

PROJECT OF THE YEAR

WINNER



PHOTOGRAPHER / SCOTT PAULUS

MILWAUKEE INTERMODAL STATION 433 W. ST. PAUL AVE., MILWAUKEE

PROJECT CREDITS

OWNER/DEVELOPER:

Wisconsin Department of Transportation, in conjunction with Milwaukee Intermodal Partners LLC and the city of Milwaukee

GENERAL CONTRACTOR:

CG Schmidt Inc.

ARCHITECT:

Eppstein Uhen Architects Inc.

ENGINEER:

Graef, Anhalt, Schloemer & Associates Inc. (structural); IBC Engineering Services Inc. (mechanical/electrical); Kapur & Associates Inc. (civil)

PROJECT COST:

\$16.9 million

The sparkling, unique design of the Milwaukee Intermodal Station is only half the story of this remarkable renovation project.

It was a challenge financing the \$16.9 million project that required the city to work closely with the Wisconsin Department of Transportation, and

'This is an example of a building that looks even better than its conceptual renderings.'

DAVID
GRAYSON

CG Schmidt Inc.

both public entities had to team up with private developers to find solutions that were acceptable to everybody.

Initially, the DOT was strapped for funds and proposed a redesign that was less than half of the \$16.9 million final price tag. Ald. Bob Bauman, Mayor Tom Barrett and city planning director Bob Greenstreet inter-

vened on behalf of the city and fought to set up a tax incremental financing district for the station that added \$6 million to the project's budget.

The private developer, Milwaukee Intermodal Partners LLC, contributed \$2.9 million, and the

state and federal transportation departments added another \$8 million.

"This gateway to our city demanded a functional yet monumentally strong design feature," said Bauman, whose district includes the intermodal station.

There are no regrets from anybody at the city about the transformation of the drab and rusty Amtrak Station into the shining Milwaukee Intermodal Station, Bauman said.

The Milwaukee Intermodal Station, 433 W. St. Paul Ave., is expected to be a catalyst for hundreds of millions of dollars in new commercial and residential development in the nearby area.

The original railroad depot was constructed in 1965. The Wisconsin Department of Transportation purchased the 60,000-square-foot train station in 2000 for \$1.4 million from CMC Heartland Partners LLC, a Chicago real estate investment company that owned most of the Milwaukee Road railway property in southeast Wisconsin.

The renovated building was designed by Greg Uhen, managing partner at Milwaukee's Eppstein Uhen Architects Inc. The building's glass face and diagonal steel beams serve as a beacon to the city's



PHOTOGRAPHER / SCOTT PAULUS

Amtrak rail station, Greyhound bus terminal and Department of Transportation's Traffic Operations Center. City buses and other regional buses also use the intermodal depot.

In the future, the station could serve the Metra commuter service from Chicago and the high-

CONTINUED ON PAGE B23

PROJECT OF THE YEAR

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CONTINUED FROM PAGE B5

speed rail line to Madison, if they are ever brought online.

Uhen's design for the station's atrium extended the building 30 feet north to West St. Paul Avenue and added 7,500 square feet to the former Amtrak building to create a three-story glass waiting area.

The 50-foot-high room features several striking features. Foremost, there are crisscrossing white beams that symbolize the movement and connection of transportation modes, said Bill Rusk, an architect at Eppstein Uhen who was the project manager for the station.

There also is a glass curtain wall with geometric shapes and opaque sections that fills the station with natural light during the day and gives the building a luminous street presence at night.

"It's a contemporary design that's light and lively and pushes technology with glass and structural steel," said Rusk.

CG Schmidt Inc., Milwaukee, performed the construction management services for the interior and exterior renovations for the station. The project was completed in November 2007 about two years after it commenced.

"The construction could have been done quicker and cheaper, but all the gutting of the building and rebuilding took place while the



PHOTOGRAPHER / SCOTT PAULUS

station remained open," said David Grayson, a project manager for CG Schmidt.

A second complicating factor for the contractors hired by CG Schmidt was that in the middle of the project the city decided to reconstruct St. Paul Avenue, which limited the amount of truck traffic to and from the construction site.

It also came to light recently that the train

station's boarding area will require an additional \$16 million to \$18 million in upgrades to meet requirements of the Americans With Disabilities Act. As officials begin planning to meet those requirements, visitors to the new building are reminded of its contribution to the city's architectural landscape.

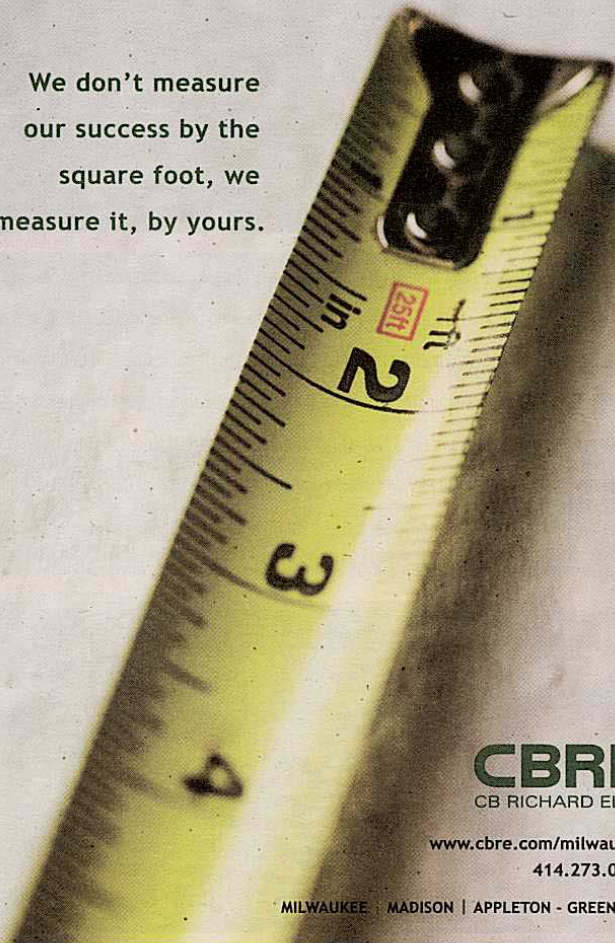
"This is an example of a building that looks

even better than its conceptual renderings," said Grayson.

(It should be noted that Milwaukee director of city planning Bob Greenstreet, mentioned in this story, served on the panel of judges for The Business Journal Real Estate Awards program.)

— Pete Millard

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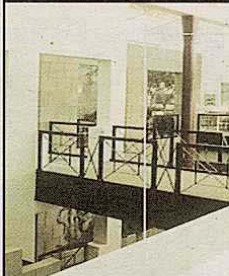
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