

# MAINE STATE LEGISLATURE

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# FINAL DRAFT REPORT

**MAINE STATE  
CULTURAL BUILDING**  
December 15, 2006

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TABLE OF CONTENTS

1. Summary
2. Statement of Need
  - A. 2001 Master Plan Summary
    1. Introduction
    2. Statement of Needs
      - a. Program Needs
      - b. Existing Facilities Needs
        - 1) Architectural Analysis
        - 2) Structural Analysis
        - 3) Mechanical Analysis
        - 4) Electrical Analysis
        - 5) Code Analysis
    3. Statement of the Problem
    4. 2001 Master Plan Program
    5. Current Program - Essential Items
    6. Summary: 2001 Master Plan vs. Current Program
3. Site Development Considerations
  - A. Existing Facility Analysis
  - B. Current Program
  - C. Capital Riverfront Master Plan
  - D. Site Development Options
    - Option 1 - "Do Nothing" Scenario - No Site Narrative
    - Option 2 - Renovate Existing Cultural Building - No Site Narrative
    - Option 3 - Expand and Renovate the Existing Cultural Building
    - Option 4 - Demolish Existing Building and Build New on Existing Site
    - Option 5 - New Building and Parking on Existing MDOT Site
    - Option 6 - New Building on Sewall Lot and new Parking and Welcome Center on existing MDOT Site
4. Development Options (1-6)
  1. Option 1
    - a. Site Plan (existing)
    - b. Floor Plan
    - b. Site Base Data Plan
    - c. Air Photo Plan
  2. Option 2
    - a. Site Plan (refer to Option 1)
    - b. Floor Plans
    - c. Orthographic View
    - d. Project Schedule
    - e. Project Budget
  3. Option 3
    - a. Site Plan
    - b. Floor Plans
    - c. Orthographic View
    - d. Project Schedule
    - e. Project Budget

4. Option 4
  - a. Site Plan
  - b. Floor Plans
  - c. Orthographic View
  - d. Project Schedule
  - e. Project Budget
  
5. Option 5
  - a. Site Plan
  - b. Floor Plans
  - c. Orthographic View
  - d. Project Schedule
  - e. Project Budget
  
6. Option 6
  - a. Site Plan
  - b. Floor Plans
  - c. Orthographic View
  - d. Project Schedule
  - e. Project Budget



## SUMMARY

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**SUMMARY:**

State of Maine Cultural Center An Opportunity of Historic Proportion

In March of 2006, the 122<sup>nd</sup> Maine Legislature approved L.D. 2082, calling for a study of the needs for Maine's Cultural Building.

The reasoning behind the initiative was direct:

*"...The Maine State Cultural Building is experiencing a severe shortage of archive space and physical building damage that could lead to the loss of cultural artifacts, books and archived records...and in the judgment of the Legislature, these facts create an emergency...and require the following legislation as immediately necessary for the preservation of the public peace, health and safety...."*

The Legislature charged the Secretary of State to lead a Task Force "to develop a plan for the Maine State Cultural Building."

The recommendations that follow are the work of that Task Force.

It will be readily seen that in the proposed remedy for the Cultural Building, the Task Force goes beyond the specific scope of work contained in the enabling legislation.

The expansion of the overview's scope, though necessitated by the realities regarding any possible expansion or replacement of the facility, was not a Task Force goal.

It became apparent, however, that having the Task Force focus only upon "a plan for the Maine State Cultural Building" would deprive the effort of any practical value in that it would fail to consider the vast potential of alternative possibilities.

The Task Force discovered that, in assessing the plight of the building, the most viable remedy for the Cultural Building requires addressing other glaring needs of the Capitol Campus; that, in fact, no adequate or acceptable recourse for the Cultural Building could be offered without first accounting for and resolving challenges that span the Campus.

The result is an extra-ordinary set of inter-related recommendations whose net effect is to achieve a safer, more secure, efficient, pedestrian-oriented State government complex that raises the resident properties to their highest and best use, meets the goals of longstanding master plans for the Capitol Campus, and unites for the first time since Maine became a state the three branches of government into a single community.

**BASE PROBLEM**

The Task Force first satisfied itself that the underlying rationale for the legislation was based upon the fact that the Cultural Building no longer meets acceptable construction standards, constitutes a year-round energy drain that is injurious to the building, threatens its contents, and presents a danger to employees and the public.

In the October 2001 Harriman Associates report on the Cultural Building, a study undertaken at the request of the Department of Administrative and Financial Services, analysts determined that the evident structural and cosmetic problems with the building's façade had as their source the lack of insulation and the inclusion of no vapor barrier in the original construction. Prudently, there is little to argue for repairing or replacing the façade if a vapor barrier is not introduced as well, and the building not insulated.

As such projects tend to go, installing insulation and a vapor barrier and then fixing or replacing the façade should be accompanied with an upgrade of the heating, cooling and ventilation technologies, a shoring up of the building's security system, and bringing up to modern code those other operating systems attendant to a building with such vital responsibility.

Although the various insufficiencies are documented in the Harriman report, nothing has been done since to address the problems, and those problems have not self-corrected.

The operational issues with the building represent only half of the problem.

Additionally, the resident agencies, the Maine State Museum, Maine State Library and Maine State Archives, have exhausted all available on-site space and cannot meet their current and future statutory and social mandates to preserve and present the vital and historic documents and artifacts of Maine.

As a practical and historic reality, the lack of sufficient storage and presentation space has been an on-going problem almost since the building first opened, and certainly since the early 1980s, when an array of satellite, off-site storage facilities, such as the former liquor warehouse, were needed to house important pieces of Maine's heritage and intellectual property.

The combination of inadequate space and inappropriate housing are formidable in any structure, but are even more so when the missions of the building residents are vital and, in many respects, priceless. The State generally, and the agencies specifically, cannot abdicate their responsibilities to the invaluable artifacts and documents of Maine.

## OPTIONS

In undertaking its review, the Task Force considered several possible approaches.

First in the array of corrective measures (Option 1) was to "Do Nothing," which would leave the Cultural Building as it is.

The Task Force believes that to do nothing, however, would imperil the public, the employees and the contents of the building, and make the receipt and presentation of additional artifacts and documents problematic at best.

Option 1 would also only delay the inevitable. Bringing the building up to Code will soon be less a matter of choice as one of stark reality, and the longer the corrective action is deferred, the more expensive any remedies will be.

The option of doing nothing carries the attendant question of premise.

If the Legislature declines to adopt the recommendations of the Task Force for whatever reason – perhaps a lack of resources or a conflict arising from too many other pressing needs or priorities – Option One then looms as the likely default option.

The Task Force addressed that possibility by asking whether the respective missions of the cultural agencies are priorities to be met with integrity by the State.

While acknowledging that this broader discussion is most appropriately left for the Legislature, the Task Force believes that the agency missions should not be taken for granted. Indeed, as part of the argument for improved facilities, the Task Force encourages a dialogue about the very existence of the agencies and how best to meet the public's expectations.

The Task Force contends that the agency missions resonate with and are important to the public. In revisiting the fundamental commitment to the agencies and their work, the "Do Nothing" option belies the charge to the Task Force and betrays the expectations of the public. Accordingly, the Task Force rejects Option 1 as irresponsible and potentially ruinous.

Option 2, to Renovate the Cultural Building, begins to address the situation, but the Task Force likewise rejects that option because it focuses on one half of the problem.

Critically, neither the lack of space nor the insufficient building systems can be corrected individually. The Task Force determined that merely bringing the building up to modern construction code, for example, would do nothing to resolve the lack of space for the agencies to meet their present and future responsibilities. And, conversely, proposing to increase the amount of available space yields nothing if the inadequacies of the structure are not also corrected.

Option 3 proposes to Renovate and Expand the Cultural Building. This option comes closest to the conclusion of the Harriman study in that it recognizes the Agencies' spatial and structural needs and identifies a course of action that keeps the Agencies in proximity to the State House and Cross Office Building.

## SECONDARY PROBLEM

Looking into Option 3, the Task Force encountered another consideration it believes critical to a resolution of the Cultural Building's needs. The Cultural Building does not exist independent from its neighbors on the Capitol Campus. Any proposal to expand the building demands an accounting of access and parking – not just for the Cultural Building, but for the entire Campus.

The Harriman study correctly identifies the only directions any proposed expansion could take. The available area is to the west and north of the existing building.

The height of any expansion is limited by its impact on the sightlines to the State House, and the lateral footprint of the campus is limited to the east by a major traffic artery and to the south by a small stream and private neighborhood.

The Harriman study projects that expanding the Cultural Building westward will also entail consuming the traffic and parking area to the north, leading to the Cross Building and State House.

The Task Force acknowledges the desirability of establishing a pedestrian-exclusive area among the three buildings, and notes that doing so is consistent with the objectives of the State Facilities Master Plan of 2001.

Coupled with the expansion westward, however, is an unavoidable and significant decrease (more than 150 spaces) in available parking for visitors, legislators and State employees, and pushes that parking to a greater distance from the Capitol than is currently enjoyed.

The Task Force recognizes that any proposal that makes parking less available or more inconvenient – or both – will be difficult to impossible to present or promote successfully.

Furthermore, the remedy cited in the Harriman study to construct a parking solution parallel to State Street, south of the Capitol, would prove prohibitively expensive and visually and structurally unacceptable.

## RECOURSE

Working from the premise of the State Facilities Master Plan adopted by the 120th Maine Legislature that the Capitol Campus ideally should be pedestrian-friendly, the Task Force canvassed the entire area for property that could be suitable for re-use as parking.

Attention turned to the Department of Transportation's Fleet Services acreage adjacent to Capital Street, a plot that begins at Sewall Street and covers approximately 12 plus-or-minus acres west to the intersection of Florence and Capital Streets.

The MDOT has occupied the site since 1928, but the area is no longer adequate for its original purpose. Indeed, the site has been unsatisfactory for use as a fleet service area since the construction of the Interstate highway system.

The Facilities Master Plan identified the acreage as a potential site for office and other uses and offered that Fleet Services use is a low use priority.

The MDOT concurs. The Department has tried for more than 30 years to relocate to a more appropriate site on the outskirts of the city.



Should that occur, the resulting open space could be used for multiple purposes, including serving as a comparatively inexpensive at-grade parking complex for 250-750 vehicles, with the remainder of the acreage eligible for development for new or relocated tenants.

With parking already at a premium, especially during legislative sessions, the Task Force regards as a vital asset the opportunity to accessing additional low-cost space within the Campus.

The Department is amenable to moving. Knowing that, the Task Force considered what possible uses the property could accommodate, and what impact those uses could have on the overall Capitol Campus.

Foremost among those prospective impacts is the opportunity to render the Campus more pedestrian-friendly by re-working the Capitol-Sewall Street area to decrease substantially the amount of vehicular traffic into the heart of the Campus.

Improving safety on the Campus for employees and the public is a welcome by-product of this project.

The Fleet Services site has been determined to be environmentally clean, which would accommodate a rapid and reasonably priced re-use.

Upon evaluating the MDOT property's various attributes, the Task Force chose to incorporate the re-use of the site into its over-all recommendation to address the needs of the Cultural Building.

Furthermore, the Task Force urges that the Fleet Services area be addressed first to ensure that sufficient parking is available during the subsequent phases of the Cultural Building initiative.

#### OPTIONS (Part 2)

Even with the availability of additional parking, the Task Force majority views the Fleet Services area as too distant from the existing Cultural Building to encourage visitors.

Additionally, renovating and expanding the building in accordance with the Harriman study recommendation would effectively eliminate a substantial amount of parking for legislators. The Task Force is reluctant to propose inconveniencing legislators if at all possible.

The Task Force also emphatically rejects what has been identified as Option 4, which proposed razing the existing building and building anew on the same footprint. That option would incur the greatest expense, take the greatest amount of time to complete, and severely hamper – if not fully disrupt – the Agencies' functions during the process.

Upon its completion, the parking and access issue would likewise be unresolved without appropriating additional space on the far side of the Campus.

Accepting that the ancillary issues of parking and access make any expansion or new construction at the Cultural Building's present location politically unfeasible, the Task Force considered two additional possibilities.

Option 5 would appropriate the MDOT Fleet Services site for a new home for the State's cultural agencies, replete with at-grade parking sufficient for employees and visitors. The property is large enough that a portion of it could be allocated for other public or private use, or for additional parking for the Campus.

The MDOT site would be a dramatic development that would raise the use of the acreage and afford a commanding location for a structure that would be more inclusive than the existing Cultural Building, and could in fact be deemed a Cultural Center.

Working against that location, however, is the challenge to make the Campus pedestrian-friendly.

Relocating the Cultural Center from the Campus's southeast quadrant of the Campus to its northwest quadrant leaves the preponderance of parking in the Campus middle rather than on its perimeter.

Despite the attraction of Option 5, the Task Force asked whether the parking-access issue could be resolved by employing another solution.

Option 6, to construct a Cultural Center due west of the Cross Building and parallel to Sewall Street on what is Parking Lot F, would allow for the agencies to meet their respective missions, maintain ready access for the public and employees to the Cross Building, the State House and the Cultural Center, make the Campus pedestrian-friendly, increase adjacent and convenient parking alongside Capital Street.

Option 6 appears to the Task Force to meet all of the identified objectives.

This conclusion warrants further analysis. Accordingly, the Task Force proposes that a more comprehensive consideration of the options be conducted and that a concept plan be developed for legislative and executive review.

#### ADDITIONAL BENEFIT

The existing Cultural Building, while no longer adequate for the resident agencies, remains a Campus asset that would be subject to its own cost-effective re-use.

The 1989 Space Management Consultants report on Planning and Programming for the new Supreme Judicial Court Building in Augusta resolved that no then-extant property was suitable for use by Maine's Supreme Judicial Court. Thus Maine remains the only state where the three branches of government are not in a united capital location.

The Judiciary then was seeking an approximately 80,000 square-foot structure to house the Court and related offices. The Cultural Building (161,000 sq. ft.) meets the spatial and geographic aims identified in the Space Management report.

Better, Chief Justice Leigh Sauffley and Court Administrator Theodore Glessner toured the Cultural Building and deemed it suitable for renovation as a home for the Supreme Judicial Court and the Administrative Offices of the Court – with the likelihood of additional space being made available for legislative offices and hearing rooms. Notably, those uses would decrease the current demand for parking and access.

#### RECOMMENDATION

The Task Force acknowledges that its work goes beyond what might have been construed as the initial charge from the 122<sup>nd</sup> Maine Legislature. Rather than regret that expansion, however, the Task Force embraces it as a needed first step in arriving at a remedy for the needs of the Cultural Building.

Better, it also achieves the highest and best use of available properties and provides the best recourse to unite the Executive, Legislative and Judicial branches on a cohesive and coordinated Capitol Campus.

The Task Force therefore recommends that every effort be made in an expedited manner to:

Remove the Maine Department of Transportation's Fleet Services and related activities from the property adjacent to Capital Street and Sewall Street;

Locate and develop a modern Fleet Services site removed from the Capitol Campus;

Commission a comprehensive consideration of the Task Force's recommendations to replace the Cultural Building;

Provide planning assistance to the Maine Judiciary to study the feasibility of housing the Maine Supreme Judicial Court and Administrative Offices of the Court on the Capitol Campus; and,

Direct the Maine Department of Transportation to conduct a traffic analysis of a proposed reconfiguration of the Capitol Campus conforming to the goals of the State Facilities Master Plan.

The front wing roof is a steeply-pitched hip roof with copper edge trim and valley flashing. A bell tower is centrally located on the ridge directly above the front entrance.

## STATEMENT OF NEED

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## 2001 MASTER PLAN SUMMARY

### Introduction

The germ that results in the creation of a building is the existence of a special need in a specific place. When the leaders and citizens of the State of Maine began the five year process that resulted in the construction of the Maine State Cultural Building, completed in 1971, the pressing needs that the new building was made to satisfy included the following:

- A home for the large collection of artifacts, acquired by the government over time, which tell the story of the State of Maine. This home needed to include space for the storage, maintenance, and display of the collection to preserve and share it with current and future citizens of our State.
- A place for the archive of documents that are the record of life and government in the State of Maine. This place had to protect and preserve the documents, but also make them available to the public.
- A library providing a central repository for the State's growing collection of books, documents and reference materials. The library had to make this collection of materials available to the citizens of Maine both in Augusta and throughout the State.
- A showcase that could present the historical and cultural richness of Maine with clarity and power to its citizens and visitors.

Over the thirty-five years that the Maine State Cultural Building has been in service, it has existed to satisfy the needs above as they have developed with the growth of our State. At the same time, new needs have been imposed on the building over time from within by our changing culture, government and history, and from without by an ever more complicated world and environment.

To a certain extent, a building can adapt to meet new needs without significant changes to its essential structure and character. However, there is a point at which the needs imposed on a building have changed so much with respect to the original parameters laid down at the building's design and creation that the building is less and less able to meet them all. The building starts to fail in its purpose, and continued failure at new and unforeseen problems can cause it to fail at the tasks it was originally created to perform as well.

The Maine State Cultural Building currently exists at the crossroads described above. Continued growth in the program requirements and missions of the Library, Archives and Museum housed by the building have meant that the needs of these organizations have far outstripped the capacity of the building to serve their best interests. More of the elements of their collections are in off site storage, less available to the citizens of Maine. Larger staffs and additional functions that the building was not created to serve have meant that there is less room for the people who use the building to do their jobs



effectively. At the same time, new environmental, technological, legal and economic factors have meant that the building is less able to serve its purpose effectively and efficiently, and have even resulted in physical damage to the fabric of the facility as it attempts to deal with problems it was not designed to solve.

The building must adapt to address new needs and different problems. It is the purpose of this narrative to detail the scope and extent of these new needs, by summarizing the currently un-met needs at the facility identified in the existing facilities report that was part of the 2001 Master Plan.

### **Statement of Needs**

As mentioned above, the Maine Cultural Center exists at the center of a web of many different types of needs. Some are created by the goals of the agencies that occupy the building. Others are created by the building's location, or by the weather, or by the law. The needs identified in the 2001 Master Planning effort include the following items:

#### **Program Needs:**

The following general programming needs are being experienced by the organizations that occupy the Maine State Cultural Building:

#### **A. Shared Areas:**

1. Lobby: An expanded Lobby that provides a centralized identity and reception area for the Cultural Center building, and which provides access to several shared facilities.
2. Cafeteria: A dining area supporting the needs of visitors and staff at the facility. Currently building occupants do not have a place to dine within the facility.
3. Auditorium: An assembly area for lecture and performances before large groups of people.
4. Conference Rooms: Shared facilities for smaller group meetings.
5. Mail Room: Central mail facilities for the building.
6. Loading Docks: Central shipping and receiving facilities supporting the needs of all building tenants.

#### **B. Museum Areas:**

1. Expanded Administration Space: Additional area for paid and volunteer workers at the museum.
2. Expanded Museum Core Facilities:

- a. Museum Lobby: A sub-lobby providing centralized identity and entrance oversight for the Museum.
  - b. Classrooms: Educational spaces for small group instruction.
  - c. Gift Shop: Space for the sale and support of museum related items.
- 3. Expanded Exhibit Preparation: Expanded space for the preparation and conservation of exhibits and artifacts.
  - 4. Expanded Exhibit Space: Expanded space for the addition of new and expanded permanent exhibits as well as temporary space for traveling exhibits and shows.

C. Library Areas:

- 1. Expanded Library Core Facilities:
  - a. Library Lobby: A sub-lobby providing centralized identity and entrance oversight for the Library.
  - b. Conference Rooms: Meeting rooms for small groups.
  - c. Mail Room: Shipping area supporting the library's book sharing functions.
- 2. Expanded Administration Space:
  - a. Conference Rooms: Meeting rooms for staff.
  - b. Private and Department Offices: Office space for staff.
  - c. Workrooms and Storage: Workspace for staff functions.
- 3. Expanded Media and Electronic Services:
  - a. ATM Room: Space for electronic banking.
  - b. Media Services: A secure location for electronic information services and equipment.
  - c. Consultant's Office: An office for non-library administrators.
- 4. Expanded Library Special Services:
  - a. Books by Mail Areas: Support space for statewide book sharing program.
  - b. Large Print Books Areas: Storage space for large print books.
  - c. Books on Tape Areas: Storage space for books on tape.

- d. Video Stacks: Storage and viewing space for video media.
  - 5. Expanded Reference and Information Services:
    - a. Circulating Reference, Business Reference, and Periodical Stacks: Storage space for expanding collections.
    - b. Library Reference Computers: Space for patrons to use library computer systems for reference and communication.
    - c. Maine Author's Collection, Map Room and Vault: Storage space for expanding collections.
    - d. Conference Facilities: Meeting rooms supporting patrons of the library.
  - 6. Library Consolidation: Consideration of adjacencies and staff proximity for efficient operation of the library.
- D. Archives areas:
- 1. Expanded Archives Core Facilities:
    - a. Archives Lobby: A sub-lobby providing centralized identity and entrance oversight for the Archives.
  - 2. Expanded Archives Administration Areas: Additional space supporting special projects staff and lab space.
  - 3. Expanded Archives Services Areas: Additional space supporting research space, archival storage, receiving and processing, as well as archive staff.
  - 4. Records Management: Addition of a photo duplication facility.

Existing Facilities Needs:

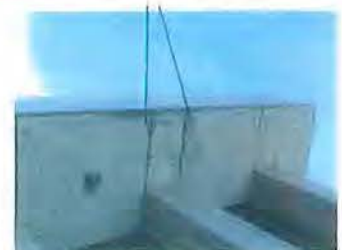
The following deficiencies and failures are occurring in the fabric of the existing Maine Cultural Building:

A. Architectural Analysis:

- 1. Exterior Envelope Concerns:
  - a. Exterior Envelope Materials: Poor materials choices that were made when the Maine State Cultural Building was built have meant that the limestone and granite veneers used in the exterior walls of the building have been eroded by environmental conditions and freeze-thaw cycles.



- b. Low Exterior Wall R-Values: The Maine State Cultural Building was designed and constructed at a time when energy was less expensive than it has become in recent years. The exterior walls of the building do not meet the thermal standards used in modern construction, and cause the building to be expensive to operate.
- c. Lack of Vapor Barrier and Moisture Management Systems in Exterior Walls: The design of the exterior walls of the Maine State Cultural Building does not include a vapor barrier on the warm side of the building insulation. This missing component has several negative effects on the building:
  - 1) Lack of Humidity Control: Since moisture is allowed to migrate freely across the exterior envelope of the building, management of interior humidity is difficult, and endangers the longevity of exhibits and artifacts.
  - 2) Poor Dew point Management: Since there is no vapor barrier in the exterior building walls, moisture in the air can condense within the structure of the wall, damaging insulation systems, and depositing water within the wall where it can damage the wall materials when it freezes. The damage to the wall allows further moisture infiltration, causing the problem to accelerate over a period of years.
- d. Exterior Windows are not Thermally Broken: The windows in the Maine State Cultural Building are not thermally broken, and result in excessive energy losses when compared to their modern counterparts. Moisture also condenses on the interior faces of the frames in cold weather, damaging interior finishes and promoting the growth of mold.
- e. Damaged Exterior Concrete: Exterior concrete finishes at walls and foundations have been damaged by freeze thaw action as the building has aged. These finishes need to be repaired and waterproofed to prevent future deterioration.
- f. Failed Sealants at Control and Expansion Joints: The materials used to seal gaps and joints in the exterior envelope of the building have reached the end of their service life, and are in the midst of failure. As a result, construction joints are left open to the weather, admitting moisture into the building and the wall structure.
- g. Water Damage at Exterior Soffits: The surfaces of roof overhangs and other building projections have sustained water damage as sealants and flashings have continued to fail over time.
- h. Roof Flashing Failures: Flashings used in the roof





construction of the building have begun to rust and fail. As they have done so, they have started to admit water to the interior of the building.

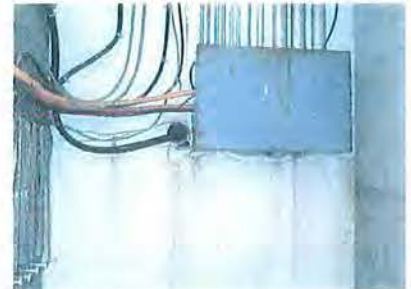
- i. Foundation Leaks: There is evidence of numerous foundation leaks indicated by staining and water damage on foundation walls.
2. Building Settlement: There is evidence of foundation settlement in the building, indicated by cracking at mortar joints in interior and exterior masonry walls. Damage to interior floor finishes is also indicative of building settlement issues.
3. Interior Finishes Damage: Interior ceiling finishes have been damaged by water leaks in the roof membrane.

#### E. Structural Analysis

1. Inadequate Structural Elements: Some beams and on the fourth and fifth floors of the building are too light to carry code required minimum loads, especially snow loads.
2. Curtain Wall Weight: The exterior walls of the building are supported by the building's structural frame. However, the walls are too heavy for perimeter wall beams in several places.
3. Low Strength Bolts: Bolts used in structural connections are probably not the required high strength bolts that are needed.

#### F. Mechanical Analysis:

1. Systems Age: The majority of the mechanical systems at the Maine State Cultural Building are original equipment from 1968, and have reached the end of their service life. Heating and cooling systems are showing significant deterioration and need replacement.
2. Ventilation: Existing ventilation systems in the building do not provide sufficient air changes to meet current interior air quality standards. This could have a negative effect on the health of building occupants.
3. Piping Proximity to Exhibits and Artifacts: Piping is located in spaces containing exhibits and artifacts in the collections of the various tenant organizations in the building. Condensation, leakage or pipe failures could result in damage to irreplaceable items the building is supposed to protect.
4. Leaking Ductwork: Aged ductwork in the building is becoming less efficient as the facility continues to deteriorate, and should be replaced.
5. Poor Temperature and Humidity Control: As a result of the



advanced age of the mechanical systems in the building, and the lack of a vapor barrier in the exterior envelope, temperature and humidity control have become a challenge in the building, and do not meet museum or library standards.

- G. Plumbing Analysis: The advanced age of plumbing systems in the building has resulted in piping leaks and failures. The system should be replaced.

H. Electrical Analysis:

1. Transformers: Replacement of the vault transformers is recommended.
2. Electrical Power Supply: The electrical systems of the building do not adequately meet the needs of the many modern computer systems used by the tenant agencies, and there is not an isolated ground system.
3. Fire and Security Alarm Systems: The fire and security alarm systems in the building are antiquated and do not meet current code requirements.
4. Interior Lighting Re-Design: Interior lighting in the building will need to be revised to meet the new requirements of the expanded building program.

I. Code Analysis:

1. Updated Building Code: The City of Augusta has adopted the 2003 edition of the International Building Code. According to that code, the following facts about the building are noted:
  - a. Use Group: The building is classified as an A-3 Assembly use.
  - b. Construction Type: The construction type of the building is Type 2B – Non-Combustible, unprotected.
  - c. Sprinkler Systems: According to the Harriman Associates Report, the Maine State Cultural Building does not have a sprinkler system.
  - d. Height and Area Requirements: The building does not meet the height and area requirements in the IBC 2003 code. Specifically, an A-3 Assembly building of Type 2B construction which is un-sprinklered is allowed a maximum floor plate area of 9,500 square feet and a maximum height of 2 stories and 55 feet. The maximum allowable total area for such a building is 19,000 Square feet. The actual maximum floor plate area of the Maine State Cultural Building is 44,398 square feet, the actual height of the building is 4 stories, and the total area of the building is 157,041 square feet. All of these metrics



are far outside of allowable parameters.

