

The Pennsylvania State University  
5<sup>th</sup> Year Thesis

# Technical Assignment Two

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## Cost and Schedule Analysis

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Construction Management  
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2175 K Street NW  
Washington DC  
10/28/2009



## PROJECT TEAM

OWNER MINSHALL STEWART PROPERTIES  
 CONSTRUCTION MANAGER APPIAN REALTY ADVISORS  
 ARCHITECT FOX ARCHITECTS  
 CIVIL ENGINEER VIKA  
 STRUCTURAL ENGINEER RATHGEBER/GOSS ASSOCIATES  
 MEP ENGINEER META ENGINEERS  
 GENERAL CONTRACTOR JAMES G. DAVIS CONSTRUCTION

## PROJECT SPECIFICATIONS

BUILDING FUNCTION CLASS A OFFICE BUILDING  
 CONSTRUCTION TYPE OCCUPIED RENOVATION  
 BUILDING SIZE 173,551 SQFT (33,691 SQFT NEW)  
 NUMBER OF STORIES ABOVE 11 STORIES (8 EXISTING, 3 NEW)  
 NUMBER OF STORIES BELOW 3 STORIES BELOW GRADE PARKING  
 CONSTRUCTION DATES FEBRUARY '07 TO MARCH '11  
 PROJECT DELIVERY METHOD CM AGENT WITH GC  
 BUILDING COST \$15,500,000

## ARCHITECTURE



2175 K STREET NW IS LOCATED ON THE NORTH SIDE OF K STREET AT 22ND STREET AND WASHINGTON CIRCLE. THE EIGHT-STORY STRUCTURE WAS BUILT IN 1981. CURRENTLY, IT IS 108,000 GROSS SQUARE FEET. THROUGH THE USE OF TRANSFER DEVELOPMENT RIGHTS, THE BUILDING WILL BE INCREASED IN HEIGHT BY THREE FLOORS. THIS VERTICAL ADDITION WILL INCREASE THE EXISTING GROSS SQUARE FOOTAGE BY 37,500 SQUARE FEET.

THE NEW 22ND AND K STREET FAÇADES WILL BE A UNITIZED GLASS AND METAL CURTAIN WALL SYSTEM. A STATE-OF-THE-ART SOLAR LOUVER SYSTEM WILL SCREEN THE EXISTING FAÇADE AND PROVIDES PASSIVE SOLAR SHADING TO THE NEW FAÇADE; WHILE SIMULTANEOUSLY KNITTING THE ENTIRE BUILDING TOGETHER. A NEW GLASS CORNER OVERLOOKING WASHINGTON CIRCLE SPANS FLOORS 2 THROUGH 11, BLENDING THE NEW AND THE OLD SYSTEMS TOGETHER.

## STRUCTURE

THE FOUNDATION CONSISTS OF EXISTING 48"x48"x24" FOOTERS, SEVERAL OF WHICH UNDERWENT MINOR EXPANSIONS TO SUPPORT THE NEW LOADS IMPOSED BY THE ADDITIONAL STRUCTURE ABOVE. THE EXISTING BUILDING CONSISTS OF CAST IN PLACE CONCRETE. WHEREAS THE NEW STRUCTURE IS STRUCTURAL STEEL WITH LIGHTWEIGHT SLAB ON DECK. SEVERAL COLUMNS WITHIN THE EXISTING BUILDING WERE REINFORCED WITH STEEL JACKETS OR CARBON FIBER TO SUPPORT THE ADDITIONAL LOADS IMPOSED BY THE NEW STEEL STRUCTURE.



## MECHANICAL

THE MECHANICAL SYSTEM FOR THIS PROJECT CONSISTS OF A MAIN COOLING TOWER THAT SERVICES A SELF CONTAINED UNIT ON EACH FLOOR USED FOR THE CONDITIONING OF THE TENANT SPACES. TO CONDITION THE CORE OF THE BUILDING, A CLOSED LOOP WITH VAV'S WAS UTILIZED. THE NEW FLOORS, 9 THROUGH 11, AND EXISTING LEVEL 8 WILL BE CONTROLLED BY A NEW BAS SYSTEM. THE EXISTING FLOORS, B1 THROUGH 7, WILL BE CONTROLLED BY THE EXISTING PNEUMATIC SYSTEM. AS TENANT FLOORS TURNOVER, THE OWNER WILL UPGRADE THE ENTIRE BUILDING TO RUN OFF OF THE NEW BAS SYSTEM.

## ELECTRICAL

THE ELECTRICAL SERVICE FOR THE NEW CONSTRUCTION ENTERS AT 2,000A AND IS DISTRIBUTED ON A 208Y/120V SYSTEM. THE EXISTING BUILDING HAS TWO 6,000A FEEDS. THE EXISTING SWITCHGEAR WAS REPLACED WITH NEW SWITCHGEAR THAT HAS THE CAPACITY TO FEED PANELS ON LEVELS B3 THROUGH 11. A NEW BACKUP GENERATOR WAS INSTALLED TO SERVICE THE WHOLE BUILDING.

## LIGHTING

THE LIGHTING IS OPERATED ON A 120V SYSTEM AND USES ENERGY EFFICIENT FLUORESCENT LAMPS WITH ELECTRONIC BALLASTS. THE BASE BUILDING DID NOT INCLUDE COMMON AREAS ON THE NEW FLOORS. LIGHTING DESIGN AND INSTALLATION WILL BE PART OF THE TENANT FIT OUT.

## SUSTAINABILITY

THIS BUILDING IS TRYING TO OBTAIN LEED EB. TO HELP IN THIS MATTER, A PASSIVE SOLAR SHADING SYSTEM WAS IMPLEMENTED. ANOTHER SUSTAINABLE FEATURE TO THIS PROJECT IS THE USE OF A GREEN ROOF. SUCH A ROOF IS BEING INSTALLED ON A PORTION OF THE NINTH FLOOR.





## *Executive Summary*

Technical assignment two focuses on key features of the project 2175 K Street NW Washington DC. The areas of emphasis are the project schedule, site layout planning, a detailed structural estimate, and a general conditions estimate. Additionally, the outcomes of the 2009 PACE Roundtable are summarized.

The first area of emphasis is the detailed project schedule. This can be found starting on page five and in Appendix A. The drawing preparation for the project began back in early February 2007 and proceeded to bid the following year. The total duration of the project, from preconstruction to closeout, is 810 calendar days or 162 weeks. The notice to proceed was given on May 27, 2008. When analyzing the project schedule, a few areas stood out when comparing each category of the schedule to the total duration. First, preconstruction on the project spanned from February 2, 2007 to October 1, 2008, which equates to a duration of 434 days. This process was lengthened due to issues securing financing and finalizing the design for the project. Next, submittals were started on May 27, 2008 and were not completed until September 28, 2009. Similarly, mobilization spanned from August 1, 2008 until December 19, 2009. The project is scheduled to enter the closeout phase in December 2009 with the first substantial completion date on December 18, 2009 and the second on March 11, 2010. The final inspections are scheduled to begin on March 2, 2010 and conclude March 11, 2010.

The next area of focus for technical assignment two is site layout planning. More information on this topic can be found on page seven with plans on pages 26, 27, and 28. This project was confined by several neighboring buildings on the north and east sides. On the remaining two sides, 22<sup>nd</sup> and K Streets only added to the limit on available space on the project. To promote an efficient site, every square foot of available space needed to be used to its full potential, there could be no wasted space. To help accomplish this, the existing level eight was used for a majority of project support facilities from offices to material storage. Some storage space was available on the B1 level but was limited.

Subsequently, a detailed structural estimate was performed on the projects structural steel framing and supporting facets. The final cost associated with the structural system of the building was determined to be approximately \$1,110,000. Structural wide flange beams made up nearly 60% of this number or \$660,500. Consequently, the steel wide flange columns added roughly \$88,000 or 8%. Additionally, the composite metal decking and roof decking accounted for an additional \$49,600 or 4.5%. More information on this section can be found on page eleven and in Appendix C.

Finally, the general conditions estimate determined that nearly \$16,500 would be spent weekly on this project. The general conditions estimate established a total of \$1,468,000 would be spent on activities that directly support the construction of the project. The major contributing factor is associated with the supervision and project management staff, which accounted for nearly 60% of the total or \$713,000.

The final area of focus included within this report is a discussion regarding the present critical industry issues brought up at the 2009 PACE Roundtable. Additionally, proposed research topics are discussed within which include relevant industry contacts who could potentially aid in such research.



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### ***A. Detailed Project Schedule***

The drawing preparation for 2175 K Street began in early February and proceeded to bid in the following year. This process took much longer than anticipated by the owner due to several impeding factors. Davis quickly began the submittal process in April '08 with the award of the subcontracts, which was followed by submittal preparation, approval, and fabrication. After a few changes to the construction documents, Davis then mobilized in August of the same year.

The work began with the improvements to the existing cellar levels, followed by preparation work to the existing façade and roof. After which, work on the new steel structure was started. This phase is primarily composed of framing and pouring the concrete piers from which the load imposed by the new steel structure and live load associated with the floor area will be transferred into the existing structure. To ensure the existing structure will be able to carry the newly imposed loads, steel jackets or carbon fiber reinforcing was incorporated. Column reinforcing used varied by location.

Subsequently, after the steel structure was complete and the associated lightweight concrete on metal deck, work began preparing the existing elevator machine room for construction. To begin work on the existing elevator machine room, the new penthouse and new elevator machine room needed to be watertight. While this was ongoing, the work on the new façade began, starting on level nine and working to level eleven. Once the penthouse was dry, work could begin on installing the equipment needed to take the building off the outdated HVAC system and turn it over to the new system.

Simultaneously, once the new elevator machine room was dry, work began on extending the existing elevator shaft up to the new EMR. This work started with elevator number one then two and finally three, always maintaining two operational elevators for tenant use. The proper phasing and timely completion of these activities was of the utmost importance to the owner. To accomplish this task safely, much work had to go into place. The shaft under construction was required to be isolated from the other two to prevent debris and other hazards from entering the occupied shafts. Additionally, any work that affected all three elevators needed to be done after hours while a trained operator was in control of the elevator's movement. Because of this, a great deal of effort was expended to consolidate the number of events where all three elevators were being worked on. These activities primarily occurred in the existing elevator pits.

Concurrently, with the previously mentioned areas, work on the building core and perimeter was started. This category involves the installation of ductwork, electrical conduit, plumbing, fire suppression, etc. Additionally, the elevator shaft construction is included within this category. For reasons pertaining to workflow, the elevator shaft was discussed above. Furthermore, wall framing, drywall, ceiling construction, restroom construction, doors & hardware, and a number of other activities are included in this category.



Work on the cores of the building began on the tenth floor, then moved up to the eleventh, then down to the eighth, and finished on the ninth. This was done to allow enough time for the new EMR to be completed prior to demolishing the existing one. Additionally, the project field offices were initially located on the eighth floor and were to be relocated when work on the eighth floor was scheduled to begin. Once this happened, the offices and other support items were relocated to the B1 level.

Next, work began on the first floor, beginning with the storefront system and composite metal panels, followed by the construction of the new main lobby. The work on the northwest corner of the building needed to be completed prior to work starting in the main lobby. This was due to the main entrance of the building being relocated to the entrance located at said corner while the lobby entrance was closed due to construction activities.

This project is on track to be completed in March 2011, with demobilization finishing in November 2009 and closeout to start in December. This project has two substantial completion dates. The first is to be at the completion of the second elevator and the second is to be at the completion of the third elevator.

For reference, the detailed project schedule can be found in Appendix A at the end of this document.

The intent of the following table is to be a quick synopsis of the project schedule for 2175 K Street. It contains the key features from the Primavera P6 schedule but in a condensed format. Included in the table are the categories of construction activities, the start and finish dates, the duration, and most importantly, the percent of total duration. This percent compares the duration of the category to the sum total of all the category durations. To draw attention to the top five categories based upon duration, they have been highlighted in yellow and are in bold font.

