21 November 1991

Ms. Berit Stevenson
METRO
2000 S.W. 1st Avenue
Portland, OR 97201-5398

Dear Berit,

This letter will form The Hoffman/TVA/Cole team's response to the questions raised in your letter of 11/20/91. Our response to Mr. Younie's structural questions are addressed by KPFF within an attachment to this letter.

1. **Security System:** We have attached a narrative description/clarification of the security elements which are included within our base building price.

2. **Gateway Allowance:** Our proposal includes a $100,000 allowance, within the base building price, to accommodate future design for a Gateway to the Lloyd District.

3. **Insulation:** Our base building proposal includes insulation, per code, under the office space floor that is immediately above parking.

4. **GM/GC Approach:** With regards to your question, *"Are you proposing a CM/GC approach with a GMP contract for all phases of the work?"* Our recommended approach brings important elements of the CM/GC approach to Metro, but is a fixed-price, design/build (also called single-source or turn-key) project delivery process.

The reason we have not proposed a GMP format: Our proposal maximizes the design within your fixed budget, by eliminating certain procurement and accounting costs and associated risks. In areas such as demolition, structure, and site construction we intend to use our own forces, or specific contractors who can supplement our efforts. Also, our research indicates that window construction is key to a successful project. We need the flexibility to work with specialty suppliers, before proceeding through full window design. Finally, the schedule we have proposed may require early procurement of some equipment, which would be unwieldy under the CM/GC format.

We do propose incorporating many of the CM/GC concepts. Specifically, ones which will increase Metro's participation throughout the design/build process. We plan to initiate the process with a session devoted to "fine tuning." At this session we will request Metro's input into with regards to our design solution. This discussion might include such issues as maintenance concerns, manufacturer preferences or other

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Hoffman Construction Company | METRO Headquarters Building | TVA/Cole Associated Architects

operational data that the HCC/TVA-Cole team can respond to. Where additional costs might be involved, we will give realistic charges and credits for options, and jointly evaluate the best balance for the budget. Owner participation will continue through the design reviews and on through construction.

We utilized this blend of CM/GC and design/build approaches on the Portland State Office Building with the State of Oregon. I believe they are satisfied that they not only got most of what they wanted, but they felt included in the decisions which affected their building. We maintained an open book approach to scheduling, safety, quality circles and warrantee issues which are typical of CM/GC, but not as common in design/build. I would encourage you to verify this with their on-site project manager, Kirk Pawlowski (233-0186), or with Bill Foster in Salem (378-2865).

Berit, our team's ultimate goal is to help Metro create a successful project-delivery process under the rubric of design/build: A process that responds to your needs, creates long-term satisfaction with the building and generate team spirit with your contractors and architects.

We look forward to our interview and to the opportunity to work with Metro on this exciting project.

Sincerely,
HOFFMAN CONSTRUCTION COMPANY

Wayne Drinkward
Executive Vice President

Encl.

GLUMAC

GLUMAC & ASSOCIATES, INC.
Consulting Engineers
920 S.W. Third Avenue, Suite 100
Portland, Oregon 97204
503/227-5280

MEMORANDUM

TO: Wayne Drinkward DATE 11/21/91 ROUTE FILE COPY TO: EMK
SAS

AT: Hoffman Construction Co. PROJECT M.E.T.R.O.

FROM: Greg Kienle JOB NO. 851P01A COPY TO: Millard Surrat - HCC
Tom Cole - TVA
GBK - EE file

SUBJECT: Design Building Proposal Questions

The following clarifies the security elements for the following doors for each building floor:

Basement

1. At pair of elevators:
   a. Camera
   b. Intercom
   c. Card Reader

First Floor

1. Vehicular entry:
   a. Camera
   b. Intercom
   c. Card Reader
   d. Call-In

2. Stair adjacent to Vehicular Entry (near freight elevator):
   a. Intercom
   b. Call-in

3. At pair of elevators:
   a. Camera
   b. Intercom
   c. Card Reader

4. Grand Avenue Entrance(s):
   a. Doors mechanically locked during non-working hours and electronically supervised for forced entry.

5. Lloyd Boulevard Entrance:
   a. Doors mechanically locked during non-working hours and electronically supervised for forced entry.

Second Floor

1. Irving Street Entry:
   a. Camera
   b. Intercom
   c. Card Reader
   d. Electronically operated - motion sensor request-to-exit.

2. East Entry adjacent to Daycare:
   a. Camera
   b. Intercom
   c. Card Reader
   d. Electronically operated - motion sensor request-to-exit.

Please call if you have any questions or comments.

GBK:jre

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kpff

MEMORANDUM

Date: November 21, 1991

To: Wayne Drinkward - Hoffman Construction

From: Art Johnson

RE: SEARS METRO BUILDING
KPFF Project No. 91484.9

1A. Yes, walls are all around retail space.

1B. Major openings will be included in order to allow access. Locations will be coordinated with the owner as well as the A/E team. 50 percent of the wall can be open in both directions.

2A. Dowels will be drilled and grouted into the first level concrete slab to transfer the shear loads.

2B. Dowels will be drilled and grouted into floors and columns to transfer shear loads. Where walls are continuous above and below, dowels will extend through the slab and connect to the walls above and below.

3. The joint will be grouted closed and the two sections will be physically attached at the first supported floor. At the upper floors, the two sections may or may not be attached, based on deflections calculated from the final seismic analysis. If the sections are not connected, joint widths will be measured and widened where necessary. If the required joint width is greater than can be achieved, the sections will be connected similar to the first supported floor. Preliminary design and pricing is based on the two sections acting independently. The cost of connecting the sections would be offset by a savings in required shear walls at the lower levels and by a savings in architectural treatment of the joint.

4. The existing roof will be cut and removed to match the final roof opening. Unsupported edges of the existing roof will be supported by the new framing.

5. The existing west wall was priced as a new wall. The existing wall will be inspected and will be used if properly reinforced.

6. The wall at grid 6 was priced as a new wall. The existing wall will be inspected and will be used if it is properly reinforced.

7. The elevator pit walls will be extended as beams below the existing slab and will connect to adjacent columns through additional beams.

8. We will perform both a conventional static analysis and a dynamic analysis using SAP. We will utilize site specific information developed for our use during design of the State Office Building, two blocks away.

AWJ/be

cc: Wade Younie, Walker/Diloreto/Younie/Inc.