- e. ADA Access: Numerous accessibility problems exist including non-compliant door and egress path widths, uneven floor surfaces, non-compliant toilet room layouts and fixture heights, guard rails that are not high enough.
- f. Elevator: The elevator is too small and does not meet current accessibility requirements.

### **Statement of the Problem**

Based on the above analysis, the costs of inaction on correcting the deficiencies found at the Maine State Cultural Building include the following:

- Inability of the State Library, State Museum, and State Archive to meet the current requirements of their respective mandates due to a lack of program space as determined by the Harriman Associates report.
- Continued storage costs resulting from the need for tenant agencies to store large portions of their collections at the off-site storage location in Hallowell.
- Restricted access by citizens of the State of Maine to artifacts, exhibits, documents and other items which are part of the cultural heritage of our state and which are not on display or are stored off site.
- Continued elevated building operations cost resulting from the operation of antiquated building systems to heat and cool a building that has an exterior envelope with poor thermal qualities.
- Continued damage and deterioration of archive elements due to lack of humidity control in the building.
- Continued damage and deterioration of the building structure and envelope, resulting in higher repair costs when problems are addressed at system failure.
- A continued danger to building occupants that results from a lack of building code compliance (specifically sprinkler system and fire alarm compliance) at the Main State Cultural Building.
- A continued danger to building occupants that results from the structural inadequacies of the building.
- The exclusion of people with mobility handicaps from fair and equal use of the building resulting from accessibility inadequacies in the facility.

## 2001 MASTER PLAN

### Program Summary

| No.                              | Space                                    | Existing SF    | New SF         | Total            |
|----------------------------------|--|----------------|----------------|------------------|
| S1.                              | Museum                                   | 52,973         | 39,992         | 92,965 *         |
| S2.                              | Library                                  | 36,162         | 42,733         | 78,895           |
| S3.                              | Archives                                 | 28,745         | 22,967         | 51,712 **        |
| S4.                              | Shared Core Facilities                   | 2,528          | 14,572         | 17,100           |
| <b>Net Assignable Space</b>      |  | <b>120,408</b> | <b>120,264</b> | <b>240,672</b>   |
| S5.                              | Museum Unassignable Area @ 70% Eff.      |                |                | 39,842           |
| S6.                              | Library Unassignable Area @ 65% Eff.     |                |                | 42,482           |
| S7.                              | Archives Unassignable Area @ 65% Eff.    |                |                | 27,845           |
| S8.                              | Shared Core Unassignable Area @ 70% Eff. |                |                | 9,208            |
| <b>Total Unassignable Area</b>   |  |                |                | <b>119,377 †</b> |
| <b>Total Gross Building Area</b> |  |                |                | <b>360,049</b>   |

\* Includes relocation of 4,200 SF of offsite storage space at Hallowell to the new facility.

\*\* Total does not include 21,448 SF of "Record Center Storage Facility" space at an off site location.

† Unassignable area includes restrooms, utility rooms, janitors closets, elevator, mechanical spaces, circulation and walls.



## 2001 MASTER PLAN

### Museum Program

| No.                              | Space   | Existing SF   | New SF        | Total          |
|----------------------------------|---|---------------|---------------|----------------|
| M1.                              | Administration  | 3,914         | 2,396         | 6,310          |
| M2.                              | Museum Core Facilities  | 2,064         | 5,636         | 7,700          |
| M3.                              | Exhibit Preparation   | 4,720         | 2,960         | 7,680          |
| M4.                              | Exhibits  | 38,075        | 29,000        | 67,075         |
| M5.                              | Artifacts Collection Care   | 4,200         | -             | 4,200 *        |
| <b>Net Assignable Space</b>      |   | <b>52,973</b> | <b>39,992</b> | <b>92,965</b>  |
| M6.                              | Unassignable Area @ 70% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>mechanical spaces, circulation and walls) |               |               | 39,842         |
| <b>Total Gross Area - Museum</b> |   |               |               | <b>132,807</b> |

\* Includes relocation of 4,200 SF of offsite storage space at Hallowell to the new facility.

## 2001 MASTER PLAN

### Library Program

| No.                               | Space   | Existing SF   | New SF        | Total          |
|-----------------------------------|---|---------------|---------------|----------------|
| L1.                               | Library Core Facilities   | 1,786         | 2,314         | 4,100          |
| L2.                               | Administration Facilities   | 2,324         | 481           | 2,805          |
| L3.                               | Media and Electronic Service Facilities   | 2,143         | 837           | 2,980          |
| L4.                               | Special Service Facilities  | 9,044         | 21,878        | 30,922         |
| L5.                               | Reference and Information Services Facilities   | 20,865        | 17,223        | 38,088         |
| <b>Net Assignable Space</b>       |   | <b>36,162</b> | <b>42,733</b> | <b>78,895</b>  |
| L6.                               | Unassignable Area @ 65% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>mechanical spaces, circulation and walls) |               |               | 42,482         |
| <b>Total Gross Area - Library</b> |   |               |               | <b>121,377</b> |

## 2001 MASTER PLAN

### Archives Program

| No.                                | Space   | Existing SF   | New SF        | Total         |
|------------------------------------|---|---------------|---------------|---------------|
| A1.                                | Administration  | 1,830         | 495           | 2,325         |
| A2.                                | Archive Services  | 23,945        | 20,092        | 44,037 **     |
| A3.                                | Records Management  | 2,150         | 680           | 2,830         |
| A4.                                | Archive Core Facilities   | 820           | 1,700         | 2,520         |
| <b>Net Assignable Space</b>        |   | <b>28,745</b> | <b>22,967</b> | <b>51,712</b> |
| A5.                                | Unassignable Area @ 65% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>mechanical spaces, circulation and walls) |               |               | 27,845        |
| <b>Total Gross Area - Archives</b> |   |               |               | <b>79,557</b> |

\*\* Total does not include 21,448 SF of "Record Center Storage Facility" space at an off site location.

## 2001 MASTER PLAN

### Shared Core Program

| No.                                   | Space  | Existing SF  | New SF        | Total         |
|---------------------------------------|--|--------------|---------------|---------------|
| SC1.                                  | Lobby  | 2,000        | 1,000         | 3,000         |
| SC2.                                  | Reception  | -            | 100           | 100           |
| SC3.                                  | Cafeteria  | -            | 2,000         | 2,000         |
| SC4.                                  | Auditorium   | -            | 5,000         | 5,000         |
| SC5.                                  | Conference Rooms (4 @ 1,000 SF)  | -            | 4,000         | 4,000         |
| SC6.                                  | Mail Room  | -            | 1,500         | 1,500         |
| SC7.                                  | Loading Docks (3 @ 500 SF)   | 528          | 972           | 1,500         |
| <b>Net Assignable Space</b>           |  | <b>2,528</b> | <b>14,572</b> | <b>17,100</b> |
| SC8.                                  | Unassignable Area @ 65% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>elevator, mechanical spaces, circulation and<br>walls) |              |               | 9,208         |
| <b>Total Gross Area - Shared Core</b> |  |              |               | <b>26,308</b> |



## 2006 CURRENT PROGRAM SUMMARY

### Building Summary

| No.                              | Space                                    | Existing SF    | New SF        | Total           |
|----------------------------------|--|----------------|---------------|-----------------|
| S1.                              | Museum                                   | 48,773         | 37,892        | 86,665 *        |
| S2.                              | Library                                  | 36,162         | 24,733        | 60,895 *        |
| S3.                              | Archives                                 | 28,745         | 12,555        | 41,300 *        |
| S4.                              | Shared Core Facilities                   | 2,528          | 10,972        | 13,500          |
| <b>Net Assignable Space</b>      |  | <b>116,208</b> | <b>86,152</b> | <b>202,360</b>  |
| S5.                              | Museum Unassignable Area @ 70% Eff.      |                |               | 37,142          |
| S6.                              | Library Unassignable Area @ 65% Eff.     |                |               | 32,790          |
| S7.                              | Archives Unassignable Area @ 65% Eff.    |                |               | 22,238          |
| S8.                              | Shared Core Unassignable Area @ 70% Eff. |                |               | 7,269           |
| <b>Total Unassignable Area</b>   |  |                |               | <b>99,439 †</b> |
| <b>Total Gross Building Area</b> |  |                |               | <b>301,799</b>  |

\* Program area savings are predicated on renovations at Hallowell Records Center supporting a continued presence for all agencies.

† Unassignable area includes restrooms, utility rooms, janitors closets, elevator, mechanical spaces, circulation and walls.

## 2006 CURRENT PROGRAM SUMMARY

### Museum Program

| No.                              | Space   | Existing SF   | New SF        | Total          |
|----------------------------------|---|---------------|---------------|----------------|
| M1.                              | Administration  | 3,914         | 2,396         | 6,310          |
| M2.                              | Museum Core Facilities  | 2,064         | 5,636         | 7,700          |
| M3.                              | Exhibit Preparation   | 4,720         | 2,960         | 7,680          |
| M4.                              | Exhibits  | 38,075        | 26,900        | 64,975         |
| M5.                              | Artifacts Collection Care   | -             | -             | - *            |
| <b>Net Assignable Space</b>      |   | <b>48,773</b> | <b>37,892</b> | <b>86,665</b>  |
| M6.                              | Unassignable Area @ 70% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>mechanical spaces, circulation and walls) |               |               | 37,142         |
| <b>Total Gross Area - Museum</b> |   |               |               | <b>123,807</b> |

\* Program area savings are predicated on renovations at Hallowell Records Center supporting a continued presence for the Museum.

## 2006 CURRENT PROGRAM SUMMARY

### Library Program

| No.                               | Space   | Existing SF   | New SF        | Total         |
|-----------------------------------|---|---------------|---------------|---------------|
| L1.                               | Library Core Facilities   | 1,786         | 2,314         | 4,100         |
| L2.                               | Administration Facilities   | 2,324         | 481           | 2,805         |
| L3.                               | Media and Electronic Service Facilities   | 2,143         | 837           | 2,980         |
| L4.                               | Special Service Facilities  | 9,044         | 12,878        | 21,922 *      |
| L5.                               | Reference and Information Services Facilities   | 20,865        | 8,223         | 29,088 *      |
| <b>Net Assignable Space</b>       |   | <b>36,162</b> | <b>24,733</b> | <b>60,895</b> |
| L6.                               | Unassignable Area @ 65% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>mechanical spaces, circulation and walls) |               |               | 32,790        |
| <b>Total Gross Area - Library</b> |   |               |               | <b>93,685</b> |

\* Program area savings are predicated on renovations at Hallowell Records Center supporting a continued presence for the Library.

## 2006 CURRENT PROGRAM SUMMARY

### Archives Program

| No.                                | Space   | Existing SF   | New SF        | Total         |
|------------------------------------|---|---------------|---------------|---------------|
| A1.                                | Administration  | 1,830         | 495           | 2,325         |
| A2.                                | Archive Services  | 23,945        | 9,680         | 33,625 *      |
| A3.                                | Records Management  | 2,150         | 680           | 2,830         |
| A4.                                | Archive Core Facilities   | 820           | 1,700         | 2,520         |
| <b>Net Assignable Space</b>        |   | <b>28,745</b> | <b>12,555</b> | <b>41,300</b> |
| A5.                                | Unassignable Area @ 65% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>mechanical spaces, circulation and walls) |               |               | 22,238        |
| <b>Total Gross Area - Archives</b> |   |               |               | <b>63,538</b> |

\* Program area savings are predicated on renovations at Hallowell Records Center supporting a continued presence for Archives.



## 2006 CURRENT PROGRAM SUMMARY

### Shared Core Program

| No.                                   | Space  | Existing SF  | New SF        | Total         |
|---------------------------------------|--|--------------|---------------|---------------|
| SC1.                                  | Lobby  | 2,000        | 1,000         | 3,000         |
| SC2.                                  | Reception  | -            | -             | -             |
| SC3.                                  | Cafeteria  | -            | 2,000         | 2,000         |
| SC4.                                  | Auditorium   | -            | 5,000         | 5,000         |
| SC5.                                  | Conference Rooms (2 @ 1,000 SF)  | -            | 2,000         | 2,000         |
| SC6.                                  | Mail Room  | -            | -             | -             |
| SC7.                                  | Loading Docks (3 @ 500 SF)   | 528          | 972           | 1,500         |
| <b>Net Assignable Space</b>           |  | <b>2,528</b> | <b>10,972</b> | <b>13,500</b> |
| SC8.                                  | Unassignable Area @ 65% Efficiency<br>(restrooms, utility rooms, janitors closets,<br>elevator, mechanical spaces, circulation and<br>walls) |              |               | 7,269         |
| <b>Total Gross Area - Shared Core</b> |  |              |               | <b>20,769</b> |

SUMMARY: 2001 MASTER PLAN VERSUS REVISED PROGRAM

|                               |  | 2001 Master Plan |         |          | Revised Program - Essential Items |         |           |
|-------------------------------|--|------------------|---------|----------|-----------------------------------|---------|-----------|
| No.                           | Space                                      | Existing         | New     | Total    | New                               | Total   | Reduction |
| Shared Core Program           |  |                  |         |          |                                   |         |           |
| 1.                            | Lobby                                      | 2,000            | 1,000   | 3,000    | 1,000                             | 3,000   | 0         |
| 2.                            | Reception                                  | 0                | 100     | 100      | 0                                 | 0       | 100       |
| 3.                            | Cafeteria                                  | 0                | 2,000   | 2,000    | 2,000                             | 2,000   | 0         |
| 4.                            | Auditorium                                 | 0                | 5,000   | 5,000    | 0                                 | 5,000   | 0 †       |
| 5.                            | Conference Rooms                           | 0                | 4,000   | 4,000    | 2,000                             | 2,000   | 2,000     |
| 6.                            | Mail Room                                  | 0                | 1,500   | 1,500    | 0                                 | 0       | 1,500     |
| 7.                            | Loading Docks                              | 528              | 972     | 1,500    | 972                               | 1,500   | 0         |
| Net Assignable Area- Shared   |  | 2,528            | 14,572  | 17,100   | 5,972                             | 13,500  | 3,600     |
| Agency Programs               |  |                  |         |          |                                   |         |           |
| 8.                            | Archives                                   | 28,745           | 22,967  | 51,712   | 12,555                            | 41,300  | 10,412 ** |
| 9.                            | Library                                    | 36,162           | 42,733  | 78,895   | 24,733                            | 60,895  | 18,000 ** |
| 10.                           | Museum                                     | 52,973           | 39,992  | 92,965 * | 33,692                            | 86,665  | 6,300 **  |
| Net Assignable Area - Program |  | 117,880          | 105,692 | 223,572  | 70,980                            | 188,860 | 34,712    |
| Net Assignable Area - Total   |  | 120,408          | 120,264 | 240,672  | 76,952                            | 202,360 | 38,312    |
| Unassignable Area             |  |                  |         |          |                                   |         |           |
| 11.                           | Unassignable Area (65% eff, 70% at museum) |                  |         | 119,377  |                                   | 99,439  | 19,937    |
| Total Gross Area              |  |                  |         | 360,049  |                                   | 301,799 | 58,249    |

\* Includes relocation of 4,200 s.f. of offsite storage space (Hallowell) to new facility.

\*\* Program area savings are predicated on renovations at Hallowell Records Center supporting a continued presence for all three agencies.

† Auditorium will remain in program at this time.

SITE  
DEVELOPMENT  
CONSIDERATIONS

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### 3 - SITE DEVELOPMENT CONSIDERATIONS

#### Existing Facility Analysis

##### Summary:

The existing site is located to the south of the Capital Building and the State Offices Building and to the west of Capitol Park. The building arrival faces north and access is made from Sewall Street to the west or from State Street to the east. Topography on the site is general flat with a slight embankment to the south of the Cultural Building which rolls down to a small stream. The building is surrounded on the north, east, and west by parking with a small formal lawn area to the north and a wooded area to the south. Sense of arrival to the building and pedestrian/vehicle hierarchy is poor. See sheet XP101 for existing conditions and additional text below for further explanation.



Air Photo and Existing Conditions -  
Sheet XP101

##### Vehicle Circulation:

- State Street to the east continues to be the dominant vehicle circulation route adjacent the Cultural Building with Sewall Street to the west and Capitol Street to the north performing the role of arterial connectors. These streets are high volume vehicle movers with little in the way of traffic calming as they are designed to maximize traffic volume movement. As stated in the SMRT facility report this priority of volume continues to work against the goal of a pedestrian friendly campus. Upgrades to these corridors should include a careful study of pedestrian crossings and traffic calming opportunities if the campus is in fact to move toward a more pedestrian dominated one.
- Vehicle circulation in close proximity to the Cultural Building is haphazard at best with little in the way of hierarchical structure. Most of the movements work through parking lots with no direct routes or significant arrival points established.



Existing Vehicle Access Points

##### Pedestrian Circulation:

- Pedestrian circulation conditions have not significantly changed from the conditions



described as poor in the 2001 SMRT facilities plan. Connections and scaling features are lacking and significant improvement could be made towards moving the campus to a pedestrian oriented space. Lighting, signage, pavement texturing, site furnishings, and plant materials all work to create this sense of pedestrian place vs. a vehicle dominated environment.

- As with vehicle circulation, pedestrian movements and spaces in close proximity to the Cultural Building are not well defined or organized and the ownership of vehicle vs. pedestrian space is not visually enforced.

#### Parking:

- The number of spaces is currently inadequate and this inadequacy will continue to increase as employee and visitor counts rise as part of the expansion or relocation of the Cultural Building. Existing parking lots are large and expansive lacking a vehicle pedestrian hierarchy of space and way finding elements. As put forth in the SMRT facilities plan in 2001, the existing lots continue to deteriorate with little or no landscaping and buffering, lack of signage for way finding, and poor or no lighting.
- The existing Cultural Building houses 100 employees and most employees and visitors currently use the Sewall Street South and North lots and the State Street/PUC lot for parking. The total available spaces in these lots is 339.

#### Environment:

- The natural environment around the Cultural Building is for the most part confined to the south of the building. This area is lightly wooded and a small perennial stream which collects the majority of the West Campus runoff exists approximately 100' from the building. The main entrance to the building is on the cold, shady, north side and the building is fully exposed to cold north west winter winds yet vegetation screens warm summer breezes from the south west. Solar gain is somewhat limited by the existing evergreen vegetation to the south east, south, and south west.



Existing Pedestrian Access Points



Existing Surface Parking Lots



Existing Natural Areas



**Views:**

- Views from the building directed to the north consist of the Capitol Building and the State Office Building foregrounded by a vast expanse of parking. Capitol Park can be seen across parking lots to the northeast, and a small residential neighborhood can be seen across parking lots to the northwest. Views to the south and south west consist of residential neighborhoods through existing vegetation. Views to the southeast consist of State office buildings and associated parking areas.



State Office Building from Sewall Street

**Utilities:**

- The Cultural Building and the Campus are served by public water in the form of a 12" line in Capitol Street, an 8" line in Union Street, and a 6" line in State Street. The water system is managed by the Augusta Water District. Sanitary sewer systems are available throughout the campus. Stormwater collection is via a closed underground system which ties into a 60" storm main located in Sewall Street. Both sanitary and storm sewers are managed by the Augusta Sanitary District.
- Any new construction activity will be subject to the current State of Maine Stormwater Laws including Best Management Practice and low impact development practices.
- Power and communications is available for connection throughout the campus and is general underground.



State Capital Building from Capitol St.

**Current Program**

Through programming directives to WBRC from the Task Force, research of existing master and facilities plans prepared by SMRT and Harriman Associates, and as part of ongoing meetings and project development, the following site specific design constraints were developed;

**Building Location:**

- No building development shall occur in Capitol Park or on lower Capitol Street or Union Street.
- The finish floor shall be at least that of the Cross



Crossing from Capitol Parking Garage to Campus. Typical crossing needs better pedestrian definition through pavement stamping, lighting, furnishings, neck downs,

Building which approximately 140'.

- Must maintain high level of aesthetics.
- The Task Force requires that any new building or expansion maintain scale with State House Capitol.

#### Vehicle Circulation:

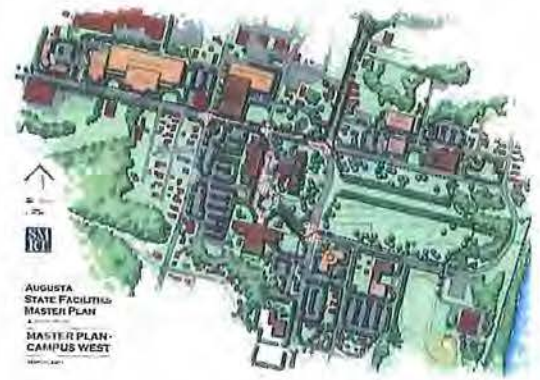
- Introduce traffic calming devices to create a pedestrian oriented campus.
- Reconstruct parking areas to remain which are in disrepair in order to reinforce the pedestrian and aesthetic qualities of the campus.
- Bus and delivery vehicles must be accommodated in circulation routes throughout the campus.
- SMRT plan recommends limiting vehicle traffic on the Campus and calls for the narrowing of Capitol Street between Sewall and State.

#### Pedestrian Circulation:

- Any proposal must account for pedestrian access to campus buildings and parking areas and for pedestrian access from the Cultural Building (CB) to the rest of the campus.
- Must maintain high level of aesthetics and utilize green development practices in its design.
- SMRT plan envisions a pedestrian plaza and formal arrival zone between existing Cultural Building and Capitol Building.
- Harriman expands on this concept.
- SMRT plan calls for the development of pedestrian crossing and haven areas along the narrowed Capitol Street.

#### Parking:

- The current employee parking space demand as identified by the task force based on an actual employee count and projection is 150 Spaces. The task force also identified the need for approximately 70 visitor parking spaces. Therefore the task force is requesting 220-250 spaces to meet demand. Any spaces removed as part of the overall project would need to be





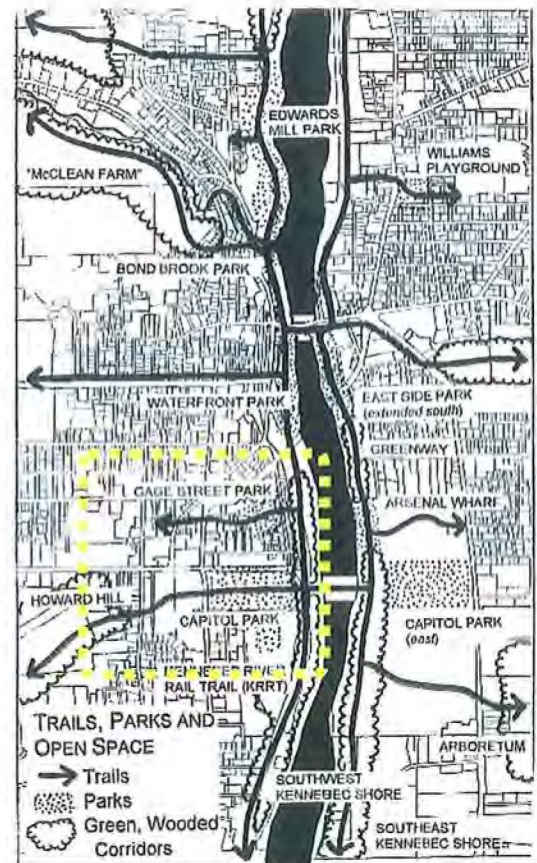
replaced.

- Using standard engineering parking count formulas a demand of 715 spaces was calculated (180,000GSF / 3.97 spaces per GSF).
- The SMRT facilities master plan called for the reconstruction of parking areas within the campus as they are failing mechanically and do not promote a pedestrian oriented space. Furthermore the plan called for the removal of parking to the north and northeast of the Cultural Building in order to create a pedestrian campus. In addition to these recommendations the SMRT plan called for the expansion of Capitol Street Garage to make up for surface parking losses.
- All parking areas must maintain a high level of aesthetics, utilize latest green standards for design and construction, and accommodate bus traffic and parking.

### Capital Riverfront Masterplan

As part of the planning process WBRC conducted a review of the Capital Riverfront Master Plan (CRMP) producing the following items of interest with regards to all options for the Cultural Building;

- The CRMP recommends the addition of bicycle lanes and routes in the district. Designs for pedestrian circulation routes should refer to mapped bicycle routes and connections in the district.
- This area is identified on in the CRMP as an employment center with potential connections to a trail system which would connect the area to the riverfront. The CRMP should be consulted when pedestrian routes are being mapped.
- The CRMP suggest the upgrade of Capitol and Sewall Streets to include pedestrian corridors which would include pedestrian scale lighting, planting, and site furnishings.
- The CRMP recommends the establishment of a historic district in the Blaine House area.
- The CRMP calls for a parking structure to be constructed off of Wade Street.



CAPITAL RIVERFRONT IMPROVEMENT DISTRICT MASTER PLAN  
TRAILS, PARKS, AND OPEN SPACE



- The CRMP calls for the demolition of the MDOT garage and the reuse of the site for public or private development.

## Development Options

### OPTION 1 – Do Nothing-No Site Narrative

### OPTION 2 – Renovate the Existing Building-No Site Narrative

### OPTION 3 – Expand and Renovate the Existing Cultural Building:

1. General: This option would provide for the expansion of the existing cultural building, reconstruction of the existing Sewall South parking lot, reconstruction to the area in front of the existing cultural building and pedestrian space.
2. Vehicle Circulation: Existing access to the site from State Street would be removed and new entrance only point would be created at the intersection of Union and State Streets. A new exit only intersection would be introduced as an extension of the existing loop behind the Capitol Building. Parking would be removed from this portion of the site and it would be dedicated to pedestrian and vehicle circulation only with a formal green developed between State Street and the Cultural Building Expansion (CBE).

The entrance from Sewall Street would be reconstructed as a more well defined vehicle and pedestrian access corridor to the State Office Building and the CBE.

A loading area and truck turn around would be introduced at the southwest corner of the new addition.

3. Pedestrian Circulation: Pedestrian upgrades would be limited to reconstructed areas of the site in the general proximity of the CBE. The upgrades should consist of textured road crossings; pick up



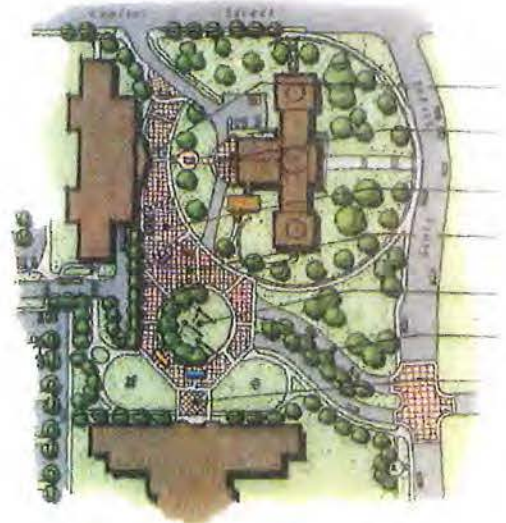
Existing MDOT Lot



Option 3 - Renovate & Expand



Option 3 - Parking Areas



SMRT Cultural Building Pedestrian Zone



points in the new South Sewall parking lot, sidewalk connections to existing sidewalks along Sewall Street and State Street, and well defined pedestrian corridor connections to the State Office Building and the Capitol Building. A formal pedestrian plaza should be developed at the main entrance to the entrance to the CBE. This area has great potential as an outdoor expansion of the CBE.



Option 3 - Pedestrian Circulation

4. Parking: The south Sewall Parking lot would be reconstructed and current Stormwater best management practices and circulation techniques employed in its reconfiguration. Approximately 208 spaces would be provided in the new lot, an increase of almost 100 spaces. This plan also envisions a new 500 space parking garage located to the east of the CBE as depicted in the Harriman plan. The concept of a garage in this location has not been well received due to historic and financial impacts it would have on the area. Reconstruction of the existing parking lot in that area would yield up to 125 spaces, approximately the same quantity as existing.