<b>2175 K STREET, NW</b> Project Schedule Duration Comparison				
Category	Start	Finish	Duration	Percent of Total Duration
<b>Preconstruction</b>	<b>02-Feb-07</b>	<b>01-Oct-08</b>	<b>434</b>	<b>16%</b>
<b>Submittals</b>	<b>27-May-08</b>	<b>28-Sep-09</b>	<b>350</b>	<b>13%</b>
Contract Changes	03-Nov-08	31-Mar-09	107	4%
<b>Mobilization</b>	<b>01-Aug-08</b>	<b>19-Dec-09</b>	<b>361</b>	<b>13%</b>
Cellar and Existing Levels	03-Nov-08	12-Oct-09	246	9%
New Structure	08-Dec-08	31-Aug-09	191	7%
<b>Façade and Roof</b>	<b>24-Nov-08</b>	<b>09-Dec-09</b>	<b>273</b>	<b>10%</b>
Penthouse	13-Apr-09	21-Jul-09	72	3%
<b>Elevators</b>	<b>19-Mar-09</b>	<b>04-Mar-10</b>	<b>251</b>	<b>9%</b>
First Floor	17-Jun-09	15-Dec-09	130	5%
Core and Perimeter	08-Apr-09	12-Nov-09	157	6%
Project Completion	20-Jun-09	11-Mar-10	189	7%
			<b>2761</b>	<b>Total Days</b>
<b>Project Total</b>	<b>02-Feb-07</b>	<b>11-Mar-10</b>	<b>810</b>	<b>Callendar Days</b>
			<b>162</b>	<b>Weeks</b>
<b>General Conditions</b>	<b>01-Aug-08</b>	<b>11-Mar-10</b>	<b>420</b>	<b>Callendar Days</b>
			<b>84</b>	<b>Weeks</b>

Table A.1 Project Schedule Duration Comparison

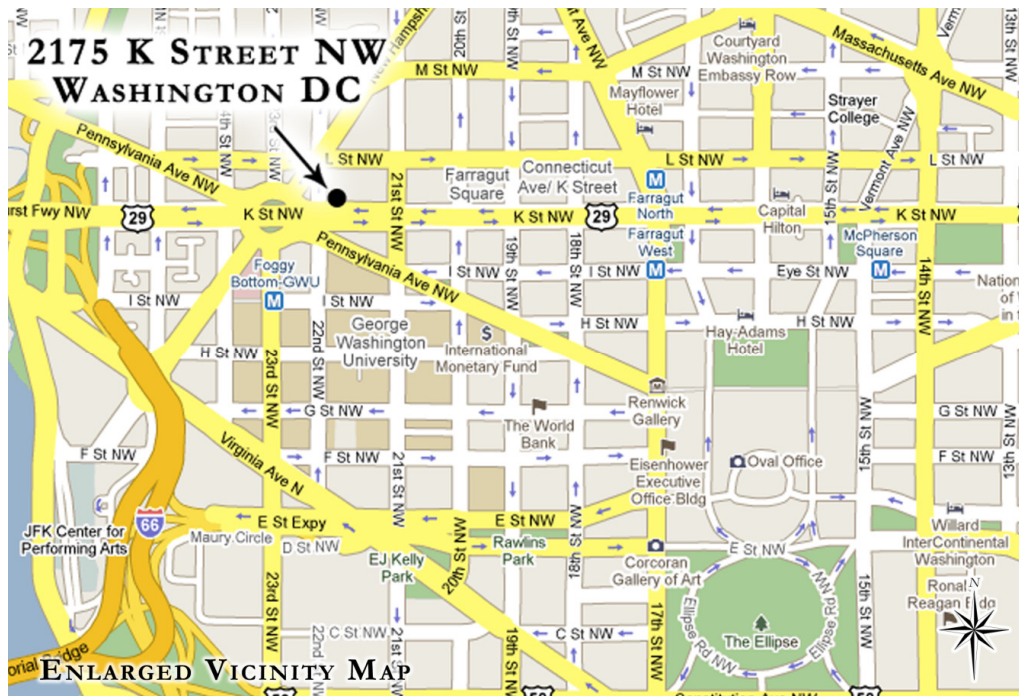


The purpose of this table is to quickly emphasize the key contributors to the overall length of the schedule by comparing the duration of each construction category to the total duration of the project. This way, the reader can quickly see areas of greatest emphasis. This becomes critical when attempting to accelerate the project schedule. To make the key contributing factors more apparent, the top five categories, based upon duration, have been highlighted in yellow and are in bold font.

## ***B. Site Layout Planning***

### Site Layout Summary

As mentioned in the previous technical report, the project is located on the north side of K Street at 22<sup>nd</sup> Street and Washington Circle. The neighboring buildings consist of a residential building to the north, a commercial building to the east, K Street to the south, and 22<sup>nd</sup> Street to the West. For reference, a vicinity map is inserted below.



**Figure B.1 Project Vicinity Map**

### Site Layout Plan (All Phases of Construction)

A site layout and logistics plan was created for 2175 K Street as a means of maintaining a safe and efficient site for construction and the tenants of the occupied portion of the building. This site plan can be found in Appendix B at the end of this document or a larger version can be found on the 2175 K Street thesis website under Technical Assignments, Technical Assignment Two.

Several key aspects of this site make it more challenging to maintain a safe and efficient working environment, which will be outlined, in the following paragraphs. The most important aspect to all



construction sites is safety. Where this project differs from the normal construction project where the key focus is on the construction worker and the pedestrians moving around the site, on this project, the previously mentioned concerns still exist but there was an additional party that had to be protected.

First, this project enforces a safety plan, developed by DAVIS, which is more stringent in comparison to the standard OSHA requirements. A prime example of this is according to DAVIS' safety plan, hardhats and safety glasses are to be worn at all times. Where this differs from OSHA is OSHA only requires hardhat and safety glasses until the area of construction in which a worker is performing his or her work has a finished ceiling.

Concerning the tenants of the occupied portion of the building, the project team has to maintain a safe point of entry into the building at all times. This was accomplished by utilizing a covered walkway with access to several points of entry. Additionally, for those workers who do not enter the

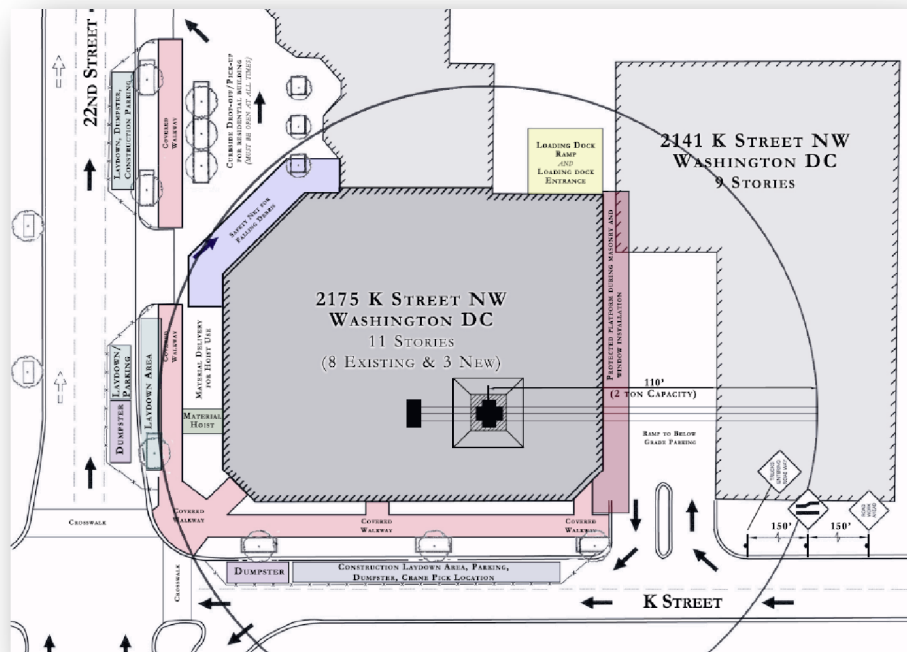


Figure B.2 Site Layout Plan

building from the street, the access to the parking garage and the parking spaces within, have to remain available at all times. To accomplish this, the point of entry into the garage has to be free of construction vehicles at all times. For this reason, DAVIS filed for a permit to allow them to close one of the two lanes of K Street on the south side of the building. Because of this decision, the point of entry remains open and the closed lane allows for a variety of activities to utilize the space. Several examples of how this space could be used might be for dumpsters, laydown area, construction parking, crane pick location etc. Based upon the attached site plan, this area was used for all of the previously mentioned items.

Finally, with respect to the pedestrians traversing the site, covered walkways and safety nets were used to protect them from falling debris. Along K Street and 22<sup>nd</sup> Street, in accordance with DC regulations, a covered walkway was constructed with plywood and 2" x 4" dimension lumber and safety signs were posted. Regarding the covered walkway running along 22<sup>nd</sup> street, there is a break





in the protection to allow construction materials to enter the site and move to the hoist whereby they would be distributed throughout the project. To maintain the safety of the pedestrians, when materials are being delivered, construction workers block the covered walkway to prevent injury. Once the material is safely on site, the construction workers will free the pedestrians to move about freely. Additionally, to protect the tenant of the neighboring building, a safety net was installed to catch any falling debris off the northwest corner of the building. This net is to remain in place throughout the duration of the project.

Pertaining to the vehicular traffic entering the below grade parking structure, a safety platform will be used during masonry construction on the west façade to prevent any damage or loss of life due to falling debris.

The loading dock on the north side of the building is to remain operational until construction on it is to begin. The construction in this area had to be completed prior to the start date of the tenant contractor's contract as to allow the tenant in the existing floors to vacate the building. The scope of work for this location primarily entailed renovating the ramp to allow larger trucks to access the space. To achieve this, a number of structural beams had to be moved and the loading dock to be extended outward.

The crane used on this project was a 2-ton tower crane with a modified base to allow it to sit atop four existing columns. As previously mentioned the maximum lifting capacity was two tons and the crane had a reach of 110 feet. The location of the crane is based upon the location of a future elevator shaft serving levels nine through eleven. The location of this tenant elevator shaft resulted in less patchwork needing to be completed at the point when the crane was to be removed. The only place where this patchwork was needed was on the roof level. Based upon the location of the tenant elevator shaft, the crane could still reach all areas of the site. Special attention had to be given to the patios of the northern residential tower when lifting over the rooftop patios.

The material hoist was strategically located on the west side of the building where it was possible to deliver material and distribute it throughout the project. No other location on the site is conducive for such a task.

To gain more space for tasks such as waste removal, laydown and/or storage, the right lane of 22<sup>nd</sup> street was partially closed as indicated on the attached site plan. Additional storage area was located on the roof of the covered walkway. As a result, the covered walkway had to be constructed in a way that would allow it to carry the load imposed by the stored material.

The site layout plan shown in Appendix B is very similar to the one used by the general contractor on the project. Due to the space constraints, there are very few possible alteration that could be made.



### Site Workflow Plan

In addition to the Site Layout Plan, two workflow plans have been created to show how material, work in progress, and subsequently trash flows throughout the various floor plans. Located in Appendix B, after the Site Layout Plan, are such diagrams. The first of two plans attached is level 8 followed by level 9. Level 9 is representative of levels 10 & 11 with the exception of the partial roof covering level 8 located on north side of level 9 closest to the neighboring residential building.

In general, the material enters the designated level and is distributed throughout. The material entering the floors is indicated by the gray arrows and moves from the material hoist located at the southwest corner and flows in both directions surrounding the core of the building and meets at the northeast corner. This was done to maximize the efficiency of the workers. The flow of work is typically counterclockwise as indicated by the black arrows.

To maintain a clean site to help mitigate safety risks, the trash flowed in the opposite direction as the material. Therefore, the trash flowed from the northeast corner and moved toward the southwest corner where the hoist is located. This is indicated on the plan by the red triangles.

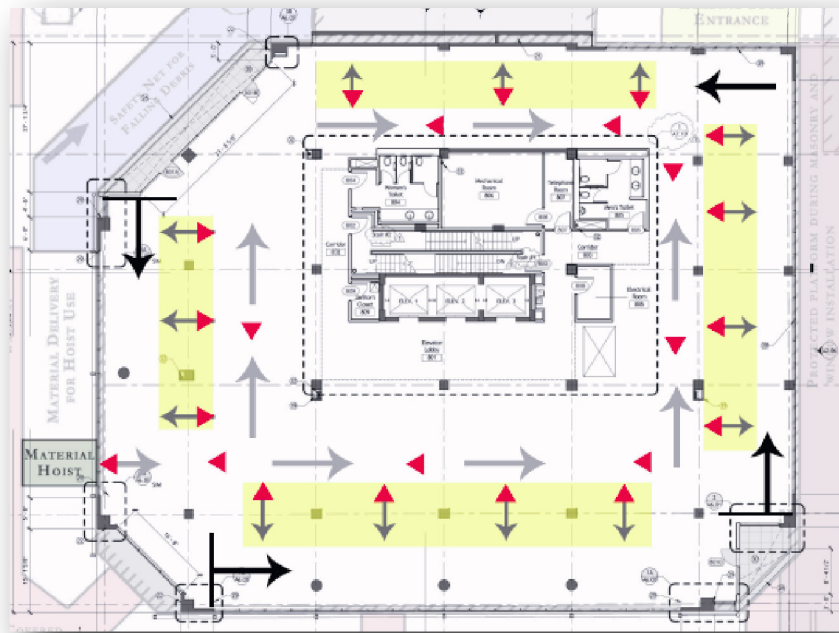


Figure B.3 Workflow Plan (8<sup>th</sup> Floor)

The work in the core of the building generally followed behind the work on the facade. This can also be seen when referencing the attached detailed project schedule located in Appendix A.



