONS TOTAL				\$245,013
70				
71				
72 A1030 SLAB ON GRADE				
73 <i>Concrete</i>				
74 <i>Slab on grade, 5" thick, WWF, top of slab 314' 0"</i>	992	SF		
75 Concrete; material	15	CY	\$150.00	\$2,315
76 Concrete; place & finish	992	SF	\$2.75	\$2,728
77 Reinforcement (6x6 mesh)	1,141	SF	\$1.15	\$1,312
78 Slab depressions	200	LF	\$300.00	\$60,000
79 Slab thickening at stair 5'x2'x1' deep	0	LOC	\$2,500.00	\$0
80 <i>Slab on grade at loading dock, 6" thick, #4 bars</i>	600	SF		
81 Concrete; material	11.1	CY	\$150.00	\$1,667
82 Concrete; place & finish	600	SF	\$2.75	\$1,650
83 Reinforcement; #4@12"bew	804	LBS	\$1.15	\$925
84 <i>Miscellaneous</i>				
85 Housekeeping & mechanical equipment pads	1	LS	\$3,000.00	\$3,000
86 Miscellaneous concrete	1	LS	\$10,000.00	\$10,000
87				

Providence Unified Vision
Big Shade
 Providence, RI
 1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
88 <i>Thermal & Moisture Protection</i>				
89 2" rigid insulation under slab	992	SF	\$2.65	\$2,629
90 Vapor retarder under slab	1,141	SF	\$1.00	\$1,141
91 A1030 SLAB ON GRADE TOTAL				<u>\$87,365</u>
92				
93 A10 FOUNDATIONS TOTAL				<u><u>\$332,378</u></u>
94				
95				
96 B10 STRUCTURE				
97				
98 B1010 UPPER FLOOR CONSTRUCTION				
99 <i>Concrete</i>				
100 <i>Slab on deck topping, 2½" normal weight, WWF</i>	496	SF		
101 Concrete; material	6.9	CY	\$150.00	\$1,033
102 Reinforcement (6x6 mesh)	546	SF	\$1.00	\$546
103 Rebar at corners and openings	27	LBS	\$1.15	\$31
104 Concrete; place & finish	496	SF	\$2.75	\$1,364
105				
106 <i>Steel Framing</i>	40	TNS		
107 Wide flange beams	25.0	TNS	\$3,700.00	\$92,500
108 W-shapes >100#/lf	4.0	TNS	\$4,200.00	\$16,800
109 WT-shapes	2.0	TNS	\$4,100.00	\$8,200
110 HSS-shapes	1.0	TNS	\$4,150.00	\$4,150
111 HSS columns	4.0	TNS	\$4,150.00	\$16,600
112 HSS brace frames	4.0	TNS	\$4,300.00	\$17,200
113 Plates, bent plates and angles	10	EA	\$75.00	\$752
114 Moment connections	1	LS	\$5,000.00	\$5,000
115 Shear studs	70	EA	\$5.00	\$350
116 2" deep x 20ga galv composite floor deck	496	SF	\$3.85	\$1,910
117				
118 <i>Misc. Metals</i>				
119 Misc. metals	1,488	SF	\$10.00	\$14,880
120				
121 <i>Thermal & Moisture Protection</i>				
122 Firestopping	1,488	GSF	\$1.50	\$2,232
123 Fireproofing	1	LS	\$15,000.00	\$15,000
124 B1010 UPPER FLOOR CONSTRUCTION TOTAL				<u><u>\$198,548</u></u>
125				

Providence Unified Vision
Big Shade
 Providence, RI
 1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
126 B1020 ROOF CONSTRUCTION				
127 <i>Structural steel</i>				
128 Roof deck	1,091	SF	\$3.85	\$4,201
129 Premium for galv acoustic roof deck	1,091	sf	\$3.00	\$3,274
130 Other misc plates, connections	1,091	SF	\$1.00	\$1,091
131 Rough blocking to roof	1,488	SF	\$1.00	\$1,488
132				
133 <i>Mechanical roof top equipment</i>				
134 Roof screen, galv, assume 13' high; HSS shapes				NIC
135 B1020 ROOF CONSTRUCTION TOTAL				\$10,054
136				
137 TOTAL SYSTEM B10 SUPERSTRUCTURE				\$208,602
138				
139				
140 B20 EXTERIOR CLOSURE	6,003 SF			
141				
142 B2010 EXTERIOR WALLS	2,871	sf		
143				
144 Exterior Veneer	992	SF	\$85.00	\$84,303
145 Insulation	992	SF	\$4.00	\$3,967
146 Air vapor barrier	992	SF	\$6.50	\$6,447
147 Gypsum sheathing	992	SF	\$3.35	\$3,323
148 Light Gage Metal Framing	992	SF	\$9.00	\$8,926
149 GWB to interior of exterior	992	SF	\$4.25	\$4,215
150 Caulking and sealants	992	SF	\$0.65	\$645
151				
152 Masonry	1,253	SF	\$38.00	\$47,606
153 Insulation	1,253	SF	\$4.00	\$5,011
154 Air vapor barrier	1,253	SF	\$5.50	\$6,890
155 Gypsum sheathing	1,253	SF	\$2.00	\$2,506
156 Light Gage Metal Framing	1,253	SF	\$8.00	\$10,022
157 GWB to interior of exterior	1,253	SF	\$2.25	\$2,819
158 Caulking and sealants	1,253	SF	\$0.65	\$814
159				
160 Exterior Veneer	626	SF	\$87.00	\$54,497
161 Insulation	626	SF	\$4.00	\$2,506
162 Air vapor barrier	626	SF	\$5.50	\$3,445
163 Gypsum sheathing	626	SF	\$2.00	\$1,253

**Providence Unified Vision
Big Shade**

Providence, RI
1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
164 Light Gage Metal Framing	626	SF	\$8.00	\$5,011
165 GWB to interior of exterior	626	SF	\$2.25	\$1,409
166 Caulking and sealants	626	SF	\$0.65	\$407
167				
168 <i>Miscellaneous</i>				
169 Allow for precast trim pieces	1	LS	\$0.00	\$0
170 Soffits	345	LS	\$7.00	\$2,415
171 Sills	209	LF	\$75.00	\$15,660
172 Miscellaneous metals in exterior closure	2,871	SF	\$1.00	\$2,871
173 Through wall sheet mtl flashing sheathing & rigid insul.	2,871	SF	\$0.50	\$1,436
174 Louvers	300	SF	\$85.00	\$25,500
175 B2010 EXTERIOR WALLS TOTAL				\$303,904
176				
177 B2020 EXTERIOR WINDOWS	3,132	SF		
178 Curtain wall	1,305	SF	\$115.00	\$150,075
179 Storefront; Exterior	783	SF	\$95.00	\$74,385
180 Windows	1,044	SF	\$90.00	\$93,960
181 Blocking for windows	1	LS	\$2,000.00	\$2,000
182				
183 <i>Mechanical louvers in exterior closure</i>				
184 Window caulking	1	LS	\$3,000.00	\$3,000
185 B2020 EXTERIOR WINDOWS TOTAL				\$323,420
186				
187 B2030 EXTERIOR DOORS				
188 Aluminum entry doors including hardware	6	LEAF	\$3,800.00	\$22,800
189 Exterior; Overhead coiling door				\$0
190 Exterior doors; complete	6	LEAF	\$1,800.00	\$10,800
191 B2030 EXTERIOR DOORS TOTAL				\$10,800
192				
193 TOTAL SYSTEM B20 EXTERIOR CLOSURE				\$638,124
194				
195				
196 B30 ROOFING				
197				
198 B3010 ROOF COVERINGS				
199				
200 <i>Roofing</i>				
201 Roof System	1,091	SF	\$65.00	\$70,928



Providence Unified Vision
Big Shade
 Providence, RI
 1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
202 1/2" cover board	1,091	SF	\$1.85	\$2,019
203 6" insulation	1,091	SF	\$2.65	\$2,892
204 Vapor retarder	1,091	SF	\$0.65	\$709
205 1/2" substrate board	1,091	SF	\$1.85	\$2,019
206				
207 <i>Roofing Accessories</i>				
208 Miscellaneous roof accessories	1	LS	\$10,000.00	\$10,000
209 Roof screens				NIC
210 B3010 ROOF COVERINGS TOTAL				<u>\$88,566</u>
211				
212 TOTAL SYSTEM B30 ROOFING				<u><u>\$88,566</u></u>
213				
214				
215 C10 INTERIOR CONSTRUCTION				
216				
217 C1010 PARTITIONS				
218				
219 <i>Masonry partitions</i>				
220 Split faced CMU partitions/masonry	0	SF	\$34.00	\$0
221 8" CMU interior partitions	558	SF	\$25.00	\$13,950
222 8" CMU elevator shaft wall	0	SF	\$28.00	\$0
223				
224 <i>Gypsum board partitions</i>				
225 Drywall partitions	0	SF	\$14.00	\$0
226 Chasewalls	0	SF	\$16.50	\$0
227 Rough carpentry internal partitions and ceilings	1,488	SF	\$1.50	\$2,232
228 Misc metals for interior masonry (lintels, restraint)	558	SF	\$1.00	\$558
229				
230 <i>Operable partition</i>				
231 Folding partitions	1,000	SF	\$75.00	\$75,000
232				
233 <i>Interior windows</i>				
234 Interior window	300	SF	\$60.00	\$18,000
235				
236 <i>Interior storefront</i>				
237 Interior storefront	1,000	SF	\$85.00	\$85,000
238				
239 <i>Interior penetration firestopping</i>				

Providence Unified Vision
Big Shade
 Providence, RI
 1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
240 Interior caulking	1,488	GSF	\$0.50	\$744
241 Top-of-partition firestopping	1,488	GSF	\$0.30	\$446
242 C1010 PARTITIONS TOTAL				\$195,930
243				
244 C1020 INTERIOR DOORS, FRAMES & HARDWARE				
245 <i>Hollow Metal Doors and Frames:</i>				
246 Door frames	8	EA	\$300.00	\$2,400
247 Door frames for pair doors	3	EA	\$350.00	\$1,050
248 Doors	14	EA	\$325.00	\$4,550
249 Premium cost for acoustical doors	1	LS	\$1,500.00	\$1,500
250				
251 <i>Aluminum-Framed Entrances and Storefronts:</i>				
252 Interior aluminum entry doors	5	LVS	\$3,650.00	\$18,250
253				
254 <i>Access Doors and Frames</i>				
255 Access doors	8	EA	\$300.00	\$2,400
256 Powered door openers	4	LOC	\$3,500.00	\$14,000
257				
258 Door sidelights	500	SF	\$35.00	\$17,500
259 Glazing to doors	1	AL	\$1,500.00	\$1,500
260				
261 Hardware	14	SET	\$750.00	\$10,500
262 Paint door frames	11	EA	\$80.00	\$880
263 Paint door	14	EA	\$70.00	\$980
264 Blocking at doors	187	LF	\$2.50	\$468
265 Door Installation	14	EA	\$150.00	\$2,100
266 C1020 INTERIOR DOORS, FRAMES & HARDWARE TOTAL				\$78,078
267				
268 C1030 FITTINGS				
269				
270 Wall finish	300	SF	\$22.00	\$6,600
271 Markerboards	350	SF	\$28.00	\$9,800
272 Combination Boards	100	SF	\$25.00	\$2,500
273				
274 <i>Interior guardrails</i>				
275 Guardrail	0	LF	\$550.00	\$0
276				
277 <i>Signage</i>				

**Providence Unified Vision
Big Shade**

Providence, RI
1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
278 Commemorative plaque	2	LOC	\$1,500.00	\$3,000
279 Dimensional characters; name	1	AL	\$5,000.00	\$5,000
280 Plastic panel signs for room identification, way finding, hazard identification	1	AL	\$7,500.00	\$7,500
281 Framed paper signs	1	AL	\$2,500.00	\$2,500
282 Miscellaneous signage	1,488	GSF	\$1.35	\$2,009
283				
284 <i>Wall & corner guards</i>				
285 Stainless steel corner guards	1	LS	\$1,000.00	\$1,000
286				
287 <i>Toilet compartments (Solid Polymer)</i>				
288 Toilet compartments	2	EA	\$1,200.00	\$2,400
289 Toilet compartments - ADA	2	EA	\$1,400.00	\$2,800
290				
291 <i>Metal lockers</i>				
292 Lockers	1	AL	\$10,000.00	\$10,000
293 Staff lockers, single tier, 12" x 12" x 6' high	6	EA	\$250.00	\$1,500
294				
295 <i>Toilet accessories</i>				
296 Combination PTD/WR unit	2	EA	\$150.00	\$300
297 Paper towel dispensers	1	EA	\$100.00	\$100
298 Soap dispensers	1	EA	\$35.00	\$35
299 Toilet paper dispensers	1	EA	\$65.00	\$65
300 Sanitary napkin disposal units	1	EA	\$250.00	\$167
301 Robe hook	2	EA	\$25.00	\$50
302 Grab bars	4	PR	\$160.00	\$640
303 Mirrors - in gang bathrooms	1	EA	\$300.00	\$300
304 Mirrors - in private bathrooms	1	EA	\$150.00	\$150
305 Mop holder w/shelf (Janitors)	3	EA	\$200.00	\$600
306				
307 <i>Fire extinguisher cabinets</i>				
308 Fully recessed/non-rated	2	EA	\$450.00	\$900
309 Semi-recessed/non-rated	2	EA	\$300.00	\$600
310				
311 <i>Projection screens</i>				
312 Motorized projection screen	1	EA	\$7,500.00	\$7,500
313				
314 <i>Residential appliance</i>				

**Providence Unified Vision
Big Shade**
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DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
315 Allow for appliances	1	LS	\$50,000.00	\$50,000
316				
317 Miscellaneous fittings	1	LS	\$15,000.00	\$15,000
318 C1030 FITTINGS TOTAL				<u>\$133,015</u>
319				
320 TOTAL SYSTEM C10 INTERIOR CONSTRUCTION				<u><u>\$407,023</u></u>
321				
322				
323 C20 STAIRCASES				
324				
325 C2010 STAIRCASES				
326 Interior stairs				
327 Egress stairs				NIC
328 Concrete to metal pan stairs				NIC
329				
330 Stair finishes				
331 Railings	1	LS		NIC
332 Rubber flooring	0	SF	\$8.00	NIC
333 Rubber flooring (Risers)	0	LF	\$15.50	NIC
334 C2010 STAIRCASES TOTAL				<u>\$0</u>
335				
336 TOTAL C20 STAIRCASES				<u><u>\$0</u></u>
337				
338				
339 C30 INTERIOR FINISHES				
340				
341 C3010 WALL FINISHES				
342 Ceramic tile walls	1,000	SF	\$18.00	\$18,000
343 Column covers	5	EA	\$3,500.00	\$17,500
344 Composite panels	500	SF	\$35.00	\$17,500
345 Fabric wrapped fiberglass panels		SF	\$15.00	NIC
346 Fixed sound -absorbing wood fiber/fabric		SF	\$15.00	NIC
347 Miscellaneous wall finish	1,000	SF	\$25.00	\$25,000
348 Paint	1,488	GSF	\$2.50	\$3,720
349 C3010 WALL FINISHES TOTAL				<u>\$81,720</u>
350				
351 C3020 FLOOR FINISHES	1,488			
352 Tile:				

Providence Unified Vision
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 1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
353 Ceramic/porcelain tile floors	718	SF	\$25.00	\$17,950
354				
355 Flooring				
356 Flooring	636	SF	\$55.00	\$34,980
357 Base	1	LS	\$50,000.00	\$50,000
358				
359 Painting				
360 Sealed concrete	4,650	SF	\$1.50	\$6,975
361				
362 Entrance mats				
363 Mat	852	SF	\$35.00	\$29,820
364 C3020 FLOOR FINISHES TOTAL				\$139,725
365				
366 C3030 CEILING FINISHES				
367 Acoustical ceilings	1,280	SF	\$6.00	\$7,678
368 GWB ceilings	134	SF	\$15.00	\$2,009
369 Paint GWB ceilings	134	SF	\$1.50	\$201
370 C3030 CEILING FINISHES TOTAL				\$9,888
371				
372 TOTAL SYSTEM C30 INTERIOR FINISHES				\$231,333
373				
374				
375 D10 CONVEYING SYSTEMS				
376				
377 D1010 CONVEYING SYSTEMS				
378 Elevators	0	EA		\$0
379 Elevator pit ladder	0	EA		\$0
380 Sill angles	0	LF		\$0
381 Hoist beam	0	EA		\$0
382 D1010 CONVEYING SYSTEMS TOTAL				\$0
383				
384 TOTAL SYSTEM D10 CONVEYING SYSTEMS				\$0
385				
386				
387 D15 MECHANICAL				
388				
389 D20 PLUMBING				
390 Plumbing	1,488	SF	\$15.00	\$22,320

**Providence Unified Vision
Big Shade**
Providence, RI
1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
391 D20 PLUMBING TOTAL				\$22,320
392				
393 D30 HVAC				
394 HVAC	1,488	SF	\$55.00	\$81,840
395 D30 HVAC TOTAL				\$81,840
396				
397 D40 FIRE PROTECTION				
398 Sprinkler Coverage	1,488	SF	\$7.00	\$10,416
399 D40 FIRE PROTECTION TOTAL				\$10,416
400				
401 TOTAL SYSTEM D15 MECHANICAL				\$114,576
402				
403				
404 D50 ELECTRICAL				
405				
406 D5011 SERVICE & DISTRIBUTION				
407 Interior Electrical	1,488	SF	\$62.00	\$92,256
408 D5011 SERVICE & DISTRIBUTION TOTAL				\$92,256
409				
410 TOTAL SYSTEM D50 ELECTRICAL				\$92,256
411				
412				
413 E10 EQUIPMENT				
414				
415 E1020 INSTITUTIONAL EQUIPMENT				
416 Allow for equipment	1	AL	\$300,000.00	\$300,000
417 E1020 INSTITUTIONAL EQUIPMENT TOTAL				\$300,000
418				
419 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				\$300,000
420				
421				
422 E20 FURNISHINGS				
423				
424 E2020 SPECIALTIES / MILLWORK				
425 <u>Finish Carpentry</u>				
426 Misc millwork standing and running trim	1,488	SF	\$20.00	\$29,760
427				
428 <u>Furnishings</u>				

**Providence Unified Vision
Big Shade**
Providence, RI
1,488 GSF

DETAILED ESTIMATE - BIG SHADE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
429 Casework	1,488	SF	\$20.00	\$29,760
430				
431 Furnishings miscellaneous metals	1,488	SF	\$3.00	\$4,464
432				
433 Window treatment	3,132	SF	\$15.00	\$46,980
434				
435 E2020 SPECIALTIES / MILLWORK TOTAL				\$110,964
436				
437 TOTAL SYSTEM E20 FURNISHINGS				\$110,964
438				
439				
440 F10 SPECIAL CONSTRUCTION				
441				
442 F1010 SPECIAL CONSTRUCTION				
443 No work in this section				\$0
444 F1010 SPECIAL CONSTRUCTION TOTAL				\$0
445				
446 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				\$0
447				
448				
449 F20 SELECTIVE DEMOLITION				
450				
451 F2020 SELECTIVE DEMOLITION				
452 Demolition of existing building allowance		SF		Main Summary
453 Haz mat removal allowance				Main Summary
454 F2020 SELECTIVE DEMOLITION TOTAL				\$0
455				
456 TOTAL SYSTEM F20 DEMOLITION				\$0
457				
458				
459				
			TOTAL TO SUMMARY	#REF!

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,828 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA LEARN ISLAND

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$585,691	\$100.50
3 Direct Trade Cost SubTotal			\$585,691	\$100.50
4 Pricing Contingency	15.00%	\$585,691	\$87,854	\$15.07
5 Trade Cost SubTotal			\$673,545	\$115.57
6 General Conditions	5.75%	\$673,545	\$38,729	\$6.65
7 General Requirements	5.25%	\$712,273	\$37,394	\$6.42
8 Insurance	1.50%	\$749,668	\$11,245	\$1.93
9 Bond	0.65%	\$760,913	\$4,946	\$0.85
10 Permit	0.00%	\$765,859	\$0	\$0.00
11 Fee	3.00%	\$765,859	\$22,976	\$3.94
12 Estimated Construction Cost Total			\$788,835	\$135.35

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,828 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA NEW LEARN ISLAND

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$26,401
16	
17 G20 SITE IMPROVEMENTS	\$544,290
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$15,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$0
22	
23	
24 TOTAL	<hr/> <u>\$585,691</u>
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,828 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA LEARN ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	431	LF	\$12.00	\$5,172
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	583	SF	\$2.00	\$1,166
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$2,000.00	\$2,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G1030 Site Earthwork				
43 Soils Characterization and Disposal; allowance				W/Kennedy
44 Rock excavation				NIC
45 Rough grading	648	SY	\$1.50	\$972
46 Fine grading	5,828	SF	\$1.00	\$5,828
47 Cut and fill	108	CY	\$9.00	\$971
48 Gravel base	108	CY	\$38.00	\$4,104
49 Spread loam	108	CY	\$11.00	\$1,188
50 Allow for miscellaneous repairs during construction	1	LS	\$1,000.00	\$1,000



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,828 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA LEARN ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51				
52 G10 SITE PREPARATION TOTAL				\$26,401
53				
54				
55 <u>G20 SITE IMPROVEMENTS</u>				
56				
57 G2030 Pedestrian Paving				
58 32 13 10 Rigid Paving				NIC
59 Granite unit pavers	1,500	SF	\$65.00	\$97,500
60 Wood Deck	4,328	SF	\$55.00	\$238,040
61 Brick Paving	0	SF	\$50.00	\$0
62 Stabilized Decomposed Granite Paving	0	SF	\$65.00	\$0
63				
64 G2040 Site Development				
65 <u>G2040.01 Fences and Gates</u>				
66				
67 <u>G2040.02 Site and Street Furnishes</u>				
68 Signage	1	EA	\$500.00	\$500
69 Remove & reinstall Soldier & Sailor Moment				
70 Tree planters	0	EA	\$1,200.00	\$0
71 Long Benches	0	LF	\$250.00	\$0
72 Long Curved benches	147	LF	\$500.00	\$73,500
73 Communal table	0	AL	\$15,000.00	\$0
74 Café Seating	9	EA	\$5,000.00	\$45,000
75 Brick bench at Overlook	0	EA	\$7,500.00	\$0
76 Curved bench at Overlook	0	EA	\$20,000.00	\$0
77 Platform	243	SF	\$250.00	\$60,750
78 Elevated edge seating	0	LF	\$500.00	\$0
79 Miscellaneous site improvements	1	LS	\$5,000.00	\$5,000
80				
81 G2050.02 Lawns and Grasses				
82 32 92 00 Turfs and Grasses				NIC
83 Sod	0	SF	\$1.50	\$0
84				
85 G2050.03 Trees, Plants and Ground Covers				NIC
86 Trees	16	EA	\$1,500.00	\$24,000
87 Bioswale planting	0	SF	\$35.00	\$0
88 Raised planters	0	SF	\$20.00	\$0
89				
90 G20 SITE IMPROVEMENTS TOTAL				\$544,290



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,828 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA LEARN ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91				
92				
93				
94				
95				W/Kennedy
96				
97				\$0
98				
99	1	LS	\$15,000.00	\$15,000
100				
101				
102				
103				NIC
104				NIC
105				
106				<u>\$15,000</u>
107				
108				
109				
110				
111				
112				W/Kennedy
113				
114				<u>\$0</u>
115				
116				
117				
118				
			TOTAL SITWORK SUMMARY	<u><u>\$585,691</u></u>



**Providence Unified Vision
Big Shade**

Providence, RI
8,139 GSF

MAIN SUMMARY - BIG SHADE CANOPY

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 New Construction	8,139	GSF	\$2,023,708	\$248.64
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$2,023,708	\$248.64
16				
17 Pricing Contingency	15.00%	\$2,023,708	\$303,556	\$37.30
18				
19 Direct Trade Cost Total			\$2,327,264	\$1.15
20				
21 General Conditions	5.25%	\$2,327,264	\$122,181	\$15.01
22 General Requirements	1.50%	\$2,449,446	\$36,742	\$4.51
23 Insurance	0.65%	\$2,486,187	\$16,160	\$1.99
24 Bonds	0.00%	\$2,502,347	\$0	\$0.00
25 Permits	3.00%	\$2,502,347	\$75,070	\$9.22
26 Fee	0.00%	\$2,577,418	\$0	\$0.00
27				
28 Estimated Construction Cost Total			\$2,577,418	\$316.68
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

Providence Unified Vision
Big Shade
Providence, RI
8,139 GSF

DIRECT COST SUMMARY - BIG SHADE CANOPY

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$250,714	\$30.80
12		
13 A20 BASEMENT	\$0	\$0.00
14		
15 B10 STRUCTURE	\$748,788	\$92.00
16		
17 B30 ROOFING	\$698,646	\$85.84
18		
19 D50 ELECTRICAL	\$162,780	\$20.00
20		
21 E10 EQUIPMENT	\$0	\$0.00
22		
23 E20 FURNISHINGS	\$162,780	\$20.00
24		
25 TOTAL	<u>\$2,023,708</u>	<u>\$248.64</u>
26		
27		