Option 3 - Parking Areas

5. Environment: No significant environmental impacts would occur with this option.
6. Views: Views to Capitol Park and the Capitol Building from the CBE would be increased with this plan.
7. Utilities: It is anticipated that Stormwater systems would be replaced in parking and circulation reconstruction and that utilities serving the existing building could be tied into for the expansion.

OPTION 4 – Demolish Existing Building and Build New on Existing Site:

A. Land Use

1. General: This option envisions the removal of the existing cultural building and construction of a new 305,000 sf cultural building and associated grounds.



Option 4 - Demolish and Start Over



2. Vehicle Circulation: Improvements to vehicle circulation around the Cultural Building would follow closely to those outlined in option 3 above.
3. Pedestrian Circulation: Improvements to pedestrian circulation around the Cultural Building would follow closely to those outlined in option 3 above.

The new parking lot on the MDOT site would be approximately 2200' from the new Cultural Building. A dedicated pedestrian corridor would need to be developed from the new lot along Capitol Street to the existing crossing adjacent the Capitol Street parking garage. In addition to the crossing at the garage, there is a significant crossing a Sewall and Capitol that would need pedestrian upgrades.

4. Parking: Improvements to parking areas around the Cultural Building would follow closely to those outlined in option 3 above.

This option considers the addition of a new 250 space parking lot on the west end of the existing MDOT lot across Capitol Street. This lot would be constructed with current Stormwater best management practices and circulation techniques employed in its design. This area of the MDOT site is currently used for what appears to be vehicle and supply storage and removals necessary for the new lot construction would be minimal.

5. Environment: No significant environmental impacts would occur with this option as it is in a previously disturbed area.
6. Views: The option plan envisions the new building in the general vicinity of the existing building. Sightlines to the new building will be very similar to the existing as will views from the existing.
7. Utilities: It is anticipated that Stormwater systems would be replaced in parking and



Option 4 - Pedestrian Route



Option 4 - New Parking on MDOT Lot



SMRT Street Upgrades and Traffic Calming



circulation reconstruction and that utilities serving the existing building could be tied into for the expansion. It is anticipated that Stormwater for the new parking lot would tie into the existing collection line in Capitol Street which ties into the 60" line in Sewall.

OPTION 5 – New Building and Parking on Existing MDOT Site:

1. General: This option would provide for a new 10,000 SF welcome center, a new 305,000 SF cultural building, 270 new surface parking spaces, no garage construction, and would require the relocation of the existing MDOT facility.
2. Vehicle Circulation: This option would leave circulation as it exists in the vicinity of the Cultural Building.

A new site access drive would be introduced along the rear portion of the MDOT site. Bus traffic, delivery traffic, employee, and visitor traffic would all utilize this new access drive. Bus dropoff is anticipated at the west end of the new building. Access to this new drive would be from Cushman Street and Sewall Street and one access point is proposed directly off of Capitol Street.

3. Pedestrian Circulation: Parking lots have should be oriented to facilitate pedestrian flow to a main pickup area at each end of the building and pedestrian/vehicle conflicts kept to a minimum. Pedestrian connections should also be made to Capitol Street and a portion of the Capitol Street sidewalk to the existing parking garage should be upgraded.
4. Parking: This option would provide at least 270 new surface parking spaces on the MDOT lot. This lot would be constructed with current Stormwater best management practices and circulation techniques employed in its design.
5. Environment: No significant environmental



Option 5 - New on MDOT Site



Option 5 - Vehicle Access Points



Option 5 - Major Pedestrian Routes



Option 5 - Vehicle and Bus Parking



impacts would occur with this option as it is in a previously disturbed area.

6. Views: Views from Capitol Street to building entry points would be the critical points of this option.
7. Utilities: It is anticipated that Stormwater systems would be replaced in parking and circulation reconstruction and that utilities serving the existing building could be tied into for the expansion. It is anticipated that Stormwater for the new parking lot would tie into the existing collection line in Capitol Street which ties into the 60" line in Sewall.



Option 5 - MDOT Fleet Building from Capitol Street

OPTION 6 – New Building on Sewall Lot and new Parking and Welcome Center on existing MDOT Site:

1. General: This option would provide for a new 10,000 SF welcome center and 964 new surface parking spaces on the existing MDOT lot. A new 305,000 SF cultural building would be built on the existing Sewall North and South lots and all of the existing 219 spaces would be lost for a net gain of 745 spaces.
2. Vehicle Circulation: Access to the campus from Sewall Street would be limited to delivery vehicles and a one way drop off area at the northeast corner of the new Cultural Building. Access to the site from State Street would remain as it currently is. The drop off area would need to accommodate bus traffic and no bus parking has been identified in this concept.
3. Pedestrian Circulation: This option will create the need for a significantly upgraded pedestrian crossing from the MDOT across Sewall Street and from the existing Capitol Street garage across Capitol Street. The existing pedestrian route that runs parallel to the State Offices building would remain intact or could be upgraded. This option would provide the biggest steps towards a pedestrian oriented campus.



Option 6 - Build New on Sewall Parking. New Parking on MDOT Lot, Reuse Cultural Building for Court Uses.



Option 6 - Drop Off

4. **Parking:** This option would provide at least 745 new surface parking spaces on the MDOT lot. These spaces would likely be terraced and the lot would need to be constructed with current Stormwater best management practices and circulation techniques employed in its design.
5. **Environment:** No significant environmental impacts would occur with this option as it is in a previously disturbed area.
6. **Views:** Option 6 would create the opportunity for dynamic views to Capitol Park from the new Cultural Building as well as creating a terminus to views from the Park to the west between the existing Cultural Building and the State Capital Building. Views from the Capital Building would remain unchanged while views from the State Offices building to the west would be partially blocked by the new building. Views into the new parking area should be broken by planting massing and elevation changes in the lot itself.
7. **Utilities:** It is anticipated that stormwater systems on the MDOT lot would be replaced in parking and circulation reconstruction and that they would tie into the existing collection line in Capitol Street which ties into the 60" line in Sewall.



Option 6 - Pedestrian Crossings



Option 6 - Parking on MDOT Lot



Option 6 - Sewall Lot with State Office in Background



DEVELOPMENT  
OPTIONS 1-6

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3311.00 / Maine State Cultural Building  
Statement of Need  
December 15, 2006

Options 1-6: Since August 2006, WBRC Architects·Engineers has assisted the Task Force with developing the six (6) alternate development options presented.

Option 3: Expansion/renovation of existing MSCB was essentially the recommendation from the 2001 Harriman/Orcut masterplan.

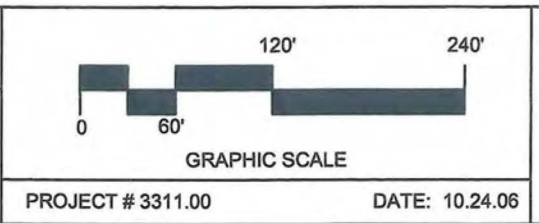
Unlike the other development scenarios, Option 1 (“Do nothing” scheme) has no plan of action. It assumes that the building continues to fail and that at some future date ceases to serve the citizens of Maine.

Options 2-6: Present actual development scenarios for which conceptual site plans, floor plans, budgets, and schedules have been prepared and follow.





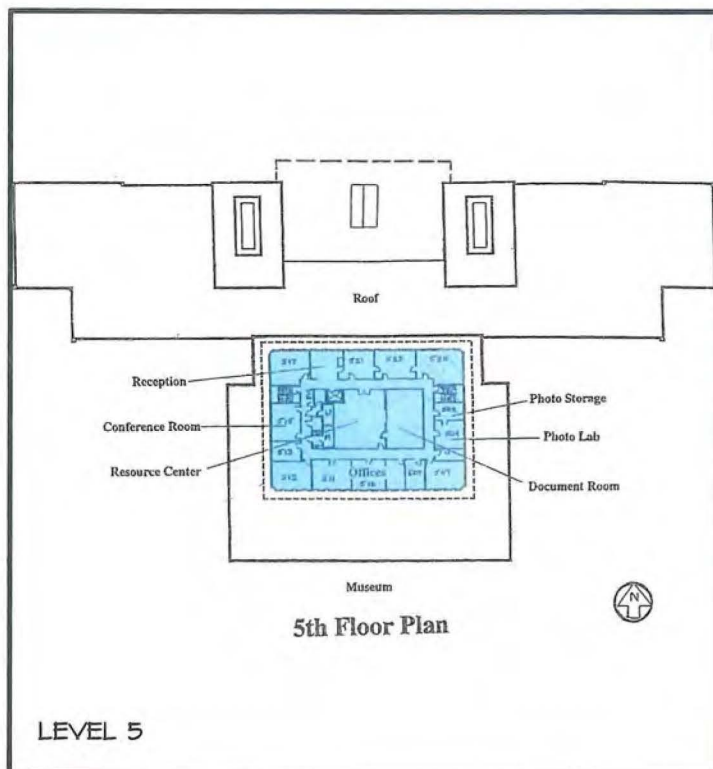
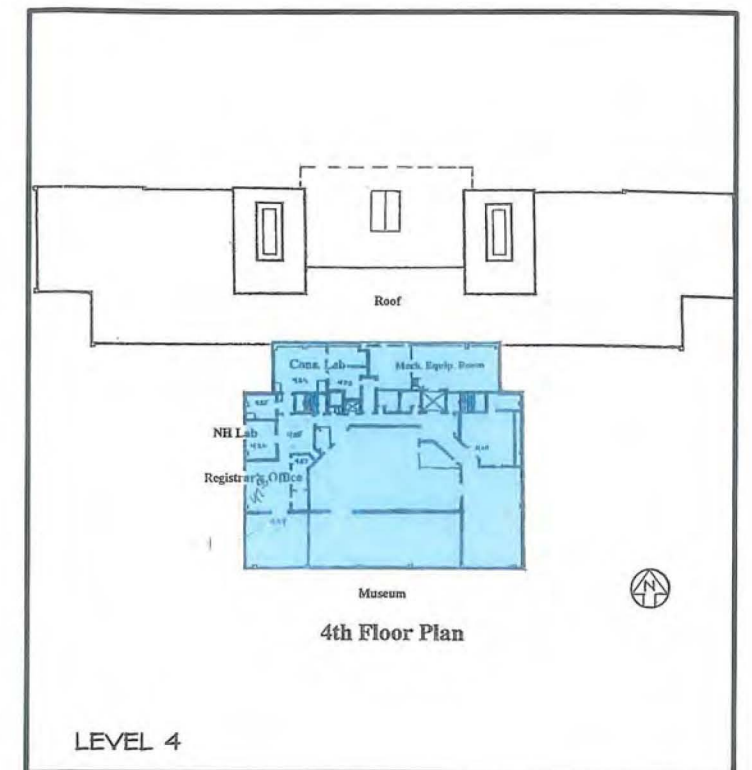
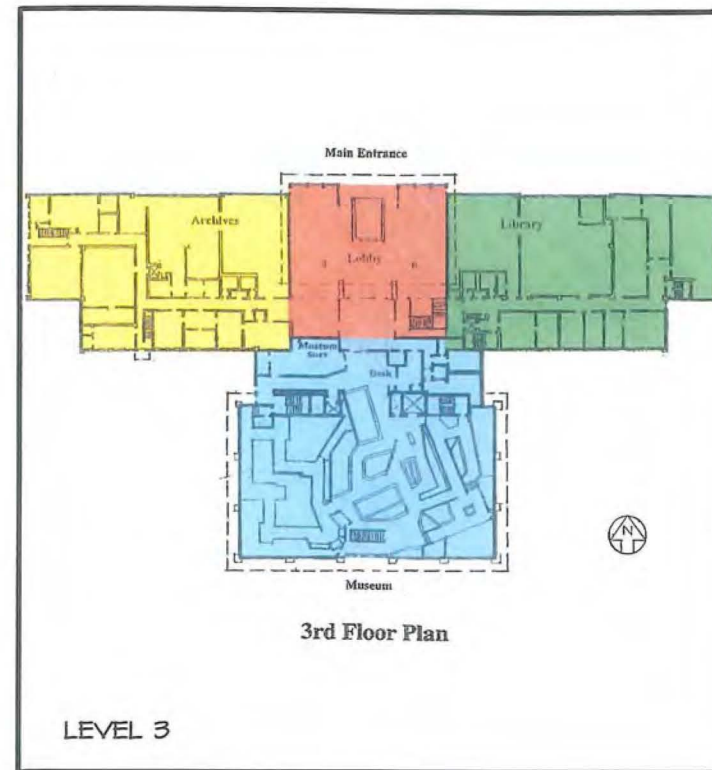
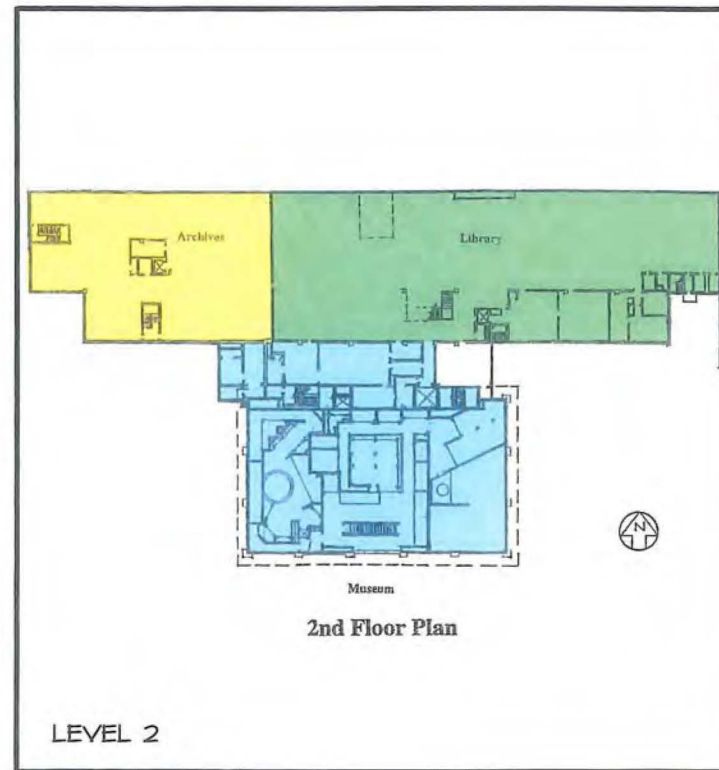
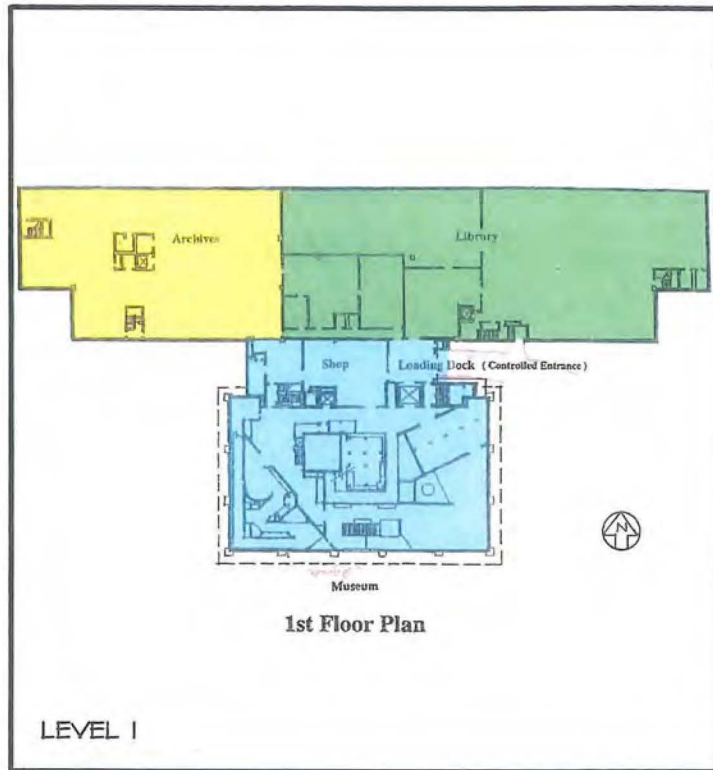
1. AIR PHOTO PROVIDED BY MAINE STATE GIS, TAKEN 2004  
2. TOPOGRAPHY, WETLANDS, & PROPERTY LINE BASED ON PUBLICLY AVAILABLE DATA SOURCES & IS INTENDED TO BE USED FOR PRELIMINARY PLANNING PURPOSES ONLY.



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**MAINE STATE CULTURAL  
BUILDING STUDY  
SITE CONCEPT PLAN - OPTION 1**





**LEGEND**

- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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**MAINE CULTURAL  
BUILDING STUDY**

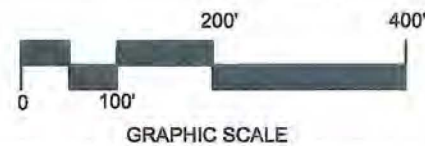
OPTION 1 -EXISTING TO REMAIN  
SHEET: OPT1-EXIST FLOOR PLANS





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PROJECT # 3311.00

DATE: 9.22.06



MAINE STATE CULTURAL  
BUILDING STUDY  
SITE BASE DATA PLAN  
SHEET: XP102





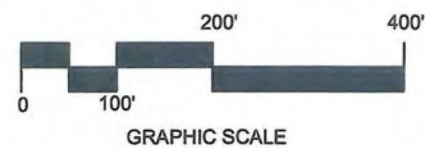
**BUILDINGS**

1. STATE HOUSE
2. STATE OFFICE BUILDING
3. CULTURAL BUILDING
4. 221 STATE STREET
5. 20 UNION STREET
6. MAINTENANCE BUILDING
7. DOT BUILDING
8. DASHLAGER HOUSE
9. MCLEAN HOUSE
10. MERRILL & SMITH HOUSE
11. GANNETT HOUSE
12. BLAINE HOUSE
13. STAFF HOUSE/ BLAINE HOUSE GARAGE
14. NASH SCHOOL
15. FEDERAL STREET
16. DOT TRANSPORT SERVICES
17. DOT WAREHOUSE
18. DOT SIGN & TIRE SHOP
19. NEW DOT SIGN SHOP BUILDING

**PARKING LOTS**

|                        |               |     |
|------------------------|---------------|-----|
| A. STATE STREET/ PUC   | REGULAR       | 116 |
|                        | BGS           | 1   |
|                        | MUSEUM        | 1   |
|                        | LIBRARY       | 1   |
|                        | ARCHIVES      | 1   |
|                        |               | 120 |
| B. GRASS AREA          | BGS           | 2   |
|                        | ONE HOUR      | 6   |
|                        | HANDICAPPED   | 8   |
|                        | DELIVERY      | 2   |
|                        |               | 18  |
| C. STATE HOUSE         | GOVERNOR      | 1   |
|                        | HOUSE SPEAKER | 1   |
|                        | HANDICAPPED   | 12  |
|                        |               | 14  |
| D. CROSS-STATE HOUSE   | HANDICAPPED   | 21  |
|                        | MEDIA         | 3   |
|                        | COURIERS      | 2   |
|                        |               | 26  |
| E. SEWALL STREET SOUTH | REGULAR       | 102 |
| F. SEWALL STREET NORTH | REGULAR       | 114 |
|                        | PERMIT        | 1   |
|                        | BGS           | 2   |
|                        |               | 117 |
| G. PARKING GARAGE      | REGULAR       | 435 |
|                        | BGS           | 7   |
|                        | HANDICAPPED   | 3   |
|                        | COMMISSIONER  | 2   |
|                        |               | 447 |

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PROJECT # 3311.00

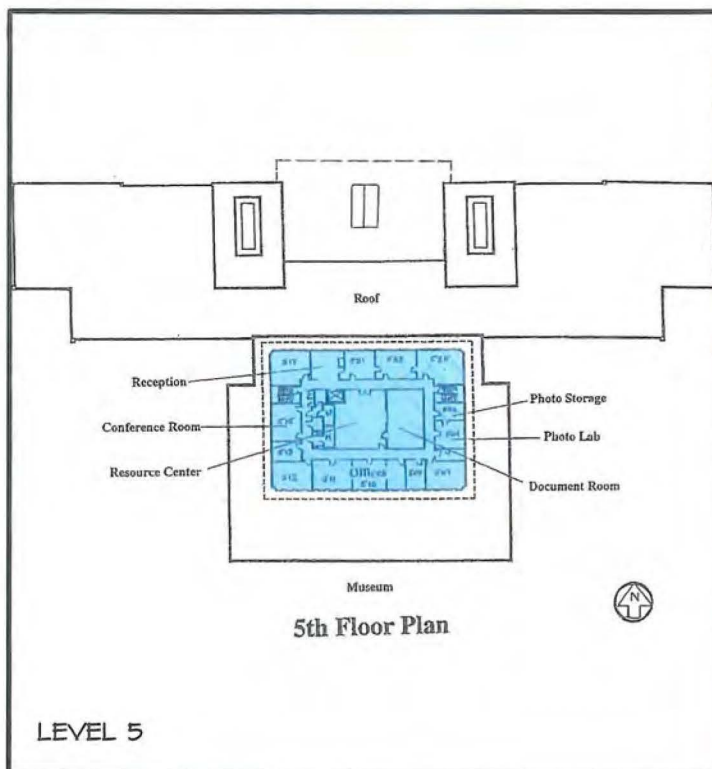
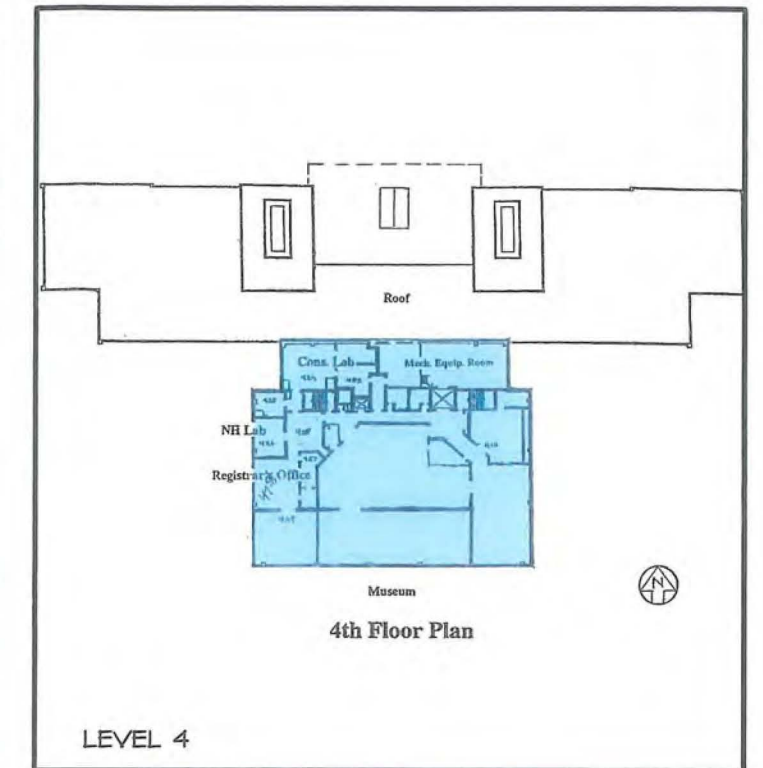
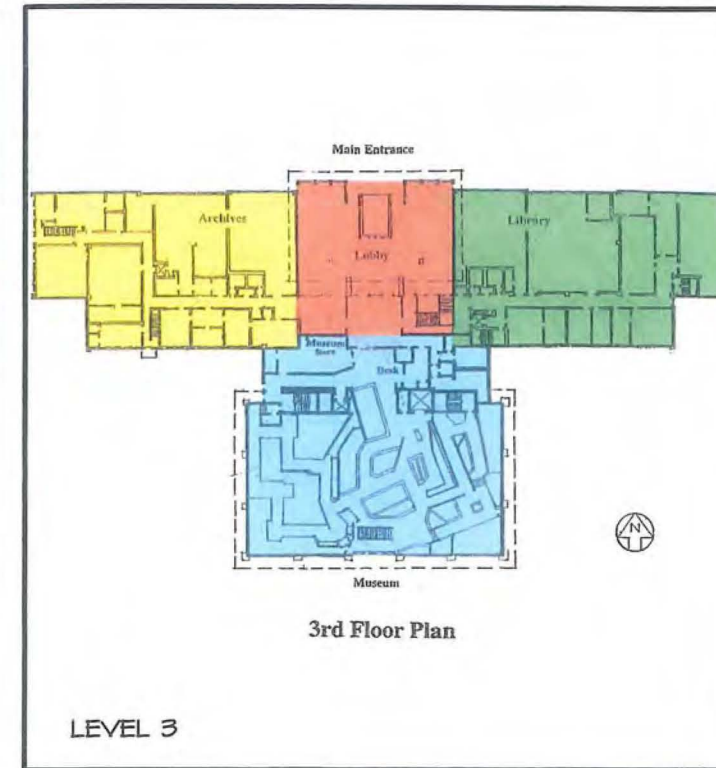
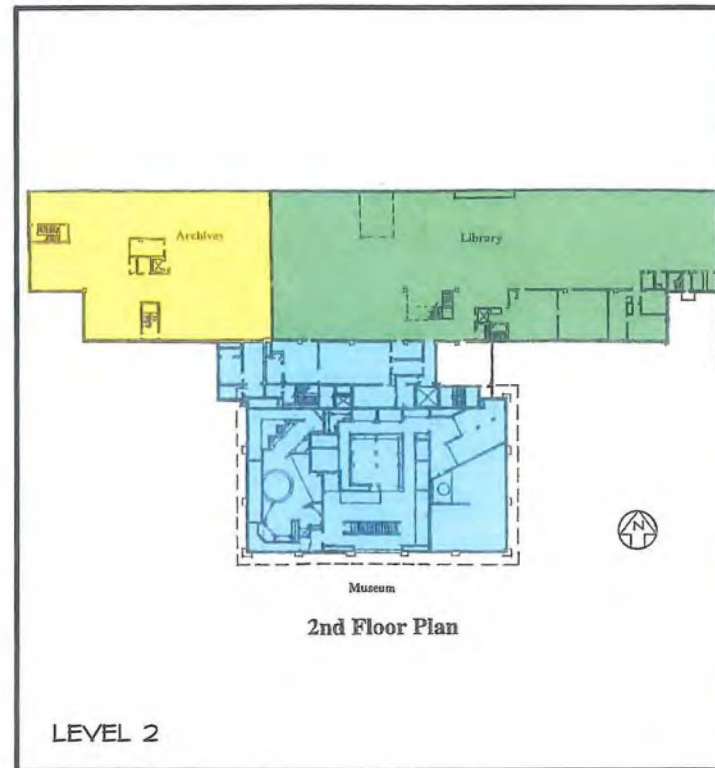
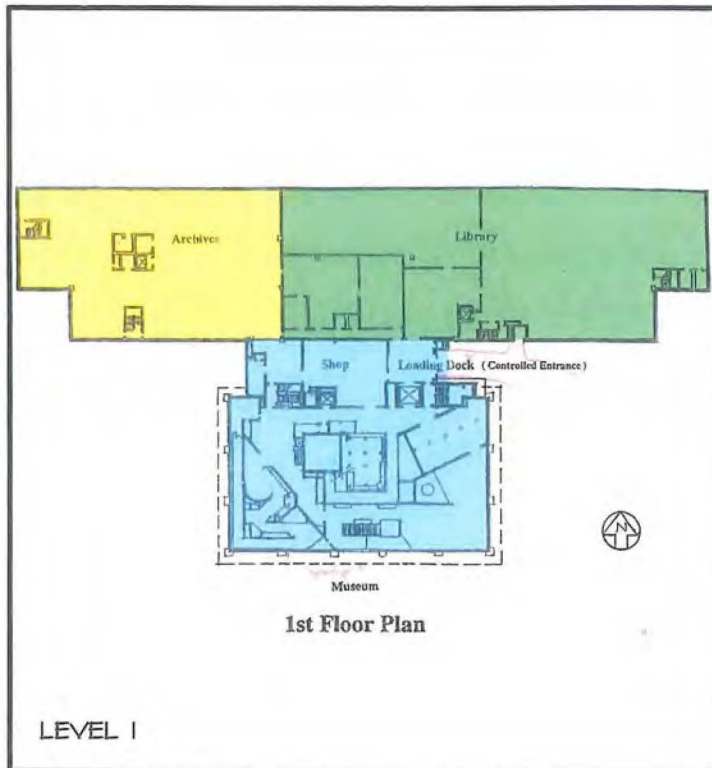
DATE: 9.22.06



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Bangor, Maine and Sarasota, Florida

MAINE STATE CULTURAL  
BUILDING STUDY  
AIR PHOTO PLAN  
SHEET: XP101





#### LEGEND

- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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**MAINE CULTURAL  
BUILDING STUDY**  
OPTION 2 - RENOVATE EXISTING  
SHEET: CONCEPT FLOOR PLANS





**LEGEND**

- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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**MAINE CULTURAL  
BUILDING STUDY**  
OPTION 2 - RENOVATE EXISTING  
SHEET: OPT2-ORTHO VIEWS

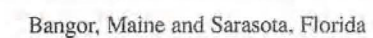


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\*Information from correspondence to J.R. Phillips, prepared by Krent/Pfaff/Carney, Inc. dated 9/26/06.