Moving onto levels nine through roof, the workflow is very similar to the workflow as indicated in the previous few paragraphs. The key difference is on the north wall; as mentioned above, there is a portion of the roof that begins on the ninth floor thereby changing the flow of material on the floor. On this façade, scaffolding was erected on the ninth floor roof to create a working platform from which work was done.

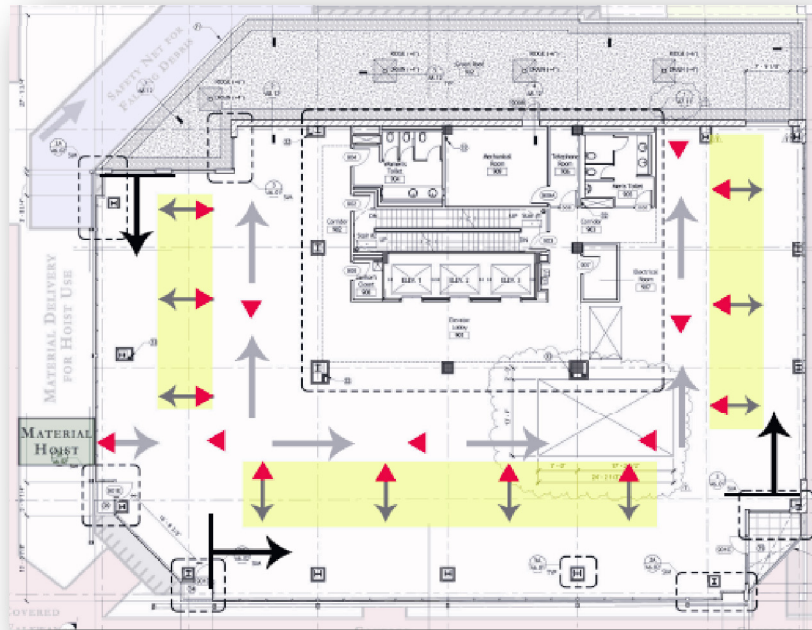


Figure B.4 Workflow Plan (9<sup>th</sup> Floor – Roof)

Please reference Appendix B for a visual representation of what was described in this section.



### C. Detailed Structural Systems Estimate

To become more familiar with the 2175 K Street project, a detailed structural estimate was performed. Included in this estimate is the structural steel and structural concrete with all supporting facets. Because this project is not conducive for a modular takeoff, a total system takeoff was performed. In other words, each beam, column, slab etc. was counted and noted in an excel spreadsheet. The following paragraphs will summarize the findings of the detailed structural estimate. The exact spreadsheets can be found in Appendix C of this document.

The table below was designed to highlight the major components of the estimate. The item name and associated quantity, units, and costs are broken down to show adequate detail. As with the other tables within this report, the top five contributing items are highlighted in yellow and are bold. This was done to indicate the major contributors to the overall price of the structural system.

2175 K STREET, NW												
Detailed Structural Estimate - Price Breakdown												
Item	Quantity	Units	Total Material	Waste 10%	Total Labor	Equipment	Subtotal	Overhead 10%	Profit 5%	Total O&P 15%	Cost per Unit	Percent of Total
Steel Framing												
Columns (Wide Flange)	20	Ton	<b>\$60,000.00</b>	<b>\$6,000.00</b>	<b>\$6,900.00</b>	<b>\$3,640.00</b>	<b>\$76,540.00</b>	\$7,654.00	\$3,827.00	\$88,021.00	\$4,401.05	<b>7.9%</b>
Columns (HSS)	9	Ea.	\$1,215.00	\$121.50	\$135.00	\$96.00	\$1,567.50	\$156.75	\$78.38	\$1,802.63	\$200.29	0.2%
Beams	134	Ton	<b>\$488,546.44</b>	<b>\$48,854.64</b>	<b>\$23,139.32</b>	<b>\$20,178.06</b>	<b>\$580,718.46</b>	\$53,186.38	\$26,593.19	\$660,498.03	\$4,929.09	<b>59.5%</b>
Shear Studs	5700	Ea.	\$3,990.00	\$399.00	\$4,617.00	<b>\$2,223.00</b>	\$11,229.00	\$1,083.00	\$541.50	\$12,853.50	\$2.26	1.2%
Structural Concrete												
Columns (inc. Rebar)	8.00	C.Y.	\$848.00	\$84.80	\$184.08	\$104.40	\$1,221.28	\$11,099.01	\$5,549.51	\$17,869.80	\$2,233.73	1.6%
Forms	433	SFCA	\$7,720.00	\$772.00	\$4,520.00	\$432.00	\$13,444.00	\$0.00	\$0.00	\$13,444.00	\$31.05	1.2%
Connections	8800	Ea.	<b>\$19,096.00</b>	<b>\$1,909.60</b>	<b>\$28,600.00</b>	\$0.00	<b>\$49,605.60</b>	\$0.00	\$0.00	\$49,605.60	\$5.64	<b>4.5%</b>
Decking	30712	S.F.	<b>\$96,016.83</b>	<b>\$9,601.68</b>	<b>\$13,744.84</b>	<b>\$1,228.47</b>	<b>\$120,591.82</b>	\$12,059.18	\$6,029.59	\$138,680.59	\$4.52	<b>12.5%</b>
Slabs												
Concrete	303.00	C.Y.	<b>\$55,175.68</b>	<b>\$5,517.57</b>	\$0.00	\$0.00	<b>\$60,693.24</b>	\$6,069.32	\$3,034.66	\$69,797.23	\$230.35	<b>6.3%</b>
Welded Wire Fabric	30712	C.S.F.	\$6,274.46	\$627.45	\$4,370.01	\$0.00	\$11,271.92	\$1,127.19	\$563.60	\$12,962.71	\$0.42	1.2%
Placement	303.00	C.Y.	\$0.00	\$0.00	<b>\$6,572.07</b>	<b>\$3,579.62</b>	\$10,151.68	\$1,015.17	\$507.58	\$11,674.44	\$38.53	1.1%
Finishing	32438	S.F.	\$0.00	\$0.00	\$3,963.26	\$0.00	\$3,963.26	\$396.33	\$198.16	\$4,557.75	\$0.14	0.4%
Concrete Piers												
Concrete	5	C.Y.	\$912.35	\$91.24	\$116.00	\$65.25	\$1,184.84	\$118.48	\$59.24	\$1,362.56	\$272.51	0.1%
Forms	239	SFCA	\$595.11	\$59.51	\$1,529.60	\$0.00	\$2,184.22	\$218.42	\$109.21	\$2,511.85	\$10.51	0.2%
Rebar	0.367	Ton	\$568.21	\$56.82	\$348.26	\$0.00	\$973.29	\$97.33	\$48.66	\$1,119.28	\$3,053.25	0.1%
Base Plates	38.0	S.F.	\$3,128.00	\$312.80	\$0.00	\$0.00	\$3,440.80	\$344.08	\$172.04	\$3,956.92	\$104.13	0.4%
Anchor Rods	76.000	Ea.	\$323.32	\$32.33	\$386.68	\$0.00	\$742.33	\$74.23	\$37.12	\$853.68	\$11.23	0.1%
Existing Columns												
Steel Plate Reinforcement	140.000	S.F.	\$10,640.00	\$1,064.00	\$0.00	\$0.00	\$11,704.00	\$1,170.40	\$585.20	\$13,459.60	\$96.14	1.2%
Footing Expansion												
Concrete	21.00	C.Y.	\$2,226.00	\$222.60	\$703.50	\$255.15	\$3,407.25	\$340.73	\$170.36	\$3,918.34	\$186.59	0.4%
Rebar	0.2058	Ton	\$318.99	\$31.90	\$195.51	\$0.00	\$546.40	\$54.64	\$27.32	\$628.36	\$3,053.25	0.1%
<b>Totals</b>			<b>\$757,594.39</b>	<b>\$75,759.44</b>	<b>\$100,025.12</b>	<b>\$31,801.94</b>	<b>\$889,421.45</b>	<b>\$96,264.65</b>	<b>\$48,132.33</b>	<b>\$1,109,577.87</b>		

Table C.1 Detailed Structural Estimate - Price Breakdown

As shown in the above table, a ten percent waste factor was used to accommodate the inevitable waste of materials on the project. This percentage was determined based on RS Means Costworks,



an online database of unit cost for various aspects of construction. This website was also used to collect pricing data shown in excel spreadsheets located in Appendix C.

To calculate the wide flange columns, the following steps were performed. The total number and type of columns were either counted on the construction drawings or exported from Revit. Subsequently, the type of column was noted which lead to the weight per linear foot. This was the case because the majority of the columns on the project were wide flange columns. Additionally, the length of the member was also noted. Next, the cost data was located in RS Means Costworks and noted accordingly. Finally, based upon the unit cost found in Costworks, in the case of wide flange steel columns the units were linear feet, the total cost was tabulated. These costs included material, labor, and equipment. Not all three costs were required by each item within the estimate. As previously noted, a ten percent waste factor was added to the overall material cost. This percentage was based upon the RS Means Costworks' suggestion of ten percent for most projects. This project is typical in the complexity therefore ten percent was deemed adequate.

A similar procedure was used to calculate the costs for all items shown in the above table. To see more detail on any or all of the above line items, please refer to the attached spreadsheets located in Appendix C.

As previously mentioned, the five largest contributing items are as follows, in order of increasing value:

Total Material Cost (before waste):

1. Structural Beams (\$488,545)
2. Metal Decking (\$96,017)
3. Wide Flange Columns (\$60,000)
4. Concrete Slabs (\$55,176)
5. Connections (\$19,096)

With regards to structural beams, it seems logical that this item would rank number one with respect to material costs because there are large number of beams when compared to columns or other areas of construction. Additionally, the connections between the beams and columns were expected to be costly because with a larger number of beams and columns, there would be a large number of connections. With respect to Metal Decking and Concrete Slabs, it only seems fitting that the metal deck would be a larger value than the cost of the concrete. This is primarily attributed to the type of metal deck and concrete slab assembly. On this project, composite metal deck was used and the concrete serves as the means for resisting compression, which concrete is designed to do. Thereby the use of rebar is no longer needed. This is the reason why rebar does not show up under the Slab category in the above summary table. Similarly, because there is no rebar in the slab on composite metal deck, the cost of welded wire fabric is relatively high.



One item, for which the estimate is incomplete, is the existing column reinforcing. The material takeoff was extrapolated from Costworks based upon a steel plate at 1" thick and the area was measured. The labor was not calculated because Costworks does not have pricing on the method of reinforcing used on these columns.

A similar comparison could be done with respect to total labor cost. Again, similar to material cost, structural beams hold the highest percentage of labor cost and composite metal decking is ranked second. It was surprising to find the placement of concrete as low in the rankings as it was. This is understandable based upon the limited areas in which concrete was used and the relatively low cubic yardage needed for this project. If this were a cast in place concrete structure, it would be expected that the placement of concrete would hold the highest percentage of labor cost.

On the other hand, when examining equipment costs, structural beams maintain the top percentage but concrete placement comes in at the second highest percentage. In this instance, the summary table is a bit deceiving. To arrive at the previously stated conclusion, the equipment cost associated with the placement of the structural concrete columns needs to be added to the equipment cost associated with slab concrete placement. This was attributed to the crane required to perform this work. For this reason, footing expansion was not included in this total because the method of placement for the slabs and columns was crane and bucket whereas the footings required a pump truck for placement.

With respect to the overall cost of the structural system for this project, the cost of structural beams equaled nearly 60% (\$660,498) and the next closest item was composite decking which equaled 12.5% (\$138,681). This presents the possibility of future analysis to compare the structural system used on this project and using a cast-in-place concrete system.

