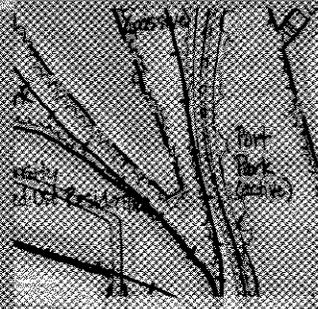


Property Values

ID	ADDRESS	OWNER	ACRES	CITY ASSESSED VALUE	TOTAL
727	E CLYBOURN ST	STATE OF WIS DEPT OF	2.06	\$-	\$2,056,900
815	E CLYBOURN ST	STATE OF WISCONSIN	3.17	\$-	\$3,180,870
308	N VAN BUREN ST	STATE OF WIS DEPT OF	0.16	\$-	\$179,298
300	N VAN BUREN ST	STATE OF WISDEPT OF	2.05	\$-	\$3,054,038
320	N VAN BUREN ST	STATE OF WISCONSIN	2.60	\$-	\$2,605,966
206	N JACKSON ST	STATE OF WIS DEPT OF	0.19	\$-	\$186,138
200	N JACKSON ST	STATE OF WIS DEPT OF	2.21	\$-	\$2,215,866
803	E GREENFIELD AV	BOARD OF REGENTS-UNIV OF WI	8.37	\$-	\$5,368,893
SUBTOTAL - STATE LAND					\$18,987,314
409	N WATER ST	CITY OF MILW REDEV AUTH	0.10	\$-	\$194,434
582	N HARBOR DR	CITY OF MILWAUKEE	47.61	\$-	\$47,602,827
290	N HARBOR DR	CITY OF MILWAUKEE	47.89	\$-	\$47,414,458
842	E ERIE ST	CITY OF MILWAUKEE	1.67	\$-	\$1,671,927
207	E FLORIDA ST	REDEVELOPMENT AUTHORITY	0.82	\$-	\$920,354
317	E NATIONAL AV	REDEVELOPMENT AUTHORITY	2.42	\$-	\$2,428,715
347	E NATIONAL AV	CITY OF MILWAUKEE	3.12	\$-	\$322,296
1225	S CARPERRY DR	CITY OF MILWAUKEE	194.92	\$-	\$155,208,819
401	E GREENFIELD AV	CITY OF MILWAUKEE	13.58	\$-	\$13,698,985
632	E BAY ST	CITY OF MILWAUKEE	21.59	\$-	\$21,627,429
1984	S KINNICKINNIC AV	CITY OF MILWAUKEE	0.05	\$-	\$56,636
1982	S MARINA DR	CITY OF MILW	6.26	\$-	\$6,270,674
2401	S LINCOLN MEMORIAL DR	CITY OF MILWAUKEE	73.58	\$-	\$73,720,681
210	E LINCOLN AV	CITY OF MILWAUKEE	2.42	\$-	\$2,424,483
2127	S BAY ST	CITY OF MILWAUKEE	4.30	\$-	\$4,308,441
SUBTOTAL - CITY LAND					\$398,870,182
445	N BROADWAY	MILWAUKEE COUNTY X-WAY	1.55	\$-	\$1,555,237
319	E CLYBOURN ST	MILWAUKEE COUNTY	2.10	\$-	\$2,101,738
400	ST PAUL AV	MILWAUKEE COUNTY	2.60	\$-	\$2,600,824
418	N JACKSON ST	MILWAUKEE COUNTY	2.21	\$-	\$2,215,061
430	N JACKSON ST	MILWAUKEE COUNTY	2.11	\$-	\$2,110,315
430	N VAN BUREN ST	MILWAUKEE COUNTY	1.71	\$-	\$1,712,081
600	S WATER ST	MILWAUKEE COUNTY	0.49	\$-	\$492,200
SUBTOTAL - COUNTY LAND					\$12,768,868
910	S WATER ST	UNITED STATES OF AMERICA % J	0.66	\$-	\$659,788
SUBTOTAL - PUBLIC LAND					\$420,399,210
114	N JEFFERSON ST	CHICAGO & NORTH WESTERN	0.94	\$-	\$942,402
501	E ERIE ST	CHICAGO & NORTH WESTERN	0.09	\$-	\$91,067
404	S WATER ST	C & NW TRANSPORTATION CO	0.24	\$-	\$248,895
413	S WATER ST	CHICAGO & NORTH WESTERN	4.18	\$-	\$4,189,726
639	S WATER ST	WISCONSIN ELECTRIC POWER CO	2.63	\$-	\$2,633,638
233	E NATIONAL AV	CHICAGO & NORTH WESTERN	0.26	\$-	\$261,619
341	E NATIONAL AV	CHICAGO & NORTH WESTERN	2.27	\$-	\$2,271,385
347	E NATIONAL AV	C & NW RY CO	0.02	\$-	\$28,897
606	S BARCLAY ST	CHICAGO & NORTH WESTERN	0.42	\$-	\$424,304
281	E MINERAL ST	C & NW RY CO	0.44	\$-	\$437,738
