

**AGENCY REQUEST FOR  
A/E SELECTION  
JANUARY 2016**

**AGENCY:** Department of Administration (DOA)

**AGENCY CONTACT:** Ted Crawford; (608) 266-1674; [ted.crawford@wisconsin.gov](mailto:ted.crawford@wisconsin.gov)

**LOCATION:** State Human Services Building  
1 W. Wilson Street  
Madison Wisconsin

**PROJECT REQUEST:**

The A/E will provide pre-design through construction administration services for an elevator modernization project at the State Human Services Building. A/E services will follow the DFD “*Policy and Procedure Manual for Architects/Engineers and Consultants*”, the “*Guide for Developing Program Statements for Projects Requiring Enumeration*”, and the DFD “*Contract for Professional Services*” as directed by DFD at the Design Kickoff meeting. Services may be contracted for in multiple parts with project-specific review/ approval/ authorization points in the contract as determined by the needs of the project. Authorization for subsequent services will be issued in writing upon satisfactory performance and completion of contracted services and deliverables.

**PROJECT NUMBER: 15K2D**

**PROJECT DESCRIPTION:**

Project scope will address the on-going elevator maintenance issues, deteriorating ride performance, and building code changes to ensure that elevators in the project will function properly, meet ADA requirements and have life safety systems that allow full fire service and smoke recall on all floor. The hired A/E will confirm the condition and modernization needs or upgrades for the following elevators or elevator groups:

- **One two-stop Hydraulic West Freight Elevator.** This equipment is approximately 55 years old and is obsolete, in poor condition and requires constant maintenance. Due to the condition and age of the equipment, a full replacement is needed – including the in-ground hydraulic cylinder.
- **One three-stop Traction Center Freight Elevator.** This equipment is approximately 79 years old and is obsolete, in poor condition and requires constant maintenance. Due to the age of this equipment, a full equipment replacement is needed – including landing door entrances. The shape of this hoist way may limit modernization options so installation of new, code-compliant swing type doors should be done. The existing machine room is not code compliant and solutions are needed regarding the location of new elevator equipment.
- **Four fifteen-stop Traction Center Lobby Passenger Elevator Group.** The controllers were replaced in 1993 and are nearing the end of their service life. Consideration should be given to enclosing the two elevated machine areas to maintain environmental conditions and provide code compliant separation from non-elevator equipment. The gearless hoist

machines should be replaced due to age. This could provide an opportunity to install more energy efficient equipment such as alternating current (AC) machines and fully regenerative drives. The condition of rails and car slings should be assessed & replaced as needed. Additionally, the historic bronze hoist-way doors on the first floor require refurbishment and fire fighter service operation is included in the project. Elevator modernization will be phased.

- **Three nine-stop Traction Passenger Elevators.** Two elevators are located at the west end of the building and one at the east end of the building. The controllers were replaced in 1997 and have limited service life remaining. Equipment to be replaced includes – the car, car doors, car door operators, and controls. The condition of rails and car slings need to be assessed and replaced as needed. Gearless hoist machines should be replaced based upon age. This could provide an opportunity to install alternating current (AC) machines and fully regenerative drives. The historic bronze hoist-way doors on the first floor will be refurbished. Fire fighter service operation will be provided and heating and cooling improvements to the equipment room will be implemented to satisfy equipment warranties. Elevators modernization will be phased.

#### **JUSTIFICATION:**

The State Human Services Building is listed on the National Register of Historic Places (*the 1<sup>st</sup> and 2<sup>nd</sup> floors of the facility are designated for historical preservation.*) The building occupies approximately 750,000 GSF of space and has 11 stories above ground and 4 below ground. This facility was constructed in three phases or units between 1930 and 1959. Unit 1 was constructed in 1930 and has a rectangular footprint with six stories above ground and three basement levels having partial exposure on the Lake Monona elevations. Unit 2 was constructed in 1938 and has an “L” shaped footprint with an eleven story rectangular tower and a six story connector that links Units 1 & 2. Unit 3 was constructed in 1959, has a rectangular footprint and a six story connector to Unit 2.

The existing elevator equipment at this facility ranges in age from 79 to 23 years old. Equipment obsolesce, on-going maintenance issues, deteriorating ride performance and building code changes, indicate that elevator modernization and upgrades are needed. Additionally, hydraulic elevators (such as the West Freight Elevator) are a priority to upgrade due to the potential for rust degradation of the cylinder and the bulkhead, and other associated equipment failures.

In 2012, a hired A/E consultant reviewed and provided a condition assessment, repair recommendations and budget costs for elevators located in DOA buildings in the Madison area. The requested elevator updates/modernization was included as an All Agency Request (AAPRs) in the Department’s 15-17 Capital Budget. Attached is information from the original 2012 and updated October 2015 condition assessment report specific to the State Human Services Building.

**BUDGET/SCHEDULE**

<b>Budget Line</b>	<b>\$</b>
Construction	\$
Design	\$
DFD Mgmt.	\$
Contingency	\$
Equipment	\$
Other Fees	\$
<b>Total Project Cost</b>	<b>\$ 3,635,100</b>

<b>Project Schedule</b>	<b>Date</b>
A/E Selection	January 2016
Design Report	May 2016
SBC Approval	June 2016
Bid Opening	Sept 2016
Start Construction	Dec 2016
Substantial Construction	Nov 2017
Final Construction	Dec 2017