A number of assumptions needed to be made while completing the detailed structural estimate. First, as mentioned above was a waste factor, which was determined to be ten percent. Second, for casting the concrete columns and concrete piers, one time use formwork was assumed based on the limited number of applications. Additionally, if Costworks did not have pricing for an item, a price was extrapolated based upon two comparable items. Finally, with respect to connections between column to beam and beam to beam, a typical connection was calculated and extrapolated over the total number of connections.

Based upon the total cost of the structural system and the previously mentioned assumptions, the structural estimate described above is within 2% of the GMP budget for the project.

### Lessons Learned

To complete the above detailed structural analysis, a partial Revit model was utilized and the contract drawings were used to supplement the missing detail in the model. This was deemed a viable strategy because the architect used the Revit model to create the construction set of drawings.



Many problems were encountered when trying to figure out what was included in the model and what needed to be located in the drawings. In hindsight, without a complete model, it would be suggested to not use the model and primarily focus on the drawings. This simple fact could create a great deal of error in the estimate by missing some items and possibly double counting others. To lessen the potential error, the model was used very cautiously and much effort was spent validating the schedules that were exported from Revit.

#### ***D. General Conditions Estimate***

An estimate was compiled to represent the general conditions on the 2175 K Street site. A summary of this general conditions estimate is located in the tables below. More detail is available in Appendix D at the end of this document.

The estimate is comprised of the following areas:

- permitting
- supervision and management teams salaries
- general conditions
- miscellaneous labor
- courier fees
- a dump truck driver
- DAVIS equipment/vehicle rental
- temporary facilities
- punch list / warrantee

Sales tax is included for the DC area on all applicable material. Additionally, insurance and employee benefits are included in the grand total. The grand total, as shown below, comes out to \$1,467,112. A detailed cost comparison is outlined on the next few pages.

The table below is designed to show a price comparison between the various items included in the estimate as well as shows the percentage of each item with respect to both the subtotal and the total for each category. These categories are material and labor. To highlight the largest contributing factors, they have been highlighted in yellow and the font is bold.

Going into more detail, the percentage located in the "Percent of Subtotal" beside each item compares that items material or labor cost respectively with the subtotal for that category. Similarly, the percentage located in the "Percent of Total" compares the total for that item with respect to the total for that category. The only difference between the subtotal and total is the addition of the insurance and employee benefits on the labor cost.

The category "DAVIS rentals" is the primary contributing factor in relation to the total material cost. This cost is \$177,442, which computes to 74.6% of the total cost of material. Included in this line



item is vehicle rental, field office equipment, etc. The largest contributing factor for the cost of this line item is the project manager’s vehicle and the cost associated with it.

On the other hand, the supervision and project management line item is the largest percentage with respect to the total labor costs for the project. This line item costs \$712,626, which computes to almost 90% of the subtotal and almost 58% of the total cost associated with labor costs. The reason for the decrease in the percentage when going from subtotal to total is due to the addition of insurance and employee benefits. This number is within reason because typically the staffing cost on a project is the primary factor in the cost of general conditions.

<b>2175 K STREET, NW</b>						
Contractor General Conditions (Price Comparison - Percentage)						
CATEGORY/ACTIVITY	TOTAL MATERIAL COST	PERCENT OF SUBTOTAL	PERCENT OF TOTAL	TOTAL LABOR COST	PERCENT OF SUBTOTAL	PERCENT OF TOTAL
Permit	\$ -	-	-	\$ -	-	-
Supervision & Project Management	\$ -	-	-	\$ 712,625.72	89.86%	57.97%
General Conditions	\$ 8,581.61	3.61%	3.61%	\$ -	-	-
Miscellaneous Labor	\$ -	-	-	\$ 43,206.00	5.45%	3.51%
Courier	\$ -	-	-	\$ 6,992.92	0.88%	0.57%
Dump Truck - Driver	\$ -	-	-	\$ 3,496.46	0.44%	0.28%
Rentals (DAVIS)	\$ 177,441.96	74.59%	74.59%	\$ -	-	-
Temporary Facilities	\$ 25,723.69	10.81%	10.81%	\$ -	-	-
Safety	\$ 25,128.34	10.56%	10.56%	\$ 24,277.50	3.06%	1.98%
Punch List / Warrantee	\$ 1,000.00	0.42%	0.42%	\$ 2,457.00	0.31%	0.20%
<b>SUBTOTAL</b>	<b>\$ 237,875.60</b>	<b>16.21%</b>	<b>16.21%</b>	<b>\$ 793,055.60</b>	<b>54.06%</b>	<b>54.06%</b>
<b>TOTALS</b>	<b>\$ 237,875.60</b>	<b>16.21%</b>	<b>16.21%</b>	<b>\$ 1,229,236.18</b>	<b>83.79%</b>	<b>83.79%</b>
<b>GENERAL CONDITIONS GRAND TOTAL</b>	<b>\$1,467,112</b>					

Table D.1 General Conditions Price Comparison - Percentage

The next table shows the relation between each line item and the associated cost per week over the duration of the specific activity. As shown in the below table, the total weekly material cost comes out to \$2,673 and the total weekly labor cost is \$13,812. Similarly, in comparison to the last table, with respect to materials, "DAVIS rentals" has the highest weekly cost equaling \$1,994. Additionally, with respect to material, supervision and project management equates to \$8,007 per week. This amount is over four times the highest weekly cost concerning material. This fact reinforces the statement above regarding staffing being the largest cost associated with general conditions. The total general conditions, when compared to the duration of the project, come out to \$16,484 per week.





<b>2175 K STREET, NW</b> Contractor General Conditions (Price Comparison - Cost per Week)					
CATEGORY/ACTIVITY	QUANTITY	TOTAL MATERIAL COST	COST PER WEEK	TOTAL LABOR COST	COST PER WEEK
Permit	0	\$ -	-	\$ -	-
Supervision & Project Management	89	\$ -	-	\$ 712,625.72	\$ 8,007
General Conditions	89	\$ 8,581.61	\$ 96	\$ -	-
Miscellaneous Labor	69	\$ -	-	\$ 43,206.00	\$ 626
Courier	56	\$ -	-	\$ 6,992.92	\$ 125
Dump Truck - Driver	3	\$ -	-	\$ 3,496.46	\$ 1,249
Rentals (DAVIS)	89	\$ 177,441.96	\$ 1,994	\$ -	-
Temporary Facilities	69	\$ 25,723.69	\$ 371	\$ -	-
Safety	69	\$ 25,128.34	\$ 362	\$ 24,277.50	\$ 350
Punch List / Warrantee	3	\$ 1,000.00	\$ 400	\$ 2,457.00	\$ 983
<b>SUBTOTAL</b>	89	\$237,875.60	\$ 2,673	\$ 793,055.60	\$ 8,911
<b>TOTALS</b>	89	\$237,875.60	\$ 2,673	\$ 1,229,236.18	\$ 13,812
<b>GENERAL CONDITIONS GRAND TOTAL</b>				<b>\$1,467,112</b>	<b>\$16,484</b>

Table D.2 General Conditions Price Comparison - Cost per Week

The total general conditions, when compared to the duration of the project, come out to \$16,484 per week. To calculate this amount, the maximum duration was used, in the case of 2175 K Street, this duration is eighty-nine weeks. This duration differs slightly from the one calculated in the project schedule because the project team is involved before the site is mobilized. The duration found in the detailed project schedule section was calculated from mobilization to the completion of the closeout phase.

**E. Critical Industry**

The 18<sup>th</sup> Annual PACE Roundtable held at the Penn Stater Conference Center located at The Pennsylvania State University on October 15, 2009 presented a variety of critical industry issues related to the construction industry. The theme of the roundtable discussion was “Creating Opportunities.”

The PACE Roundtable creates a venue for industry members and students to convene and discuss current industry issues and trends. To start the day, a panel of industry got together to discuss the current state of construction. During this panel discussion, there were several reoccurring trends. Several industry members mentioned, in some way, Building Information Modeling (BIM) and the



challenges associated with BIM implementation. Additionally, energy efficiency and sustainability was a major topic of discussion. Simultaneously, the proverbial elephant in the room was the current state of the economy with respect to the construction industry.

Subsequently, the group dispersed into three separate rooms, each working toward a different goal. The sessions were broken down into two parts, the first spanning sixty minutes and the second spanning thirty minutes. The three breakout sessions had the following topics of discussion: “Energy and the Construction Industry”, “Business and Networking”, and “BIM Executive Planning.”

With respect to the Energy and the Construction Industry session, the goal was to first define the causes that are driving the importance of the discussion, second define general categories where energy plays a key role, and third discuss areas that could most benefit from further research into the respective topics. In other words, help students currently working on their senior thesis to define areas of study to focus their attention on.

What was found to be the most surprising was how extensive the list of reasons why the discussion on energy is so critical. Additionally, the willingness of the industry members present in the group to help the students brainstorm and determine worthwhile research topics was extremely gratifying. As a result, many of the students walked away from this discussion with ideas of research topics that are relevant to their senior thesis and for those who did not ask for assistance, they, at the very least, got to hear a wide variety of topics unearthed through the conversations between the other students and industry members.

Consequently, several research topic ideas presented themselves as being worth further research. First, many projects enter the construction phase without any end goals of LEED certification; then in the midst of construction, the owner decides to pursue a LEED certification and subsequently invests a great deal of money in the project to do so. One topic of further research could involve specific areas of focus for the owner if they should choose to pursue a LEED certification midway through the construction process or after the project reaches the point in which the decisions no longer have a great deal of bearing on the price of the outcome. Additionally, the implementation of LED lighting in retrofit application could prove beneficial to the building energy consumption and subsequently the building performance and operation cost. Furthermore, energy conservation could be accomplished by utilizing a solar collection system. A passive system, for example an evacuated tube solar water heater, could be used or an active system, for example a photovoltaic array, or a combination of them both could be used to attain the desired energy conservation. With respect to the photovoltaic array, several systems could be explored in terms of products and/or financing. Another area of interest would be to study the possibility for the tenants of the building to be able to monitor their company’s energy usage and establish a shared saving plan for those who can reduce their electrical demand. This topic might be more difficult to study but the outcomes could be quite substantial.

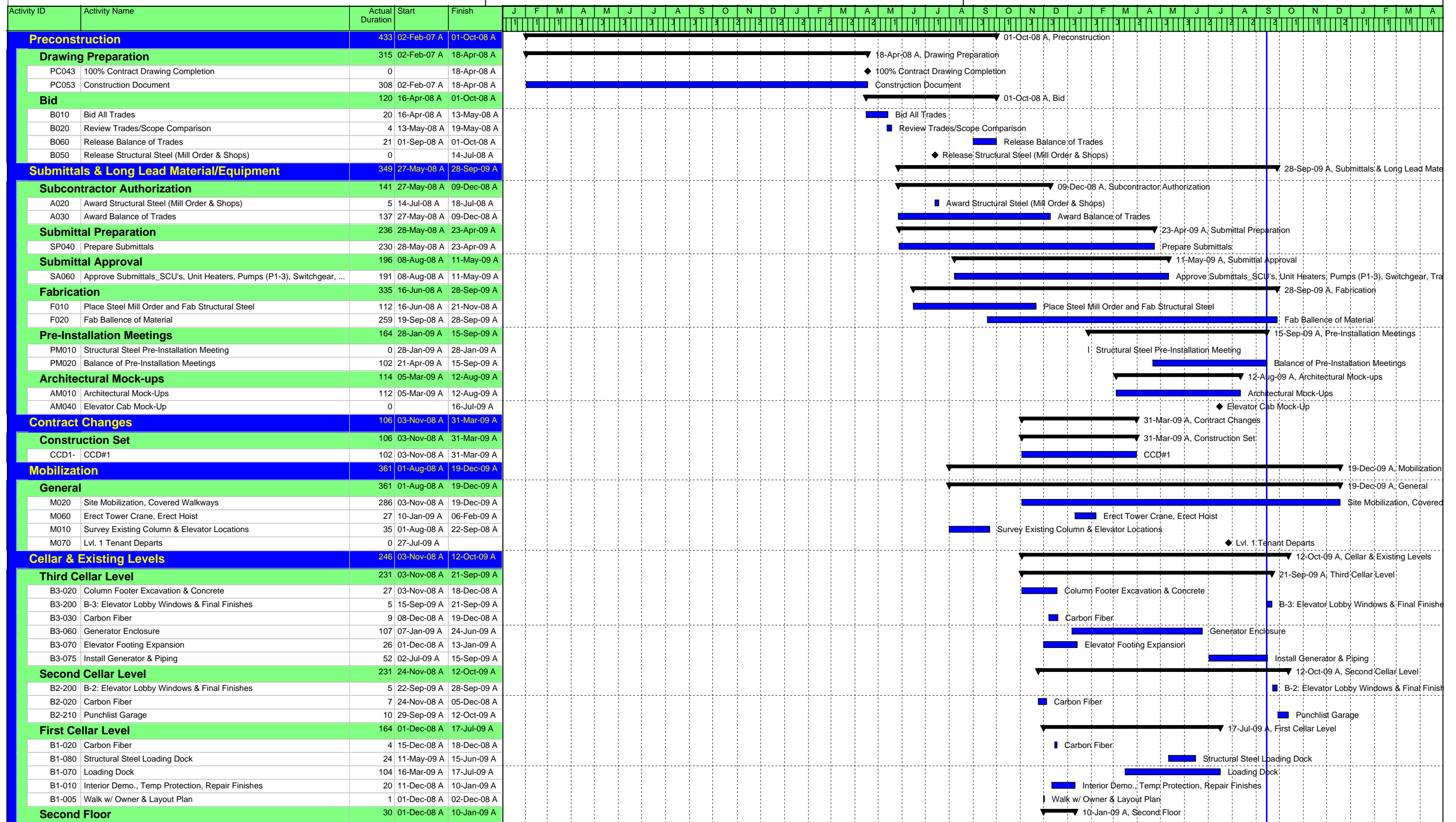
Several key contacts were made with industry members with experience with the above research topics. First, general question could be directed to Dr. David Riley. With respect to the LED retrofit