700	E JONES ST	MILWAUKEE METROPOLITAN	85.20	\$-	\$85,417,400
224	E GREENFIELD AV	C & NW RY CO ROW	2.24	\$-	\$2,243,785
230	E GREENFIELD AV	SOO LINE RAILROAD COMPANY	1.74	\$-	\$1,749,700
247	E WASHINGTON ST	C & NW RY CO	0.64	\$-	\$644,938
310	E GREENFIELD AV	C & NW RY CO	2.42	\$-	\$2,427,716
225	E GREENFIELD AV	D & NW RY CO ROW	3.23	\$-	\$3,237,848
225	E GREENFIELD AV	SOO LINE RAILROAD COMPANY	0.39	\$-	\$378,717
201	E GREENFIELD AV	SOO LINE RAILROAD COMPANY	9.80	\$-	\$9,810,358
1984	S KINNICKINNIC AV	SOO LINE RAILROAD COMPANY	0.21	\$-	\$211,048
401	E GREENFIELD AV	CHICAGO & NORTH WESTERN	0.64	\$-	\$64,938,426
860	E BAY ST	CHICAGO & ILLINOIS RIVER	10.12	\$1,014,000	\$1,287,500
1944	S ALDRICH ST	CHICAGO & NORTH WESTERN	4.66	\$-	\$4,659,852
2010	S KINNICKINNIC AV	SOO LINE RAILROAD COMPANY	0.31	\$-	\$313,244
358	E STEWART ST	SOO LINE RAILROAD COMPANY	0.59	\$41,100	\$51,878
1840	S HILBERT ST	SOO LINE RAILROAD COMPANY	0.31	\$-	\$313,734
518	E BAY ST	SOO LINE RAILROAD COMPANY	1.46	\$-	\$1,463,687
482	E STEWART ST	SOO LINE RAILROAD COMPANY	0.26	\$-	\$278,450
2948	S LENOX ST	SOO LINE RAILROAD COMPANY	0.09	\$-	\$90,596
3190	S BAY ST	C & M RAILWAY CO	4.12	\$-	\$4,128,590
1319	E SEELY ST	UNION PACIFIC RAILROAD CO	26.33	\$-	\$26,362,271
SUBTOTAL - UTILITY					\$168,529,397
406	N WATER ST	HISTORIC THIRD WARD ASSN INC	0.17	\$224,200	\$280,250
401	N BROADWAY	HISTORIC THIRD WARD ASSN INC	0.23	\$305,200	\$381,500
400	N BROADWAY	400 NORTH BROADWAY LLC	0.17	\$3,000,000	\$3,780,000
625	E ST PAUL AV	BLOUNT ASSOC PARTNERSHIP	0.25	\$1,161,000	\$1,478,280
324	N JACKSON ST	THE SALVATION ARMY	0.61	\$-	\$611,110
630	E BUFFALO ST	JOHNSON CONTROLS, INC	0.89	\$1,124,300	\$1,458,073
602	N JACKSON ST	PLANNED PARENTHOOD OF WI INC	0.27	\$-	\$270,312
232	N JACKSON ST	W W GRAINGER INC	1.45	\$1,633,000	\$1,916,500
639	E BUFFALO ST	ANTHONY N GASLIANO	1.36	\$688,000	\$1,110,000
300	N VAN BUREN ST	THE KATHLEEN D'ACQUISTO	2.60	\$2,298,800	\$2,831,875
826	E CHICAGO ST	ITALIAN COMMUNITY CENTER INC	7.89	\$9,809,000	\$4,136,250
150	N JEFFERSON ST	CORCORAN PLACE LLC	1.21	\$6,043,000	\$6,303,750
821	E GORRICHAN AV	JOSEPH Y GORRICHAN	0.96	\$488,800	\$611,125
112	N JACKSON ST	ITALIAN COMMUNITY CENTER INC	7.56	\$4,938,000	\$6,172,500
442	E POLK ST	ITALIAN COMMUNITY CENTER	0.47	\$-	\$468,487
518	E ERIE ST	ALAN H OTT	0.20	\$243,800	\$234,875
638	E ERIE ST	HANSEN STORAGE CO	2.42	\$248,800	\$268,875
660	E ERIE ST	SANDRA J FODDER	0.15	\$128,300	\$172,875
607	E POLK ST	GARLAND BROTHERS	4.28	\$5,289,800	\$6,687,000
638	E POLK ST	MILWAUKEE WORLD FESTIVAL INC	0.51	\$-	\$507,302
110	N MARSHALL ST	MILWAUKEE WORLD FESTIVAL INC	0.75	\$-	\$753,641
100	N MARSHALL ST	BARBARA B GLASS &	0.69	\$1,224,700	\$1,830,875