Providence Unified Vision
Big Shade
 Providence, RI
 8,139 GSF

DIRECT COST SUMMARY - BIG SHADE CANOPY

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$250,714
13	FOUNDATIONS TOTAL	<u>\$250,714</u>
14		
15		
16	A20 BASEMENT CONSTRUCTION	\$0
17		
18		
19	B10 STRUCTURE	
20	Roof Construction	\$748,788
21	STRUCTURE TOTAL	<u>\$748,788</u>
22		
23		
24	B30 ROOFING	
25	Roof Coverings	\$698,646
26	ROOFING TOTAL	<u>\$698,646</u>
27		
28		
29	D50 ELECTRICAL	
30	Service and distribution	\$162,780
31	ELECTRICAL TOTAL	<u>\$162,780</u>
32		
33		
34	E10 EQUIPMENT	
35	Institutional Equipment	NIC
36	EQUIPMENT TOTAL	<u>\$0</u>
37		
38		
39	E20 FURNISHINGS	
40	Specialties / Millwork	\$162,780
41	FURNISHINGS TOTAL	<u>\$162,780</u>
42		
43		
44	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$2,023,708</u>
45		

Providence Unified Vision
Big Shade
 Providence, RI
 8,139 GSF

DETAILED ESTIMATE - BIG SHADE CANOPY

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Sonotube and excavation	9.0	EA	\$1,000.00	\$9,000
Perimeter drain	401	LF	\$22.00	\$8,822
16				
17 Special Foundation Conditions				
18 Soil improvements	8,139	SF	\$28.00	\$227,892
19 Dewatering during excavation	1	LS	\$5,000.00	\$5,000
20 A1010 FOUNDATIONS TOTAL				<u>\$250,714</u>
21				
22 A10 FOUNDATIONS TOTAL				<u><u>\$250,714</u></u>
23				
24				
25 A20 BASEMENT				
26				
27 No anticipated work				
28				
29 TOTAL SYSTEM A20 BASEMENT				<u><u>\$0</u></u>
30				
31				
32 B10 STRUCTURE				
33				
34 B1020 ROOF CONSTRUCTION				
35 Structure	8,139	SF	\$85.00	\$691,815
36 Misc. metals	8,139	SF	\$5.00	\$40,695
37 Rough blocking to roof	8,139	SF	\$2.00	\$16,278
38				
39 Mechanical roof top equipment				
40 Roof screen, galv, assume 13' high; HSS shapes				NIC
41 B1020 ROOF CONSTRUCTION TOTAL				<u>\$748,788</u>
42				
43 TOTAL SYSTEM B10 SUPERSTRUCTURE				<u><u>\$748,788</u></u>
44				
45				
46 B30 ROOFING				
47				
48 B3010 ROOF COVERINGS				

Providence Unified Vision
Big Shade
 Providence, RI
 8,139 GSF

DETAILED ESTIMATE - BIG SHADE CANOPY

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
49				
50 Roofing				
51 Roof System	9,930	SF	\$65.00	\$645,450
52 1/2" cover board	9,930	SF	\$1.85	\$18,371
53 Vapor retarder	9,930	SF	\$0.65	\$6,455
54 1/2" substrate board	9,930	SF	\$1.85	\$18,371
55				
56 Roofing Accessories				
57 Miscellaneous roof accessories	1	LS	\$10,000.00	\$10,000
58 Roof screens				NIC
59 B3010 ROOF COVERINGS TOTAL				<u>\$698,646</u>
60				
61 TOTAL SYSTEM B30 ROOFING				<u><u>\$698,646</u></u>
62				
63				
64 D50 ELECTRICAL				
65				
66 D5011 SERVICE & DISTRIBUTION				
67 Allow for lighting	8,139	SF	\$20.00	\$162,780
68 D5011 SERVICE & DISTRIBUTION TOTAL				<u>\$162,780</u>
69				
70 TOTAL SYSTEM D50 ELECTRICAL				<u><u>\$162,780</u></u>
71				
72				
73 E10 EQUIPMENT				
74				
75 E1020 INSTITUTIONAL EQUIPMENT				
76 Allow for equipment				NIC
77 E1020 INSTITUTIONAL EQUIPMENT TOTAL				<u>NIC</u>
78				
79 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				<u><u>\$0</u></u>
80				
81				
82 E20 FURNISHINGS				
83				
84 E2020 SPECIALTIES / MILLWORK				
85 <u>Finish Carpentry</u>				
86 Misc millwork standing and running trim	8,139	SF	\$20.00	\$162,780

Providence Unified Vision
Big Shade
 Providence, RI
 8,139 GSF

DETAILED ESTIMATE - BIG SHADE CANOPY

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
87 E2020 SPECIALTIES / MILLWORK TOTAL				<u>\$162,780</u>
88				
89 TOTAL SYSTEM E20 FURNISHINGS				<u>\$162,780</u>
90				
91				
92			TOTAL TO SUMMARY	<u>\$2,023,708</u>
93				

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
15,422 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA MEET ISLAND

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$1,112,405	\$72.13
3 Direct Trade Cost SubTotal			\$1,112,405	\$72.13
4 Pricing Contingency	15.00%	\$1,112,405	\$166,861	\$10.82
5 Trade Cost SubTotal			\$1,279,266	\$82.95
6 General Conditions	5.75%	\$1,279,266	\$73,558	\$4.77
7 General Requirements	5.25%	\$1,352,824	\$71,023	\$4.61
8 Insurance	1.50%	\$1,423,847	\$21,358	\$1.38
9 Bond	0.65%	\$1,445,204	\$9,394	\$0.61
10 Permit	0.00%	\$1,454,598	\$0	\$0.00
11 Fee	3.00%	\$1,454,598	\$43,638	\$2.83
12 Estimated Construction Cost Total			\$1,498,236	\$97.15

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
15,422 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA NEW MEET ISLAND

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$49,510
16	
17 G20 SITE IMPROVEMENTS	\$1,047,895
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$15,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$0
22	
23	
24 TOTAL	<u>\$1,112,405</u>
25	
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27	
28	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
15,422 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA MEET ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	404	LF	\$12.00	\$4,848
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	1,542	SF	\$2.00	\$3,084
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$2,000.00	\$2,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G1030 Site Earthwork				
43 Soils Characterization and Disposal; allowance				W/Kennedy
44 Rock excavation				NIC
45 Rough grading	1,714	SY	\$1.50	\$2,571
46 Fine grading	15,422	SF	\$1.00	\$15,422
47 Cut and fill	286	CY	\$9.00	\$2,570
48 Gravel base	286	CY	\$38.00	\$10,868
49 Spread loam	286	CY	\$11.00	\$3,146
50 Allow for miscellaneous repairs during construction	1	LS	\$1,000.00	\$1,000



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
15,422 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA MEET ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51				
52 G10 SITE PREPARATION TOTAL				\$49,510
53				
54				
55 <u>G20 SITE IMPROVEMENTS</u>				
56				
57 G2030 Pedestrian Paving				
58 32 13 10 Rigid Paving				NIC
59 Granite unit pavers	12,949	SF	\$65.00	\$841,685
60 Wood Deck	0	SF	\$55.00	\$0
61 Brick Paving	0	SF	\$50.00	\$0
62 Stabilized Decomposed Granite Paving	0	SF	\$65.00	\$0
63				
64 G2040 Site Development				
65 <u>G2040.01 Fences and Gates</u>				
66				
67 <u>G2040.02 Site and Street Furnishes</u>				
68 Signage	1	EA	\$500.00	\$500
69 Remove & reinstall Soldier & Sailor Moment				Separate Estimate
70 Tree planters	0	EA	\$1,200.00	\$0
71 Long Benches	167	LF	\$250.00	\$41,750
72 Long Curved benches	45	LF	\$500.00	\$22,500
73 Communal table	0	AL	\$15,000.00	\$0
74 Café Seating	9	EA	\$5,000.00	\$45,000
75 Brick bench at Overlook	0	EA	\$7,500.00	\$0
76 Curved bench at Overlook	0	EA	\$20,000.00	\$0
77 Platform	0	SF	\$250.00	\$0
78 Elevated edge seating	45	LF	\$500.00	\$22,500
79 Miscellaneous site improvements	1	LS	\$5,000.00	\$5,000
80				
81 G2050.02 Lawns and Grasses				
82 32 92 00 Turfs and Grasses				NIC
83 Sod	0	SF	\$1.50	\$0
84				
85 G2050.03 Trees, Plants and Ground Covers				NIC
86 Trees	13	EA	\$1,500.00	\$19,500
87 Bioswale planting	0	SF	\$35.00	\$0
88 Raised planters	2,473	SF	\$20.00	\$49,460
89				
90 G20 SITE IMPROVEMENTS TOTAL				\$1,047,895



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
15,422 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA MEET ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91				
92				
93				
94				
95				W/Kennedy
96				
97				\$0
98				
99	1	LS	\$15,000.00	\$15,000
100				
101				
102				
103				NIC
104				NIC
105				
106				<u>\$15,000</u>
107				
108				
109				
110				
111				
112				W/Kennedy
113				
114				<u>\$0</u>
115				
116				
117				
118				
			TOTAL SITWORK SUMMARY	<u><u>\$1,112,405</u></u>



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,790 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA SHADE ISLAND

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$366,100	\$96.60
3 Direct Trade Cost SubTotal			\$366,100	\$96.60
4 Pricing Contingency	15.00%	\$366,100	\$54,915	\$14.49
5 Trade Cost SubTotal			\$421,015	\$111.09
6 General Conditions	5.75%	\$421,015	\$24,208	\$6.39
7 General Requirements	5.25%	\$445,223	\$23,374	\$6.17
8 Insurance	1.50%	\$468,598	\$7,029	\$1.85
9 Bond	0.65%	\$475,627	\$3,092	\$0.82
10 Permit	0.00%	\$478,718	\$0	\$0.00
11 Fee	3.00%	\$478,718	\$14,362	\$3.79
12 Estimated Construction Cost Total			\$493,080	\$130.10

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,790 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA NEW SHADE ISLAND

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$19,000
16	
17 G20 SITE IMPROVEMENTS	\$332,100
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$15,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$0
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24 TOTAL	<hr/> <u>\$366,100</u>
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,790 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA SHADE ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	230	LF	\$12.00	\$2,759
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	379	SF	\$2.00	\$758
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$2,000.00	\$2,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G1030 Site Earthwork				
43 Soils Characterization and Disposal; allowance				W/Kennedy
44 Rock excavation				NIC
45 Rough grading	421	SY	\$1.50	\$632
46 Fine grading	3,790	SF	\$1.00	\$3,790
47 Cut and fill	70	CY	\$9.00	\$632
48 Gravel base	70	CY	\$38.00	\$2,660
49 Spread loam	70	CY	\$11.00	\$770
50 Allow for miscellaneous repairs during construction	1	LS	\$1,000.00	\$1,000



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,790 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA SHADE ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51				
52 G10 SITE PREPARATION TOTAL				\$19,000
53				
54				
55 <u>G20 SITE IMPROVEMENTS</u>				
56				
57 G2030 Pedestrian Paving				
58 32 13 10 Rigid Paving				NIC
59 Granite unit pavers	2,139	SF	\$65.00	\$139,035
60 Wood Deck	0	SF	\$55.00	\$0
61 Brick Paving	0	SF	\$50.00	\$0
62 Stabilized Decomposed Granite Paving	1,651	SF	\$65.00	\$107,315
63				
64 G2040 Site Development				
65 <u>G2040.01 Fences and Gates</u>				
66				
67 <u>G2040.02 Site and Street Furnishes</u>				
68 Signage	1	EA	\$500.00	\$500
69 Remove & reinstall Soldier & Sailor Moment				
70 Tree planters	0	EA	\$1,200.00	\$0
71 Long Benches	45	LF	\$250.00	\$11,250
72 Long Curved benches	0	LF	\$500.00	\$0
73 Communal table	0	AL	\$15,000.00	\$0
74 Café Seating	9	EA	\$5,000.00	\$45,000
75 Brick bench at Overlook	0	EA	\$7,500.00	\$0
76 Curved bench at Overlook	0	EA	\$20,000.00	\$0
77 Platform	0	SF	\$250.00	\$0
78 Kiosk				\$0
79 Elevated edge seating	0	LF	\$500.00	\$0
80 Miscellaneous site improvements	1	LS	\$5,000.00	\$5,000
81				
82 G2050.02 Lawns and Grasses				
83 32 92 00 Turfs and Grasses				NIC
84 Sod	0	SF	\$1.50	\$0
85				
86 G2050.03 Trees, Plants and Ground Covers				NIC
87 Trees	16	EA	\$1,500.00	\$24,000
88 Bioswale planting	0	SF	\$35.00	\$0
89 Raised planters	0	SF	\$20.00	\$0
90				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,218 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA MEADOW ISLAND

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$375,617	\$116.72
3 Direct Trade Cost SubTotal			\$375,617	\$116.72
4 Pricing Contingency	15.00%	\$375,617	\$56,343	\$17.51
5 Trade Cost SubTotal			\$431,960	\$134.23
6 General Conditions	5.75%	\$431,960	\$24,838	\$7.72
7 General Requirements	5.25%	\$456,797	\$23,982	\$7.45
8 Insurance	1.50%	\$480,779	\$7,212	\$2.24
9 Bond	0.65%	\$487,991	\$3,172	\$0.99
10 Permit	0.00%	\$491,163	\$0	\$0.00
11 Fee	3.00%	\$491,163	\$14,735	\$4.58
12 Estimated Construction Cost Total			\$505,898	\$157.21

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,218 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA NEW MEADOW ISLAND

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$20,047
16	
17 G20 SITE IMPROVEMENTS	\$343,570
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$12,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$0
22	
23	
24 TOTAL	<hr/> <u>\$375,617</u>
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,218 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA MEADOW ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	431	LF	\$12.00	\$5,172
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	322	SF	\$2.00	\$644
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$2,000.00	\$2,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G1030 Site Earthwork				
43 Soils Characterization and Disposal; allowance				W/Kennedy
44 Rock excavation				NIC
45 Rough grading	358	SY	\$1.50	\$537
46 Fine grading	3,218	SF	\$1.00	\$3,218
47 Cut and fill	60	CY	\$9.00	\$536
48 Gravel base	60	CY	\$38.00	\$2,280
49 Spread loam	60	CY	\$11.00	\$660
50 Allow for miscellaneous repairs during construction	1	LS	\$1,000.00	\$1,000



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,218 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA MEADOW ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51				
52 G10 SITE PREPARATION TOTAL				\$20,047
53				
54				
55 <u>G20 SITE IMPROVEMENTS</u>				
56				
57 G2030 Pedestrian Paving				
58 32 13 10 Rigid Paving				NIC
59 Granite unit pavers	1,488	SF	\$65.00	\$96,720
60 Wood Deck	0	SF	\$55.00	\$0
61 Brick Paving	0	SF	\$50.00	\$0
62 Stabilized Decomposed Granite Paving	0	SF	\$65.00	\$0
63				
64 G2040 Site Development				
65 <u>G2040.01 Fences and Gates</u>				
66				
67 <u>G2040.02 Site and Street Furnishes</u>				
68 Signage	1	EA	\$500.00	\$500
69 Remove & reinstall Soldier & Sailor Moment				
70 Tree planters	0	EA	\$1,200.00	\$0
71 Long Benches	45	LF	\$250.00	\$11,250
72 Long Curved benches	0	LF	\$500.00	\$0
73 Communal table	0	AL	\$15,000.00	\$0
74 Café Seating	9	EA	\$5,000.00	\$45,000
75 Brick bench at Overlook	0	EA	\$7,500.00	\$0
76 Curved bench at Overlook	0	EA	\$20,000.00	\$0
77 Platform	0	SF	\$250.00	\$0
78 Kiosk				\$0
79 Lily pad bench extension	90	SF	\$175.00	\$15,750
80 Seating alcove	96	SF	\$175.00	\$16,800
81 Elevated edge seating	136	LF	\$500.00	\$68,000
82 Miscellaneous site improvements	1	LS	\$5,000.00	\$5,000
83				
84 G2050.02 Lawns and Grasses				
85 32 92 00 Turfs and Grasses				NIC
86 Sod	0	SF	\$1.50	\$0
87				
88 G2050.03 Trees, Plants and Ground Covers				NIC
89 Trees	16	EA	\$1,500.00	\$24,000
90 Bioswale planting	1,730	SF	\$35.00	\$60,550



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,277 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA HANG ISLAND

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$486,922	\$92.27
3 Direct Trade Cost SubTotal			<u>\$486,922</u>	<u>\$92.27</u>
4 Pricing Contingency	15.00%	\$486,922	\$73,038	\$13.84
5 Trade Cost SubTotal			<u>\$559,960</u>	<u>\$106.11</u>
6 General Conditions	5.75%	\$559,960	\$32,198	\$6.10
7 General Requirements	5.25%	\$592,158	\$31,088	\$5.89
8 Insurance	1.50%	\$623,246	\$9,349	\$1.77
9 Bond	0.65%	\$632,595	\$4,112	\$0.78
10 Permit	0.00%	\$636,707	\$0	\$0.00
11 Fee	3.00%	\$636,707	\$19,101	\$3.62
12 Estimated Construction Cost Total			<u>\$655,808</u>	<u>\$124.28</u>

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,277 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA NEW HANG ISLAND

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$23,467
16	
17 G20 SITE IMPROVEMENTS	\$451,455
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$12,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$0
22	
23	
24 TOTAL	<hr/> <u>\$486,922</u>
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,277 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA HANG ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	298	LF	\$12.00	\$3,574
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	528	SF	\$2.00	\$1,055
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$2,000.00	\$2,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G1030 Site Earthwork				
43 Soils Characterization and Disposal; allowance				W/Kennedy
44 Rock excavation				NIC
45 Rough grading	586	SY	\$1.50	\$879
46 Fine grading	5,277	SF	\$1.00	\$5,277
47 Cut and fill	98	CY	\$9.00	\$880
48 Gravel base	98	CY	\$38.00	\$3,724
49 Spread loam	98	CY	\$11.00	\$1,078
50 Allow for miscellaneous repairs during construction	1	LS	\$1,000.00	\$1,000



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
5,277 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA HANG ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51				
52 G10 SITE PREPARATION TOTAL				\$23,467
53				
54				
55 <u>G20 SITE IMPROVEMENTS</u>				
56				
57 G2030 Pedestrian Paving				
58 32 13 10 Rigid Paving				NIC
59 Granite unit pavers	0	SF	\$65.00	\$0
60 Wood Deck	0	SF	\$55.00	\$0
61 Brick Paving	0	SF	\$50.00	\$0
62 Stabilized Decomposed Granite Paving	5,277	SF	\$65.00	\$343,005
63				
64 G2040 Site Development				
65 <u>G2040.01 Fences and Gates</u>				
66				
67 <u>G2040.02 Site and Street Furnishes</u>				
68 Signage	1	EA	\$500.00	\$500
69 Remove & reinstall Soldier & Sailor Moment				
70 Tree planters	6	EA	\$1,200.00	\$7,200
71 Long Benches	0	LF	\$250.00	\$0
72 Long Curved benches	0	LF	\$500.00	\$0
73 Communal table	0	AL	\$15,000.00	\$0
74 Café Seating	9	EA	\$5,000.00	\$45,000
75 Brick bench at Overlook	0	EA	\$7,500.00	\$0
76 Curved bench at Overlook	0	EA	\$20,000.00	\$0
77 Platform	167	SF	\$250.00	\$41,750
78 Kiosk				\$0
79 Lily pad bench extension	0	SF	\$175.00	\$0
80 Seating alcove	0	SF	\$175.00	\$0
81 Elevated edge seating	0	LF	\$500.00	\$0
82 Miscellaneous site improvements	1	LS	\$5,000.00	\$5,000
83				
84 G2050.02 Lawns and Grasses				
85 32 92 00 Turfs and Grasses				NIC
86 Sod	0	SF	\$1.50	\$0
87				
88 G2050.03 Trees, Plants and Ground Covers				NIC
89 Trees	6	EA	\$1,500.00	\$9,000
90 Bioswale planting	0	SF	\$35.00	\$0



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA EAT ISLAND

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$818,854	\$123.34
3 Direct Trade Cost SubTotal			\$818,854	\$123.34
4 Pricing Contingency	15.00%	\$818,854	\$122,828	\$18.50
5 Trade Cost SubTotal			\$941,682	\$141.84
6 General Conditions	5.75%	\$941,682	\$54,147	\$8.16
7 General Requirements	5.25%	\$995,829	\$52,281	\$7.87
8 Insurance	1.50%	\$1,048,110	\$15,722	\$2.37
9 Bond	0.65%	\$1,063,831	\$6,915	\$1.04
10 Permit	0.00%	\$1,070,746	\$0	\$0.00
11 Fee	3.00%	\$1,070,746	\$32,122	\$4.84
12 Estimated Construction Cost Total			\$1,102,869	\$166.12

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA NEW EAT ISLAND

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$27,209
16	
17 G20 SITE IMPROVEMENTS	\$779,645
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$12,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$0
22	
23	
24 TOTAL	<u>\$818,854</u>
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA EAT ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	334	LF	\$12.00	\$4,002
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	664	SF	\$2.00	\$1,328
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$2,000.00	\$2,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G1030 Site Earthwork				
43 Soils Characterization and Disposal; allowance				W/Kennedy
44 Rock excavation				NIC
45 Rough grading	738	SY	\$1.50	\$1,107
46 Fine grading	6,639	SF	\$1.00	\$6,639
47 Cut and fill	123	CY	\$9.00	\$1,107
48 Gravel base	123	CY	\$38.00	\$4,674
49 Spread loam	123	CY	\$11.00	\$1,353
50 Allow for miscellaneous repairs during construction	1	LS	\$1,000.00	\$1,000



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA EAT ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51				
52 G10 SITE PREPARATION TOTAL				\$27,209
53				
54				
55 <u>G20 SITE IMPROVEMENTS</u>				
56				
57 G2030 Pedestrian Paving				
58 32 13 10 Rigid Paving				NIC
59 Granite unit pavers	0	SF	\$65.00	\$0
60 Wood Deck	6,639	SF	\$55.00	\$365,145
61 Brick Paving	0	SF	\$50.00	\$0
62 Stabilized Decomposed Granite Paving	0	SF	\$65.00	\$0
63				
64 G2040 Site Development				
65 <u>G2040.01 Fences and Gates</u>				
66				
67 <u>G2040.02 Site and Street Furnishes</u>				
68 Signage	1	EA	\$500.00	\$500
69 New Imagination Center				Separate
70 Tree planters	0	EA	\$1,200.00	\$0
71 Long Benches	0	LF	\$250.00	\$0
72 Long Curved benches	0	LF	\$500.00	\$0
73 Communal table	1	AL	\$25,000.00	\$25,000
74 Café Table	5	EA	\$5,000.00	\$25,000
75 Brick bench at Overlook	0	EA	\$7,500.00	\$0
76 Curved bench at Overlook	0	EA	\$20,000.00	\$0
77 Platform	0	SF	\$250.00	\$0
78 Kiosk	1	LS	\$350,000.00	\$350,000
79 Lily pad bench extension	0	SF	\$175.00	\$0
80 Seating alcove	0	SF	\$175.00	\$0
81 Elevated edge seating	0	LF	\$500.00	\$0
82 Miscellaneous site improvements	1	LS	\$5,000.00	\$5,000
83				
84 G2050.02 Lawns and Grasses				
85 32 92 00 Turfs and Grasses				NIC
86 Sod	0	SF	\$1.50	\$0
87				
88 G2050.03 Trees, Plants and Ground Covers				NIC
89 Trees	6	EA	\$1,500.00	\$9,000
90 Bioswale planting	0	SF	\$35.00	\$0



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA EAT ISLAND

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91	Raised planters	0	SF	\$20.00	\$0
92					
93	G20 SITE IMPROVEMENTS TOTAL				\$779,645
94					
95					
96	<u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
97					
98	G3010 Water Utilities				W/Kennedy
99					
100	G3020 Sanitary Sewerage Utilities				\$0
101					
102	G3030 Storm Drainage Utilities	1	LS	\$12,000.00	\$12,000
103					
104	G3040 Gas Utilities				
105	33 50 00 Gas Service				
106	Connection to existing gas main				NIC
107	Gas Line Trench				NIC
108					
109	G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$12,000
110					
111					
112	G40 SITE ELECTRICAL UTILITIES				
113					
114	G4010 Site Electrical Utilities				
115	Site lighting				W/Kennedy
116					
117	G40 SITE ELECTRICAL UTILITIES TOTAL				\$0
118					
119					
120					
121					
	TOTAL SITWORK SUMMARY				\$818,854

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,733 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA OVERLOOK ISLAND