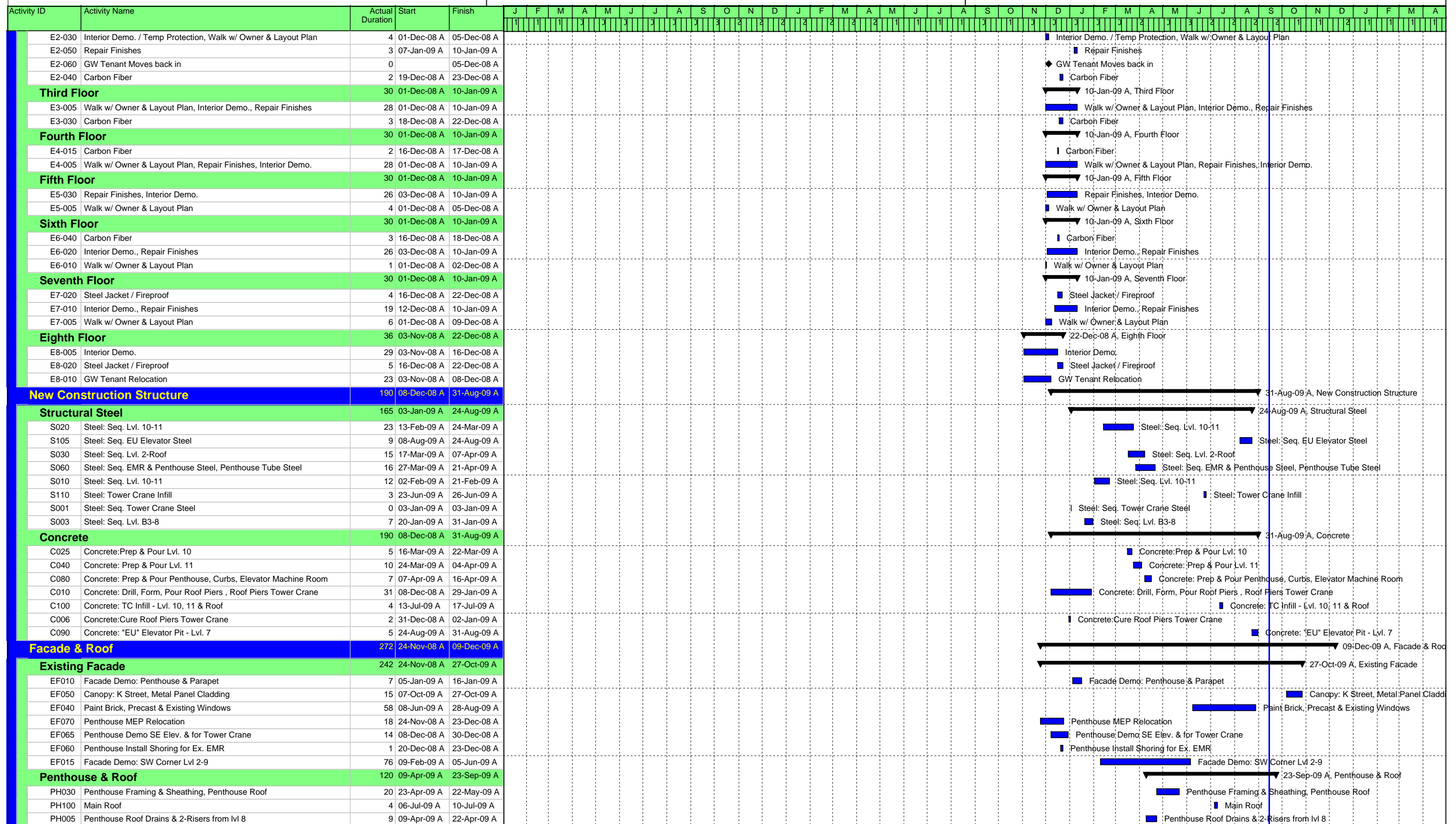
lighting, Jeremy Sibert from Hensel Phelps could be contacted with questions with regard to installation or other facets dealing with construction. If any question were to arise on the topic of BIM or the implementation of such a process, Craig Dubler or Dr. John Messner both are involved with the BIM research initiative Penn State is involved with. Additionally, Jim Salvino from Clark Construction Group has a great deal of field experience with the implementation of BIM and the common pitfalls associated with it. Furthermore, if any question should arise regarding mechanical equipment, several contacts were made that could prove useful. These contacts are, from McClure Company, Daniel Kerr and Alyssa Adams and, from Southland Industries, Mark Kosin. Finally, the “construction management” discussion board, or other such discussion boards, could prove to be an invaluable resource for getting a question before a large audience.



*Appendix A – Detailed Project Schedule*



█ Critical Remaining Work    ▾ Summary  
█ Remaining Work    ◆ Milestone



█ Critical Remaining Work ▶ Summary  
█ Remaining Work ◆ Milestone











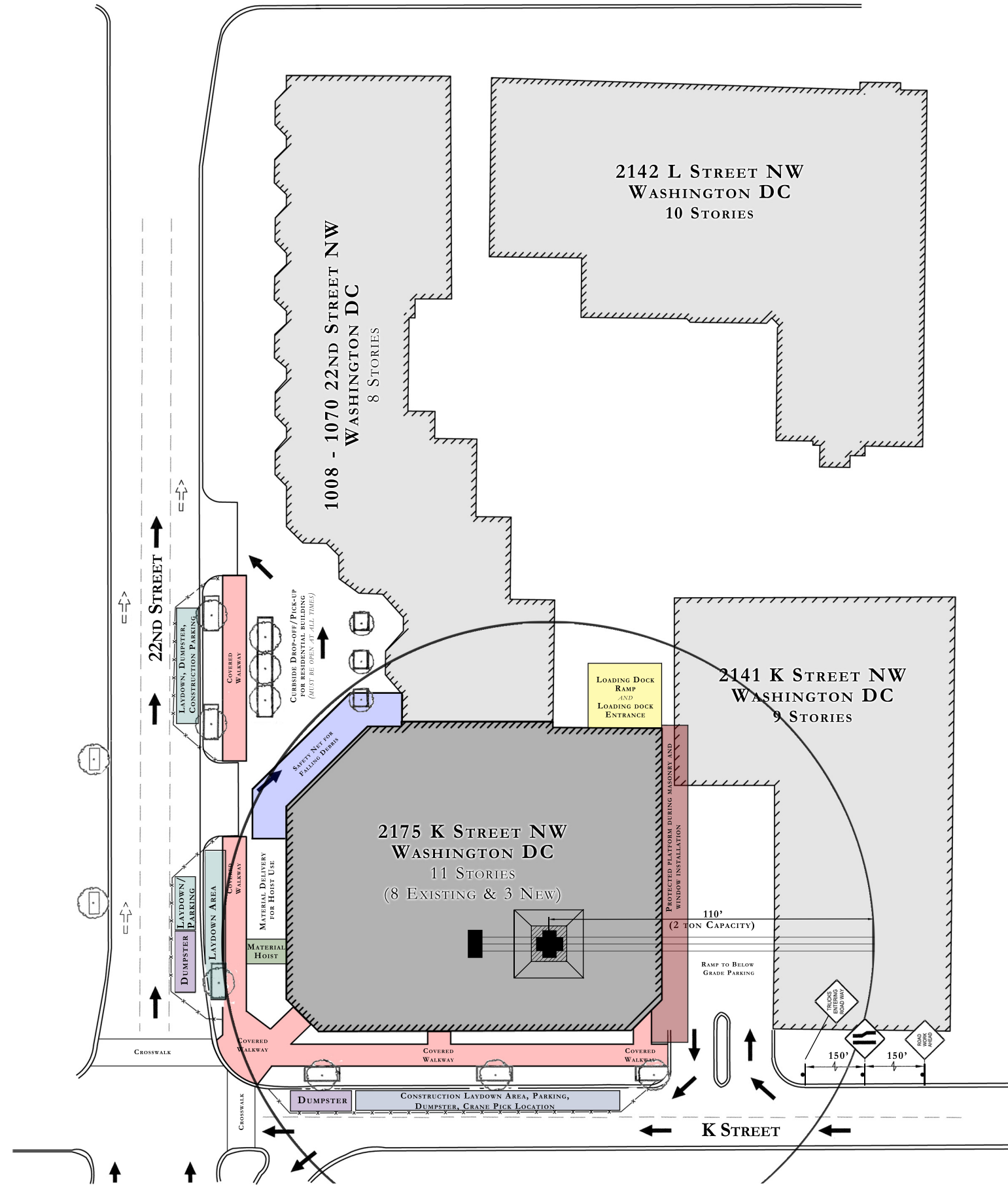
*Appendix B - Site Layout Planning*

**SHEET NOTES:**

1. ALL EXISTING UTILITIES ARE TO REMAIN
2. PROJECT CONTAINS NO NEW UTILITIES
3. CONSTRUCTION ACTIVITIES ARE TO USE EXISTING SERVICE
4. TELECOMMUNICATION WAS NOT SHOWN ON UTILITIES PLAN
5. NO TEMPORARY LIGHTING
6. ALL TEMPORARY FACILITIES ARE LOCATED ON LEVEL 8 UNLESS OTHERWISE NOTED
7. DAVIS OFFICE IS TO BE LOCATED ON LEVEL 8 UNTIL DEMOLITION IS SCHEDULED TO BEGIN, AT WHICH TIME THE OFFICE IS TO RELOCATE TO THE B1 LEVEL
8. ALL SUBCONTRACTOR OFFICES ARE TO BE LOCATED ON LEVEL 8 UNTIL DEMOLITION IS SCHEDULED TO BEGIN, AT WHICH TIME THE OFFICES ARE TO RELOCATE TO THE B1 LEVEL TO A LOCATION DESIGNATED BY DAVIS
9. TOOL TRAILERS ARE TO REMAIN ON LEVEL 8 UNTIL NEW LEVELS ARE COMPLETED
10. EXISTING TRANSFORMER IS TO REMAIN
11. TEMPORARY TOILETS WILL BE LOCATED ONE ON EACH FLOOR (LEVELS 8, 9, 10, 11, AND ROOF)
12. ROOF OF COVERED WALKWAYS WILL BE UTILIZED FOR STAGING AND MATERIAL STORAGE
13. LOADING DOCK ENTRANCE FROM NORTH SIDE OF 2141 K STREET AND DOWN EAST SIDE OF BUILDING TO K STREET

**DRAWING KEY**

- SITE FENCE
- ← NORMAL TRAFFIC
- <— RESTRICTED TRAFFIC (4:00 PM - 9:00 AM)



**SITE UTILIZATION PLAN (ALL PHASES OF CONSTRUCTION)**

SCALE: NTS



DRAWING BY:

**TIMOTHY CONROY**

DATE:

21 OCTOBER 2009

PROJECT:

**2175 K Street,  
NW  
Washington, DC 20037**

DRAWN BY:  
TIMOTHY CONROY

DATE:  
1 OCTOBER 2009

DRAWING TITLE:

**SITE  
UTILIZATION  
PLAN**

**G-01**

DRAWING BY:  
**TIMOTHY CONROY**

DATE:  
**21 OCTOBER 2009**

PROJECT:  
**2175 K Street,  
NW  
Washington, DC 20037**

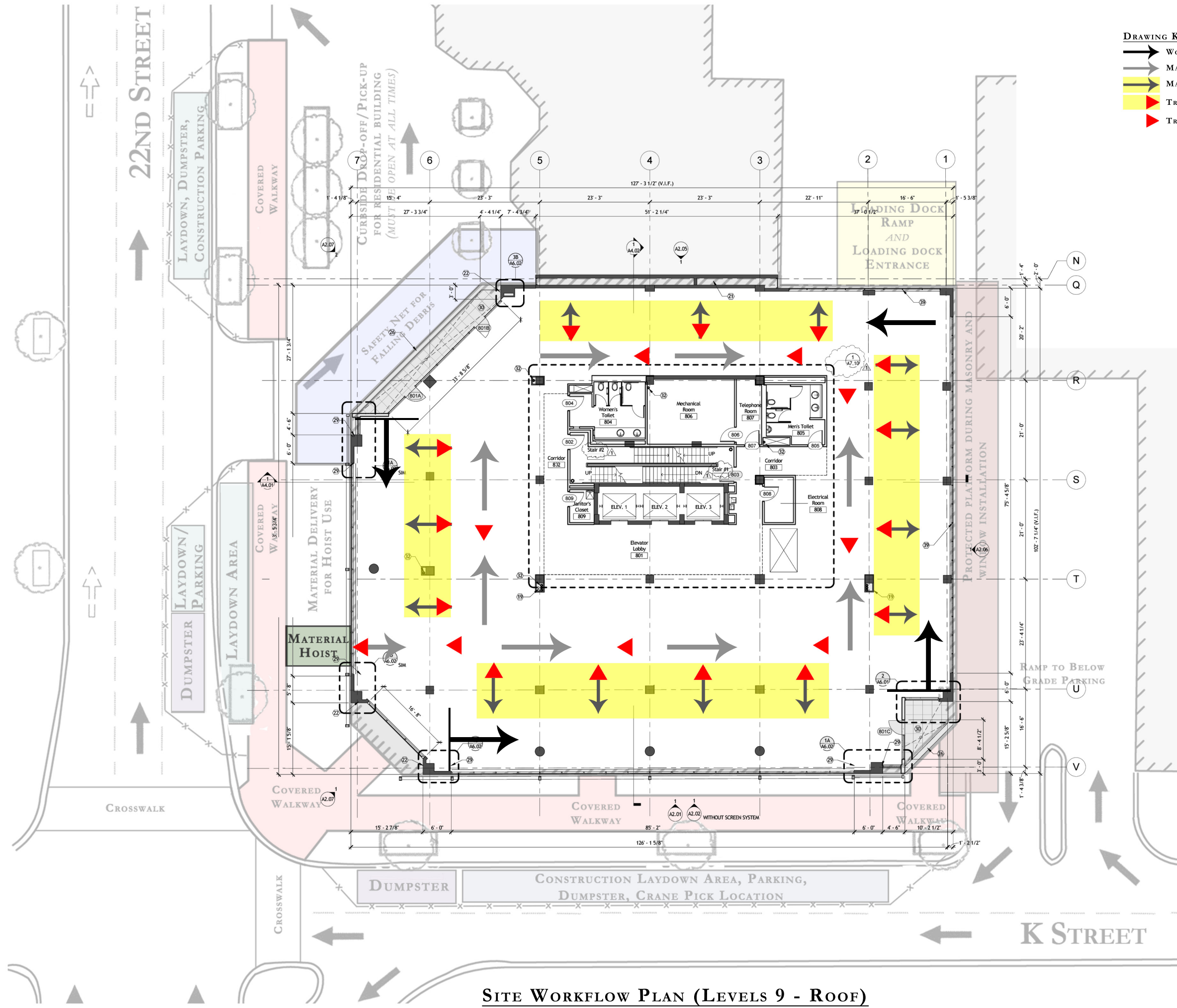
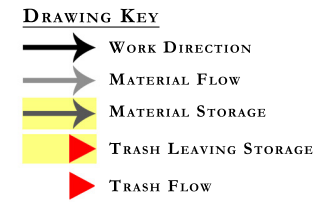
DRAWN BY:  
TIMOTHY CONROY

DATE:  
1 OCTOBER 2009

DRAWING TITLE:

**SITE  
WORKFLOW  
PLAN**

**G-02**



**SITE WORKFLOW PLAN (LEVELS 9 - ROOF)**  
SCALE: NTS

DRAWING BY:  
**TIMOTHY CONROY**

DATE:  
**21 OCTOBER 2009**

PROJECT:  
**2175 K Street,  
NW  
Washington, DC 20037**

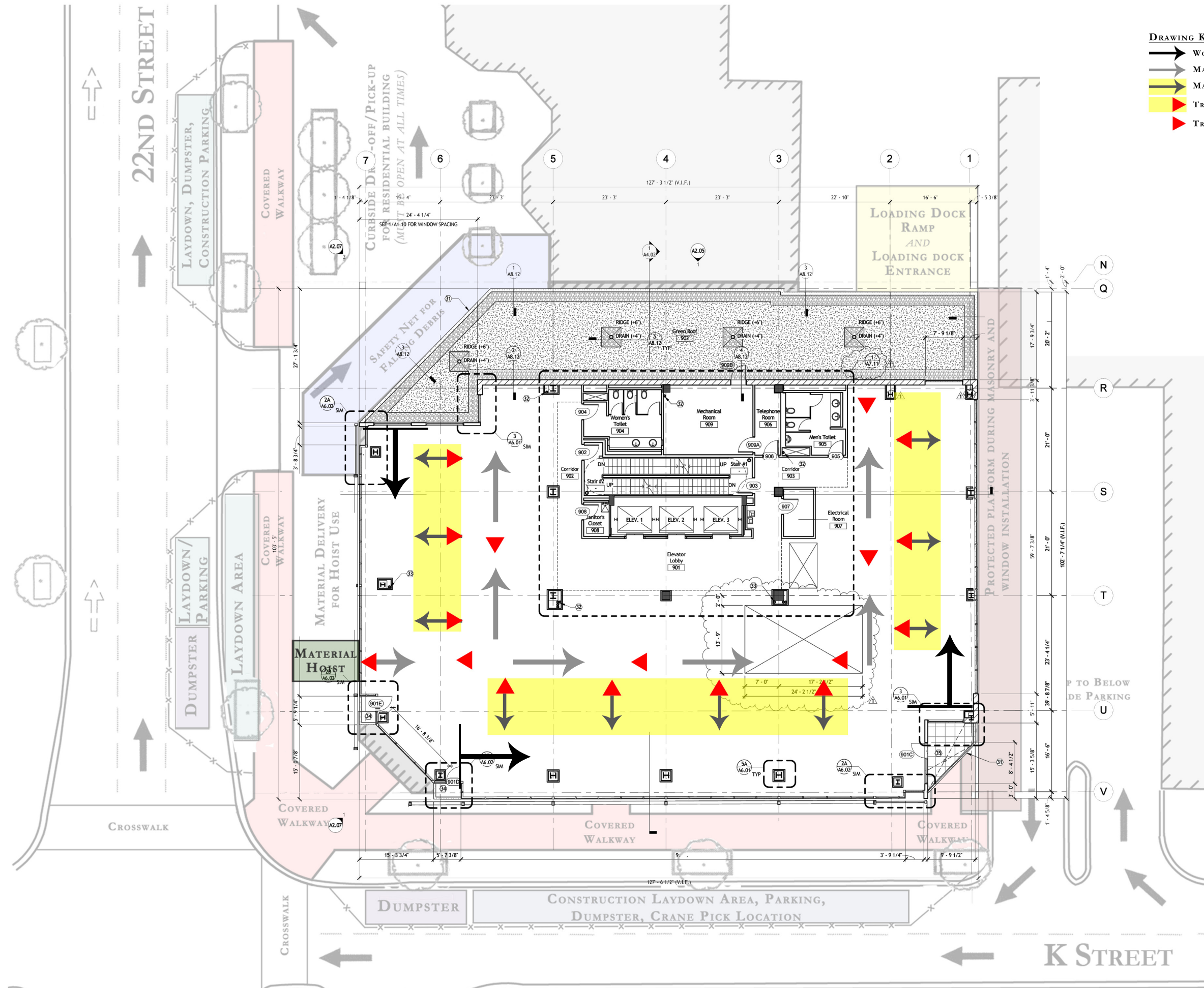
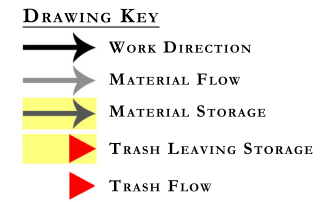
DRAWN BY:  
TIMOTHY CONROY

DATE:  
1 OCTOBER 2009

DRAWING TITLE:

**SITE  
WORKFLOW  
PLAN**

**G-03**



**SITE WORKFLOW PLAN (LEVELS 9 - ROOF)**  
SCALE: NTS



*Appendix C – Detailed Structural Systems Estimate*

## Structural Column Schedule

Structural Column Schedule		Overhead Profit																																															
Base Level	Top Level	Family	Type	Length	Weight	Dimensions			Concrete	Overhead			Profit			Total					Overhead	Profit	Total O&P																										
				(ft)	(lbs)	Width	Depth	SFCA	Area	Volume	4000 psi	Radius	Unit	Crew	Output	Labor Hours	Material	Labor	Equipment	Cost	Material	Labor	Equipment	Subtotal	10%	5%																							
						(in)	(in)	(ft <sup>2</sup> )	(ft <sup>2</sup> )	(C.Y.)	(C.Y.)	(in)																																					
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	16x24	4	-	16	24	26.67	2.67	0.395																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	16x24	4	-	16	24	26.67	2.67	0.395																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	16x24	4	-	16	24	26.67	2.67	0.395																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	16x24	4	-	16	24	26.67	107	2.67	0.395																																						
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	20 x 20	4	-	20	20	26.67	2.78	0.412																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	20 x 20	4	-	20	20	26.67	2.78	0.412																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	20 x 20	4	-	20	20	26.67	2.78	0.412																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	20 x 20	4	-	20	20	26.67	134	2.78	0.412																																						
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	24 x 24	4	-	24	24	32	4	0.593																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	24 x 24	4	-	24	24	32	4	0.593																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	24 x 24	4	-	24	24	32	4	0.593																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	24 x 24	4	-	24	24	32	4	0.593																																							
Existing Roof Level	Existing Roof Level	Concrete-Rectangular-Column	24 x 24	4	-	24	24	32	192	4	0.593	8.0		C.Y.	C14A	14.15	14.13	\$965.00	\$565.00	\$54.00	\$1,584.00	\$7,720.00	\$4,520.00	\$432.00	\$12,672.00	\$158.40	\$79.20	\$1,821.60	\$14,572.80																				
433																																																	













**Shear Stud Schedule**

Level	Number	Unit	Crew	Output	Labor Hours	Material	Labor	Equipment	Total			Overhead 10%	Profit 5%	Total O&P			
									Cost	Material	Labor			Equipment	Subtotal		
Cellar Levels	2165	2165 Ea.	E10	990	0.016	\$0.70	\$0.81	\$0.39	\$1.90	\$1,515.50	\$1,753.65	\$844.35	\$4,113.50	\$0.19	\$0.10	\$2.19	\$4,730.53
Loading Dock	40	40 Ea.	E10	990	0.016	\$0.70	\$0.81	\$0.39	\$1.90	\$28.00	\$32.40	\$15.60	\$76.00	\$0.19	\$0.10	\$2.19	\$87.40
8. Level	68	68 Ea.	E10	990	0.016	\$0.70	\$0.81	\$0.39	\$1.90	\$47.60	\$55.08	\$26.52	\$129.20	\$0.19	\$0.10	\$2.19	\$148.58
10. Level	710	1432 Ea.	E10	990	0.016	\$0.70	\$0.81	\$0.39	\$1.90	\$1,002.40	\$1,159.92	\$558.48	\$2,720.80	\$0.19	\$0.10	\$2.19	\$3,128.92
	630																
	92																
11. Level	638	1338 Ea.	E10	990	0.016	0.7	0.81	0.39	\$1.90	\$936.60	\$1,083.78	\$521.82	\$2,542.20	\$0.19	\$0.10	\$2.19	\$2,923.53
	562																
	138																
Penthouse	490	490 Ea.	E10	990	0.016	0.7	0.81	0.39	\$1.90	\$343.00	\$396.90	\$191.10	\$931.00	\$0.19	\$0.10	\$2.19	\$1,070.65
EMR	167	167 Ea.	E10	990	0.016	0.7	0.81	0.39	\$1.90	\$116.90	\$135.27	\$65.13	\$317.30	\$0.19	\$0.10	\$2.19	\$364.90
	3535																
										\$3,990.00	\$4,617.00	\$2,223.00	\$10,830.00				\$12,454.50