*Economic
Impact*



BRIDGE
harbor

design sketchbook

Development Statistics

The redevelopment concepts and the potential reconstruction of the Hoan Bridge create a positive economic impact for the city of Milwaukee, Milwaukee County and Wisconsin by encouraging a better use of more than 500 acres of land.

Concept A, which emphasizes public open spaces and neighborhood scale development, has the potential to create an estimated 7.6 million gross square feet of new buildings, approximately 5,000 residential units and an estimated total value of just less than \$2.2 billion.

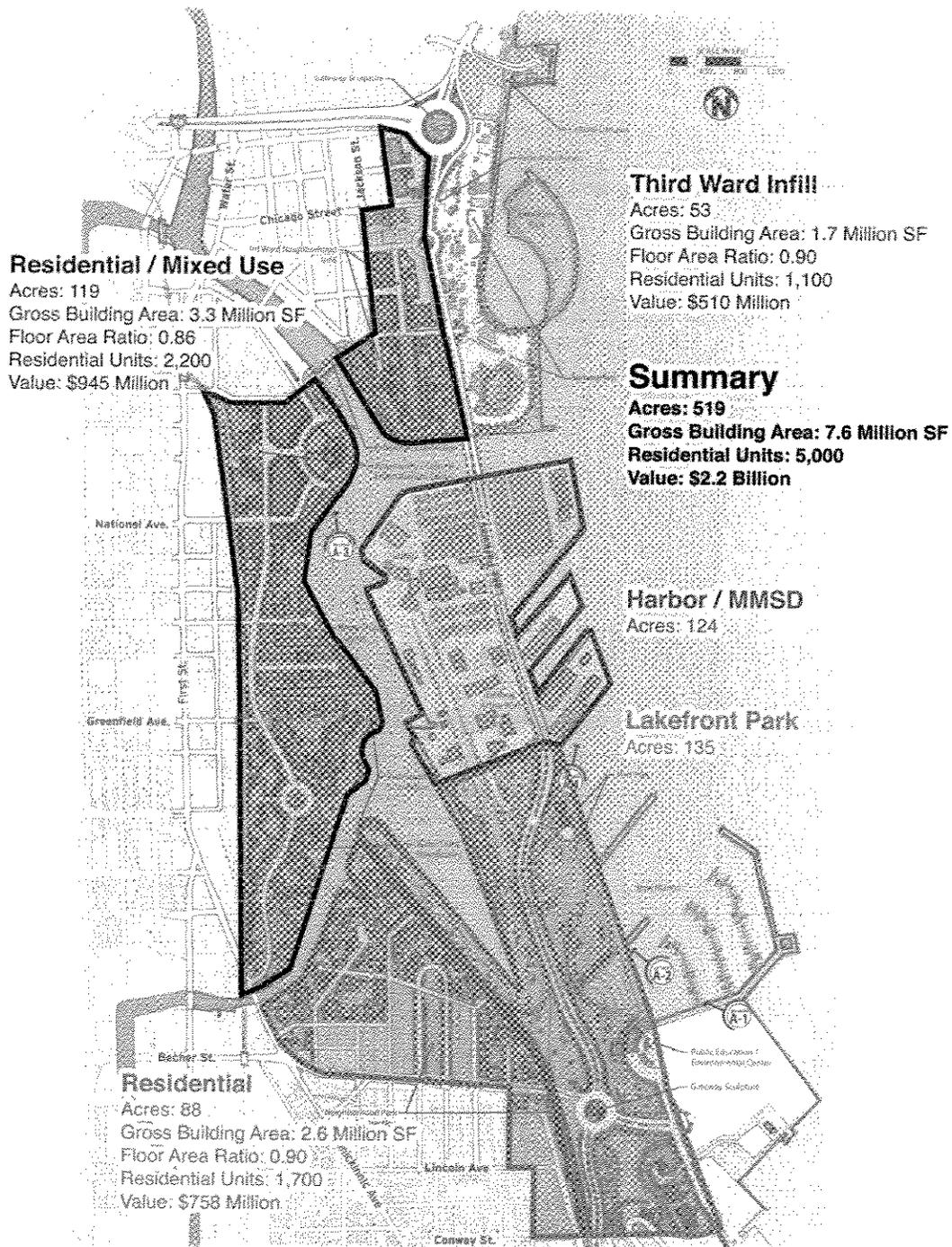
Concept B, which seeks to maximize development, has the greatest economic benefit. This concept has the potential to create an estimated 18.4 million gross square feet of new buildings and up to 9,900 new housing units with a total estimated value more than \$5.7 billion.