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$325,214	\$87.12
3 Direct Trade Cost SubTotal			\$325,214	\$87.12
4 Pricing Contingency	15.00%	\$325,214	\$48,782	\$13.07
5 Trade Cost SubTotal			\$373,996	\$100.19
6 General Conditions	5.75%	\$373,996	\$21,505	\$5.76
7 General Requirements	5.25%	\$395,501	\$20,764	\$5.56
8 Insurance	1.50%	\$416,265	\$6,244	\$1.67
9 Bond	0.65%	\$422,509	\$2,746	\$0.74
10 Permit	0.00%	\$425,255	\$0	\$0.00
11 Fee	3.00%	\$425,255	\$12,758	\$3.42
12 Estimated Construction Cost Total			\$438,013	\$117.34

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,733 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA NEW OVERLOOK ISLAND

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$19,114
16	
17 G20 SITE IMPROVEMENTS	\$301,100
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$5,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$0
22	
23	
24 TOTAL	<hr/> <u>\$325,214</u>
25	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,733 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA OVERLOOK ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	251	LF	\$12.00	\$3,008
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	373	SF	\$2.00	\$747
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$2,000.00	\$2,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G1030 Site Earthwork				
43 Soils Characterization and Disposal; allowance				W/Kennedy
44 Rock excavation				NIC
45 Rough grading	415	SY	\$1.50	\$623
46 Fine grading	3,733	SF	\$1.00	\$3,733
47 Cut and fill	69	CY	\$9.00	\$622
48 Gravel base	69	CY	\$38.00	\$2,622
49 Spread loam	69	CY	\$11.00	\$759
50 Allow for miscellaneous repairs during construction	1	LS	\$1,000.00	\$1,000



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
3,733 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA OVERLOOK ISLAND

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51				
52 G10 SITE PREPARATION TOTAL				\$19,114
53				
54				
55 <u>G20 SITE IMPROVEMENTS</u>				
56				
57 G2030 Pedestrian Paving				
58 32 13 10 Rigid Paving				NIC
59 Granite unit pavers	0	SF	\$65.00	\$0
60 Wood Deck	0	SF	\$55.00	\$0
61 Brick Paving	3,733	SF	\$50.00	\$186,650
62 Stabilized Decomposed Granite Paving	0	SF	\$65.00	\$0
63				
64 G2040 Site Development				
65 <u>G2040.01 Fences and Gates</u>				
66				
67 <u>G2040.02 Site and Street Furnishes</u>				
68 Signage	1	EA	\$500.00	\$500
69 Remove & reinstall Soldier & Sailor Moment				
70 Tree planters	6	EA	\$1,200.00	\$7,200
71 Small bench	5	EA	\$2,500.00	\$12,500
72 Long Curved benches	38	LF	\$500.00	\$19,000
73 Communal table	1	AL	\$25,000.00	\$25,000
74 Café Table	5	EA	\$5,000.00	\$25,000
75 Brick bench at Overlook	0	EA	\$7,500.00	\$0
76 Curved bench at Overlook	0	EA	\$20,000.00	\$0
77 Platform	0	SF	\$250.00	\$0
78 Kiosk				\$0
79 Lily pad bench	45	SF	\$250.00	\$11,250
80 Seating alcove	0	SF	\$175.00	\$0
81 Elevated edge seating	0	LF	\$500.00	\$0
82 Miscellaneous site improvements	1	LS	\$5,000.00	\$5,000
83				
84 G2050.02 Lawns and Grasses				
85 32 92 00 Turfs and Grasses				NIC
86 Sod	0	SF	\$1.50	\$0
87				
88 G2050.03 Trees, Plants and Ground Covers				NIC
89 Trees	6	EA	\$1,500.00	\$9,000
90 Bioswale planting	0	SF	\$35.00	\$0



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

MAIN SUMMARY - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 New Construction	300	GSF	\$596,272	\$1,987.57
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$596,272	\$1,987.57
16				
17 Pricing Contingency	15.00%	\$596,272	\$89,441	\$298.14
18				
19 Direct Trade Cost Total			\$685,713	\$1.15
20				
21 General Conditions	5.25%	\$685,713	\$36,000	\$120.00
22 General Requirements	1.50%	\$721,713	\$10,826	\$36.09
23 Insurance	0.65%	\$732,538	\$4,761	\$15.87
24 Bonds	0.00%	\$737,300	\$0	\$0.00
25 Permits	3.00%	\$737,300	\$22,119	\$73.73
26 Fee	0.00%	\$759,419	\$0	\$0.00
27				
28 Estimated Construction Cost Total			\$759,419	\$2,531.40
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DIRECT COST SUMMARY - KENNEDY PLAZA KIOSK

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$91,335	\$304.45
12		
13 B10 STRUCTURE	\$27,128	\$90.43
14		
15 B20 EXTERIOR CLOSURE	\$121,215	\$404.05
16		
17 B30 ROOFING	\$33,721	\$112.40
18		
19 C10 INTERIOR CONSTRUCTION	\$171,968	\$573.23
20		
21 C20 STAIRCASES	\$0	\$0.00
22		
23 C30 INTERIOR FINISHES	\$91,494	\$304.98
24		
25 D10 CONVEYING SYSTEMS	\$0	\$0.00
26		
27 D20 PLUMBING	\$4,500	\$15.00
28		
29 D30 HVAC	\$17,400	\$58.00
30		
31 D40 FIRE PROTECTION	\$2,100	\$7.00
32		
33 D50 ELECTRICAL	\$16,500	\$55.00
34		
35 E10 EQUIPMENT	\$0	\$0.00
36		
37 E20 FURNISHINGS	\$18,912	\$63.04
38		
39 F10 SPECIAL CONSTRUCTION	\$0	\$0.00
40		
41 F20 SELECTIVE DEMOLITION	\$0	\$0.00
42		
43 TOTAL	<u>\$596,272</u>	<u>\$1,987.57</u>
44		
45		

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DIRECT COST SUMMARY - KENNEDY PLAZA KIOSK

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$70,257
13	Slab on Grade	\$21,078
14	FOUNDATIONS TOTAL	<u>\$91,335</u>
15		
16		
17	B10 STRUCTURE	
18	Upper Floor Construction	\$18,167
19	Roof Construction	\$8,961
20	STRUCTURE TOTAL	<u>\$27,128</u>
21		
22		
23	B20 EXTERIOR CLOSURE	
24	Exterior walls	\$51,055
25	Exterior windows	\$64,560
26	Exterior Doors	\$5,600
27	EXTERIOR CLOSURE TOTAL	<u>\$121,215</u>
28		
29		
30	B30 ROOFING	
31	Roof Coverings	\$33,721
32	ROOFING TOTAL	<u>\$33,721</u>
33		
34		
35	C10 INTERIOR CONSTRUCTION	
36	Partitions	\$38,615
37	Interior Doors, frames & Hardware	\$54,348
38	Fittings	\$79,005
39	INTERIOR CONSTRUCTION TOTAL	<u>\$171,968</u>
40		
41		
42	C20 STAIRCASES	
43	Staircases	\$0
44	STAIRCASES TOTAL	<u>\$0</u>
45		
46		
47	C30 INTERIOR FINISHES	
48	Wall finishes	\$77,000

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DIRECT COST SUMMARY - KENNEDY PLAZA KIOSK

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
49	Floor finishes	\$12,500
50	Ceiling finishes	\$1,994
51	INTERIOR FINISHES TOTAL	\$91,494
52		
53		
54	D10 VERTICAL MOVEMENT	
55	Conveying System	\$0
56	VERTICAL MOVEMENT TOTAL	\$0
57		
58		
59	D20 PLUMBING	
60	Plumbing	\$4,500
61	PLUMBING TOTAL	\$4,500
62		
63		
64	D30 HVAC	
65	HVAC	\$17,400
66	HVAC TOTAL	\$17,400
67		
68		
69	D40 FIRE PROTECTION	
70	Fire Protection	\$2,100
71	FIRE PROTECTION TOTAL	\$2,100
72		
73		
74	D50 ELECTRICAL	
75	Service and distribution	\$16,500
76	ELECTRICAL TOTAL	\$16,500
77		
78		
79	E10 EQUIPMENT	
80	Institutional Equipment	\$0
81	EQUIPMENT TOTAL	\$0
82		
83		
84	E20 FURNISHINGS	
85	Specialties / Millwork	\$18,912
86	FURNISHINGS TOTAL	\$18,912

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DIRECT COST SUMMARY - KENNEDY PLAZA KIOSK

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
87		
88		
89	F10 SPECIAL CONSTRUCTION	
90	Special construction	\$0
91	SPECIAL CONSTRUCTION TOTAL	<u>\$0</u>
92		
93		
94	F20 SELECTIVE DEMOLITION	
95	Selective Demolition	\$0
96	SELECTIVE DEMOLITION TOTAL	<u>\$0</u>
97		
98		
99		
100	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$596,272</u>
101		

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Earthwork				
15 Slab-on-Grade platform preparation in Sitework Tab	1,003	SF		
16 Continuous footing w/foundation wall	100	LF		
17 Excavation	111.4	CY	\$12.00	See below
18 Backfill from import	83.4	CY	\$20.00	See below
19 Spread footings	4	EA		
20 Excavation	12.0	CY	\$12.00	See below
21 Backfill from import		CY	\$20.00	See below
22 Elevator pits - 8'-0"W x 8'-0"L x 5'-0"D	0	EA		
23 Excavation	0	CY	\$12.00	See below
24 Backfill from import	0.0	CY	\$20.00	See below
25 Disposal				
26 Cast to off-site waste	40	CY	\$22.00	See below
27 Grade & compact	1,003	SF	\$1.00	See below
28 12" base course sand & gravel below slab on grade	37.1	CY	\$25.00	See below
29				
30 Building over excavation:				
31 Over-excavation to remove topsoil	19	CY	\$8.00	\$149
32 50% Over-excavation Reused (stockpile on site)	9	CY	\$7.50	\$70
33 Dispose materials	9	CY	\$18.00	\$167
34 Structural fill	9	CY	\$28.00	\$260
35				
36 Building Area:				
37 Cut and fill for building	37	CY	\$9.00	\$334
38 Gravel base to building	37	CY	\$38.00	\$1,412
39				
40 Perimeter foundation drain	80	LF	\$18.00	\$1,440
41				
42 Concrete				
43 Continuous footings; 3' x 1' 0" typ.	100	LF		
44 Concrete; material	12.0	CY	\$150.00	\$1,800
45 Concrete; place (combination of pumping/trucking)	12.0	CY	\$95.00	\$1,140
46 Reinforcement w/ftn wall dowels (10#/lf)	1,000	LB	\$1.15	\$1,150
47 Formwork	200	SF	\$12.00	\$2,400
48 Spread footings	4	EA		
49 Concrete; material	21.0	CY	\$150.00	\$3,150



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
50 Concrete; place	21.0	CY	\$95.00	\$1,995
51 Reinforcement (150#/cy)	3,150	LB	\$1.15	\$3,623
52 Formwork	304	SF	\$12.00	\$3,648
53 <i>Foundation/Basement walls; 12" thick</i>	400	SF		
54 Concrete; material	16	CY	\$150.00	\$2,400
55 Concrete; place	16	CY	\$95.00	\$1,520
56 Reinforcement (150#/cy)	2,400	LB	\$1.15	\$2,760
57 Formwork	840	SF	\$9.00	\$7,560
58 Brick shelf	100	LF	\$5.00	\$500
59 Anchor bolts	17	SET	\$35.00	\$596
60 Miscellaneous concrete	1	LS	\$0.00	\$0
61				
62 <i>Thermal & Moisture Protection</i>				
63 2" rigid insulation at foundation walls	400	SF	\$2.75	\$1,100
64 Damp proofing to foundation walls	400	SF	\$5.00	\$2,000
65				
66 Special Foundation Conditions				
67 Soil improvements	1,003	SF	\$28.00	\$28,084
68 Dewatering during excavation	1	LS	\$1,000.00	\$1,000
69 A1010 FOUNDATIONS TOTAL				\$70,257
70				
71				
72 A1030 SLAB ON GRADE				
73 <i>Concrete</i>				
74 <i>Slab on grade, 5" thick, WWF, top of slab 314' 0"</i>	1,003	SF		
75 Concrete; material	16	CY	\$150.00	\$2,340
76 Concrete; place & finish	1,003	SF	\$2.75	\$2,758
77 Reinforcement (6x6 mesh)	1,153	SF	\$1.15	\$1,326
78 Slab depressions	10	LF	\$300.00	\$3,000
79 Slab thickening at stair 5'x2'x1' deep	0	LOC	\$2,500.00	\$0
80 <i>Slab on grade at loading dock, 6" thick, #4 bars</i>	600	SF		
81 Concrete; material	11.1	CY	\$150.00	\$1,667
82 Concrete; place & finish	600	SF	\$2.75	\$1,650
83 Reinforcement; #4@12"bew	804	LBS	\$1.15	\$925
84 <i>Miscellaneous</i>				
85 Housekeeping & mechanical equipment pads	1	LS	\$2,000.00	\$2,000
86 Miscellaneous concrete	1	LS	\$1,600.00	\$1,600
87				



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
88 <i>Thermal & Moisture Protection</i>				
89 2" rigid insulation under slab	1,003	SF	\$2.65	\$2,658
90 Vapor retarder under slab	1,153	SF	\$1.00	\$1,153
91 A1030 SLAB ON GRADE TOTAL				<u>\$21,078</u>
92				
93 A10 FOUNDATIONS TOTAL				<u><u>\$91,335</u></u>
94				
95				
96 A20 BASEMENT				
97				
98 No anticipated work				
99				
100 TOTAL SYSTEM A20 BASEMENT				<u><u>\$0</u></u>
101				
102				
103 B10 STRUCTURE				
104				
105 B1010 UPPER FLOOR CONSTRUCTION				
106 <i>Concrete</i>				
107 <i>Slab on deck topping, 2½" normal weight, WWF</i>	(703)	SF		
108 Concrete; material	(9.8)	CY	\$150.00	(\$1,465)
109 Reinforcement (6x6 mesh)	(773)	SF	\$1.00	(\$773)
110 Rebar at corners and openings	(39)	LBS	\$1.15	(\$44)
111 Concrete; place & finish	(703)	SF	\$2.75	(\$1,933)
112				
113 <i>Steel Framing</i>	6	TNS		
114 Wide flange beams	5.0	TNS	\$3,700.00	\$18,500
115 WT-shapes	0.0	TNS	\$4,100.00	\$0
116 HSS-shapes	0.2	TNS	\$4,150.00	\$830
117 HSS columns	0.2	TNS	\$4,150.00	\$830
118 HSS brace frames	0.2	TNS	\$4,300.00	\$860
119 Plates, bent plates and angles	4	EA	\$75.00	\$319
120 Moment connections	1	LS	\$3,000.00	\$3,000
121 Shear studs	(100)	EA	\$5.00	(\$500)
122 2" deep x 20ga galv composite floor deck	(703)	SF	\$3.85	(\$2,707)
123				
124 <i>Misc. Metals</i>				
125 Misc. metals	300	SF	\$1.50	\$450



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
126				
127 Thermal & Moisture Protection				
128 Firestopping	300	GSF	\$1.00	\$300
129 Fireproofing	1	LS	\$500.00	\$500
130 B1010 UPPER FLOOR CONSTRUCTION TOTAL				<u>\$18,167</u>
131				
132 B1020 ROOF CONSTRUCTION				
133 Structural steel				
134 Roof deck	1,103	SF	\$3.85	\$4,248
135 Premium for galv acoustic roof deck	1,103	sf	\$3.00	\$3,310
136 Other misc plates, connections	1,103	SF	\$1.00	\$1,103
137 Rough blocking to roof	300	SF	\$1.00	\$300
138				
139 Mechanical roof top equipment				
140 Roof screen, galv, assume 13' high; HSS shapes				NIC
141 B1020 ROOF CONSTRUCTION TOTAL				<u>\$8,961</u>
142				
143 TOTAL SYSTEM B10 SUPERSTRUCTURE				<u><u>\$27,128</u></u>
144				
145				
146 B20 EXTERIOR CLOSURE	1,104	SF		
147				
148 B2010 EXTERIOR WALLS	528	sf		
149				
150 Exterior Veneer	182	SF	\$75.00	\$13,680
151 Insulation	182	SF	\$4.00	\$730
152 Air vapor barrier	182	SF	\$6.50	\$1,186
153 Gypsum sheathing	182	SF	\$3.35	\$611
154 Light Gage Metal Framing	182	SF	\$9.00	\$1,642
155 GWB to interior of exterior	182	SF	\$4.25	\$775
156 Caulking and sealants	182	SF	\$0.65	\$119
157				
158 Masonry	230	SF	\$35.00	\$8,064
159 Insulation	230	SF	\$4.00	\$922
160 Air vapor barrier	230	SF	\$5.50	\$1,267
161 Gypsum sheathing	230	SF	\$2.00	\$461
162 Light Gage Metal Framing	230	SF	\$8.00	\$1,843
163 GWB to interior of exterior	230	SF	\$2.25	\$518

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
164 Caulking and sealants	230	SF	\$0.65	\$150
165				
166 Exterior Veneer	115	SF	\$82.00	\$9,446
167 Insulation	115	SF	\$4.00	\$461
168 Air vapor barrier	115	SF	\$5.50	\$634
169 Gypsum sheathing	115	SF	\$2.00	\$230
170 Light Gage Metal Framing	115	SF	\$8.00	\$922
171 GWB to interior of exterior	115	SF	\$2.25	\$259
172 Caulking and sealants	115	SF	\$0.65	\$75
173				
174 <i>Miscellaneous</i>				
175 Allow for precast trim pieces	1	LS	\$0.00	\$0
176 Soffits	120	LF	\$7.00	\$840
177 Sills	38	LF	\$75.00	\$2,880
178 Miscellaneous metals in exterior closure	528	SF	\$1.00	\$528
179 Through wall sheet mtl flashing sheathing & rigid insul.	528	SF	\$0.50	\$264
180 Louvers	30	SF	\$85.00	\$2,550
181 B2010 EXTERIOR WALLS TOTAL				\$51,055
182				
183 B2020 EXTERIOR WINDOWS	576	SF		
184 Curtain wall	240	SF	\$115.00	\$27,600
185 Storefront; Exterior	144	SF	\$95.00	\$13,680
186 Windows	192	SF	\$90.00	\$17,280
187 Blocking for windows	1	LS	\$1,000.00	\$1,000
188				
189 <i>Mechanical louvers in exterior closure</i>				
190 Window caulking	1	LS	\$5,000.00	\$5,000
191 B2020 EXTERIOR WINDOWS TOTAL				\$64,560
192				
193 B2030 EXTERIOR DOORS				
194 Aluminum entry doors including hardware	1	LEAF	\$3,800.00	\$3,800
195 Exterior; Overhead coiling door				\$0
196 Exterior doors; complete	1	LEAF	\$1,800.00	\$1,800
197 B2030 EXTERIOR DOORS TOTAL				\$5,600
198				
199 TOTAL SYSTEM B20 EXTERIOR CLOSURE				\$121,215
200				
201				



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
202 B30 ROOFING				
203				
204 B3010 ROOF COVERINGS				
205				
206 Roofing				
207 Roof System	1,103	SF	\$14.50	\$15,998
208 1/2" cover board	1,103	SF	\$1.85	\$2,041
209 6" insulation	1,103	SF	\$2.65	\$2,924
210 Vapor retarder	1,103	SF	\$0.65	\$717
211 1/2" substrate board	1,103	SF	\$1.85	\$2,041
212				
213 Roofing Accessories				
214 Miscellaneous roof accessories	1	LS	\$10,000.00	\$10,000
215 Roof screens				NIC
216 B3010 ROOF COVERINGS TOTAL				<u>\$33,721</u>
217				
218 TOTAL SYSTEM B30 ROOFING				<u><u>\$33,721</u></u>
219				
220				
221 C10 INTERIOR CONSTRUCTION				
222				
223 C1010 PARTITIONS				
224				
225 Masonry partitions				
226 Split faced CMU partitions/masonry	0	SF	\$34.00	\$0
227 8" CMU interior partitions	113	SF	\$25.00	\$2,813
228 8" CMU elevator shaft wall	0	SF	\$28.00	\$0
229				
230 Gypsum board partitions				
231 Drywall partitions	0	SF	\$14.00	\$0
232 Chasewalls	0	SF	\$16.50	\$0
233 Rough carpentry internal partitions and ceilings	300	SF	\$1.50	\$450
234 Misc metals for interior masonry (lintels, restraint)	113	SF	\$1.00	\$113
235				
236 Interior windows				
237 Interior window	300	SF	\$60.00	\$18,000
238				
239 Interior storefront				

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
240 Interior storefront	200	SF	\$85.00	\$17,000
241				
242 Interior penetration firestopping				
243 Interior caulking	300	GSF	\$0.50	\$150
244 Top-of-partition firestopping	300	GSF	\$0.30	\$90
245 C1010 PARTITIONS TOTAL				\$38,615
246				
247 C1020 INTERIOR DOORS, FRAMES & HARDWARE				
248 Hollow Metal Doors and Frames:				
249 Door frames	2	EA	\$300.00	\$600
250 Door frames for pair doors	1	EA	\$350.00	\$350
251 Doors	4	EA	\$325.00	\$1,300
252 Premium cost for acoustical doors	1	LS	\$1,500.00	\$1,500
253				
254 Aluminum-Framed Entrances and Storefronts:				
255 Interior aluminum entry doors	3	LVS	\$3,650.00	\$10,950
256				
257 Access Doors and Frames				
258 Access doors	8	EA	\$300.00	\$2,400
259 Powered door openers	4	LOC	\$3,500.00	\$14,000
260				
261 Door sidelights	500	SF	\$35.00	\$17,500
262 Glazing to doors	1	AL	\$1,500.00	\$1,500
263				
264 Hardware	4	SET	\$750.00	\$3,000
265 Paint door frames	3	EA	\$80.00	\$240
266 Paint door	4	EA	\$70.00	\$280
267 Blocking at doors	51	LF	\$2.50	\$128
268 Door Installation	4	EA	\$150.00	\$600
269 C1020 INTERIOR DOORS, FRAMES & HARDWARE TOTAL				\$54,348
270				
271 C1030 FITTINGS				
272				
273 Wall finish	1,000	SF	\$22.00	\$22,000
274 Markerboards	500	SF	\$28.00	\$14,000
275 Combination Boards	200	SF	\$25.00	\$5,000
276				
277 Interior guardrails				

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
278 Guardrail	0	LF	\$550.00	\$0
279				
280 Signage				
281 Commemorative plaque	2	LOC	\$1,500.00	\$3,000
282 Dimensional characters; name	1	AL	\$5,000.00	\$5,000
283 Plastic panel signs for room identification, way finding, hazard identification	1	AL	\$7,500.00	\$7,500
284 Framed paper signs	1	AL	\$2,500.00	\$2,500
285 Miscellaneous signage	300	GSF	\$1.35	\$405
286				
287 Wall & corner guards				
288 Stainless steel corner guards	1	LS	\$1,000.00	\$1,000
289				
290 Toilet compartments (Solid Polymer)				
291 Toilet compartments	0	EA	\$1,200.00	\$0
292 Toilet compartments - ADA	0	EA	\$1,400.00	\$0
293				
294 Metal lockers				
295 Staff lockers, single tier, 12" x 12" x 6' high	6	EA	\$250.00	\$1,500
296				
297 Toilet accessories				
298 Combination PTD/WR unit	0	EA	\$150.00	\$0
299 Paper towel dispensers	0	EA	\$100.00	\$0
300 Soap dispensers	0	EA	\$35.00	\$0
301 Toilet paper dispensers	0	EA	\$65.00	\$0
302 Sanitary napkin disposal units	0	EA	\$250.00	\$0
303 Robe hook	0	EA	\$25.00	\$0
304 Grab bars	0	PR	\$160.00	\$0
305 Mirrors - in gang bathrooms	0	EA	\$300.00	\$0
306 Mirrors - in private bathrooms	0	EA	\$150.00	\$0
307 Mop holder w/shelf (Janitors)	3	EA	\$200.00	\$600
308				
309 Fire extinguisher cabinets				
310 Fully recessed/non-rated	2	EA	\$450.00	\$900
311 Semi-recessed/non-rated	2	EA	\$300.00	\$600
312				
313 Projection screens				
314 Motorized projection screen	0	EA	\$7,500.00	\$0