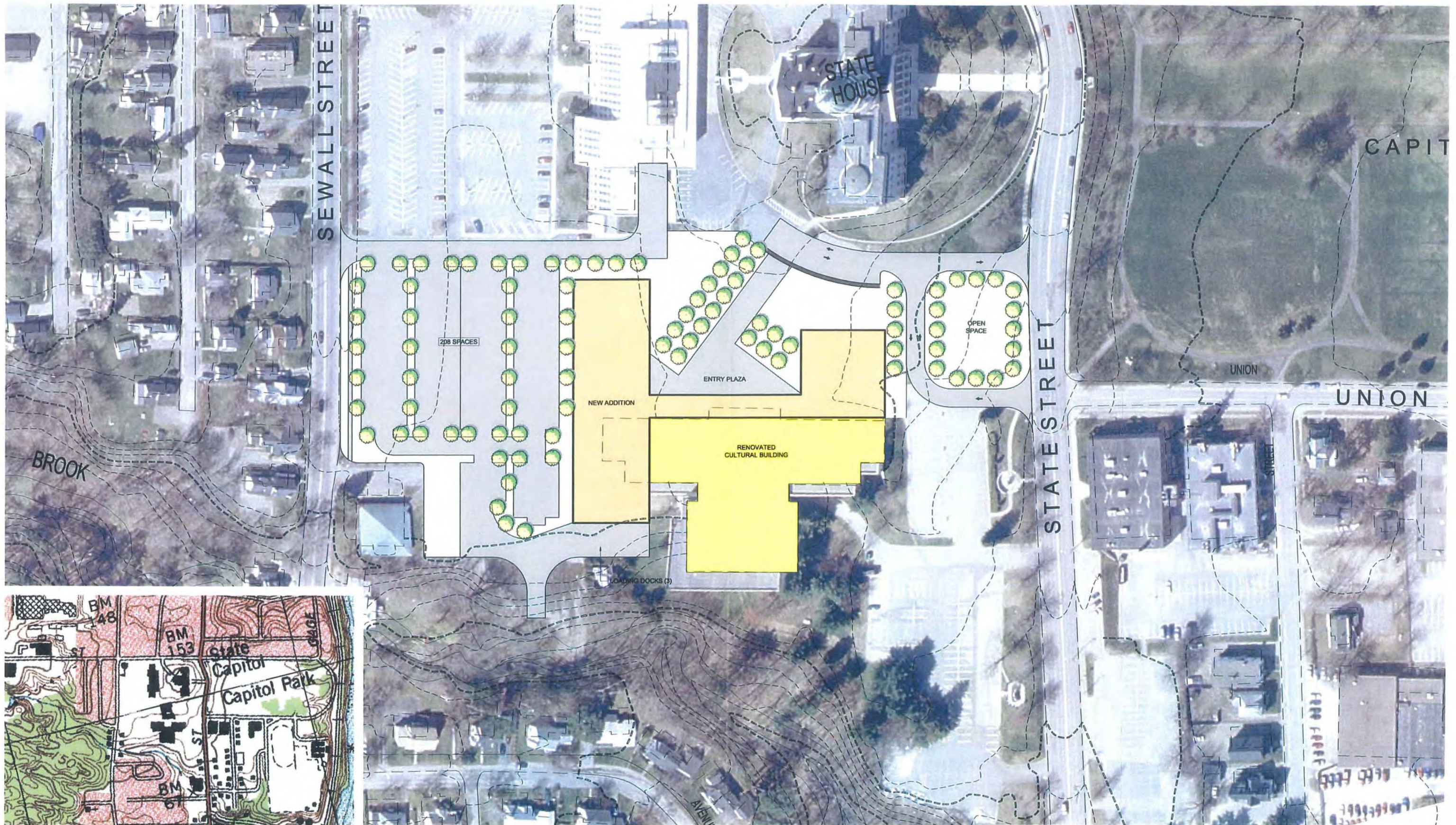
Delta\_10000 Office Standards Form 009 R00311 00-10-121000-Budget Option 2



# MAINE CULTURAL BUILDING STUDY

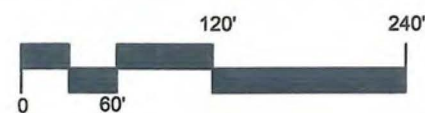
OPTION 2 -RENOVATE EXISTING  
SHEET: OPT2-SCHED & BUDGET





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 2. TOPOGRAPHY, WETLANDS, & PROPERTY LINE BASED ON PUBLICLY AVAILABLE DATA SOURCES & IS INTENDED TO BE USED FOR PRELIMINARY PLANNING PURPOSES ONLY.

PARKING COUNTS:  
 NEW SPACES: 708  
 EXISTING SPACES REMOVED: ±575  
 NET GAIN/ LOSS OF PARKING: GAIN ±133



PROJECT # 3311.00

DATE: 10.24.06

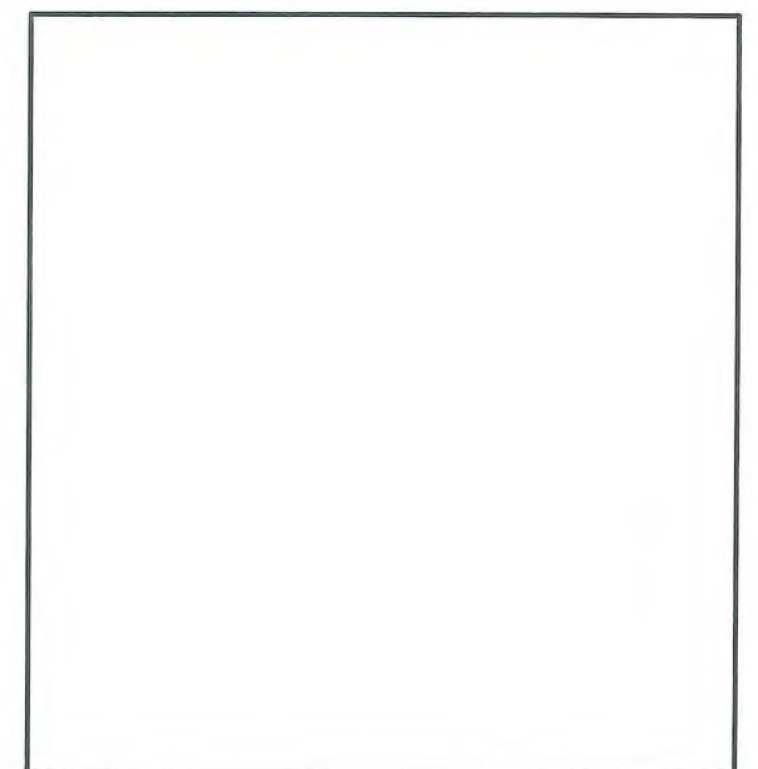
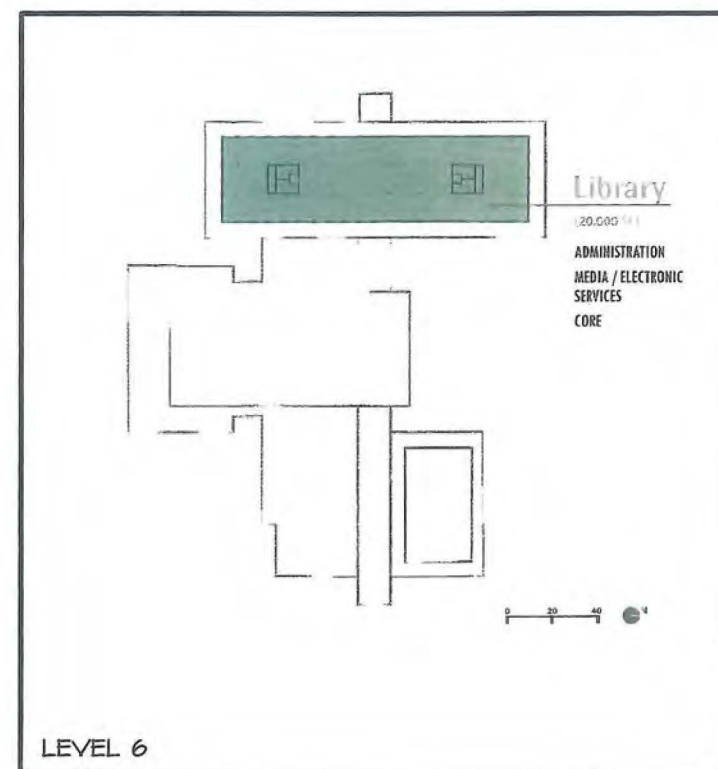
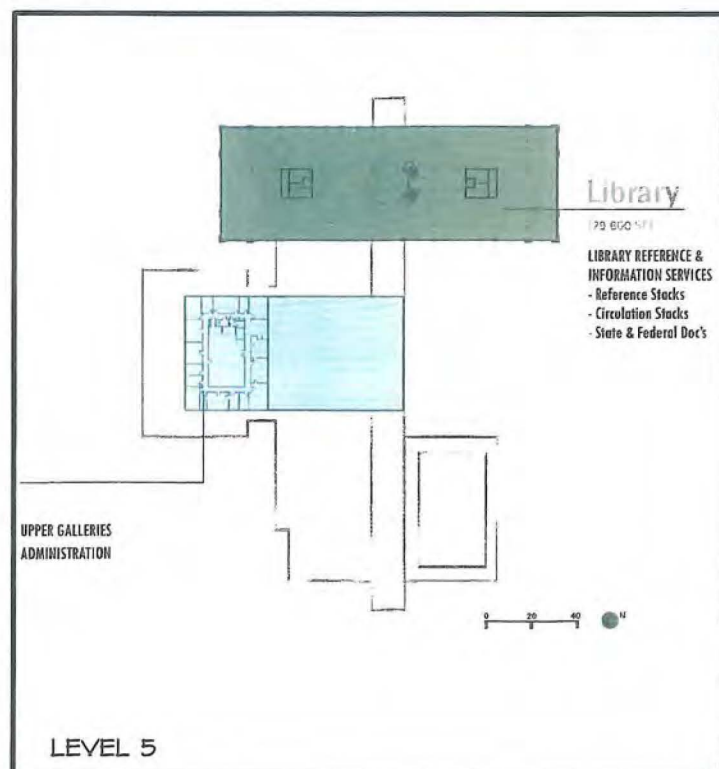
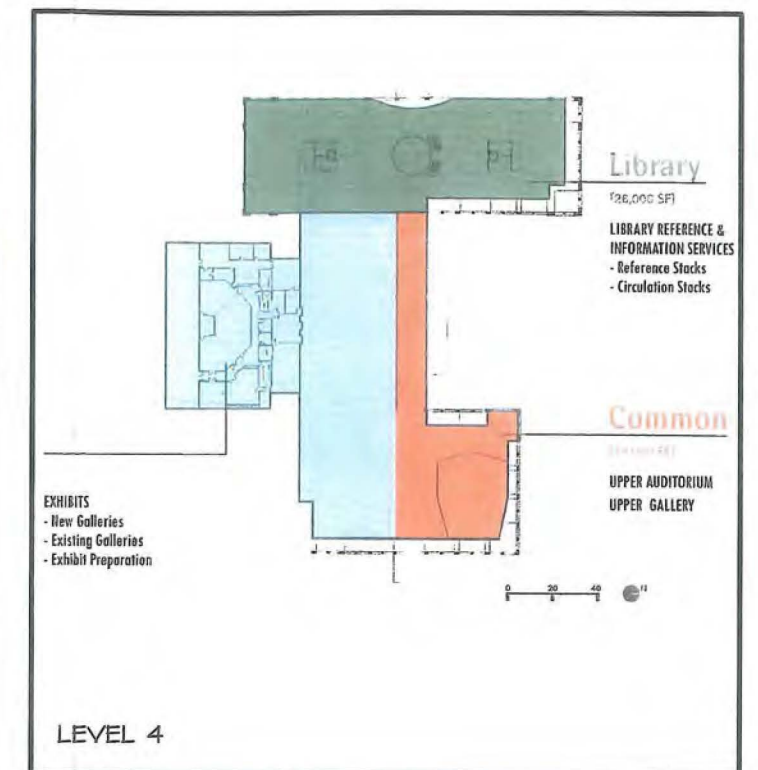
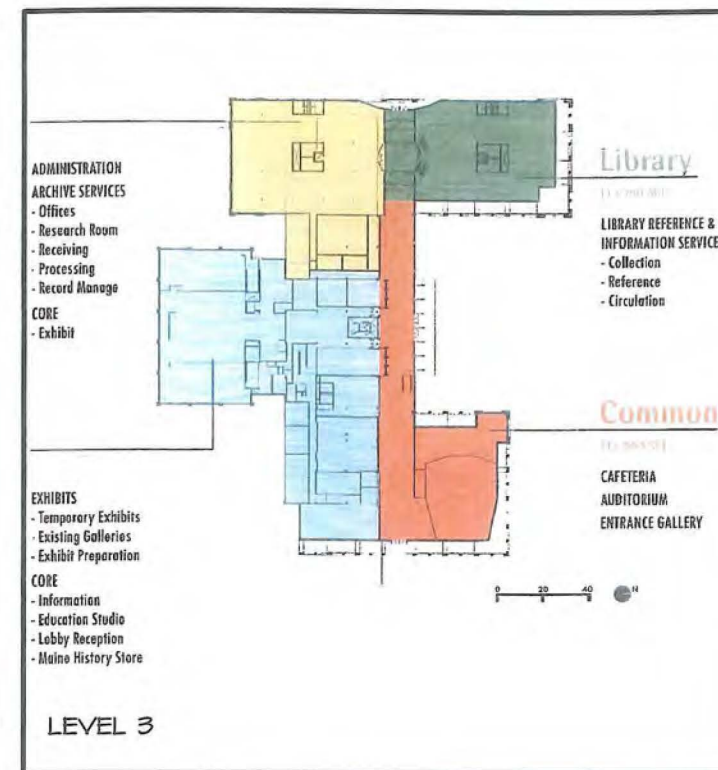
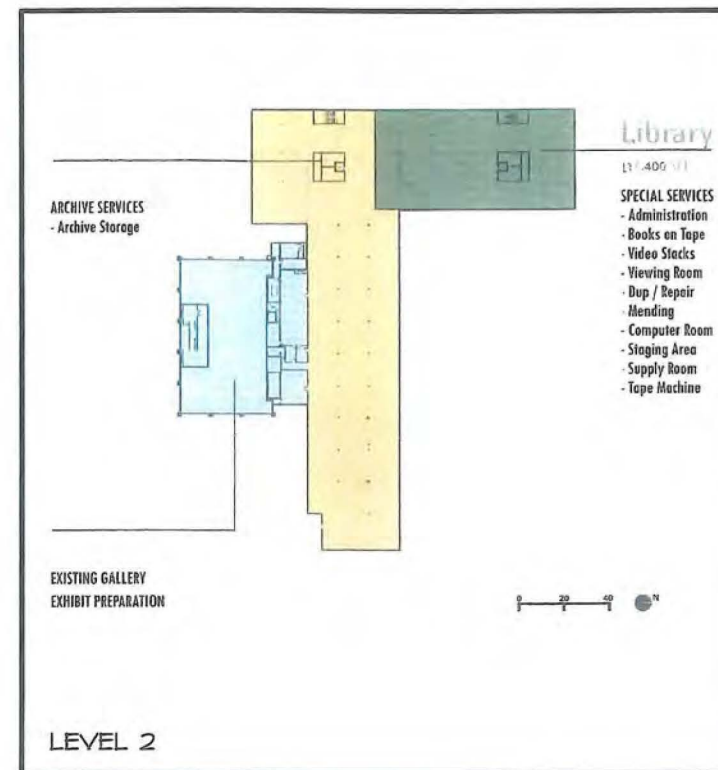
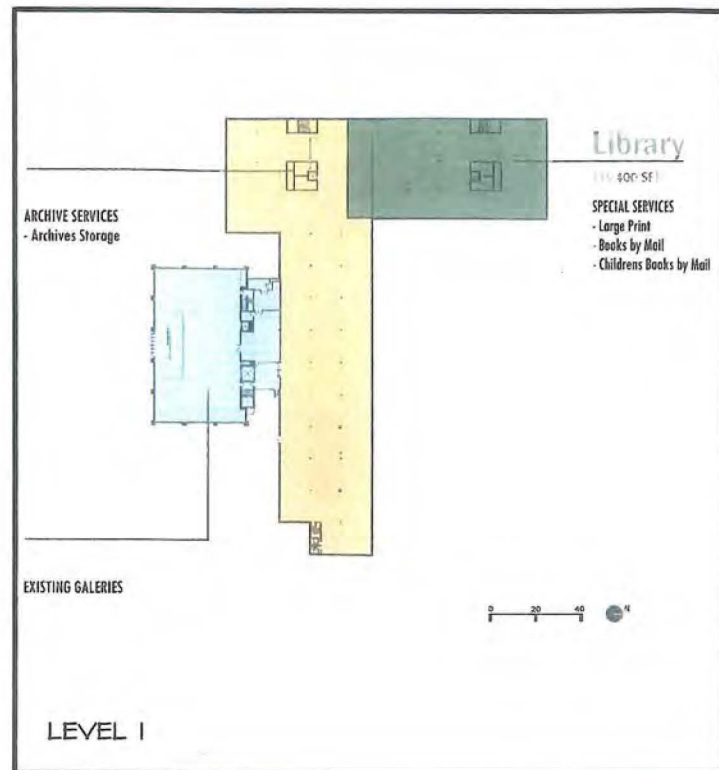


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**MAINE STATE CULTURAL  
 BUILDING STUDY**  
 SITE CONCEPT PLAN - OPTION 3  
 RENOVATE AND EXPAND





**LEGEND**

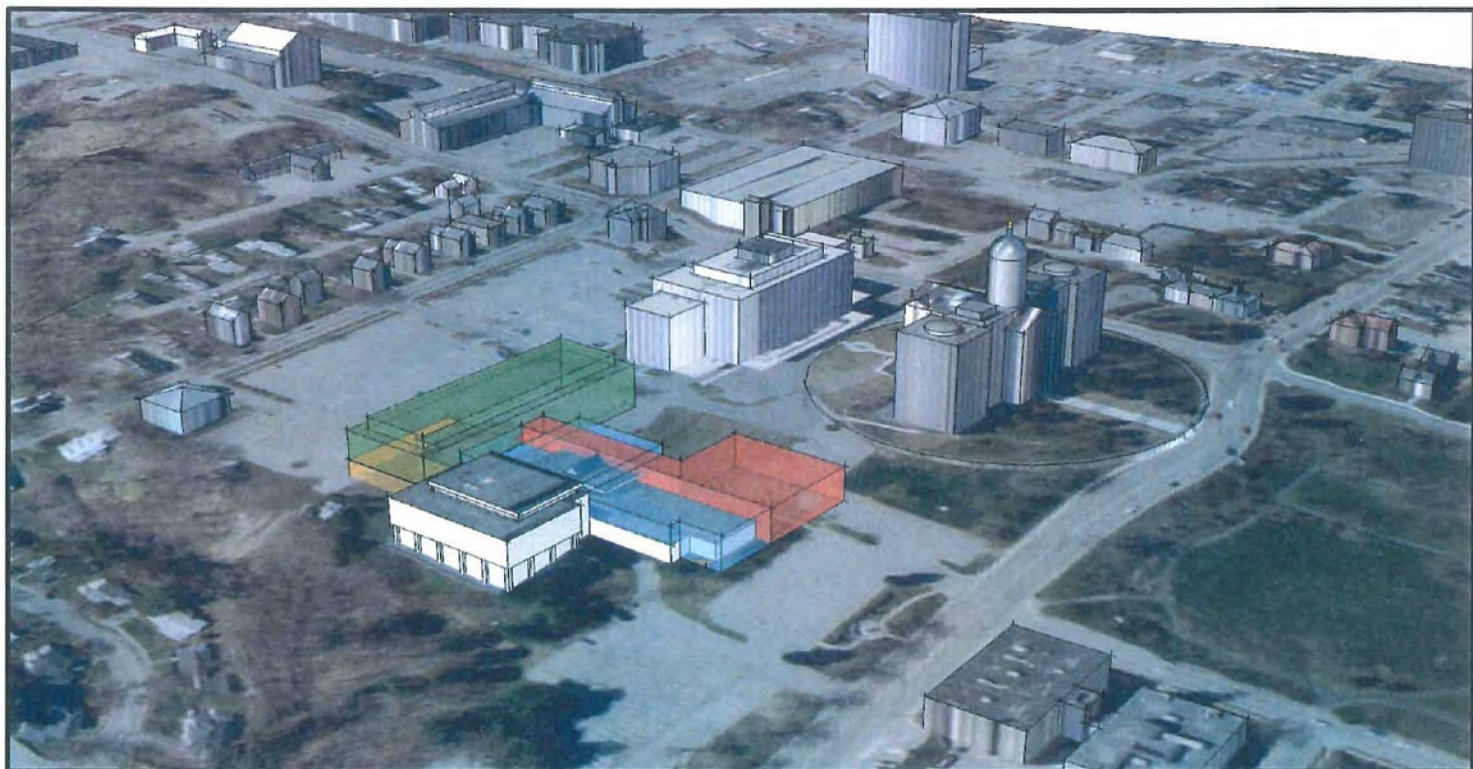
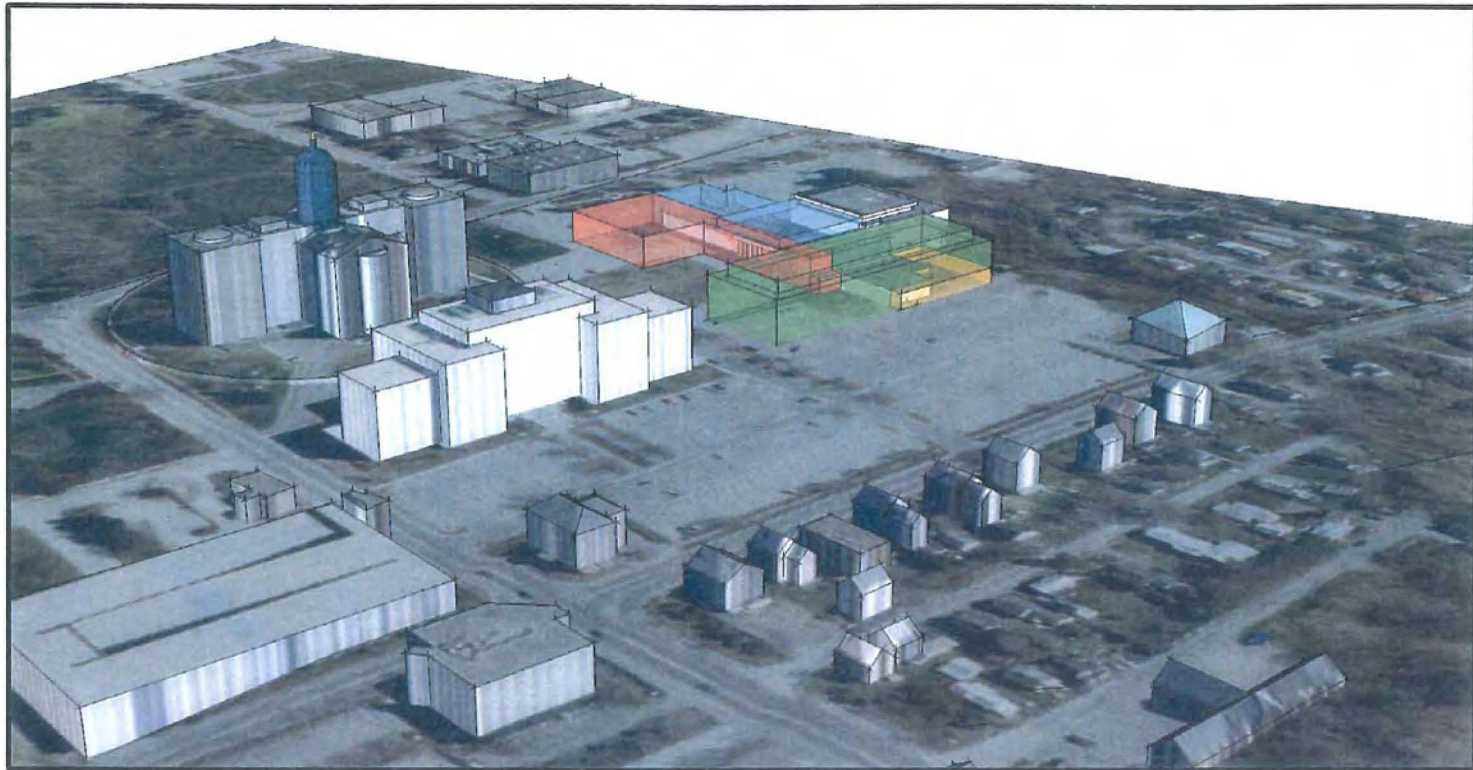
- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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**MAINE CULTURAL  
BUILDING STUDY**  
OPTION 3 -EXPANSION/RENOV.  
SHEET: OPT3





**LEGEND**

- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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**MAINE CULTURAL  
BUILDING STUDY**

OPTION 3 - EXPANSION/RENOV.  
SHEET: OPT3-ORTHO VIEWS



PROJECT SCHEDULE - OPTION 3  
Expansion/Renovation  
Maine State Cultural Building  
Augusta, Maine  
December 15, 2006

| TASK  | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     | 2013 |     |     |     |
|---|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |
| 1. MSCB Task Force Report (Aug - December)            |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 2. Public Support for Legislative Action (1/15/07 - ) |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 3.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 4.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 5.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 6. Prepare 250 Parking Spaces (MDOT Lot)              |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 7. Design/Construction for Temporary Tenant Facility  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 8. RFO/Selection Process for MSCB A/E                 |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 9. MSCB Schematic Design (18 weeks)                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 10. MSCB Design Development (24 weeks)                |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 11. MSCB Construction Documents Phase (26 weeks)      |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 12. MSCB Bidding/Negotiation Phase                    |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 13. MSCB Construction Phase (42 months)               |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |
|   | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     | 2013 |     |     |     |