### Metal Deck Schedule

Floor Schedule Level	Area (SF)	Perimeter	Structural Usage	Slab Thickness (in)	Volume	Type	Unit	Crew	Output	Labor Hours	Material	Labor	Equipment	Decking				Subtotal	Overhead 10%	Profit 5%	Total O&P	
														Cost	Material	Labor	Equipment					
10. Level	9299.53	519.701	Composite Metal Deck	4.25	121.98	2" 18 Gauge	S.F	E4	3380	0.009	\$3.29	\$0.47	\$0.04	\$3.80	\$30,595.45	\$4,370.78	\$371.98	\$35,338.21	\$0.38	\$0.19	\$4.37	\$40,638.95
11. Level	9155.04	519.779	Composite Metal Deck	4.25	120.09	2" 18 Gauge	S.F	E4	3380	0.009	\$3.29	\$0.47	\$0.04	\$3.80	\$30,120.08	\$4,302.87	\$366.20	\$34,789.15	\$0.38	\$0.19	\$4.37	\$40,007.52
Roof	7840.28	530.645	Roof Deck	0	0.00	3" 20 Gauge	S.F	E4	4170	0.008	\$2.78	\$0.40	\$0.04	\$3.22	\$21,795.98	\$3,136.11	\$313.61	\$25,245.70	\$0.32	\$0.16	\$3.70	\$29,032.56
Penthouse	1803.31	261.488	Composite Metal Deck	4.25	23.65	2" 18 Gauge	S.F	E4	3380	0.009	\$3.29	\$0.47	\$0.04	\$3.80	\$5,932.89	\$847.56	\$72.13	\$6,852.58	\$0.38	\$0.19	\$4.37	\$7,880.46
Elevator Machine Room	601.37	99.552	Composite Metal Deck	4.25	7.89	2" 18 Gauge	S.F	E4	3380	0.009	\$3.29	\$0.47	\$0.04	\$3.80	\$1,978.51	\$282.64	\$24.05	\$2,285.21	\$0.38	\$0.19	\$4.37	\$2,627.99
Penthouse Roof	2012.2	179.725	Roof Deck	0	0.00	3" 20 Gauge	S.F	E4	4170	0.008	\$2.78	\$0.40	\$0.04	\$3.22	\$5,593.92	\$804.88	\$80.49	\$6,479.28	\$0.32	\$0.16	\$3.70	\$7,451.18
														<b>\$96,016.83</b>	<b>\$13,744.84</b>	<b>\$1,228.47</b>	<b>\$110,990.14</b>				<b>\$127,638.66</b>	

**Existing Footing Expansion Schedule**

Column	Existing Footing				Enlarged Footing				Difference	Material			Cost	Total			Overhead 10%	Profit 5%	Total O&P														
	Width	Length	Height	Volume	Width	Length	Height	Volume		Material	Labor	Equipment		Material	Labor	Equipment				Subtotal													
S-7	4.33	4.33	2.50	46.94	4.33	6.33	3.50	96.06	1.82																								
T-3	5.33	5.33	2.50	71.11	5.33	7.33	3.50	136.89	2.44																								
T-5	5.00	5.00	2.33	58.33	5.00	7.00	3.33	116.67	2.16																								
V-2	3.67	3.67	2.00	26.89	5.67	5.67	3.33	107.04	2.97																								
V-3	3.67	3.67	3.00	40.33	5.67	5.67	3.50	112.39	2.67																								
V-4	4.00	4.00	3.00	48.00	6.00	6.00	3.50	126.00	2.89																								
V-5	3.67	3.67	3.00	40.33	5.67	5.67	3.50	112.39	2.67																								
V-6	3.67	3.67	2.00	26.89	5.67	5.67	3.33	107.04	2.97																								
									21.00		\$106.00		\$33.50		\$12.15		\$151.65		\$2,226.00		\$703.50		\$255.15		\$3,184.65		\$15.17		\$7.58		\$174.40		\$3,662.35
													\$ 2,226.00	\$ 703.50	\$ 255.15	\$ 3,184.65						\$ 3,662.35											

Column	Width	Length	Rebar			Material			Labor	Equipment	Cost	Total			Overhead 10%	Profit 5%	Total O&P					
			Quantity	Number	Weight	Material	Labor	Equipment				Material	Labor	Equipment				Subtotal				
S-7	4.33	4.33	4	5	18.07867	4	7	35.43														
T-3	5.33	5.33	4	5	22.25067	4	7	43.61														
T-5	5.00	5.00	4	5	20.86	4	7	40.88														
V-2	3.67	3.67	4	5	15.29733	4	7	29.98														
V-3	3.67	3.67	4	5	15.29733	4	7	29.98														
V-4	4.00	4.00	4	5	16.688	4	7	32.70														
V-5	3.67	3.67	4	5	15.29733	4	7	29.98														
V-6	3.67	3.67	4	5	15.29733	4	7	29.98														
					139.0667			272.53			\$2,500.00		\$318.99		\$195.51		\$0.00	\$514.50	\$250.00	\$125.00	\$2,875.00	\$591.68
									411.60	lbs	1550	950	0	\$2,500.00	\$318.99	\$195.51	\$0.00	\$514.50	\$250.00	\$125.00	\$2,875.00	\$591.68
									0.2058													

**Existing Column Reinforcing**

Existing Column Reinforcing

Number of Columns	Width (in)	Height (ft)	Number of Sides	Area (ft <sup>2</sup> )	Units	Material	Labor	Equipment	Cost	Material	Labor	Equipment	Subtotal	Overhead 10%	Profit 5%	Total O&P	
5	14	12	2	140	S.F.	\$76.00	\$0.00	\$0.00	\$76.00	\$10,640.00	\$0.00	\$0.00	\$10,640.00	\$7.60	\$3.80	\$87.40	\$12,236.00
				1660	S.F.	\$76.00	\$0.00	\$0.00	\$76.00	\$126,160.00	\$0.00	\$0.00	\$126,160.00	\$0.00	\$0.00	\$76.00	\$126,160.00



**Concrete Pier Schedule**

Mark	Quantity	Dimensions			Vertical Reinforcement		Ties	
		Width	Length	Height	Quantity	Number	Quantity	Number
P-1	4	14	18	12	4	7	4	3
P-2	7	18	18	12	6	7	4	3
P-3	7	24	24	30	8	6	2	3
P-4	2	20	22	30	8	6	2	3
P-5	1	12	22	0	6	7	4	3

Mark	Quantity	Vertical			Rebar		Unit	Material	Labor	Equipment	Cost	Material	Total Labor	Equipment	Subtotal	Overhead 10%	Profit 5%	Total O&P			
		Extension	Length	Total	Number	Ties Length													Total		
P-1	4	12	2	32	7	4															
P-2	7	12	2	84	7	4.67															
P-3	7	10	3.33	186.6667	6	6.67															
P-4	2	10	3.33	53.33333	6	5.67															
P-5	1	12	1	6	7	4.33															
					#6	240	L.F.	#3	328	L.F.											
					#7	122	L.F.	#3	0.061664	Ton											
					#6	0.18024	Ton														
					#7	0.124684	Ton														
							Total Rebar	0.366588	Ton	1550	950	0	\$2,500.00	\$568.21	\$348.26	\$0.00	\$916.47	\$250.00	\$125.00	\$2,875.00	\$1,053.94

Mark	Quantity	Dimensions			Volume	Units	Concrete (Material and Placement)				Subtotal	Overhead 10%	Profit 5%	Total O&P					
		Width	Length	Height			Material	Labor	Equipment	Cost									
P-1	4	14	18	12	0.25925926														
P-2	7	18	18	12	0.58333333														
P-3	7	24	24	30	2.59259259														
P-4	2	20	22	30	0.56584362														
P-5	1	12	22	0	0														
						5	C.Y.	\$182.47	\$23.20	\$13.05	\$218.72	\$912.35	\$116.00	\$65.25	\$1,093.60	\$91.24	\$45.62	\$355.57	\$1,777.86

Mark	Quantity	Dimensions			SFCA	Units	Concrete (Material and Placement)				Subtotal	Overhead 10%	Profit 5%	Total O&P					
		Width	Length	Height			Material	Labor	Equipment	Cost									
P-1	4	14	18	12	21.3333333														
P-2	7	18	18	12	42														
P-3	7	24	24	30	140														
P-4	2	20	22	30	35														
P-5	1	12	22	0	0														
						239	SFCA	\$2.49	\$6.40	\$0.00	\$8.89	\$595.11	\$1,529.60	\$0.00	\$2,124.71	\$0.89	\$0.44	\$10.22	\$2,443.42

**Column Base Plate Schedule**

Column Base Plate Schedule										
Mark	Quantity	Bast Plate Size				No	Anchor Rod		Total	
		Width	Length	Thickness	Area		Size	Length		
BP-1	4	12	16	1.25	5.3333333333	4	0.75	9	16	
BP-2	2	14	14	1	2.7222222222	4	0.75	9	8	
BP-3	3	14	14	1.25	4.0833333333	4	0.75	9	12	
BP-4	6	20	20	1.5	16.666666667	4	1	16	24	
BP-5	1	16	18	1.25		2	4	0.75	9	4
BP-6	0	15	15	1		0	4	0.75	9	0
BP-7	1	16	12	1	1.3333333333		4	0.75	9	4
BP-8	2	16	18	1.5		4	4	1	16	8
	19									
				1	4.0555555556					
				1.25	11.416666667					
				1.5	20.666666667					

Thickness	Area	Units	Material	Labor	Equipment	Cost	Material	Labor	Equipment	Subtotal	Overhead Profit		Total O&P	
											10%	5%		
1	5 S.F.		\$61.00	\$0.00	\$0.00	\$61.00	\$305.00	\$0.00	\$0.00	\$305.00	\$6.10	\$3.05	\$70.15	\$350.75
1.25	12		\$76.00	\$0.00	\$0.00	\$76.00	\$912.00	\$0.00	\$0.00	\$912.00	\$7.60	\$3.80	\$87.40	\$1,048.80
1.5	21		\$91.00	\$0.00	\$0.00	\$91.00	\$1,911.00	\$0.00	\$0.00	\$1,911.00	\$9.10	\$4.55	\$104.65	\$2,197.65
	38						<b>\$3,128.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$3,128.00</b>				<b>\$3,597.20</b>

Size	Total	Units	Material	Labor	Equipment	Cost	Material	Labor	Equipment	Subtotal	Overhead Profit		Total O&P	
											10%	5%		
0.75	44 Ea.		\$2.33	\$4.57	\$0.00	\$6.90	\$102.52	\$201.08	\$0.00	\$303.60	\$0.69	\$0.35	\$7.94	\$349.14
1	32		\$6.90	\$5.80	\$0.00	\$12.70	\$220.80	\$185.60	\$0.00	\$406.40	\$1.27	\$0.64	\$14.61	\$467.36
	76						<b>\$323.32</b>	<b>\$386.68</b>	<b>\$0.00</b>	<b>\$710.00</b>				<b>\$816.50</b>