**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
315				
316 Miscellaneous fittings	1	LS	\$15,000.00	\$15,000
317 C1030 FITTINGS TOTAL				<u>\$79,005</u>
318				
319 TOTAL SYSTEM C10 INTERIOR CONSTRUCTION				<u><u>\$171,968</u></u>
320				
321				
322 C20 STAIRCASES				
323				
324 C2010 STAIRCASES				
325 Interior stairs				
326 Egress stairs				NIC
327 Concrete to metal pan stairs				NIC
328				
329 Stair finishes				
330 Railings	1	LS		NIC
331 Rubber flooring	0	SF	\$8.00	NIC
332 Rubber flooring (Risers)	0	LF	\$15.50	NIC
333 C2010 STAIRCASES TOTAL				<u>\$0</u>
334				
335 TOTAL C20 STAIRCASES				<u><u>\$0</u></u>
336				
337				
338 C30 INTERIOR FINISHES				
339				
340 C3010 WALL FINISHES				
341 Ceramic tile walls	500	SF	\$18.00	\$9,000
342 Column covers	2	EA	\$3,500.00	\$7,000
343 Composite panels	650	SF	\$35.00	\$22,750
344 Fabric wrapped fiberglass panels		SF	\$15.00	NIC
345 Fixed sound -absorbing wood fiber/fabric		SF	\$15.00	NIC
346 Miscellaneous wall finish	1,500	SF	\$25.00	\$37,500
347 Paint	300	GSF	\$2.50	\$750
348 C3010 WALL FINISHES TOTAL				<u>\$77,000</u>
349				
350 C3020 FLOOR FINISHES	300			
351 Tile:				
352 Ceramic/porcelain tile floors	300	SF	\$25.00	\$7,500



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
353				
354 Flooring				
355 Flooring	0	SF	\$6.00	\$0
356 Base	1	LS	\$5,000.00	\$5,000
357				
358 Painting				
359 Sealed concrete	0	SF	\$1.50	\$0
360				
361 Entrance mats				
362 Mat	0	SF	\$35.00	\$0
363 C3020 FLOOR FINISHES TOTAL				<u>\$12,500</u>
364				
365 C3030 CEILING FINISHES				
366 Acoustical ceilings	258	SF	\$6.00	\$1,548
367 GWB ceilings	27	SF	\$15.00	\$405
368 Paint GWB ceilings	27	SF	\$1.50	\$41
369 C3030 CEILING FINISHES TOTAL				<u>\$1,994</u>
370				
371 TOTAL SYSTEM C30 INTERIOR FINISHES				<u><u>\$91,494</u></u>
372				
373				
374 D10 CONVEYING SYSTEMS				
375				
376 D1010 CONVEYING SYSTEMS				
377 Elevators	0	EA		\$0
378 Elevator pit ladder	0	EA		\$0
379 Sill angles	0	LF		\$0
380 Hoist beam	0	EA		\$0
381 D1010 CONVEYING SYSTEMS TOTAL				<u>\$0</u>
382				
383 TOTAL SYSTEM D10 CONVEYING SYSTEMS				<u><u>\$0</u></u>
384				
385				
386 D15 MECHANICAL				
387				
388 D20 PLUMBING				
389 Plumbing	300	SF	\$15.00	\$4,500
390 D20 PLUMBING TOTAL				<u>\$4,500</u>



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
391				
392 D30 HVAC				
393 HVAC	300	SF	\$58.00	\$17,400
394 D30 HVAC TOTAL				<u>\$17,400</u>
395				
396 D40 FIRE PROTECTION				
397 Sprinkler Coverage	300	SF	\$7.00	\$2,100
398 D40 FIRE PROTECTION TOTAL				<u>\$2,100</u>
399				
400 TOTAL SYSTEM D15 MECHANICAL				<u><u>\$24,000</u></u>
401				
402				
403 D50 ELECTRICAL				
404				
405 D5011 SERVICE & DISTRIBUTION				
406 Interior Electrical	300	SF	\$55.00	\$16,500
407 D5011 SERVICE & DISTRIBUTION TOTAL				<u>\$16,500</u>
408				
409 TOTAL SYSTEM D50 ELECTRICAL				<u><u>\$16,500</u></u>
410				
411				
412 E10 EQUIPMENT				
413				
414 E1020 INSTITUTIONAL EQUIPMENT				
415 Kitchen Equipment				\$0
416 E1020 INSTITUTIONAL EQUIPMENT TOTAL				<u>\$0</u>
417				
418 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				<u><u>\$0</u></u>
419				
420				
421 E20 FURNISHINGS				
422				
423 E2020 SPECIALTIES / MILLWORK				
424 <u>Finish Carpentry</u>				
425 Misc millwork standing and running trim	300	SF	\$25.00	\$7,500
426				
427 <u>Furnishings</u>				
428 Casework	300	SF	\$12.00	\$3,600



**Providence Unified Vision
Kiosk**

Providence, RI
300 GSF

DETAILED ESTIMATE - KENNEDY PLAZA KIOSK

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
429				
430 Furnishings miscellaneous metals	300	SF	\$3.00	\$900
431				
432 Window treatment	576	SF	\$12.00	\$6,912
433				
434 E2020 SPECIALTIES / MILLWORK TOTAL				<u>\$18,912</u>
435				
436 TOTAL SYSTEM E20 FURNISHINGS				<u>\$18,912</u>
437				
438				
439 F10 SPECIAL CONSTRUCTION				
440				
441 F1010 SPECIAL CONSTRUCTION				
442 No work in this section				\$0
443 F1010 SPECIAL CONSTRUCTION TOTAL				<u>\$0</u>
444				
445 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				<u>\$0</u>
446				
447				
448 F20 SELECTIVE DEMOLITION				
449				
450 F2020 SELECTIVE DEMOLITION				
451 Demolition of existing building allowance		SF		Main Summary
452 Haz mat removal allowance				Main Summary
453 F2020 SELECTIVE DEMOLITION TOTAL				<u>\$0</u>
454				
455 TOTAL SYSTEM F20 DEMOLITION				<u>\$0</u>
456				
457				
458				
			TOTAL TO SUMMARY	<u>\$596,272</u>

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA PERGOLA

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$727,261	\$109.54
3 Direct Trade Cost SubTotal			<u>\$727,261</u>	<u>\$109.54</u>
4 Pricing Contingency	15.00%	\$727,261	\$109,089	\$16.43
5 Trade Cost SubTotal			<u>\$836,350</u>	<u>\$125.98</u>
6 General Conditions	5.75%	\$836,350	\$48,090	\$7.24
7 General Requirements	5.25%	\$884,440	\$46,433	\$6.99
8 Insurance	1.50%	\$930,873	\$13,963	\$2.10
9 Bond	0.65%	\$944,836	\$6,141	\$0.93
10 Permit	0.00%	\$950,978	\$0	\$0.00
11 Fee	3.00%	\$950,978	\$28,529	\$4.30
12 Estimated Construction Cost Total			<u>\$979,507</u>	<u>\$147.54</u>

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA PERGOLA

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$9,666
16	
17 G20 SITE IMPROVEMENTS	\$702,595
18	
19 G40 SITE ELECTRICAL UTILITIES	\$15,000
20	
21	
22 TOTAL	<u>\$727,261</u>
23	
24	
25	
26	
27	
28	
29	
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32	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
6,639 GSF

SITWORK DETAILS - GREATER KENNEDY PERGOLA

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Construction fence, install, maintain, remove & reinstall;	334	LF	\$12.00	\$4,002
30 Double construction gate	1	PR	\$2,500.00	\$2,500
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	332	SF	\$2.00	\$664
33 Temp signs	1	LS	\$500.00	\$500
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 G1020 Site Demolition and Relocation				
37 02 41 00 Demolition				
38 Protection of existing	1	AL	\$1,000.00	\$1,000
39				
40 Cutting and patching	1	AL	\$1,000.00	\$1,000
41				
42 G10 SITE PREPARATION TOTAL				<u>\$9,666</u>
43				
44				
45 G20 SITE IMPROVEMENTS				
46				
47 G2040 Site Development				
48 G2040.02 Site and Street Furnishes				
49 Signage	1	EA	\$500.00	\$500
50 Pergola	6,971	SF	\$100.00	\$697,095



**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

MAIN SUMMARY - IMAGINATION CENTER

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 Liner Building	454	GSF	\$334,346	\$736.44
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$334,346	\$736.44
16				
17 Pricing Contingency	15.00%	\$334,346	\$50,152	\$110.47
18				
19 Direct Trade Cost Total			\$384,498	\$1.15
20				
21 General Conditions	5.75%	\$384,498	\$22,109	\$48.70
22 General Requirements	5.25%	\$406,607	\$21,347	\$47.02
23 Insurance	1.50%	\$427,953	\$6,419	\$14.14
24 Bonds	0.65%	\$434,373	\$2,823	\$6.22
25 Permits	0.00%	\$437,196	\$0	\$0.00
26 Fee	3.00%	\$437,196	\$13,116	\$28.89
27				
28 Estimated Construction Cost Total			\$450,312	\$991.88
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

**Providence Unified Vision
Rink Building**
Providence, RI
454 GSF

DIRECT COST SUMMARY - IMAGINATION CENTER

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$99,117	\$218.32
12		
13 A20 BASEMENT	\$0	\$0.00
14		
15 B10 STRUCTURE	\$31,353	\$69.06
16		
17 B20 EXTERIOR CLOSURE	\$87,896	\$193.60
18		
19 B30 ROOFING	\$33,240	\$73.22
20		
21 C10 INTERIOR CONSTRUCTION	\$10,321	\$22.73
22		
23 C30 INTERIOR FINISHES	\$12,939	\$28.50
24		
25 D20 PLUMBING	\$6,810	\$15.00
26		
27 D30 HVAC	\$0	\$0.00
28		
29 D40 FIRE PROTECTION	\$0	\$0.00
30		
31 D50 ELECTRICAL	\$18,160	\$40.00
32		
33 E10 EQUIPMENT	\$5,000	\$11.01
34		
35 E20 FURNISHINGS	\$4,540	\$10.00
36		
37 F10 SPECIAL CONSTRUCTION	\$24,970	\$55.00
38		
39 F20 SELECTIVE DEMOLITION	\$0	\$0.00
40		
41 TOTAL	<u>\$334,346</u>	<u>\$736.44</u>
42		
43		

**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DIRECT COST SUMMARY - IMAGINATION CENTER

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$56,340
13	Slab on Grade	\$42,776
14	FOUNDATIONS TOTAL	<u>\$99,117</u>
15		
16		
17	A20 BASEMENT CONSTRUCTION	\$0
18		
19		
20	B10 STRUCTURE	
21	Upper Floor Construction	\$27,335
22	Roof Construction	\$4,018
23	STRUCTURE TOTAL	<u>\$31,353</u>
24		
25		
26	B20 EXTERIOR CLOSURE	
27	Exterior walls	\$71,280
28	Exterior windows	\$11,616
29	Exterior Doors	\$5,000
30	EXTERIOR CLOSURE TOTAL	<u>\$87,896</u>
31		
32		
33	B30 ROOFING	
34	Roof Coverings	\$33,240
35	ROOFING TOTAL	<u>\$33,240</u>
36		
37		
38	C10 INTERIOR CONSTRUCTION	
39	Partitions	\$1,362
40	Interior Doors, frames & Hardware	\$3,435
41	Fittings	\$5,524
42	INTERIOR CONSTRUCTION TOTAL	<u>\$10,321</u>
43		
44		
45	C30 INTERIOR FINISHES	
46	Wall finishes	\$1,135
47	Floor finishes	\$4,540
48	Ceiling finishes	\$7,264

**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DIRECT COST SUMMARY - IMAGINATION CENTER

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
49	INTERIOR FINISHES TOTAL	\$12,939
50		
51		
52	D20 PLUMBING	
53	Plumbing	\$6,810
54	PLUMBING TOTAL	\$6,810
55		
56		
57	D30 HVAC	
58	HVAC	\$0
59	HVAC TOTAL	\$0
60		
61		
62	D40 FIRE PROTECTION	
63	Fire Protection	\$0
64	FIRE PROTECTION TOTAL	\$0
65		
66		
67	D50 ELECTRICAL	
68	Service and distribution	\$18,160
69	ELECTRICAL TOTAL	\$18,160
70		
71		
72	E10 EQUIPMENT	
73	Institutional Equipment	\$5,000
74	EQUIPMENT TOTAL	\$5,000
75		
76		
77	E20 FURNISHINGS	
78	Specialties / Millwork	\$4,540
79	FURNISHINGS TOTAL	\$4,540
80		
81		
82	F10 SPECIAL CONSTRUCTION	
83	Special construction	\$24,970
84	SPECIAL CONSTRUCTION TOTAL	\$24,970
85		
86		

**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DIRECT COST SUMMARY - IMAGINATION CENTER

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
87	F20 SELECTIVE DEMOLITION	
88	Selective Demolition	\$0
89	SELECTIVE DEMOLITION TOTAL	<u>\$0</u>
90		
91		
92		
93	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$334,346</u>
94		

**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Earthwork				
15 Slab-on-Grade platform preparation in Sitework Tab	454	SF		
16 Continuous footing w/foundation wall	110	LF		
17 Excavation	33.6	CY	\$12.00	See below
18 Backfill from import	3.6	CY	\$20.00	See below
19 Spread footings	4	EA		
20 Excavation	12.0	CY	\$12.00	See below
21 Backfill from import		CY	\$20.00	See below
22 Elevator pits - 8'-0"W x 8'-0"L x 5'-0"D	0	EA		
23 Excavation	0	CY	\$12.00	See below
24 Backfill from import	0.0	CY	\$20.00	See below
25 Disposal				
26 Cast to off-site waste	42	CY	\$22.00	See below
27 Grade & compact	454	SF	\$1.00	See below
28 12" base course sand & gravel below slab on grade	16.8	CY	\$25.00	See below
29				
30 Building over excavation:				
31 Over-excavation to remove topsoil	8	CY	\$8.00	\$67
32 50% Over-excavation Reused (stockpile on site)	4	CY	\$7.50	\$32
33 Dispose materials	4	CY	\$18.00	\$76
34 Structural fill	4	CY	\$28.00	\$118
35				
36 Building Area:				
37 Cut and fill for building	17	CY	\$9.00	\$151
38 Gravel base to building	17	CY	\$38.00	\$639
39				
40 Perimeter foundation drain	88	LF	\$18.00	\$1,584
41				
42 Concrete				
43 Continuous footings; 3' x 1' 0" typ.	110	LF		
44 Concrete; material	13.0	CY	\$150.00	\$1,950
45 Concrete; place (combination of pumping/trucking)	13.0	CY	\$95.00	\$1,235
46 Reinforcement w/ftn wall dowels (10#/lf)	1,100	LB	\$1.15	\$1,265
47 Formwork	220	SF	\$12.00	\$2,640
48 Spread footings	4	EA		
49 Concrete; material	22.0	CY	\$150.00	\$3,300

**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
50 Concrete; place	22.0	CY	\$95.00	\$2,090
51 Reinforcement (150#/cy)	3,300	LB	\$1.15	\$3,795
52 Formwork	309	SF	\$12.00	\$3,708
53 <i>Foundation/Basement walls; 12" thick</i>	440	SF		
54 Concrete; material	17	CY	\$150.00	\$2,550
55 Concrete; place	17	CY	\$95.00	\$1,615
56 Reinforcement (150#/cy)	2,550	LB	\$1.15	\$2,933
57 Formwork	924	SF	\$9.00	\$8,316
58 Brick shelf	110	LF	\$5.00	\$550
59 Anchor bolts	17	SET	\$35.00	\$605
60 Miscellaneous concrete	1	LS	\$0.00	\$0
61				
62 <i>Thermal & Moisture Protection</i>				
63 2" rigid insulation at foundation walls	440	SF	\$2.75	\$1,210
64 Damp proofing to foundation walls	440	SF	\$5.00	\$2,200
65				
66 Special Foundation Conditions				
67 Soil improvements	454	SF	\$28.00	\$12,712
68 Dewatering during excavation	1	LS	\$1,000.00	\$1,000
69 A1010 FOUNDATIONS TOTAL				\$56,340
70				
71				
72 A1030 SLAB ON GRADE				
73 <i>Concrete</i>				
74 <i>Slab on grade</i>	454	SF		
75 Concrete; material	8	CY	\$150.00	\$1,261
76 Concrete; place & finish	454	SF	\$2.75	\$1,249
77 Reinforcement (6x6 mesh)	522	SF	\$1.15	\$600
78 Slab depressions	10	LF	\$300.00	\$3,000
79 Slab thickening at stair 2'x2'x1' deep	88	LOC	\$250.00	\$22,000
80 <i>Slab on grade at loading dock, 6" thick, #4 bars</i>	600	SF		
81 Concrete; material	11.1	CY	\$150.00	\$1,667
82 Concrete; place & finish	600	SF	\$2.75	\$1,650
83 Reinforcement; #4@12"bew	804	LBS	\$1.15	\$925
84 <i>Miscellaneous</i>				
85 Housekeeping & mechanical equipment pads	1	LS	\$5,000.00	\$5,000
86 Miscellaneous concrete	1	LS	\$3,700.00	\$3,700
87				

**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
88 <i>Thermal & Moisture Protection</i>				
89 2" rigid insulation under slab	454	SF	\$2.65	\$1,203
90 Vapor retarder under slab	522	SF	\$1.00	\$522
91 A1030 SLAB ON GRADE TOTAL				<u>\$42,776</u>
92				
93 A10 FOUNDATIONS TOTAL				<u><u>\$99,117</u></u>
94				
95				
96 A20 BASEMENT				
97				
98 No anticipated work				
99				
100 TOTAL SYSTEM A20 BASEMENT				<u><u>\$0</u></u>
101				
102				
103 B10 STRUCTURE				
104				
105 B1010 UPPER FLOOR CONSTRUCTION				
106 Structure	454	SF	\$50.00	\$22,700
107 <i>Misc. Metals</i>				
108 Misc. metals	454	SF	\$1.50	\$681
109				
110 <i>Thermal & Moisture Protection</i>				
111 Firestopping	454	GSF	\$1.00	\$454
112 Fireproofing	1	LS	\$3,500.00	\$3,500
113 B1010 UPPER FLOOR CONSTRUCTION TOTAL				<u>\$27,335</u>
114				
115 B1020 ROOF CONSTRUCTION				
116 <i>Structural steel</i>				
117 Roof deck	454	SF	\$3.85	\$1,748
118 Premium for galv acoustic roof deck	454	sf	\$3.00	\$1,362
119 Other misc plates, connections	454	SF	\$1.00	\$454
120 Rough blocking to roof	454	SF	\$1.00	\$454
121				
122 <i>Mechanical roof top equipment</i>				
123 Roof screen, galv, assume 13' high; HSS shapes				NIC
124 B1020 ROOF CONSTRUCTION TOTAL				<u><u>\$4,018</u></u>
125				



**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
126 TOTAL SYSTEM B10 SUPERSTRUCTURE				\$31,353
127				
128				
129 B20 EXTERIOR CLOSURE				
130				
131 B2010 EXTERIOR WALLS				
132 Exterior walls	950	SF	\$75.00	\$71,280
133 B2010 EXTERIOR WALLS TOTAL				\$71,280
134				
135 B2020 EXTERIOR WINDOWS				
136 Windows/storefront	106	SF	\$110.00	\$11,616
137 B2020 EXTERIOR WINDOWS TOTAL				\$11,616
138				
139 B2030 EXTERIOR DOORS				
140 Doors	1	LVS	\$5,000.00	\$5,000
141 B2030 EXTERIOR DOORS TOTAL				\$5,000
142				
143 TOTAL SYSTEM B20 EXTERIOR CLOSURE				\$87,896
144				
145				
146 B30 ROOFING				
147				
148 B3010 ROOF COVERINGS				
149 Roof	554	SF	\$60.00	\$33,240
150 B3010 ROOF COVERINGS TOTAL				\$33,240
151				
152 TOTAL SYSTEM B30 ROOFING				\$33,240
153				
154				
155 C10 INTERIOR CONSTRUCTION				
156				
157 C1010 PARTITIONS				
158				
159 Rough carpentry internal partitions and ceilings	454	SF	\$1.50	\$681
160 Misc metals for interior masonry (lintels, restraint)	454	SF	\$1.00	\$454
161				
162 Interior penetration firestopping				
163 Interior caulking	454	GSF	\$0.50	\$227



**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
164 C1010 PARTITIONS TOTAL				\$1,362
165				
166 C1020 INTERIOR DOORS, FRAMES & HARDWARE				
167 <i>Hollow Metal Doors and Frames:</i>				
168 Door frames	2	EA	\$300.00	\$600
169 Door frames for pair doors	0	EA	\$350.00	\$0
170 Doors	2	EA	\$325.00	\$650
171				
172 Hardware	2	SET	\$750.00	\$1,500
173 Paint door frames	2	EA	\$80.00	\$160
174 Paint door	2	EA	\$70.00	\$140
175 Blocking at doors	34	LF	\$2.50	\$85
176 Door Installation	2	EA	\$150.00	\$300
177 C1020 INTERIOR DOORS, FRAMES & HARDWARE TOTAL				\$3,435
178				
179 C1030 FITTINGS				
180				
181 Paint/finish	454	SF	\$3.00	\$1,362
182				
183 <i>Signage</i>				
184 Miscellaneous signage	454	GSF	\$3.00	\$1,362
185				
186 <i>Fire extinguisher cabinets</i>				
187 Semi-recessed/non-rated	1	EA	\$300.00	\$300
188				
189 Miscellaneous fittings	1	LS	\$2,500.00	\$2,500
190 C1030 FITTINGS TOTAL				\$5,524
191				
192 TOTAL SYSTEM C10 INTERIOR CONSTRUCTION				\$10,321
193				
194				
195 C20 STAIRCASES				
196				
197 C30 INTERIOR FINISHES				
198				
199 C3010 WALL FINISHES				
200 Paint	454	GSF	\$2.50	\$1,135
201 C3010 WALL FINISHES TOTAL				\$1,135



**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
202				
203 C3020 FLOOR FINISHES				
204 Flooring	454	SF	\$10.00	\$4,540
205				
206 Entrance mats				
207 Walk off mat	0	SF	\$35.00	\$0
208 C3020 FLOOR FINISHES TOTAL				<u>\$4,540</u>
209				
210 C3030 CEILING FINISHES				
211 Ceiling	454	SF	\$16.00	\$7,264
212 C3030 CEILING FINISHES TOTAL				<u>\$7,264</u>
213				
214 TOTAL SYSTEM C30 INTERIOR FINISHES				<u><u>\$12,939</u></u>
215				
216				
217 D15 MECHANICAL				
218				
219 D20 PLUMBING				
220 Plumbing	454	SF	\$15.00	\$6,810
221 D20 PLUMBING TOTAL				<u>\$6,810</u>
222				
223 D30 HVAC				
224 HVAC		SF	\$48.00	\$0
225 D30 HVAC TOTAL				<u>\$0</u>
226				
227 D40 FIRE PROTECTION				
228 Sprinkler Coverage		SF	\$7.00	\$0
229 D40 FIRE PROTECTION TOTAL				<u>\$0</u>
230				
231 TOTAL SYSTEM D15 MECHANICAL				<u><u>\$6,810</u></u>
232				
233				
234 D50 ELECTRICAL				
235				
236 D5011 SERVICE & DISTRIBUTION				
237 Interior Electrical	454	SF	\$40.00	\$18,160
238 D5011 SERVICE & DISTRIBUTION TOTAL				<u>\$18,160</u>
239				

**Providence Unified Vision
Rink Building**

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
240 TOTAL SYSTEM D50 ELECTRICAL				<u>\$18,160</u>
241				
242				
243 E10 EQUIPMENT				
244				
245 E1020 INSTITUTIONAL EQUIPMENT				
246 Miscellaneous equipment	1	AL	\$5,000.00	<u>\$5,000</u>
247 E1020 INSTITUTIONAL EQUIPMENT TOTAL				<u>\$5,000</u>
248				
249 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				<u>\$5,000</u>
250				
251				
252 E20 FURNISHINGS				
253				
254 E2020 SPECIALTIES / MILLWORK				
255 Miscellaneous specialties	454	SF	\$10.00	<u>\$4,540</u>
256 E2020 SPECIALTIES / MILLWORK TOTAL				<u>\$4,540</u>
257				
258 TOTAL SYSTEM E20 FURNISHINGS				<u>\$4,540</u>
259				
260				
261 F10 SPECIAL CONSTRUCTION				
262				
263 F1010 SPECIAL CONSTRUCTION				
264 Allow for relocation	454	SF	\$55.00	<u>\$24,970</u>
265 F1010 SPECIAL CONSTRUCTION TOTAL				<u>\$24,970</u>
266				
267 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				<u>\$24,970</u>
268				
269				
270 F20 SELECTIVE DEMOLITION				
271				
272 F2020 SELECTIVE DEMOLITION				
273 Demolition of existing building allowance		SF		Main Summary
274 Haz mat removal allowance				Main Summary
275 F2020 SELECTIVE DEMOLITION TOTAL				<u>\$0</u>
276				
277 TOTAL SYSTEM F20 DEMOLITION				<u>\$0</u>



***Providence Unified Vision
Rink Building***

Providence, RI
454 GSF

DETAILED ESTIMATE - IMAGINATION CENTER

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
278				
279				
280				
			TOTAL TO SUMMARY	<u><u>\$334,346</u></u>



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
22,790 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA FREE SPACE PAVEMENT