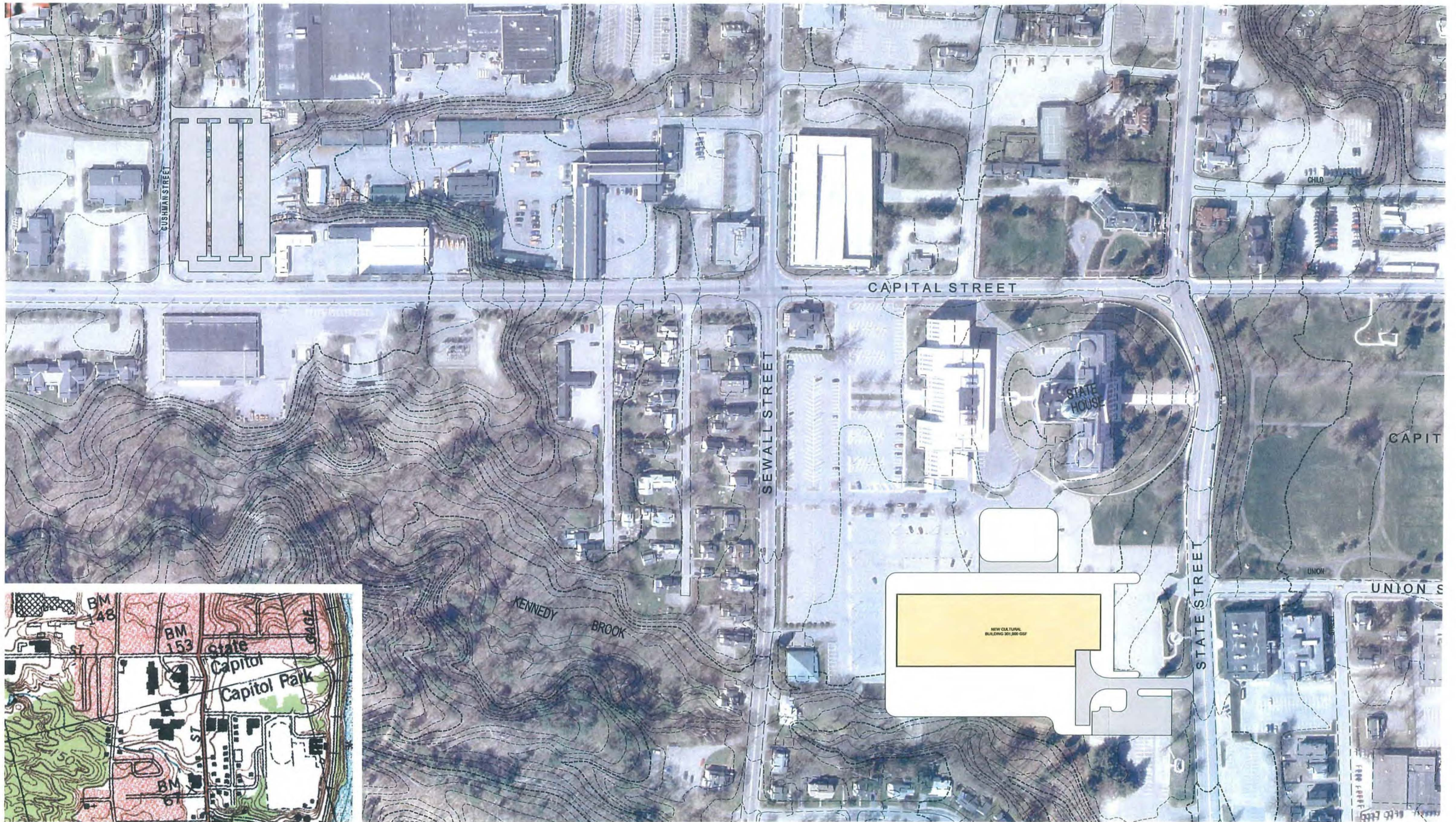
Project Budget  
Pre-Design Phase  
December 15, 2006

Option 3 - Expansion/Renovation  
Maine State Cultural Building / 3311.00  
Augusta, Maine  
Statement of Probable Costs

|  | FT <sup>2</sup> | \$\$ per ft <sup>2</sup> | %                           | TOTAL                |
|--|-----------------|--------------------------|-----------------------------|----------------------|
| <b>A CONSTRUCTION COSTS</b>                  |                 |                          |                             |                      |
| 1 New Construction                           | 160,060         | \$ 250                   |                             | \$ 40,015,000        |
| 2 Renovations                                | 145,000         | \$ 150                   |                             | \$ 21,750,000        |
| 3 Demolition and Removal                     |                 |                          | (Incl. in Site Development) | \$ -                 |
| 4 Site Development                           |                 |                          | Lump Sum Estimate           | \$ 3,339,000         |
| 5 Parking Structure (N.I.C.)                 |                 |                          |                             | \$ -                 |
| 6 Parking 250 Spaces (MDOT Lot)              |                 |                          |                             | \$ 500,000           |
| 7 MDOT Fleet relocation                      |                 |                          |                             | \$ 15,000,000        |
| Subtotal                                     |                 |                          |                             | \$ 80,604,000        |
| <b>B ADMINISTRATIVE COST &amp; RESERVE</b>   |                 |                          |                             |                      |
| 8 Moveable Equipment                         |                 |                          | 6%                          | \$ 4,836,240         |
| 9 Temporary Tenant Facilities (lease)        |                 |                          | Lump Sum Estimate           | \$ 1,900,000         |
| 10 Technology                                |                 |                          | 3%                          | \$ 2,418,120         |
| 11 Advertising / Insurance / Legal           |                 |                          | Lump Sum Estimate           | \$ 80,000            |
| 12 % for Art                                 |                 |                          |                             | \$ 656,040           |
| 13 Museum Exhibits                           |                 |                          | Lump Sum Estimate           | \$ 6,412,500         |
| 14 Bid Contingency                           |                 |                          | 5.0%                        | \$ 4,030,200         |
| 15 Construction Contingency                  |                 |                          | 5.0%                        | \$ 4,030,200         |
| Subtotal                                     |                 |                          |                             | \$ 23,963,300        |
| <b>C FEES AND SERVICES</b>                   |                 |                          |                             |                      |
| 16 Architect/Engineer - New Construction     |                 |                          | 8.0%                        | \$ 3,830,740         |
| 17 Architect/Engineer - Renovation           |                 |                          | 11.0%                       | \$ 2,835,820         |
| 18 A/E Additional Services (FF&E)            |                 |                          | Lump Sum Estimate           | \$ 236,170           |
| 19 A/E Reimbursables                         |                 |                          | Lump Sum Estimate           | \$ 25,000            |
| 20 Permitting                                |                 |                          | Lump Sum Estimate           | \$ 75,000            |
| 21 Survey / Soils                            |                 |                          | Lump Sum Estimate           | \$ 50,000            |
| 22 Hazardous Materials Testing and Abatement |                 |                          | Lump Sum Estimate           | \$ TBD               |
| 23 Construction Testing                      |                 |                          | Lump Sum Estimate           | \$ 10,000            |
| 24 Owners Representative                     |                 |                          | 144 Weeks                   | \$ 288,000           |
| Subtotal                                     |                 |                          |                             | \$ 7,350,730         |
| <b>D TOTAL</b>                               |                 |                          |                             | <b>\$111,918,030</b> |

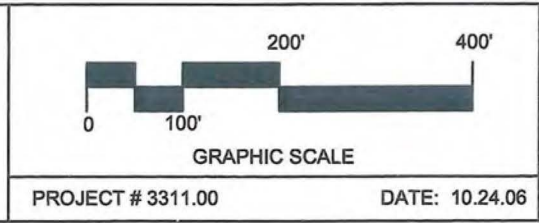
\*Information from correspondence to J.R. Phillips, prepared by Krest/Puffitt/Carney, Inc. dated 9/26/06.





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PLAN NOTES

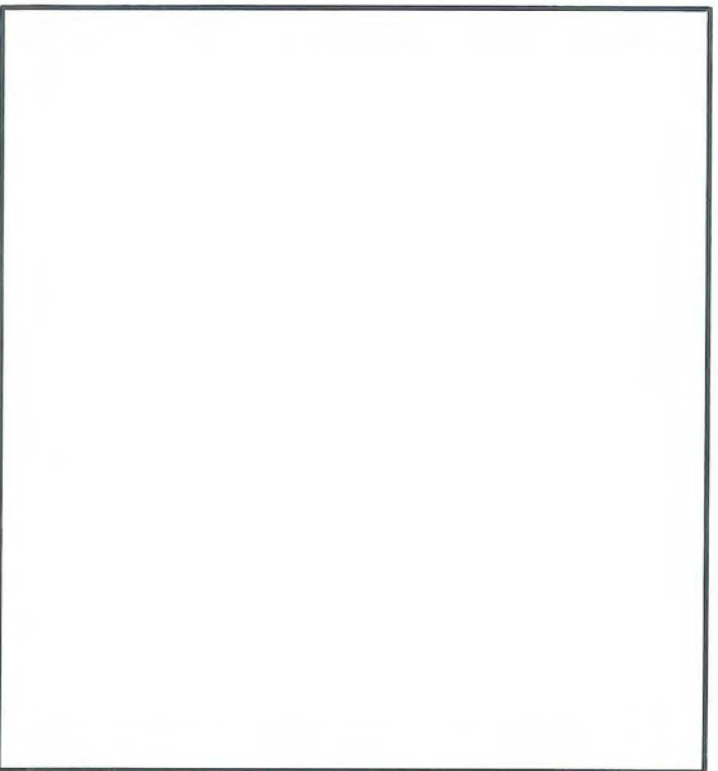
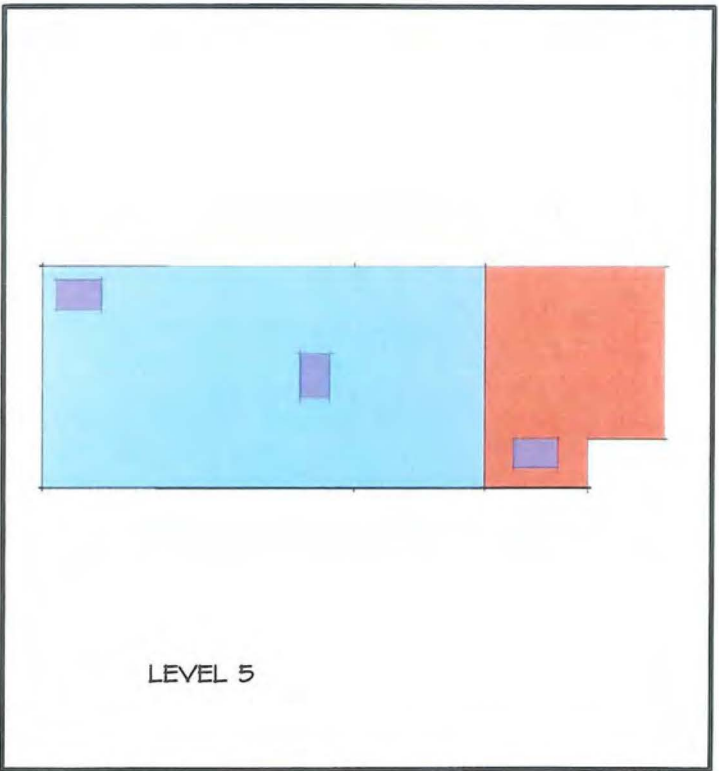
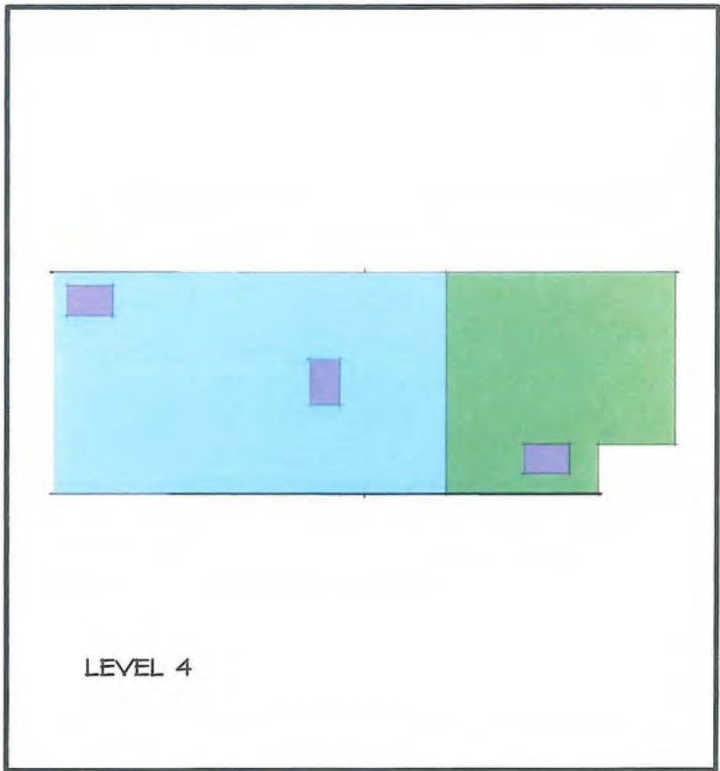
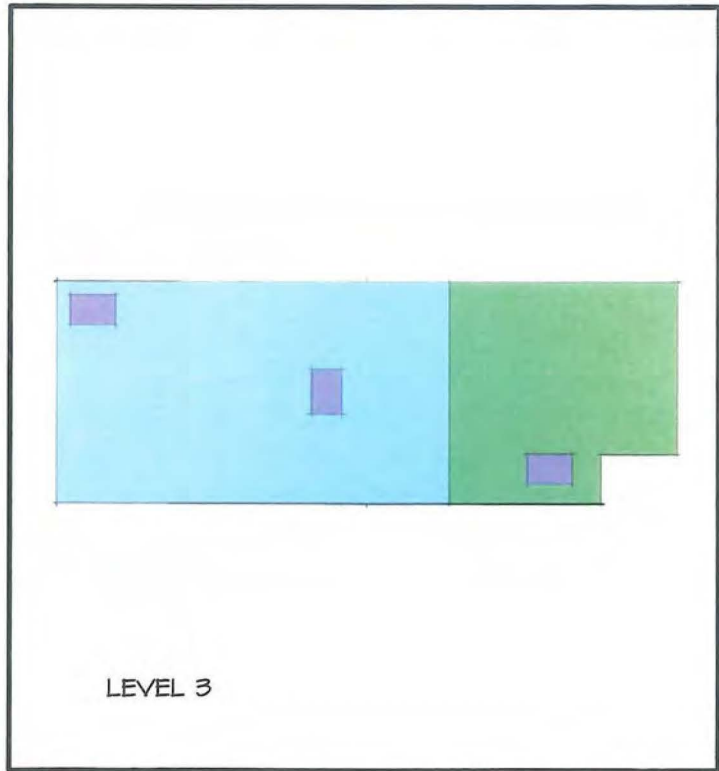
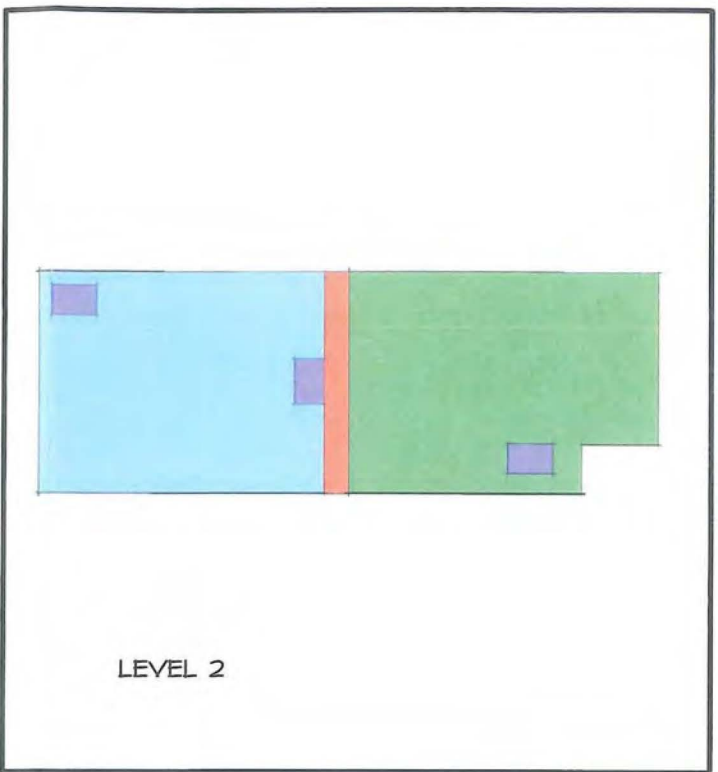
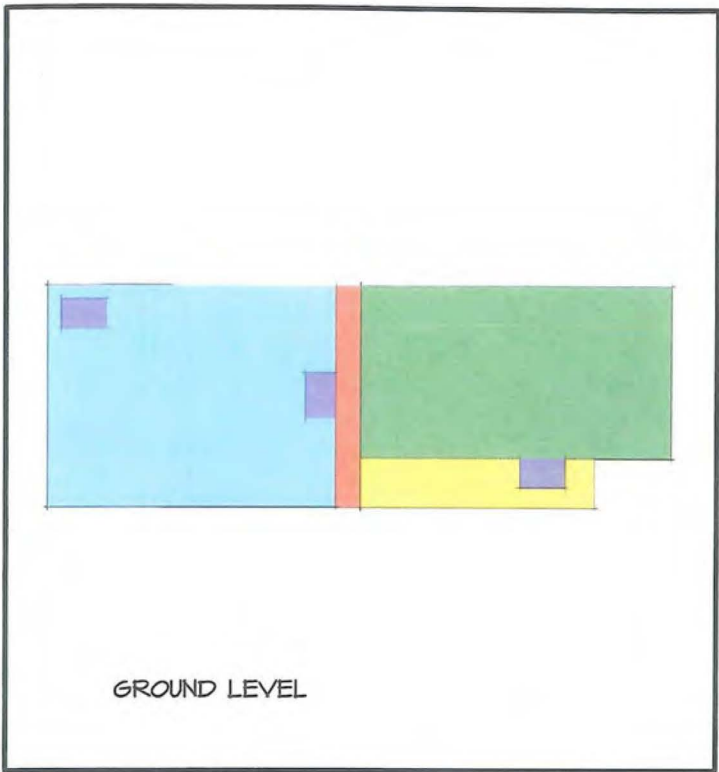
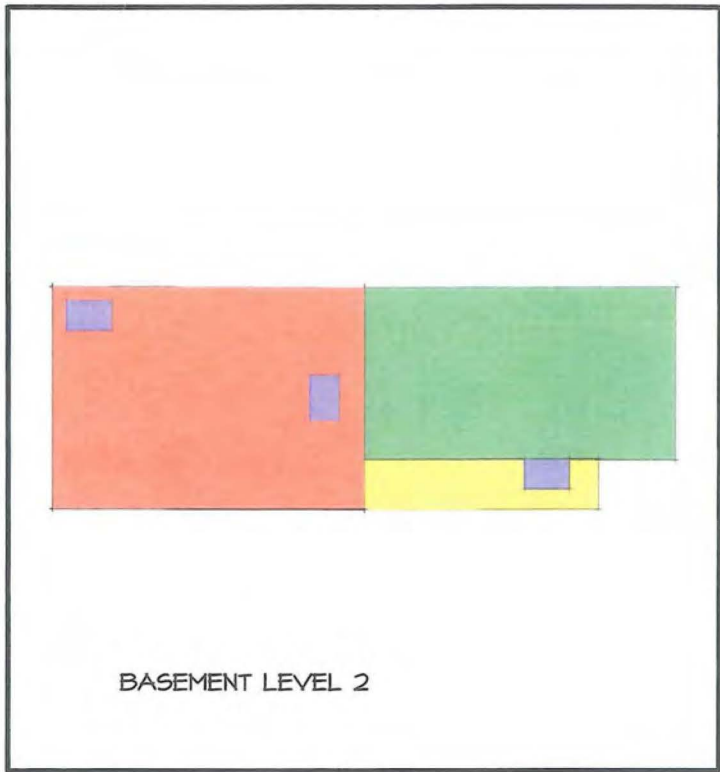
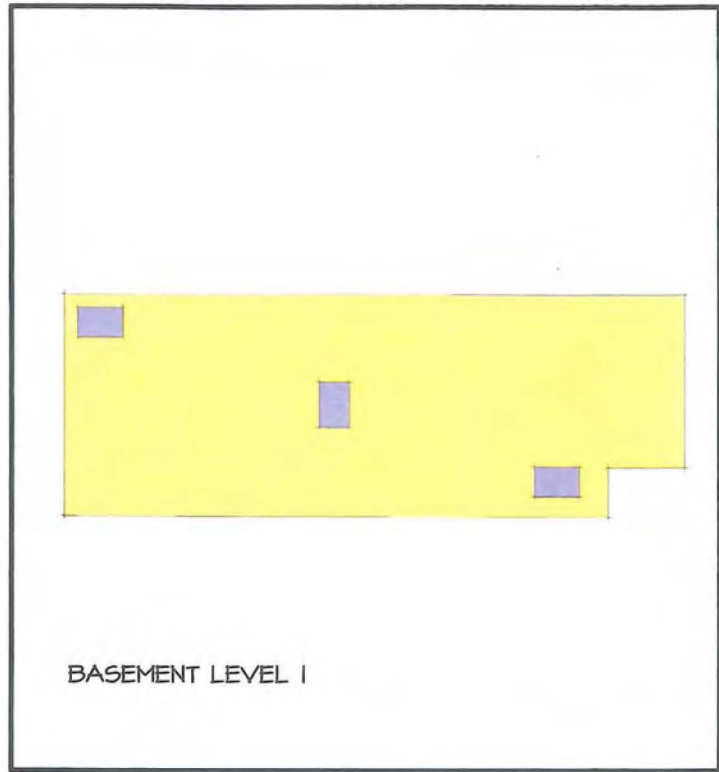


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Bangor, Maine and Sarasota, Florida

**MAINE STATE CULTURAL  
BUILDING STUDY**  
SITE CONCEPT PLAN - OPTION 4  
DEMOLISH AND START OVER





LEGEND

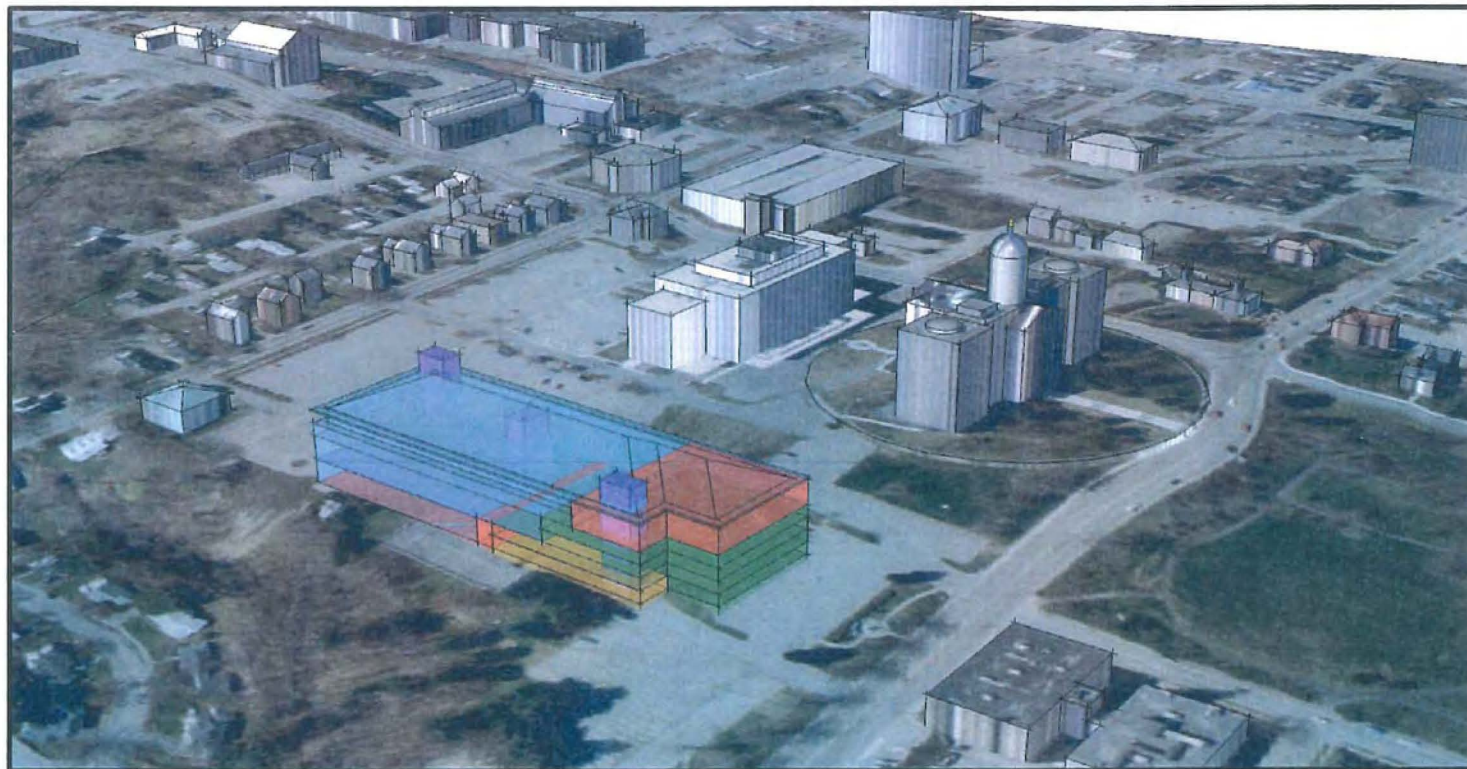
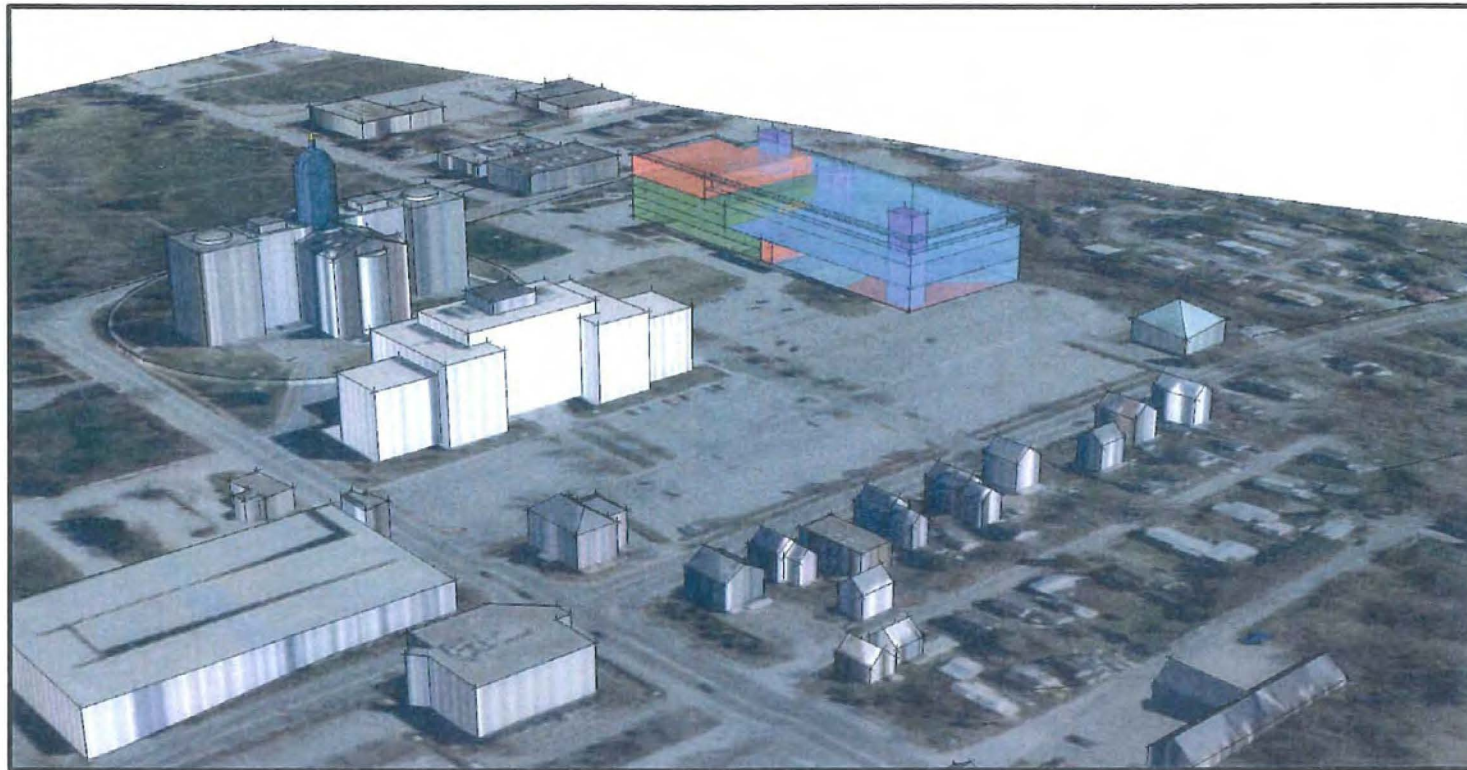
- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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**MAINE CULTURAL  
BUILDING STUDY**  
OPTION 4 -DEMOLITION/NEW  
SHEET: CONCEPT FLOOR PLANS