*Appendix D – General Conditions Estimate*



CATEGORY/ACTIVITY	QUANTITY	UNIT	MATERIAL		LABOR		TOTAL MATERIAL COST	TOTAL LABOR COST
			RATE	COST	RATE	COST		
<b>Rentals (DAVIS)</b>								
Pickup truck (sup't)	65	Wks	\$ 325	\$ 21,125	\$ -	\$ -		
Courier vehicle	178	Hrs	\$ 26	\$ 4,628	\$ -	\$ -		
Dump truck	178	Hrs	\$ 28	\$ 4,984	\$ -	\$ -		
Field office trailer	16	Mos	\$ 425	\$ 6,800	\$ -	\$ -		
Storage/change house trailer	16	Mos	\$ 200	\$ 3,200	\$ -	\$ -		
Industrial vacuum	2	Ls	\$ 400	\$ 800	\$ -	\$ -		
Surveying instruments	2	Mos	\$ 162	\$ 374	\$ -	\$ -		
Two way radios	7	Mos	\$ 445	\$ 3,115	\$ -	\$ -		
Gang box	16	Mos	\$ 150	\$ 2,400	\$ -	\$ -		
Vehicle (Sr. PM)	89	Wks	\$ 163	\$ 14,463	\$ -	\$ -		
Vehicle (Proj. Manager)	89	Wks	\$ 325	\$ 28,925	\$ -	\$ -		
Pickup truck (Layout Engineer)	10	Wks	\$ 81	\$ 813	\$ -	\$ -		
Vehicle Allowance	1	Ls	\$ 2,500	\$ 2,500	\$ -	\$ -		
Cell Phone	14,854	Hrs	\$ 2	\$ 34,164	\$ -	\$ -		
Computer/Supporting Systems	16	Mos	\$ 2,000	\$ 32,000	\$ -	\$ -		
Copier/Fax	16	Mos	\$ 469	\$ 7,504	\$ -	\$ -		
<b>Subtotal</b>				\$ 167,794	\$ -	\$ -		
<b>Sales tax</b>	5.75	%		\$ 9,648	\$ -	\$ -		
				\$ 177,442	\$ -	\$ -	\$ 177,442	\$ -
<b>Temporary Facilities</b>								
Field telephone								
Equipment Hookup	1	Ls	\$ 1,000	\$ 1,000	\$ -	\$ -		
Calling Plan	16	Mos	\$ 450	\$ 7,200	\$ -	\$ -		
Temporary protection	JOB COST		\$ -	JOB COST	\$ -	\$ -		
Parking Meter Rental	JOB COST		\$ 60	JOB COST	\$ -	\$ -		
Field Office Set-up	1	Ls	\$ 8,000	\$ 8,000	\$ -	\$ -		
Field office expense	65	Wks	\$ 125	\$ 8,125	\$ -	\$ -		
<b>Subtotal</b>				\$ 24,325	\$ -	\$ -		
<b>Sales tax</b>	5.75	%		\$ 1,399	\$ -	\$ -		
				\$ 25,724	\$ -	\$ -	\$ 25,724	\$ -
<b>Safety</b>								
Health and Environment Controls	16	Mos	\$ 528.75	\$ 8,460	\$ -	\$ -		
Protection and Life Safety Equip.	10	Ctns	\$ 618.64	\$ 6,186	\$ -	\$ -		
Fire Protection and Prevention	20	Ea	\$ 60.81	\$ 1,216	\$ -	\$ -		
Sign, Signals and Barricades	JOB COST		\$ -	\$ -	\$ -	\$ -		
Material Storage and Disposal	65	Wks	\$ -	\$ -	\$ 261.19	\$ 16,978		
Temporary Heat	JOB COST		\$ -	\$ -	\$ -	\$ -		
Personal Protection - Site	JOB COST		\$ -	\$ -	\$ -	\$ -		
Personal Protection - Building	2,400	Lf	\$ 3.29	\$ 7,900	\$ 3.04	\$ 7,300		
Scaffolding	JOB COST		\$ -	\$ -	\$ -	\$ -		
Excavation and Trenching	N/A		\$ -	\$ -	\$ -	\$ -		
<b>Subtotal</b>				\$ 23,762	\$ 24,278	\$ 24,278		
<b>Sales tax</b>	5.75	%		\$ 1,366	\$ 1,396	\$ 1,396		
				\$ 25,128	\$ 24,278	\$ 24,278	\$ 25,128	\$ 24,278
<b>Punch List / Warrant e</b>	100	Hrs	\$ 10	\$ 1,000	\$ 25	\$ 2,457	\$ 1,000	\$ 2,457
<b>Page Two Subtotal</b>							\$ 229,294	\$ 26,735



CATEGORY/ACTIVITY	QUANTITY	UNIT	MATERIAL		LABOR		TOTAL MATERIAL COST	TOTAL LABOR COST
			RATE	COST	RATE	COST		
<b>Rentals (DAVIS)</b>								
Pickup truck (sup't)	65	Wks	\$ 325	\$ 21,125	\$ -	\$ -		
Courier vehicle	178	Hrs	\$ 26	\$ 4,628	\$ -	\$ -		
Dump truck	178	Hrs	\$ 28	\$ 4,984	\$ -	\$ -		
Field office trailer	16	Mos	\$ 425	\$ 6,800	\$ -	\$ -		
Storage/change house trailer	16	Mos	\$ 200	\$ 3,200	\$ -	\$ -		
Industrial vacuum	2	Ls	\$ 400	\$ 800	\$ -	\$ -		
Surveying instruments	2	Mos	\$ 162	\$ 374	\$ -	\$ -		
Two way radios	7	Mos	\$ 445	\$ 3,115	\$ -	\$ -		
Gang box	16	Mos	\$ 150	\$ 2,400	\$ -	\$ -		
Vehicle (Sr. PM)	89	Wks	\$ 163	\$ 14,463	\$ -	\$ -		
Vehicle (Proj. Manager)	89	Wks	\$ 325	\$ 28,925	\$ -	\$ -		
Pickup truck (Layout Engineer)	10	Wks	\$ 81	\$ 813	\$ -	\$ -		
Vehicle Allowance	1	Ls	\$ 2,500	\$ 2,500	\$ -	\$ -		
Cell Phone	14,854	Hrs	\$ 2	\$ 34,164	\$ -	\$ -		
Computer/Supporting Systems	16	Mos	\$ 2,000	\$ 32,000	\$ -	\$ -		
Copier/Fax	16	Mos	\$ 469	\$ 7,504	\$ -	\$ -		
<b>Subtotal</b>				\$ 167,794	\$ -	\$ -		
<b>Sales tax</b>	5.75	%		\$ 9,648	\$ -	\$ -		
				\$ 177,442	\$ -	\$ -	\$ 177,442	\$ -
<b>Temporary Facilities</b>								
Field telephone								
Equipment Hookup	1	Ls	\$ 1,000	\$ 1,000	\$ -	\$ -		
Calling Plan	16	Mos	\$ 450	\$ 7,200	\$ -	\$ -		
Temporary protection	JOB COST		\$ -	JOB COST	\$ -	\$ -		
Parking Meter Rental	JOB COST		\$ 60	JOB COST	\$ -	\$ -		
Field Office Set-up	1	Ls	\$ 8,000	\$ 8,000	\$ -	\$ -		
Field office expense	65	Wks	\$ 125	\$ 8,125	\$ -	\$ -		
<b>Subtotal</b>				\$ 24,325	\$ -	\$ -		
<b>Sales tax</b>	5.75	%		\$ 1,399	\$ -	\$ -		
				\$ 25,724	\$ -	\$ -	\$ 25,724	\$ -
<b>Safety</b>								
Health and Environment Controls	16	Mos	\$ 528.75	\$ 8,460	\$ -	\$ -		
Protection and Life Safety Equip.	10	Ctns	\$ 618.64	\$ 6,186	\$ -	\$ -		
Fire Protection and Prevention	20	Ea	\$ 60.81	\$ 1,216	\$ -	\$ -		
Sign, Signals and Barricades	JOB COST		\$ -	\$ -	\$ -	\$ -		
Material Storage and Disposal	65	Wks	\$ -	\$ -	\$ 261.19	\$ 16,978		
Temporary Heat	JOB COST		\$ -	\$ -	\$ -	\$ -		
Personal Protection - Site	JOB COST		\$ -	\$ -	\$ -	\$ -		
Personal Protection - Building	2,400	Lf	\$ 3.29	\$ 7,900	\$ 3.04	\$ 7,300		
Scaffolding	JOB COST		\$ -	\$ -	\$ -	\$ -		
Excavation and Trenching	N/A		\$ -	\$ -	\$ -	\$ -		
<b>Subtotal</b>				\$ 23,762	\$ 24,278	\$ -		
<b>Sales tax</b>	5.75	%		\$ 1,366	\$ 1,396	\$ -		
				\$ 25,128	\$ 24,278	\$ -	\$ 25,128	\$ 24,278
<b>Punch List / Warrantee</b>	100	Hrs	\$ 10	\$ 1,000	\$ 25	\$ 2,457	\$ 1,000	\$ 2,457
<b>Page Two Subtotal</b>							\$ 229,294	\$ 26,735



<b>2175 K STREET, NW</b>								
Contractor General Conditions (Estimate Summary)								
CATEGORY/ACTIVITY	QUANTITY	UNIT	MATERIAL		LABOR		TOTAL	TOTAL
			RATE	COST	RATE	COST	MATERIAL COST	LABOR COST
<b>Page One Subtotal</b> (Permit, Management Team, General Conditions, Misc. Labor, Courier, Dump Truck)							\$ 8,582	\$ 766,321
<b>Page Two Subtotal</b> (DAVIS Rentals, Temporary Facilities, Punch List / Warrantee)							\$ 229,294	\$ 26,735
<b>SUBTOTAL</b>							\$ 237,876	\$ 793,056
<b>Insurances &amp; employee benefits</b>							\$ -	\$ 436,181
<b>Total general conditions</b>							\$ 237,876	\$ 1,229,236
<b>GENERAL CONDITIONS GRAND TOTAL</b>							\$	1,467,112

<b>2175 K STREET, NW</b>						
Contractor General Conditions (Price Comparison - Percentage)						
CATEGORY/ACTIVITY	TOTAL MATERIAL COST	PERCENT OF SUBTOTAL	PERCENT OF TOTAL	TOTAL LABOR COST	PERCENT OF SUBTOTAL	PERCENT OF TOTAL
Permit	\$ -	-	-	\$ -	-	-
Supervision & Project Management	\$ -	-	-	\$ 712,625.72	89.86%	57.97%
General Conditions	\$ 8,581.61	3.61%	3.61%	\$ -	-	-
Miscellaneous Labor	\$ -	-	-	\$ 43,206.00	5.45%	3.51%
Courier	\$ -	-	-	\$ 6,992.92	0.88%	0.57%
Dump Truck - Driver	\$ -	-	-	\$ 3,496.46	0.44%	0.28%
Rentals (DAVIS)	\$ 177,441.96	74.59%	74.59%	\$ -	-	-
Temporary Facilities	\$ 25,723.69	10.81%	10.81%	\$ -	-	-
Safety	\$ 25,128.34	10.56%	10.56%	\$ 24,277.50	3.06%	1.98%
Punch List / Warrantee	\$ 1,000.00	0.42%	0.42%	\$ 2,457.00	0.31%	0.20%
<b>SUBTOTAL</b>	\$ 237,875.60	16.21%	16.21%	\$ 793,055.60	54.06%	54.06%
<b>TOTALS</b>	\$ 237,875.60	16.21%	16.21%	\$ 1,229,236.18	83.79%	83.79%
<b>GENERAL CONDITIONS GRAND TOTAL</b>		<b>\$1,467,112</b>				



**2175 K STREET, NW**

Contractor General Conditions  
(Price Comparison - Cost per Week)

CATEGORY/ACTIVITY	QUANTITY	TOTAL MATERIAL COST	COST PER WEEK	TOTAL LABOR COST	COST PER WEEK
Permit	0	\$ -	-	\$ -	-
Supervision & Project Management	89	\$ -	-	\$ 712,625.72	\$ 8,007
General Conditions	89	\$ 8,581.61	\$ 96	\$ -	-
Miscellaneous Labor	69	\$ -	-	\$ 43,206.00	\$ 626
Courier	56	\$ -	-	\$ 6,992.92	\$ 125
Dump Truck - Driver	3	\$ -	-	\$ 3,496.46	\$ 1,249
Rentals (DAVIS)	89	\$ 177,441.96	\$ 1,994	\$ -	-
Temporary Facilities	69	\$ 25,723.69	\$ 371	\$ -	-
Safety	69	\$ 25,128.34	\$ 362	\$ 24,277.50	\$ 350
Punch List / Warrantee	3	\$ 1,000.00	\$ 400	\$ 2,457.00	\$ 983
<b>SUBTOTAL</b>	89	\$237,875.60	\$ 2,673	\$ 793,055.60	\$ 8,911
<b>TOTALS</b>	89	\$237,875.60	\$ 2,673	\$ 1,229,236.18	\$ 13,812
<b>GENERAL CONDITIONS GRAND TOTAL</b>			<b>\$1,467,112</b>		<b>\$16,484</b>