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$888,108	\$38.97
3 Direct Trade Cost SubTotal			\$888,108	\$38.97
4 Pricing Contingency	15.00%	\$888,108	\$133,216	\$5.85
5 Trade Cost SubTotal			\$1,021,324	\$44.81
6 General Conditions	5.75%	\$1,021,324	\$58,726	\$2.58
7 General Requirements	5.25%	\$1,080,050	\$56,703	\$2.49
8 Insurance	1.50%	\$1,136,753	\$17,051	\$0.75
9 Bond	0.65%	\$1,153,804	\$7,500	\$0.33
10 Permit	0.00%	\$1,161,304	\$0	\$0.00
11 Fee	3.00%	\$1,161,304	\$34,839	\$1.53
12 Estimated Construction Cost Total			\$1,196,143	\$52.49

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
22,790 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA FREE SPACE NEW PAVEMENT

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$232,368
16	
17 G20 SITE IMPROVEMENTS	\$433,240
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$45,000
20	
21 G40 SITE ELECTRICAL UTILITIES	\$177,500
22	
23	
24 TOTAL	<u>\$888,108</u>
25	
26	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
22,790 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA FREE SPACE NEW PAVEMENT

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11	F20 FACILITY REMEDIATION				
12					
13	F2010 Hazardous Materials Remediation				
14	Hazmat abatement/Soil Remediation				NIC
15	F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16					
17					
18	F30 DEMOLITION				
19					
20	F3010 Structure Demolition				
21	Building demolition				NIC
22	F30 DEMOLITION TOTAL				<u>\$0</u>
23					
24					
25	G10 SITE PREPARATION				
26					
27	G1010 Site Clearing				
28	31 10 00 Site Clearing				
29	Site clearing	0.52	ACRES	\$10,000.00	\$5,200
30	Construction fence, install, maintain, remove & reinstall;	712	LF	\$12.00	\$8,544
31	Double construction gate	4	PR	\$2,500.00	\$10,000
32	Temporary construction entrance	2	LOC	\$7,000.00	\$14,000
33	Contractor parking				W/General Con
34	Contractor staging and laydown area	1,140	SF	\$2.00	\$2,279
35	Temp signs	1	LS	\$7,500.00	\$7,500
36	Wash down/re-fueling/parking allowance				W/General Con
37	31 23 19 Dewatering and Drainage				
38	Dewatering for sitework excavation; allow	1	LS	\$15,000.00	\$15,000
39	31 25 00 Erosion and Sedimentation Controls				
40	Temporary seed cover	1	AL	\$1,500.00	\$1,500
41	Compost sock	235	LF	\$14.00	\$3,289
42					
43	G1020 Site Demolition and Relocation				
44	02 41 00 Demolition				
45	Saw cut existing pavement	1	LS	\$5,000.00	\$5,000
46					
47	Protection of existing	1	AL	\$10,000.00	\$10,000
48	Protect drain and sewer line	500	LF		Incl above
49	Protect tree	23	EA		Incl above
50					



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
22,790 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA FREE SPACE NEW PAVEMENT

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51	Remove & dispose	1	AL	\$10,000.00	\$10,000
52	Remove drain line				Incl above
53	Remove control valves				Incl above
54	Remove surface edging				Incl above
55	Remove sewer line				Incl above
56	Remove concrete pad				Incl above
57	Remove tree				Incl above
58	Silt sock				Incl above
59					
60	<u>G1020.01 Building Demolition</u>				
61	<u>02 30 00 Building Demolition</u>				
62	Building demoltion				See Above
63					
64	G1030 Site Earthwork				
65	Soils Characterization and Disposal; allowance	1	AL	\$15,000.00	\$15,000
66	Rock excavation				NIC
67	Rough grading	2,532	SY	\$1.50	\$3,798
68	Fine grading	22,790	SF	\$1.00	\$22,790
69	Cut and fill	2,532	CY	\$9.00	\$22,790
70	Gravel base	422	CY	\$38.00	\$16,036
71	Temporary swales w/check dams	1	AL	\$50,000.00	\$50,000
72	Spread loam	422	CY	\$11.00	\$4,642
73	Temporary parking				NIC
74	Allow for miscellaneous repairs during construction	1	LS	\$5,000.00	\$5,000
75					
76	<u>G10 SITE PREPARATION TOTAL</u>				\$232,368
77					
78					
79	<u>G20 SITE IMPROVEMENTS</u>				
80					
81	G2020 Roadways				
82	Basketball Court Asphalt	4,700	SF	\$4.00	\$18,800
83	32 16 00 Curbs and Gutters				NIC
84					
85	32 17 00 Paving Specialties				
86	Basketball court markings	1	AL	\$1,500.00	\$1,500
87					
88	G2030 Pedestrian Paving				
89	32 13 10 Rigid Paving				NIC
90	Paving	18,090	SF	\$16.00	\$289,440



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
22,790 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA FREE SPACE NEW PAVEMENT

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91				
92 G2040 Site Development				
93 <u>G2040.01 Fences and Gates</u>				
94 32 31 00 Fences and Gates				
95 Fences and gates	1	AL	\$100,000.00	\$100,000
96				
97 <u>G2040.02 Site and Street Furnishes</u>				
98 Signage	1	EA	\$1,500.00	\$1,500
99 Basketball Backstop and pole	2	EA	\$3,500.00	\$7,000
100 Miscellaneous site improvements	1	LS	\$15,000.00	\$15,000
101				
102 G2050.02 Lawns and Grasses				
103 32 92 00 Turfs and Grasses				
104 No work in this section				
105 G2050.03 Trees, Plants and Ground Covers				
106				
107 <u>G20 SITE IMPROVEMENTS TOTAL</u>				\$433,240
108				
109				
110 <u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
111				
112 G3010 Water Utilities	1	AL	\$15,000.00	\$15,000
113				
114 G3020 Sanitary Sewerage Utilities	1	AL	\$15,000.00	\$15,000
115				
116 G3030 Storm Drainage Utilities	1	LS	\$15,000.00	\$15,000
117				
118 G3040 Gas Utilities				
119 33 50 00 Gas Service				
120 Connection to existing gas main				NIC
121 Gas Line Trench				NIC
122				
123 <u>G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL</u>				\$45,000
124				
125				
126 G40 SITE ELECTRICAL UTILITIES				
127				
128 G4010 Site Electrical Utilities				
129 Site lighting	4	EA	\$25,000.00	\$100,000
130 Event power and trenching:				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
22,790 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA FREE SPACE NEW PAVEMENT

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
131	1" Pvc, 4#8 UG	500	LF	\$50.00	\$25,000
132	Empty conduit	500	LF	\$75.00	\$37,500
133	Site Lighting Controls	1	LS	\$15,000.00	\$15,000
134					
135	G40 SITE ELECTRICAL UTILITIES TOTAL				\$177,500
136					
137					
138					
139					
	TOTAL SITWORK SUMMARY				\$888,108



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
8,050 GSF

MAIN SUMMARY - GREATER KENNEDY PLAZA FREE SPACE CATENARY

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$702,611	\$87.28
3 Direct Trade Cost SubTotal			\$702,611	\$87.28
4 Pricing Contingency	15.00%	\$702,611	\$105,392	\$13.09
5 Trade Cost SubTotal			\$808,003	\$100.37
6 General Conditions	5.75%	\$808,003	\$46,460	\$5.77
7 General Requirements	5.25%	\$854,463	\$44,859	\$5.57
8 Insurance	1.50%	\$899,322	\$13,490	\$1.68
9 Bond	0.65%	\$912,812	\$5,933	\$0.74
10 Permit	0.00%	\$918,745	\$0	\$0.00
11 Fee	3.00%	\$918,745	\$27,562	\$3.42
12 Estimated Construction Cost Total			\$946,308	\$117.55
13 Escalation			\$42,584	\$5.29
14 Estimated Construction Cost Total With Escalation			\$1,035,877	\$128.68

**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
8,050 GSF

DIRECT COST SUMMARY - GREATER KENNEDY PLAZA CATENARY

<u>ELEMENT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS	\$61,233
12	
13 B10 STRUCTURE	\$130,000
14	
15 G10 SITE PREPARATION	\$15,828
16	
17 G20 SITE IMPROVEMENTS	\$366,750
18	
19 G40 SITE ELECTRICAL UTILITIES	\$128,800
20	
21	
22 TOTAL	<hr/> <u>\$702,611</u>
23	
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**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
8,050 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA FREE SPACE CATENARY

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Earthwork				
15 Footings	4	EA		
16 Excavation	73.0	CY	\$12.00	See below
17 Backfill from import		CY	\$20.00	See below
18 Cast to off-site waste	25	CY	\$22.00	See below
19 Grade & compact	8,453	SF	\$1.00	See below
20 12" base course sand & gravel	298.1	CY	\$25.00	See below
21				
22 Building over excavation:				
23 Over-excavation to remove topsoil	50.0	CY	\$8.00	\$400
24 Dispose materials	25	CY	\$18.00	\$450
25 Structural fill	24	CY	\$28.00	\$672
26				
27 Perimeter foundation drain	407	LF	\$18.00	\$7,326
28				
29 Footings	4	EA		
30 Concrete; material	50.0	CY	\$150.00	\$7,500
31 Concrete; place	50.0	CY	\$95.00	\$4,750
32 Reinforcement (150#/cy)	7,500	LB	\$1.15	\$8,625
33 Formwork	714	SF	\$25.00	\$17,850
34 Anchor bolts	16	SET	\$35.00	\$560
35 Miscellaneous concrete	1	LS	\$3,100.00	\$3,100
36				
37 Special Foundation Conditions				
38 Dewatering during excavation	1	LS	\$10,000.00	\$10,000
39 A1010 FOUNDATIONS TOTAL				<u>\$61,233</u>
40				
41 A10 FOUNDATIONS TOTAL				<u><u>\$61,233</u></u>
42				
43				
44 B10 STRUCTURE				
45				
46 B1020 ROOF CONSTRUCTION				
47 Structural steel				
48 Poles	4	EA	\$30,000.00	\$120,000
49 Other misc plates, connections	1	AL	\$10,000.00	\$10,000
50				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
8,050 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA FREE SPACE CATENARY

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51 Mechanical roof top equipment				
52 Roof screen, galv, assume 13' high; HSS shapes				NIC
53 B1020 ROOF CONSTRUCTION TOTAL				\$130,000
54				
55 B10 STRUCTURE TOTAL				\$130,000
56				
57				
58 G10 SITE PREPARATION				
59				
60 G1010 Site Clearing				
61 31 10 00 Site Clearing				
62 Construction fence, install, maintain, remove & reinstall;	444	LF	\$12.00	\$5,328
63 Double construction gate	2	PR	\$2,500.00	\$5,000
64 Contractor parking				W/General Con
65 Contractor staging and laydown area				W/General Con
66 Temp signs	1	LS	\$500.00	\$500
67 Wash down/re-fueling/parking allowance				W/General Con
68				
69 G1020 Site Demolition and Relocation				
70 02 41 00 Demolition				
71 Cutting and patching	1	AL	\$5,000.00	\$5,000
72 G1010 Site Clearing Total				\$15,828
73				
74 G10 SITE PREPARATION TOTAL				\$15,828
75				
76				
77 G20 SITE IMPROVEMENTS				
78				
79 G2040 Site Development				
80 <u>G2040.02 Site and Street Furnishes</u>				
81 Signage	1	EA	\$1,000.00	\$1,000
82 Fabric	4,025	SF	\$90.00	\$362,250
83 Miscellaneous site improvements	1	LS	\$3,500.00	\$3,500
84 G2040 Site Development Total				\$366,750
85				
86 G20 SITE IMPROVEMENTS TOTAL				\$366,750
87				
88				
89 G40 SITE ELECTRICAL UTILITIES				
90				



**Providence Unified Vision
Greater Kennedy Plaza**

Providence, RI
8,050 GSF

SITWORK DETAILS - GREATER KENNEDY PLAZA FREE SPACE CATENARY

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91	G4010 Site Electrical Utilities				
92	Site lighting	8,050	SF	\$16.00	\$128,800
93	G4010 Site Electrical Utilities Total				\$128,800
94					
95	G40 SITE ELECTRICAL UTILITIES TOTAL				\$128,800
96					
97					
98				TOTAL SUMMARY	\$702,611
99					



**Providence Unified Vision
Exchange Terrace Storage**

Providence, RI
8,588 GSF

MAIN SUMMARY - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 Rehabilitation	8,588	GSF	\$2,075,079	\$241.63
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$2,075,079	\$241.63
16				
17 Pricing Contingency	15.00%	\$2,075,079	\$311,262	\$36.24
18				
19 Direct Trade Cost Total			\$2,386,341	\$1.15
20				
21 General Conditions	5.25%	\$2,386,341	\$125,283	\$14.59
22 General Requirements	1.50%	\$2,511,624	\$37,674	\$4.39
23 Insurance	0.65%	\$2,549,298	\$16,570	\$1.93
24 Bonds	0.00%	\$2,565,869	\$0	\$0.00
25 Permits	3.00%	\$2,565,869	\$76,976	\$8.96
26 Fee	0.00%	\$2,642,845	\$0	\$0.00
27				
28 Estimated Construction Cost Total			\$2,642,845	\$307.74
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

**Providence Unified Vision
Exchange Terrace Storage**

Providence, RI
8,588 GSF

DIRECT COST SUMMARY - EXCHANGE TERRACE STORAGE

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$90,264	\$10.51
12		
13 A20 BASEMENT	\$0	\$0.00
14		
15 B10 STRUCTURE	\$25,764	\$3.00
16		
17 B20 EXTERIOR CLOSURE	\$274,140	\$31.92
18		
19 B30 ROOFING	\$78,704	\$9.16
20		
21 C10 INTERIOR CONSTRUCTION	\$542,901	\$63.22
22		
23 C20 STAIRCASES	\$0	\$0.00
24		
25 C30 INTERIOR FINISHES	\$109,448	\$12.74
26		
27 D10 CONVEYING SYSTEMS	\$0	\$0.00
28		
29 D20 PLUMBING	\$154,584	\$18.00
30		
31 D30 HVAC	\$171,760	\$20.00
32		
33 D40 FIRE PROTECTION	\$60,116	\$7.00
34		
35 D50 ELECTRICAL	\$429,400	\$50.00
36		
37 E10 EQUIPMENT	\$65,000	\$7.57
38		
39 E20 FURNISHINGS	\$72,998	\$8.50
40		
41 F10 SPECIAL CONSTRUCTION	\$0	\$0.00
42		
43 F20 SELECTIVE DEMOLITION	\$0	\$0.00
44		
45 TOTAL	<u>\$2,075,079</u>	<u>\$241.63</u>
46		
47		

**Providence Unified Vision
Exchange Terrace Storage**

Providence, RI
8,588 GSF

DIRECT COST SUMMARY - EXCHANGE TERRACE STORAGE

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$64,500
13	Slab on Grade	\$25,764
14	FOUNDATIONS TOTAL	<u>\$90,264</u>
15		
16		
17	A20 BASEMENT CONSTRUCTION	\$0
18		
19		
20	B10 STRUCTURE	
21	Upper Floor Construction	\$0
22	Roof Construction	\$25,764
23	STRUCTURE TOTAL	<u>\$25,764</u>
24		
25		
26	B20 EXTERIOR CLOSURE	
27	Exterior walls	\$274,140
28	Exterior windows	\$0
29	Exterior Doors	\$0
30	EXTERIOR CLOSURE TOTAL	<u>\$274,140</u>
31		
32		
33	B30 ROOFING	
34	Roof Coverings	\$78,704
35	ROOFING TOTAL	<u>\$78,704</u>
36		
37		
38	C10 INTERIOR CONSTRUCTION	
39	Partitions	\$237,252
40	Interior Doors, frames & Hardware	\$88,705
41	Fittings	\$216,944
42	INTERIOR CONSTRUCTION TOTAL	<u>\$542,901</u>
43		
44		
45	C20 STAIRCASES	
46	Staircases	\$0
47	STAIRCASES TOTAL	<u>\$0</u>
48		

***Providence Unified Vision
Exchange Terrace Storage***

Providence, RI
8,588 GSF

DIRECT COST SUMMARY - EXCHANGE TERRACE STORAGE

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
49		
50	C30 INTERIOR FINISHES	
51	Wall finishes	\$41,470
52	Floor finishes	\$40,453
53	Ceiling finishes	\$27,525
54	INTERIOR FINISHES TOTAL	<u>\$109,448</u>
55		
56		
57	D10 VERTICAL MOVEMENT	
58	Conveying System	\$0
59	VERTICAL MOVEMENT TOTAL	<u>\$0</u>
60		
61		
62	D20 PLUMBING	
63	Plumbing	\$154,584
64	PLUMBING TOTAL	<u>\$154,584</u>
65		
66		
67	D30 HVAC	
68	HVAC	\$171,760
69	HVAC TOTAL	<u>\$171,760</u>
70		
71		
72	D40 FIRE PROTECTION	
73	Fire Protection	\$60,116
74	FIRE PROTECTION TOTAL	<u>\$60,116</u>
75		
76		
77	D50 ELECTRICAL	
78	Service and distribution	\$429,400
79	ELECTRICAL TOTAL	<u>\$429,400</u>
80		
81		
82	E10 EQUIPMENT	
83	Institutional Equipment	\$65,000
84	EQUIPMENT TOTAL	<u>\$65,000</u>
85		
86		

***Providence Unified Vision
Exchange Terrace Storage***

Providence, RI
8,588 GSF

DIRECT COST SUMMARY - EXCHANGE TERRACE STORAGE

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
87	E20 FURNISHINGS	
88	Specialties / Millwork	\$72,998
89	FURNISHINGS TOTAL	<u>\$72,998</u>
90		
91		
92	F10 SPECIAL CONSTRUCTION	
93	Special construction	\$0
94	SPECIAL CONSTRUCTION TOTAL	<u>\$0</u>
95		
96		
97	F20 SELECTIVE DEMOLITION	
98	Selective Demolition	\$0
99	SELECTIVE DEMOLITION TOTAL	<u>\$0</u>
100		
101		
102		
103	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$2,075,079</u>
104		

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Allow for minimal amount of earthwork	1	LS	\$15,000.00	\$15,000
15				
16 Building Area:				
17 Cut and fill for building				NIC
18 Gravel base to building				NIC
19				
20 Allow for perimeter foundation drainage system added	1,000	LF	\$26.00	\$26,000
21				
22 Concrete				
23 Minimal work in concrete	1	LS	\$15,000.00	\$15,000
24				
25 Special Foundation Conditions				
26 Soil improvements				NIC
27 Dewatering during excavation	1	LS	\$8,500.00	\$8,500
28 A1010 FOUNDATIONS TOTAL				<u>\$64,500</u>
29				
30				
31 A1030 SLAB ON GRADE				
32 Allow for self leveling	8,588	SF	\$3.00	\$25,764
33 A1030 SLAB ON GRADE TOTAL				<u>\$25,764</u>
34				
35 A10 FOUNDATIONS TOTAL				<u><u>\$90,264</u></u>
36				
37				
38 A20 BASEMENT				
39				
40 No anticipated work				
41				
42 TOTAL SYSTEM A20 BASEMENT				<u><u>\$0</u></u>
43				
44				
45 B10 STRUCTURE				
46				
47 B1010 UPPER FLOOR CONSTRUCTION				
48 No anticipated work				

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
49 B1010 UPPER FLOOR CONSTRUCTION TOTAL				\$0
50				
51 B1020 ROOF CONSTRUCTION				
52 Structural steel				
53 Roof deck		SF	\$3.85	NIC
54 Premium for galv acoustic roof deck		sf	\$3.00	NIC
55 Other misc plates, connections	8,588	SF	\$2.00	\$17,176
56 Rough blocking to roof	8,588	SF	\$1.00	\$8,588
57				
58 Mechanical roof top equipment				
59 Roof screen, galv, assume 13' high; HSS shapes				NIC
60 B1020 ROOF CONSTRUCTION TOTAL				\$25,764
61				
62 TOTAL SYSTEM B10 SUPERSTRUCTURE				\$25,764
63				
64				
65 B20 EXTERIOR CLOSURE				
66				
67 B2010 EXTERIOR WALLS				
68				
69 Allow for miscellaneous exterior wall patching/new	8,588	SF	\$30.00	\$257,640
70 Caulking and sealants	1	LS	\$3,000.00	\$3,000
71				
72 Miscellaneous				
73 Allow for precast trim pieces	1	LS	\$5,000.00	\$5,000
74 Louvers	100	SF	\$85.00	\$8,500
75 B2010 EXTERIOR WALLS TOTAL				\$274,140
76				
77 B2020 EXTERIOR WINDOWS				
78 No anticipated work				
79 B2020 EXTERIOR WINDOWS TOTAL				\$0
80				
81 B2030 EXTERIOR DOORS				
82 No anticipated work				
83 B2030 EXTERIOR DOORS TOTAL				\$0
84				
85 TOTAL SYSTEM B20 EXTERIOR CLOSURE				\$274,140
86				

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
87				
88 B30 ROOFING				
89				
90 B3010 ROOF COVERINGS				
91				
92 Roofing				
93 Allow for miscellaneous repairs as necessary	8,588	SF	\$8.00	\$68,704
94				
95 Roofing Accessories				
96 Miscellaneous roof accessories	1	LS	\$10,000.00	\$10,000
97 Roof screens				NIC
98 B3010 ROOF COVERINGS TOTAL				\$78,704
99				
100 TOTAL SYSTEM B30 ROOFING				\$78,704
101				
102				
103 C10 INTERIOR CONSTRUCTION				
104				
105 C1010 PARTITIONS				
106				
107 Masonry partitions				
108 Partitions	5,500	SF	\$25.00	\$137,500
109				
110 Gypsum board partitions				
111 Drywall partitions	2,000	SF	\$16.00	\$32,000
112 Rough carpentry internal partitions and ceilings	8,588	SF	\$1.50	\$12,882
113 Misc metals for interior masonry (lintels, restraint)	5,500	SF	\$1.00	\$5,500
114				
115 Interior storefront				
116 Interior storefront	500	SF	\$85.00	\$42,500
117				
118 Interior penetration firestopping				
119 Interior caulking	8,588	GSF	\$0.50	\$4,294
120 Top-of-partition firestopping	8,588	GSF	\$0.30	\$2,576
121 C1010 PARTITIONS TOTAL				\$237,252
122				
123 C1020 INTERIOR DOORS, FRAMES & HARDWARE				
124 Hollow Metal Doors and Frames:				

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
125 Door frames	16	EA	\$300.00	\$4,800
126 Door frames for pair doors	6	EA	\$350.00	\$2,100
127 Doors	28	EA	\$325.00	\$9,100
128 Premium cost for acoustical doors	1	LS	\$1,500.00	\$1,500
129				
130 <i>Aluminum-Framed Entrances and Storefronts:</i>				
131 Interior aluminum entry doors	4	LVS	\$3,650.00	\$14,600
132				
133 <i>Access Doors and Frames</i>				
134 Access doors	10	EA	\$300.00	\$3,000
135 Powered door openers	4	LOC	\$3,500.00	\$14,000
136				
137 Door sidelights	250	SF	\$35.00	\$8,750
138 Glazing to doors	1	AL	\$1,000.00	\$1,000
139				
140 Hardware	28	SET	\$750.00	\$21,000
141 Paint door frames	22	EA	\$80.00	\$1,760
142 Paint door	28	EA	\$70.00	\$1,960
143 Blocking at doors	374	LF	\$2.50	\$935
144 Door Installation	28	EA	\$150.00	\$4,200
145 C1020 INTERIOR DOORS, FRAMES & HARDWARE TOTAL				\$88,705
146				
147 C1030 FITTINGS				
148				
149 Markerboards	500	SF	\$28.00	\$14,000
150 Combination Boards	200	SF	\$25.00	\$5,000
151				
152 <i>Signage</i>				
153 Commemorative plaque	1	LOC	\$1,500.00	\$1,500
154 Dimensional characters; name	1	AL	\$5,000.00	\$5,000
155 Plastic panel signs for room identification, way finding, hazard identification	1	AL	\$7,500.00	\$7,500
156 Framed paper signs	1	AL	\$2,500.00	\$2,500
157 Miscellaneous signage	8,588	GSF	\$1.35	\$11,594
158				
159 <i>Wall & corner guards</i>				
160 Stainless steel corner guards	1	LS	\$1,000.00	\$1,000
161				