**LEGEND**

- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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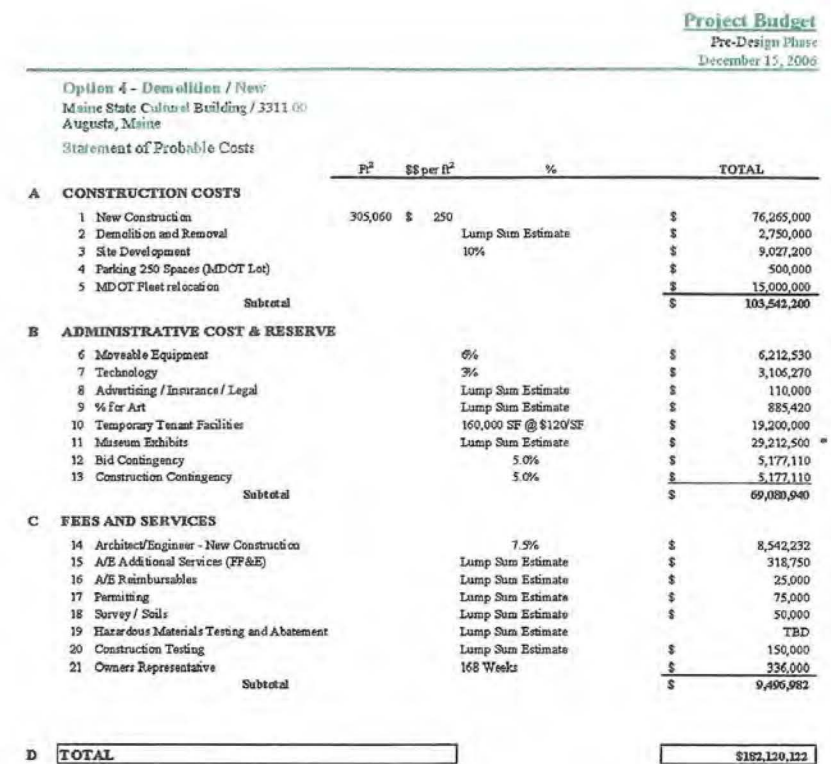
Bangor, Maine and Sarasota, Florida

**MAINE CULTURAL  
 BUILDING STUDY**

OPTION 4 -DEMOLITION/NEW  
 SHEET: OPT4

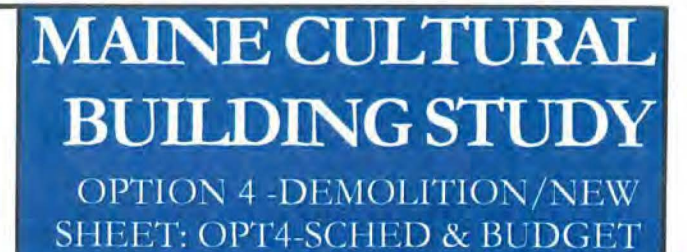


| TASK  | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     | 2013 |  |  |  |
|---|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|--|--|--|
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |      |  |  |  |
| 1. MISC Task Force Report (Aug - December)            |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 2. Public Support for Legislative Action (1/15/07 - ) |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 3.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 4.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 5.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 6. Prepare 250 Parking Spaces (MDO T Lot)             |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 7. Design/Construction for Temporary Inmate Facility  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 8. RFQ/Selection Process for MISC A/E                 |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 9. MISC Schematic Design (16 weeks)                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 10. MISC Design Development (24 weeks)                |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 11. MISC Construction Documents Phase (36 weeks)      |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 12. MISC Bidding/Negotiation Phase                    |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
| 13. MISC Demolition/Construction Phase (45 months)    |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |  |  |  |
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |      |  |  |  |
|   | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     |      |  |  |  |

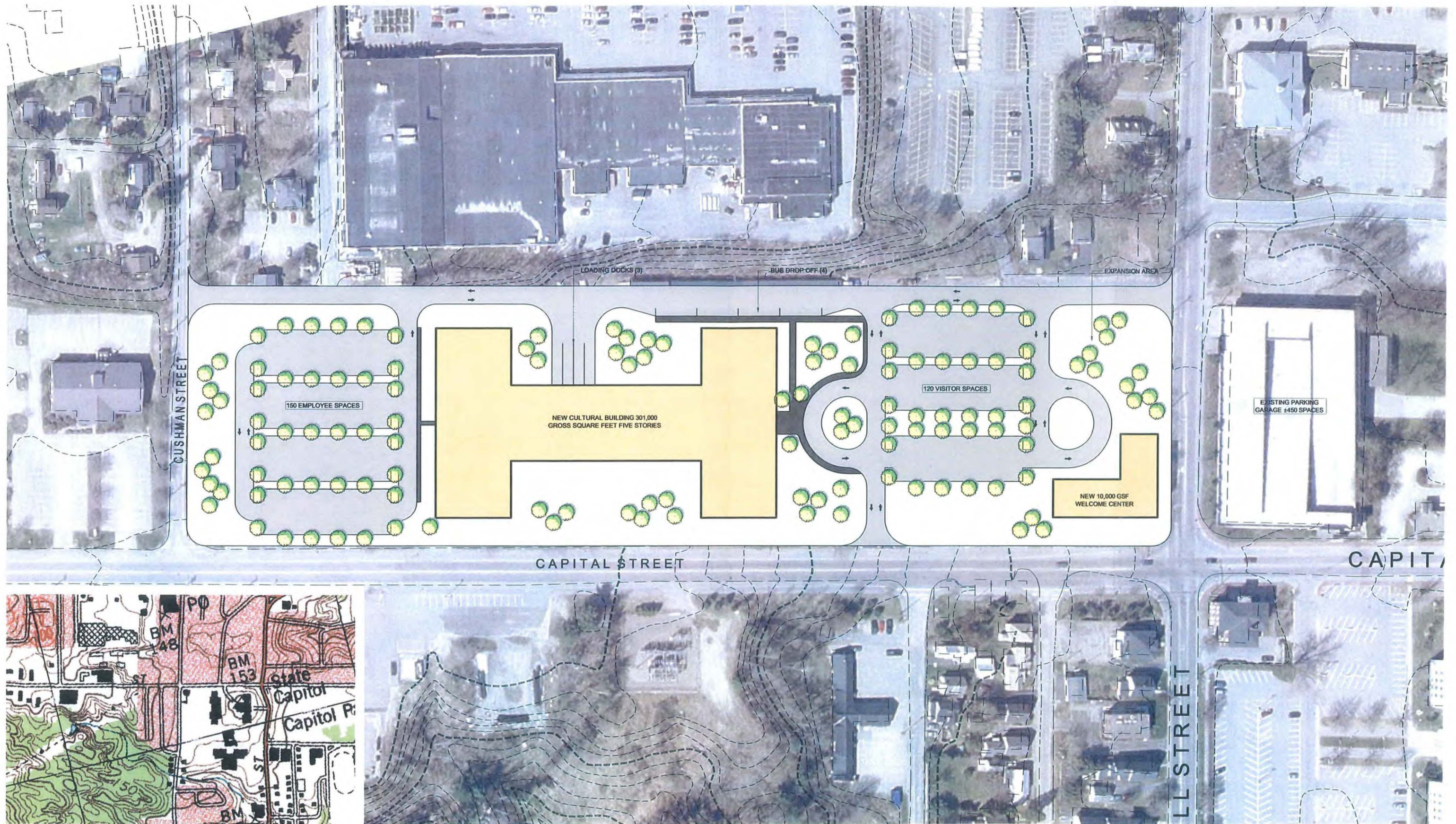


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Wata 10000 Office Standards/Ferms/MSRC031100-10-121506-Budget Order 4.xls

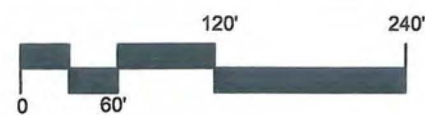






1. AIR PHOTO PROVIDED BY MAINE STATE GIS, TAKEN 2004  
 2. TOPOGRAPHY, WETLANDS, & PROPERTY LINE BASED ON PUBLICLY AVAILABLE DATA SOURCES & IS INTENDED TO BE USED FOR PRELIMINARY PLANNING PURPOSES ONLY.

PARKING COUNTS:  
 NEW SPACES: 270  
 EXISTING SPACES REMOVED: 0  
 NET GAIN/ LOSS OF PARKING: GAIN 270



PROJECT # 3311.00

DATE: 9.22.06



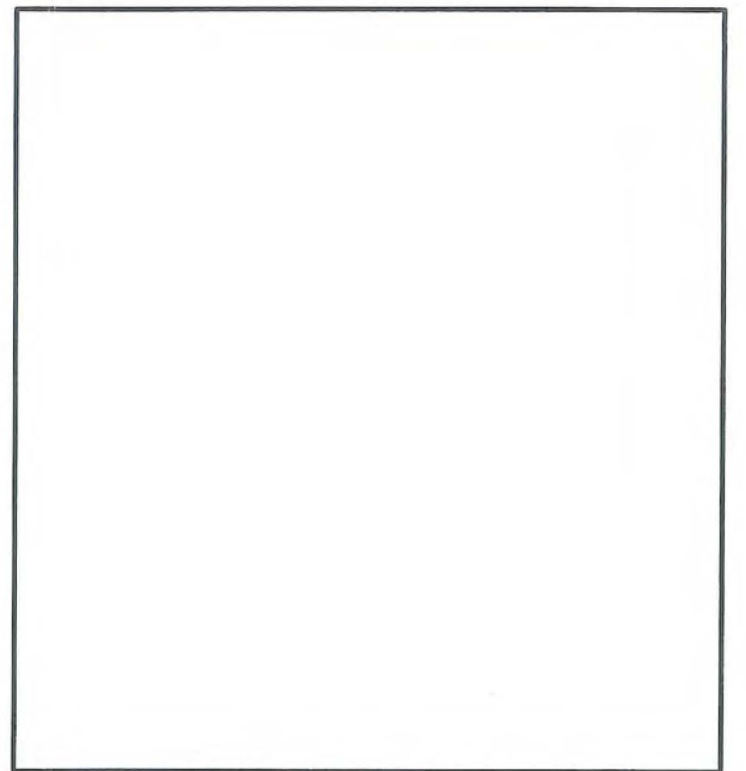
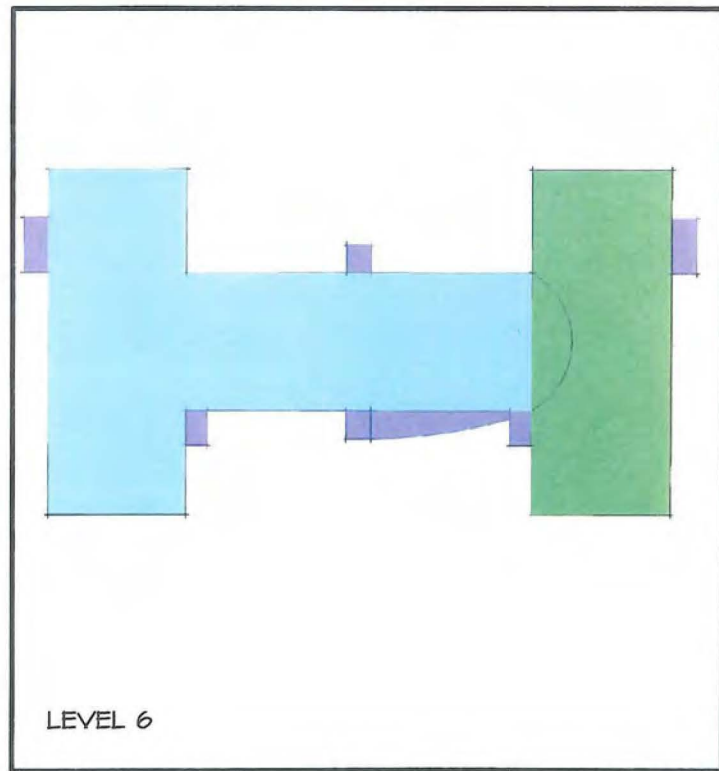
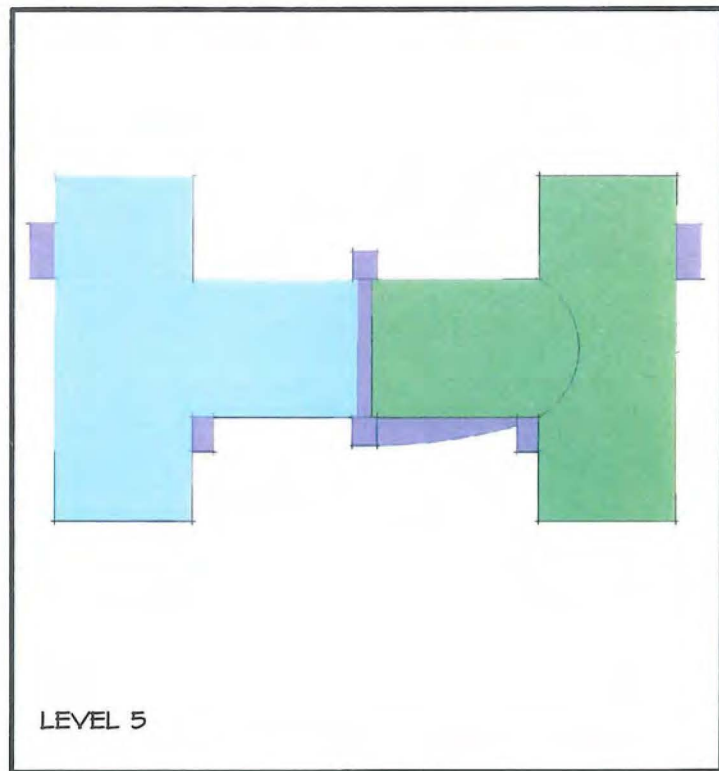
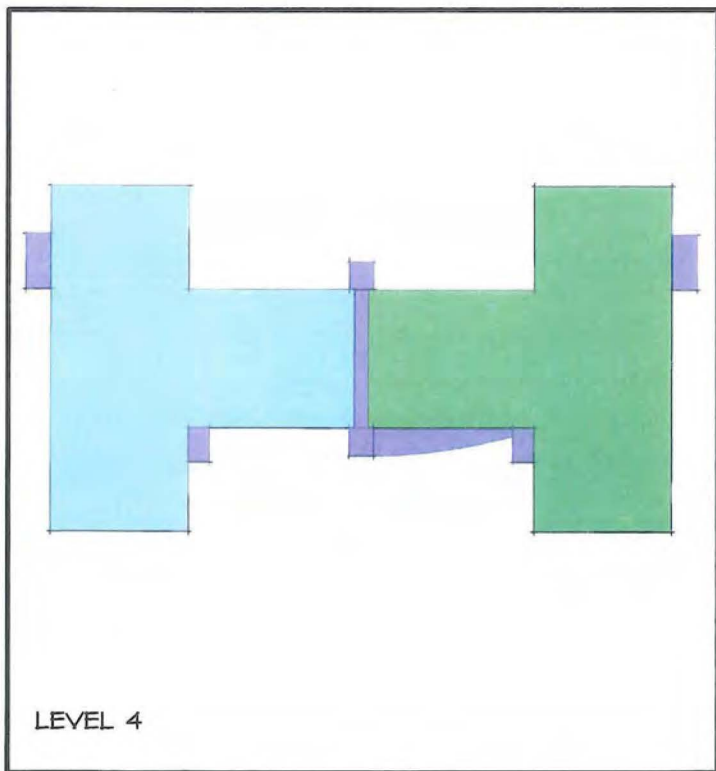
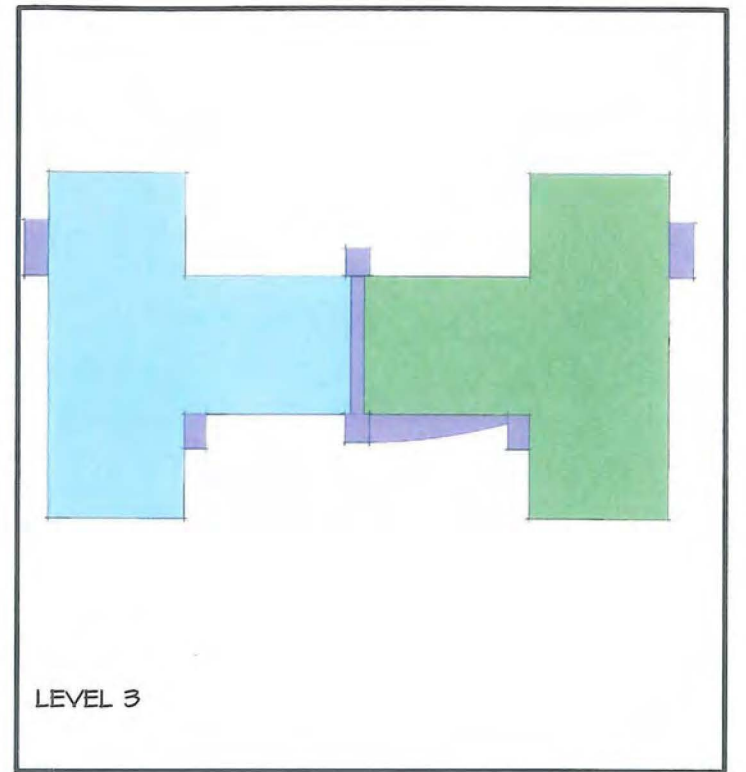
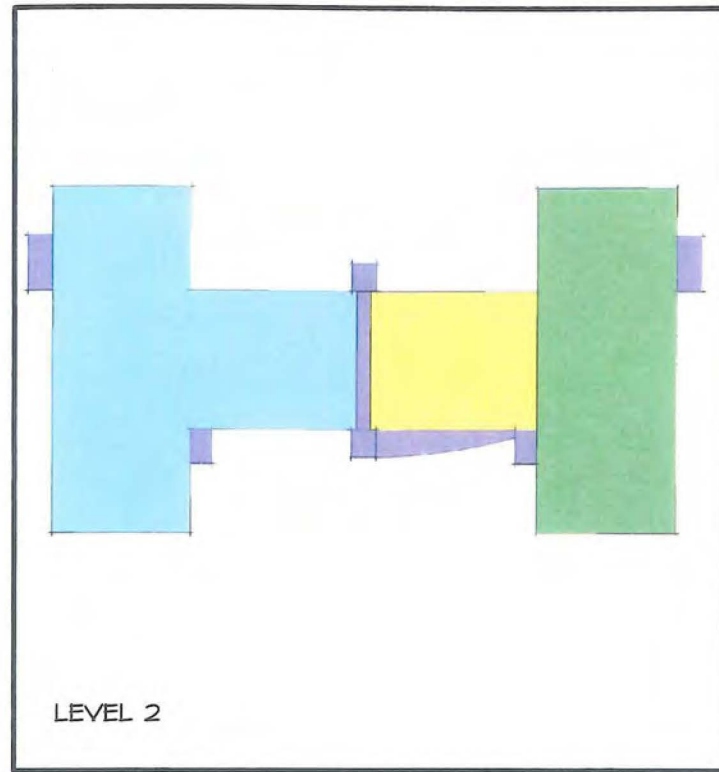
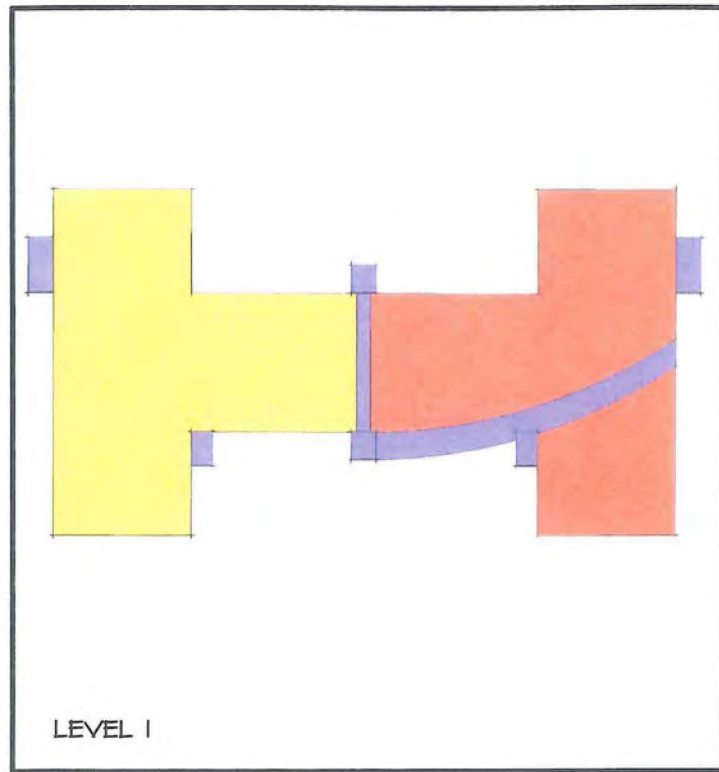
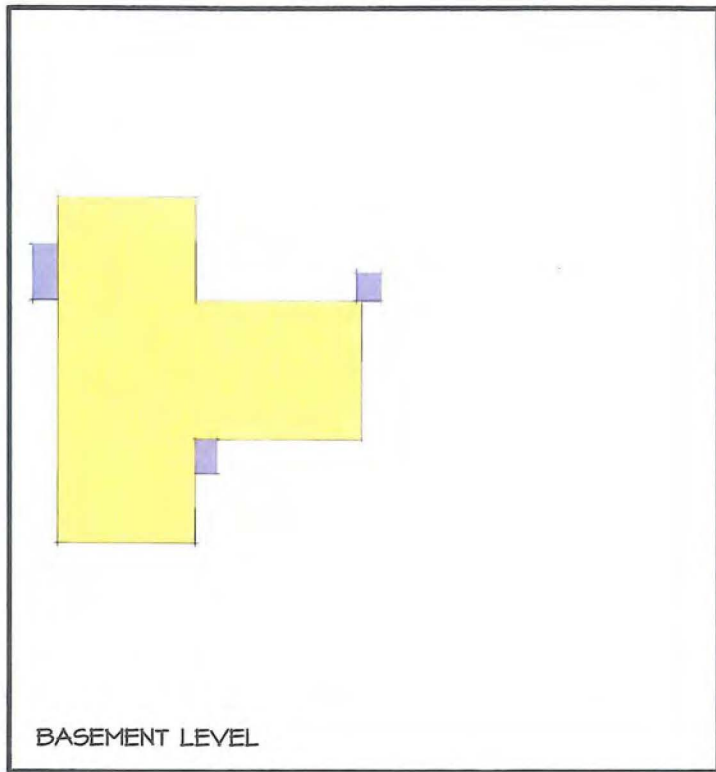
MAG. NORTH

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Bangor, Maine and Sarasota, Florida