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
162 Toilet compartments (Solid Polymer)				
163 Toilet compartments	20	EA	\$1,200.00	\$24,000
164 Toilet compartments - ADA	20	EA	\$1,400.00	\$28,000
165				
166 Metal lockers				
167 Lockers	1	AL	\$50,000.00	\$50,000
168 Staff lockers, single tier, 12" x 12" x 6' high	6	EA	\$250.00	\$1,500
169				
170 Toilet accessories				
171 Combination PTD/WR unit	50	EA	\$150.00	\$7,500
172 Paper towel dispensers	20	EA	\$100.00	\$2,000
173 Soap dispensers	20	EA	\$35.00	\$700
174 Toilet paper dispensers	20	EA	\$65.00	\$1,300
175 Sanitary napkin disposal units	14	EA	\$250.00	\$3,500
176 Robe hook	50	EA	\$25.00	\$1,250
177 Grab bars	60	PR	\$160.00	\$9,600
178 Mirrors - in gang bathrooms	20	EA	\$300.00	\$6,000
179 Mirrors - in private bathrooms	20	EA	\$150.00	\$3,000
180 Mop holder w/shelf (Janitors)	5	EA	\$200.00	\$1,000
181				
182 Fire extinguisher cabinets				
183 Fully recessed/non-rated	6	EA	\$450.00	\$2,700
184 Semi-recessed/non-rated	6	EA	\$300.00	\$1,800
185				
186 Miscellaneous fittings	1	LS	\$25,000.00	\$25,000
187 C1030 FITTINGS TOTAL				<u>\$216,944</u>
188				
189 TOTAL SYSTEM C10 INTERIOR CONSTRUCTION				<u><u>\$542,901</u></u>
190				
191				
192 C20 STAIRCASES				
193				
194 C2010 STAIRCASES				
195 Interior stairs				
196 Egress stairs				NIC
197 Concrete to metal pan stairs				NIC
198				
199 Stair finishes				

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
200 Railings	0	LS		NIC
201 Rubber flooring	0	SF	\$8.00	NIC
202 Rubber flooring (Risers)	0	LF	\$15.50	NIC
203 C2010 STAIRCASES TOTAL				<u>\$0</u>
204				
205 TOTAL C20 STAIRCASES				<u><u>\$0</u></u>
206				
207				
208 C30 INTERIOR FINISHES				
209				
210 C3010 WALL FINISHES				
211 Fabric wrapped fiberglass panels	500	SF	\$15.00	\$7,500
212 Miscellaneous wall finish	500	SF	\$25.00	\$12,500
213 Paint	8,588	GSF	\$2.50	\$21,470
214 C3010 WALL FINISHES TOTAL				<u>\$41,470</u>
215				
216 C3020 FLOOR FINISHES	8,588			
217 Flooring				
218 Flooring	5,738	SF	\$6.00	\$34,428
219				
220 Painting				
221 Sealed concrete	2,500	SF	\$1.50	\$3,750
222				
223 Entrance mats				
224 Walk off mat	350	SF	\$6.50	\$2,275
225 C3020 FLOOR FINISHES TOTAL				<u>\$40,453</u>
226				
227 C3030 CEILING FINISHES				
228 Paint exposed ceilings	7,386	SF	\$2.00	\$14,771
229 GWB ceilings	773	SF	\$15.00	\$11,594
230 Paint GWB ceilings	773	SF	\$1.50	\$1,159
231 C3030 CEILING FINISHES TOTAL				<u>\$27,525</u>
232				
233 TOTAL SYSTEM C30 INTERIOR FINISHES				<u><u>\$109,448</u></u>
234				
235				
236 D10 CONVEYING SYSTEMS				
237				

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
238 D1010 CONVEYING SYSTEMS				
239 Elevators		EA		\$0
240 Elevator pit ladder		EA		\$0
241 Sill angles		LF		\$0
242 Hoist beam		EA		\$0
243 D1010 CONVEYING SYSTEMS TOTAL				<u>\$0</u>
244				
245 TOTAL SYSTEM D10 CONVEYING SYSTEMS				<u><u>\$0</u></u>
246				
247				
248 D15 MECHANICAL				
249				
250 D20 PLUMBING				
251 Plumbing	8,588	SF	\$18.00	\$154,584
252 D20 PLUMBING TOTAL				<u>\$154,584</u>
253				
254 D30 HVAC				
255 HVAC	8,588	SF	\$20.00	\$171,760
256 D30 HVAC TOTAL				<u>\$171,760</u>
257				
258 D40 FIRE PROTECTION				
259 Sprinkler Coverage	8,588	SF	\$7.00	\$60,116
260 D40 FIRE PROTECTION TOTAL				<u>\$60,116</u>
261				
262 TOTAL SYSTEM D15 MECHANICAL				<u><u>\$386,460</u></u>
263				
264				
265 D50 ELECTRICAL				
266				
267 D5011 SERVICE & DISTRIBUTION				
268 Interior Electrical	8,588	SF	\$50.00	\$429,400
269 D5011 SERVICE & DISTRIBUTION TOTAL				<u>\$429,400</u>
270				
271 TOTAL SYSTEM D50 ELECTRICAL				<u><u>\$429,400</u></u>
272				
273				
274 E10 EQUIPMENT				
275				

**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
276 E1020 INSTITUTIONAL EQUIPMENT				
277 Allow for equipment	1	AL	\$65,000.00	\$65,000
278 E1020 INSTITUTIONAL EQUIPMENT TOTAL				\$65,000
279				
280 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				\$65,000
281				
282				
283 E20 FURNISHINGS				
284				
285 E2020 SPECIALTIES / MILLWORK				
286 <u>Finish Carpentry</u>				
287 Misc millwork standing and running trim	8,588	SF	\$4.00	\$34,352
288				
289 <u>Furnishings</u>				
290 Casework	8,588	SF	\$2.00	\$17,176
291				
292 Furnishings miscellaneous metals	8,588	SF	\$2.50	\$21,470
293				
294 Window treatment				
295				
296 E2020 SPECIALTIES / MILLWORK TOTAL				\$72,998
297				
298 TOTAL SYSTEM E20 FURNISHINGS				\$72,998
299				
300				
301 F10 SPECIAL CONSTRUCTION				
302				
303 F1010 SPECIAL CONSTRUCTION				
304 No work in this section				\$0
305 F1010 SPECIAL CONSTRUCTION TOTAL				\$0
306				
307 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				\$0
308				
309				
310 F20 SELECTIVE DEMOLITION				
311				
312 F2020 SELECTIVE DEMOLITION				
313 Demolition of existing building allowance		SF		Main Summary



**Providence Unified Vision
Welcome Center**

Providence, RI
8,588 GSF

DETAILED ESTIMATE - EXCHANGE TERRACE STORAGE

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
314 Haz mat removal allowance				Main Summary
315 F2020 SELECTIVE DEMOLITION TOTAL				<u>\$0</u>
316				
317 TOTAL SYSTEM F20 DEMOLITION				<u>\$0</u>
318				
319			TOTAL TO SUMMARY	<u>\$2,075,079</u>
320				

**Providence Unified Vision
New Elevated Crossing Platform**

Providence, RI
12,500 GSF

MAIN SUMMARY - NEW ELEVATED CROSSING PLATFORM

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 New Construction	12,500	GSF	\$6,807,951	\$544.64
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$6,807,951	\$544.64
16				
17 Pricing Contingency	15.00%	\$6,807,951	\$1,021,193	\$81.70
18				
19 Direct Trade Cost Total			\$7,829,144	\$1.15
20				
21 General Conditions	5.25%	\$7,829,144	\$411,030	\$32.88
22 General Requirements	1.50%	\$8,240,174	\$123,603	\$9.89
23 Insurance	0.65%	\$8,363,776	\$54,365	\$4.35
24 Bonds	0.00%	\$8,418,141	\$0	\$0.00
25 Permits	3.00%	\$8,418,141	\$252,544	\$20.20
26 Fee	0.00%	\$8,670,685	\$0	\$0.00
27				
28 Estimated Construction Cost Total			\$8,670,685	\$693.65
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

**Providence Unified Vision
New Elevated Crossing Platform**

Providence, RI
12,500 GSF

DIRECT COST SUMMARY - NEW ELEVATED CROSSING PLATFORM

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$0	\$0.00
12		
13 A20 BASEMENT	\$0	\$0.00
14		
15 B10 STRUCTURE	\$4,969,721	\$397.58
16		
17 B20 EXTERIOR CLOSURE	\$0	\$0.00
18		
19 B30 ROOFING	\$0	\$0.00
20		
21 C20 STAIRCASES	\$345,000	\$27.60
22		
23 D10 CONVEYING SYSTEMS	\$782,000	\$62.56
24		
25 E10 EQUIPMENT	\$100,000	\$8.00
26		
27 G20 SITE IMPROVEMENTS	\$611,230	\$48.90
28		
29		
30 TOTAL	<u>\$6,807,951</u>	<u>\$544.64</u>
31		
32		

***Providence Unified Vision
New Elevated Crossing Platform***

Providence, RI
12,500 GSF

DIRECT COST SUMMARY - NEW ELEVATED CROSSING PLATFORM

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$0
13	FOUNDATIONS TOTAL	<u>\$0</u>
14		
15		
16	A20 BASEMENT CONSTRUCTION	\$0
17		
18		
19	B10 STRUCTURE	
20	Upper Floor Construction	\$4,969,721
21	Roof Construction	\$0
22	STRUCTURE TOTAL	<u>\$4,969,721</u>
23		
24		
25	B20 EXTERIOR CLOSURE	
26	Exterior walls	\$0
27	Exterior windows	\$0
28	Exterior Doors	\$0
29	EXTERIOR CLOSURE TOTAL	<u>\$0</u>
30		
31		
32	B30 ROOFING	
33	Roof Coverings	\$0
34	ROOFING TOTAL	<u>\$0</u>
35		
36		
37	C20 STAIRS	
38	Stairs	\$345,000
39	STAIRS TOTAL	<u>\$345,000</u>
40		
41		
42	D10 CONVEYING SYSTEM	
43	Elevators	\$782,000
44	CONVEYING SYSTEM TOTAL	<u>\$782,000</u>
45		
46	E10 EQUIPMENT	
47	Institutional Equipment	\$100,000
48	EQUIPMENT TOTAL	<u>\$100,000</u>

***Providence Unified Vision
New Elevated Crossing Platform***

Providence, RI
12,500 GSF

DIRECT COST SUMMARY - NEW ELEVATED CROSSING PLATFORM

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
49		
50		
51	F10 SPECIAL CONSTRUCTION	
52	Special construction	\$0
53	SPECIAL CONSTRUCTION TOTAL	\$0
54		
55	G20 SITE IMPROVEMENTS	
56	Site Development	\$611,230
57	SITE IMPROVEMENTS TOTAL	\$611,230
58		
59		
60	BUILDING TOTAL TRADE CONSTRUCTION COST	\$6,807,951
61		

**Providence Unified Vision
New Elevated Crossing Platform**

Providence, RI
12,500 GSF

DETAILED ESTIMATE - NEW ELEVATED CROSSING PLATFORM

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Existing foundations				
15 A1010 FOUNDATIONS TOTAL				<u>\$0</u>
16				
17 A10 FOUNDATIONS TOTAL				<u>\$0</u>
18				
19				
20 A20 BASEMENT				
21				
22 No anticipated work				
23				
24 A20 BASEMENT TOTAL				<u>\$0</u>
25				
26				
27 B10 STRUCTURE				
28				
29 B1010 UPPER FLOOR CONSTRUCTION				
30 Concrete				
31 Slab topping	12,500	SF		
32 Concrete; material	463.0	CY	\$150.00	\$69,444
33 Concrete; place	463.0	CY	\$100.00	\$46,296
34 Reinforcement	115,741	LBS	\$1.15	\$133,102
35 Rebar at corners and openings	231,481	LBS	\$1.15	\$266,204
36 Concrete; place & finish	12,500	SF	\$2.85	\$35,625
37				
38 Steel Framing	810	TNS		
39 Brace beams	313.0	TNS	\$3,700.00	\$1,158,100
40 W-shapes >100#/lf	156.0	TNS	\$4,200.00	\$655,200
41 WT-shapes	63.0	TNS	\$4,100.00	\$258,300
42 HSS-shapes	59.0	TNS	\$4,150.00	\$244,850
43 HSS columns	94.0	TNS	\$4,150.00	\$390,100
44 HSS brace frames	125.0	TNS	\$4,300.00	\$537,500
45 Plates, bent plates and angles	1	LS	\$15,000.00	\$15,000
46 Connections	1	LS	\$10,000.00	\$10,000
47 Decking	12,500	SF	\$65.00	\$812,500
48				

**Providence Unified Vision
New Elevated Crossing Platform**

Providence, RI
12,500 GSF

DETAILED ESTIMATE - NEW ELEVATED CROSSING PLATFORM

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
49 Ramp	1	LS	\$150,000.00	\$150,000
50				
51 <i>Misc. Metals</i>				
52 Misc. metals	12,500	SF	\$15.00	\$187,500
53				
54 B1010 UPPER FLOOR CONSTRUCTION TOTAL				\$4,969,721
55				
56 B1020 ROOF CONSTRUCTION				
57 <i>Structural steel</i>				Included
58				
59 <i>Mechanical roof top equipment</i>				
60 Roof screen, galv, assume 13' high; HSS shapes				NIC
61 B1020 ROOF CONSTRUCTION TOTAL				\$0
62				
63 B10 STRUCTURE TOTAL				\$4,969,721
64				
65				
66 B20 EXTERIOR CLOSURE				NIC
67				
68 B2010 EXTERIOR WALLS				NIC
69 <u>No anticipated work</u>				
70 B2010 EXTERIOR WALLS TOTAL				\$0
71				
72 B2020 EXTERIOR WINDOWS				
73 <u>No anticipated work</u>				
74 B2020 EXTERIOR WINDOWS TOTAL				\$0
75				
76 B2030 EXTERIOR DOORS				
77 <u>No anticipated work</u>				
78 B2030 EXTERIOR DOORS TOTAL				\$0
79				
80 B20 EXTERIOR CLOSURE TOTAL				\$0
81				
82				
83 B30 ROOFING				
84				
85 B3010 ROOF COVERINGS				
86 <u>No anticipated work</u>				

**Providence Unified Vision
New Elevated Crossing Platform**

Providence, RI
12,500 GSF

DETAILED ESTIMATE - NEW ELEVATED CROSSING PLATFORM

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
87 B3010 ROOF COVERINGS TOTAL				<u>\$0</u>
88				
89 B30 ROOFING TOTAL				<u>\$0</u>
90				
91				
92 C20 STAIRCASES				
93				
94 C2010 STAIRCASES				
95 Stairs				
96 Stairs	2	FLT	\$125,000.00	\$250,000
97 Concrete to metal pan stairs	2	FLT	\$5,000.00	\$10,000
98				
99 Stair finishes				
100 Railings	1	LS	\$85,000.00	\$85,000
101 C2010 STAIRCASES TOTAL				<u>\$345,000</u>
102				
103 TOTAL C20 STAIRCASES				<u>\$345,000</u>
104				
105				
106 D10 CONVEYING SYSTEMS				
107				
108 D1010 CONVEYING SYSTEMS				
109 Elevators	2	EA	\$125,000.00	\$250,000
110 Elevator pit ladder	2	EA	\$1,000.00	\$2,000
111 Sill angles	350	LF	\$1,500.00	\$525,000
112 Hoist beam	1	EA	\$5,000.00	\$5,000
113 D1010 CONVEYING SYSTEMS TOTAL				<u>\$782,000</u>
114				
115 TOTAL SYSTEM D10 CONVEYING SYSTEMS				<u>\$782,000</u>
116				
117				
118 E10 EQUIPMENT				
119				
120 E1020 INSTITUTIONAL EQUIPMENT				
121 Allow for equipment	1	AL	\$100,000.00	\$100,000
122 E1020 INSTITUTIONAL EQUIPMENT TOTAL				<u>\$100,000</u>
123				
124 E10 EQUIPMENT TOTAL				<u>\$100,000</u>

***Providence Unified Vision
New Elevated Crossing Platform***

Providence, RI
12,500 GSF

DETAILED ESTIMATE - NEW ELEVATED CROSSING PLATFORM

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
125				
126				
127 F10 SPECIAL CONSTRUCTION				
128				
129 F1010 SPECIAL CONSTRUCTION				
130 No work in this section				\$0
131 F1010 SPECIAL CONSTRUCTION TOTAL				<u>\$0</u>
132				
133 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				<u><u>\$0</u></u>
134				
135				
136 TOTAL SYSTEM F20 DEMOLITION				<u><u>\$0</u></u>
137				
138				
139 G20 SITE IMPROVEMENTS				
140				
141 G2010 SITE DEVELOPMENT				
142 Allow for miscellaneous furnishings	1	LS	\$500,000.00	\$500,000
143 Planting	3,178	SF	\$35.00	\$111,230
144 G2010 SITE DEVELOPMENT TOTAL				<u>\$611,230</u>
145				
146 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				<u><u>\$611,230</u></u>
147				
148				
149				
150				
151				
			TOTAL TO SUMMARY	<u><u>\$6,807,951</u></u>

**Providence Unified Vision
Water Park Basin Bridge Expansion**

Providence, RI
1,950 GSF

MAIN SUMMARY - WATER PARK BASIN BRIDGE EXPANSION

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
11 Direct Trade Costs With Site				
12 Expansion	1,950	GSF	\$2,102,210	\$1,078.06
13 Site Development			Part of Kennedy Plaza	
14				
15 Direct Trade Cost SubTotal			\$2,102,210	\$1,078.06
16				
17 Pricing Contingency	15.00%	\$2,102,210	\$315,332	\$161.71
18				
19 Direct Trade Cost Total			\$2,417,542	\$1.15
20				
21 General Conditions	5.25%	\$2,417,542	\$126,921	\$65.09
22 General Requirements	1.50%	\$2,544,462	\$38,167	\$19.57
23 Insurance	0.65%	\$2,582,629	\$16,787	\$8.61
24 Bonds	0.00%	\$2,599,416	\$0	\$0.00
25 Permits	3.00%	\$2,599,416	\$77,982	\$39.99
26 Fee	0.00%	\$2,677,399	\$0	\$0.00
27				
28 Estimated Construction Cost Total			\$2,677,399	\$1,373.03
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				

Providence Unified Vision
Big Shade
 Providence, RI
 1,950 GSF

DIRECT COST SUMMARY - WATER PARK BASIN BRIDGE EXPANSION

<u>ELEMENT</u>	<u>TOTAL</u>	<u>COST/SF</u>
10		
11 A10 FOUNDATIONS	\$896,655	\$459.82
12		
13 A20 BASEMENT	\$0	\$0.00
14		
15 B10 STRUCTURE	\$1,205,555	\$618.23
16		
17 B20 EXTERIOR CLOSURE	\$0	\$0.00
18		
19 B30 ROOFING	\$0	\$0.00
20		
21		
22 TOTAL	<u>\$2,102,210</u>	<u>\$1,078.06</u>
23		
24		

Providence Unified Vision
Water Park Basin Bridge Expansion

Providence, RI
 1,950 GSF

DIRECT COST SUMMARY - WATER PARK BASIN BRIDGE EXPANSION

<u>DIV.NO.</u>	<u>ELEMENTS</u>	<u>TOTAL</u>
11	A10 FOUNDATIONS	
12	Foundations	\$896,655
13	FOUNDATIONS TOTAL	<u>\$896,655</u>
14		
15		
16	A20 BASEMENT CONSTRUCTION	\$0
17		
18		
19	B10 STRUCTURE	
20	Upper Floor Construction	\$1,205,555
21	Roof Construction	\$0
22	STRUCTURE TOTAL	<u>\$1,205,555</u>
23		
24		
25	B20 EXTERIOR CLOSURE	
26	Exterior walls	\$0
27	Exterior windows	\$0
28	Exterior Doors	\$0
29	EXTERIOR CLOSURE TOTAL	<u>\$0</u>
30		
31		
32	B30 ROOFING	
33	Roof Coverings	\$0
34	ROOFING TOTAL	<u>\$0</u>
35		
36		
37	E10 EQUIPMENT	
38	Institutional Equipment	\$500,000
39	EQUIPMENT TOTAL	<u>\$500,000</u>
40		
41		
42	F10 SPECIAL CONSTRUCTION	
43	Special construction	\$0
44	SPECIAL CONSTRUCTION TOTAL	<u>\$0</u>
45		
46		
47	BUILDING TOTAL TRADE CONSTRUCTION COST	<u>\$2,602,210</u>
48		

**Providence Unified Vision
Water Park Basin Bridge Expansion**

Providence, RI
1,950 GSF

DETAILED ESTIMATE - WATER PARK BASIN BRIDGE EXPANSION

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
11 A10 FOUNDATIONS				
12				
13 A1010 FOUNDATIONS				
14 Earthwork				
15 Slab-on-Grade platform preparation in Sitework Tab	975	SF		
16 Continuous footing w/foundation wall	196	LF		
17 Excavation	541.7	CY	\$12.00	See below
18 Backfill from import	261.7	CY	\$20.00	See below
19 Spread footings	4	EA		
20 Excavation	11.0	CY	\$12.00	See below
21 Backfill from import		CY	\$20.00	See below
22 Cast to off-site waste	291	CY	\$22.00	See below
23 Grade & compact	975	SF	\$1.00	See below
24 12" base course sand & gravel below slab on grade	36.1	CY	\$25.00	See below
25				
26 Building over excavation:				
27 Over-excavation to remove topsoil	36	CY	\$8.00	\$289
28 50% Over-excavation Reused (stockpile on site)	18	CY	\$7.50	\$135
29 Dispose materials	18	CY	\$18.00	\$325
30 Structural fill	18	CY	\$28.00	\$506
31				
32 Concrete				
33 Footings	4	EA		
34 Concrete; material	280.0	CY	\$150.00	\$42,000
35 Concrete; place	280.0	CY	\$100.00	\$28,000
36 Reinforcement (150#/cy)	42,000	LB	\$1.15	\$48,300
37 Formwork	1	LS	\$3,500.00	\$3,500
38 Piers	4	EA		
39 Concrete; material	280.0	CY	\$150.00	\$42,000
40 Concrete; place	280.0	CY	\$100.00	\$28,000
41 Reinforcement (150#/cy)	42,000	LB	\$1.15	\$48,300
42 Formwork	1	LS	\$25,000.00	\$25,000
43 Anchor bolts	1	LS	\$8,000.00	\$8,000
44 Miscellaneous concrete	1	LS	\$30,000.00	\$30,000
45				
46 Special Foundation Conditions				
47 Piles	1	AL	\$500,000.00	\$500,000
48 Soil improvements	975	SF	\$28.00	\$27,300

**Providence Unified Vision
Water Park Basin Bridge Expansion**

Providence, RI
1,950 GSF

DETAILED ESTIMATE - WATER PARK BASIN BRIDGE EXPANSION

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
49 Dewatering during excavation	1	LS	\$65,000.00	\$65,000
50 A1010 FOUNDATIONS TOTAL				\$896,655
51				
52 A10 FOUNDATIONS TOTAL				\$896,655
53				
54				
55 A20 BASEMENT				
56				
57 No anticipated work				
58				
59 TOTAL SYSTEM A20 BASEMENT				\$0
60				
61				
62 B10 STRUCTURE				
63				
64 B1010 UPPER FLOOR CONSTRUCTION				
65 <i>Concrete</i>				
66 <i>Slab topping</i>	1,950	SF		
67 Concrete; material	72.2	CY	\$150.00	\$10,833
68 Concrete; place	72.2	CY	\$100.00	\$7,222
69 Reinforcement	18,056	LBS	\$1.15	\$20,764
70 Rebar at corners and openings	36,111	LBS	\$1.15	\$41,528
71 Concrete; place & finish	1,950	SF	\$2.85	\$5,558
72				
73 <i>Steel Framing</i>	168	TNS		
74 Brace beams	88.0	TNS	\$5,500.00	\$484,000
75 W-shapes >100#/lf	29.0	TNS	\$6,000.00	\$174,000
76 WT-shapes	10.0	TNS	\$5,900.00	\$59,000
77 HSS-shapes	6.0	TNS	\$5,950.00	\$35,700
78 HSS columns	20.0	TNS	\$5,950.00	\$119,000
79 HSS brace frames	15.0	TNS	\$6,100.00	\$91,500
80 Plates, bent plates and angles	1	LS	\$10,000.00	\$10,000
81 Connections	1	LS	\$8,000.00	\$8,000
82 Repair/replace deck	1,950	SF	\$65.00	\$126,750
83				
84 <i>Misc. Metals</i>				
85 Misc. metals	1,950	SF	\$6.00	\$11,700
86				

**Providence Unified Vision
Water Park Basin Bridge Expansion**

Providence, RI
1,950 GSF

DETAILED ESTIMATE - WATER PARK BASIN BRIDGE EXPANSION

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
87 B1010 UPPER FLOOR CONSTRUCTION TOTAL				\$1,205,555
88				
89 B1020 ROOF CONSTRUCTION				
90 <i>Structural steel</i>				Included
91				
92 <i>Mechanical roof top equipment</i>				
93 <i>Roof screen, galv, assume 13' high; HSS shapes</i>				NIC
94 B1020 ROOF CONSTRUCTION TOTAL				\$0
95				
96 TOTAL SYSTEM B10 SUPERSTRUCTURE				\$1,205,555
97				
98				
99 B20 EXTERIOR CLOSURE				NIC
100				
101 B2010 EXTERIOR WALLS				NIC
102 <i>No anticipated work</i>				
103 B2010 EXTERIOR WALLS TOTAL				\$0
104				
105 B2020 EXTERIOR WINDOWS				
106 <i>No anticipated work</i>				
107 B2020 EXTERIOR WINDOWS TOTAL				\$0
108				
109 B2030 EXTERIOR DOORS				
110 <i>No anticipated work</i>				
111 B2030 EXTERIOR DOORS TOTAL				\$0
112				
113 TOTAL SYSTEM B20 EXTERIOR CLOSURE				\$0
114				
115				
116 B30 ROOFING				
117				
118 B3010 ROOF COVERINGS				
119 <i>No anticipated work</i>				
120 B3010 ROOF COVERINGS TOTAL				\$0
121				
122 TOTAL SYSTEM B30 ROOFING				\$0
123				
124				



***Providence Unified Vision
Water Park Basin Bridge Expansion***

Providence, RI
1,950 GSF

DETAILED ESTIMATE - WATER PARK BASIN BRIDGE EXPANSION

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>RATE/UNIT</u>	<u>TOTAL</u>
125 E10 EQUIPMENT				
126				
127 E1020 INSTITUTIONAL EQUIPMENT				
128 Allow for equipment	1	AL	\$500,000.00	\$500,000
129 E1020 INSTITUTIONAL EQUIPMENT TOTAL				<u>\$500,000</u>
130				
131 TOTAL SYSTEM E10 FITTINGS & EQUIPMENT				<u>\$500,000</u>
132				
133				
134 F10 SPECIAL CONSTRUCTION				
135				
136 F1010 SPECIAL CONSTRUCTION				
137 No work in this section				\$0
138 F1010 SPECIAL CONSTRUCTION TOTAL				<u>\$0</u>
139				
140 TOTAL SYSTEM F10 SPECIAL CONSTRUCTION				<u>\$0</u>
141				
142				
143 TOTAL SYSTEM F20 DEMOLITION				<u>\$0</u>
144				
145				
146				
			TOTAL TO SUMMARY	<u>\$2,602,210</u>

***Providence Unified Vision
Water Feature at the Waterpark Basin***

Providence, RI

MAIN SUMMARY - WATER FEATURE AT THE WATERPARK BASIN

<u>DESCRIPTION</u>			<u>TOTAL</u>
1 Direct Trade Costs With Site			
2 Site Development			\$5,050,000
3 Direct Trade Cost SubTotal			<u>\$5,050,000</u>
4 Pricing Contingency	15.00%	\$5,050,000	\$757,500
5 Trade Cost SubTotal			<u>\$5,807,500</u>
6 General Conditions	5.75%	\$5,807,500	\$333,931
7 General Requirements	5.25%	\$6,141,431	\$322,425
8 Insurance	1.50%	\$6,463,856	\$96,958
9 Bond	0.65%	\$6,560,814	\$42,645
10 Permit	0.00%	\$6,603,460	\$0
11 Fee	3.00%	\$6,603,460	\$198,104
12 Estimated Construction Cost Total			<u>\$6,801,563</u>

Providence Unified Vision
Water Feature at the Waterpark Basin
 Providence, RI

DIRECT COST SUMMARY - WATER FEATURE AT WATER/ARL BASIN

<u>ELEMENT</u>	<u>TOTAL</u>
10 F20 FACILITY REMEDIATION	\$0
11	
12 F30 DEMOLITION	\$0
13	
14 G10 SITE PREPARATION	\$550,000
15	
16 G20 SITE IMPROVEMENTS	\$4,500,000
17	
18 G40 SITE ELECTRICAL UTILITIES	\$0
19	
20	
21 TOTAL	<u>\$5,050,000</u>
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	

**Providence Unified Vision
Water Feature at the Waterpark Basin**

Providence, RI

SITWORK DETAILS - WATER FEATURE AT MIST RING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
10 F20 FACILITY REMEDIATION				
11				
12 F2010 Hazardous Materials Remediation				
13 Hazmat abatement/Soil Remediation				NIC
14 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
15				
16				
17 F30 DEMOLITION				
18				
19 F3010 Demolition				
20 Demolition in Demo Estimate				NIC
21 F30 DEMOLITION TOTAL				<u>\$0</u>
22				
23				
24 G10 SITE PREPARATION				
25				
26 G1010 Site Clearing				
27 Site clearing				W/General Con
28 Construction fence, install, maintain, remove & reinstall;				W/General Con
29 Double construction gate				W/General Con
30 Temporary construction entrance				W/General Con
31 Contractor parking				W/General Con
32 Contractor staging and laydown area				Incl w/Kennedy
33 Temp signs				Incl w/Kennedy
34 Wash down/re-fueling/parking allowance				Incl w/Kennedy
35				
36 Dewatering for sitework excavation; allow				Incl w/Kennedy
37				
38 Temporary seed cover				Incl w/Kennedy
39 Compost sock				Incl w/Kennedy
40				
41 G1020 Site Demolition and Relocation				
42 02 41 00 Demolition				
43 Protection of existing	1	AL	\$50,000.00	\$50,000
44 Protect drain and sewer line				Incl above
45 Protect tree				Incl above
46				
47 Remove & dispose				Incl wi/Demo
48				
49 <u>G1020.01 Building Demolition</u>				
50 02 30 00 Building Demolition				
51 Building demoltion				Incl wi/Demo
52				



**Providence Unified Vision
Water Feature at the Waterpark Basin**

Providence, RI

SITWORK DETAILS - WATER FEATURE AT MIST RING

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
53 G1030 Site Earthwork				
54 Soils Characterization and Disposal; allowance				Incl w/Kennedy
55 Rock excavation				NIC
56 Rough grading				Incl w/Kennedy
57 Fine grading				Incl w/Kennedy
58 Cut and fill				Incl w/Kennedy
59 Gravel base				Incl w/Kennedy
60 Allow for soil retention as needed	1	AL	\$500,000.00	\$500,000
61				
62 G10 SITE PREPARATION TOTAL				\$550,000
63				
64				
65 <u>G20 SITE IMPROVEMENTS</u>				
66				
67 G2040 Site Development				
68 For interim level budgeting purposes, here is where our current concepts sit. These are rough budgets for the WET portions—meaning feature engineering, field services to test/adjust and get the feature up and running after installation by the contractor, choreography and all specialized fountain equipment (controls, nozzles, fog manifolds, lights, filtration, pumps/compressors etc.) These figures do not include construction and installation. We have not figured a cost for the fog ring or pole structure yet. We don't know if that will be a WET specialty item or contractor supplied item yet.				
69				
70 Waterplace Park \$4m WET	1	AL	\$4,000,000.00	\$4,000,000
71 Miscellaneous improvements	1	AL	\$500,000.00	\$500,000
72 G20 SITE IMPROVEMENTS TOTAL				\$4,500,000
73				
74				
75 G40 SITE ELECTRICAL UTILITIES				
76				
77 G4010 Site Electrical Utilities				
78 Power	1	al	\$600,000.00	Separate Phase
79				
80 G40 SITE ELECTRICAL UTILITIES TOTAL				\$0
81				
82				
83				
			TOTAL SITWORK SUMMARY	\$5,050,000

**Providence Unified Vision
Digital Pilons**

Providence, RI

MAIN SUMMARY - DIGITAL PILONS

<u>DESCRIPTION</u>			<u>TOTAL</u>
1 Direct Trade Costs With Site			
2 Site Development			\$2,600,000
3 Direct Trade Cost SubTotal			<u>\$2,600,000</u>
4 Pricing Contingency	15.00%	\$2,600,000	\$390,000
5 Trade Cost SubTotal			<u>\$2,990,000</u>
6 General Conditions	5.75%	\$2,990,000	\$171,925
7 General Requirements	5.25%	\$3,161,925	\$166,001
8 Insurance	1.50%	\$3,327,926	\$49,919
9 Bond	0.65%	\$3,377,845	\$21,956
10 Permit	0.00%	\$3,399,801	\$0
11 Fee	3.00%	\$3,399,801	\$101,994
12 Estimated Construction Cost Total			<u>\$3,501,795</u>

***Providence Unified Vision
Digital Pilons***
Providence, RI

DIRECT COST SUMMARY - DIGITAL PILONS

<u>ELEMENT</u>	<u>TOTAL</u>
10 F20 FACILITY REMEDIATION	\$0
11	
12 F30 DEMOLITION	\$0
13	
14 G10 SITE PREPARATION	\$275,000
15	
16 G20 SITE IMPROVEMENTS	\$1,625,000
17	
18 G40 SITE ELECTRICAL UTILITIES	\$700,000
19	
20	
21 TOTAL	<u>\$2,600,000</u>
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Providence Unified Vision
Digital Pylons
 Providence, RI

SITWORK DETAILS - DIGITAL PYLONS

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
10 F20 FACILITY REMEDIATION				
11				
12 F2010 Hazardous Materials Remediation				
13 Hazmat abatement/Soil Remediation				NIC
14 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
15				
16				
17 F30 DEMOLITION				
18				
19 F3010 Demolition				
20 Demolition in Demo Estimate				NIC
21 F30 DEMOLITION TOTAL				<u>\$0</u>
22				
23				
24 G10 SITE PREPARATION				
25				
26 G1010 Site Clearing				
27 Site clearing				W/General Con
28 Construction fence, install, maintain, remove & reinstall;				W/General Con
29 Double construction gate				W/General Con
30 Temporary construction entrance				W/General Con
31 Contractor parking				W/General Con
32 Contractor staging and laydown area	1	LS	\$5,000.00	\$5,000
33 Temp signs	1	LS	\$5,000.00	\$5,000
34 Wash down/re-fueling/parking allowance				W/General Con
35				
36 Dewatering for sitework excavation; allow				W/General Con
37				
38 Temporary seed cover				W/General Con
39 Compost sock				W/General Con
40				
41 G1020 Site Demolition and Relocation				
42 02 41 00 Demolition				
43 Saw cut existing pavement	1	LS	\$35,000.00	\$35,000
44				
45 Protection of existing	1	AL	\$25,000.00	\$25,000
46 Protect drain and sewer line	500	LF		Incl above
47 Protect tree	23	EA		Incl above
48				
49 Remove & dispose	1	AL	\$15,000.00	\$15,000
50 Remove drain line				Incl above



Providence Unified Vision
Digital Pylons
 Providence, RI

SITWORK DETAILS - DIGITAL PYLONS

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51 Remove control valves				Incl above
52 Remove surface edging				Incl above
53 Remove sewer line				Incl above
54 Remove concrete pad				Incl above
55 Remove tree				Incl above
56 Silt sock				Incl above
57				
58 <u>G1020.01 Building Demolition</u>				
59 <u>02 30 00 Building Demolition</u>				
60 Building demoltion				See Above
61				
62 G1030 Site Earthwork				
63 Soils Characterization and Disposal; allowance	1	AL	\$50,000.00	\$50,000
64 Rock excavation				NIC
65 Rough grading	10,000	SY	\$1.50	\$15,000
66 Fine grading	50,000	SF	\$1.00	\$50,000
67 Cut and fill	5,000	CY	\$9.00	\$45,000
68 Gravel base	1	LS	\$15,000.00	\$15,000
69 Allow for miscellaneous repairs during construction	1	LS	\$15,000.00	\$15,000
70				
71 <u>G10 SITE PREPARATION TOTAL</u>				\$275,000
72				
73				
74 <u>G20 SITE IMPROVEMENTS</u>				
75				
76 G2040 Site Development				
77 <u>Digital Pylons</u>	1	AL	\$1,500,000.00	\$1,500,000
78 Main Display	1	EA		
79 Towers	9	EA		
80 Media Strip	1	EA		
81 Requires fabrication, systems integration of display and headend technology, content management system (CMS) playback and scheduling software and content templates. CMS includes open application programming interface (API) for community members to code content.	1	LS		
82				
83 Downtown PVD Web Presence/Upload Portal – mobile website, interface for community members to contribute content.	1	LS	\$50,000.00	\$50,000
84				



Providence Unified Vision
Digital Pylons
 Providence, RI

SITWORK DETAILS - DIGITAL PYLONS

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
85 Augmented Reality (AR) Gallery App – iOS and Android compatible app to receive, locate and view AR media elements on site. Include admin interface for curating/gatekeeping content.	1	LS	\$75,000.00	\$75,000
86				
87				
88				
89 G20 SITE IMPROVEMENTS TOTAL				\$1,625,000
90				
91				
92 G40 SITE ELECTRICAL UTILITIES				
93				
94 G4010 Site Electrical Utilities				
95 Telecommunications and Low Voltage Infrastructure	1	LS	\$400,000.00	\$400,000
96				
97 Power and data	1	LS	\$300,000.00	\$300,000
98				
99 G40 SITE ELECTRICAL UTILITIES TOTAL				\$700,000
100				
101 TOTAL SITWORK SUMMARY				\$2,600,000
102				

**Providence Unified Vision
Demolition**

Providence, RI

MAIN SUMMARY - MISCELLANEOUS DEMOLITION

<u>DESCRIPTION</u>			<u>TOTAL</u>
1 Direct Trade Costs With Site			
2 Site Development			\$328,000
3 Direct Trade Cost SubTotal			<u>\$328,000</u>
4 Pricing Contingency	15.00%	\$328,000	\$49,200
5 Trade Cost SubTotal			<u>\$377,200</u>
6 General Conditions	5.75%	\$377,200	\$21,689
7 General Requirements	5.25%	\$398,889	\$20,942
8 Insurance	1.50%	\$419,831	\$6,297
9 Bond	0.65%	\$426,128	\$2,770
10 Permit	0.00%	\$428,898	\$0
11 Fee	3.00%	\$428,898	\$12,867
12 Estimated Construction Cost Total			<u>\$441,765</u>

**Providence Unified Vision
Demolition**

Providence, RI

DIRECT COST SUMMARY - MISCELLANEOUS DEMOLITION

<u>ELEMENT</u>	<u>TOTAL</u>
9 F20 FACILITY REMEDIATION	\$0
10	
11 F30 DEMOLITION	\$153,000
12	
13 G10 SITE PREPARATION	\$175,000
14	
15 G20 SITE IMPROVEMENTS	\$0
16	
17 G30 SITE CIVIL/MECHANICAL UTILITIES	\$0
18	
19 G40 SITE ELECTRICAL UTILITIES	\$0
20	
21	
22 TOTAL	<hr/> <u>\$328,000</u>
23	
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**Providence Unified Vision
Demolish
Providence, RI**

SITWORK DETAILS - MISCELLANEOUS DEMOLITION

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
10	F20 FACILITY REMEDIATION				
11					
12	F2010 Hazardous Materials Remediation				
13	Hazmat abatement/Soil Remediation				NIC
14	F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
15					
16					
17	F30 DEMOLITION				
18					
19	F3010 Structure Demolition				
20	Building demolition	153,000	CF	\$1.00	<u>\$153,000</u>
21	F30 DEMOLITION TOTAL				<u>\$153,000</u>
22					
23					
24	G10 SITE PREPARATION				
25					
26	G1020 Site Demolition and Relocation				
27	02 41 00 Demolition				
28	Saw cut existing pavement	1	LS	\$15,000.00	\$15,000
29					
30	Protection of existing	1	AL	\$25,000.00	\$25,000
31	Protect drain and sewer line		LF		Incl above
32	Protect tree		EA		Incl above
33					
34	<u>G1020.01 Building Demolition</u>				
35	02 30 00 Building Demolition				
36	Building demolition				See Above
37					
38	G1030 Site Earthwork				
39	Soils Characterization and Disposal; allowance	1	AL	\$35,000.00	\$35,000
40	Gravel base	1	LS	\$25,000.00	\$25,000
41	Temporary swales w/check dams	1	AL	\$10,000.00	\$10,000
42	Spread loam	5,000	CY	\$11.00	\$55,000
43	Temporary parking				NIC
44	Allow for miscellaneous repairs during construction	1	LS	\$10,000.00	\$10,000
45					
46	G10 SITE PREPARATION TOTAL				<u>\$175,000</u>
47					
48					
49	<u>G20 SITE IMPROVEMENTS</u>				
50					



Providence Unified Vision
Demolish
 Providence, RI

SITWORK DETAILS - MISCELLANEOUS DEMOLITION

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51	G2020 Roadways				NIC
52	Roads	41,400	SF		\$0
53	32 16 00 Curbs and Gutters				NIC
54					
55	32 17 00 Paving Specialties				
56	Misc. marking other than above	1	LS		\$0
57					
58	G2030 Pedestrian Paving				
59	32 13 10 Rigid Paving				NIC
60	Pavement in parks; brick	31,400	SF		\$0
61	Playground surface	8,800	SF		\$0
62					
63	G2040 Site Development				
64	<u>G2040.01 Fences and Gates</u>				
65	32 31 00 Fences and Gates				
66	Fences and gates	1	AL		\$0
67					
68	<u>G2040.02 Site and Street Furnishes</u>				
69	Signage	1	EA		\$0
70	Traffic signs	1	AL		\$0
71	Lighting pole	1	LS		\$0
72	Concrete bollard	1	LS		\$0
73	Miscellaneous site improvements	1	LS		\$0
74					
75	G2050.02 Lawns and Grasses				
76	32 92 00 Turfs and Grasses				NIC
77					
78	G2050.03 Trees, Plants and Ground Covers				NIC
79					
80	<i>G20 SITE IMPROVEMENTS TOTAL</i>				\$0
81					
82					
83	<u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
84					
85	G3010 Water Utilities	1	AL		\$0
86					
87	G3020 Sanitary Sewerage Utilities	1	AL		\$0
88					
89	G3030 Storm Drainage Utilities	1	LS		\$0
90					
91	G3040 Gas Utilities				



Providence Unified Vision
Demolish
 Providence, RI

SITWORK DETAILS - MISCELLANEOUS DEMOLITION

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
92 33 50 00 Gas Service				
93 Connection to existing gas main				NIC
94 Gas Line Trench				NIC
95				
96 G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$0
97				
98				
99 G40 SITE ELECTRICAL UTILITIES				
100				
101 G4010 Site Electrical Utilities				
102 Site Lighting: (ALLOW)	1	AL		\$0
103 1" Pvc, 4#8 UG	3,500	LF		\$0
104 Site Lighting Controls	1	LS		\$0
105				
106 Site Utilities	1	LS		\$0
107				
108 G40 SITE ELECTRICAL UTILITIES TOTAL				\$0
109				
110				
111				
			TOTAL SITWORK SUMMARY	\$328,000

Providence Unified Vision**Riverwalk**

Providence, RI

118,911 GSF

MAIN SUMMARY PHASE 1A RIVERWALK

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$10,806,626	\$90.88
3 Direct Trade Cost SubTotal			\$10,806,626	\$90.88
4 Pricing Contingency	15.00%	\$10,806,626	\$1,620,994	\$13.63
5 Trade Cost SubTotal			\$12,427,620	\$104.51
6 General Conditions	5.75%	\$12,427,620	\$714,588	\$6.01
7 General Requirements	5.25%	\$13,142,208	\$689,966	\$5.80
8 Insurance	1.50%	\$13,832,174	\$207,483	\$1.74
9 Bond	0.65%	\$14,039,657	\$91,258	\$0.77
10 Permit	0.00%	\$14,130,914	\$0	\$0.00
11 Fee	3.00%	\$14,130,914	\$423,927	\$3.57
12 Estimated Construction Cost Total			\$14,554,842	\$122.40

**Providence Unified Vision
Riverwalk**
Providence, RI
118,911 GSF

DIRECT COST SUMMARY - PHASE 1A

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$2,319,018
16	
17 G20 SITE IMPROVEMENTS	\$5,621,282
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$1,402,250
20	
21 G40 SITE ELECTRICAL UTILITIES	\$1,464,076
22	
23	
24 TOTAL SITEWORK	<u>\$10,806,626</u>
25	
26	
27	
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**Providence Unified Vision
Riverwalk**

Providence, RI
118,911 GSF

SITWORK DETAILS - PHASE 1A

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Site clearing	2.73	ACRES	\$10,000.00	\$27,300
30 Construction fence, install, maintain, remove & reinstall;	7,928	LF	\$12.00	\$95,136
31 Double construction gate	12	PR	\$2,500.00	\$30,000
32 Temporary construction entrance	10	LOC	\$7,000.00	\$70,000
33 Contractor parking				W/General Con
34 Contractor staging and laydown area	17,837	SF	\$2.00	\$35,673
35 Temp signs	1	LS	\$35,000.00	\$35,000
36 Wash down/re-fueling/parking allowance				W/General Con
37 31 23 19 Dewatering and Drainage				
38 Dewatering for sitework excavation; allow	1	LS	\$200,000.00	\$200,000
39 31 25 00 Erosion and Sedimentation Controls				
40 Temporary seed cover	1	AL	\$25,000.00	\$25,000
41 Compost sock	3,964	LF	\$14.00	\$55,496
42				
43 G1020 Site Demolition and Relocation				
44 02 41 00 Demolition				
45 Saw cut existing pavement	1	LS	\$50,000.00	\$50,000
46				
47 Protection of existing	1	AL	\$350,000.00	\$350,000
48 Protect drain and sewer line	500	LF		Incl above
49 Protect tree	23	EA		Incl above
50				



**Providence Unified Vision
Riverwalk**

Providence, RI
118,911 GSF

SITWORK DETAILS - PHASE 1A

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51	Remove & dispose	1	AL	\$85,000.00	\$85,000
52	Remove drain line				Incl above
53	Remove control valves				Incl above
54	Remove surface edging				Incl above
55	Remove sewer line				Incl above
56	Remove concrete pad				Incl above
57	Remove tree				Incl above
58	Silt sock				Incl above
59					
60	<u>G1020.01 Building Demolition</u>				
61	02 30 00 Building Demolition				
62	Building demoltion				See Above
63					
64	G1030 Site Earthwork				
65	Soils Characterization and Disposal; allowance	1	AL	\$350,000.00	\$350,000
66	Rock excavation				NIC
67	Rough grading	118,911	SY	\$1.50	\$178,367
68	Fine grading	18,285	SF	\$1.00	\$18,285
69	Cut and fill	2,032	CY	\$9.00	\$18,285
70	Gravel base	677	CY	\$38.00	\$25,726
71	Temporary swales w/check dams	1	AL	\$15,000.00	\$15,000
72	Spread loam	7,250	CY	\$11.00	\$79,750
73	Temporary parking				NIC
74	Allow for miscellaneous repairs during construction	1	LS	\$75,000.00	\$75,000
75	Allow for soil retention	1	LS	\$500,000.00	\$500,000
76					
77	<u>G10 SITE PREPARATION TOTAL</u>				<u>\$2,319,018</u>
78					
79					
80	<u>G20 SITE IMPROVEMENTS</u>				
81					
82	G2020 Roadways				NIC
83					
84	32 16 00 Curbs and Gutters				NIC
85					
86	32 17 00 Paving Specialties				
87	Misc. marking other than above	1	LS	\$8,000.00	\$8,000
88					
89	G2030 Pedestrian Paving				
90	32 13 10 Rigid Paving				



**Providence Unified Vision
Riverwalk**

Providence, RI
118,911 GSF

SITWORK DETAILS - PHASE 1A

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91 Ramp	5,953	SF	\$100.00	\$595,300
92 ADA Path & Walkway; concrete	12,332	SF	\$15.00	\$184,980
93 Elevated Deck; Steel Grating	5,468	SF	\$250.00	\$1,367,000
94 IPE	220	SF	\$350.00	\$77,000
95 IPE Risers	183	LFR	\$350.00	\$64,050
96 Premium for Cobble Stone	1	AL	\$150,000.00	\$150,000
97 Access curb cut	1	LS	\$25,000.00	\$25,000
98				
99 G2040 Site Development				
100 <u>G2040.01 Fences and Gates</u>				
101 32 31 00 Fences and Gates				
102 Guardrails; steel	2,301	LF	\$350.00	\$805,350
103				
104 Granite	4,219	SF	\$300.00	\$1,265,700
105 Signage	1	EA	\$12,000.00	\$12,000
106 Traffic signs	1	AL	\$5,000.00	\$5,000
107 Lighting pole	1	LS	\$25,000.00	\$25,000
108 Concrete bollard	1	LS	\$15,000.00	\$15,000
109 Miscellaneous site improvements	1	LS	\$200,000.00	\$200,000
110				
111 G2050.02 Lawns and Grasses				
112 32 92 00 Turfs and Grasses				
113 Topsoil for planting beds, shrubs and perennials	1,863	CY	\$25.00	\$46,575
114 Ground cover	1	LS	\$150,000.00	\$150,000
115 Loam	4,404	SF	\$22.00	\$96,888
116 Sod	100,626	SF	\$1.50	\$150,939
117				
118 G2050.03 Trees, Plants and Ground Covers				
119 32 93 00 Plants				
120 Trees; 3" Cal	85	EA	\$1,500.00	\$127,500
121 Riparian Planing	5,000	SF	\$50.00	\$250,000
122				
123 <u>G20 SITE IMPROVEMENTS TOTAL</u>				\$5,621,282
124				
125				
126 <u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
127				
128 G3010 Water Utilities				
129 33 10 00 Water Utilities				
130 4" domestic water service pipe	5,000	LF	\$70.00	\$350,000