**MAINE STATE CULTURAL  
 BUILDING STUDY**  
 SITE CONCEPT PLAN - OPTION 5  
 NEW FACILITY ELSEWHERE



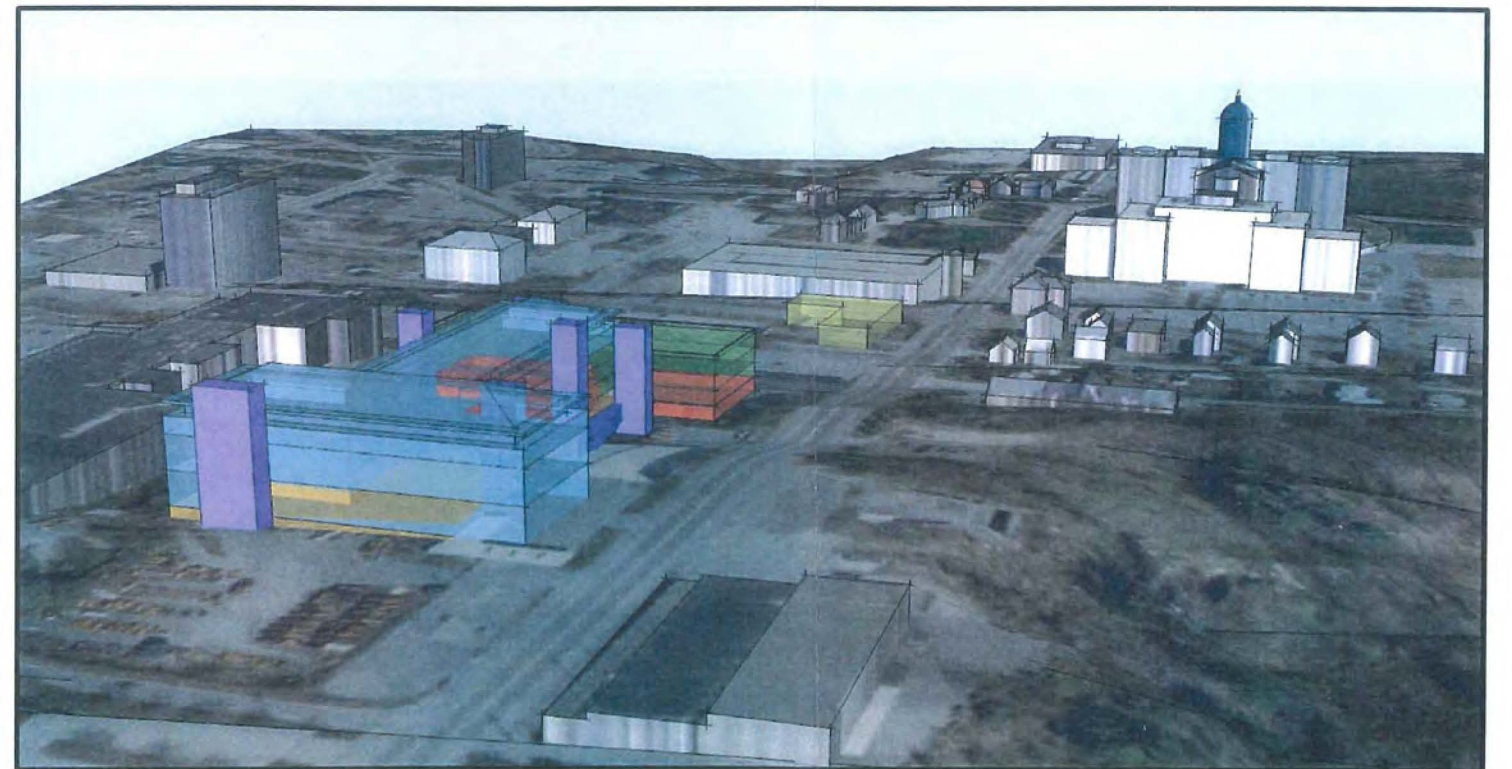
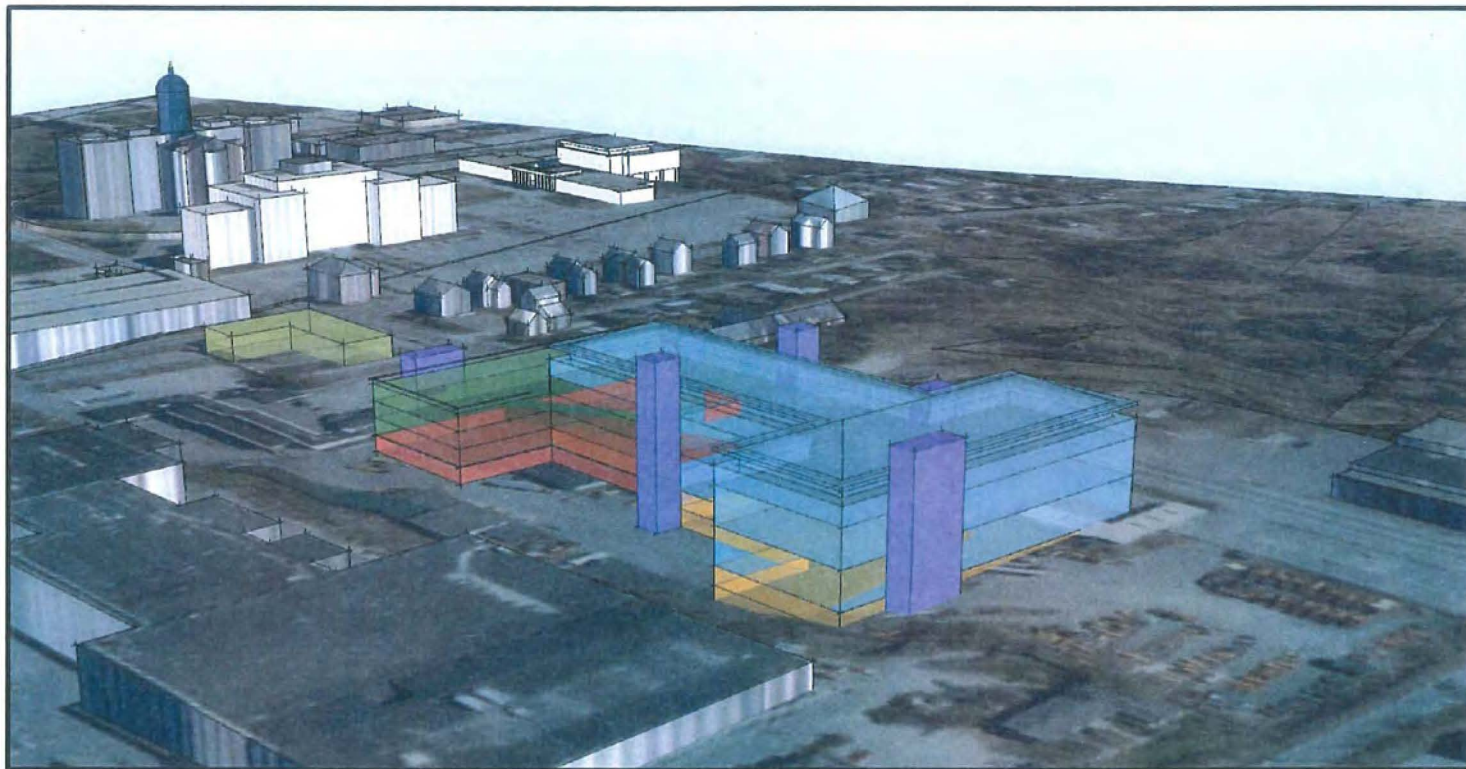
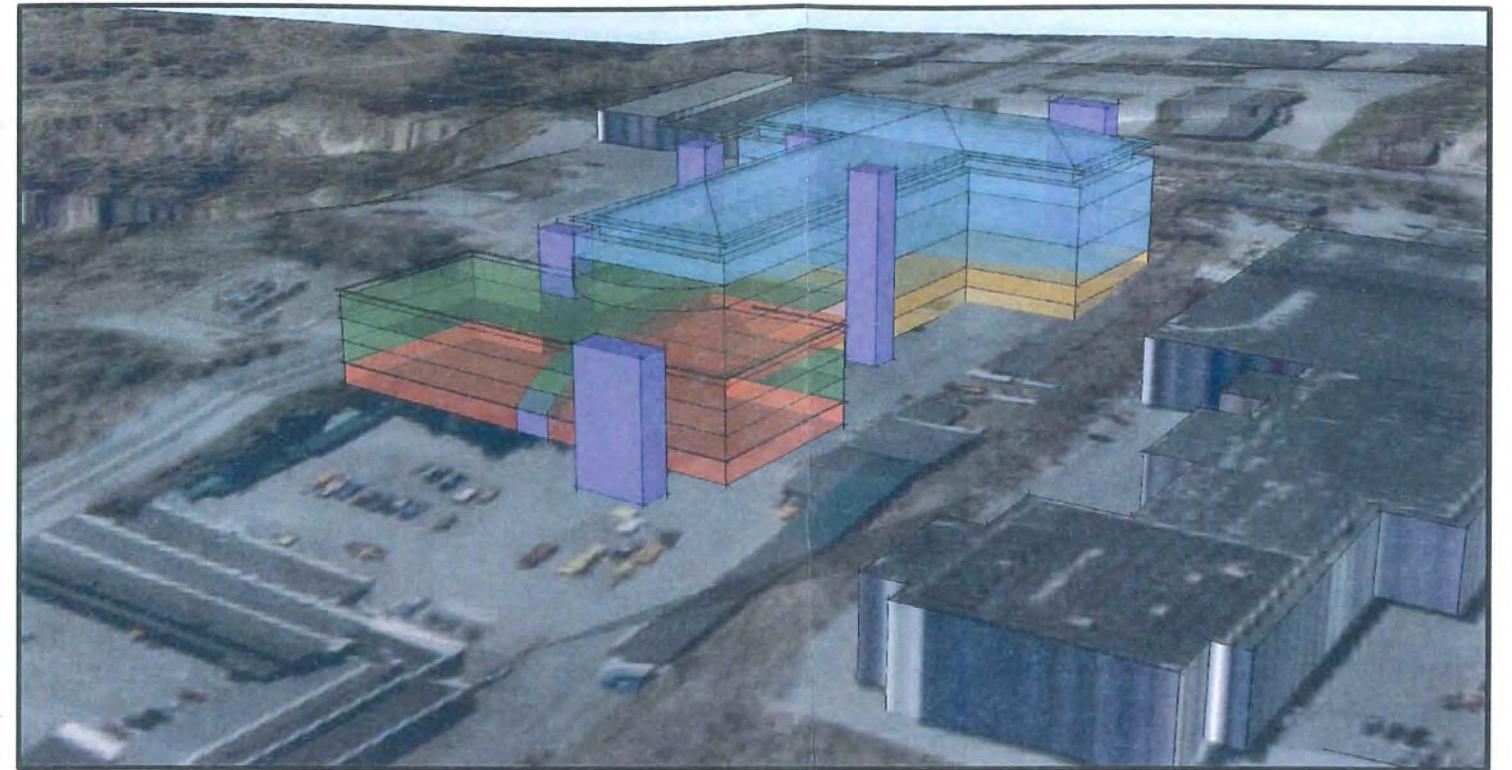
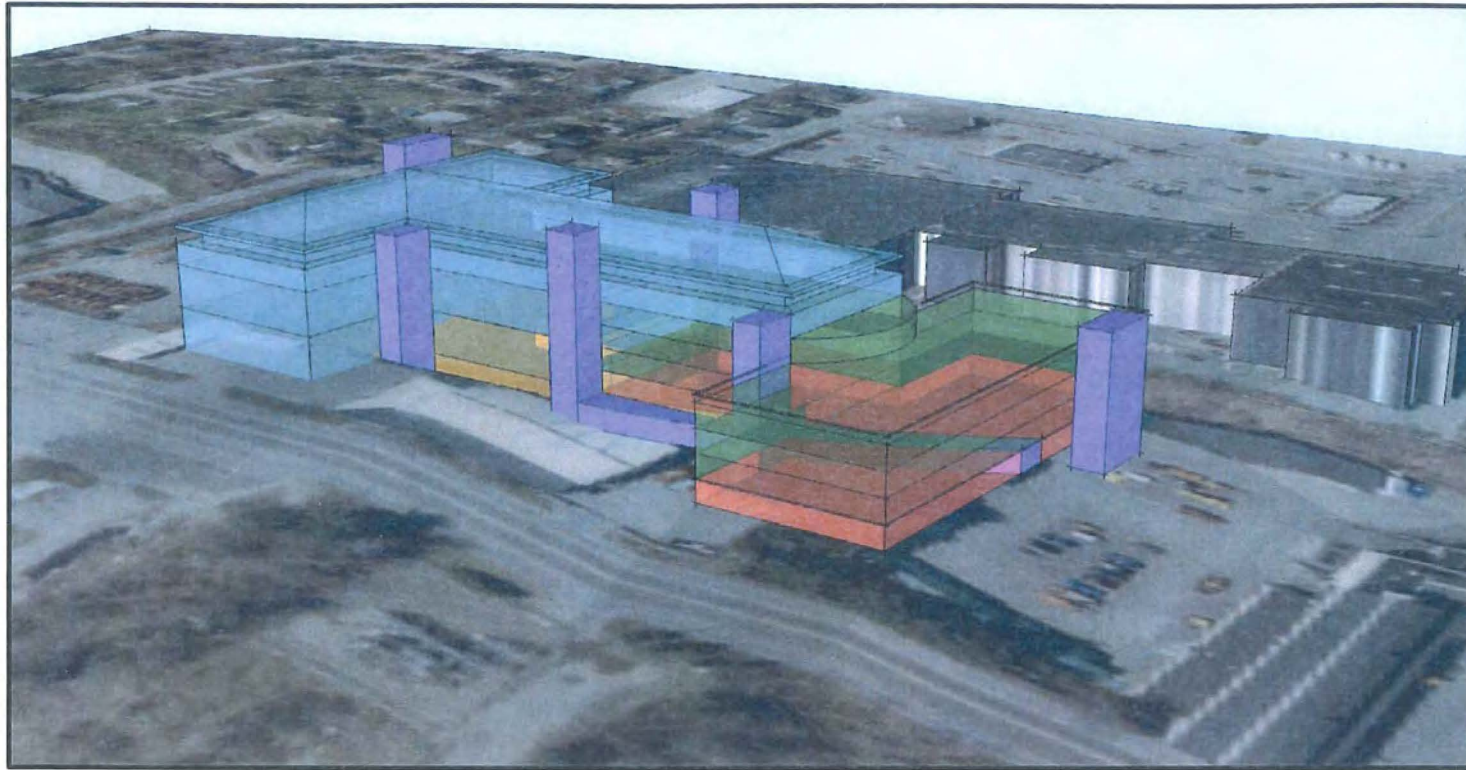


- LEGEND**
- LIBRARY
  - MUSEUM
  - SHARED
  - ARCHIVE

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 Bangor, Maine and Sarasota, Florida

**MAINE CULTURAL  
 BUILDING STUDY**  
 OPT 5 -NEW (DOT SITE)  
 SHEET: CONCEPT FLOOR PLANS





**LEGEND**

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- MUSEUM
- SHARED
- ARCHIVE

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Bangor, Maine and Sarasota, Florida

# MAINE CULTURAL BUILDING STUDY

OPT 5 -NEW (DOT SITE)  
SHEET: OPT5-ORTHO VIEWS



PROJECT SCHEDULE - OPTION 5  
New Facilities  
Maine State Cultural Building  
Augusta, Maine  
December 15, 2006

| TASK  | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     | 2013 |     |     |     |
|---|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |
| 1. MSCB Task Force Report (Aug - December)            |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 2. Public Support for Legislative Action (1/15/07 - ) |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 3.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 4.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 5.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 6.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 7. Design/Construction MDOT Fleet Services            |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 8. RFO/Selection Process for MSCB A/E                 |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 9. MSCB Schematic Design (18 weeks)                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 10. MSCB Design Development (24 weeks)                |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 11. MSCB Construction Documents Phase (36 weeks)      |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 12. MSCB Bidding/Negotiation Phase                    |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 13. MSCB Construction Phase (42 months)               |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |
|   | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     | 2013 |     |     |     |

Project Budget  
Pre-Design Phase  
December 15, 2006

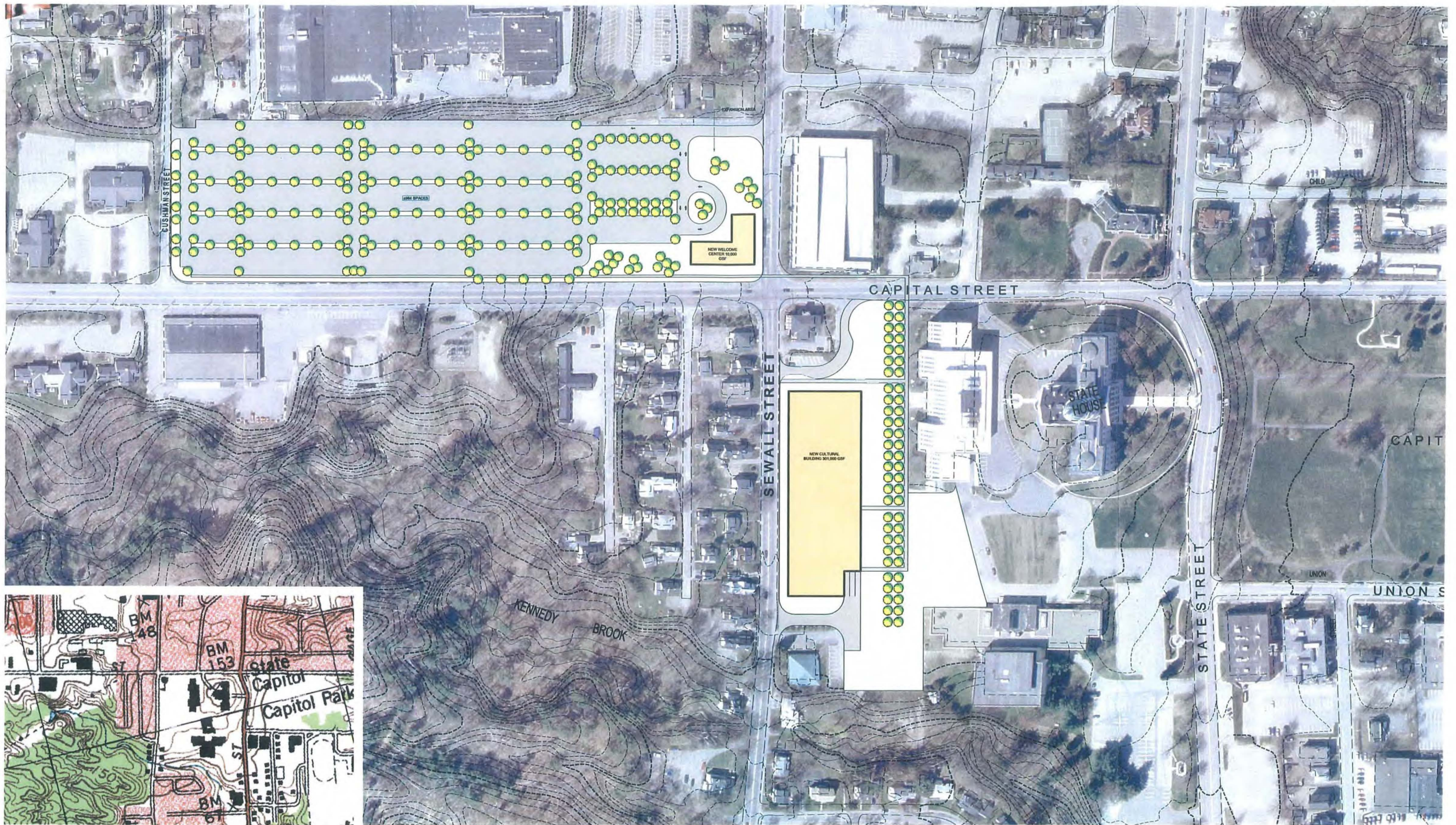
Option 5 - New Facility (DOT Site)  
Maine State Cultural Building / 3311.00  
Augusta, Maine

Statement of Probable Costs

|   | P <sup>2</sup> | \$\$ per ft <sup>2</sup> | %   | TOTAL           |
|---|----------------|--------------------------|-----|-----------------|
| <b>A CONSTRUCTION COSTS</b>                 |                |                          |     |                 |
| 1 New Construction                          | 305,060        | \$ 250                   |     | \$ 76,265,000   |
| 2 Demolition and Removal                    |                |                          |     | \$ 3,000,000    |
| 3 Site Development                          |                |                          | 12% | \$ 9,511,800    |
| 4 Visitor's Center (NLC)                    |                |                          |     | \$ -            |
| 5 MDOT Fleet relocation                     |                |                          |     | \$ 15,000,000   |
| Subtotal                                    |                |                          |     | \$ 103,776,800  |
| <b>B ADMINISTRATIVE COST &amp; RESERVE</b>  |                |                          |     |                 |
| 6 Moveable Equipment                        |                | 0%                       |     | \$ 6,226,610    |
| 7 Technology                                |                | 3%                       |     | \$ 3,113,300    |
| 8 Advertising / Insurance / Legal           |                | Lump Sum Estimate        |     | \$ 110,000      |
| 9 % for Art                                 |                | 1%                       |     | \$ 1,037,770    |
| 10 Museum Exhibits                          |                | Lump Sum Estimate        |     | \$ 29,212,500 * |
| 11 MDOT Fleet Services Relocation           |                | Lump Sum Estimate        |     | \$ 15,000,000   |
| 12 Bid Contingency                          |                | 5.0%                     |     | \$ 5,188,840    |
| 13 Construction Contingency                 |                | 5.0%                     |     | \$ 5,188,840    |
| Subtotal                                    |                |                          |     | \$ 65,077,860   |
| <b>C FEES AND SERVICES</b>                  |                |                          |     |                 |
| 14 Architect/Engineer - New Construction    |                | 7.5%                     |     | \$ 8,561,586    |
| 15 A/E Additional Services (FF&E)           |                | Lump Sum Estimate        |     | \$ 319,600      |
| 16 A/E Reimbursables                        |                | Lump Sum Estimate        |     | \$ 25,000       |
| 17 Permitting                               |                | Lump Sum Estimate        |     | \$ 75,000       |
| 18 Survey / Soils                           |                | Lump Sum Estimate        |     | \$ 50,000       |
| 19 Hazardous Material Testing and Abatement |                | Lump Sum Estimate        |     | \$ TBD          |
| 20 Construction Testing                     |                | Lump Sum Estimate        |     | \$ 150,000      |
| 21 Owners Representative                    |                | 168 Weeks                |     | \$ 336,000      |
| Subtotal                                    |                |                          |     | \$ 9,517,186    |
| <b>D TOTAL</b>                              |                |                          |     | \$178,371,846 * |

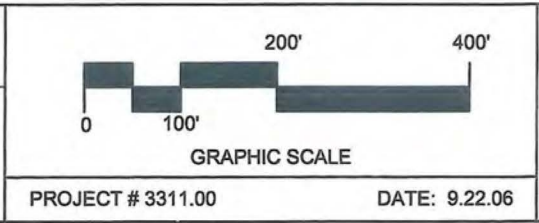
\*This number is based on the most expensive assumption that 75% of exhibits would need to be relocated as they currently exists. New exhibit space is substantially less costly, and therefore any determination to create new exhibits rather relocating old exhibits will significantly reduce overall costs.





1. AIR PHOTO PROVIDED BY MAINE STATE GIS, TAKEN 2004  
 2. TOPOGRAPHY, WETLANDS, & PROPERTY LINE BASED ON PUBLICLY AVAILABLE DATA SOURCES & IS INTENDED TO BE USED FOR PRELIMINARY PLANNING PURPOSES ONLY.

PARKING COUNTS:  
 NEW SPACES: 964  
 EXISTING SPACES REMOVED: ±491\*  
 NET GAIN/ LOSS OF PARKING: GAIN ±473  
 \*DOES NOT INCLUDE MDOT LOT REMOVALS