**Providence Unified Vision
Riverwalk**

Providence, RI
118,911 GSF

SITWORK DETAILS - PHASE 1A

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
131 6" fire protection service pipe	2,500	LF	\$85.00	\$212,500
132 CLDI water line	3,800	LF	\$25.00	\$95,000
133 Connect to existing	1	EA	\$25,000.00	\$25,000
134 Hydrant	1	LS	\$35,000.00	\$35,000
135 Thrust blocks - force main	1	LS	\$15,000.00	\$15,000
136				
137 G3020 Sanitary Sewerage Utilities				
138 33 31 00 Sanitary Sewerage				
139 Connect to existing SMH	1	LS	\$30,000.00	\$30,000
140 PVC sewer line	5,000	LF	\$82.00	\$410,000
141 SMH	1	LS	\$65,000.00	\$65,000
142				
143 G3030 Storm Drainage Utilities				
144 33 41 00 Storm Utility Drainage				
145 12" dia CPE storm drain pipe, corriugated polyethylene pipe	3,000	LF	\$35.00	\$105,000
146 AD	10	EA	\$1,750.00	\$17,500
147 CB	5	EA	\$3,200.00	\$16,000
148 Connect to existing DMH	1	EA	\$1,750.00	\$1,750
149 DMH	5	EA	\$4,000.00	\$20,000
150 Outlet control structure	1	EA	\$4,500.00	\$4,500
151				
152 G3040 Gas Utilities				
153 33 50 00 Gas Service				
154 Connection to existing gas main				NIC
155 Gas Line Trench				NIC
156				
157 G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$1,402,250
158				
159				
160 G40 SITE ELECTRICAL UTILITIES				
161				
162 G4010 Site Electrical Utilities				
163 Site Lighting: (ALLOW)	1	AL	\$750,000.00	\$750,000
164 Pedestrian Walway Light Pole	1	LS	\$150,000.00	\$150,000
165 1" Pvc, 4#8 UG	10,000	LF	\$16.41	\$164,076
166 Site Lighting Controls	1	LS	\$100,000.00	\$100,000
167				
168 Site Utilities	1	LS	\$300,000.00	\$300,000
169				
170 G40 SITE ELECTRICAL UTILITIES TOTAL				\$1,464,076



Providence Unified Vision

Riverwalk

Providence, RI

118,911 GSF

SITWORK DETAILS - PHASE 1A

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
171				
172				
TOTAL SITWORK SUMMARY				<u>\$10,806,626</u>



Providence Unified Vision**Riverwalk**

Providence, RI

17,887 GSF

MAIN SUMMARY PHASE 1B RIVERWALK

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$2,991,930	\$167.27
3 Direct Trade Cost SubTotal			\$2,991,930	\$167.27
4 Pricing Contingency	15.00%	\$2,991,930	\$448,790	\$25.09
5 Trade Cost SubTotal			\$3,440,720	\$192.36
6 General Conditions	5.75%	\$3,440,720	\$197,841	\$11.06
7 General Requirements	5.25%	\$3,638,561	\$191,024	\$10.68
8 Insurance	1.50%	\$3,829,585	\$57,444	\$3.21
9 Bond	0.65%	\$3,887,029	\$25,266	\$1.41
10 Permit	0.00%	\$3,912,295	\$0	\$0.00
11 Fee	3.00%	\$3,912,295	\$117,369	\$6.56
12 Estimated Construction Cost Total			\$4,029,664	\$225.28

**Providence Unified Vision
Riverwalk**
Providence, RI
30,551 GSF

DIRECT COST SUMMARY - PHASE 1B

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$830,036
16	
17 G20 SITE IMPROVEMENTS	\$1,346,529
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$457,550
20	
21 G40 SITE ELECTRICAL UTILITIES	\$357,815
22	
23	
24 TOTAL SITEWORK	<u>\$2,991,930</u>
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**Providence Unified Vision
Riverwalk**

Providence, RI
26,627 GSF

SITWORK DETAILS - PHASE 1B

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Site clearing	0.41	ACRES	\$10,000.00	\$4,100
30 Construction fence, install, maintain, remove & reinstall;	1,024	LF	\$12.00	\$12,282
31 Double construction gate	4	PR	\$2,500.00	\$10,000
32 Temporary construction entrance	2	LOC	\$7,000.00	\$14,000
33 Contractor parking				W/General Con
34 Contractor staging and laydown area	894	SF	\$2.00	\$1,789
35 Temp signs	1	LS	\$5,000.00	\$5,000
36 Wash down/re-fueling/parking allowance				W/General Con
37 31 23 19 Dewatering and Drainage				
38 Dewatering for sitework excavation; allow	1	LS	\$35,000.00	\$35,000
39 31 25 00 Erosion and Sedimentation Controls				
40 Temporary seed cover	1	AL	\$5,000.00	\$5,000
41 Compost sock	338	LF	\$14.00	\$4,729
42				
43 G1020 Site Demolition and Relocation				
44 02 41 00 Demolition				
45 Saw cut existing pavement	1	LS	\$10,000.00	\$10,000
46				
47 Protection of existing	1	AL	\$75,000.00	\$75,000
48 Protect drain and sewer line				Incl above
49 Protect tree				Incl above
50				



**Providence Unified Vision
Riverwalk**

Providence, RI
26,627 GSF

SITWORK DETAILS - PHASE 1B

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51	Remove & dispose	1	AL	\$50,000.00	\$50,000
52	Remove drain line				Incl above
53	Remove control valves				Incl above
54	Remove surface edging				Incl above
55	Remove sewer line				Incl above
56	Remove concrete pad				Incl above
57	Remove tree				Incl above
58	Silt sock				Incl above
59					
60	<u>G1020.01 Building Demolition</u>				
61	<u>02 30 00 Building Demolition</u>				
62	Building demoltion				See Above
63					
64	G1030 Site Earthwork				
65	Soils Characterization and Disposal; allowance	1	AL	\$180,000.00	\$180,000
66	Rock excavation				NIC
67	Rough grading	2,959	SY	\$1.50	\$4,439
68	Fine grading	17,887	SF	\$1.00	\$17,887
69	Cut and fill	3,312	CY	\$9.00	\$29,812
70	Gravel base	1	LS	\$25,000.00	\$25,000
71	Temporary swales w/check dams	1	AL	\$10,000.00	\$10,000
72	Spread loam	3,000	CY	\$12.00	\$36,000
73	Temporary parking				NIC
74	Allow for miscellaneous repairs during construction	1	LS	\$100,000.00	\$100,000
75	Allow for soil retention	1	LS	\$200,000.00	\$200,000
76					
77	<u>G10 SITE PREPARATION TOTAL</u>				<u>\$830,036</u>
78					
79					
80	<u>G20 SITE IMPROVEMENTS</u>				
81					
82	G2020 Roadways				NIC
83					
84	32 16 00 Curbs and Gutters				NIC
85					
86	32 17 00 Paving Specialties				
87	Performance Platform	495	SF	\$50.00	\$24,750
88	Paving	6,819	SF	\$15.00	\$102,285
89	Steps	390	LFR	\$300.00	\$117,000
90	Premium for specialties decal/decoration/recognition	1	LS	\$150,000.00	\$150,000



**Providence Unified Vision
Riverwalk**

Providence, RI
26,627 GSF

SITWORK DETAILS - PHASE 1B

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91	ADA Ramp Cuts	1	LS	\$15,000.00	\$15,000
92					
93	G2040 Site Development				
94	<u>G2040.01 Fences and Gates</u>				
95	32 31 00 Fences and Gates				
96	Guardrails; steel	389	LF	\$350.00	\$136,150
97	Retaining Wall				NIC
98					
99	Signage	1	EA	\$15,000.00	\$15,000
100	Traffic signs	1	AL	\$10,000.00	\$10,000
101	Lighting pole	1	LS	\$20,000.00	\$20,000
102	Concrete bollard	1	LS	\$15,000.00	\$15,000
103	Miscellaneous site improvements	1	LS	\$100,000.00	\$100,000
104					
105	G2050.02 Lawns and Grasses				
106	32 92 00 Turfs and Grasses				
107	Topsoil for planting beds, shrubs and perennials	545	CY	\$25.00	\$13,625
108	Ground cover	1	LS	\$50,000.00	\$50,000
109	Loam	29,426	SF	\$0.55	\$16,184
110	Sod	18,923	SF	\$1.50	\$28,385
111					
112	G2050.03 Trees, Plants and Ground Covers				
113	32 93 00 Plants				
114	Trees; 3" Cal	16	EA	\$1,500.00	\$24,000
115	Riparian Planing	10,183	SF	\$50.00	\$509,150
116					
117	<u>G20 SITE IMPROVEMENTS TOTAL</u>				\$1,346,529
118					
119					
120	<u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
121					
122	G3010 Water Utilities				
123	33 10 00 Water Utilities				
124	4" domestic water service pipe	2,500	LF	\$70.00	\$175,000
125	6" fire protection service pipe	500	LF	\$85.00	\$42,500
126	CLDI water line	2,500	LF	\$25.00	\$62,500
127	Connect to existing	1	EA	\$2,000.00	\$2,000
128	Hydrant	1	LS	\$10,000.00	\$10,000
129	Thrust blocks - force main	1	LS	\$2,000.00	\$2,000
130					



**Providence Unified Vision
Riverwalk**

Providence, RI
26,627 GSF

SITWORK DETAILS - PHASE 1B

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
131 G3020 Sanitary Sewerage Utilities				
132 33 31 00 Sanitary Sewerage				
133 Connect to existing SMH	1	LS	\$1,200.00	\$1,200
134 PVC sewer line	500	LF	\$82.00	\$41,000
135 SMH	1	EA	\$15,000.00	\$15,000
136				
137 G3030 Storm Drainage Utilities				
138 33 41 00 Storm Utility Drainage				
139 12" dia CPE storm drain pipe, corriugated polyethylene pipe	2,000	LF	\$35.00	\$70,000
140 AD	5	EA	\$1,750.00	\$8,750
141 CB	3	EA	\$3,200.00	\$9,600
142 Connect to existing DMH	1	EA	\$1,500.00	\$1,500
143 DMH	3	EA	\$4,000.00	\$12,000
144 Outlet control structure	1	EA	\$4,500.00	\$4,500
145				
146 G3040 Gas Utilities				
147 33 50 00 Gas Service				
148 Connection to existing gas main				NIC
149 Gas Line Trench				NIC
150				
151 G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$457,550
152				
153				
154 G40 SITE ELECTRICAL UTILITIES				
155				
156 G4010 Site Electrical Utilities				
157 Site Lighting: (ALLOW)	1	AL	\$150,000.00	\$150,000
158 Pedestrian Walkway Light Pole	1	LS	\$100,000.00	\$100,000
159 1" Pvc, 4#8 UG	2,000	LF	\$16.41	\$32,815
160 Site Lighting Controls	1	LS	\$25,000.00	\$25,000
161				
162 Site Utilities	1	LS	\$50,000.00	\$50,000
163				
164 G40 SITE ELECTRICAL UTILITIES TOTAL				\$357,815
165				
166				
167				
			TOTAL SITWORK SUMMARY	\$2,991,930



**Providence Unified Vision
Riverwalk**

Providence, RI
18,366 GSF

MAIN SUMMARY - RIVERWALK PHASE 2

<u>DESCRIPTION</u>			<u>TOTAL</u>	<u>COST/SF</u>
1 Direct Trade Costs With Site				
2 Site Development			\$7,057,610	\$384.28
3 Direct Trade Cost SubTotal			\$7,057,610	\$384.28
4 Pricing Contingency	15.00%	\$7,057,610	\$1,058,642	\$57.64
5 Trade Cost SubTotal			\$8,116,252	\$441.92
6 General Conditions	5.75%	\$8,116,252	\$466,684	\$25.41
7 General Requirements	5.25%	\$8,582,936	\$450,604	\$24.53
8 Insurance	1.50%	\$9,033,540	\$135,503	\$7.38
9 Bond	0.65%	\$9,169,043	\$59,599	\$3.25
10 Permit	0.00%	\$9,228,642	\$0	\$0.00
11 Fee	3.00%	\$9,228,642	\$276,859	\$15.07
12 Estimated Construction Cost Total			\$9,505,501	\$517.56

**Providence Unified Vision
Riverwalk**
Providence, RI
18,366 GSF

DIRECT COST SUMMARY - RIVERWALK PHASE 2

<u>ELEMENT</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION	\$0
12	
13 F30 DEMOLITION	\$0
14	
15 G10 SITE PREPARATION	\$1,010,287
16	
17 G20 SITE IMPROVEMENTS	\$5,259,150
18	
19 G30 SITE CIVIL/MECHANICAL UTILITIES	\$538,950
20	
21 G40 SITE ELECTRICAL UTILITIES	\$249,223
22	
23	
24 TOTAL FOR SITEWORK	<u>\$7,057,610</u>
25	
26	
27	
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**Providence Unified Vision
Riverwalk**

Providence, RI
40,885 GSF

SITWORK DETAILS - RIVERWALK PHASE 2

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
11 F20 FACILITY REMEDIATION				
12				
13 F2010 Hazardous Materials Remediation				
14 Hazmat abatement/Soil Remediation				NIC
15 F20 FACILITY REMEDIATION TOTAL				<u>\$0</u>
16				
17				
18 F30 DEMOLITION				
19				
20 F3010 Structure Demolition				
21 Building demolition				NIC
22 F30 DEMOLITION TOTAL				<u>\$0</u>
23				
24				
25 G10 SITE PREPARATION				
26				
27 G1010 Site Clearing				
28 31 10 00 Site Clearing				
29 Site clearing	0.42	ACRES	\$10,000.00	\$4,200
30 Construction fence, install, maintain, remove & reinstall;	32,985	LF	\$12.00	\$395,815
31 Double construction gate	4	PR	\$2,500.00	\$10,000
32 Temporary construction entrance	4	LOC	\$7,000.00	\$28,000
33 Contractor parking				W/General Con
34 Contractor staging and laydown area	918	SF	\$2.00	\$1,837
35 Temp signs	1	LS	\$15,000.00	\$15,000
36 Wash down/re-fueling/parking allowance				W/General Con
37 31 23 19 Dewatering and Drainage				
38 Dewatering for sitework excavation; allow	1	LS	\$35,000.00	\$35,000
39 31 25 00 Erosion and Sedimentation Controls				
40 Temporary seed cover	1	AL	\$3,000.00	\$3,000
41 Compost sock	10,885	LF	\$14.00	\$152,389
42				
43 G1020 Site Demolition and Relocation				
44 02 41 00 Demolition				
45 Saw cut existing pavement	1	LS	\$5,000.00	\$5,000
46				
47 Protection of existing	1	AL	\$10,000.00	\$10,000
48 Protect drain and sewer line	500	LF		Incl above
49 Protect tree	23	EA		Incl above
50				



**Providence Unified Vision
Riverwalk**

Providence, RI
40,885 GSF

SITWORK DETAILS - RIVERWALK PHASE 2

	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
51	Remove & dispose	1	AL	\$10,000.00	\$10,000
52	Remove drain line				Incl above
53	Remove control valves				Incl above
54	Remove surface edging				Incl above
55	Remove sewer line				Incl above
56	Remove concrete pad				Incl above
57	Remove tree				Incl above
58	Silt sock				Incl above
59					
60	<u>G1020.01 Building Demolition</u>				
61	<u>02 30 00 Building Demolition</u>				
62	Building demoltion				See Above
63					
64	G1030 Site Earthwork				
65	Soils Characterization and Disposal; allowance	1	AL	\$65,000.00	\$65,000
66	Rock excavation				NIC
67	Rough grading	4,543	SY	\$1.50	\$6,815
68	Fine grading	18,366	SF	\$1.00	\$18,366
69	Cut and fill	2,041	CY	\$9.00	\$18,366
70	Gravel base	1	LS	\$10,000.00	\$10,000
71	Temporary swales w/check dams	1	AL	\$5,000.00	\$5,000
72	Spread loam	1,500	CY	\$11.00	\$16,500
73	Temporary parking				NIC
74	Allow for miscellaneous repairs during construction	1	LS	\$50,000.00	\$50,000
75	Allow for soil retention	1	LS	\$150,000.00	\$150,000
76					
77	<u>G10 SITE PREPARATION TOTAL</u>				<u>\$1,010,287</u>
78					
79					
80	<u>G20 SITE IMPROVEMENTS</u>				
81					
82	G2020 Roadways				
83					
84	Paving	30,466	SF	\$15.00	\$456,990
85	Ramp	1,460	SF	\$100.00	\$146,000
86	Existing stairs				NIC
87	Misc. marking other than above	1	LS	\$300.00	\$300
88					
89	G2030 Pedestrian Paving				
90	32 13 10 Rigid Paving				



**Providence Unified Vision
Riverwalk**

Providence, RI
40,885 GSF

SITWORK DETAILS - RIVERWALK PHASE 2

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
91 Landing Pavement; Concrete unit pavers	3,832	SF	\$55.00	\$210,760
92 Access curb cut	1	LS	\$8,500.00	\$8,500
93				
94 G2040 Site Development				
95 <u>G2040.01 Fences and Gates</u>				
96 32 31 00 Fences and Gates				
97 Guardrails; steel	504	LF	\$350.00	\$176,400
98				
99 Retaining Wall				NIC
100				
101 <u>G2040.02 Site and Street Furnishes</u>				
102 Elevated Deck; Steel Grating	8,959	SF	\$250.00	\$2,239,750
103 Elevated Tiered Seating; IPE	4,440	SF	\$350.00	\$1,554,000
104				
105 Signage	1	EA	\$20,000.00	\$20,000
106 Traffic signs	1	AL	\$15,000.00	\$15,000
107 Lighting pole	1	LS	\$20,000.00	\$20,000
108 Concrete bollard	50	EA	\$1,500.00	\$75,000
109 Miscellaneous site improvements	1	LS	\$150,000.00	\$150,000
110				
111 G2050.02 Lawns and Grasses				
112 32 92 00 Turfs and Grasses				
113 Topsoil for planting beds, shrubs and perennials	5,648	CY	\$25.00	\$141,200
114 Ground cover	1	LS	\$35,000.00	\$35,000
115 Loam	5,000	SF	\$0.55	\$2,750
116 Sod	5,000	SF	\$1.50	\$7,500
117				
118 G2050.03 Trees, Plants and Ground Covers				
119 32 93 00 Plants				
120 Trees; 3" Cal	0	EA	\$1,500.00	\$0
121 Riparian Planing	0	SF	\$30.00	\$0
122				
123 <u>G20 SITE IMPROVEMENTS TOTAL</u>				\$5,259,150
124				
125				
126 <u>G30 SITE CIVIL/MECHANICAL UTILITIES</u>				
127				
128 G3010 Water Utilities				
129 33 10 00 Water Utilities				
130 4" domestic water service pipe	2,500	LF	\$70.00	\$175,000



**Providence Unified Vision
Riverwalk**

Providence, RI
40,885 GSF

SITWORK DETAILS - RIVERWALK PHASE 2

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
131 6" fire protection service pipe	1,000	LF	\$85.00	\$85,000
132 CLDI water line	2,000	LF	\$25.00	\$50,000
133 Connect to existing	1	EA	\$3,500.00	\$3,500
134 Hydrant	1	LS	\$35,000.00	\$35,000
135 Thrust blocks - force main	1	LS	\$15,000.00	\$15,000
136				
137 G3020 Sanitary Sewerage Utilities				
138 33 31 00 Sanitary Sewerage				
139 Connect to existing SMH	1	LS	\$15,000.00	\$15,000
140 PVC sewer line	1,000	LF	\$82.00	\$82,000
141 SMH	1	EA	\$25,000.00	\$25,000
142				
143 G3030 Storm Drainage Utilities				
144 33 41 00 Storm Utility Drainage				
145 12" dia CPE storm drain pipe, corrugated polyethylene pipe	1,000	LF	\$35.00	\$35,000
146 AD	3	EA	\$1,750.00	\$5,250
147 CB	1	EA	\$3,200.00	\$3,200
148 Connect to existing DMH	1	EA	\$1,500.00	\$1,500
149 DMH	1	EA	\$4,000.00	\$4,000
150 Outlet control structure	1	EA	\$4,500.00	\$4,500
151				
152 G3040 Gas Utilities				
153 33 50 00 Gas Service				
154 Connection to existing gas main				NIC
155 Gas Line Trench				NIC
156				
157 G30 SITE CIVIL/MECHANICAL UTILITIES TOTAL				\$538,950
158				
159				
160 G40 SITE ELECTRICAL UTILITIES				
161				
162 G4010 Site Electrical Utilities				
163 Site Lighting: (ALLOW)	1	AL	\$50,000.00	\$50,000
164 Pedestrian Walway Light Pole	1	LS	\$35,000.00	\$35,000
165 1" Pvc, 4#8 UG	3,000	LF	\$16.41	\$49,223
166 Site Lighting Controls	1	LS	\$15,000.00	\$15,000
167				
168 Site Utilities	1	LS	\$100,000.00	\$100,000
169				
170 G40 SITE ELECTRICAL UTILITIES TOTAL				\$249,223



Providence Unified Vision

Riverwalk

Providence, RI

40,885 GSF

SITework DETAILS - RIVERWALK PHASE 2

<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
171				
172				
173				
			TOTAL SITEWORK SUMMARY	<u><u>\$7,057,610</u></u>



See corresponding Excel document for further details.

Budget Summary

Operating Income	Operational Revenue - Monthly Total	Operational Revenue - Non-Monthly Total	Event Rental Revenue Total	Rink Rental Total	Total
January	\$14,500	\$0	\$10,000	\$150,000	\$174,500
February	\$14,500	\$0	\$8,000	\$150,000	\$172,500
March	\$14,500	\$0	\$8,000	\$150,000	\$172,500
April	\$14,500	\$0	\$8,000	\$0	\$22,500
May	\$14,500	\$20,325	\$18,000	\$8,000	\$60,825
June	\$14,500	\$46,000	\$19,000	\$8,000	\$87,500
July	\$14,500	\$49,000	\$26,000	\$8,000	\$97,500
August	\$14,500	\$55,000	\$8,000	\$8,000	\$85,500
September	\$14,500	\$0	\$8,000	\$8,000	\$30,500
October	\$14,500	\$0	\$26,000	\$0	\$40,500
November	\$14,500	\$0	\$8,000	\$0	\$22,500
December	\$14,500	\$0	\$6,000	\$150,000	\$170,500
Total	\$174,000	\$170,325	\$153,000	\$640,000	\$1,137,325

Operating Expenses	Monthly Operations Labor	City Event Labor Total	Programming Cost	Marketing / PR costs	Programming Digital Pylons	Imagination Center	Equipment Rental	Asset Maintenance	Production Maintenance Total	Artist Commissioning	Total
January	\$64,581	\$0	\$4,200	\$4,200	\$2,100	\$4,200	\$0	\$26,700	\$0	\$10,000	\$115,981
February	\$60,591	\$0	\$9,200	\$9,200	\$4,600	\$9,200	\$0	\$23,200	\$0	\$10,000	\$125,991
March	\$68,960	\$0	\$4,600	\$4,600	\$2,300	\$4,600	\$0	\$36,700	\$12,000	\$10,000	\$143,760
April	\$63,981	\$12,800	\$4,200	\$4,200	\$2,100	\$4,200	\$0	\$127,200	\$0	\$10,000	\$228,681
May	\$66,770	\$12,800	\$4,400	\$4,400	\$2,200	\$4,400	\$0	\$24,200	\$0	\$10,000	\$129,170
June	\$67,883	\$16,000	\$10,300	\$10,300	\$8,100	\$7,300	\$74,000	\$24,200	\$12,000	\$10,000	\$240,083
July	\$69,719	\$12,800	\$4,200	\$4,200	\$2,100	\$4,200	\$0	\$27,200	\$0	\$10,000	\$134,419
August	\$70,673	\$14,400	\$4,600	\$4,600	\$2,300	\$4,600	\$0	\$24,200	\$0	\$10,000	\$135,373
September	\$66,170	\$14,400	\$4,400	\$4,400	\$2,200	\$4,400	\$0	\$31,200	\$12,000	\$10,000	\$149,170
October	\$64,581	\$12,800	\$4,200	\$4,200	\$2,100	\$4,200	\$0	\$137,700	\$0	\$10,000	\$239,781
November	\$66,170	\$0	\$4,400	\$4,400	\$2,200	\$4,400	\$0	\$40,200	\$0	\$10,000	\$131,770
December	\$66,770	\$0	\$4,400	\$4,400	\$2,200	\$4,400	\$0	\$23,200	\$12,000	\$10,000	\$127,370
Total	\$796,851	\$96,000	\$63,100	\$63,100	\$34,500	\$60,100	\$74,000	\$545,900	\$48,000	\$120,000	\$1,901,551

= yellow denotes potential private sponsor or grant