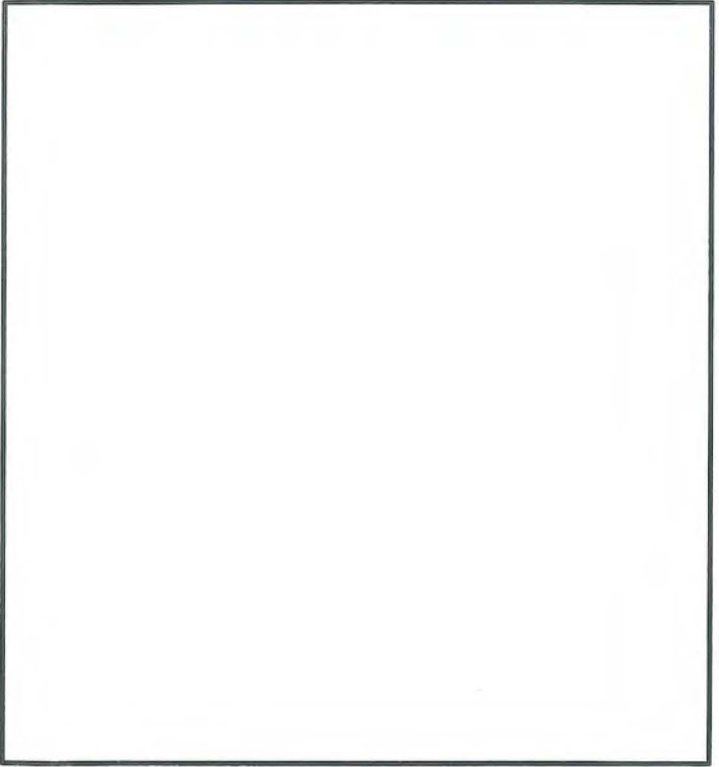
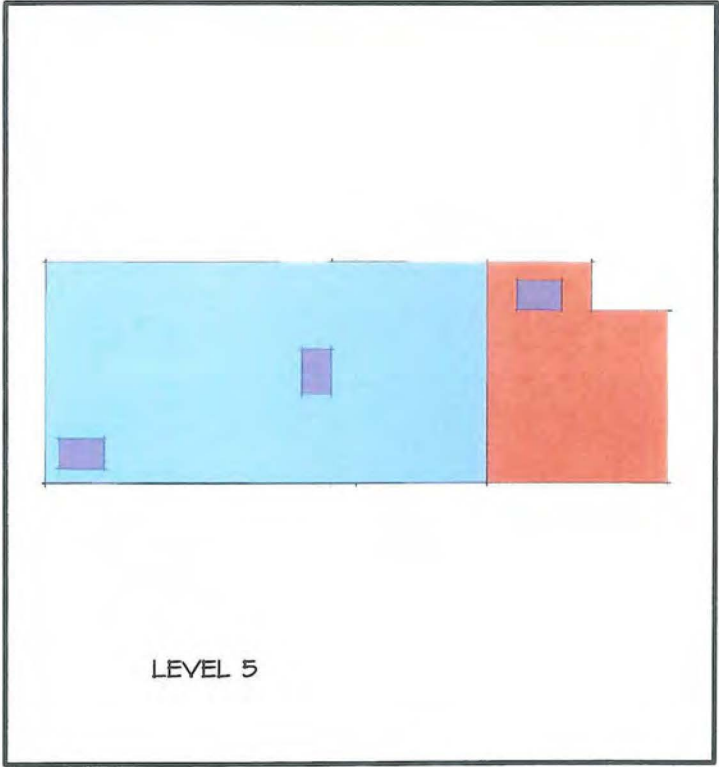
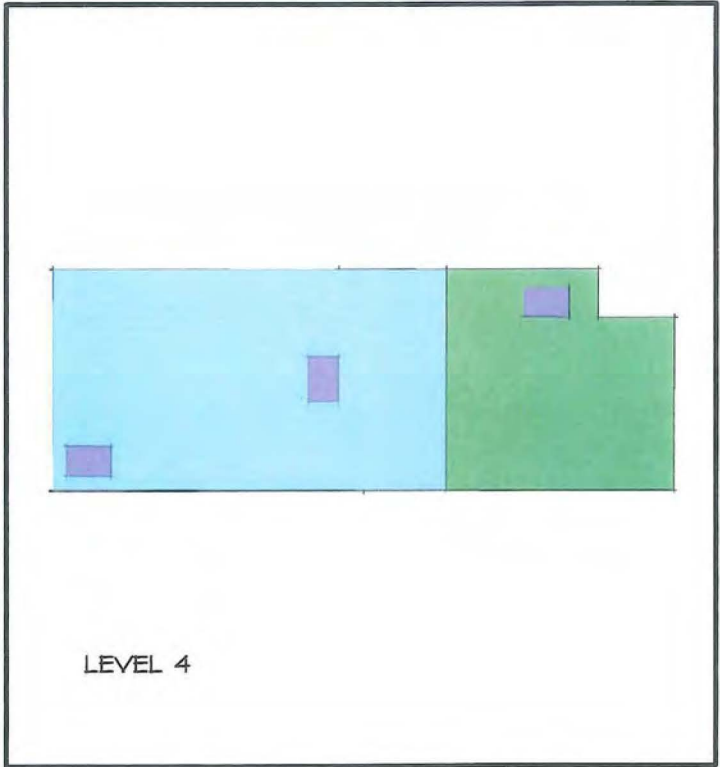
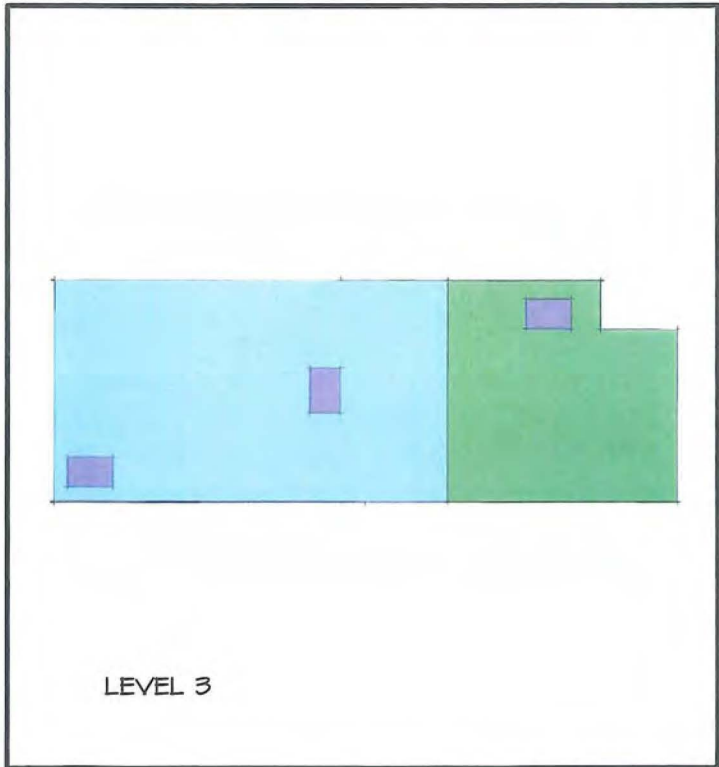
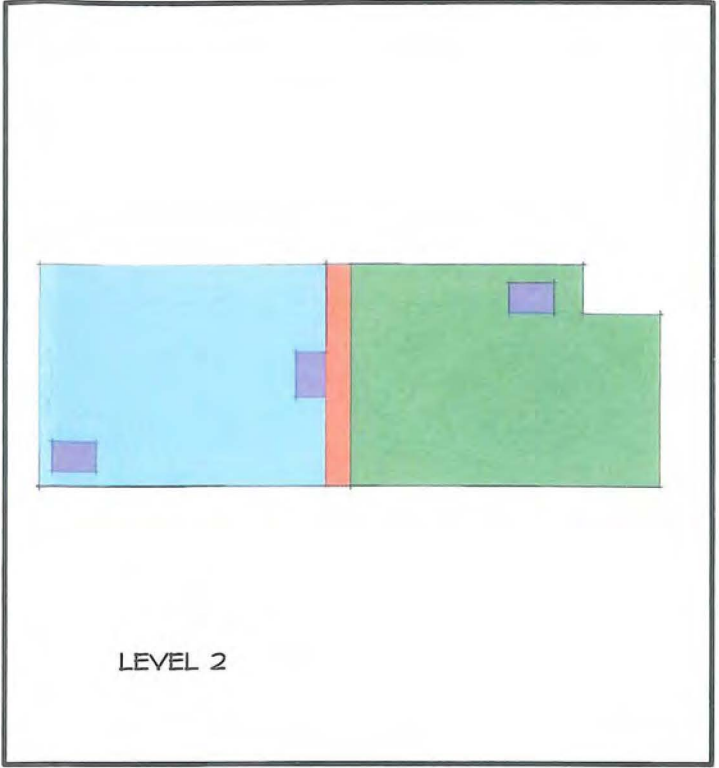
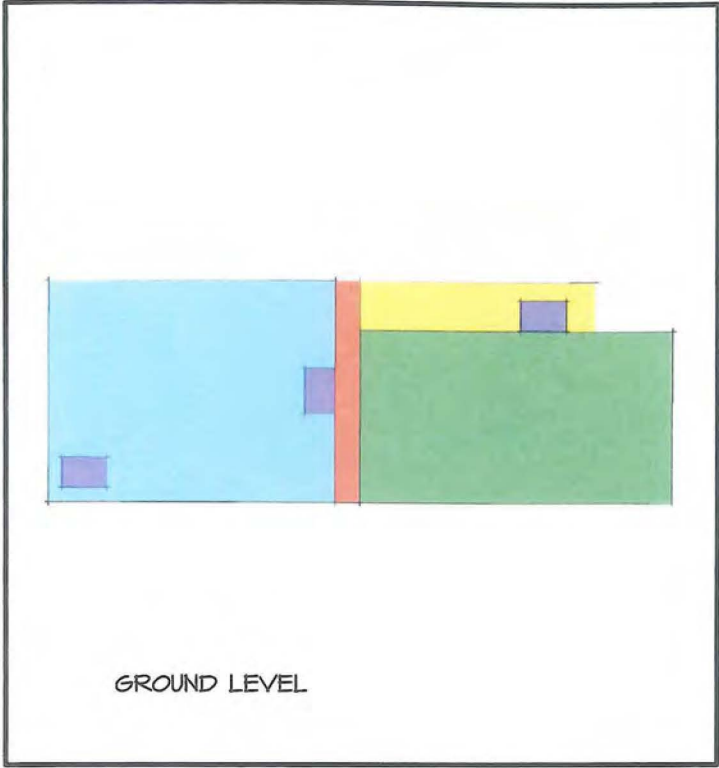
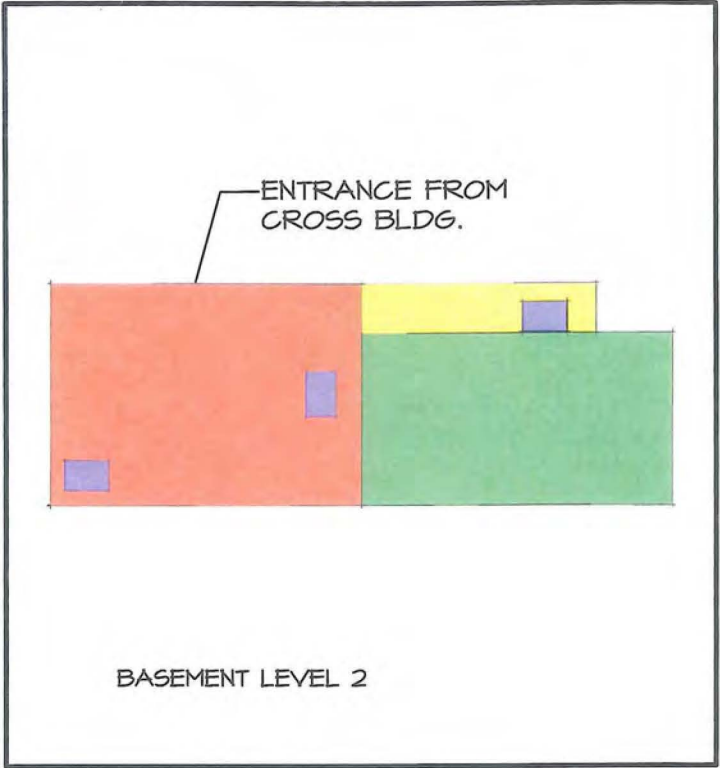
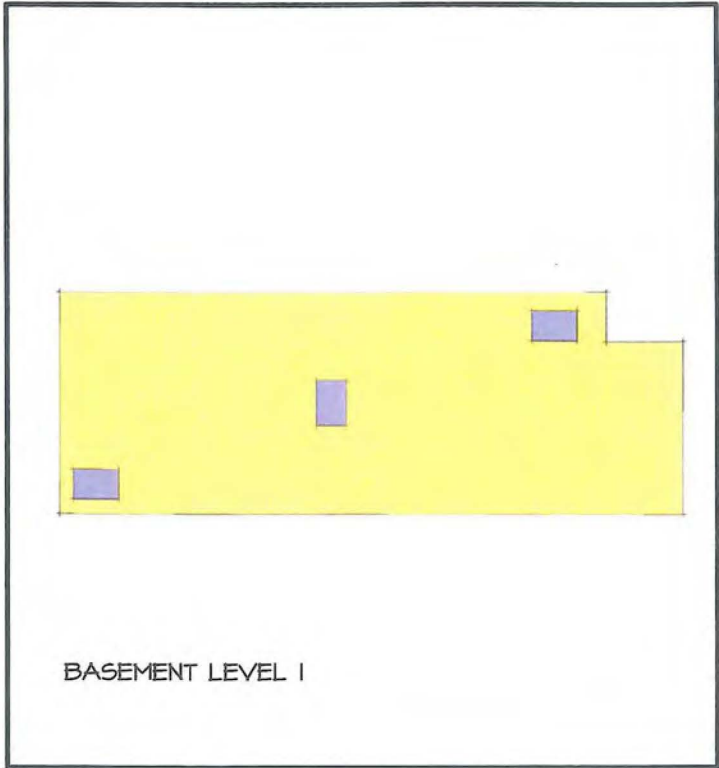


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Bangor, Maine and Sarasota, Florida

**MAINE STATE CULTURAL  
 BUILDING STUDY**  
 SITE CONCEPT PLAN OPTION 6  
 SATELLITE PARKING - BUILDING ON SEWALL LOT





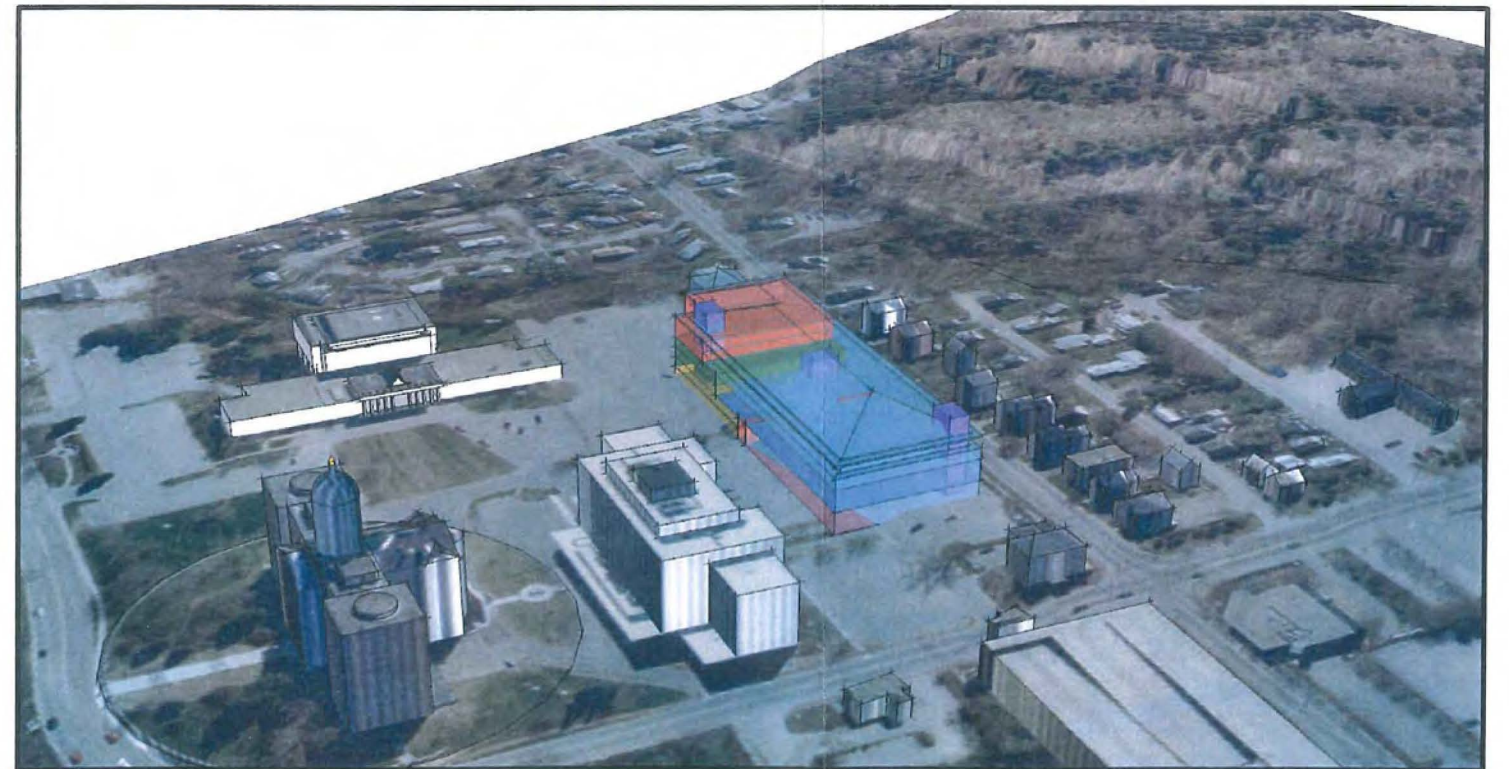
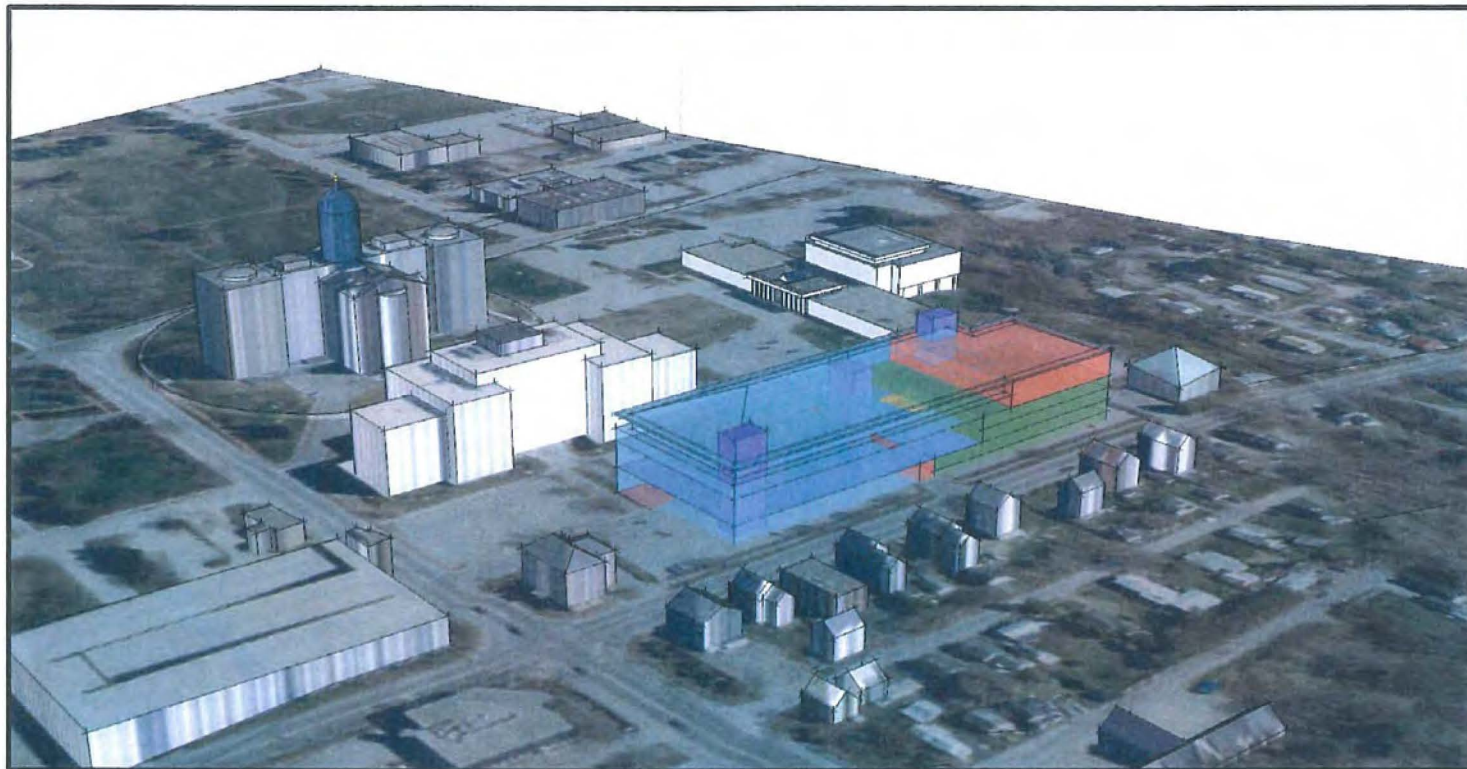
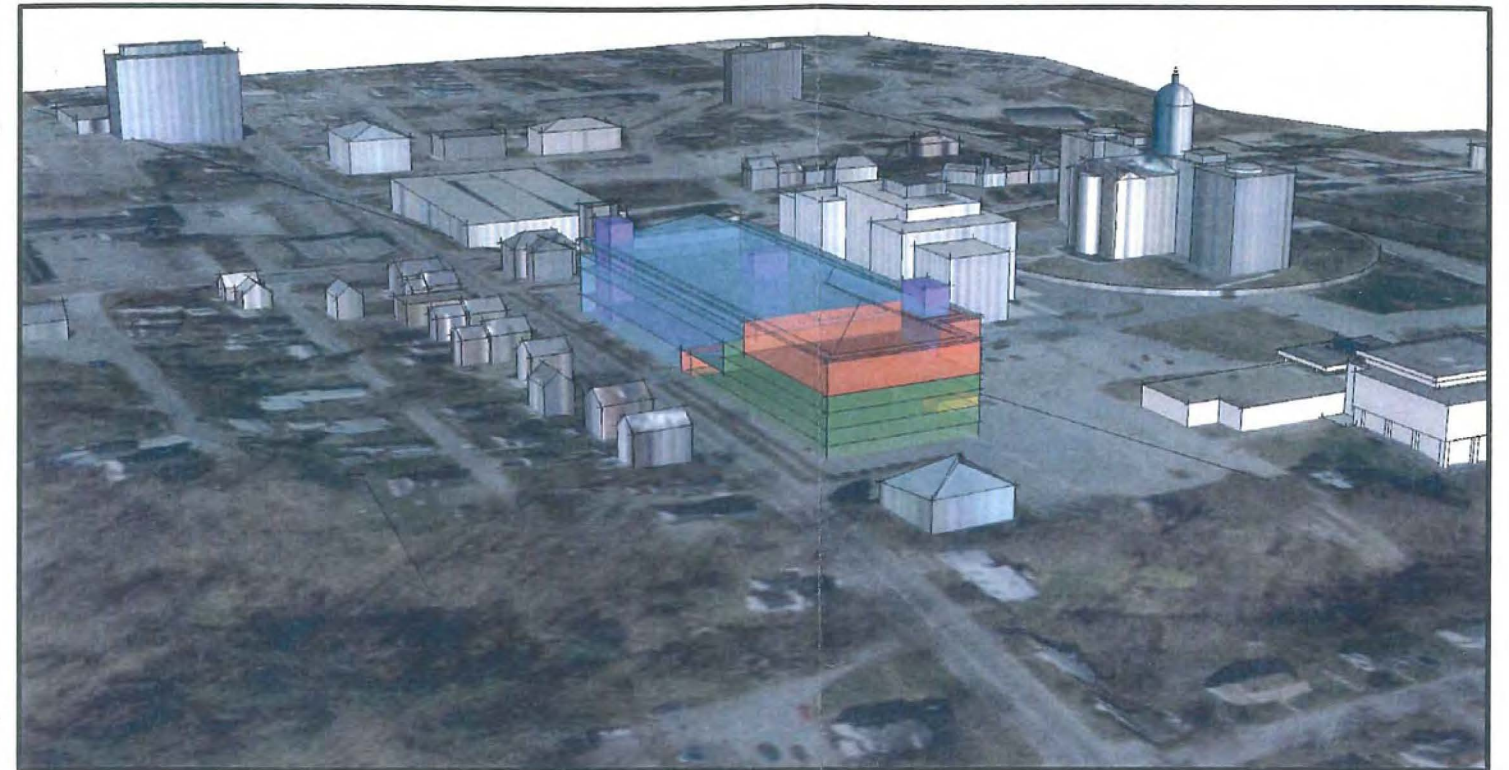
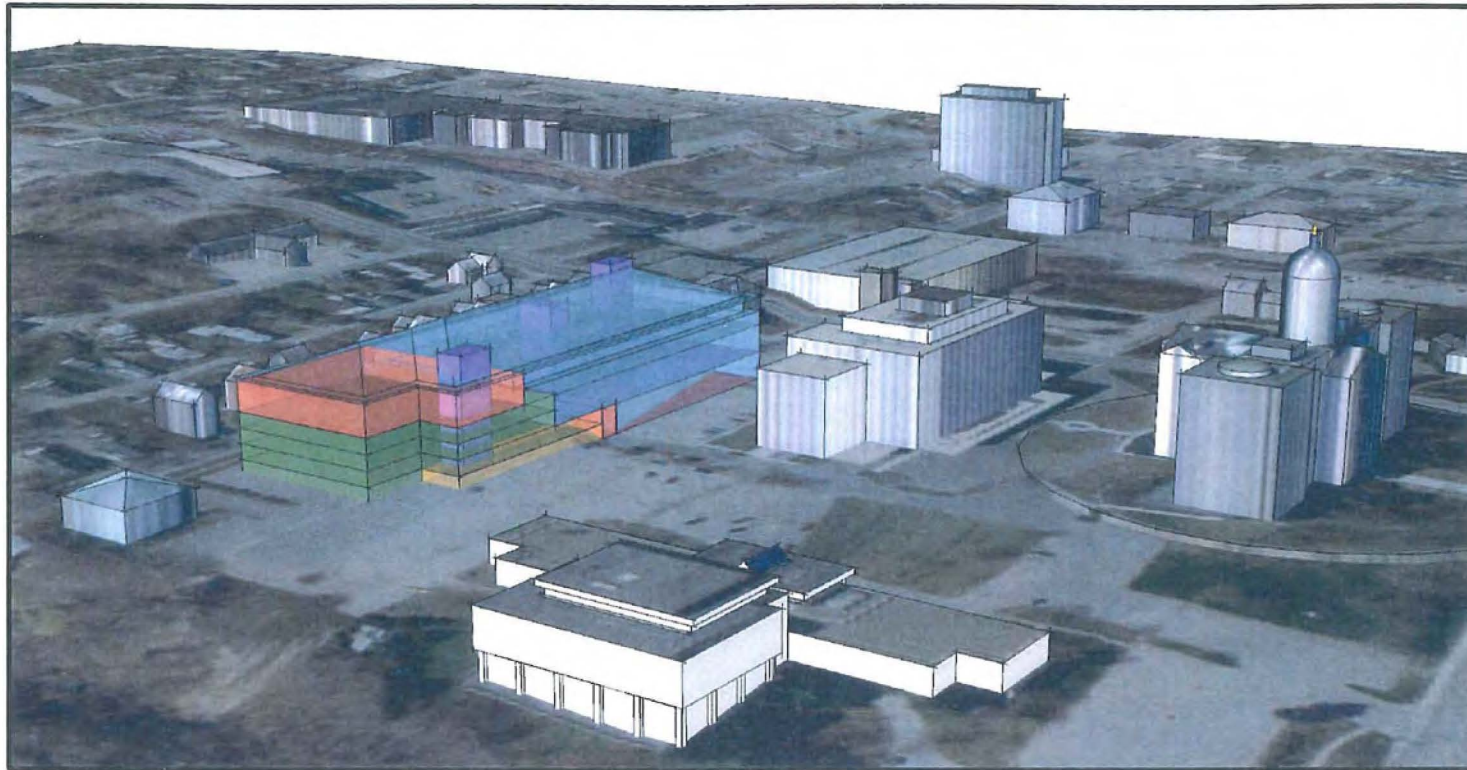
LEGEND

- LIBRARY
- MUSEUM
- SHARED
- ARCHIVE

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Bangor, Maine and Sarasota, Florida

**MAINE CULTURAL  
BUILDING STUDY**  
OPT 6 -NEW (SEWALL LOT)  
SHEET: CONCEPT FLOOR PLANS





- LEGEND**
- LIBRARY
  - MUSEUM
  - SHARED
  - ARCHIVE

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 Bangor, Maine and Sarasota, Florida

**MAINE CULTURAL  
 BUILDING STUDY**  
 OPT 6 - NEW (SEWALL LOT)  
 SHEET: OPT6-ORTHO VIEWS



PROJECT SCHEDULE - OPTION 6  
New Facilities  
Maine State Cultural Building  
Augusta, Maine  
December 15, 2006

| TASK  | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     | 2013 |     |     |     |
|---|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |
| 1. MSCB Task Force Report (Aug - December)            |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 2. Public Support for Legislative Action (1/15/07 - ) |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 3.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 4.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 5.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 6.  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 7. Design/Construction MDOT Fleet Services            |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 8. RFQ/Selection Process for MSCB A/E                 |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 9. MSCB Schematic Design (18 weeks)                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 10. MSCB Design Development (24 weeks)                |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 11. MSCB Construction Documents Phase (36 weeks)      |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 12. MSCB Bidding/Negotiation Phase                    |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| 13. MSCB Construction Phase (42 months)               |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
|   | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D | J-M  | A-J | J-S | O-D |
|   | 2006 |     |     |     | 2007 |     |     |     | 2008 |     |     |     | 2009 |     |     |     | 2010 |     |     |     | 2011 |     |     |     | 2012 |     |     |     | 2013 |     |     |     |

Project Budget  
Pre-Design Phase  
December 15, 2006

Option 6 - New Facility (Sewall Lot)  
Maine State Cultural Building / 3311.00  
Augusta, Maine

Statement of Probable Costs

|  | FT <sup>2</sup> | \$ per ft <sup>2</sup> | %                 | TOTAL                |
|--|-----------------|------------------------|-------------------|----------------------|
| <b>A CONSTRUCTION COSTS</b>                  |                 |                        |                   |                      |
| 1 New Construction                           | 305,060         | \$ 250                 |                   | \$ 76,265,000        |
| 2 Demolition and Removal                     |                 |                        | Lump Sum Estimate | \$ 3,000,000         |
| 3 Site Development                           |                 |                        | 12%               | \$ 9,511,800         |
| 4 Visitor's Center (M.I.C.)                  |                 |                        |                   | \$ -                 |
| 5 MDOT Fleet relocation                      |                 |                        |                   | \$ 15,000,000        |
| Subtotal                                     |                 |                        |                   | \$ 103,776,800       |
| <b>B ADMINISTRATIVE COST &amp; RESERVE</b>   |                 |                        |                   |                      |
| 6 Moveable Equipment                         |                 |                        | 6%                | \$ 6,226,610         |
| 7 Technology                                 |                 |                        | 3%                | \$ 3,113,300         |
| 8 Advertising / Insurance / Legal            |                 |                        | Lump Sum Estimate | \$ 110,000           |
| 9 % for Art                                  |                 |                        | 1%                | \$ 1,037,770         |
| 10 Museum Exhibits                           |                 |                        | Lump Sum Estimate | \$ 29,212,500        |
| 11 MDOT Fleet Services Relocation            |                 |                        | Lump Sum Estimate | \$ 15,000,000        |
| 12 Bid Contingency                           |                 |                        | 5%                | \$ 5,188,840         |
| 13 Construction Contingency                  |                 |                        | 5%                | \$ 5,188,840         |
| Subtotal                                     |                 |                        |                   | \$ 65,077,860        |
| <b>C FEES AND SERVICES</b>                   |                 |                        |                   |                      |
| 14 Architect/Engineer - New Construction     |                 |                        | 7.5%              | \$ 8,561,586         |
| 15 A/E Additional Services (FF&E)            |                 |                        | Lump Sum Estimate | \$ 319,600           |
| 16 A/E Reimbursables                         |                 |                        | Lump Sum Estimate | \$ 25,000            |
| 17 Permitting                                |                 |                        | Lump Sum Estimate | \$ 75,000            |
| 18 Survey / Soils                            |                 |                        | Lump Sum Estimate | \$ 50,000            |
| 19 Hazardous Materials Testing and Abatement |                 |                        | Lump Sum Estimate | TBD                  |
| 20 Construction Testing                      |                 |                        | Lump Sum Estimate | \$ 150,000           |
| 21 Owners Representative                     |                 |                        | 168 Weeks         | \$ 336,000           |
| Subtotal                                     |                 |                        |                   | \$ 9,517,186         |
| <b>D TOTAL</b>                               |                 |                        |                   | <b>\$178,371,846</b> |

\*This number is based on the most expensive assumption that 75% of exhibits would need to be relocated as they currently exists. New exhibit space is substantially less costly, and therefore any determination to create new exhibits rather relocating old exhibits will significantly reduce overall costs.





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