The graphics on the following pages show a breakdown of the development statistics for the subareas within the concept plans.

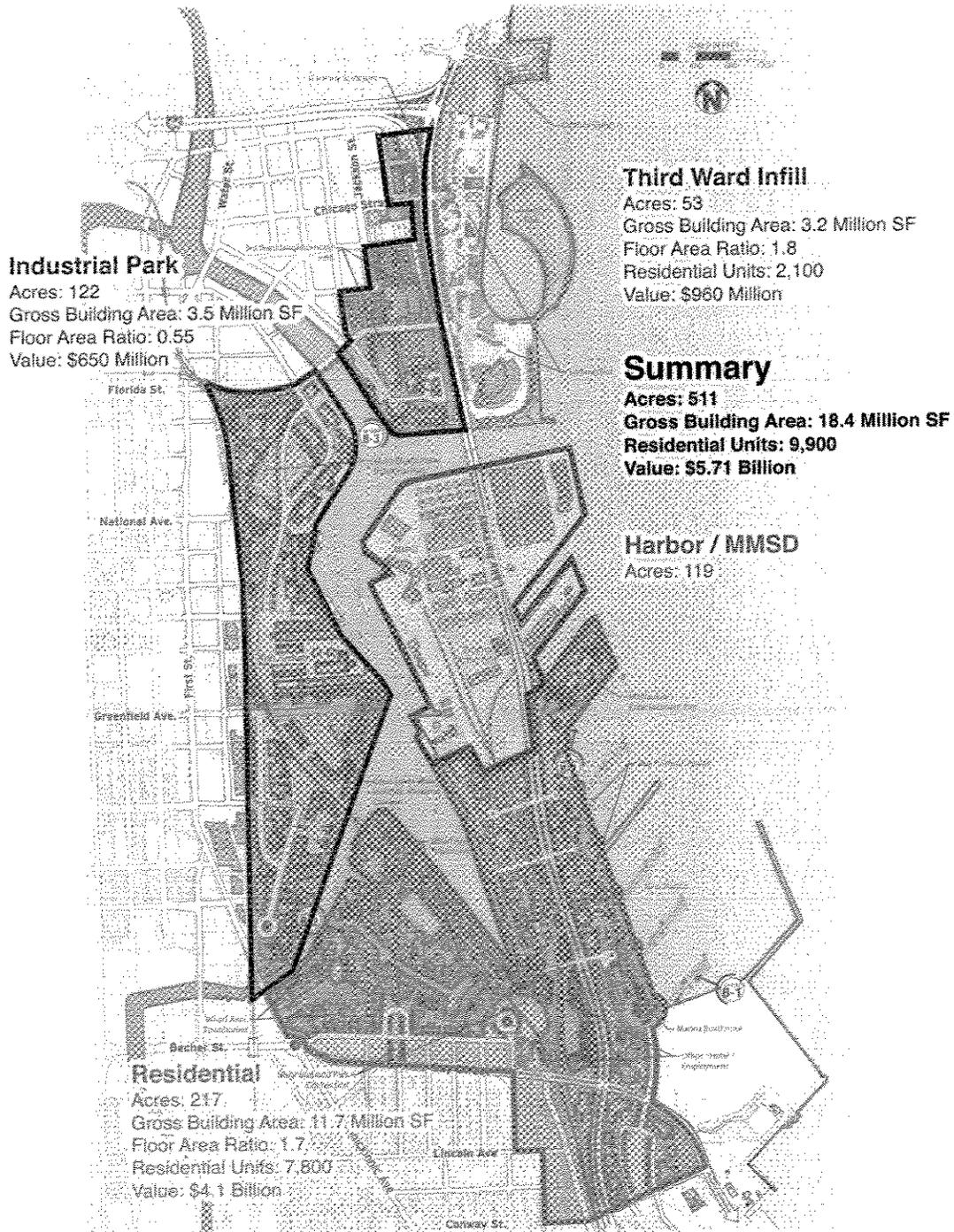
Caveats:

- The information contained in this section is based on rough calculations of potential building square footages, residential units and building values.
- Values are based on a range of construction cost estimates for different land uses and building types.

Development Statistics | **Concept A: Maximizing Public Benefit**



Development Statistics | Concept B: Maximizing Development Opportunity



Economic Impact

The replacement of the Hoan Bridge and the subsequent reconstruction of the elevated I-794 as an at-grade facility would open up the potential redevelopment of approximately 500 acres of prime, waterfront real estate. This location represents one of the most desirable real estate locations in the state of Wisconsin, and could command significant redevelopment opportunities.

When considering reinvestment in infrastructure renewal, it is prudent to investigate what the payback would be in terms of new redevelopment, jobs, property taxes, etc. In the case of the reconstruction of the Hoan Bridge and portions of I-794, the positive economic impact could be substantial if done in a master-planned manner.

There are at least four sources of economic benefit that collectively could pay for transportation infrastructure, parkland, trails, utilities and other public infrastructure improvements. These revenue streams - both onetime and ongoing - include:

1. Sale of excess public property
2. Property taxes associated with private development
3. Job creation
4. Income taxes from permanent workers

These four economic impacts are conceptually assessed on the following pages to determine their order of magnitude.

Economic Impact

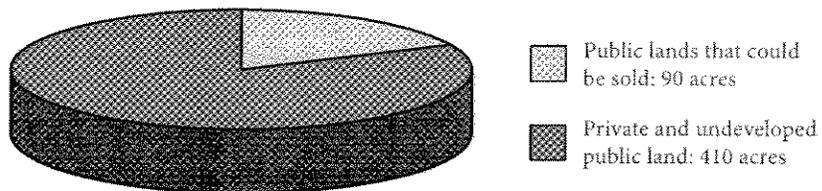
Sale of Property

The at-grade roadway reconfiguration and harbor redevelopment will open up a considerable amount of public land for private redevelopment. This prime property along Lake Michigan, with its proximity to downtown Milwaukee and available utility service, is unmatched in the state of Wisconsin. Recent public and private land transactions in the area have determined that this land is valued at approximately \$1 million per acre.

Approximated revenues that could result from the sale of public land within the harbor redevelopment area are shown below.

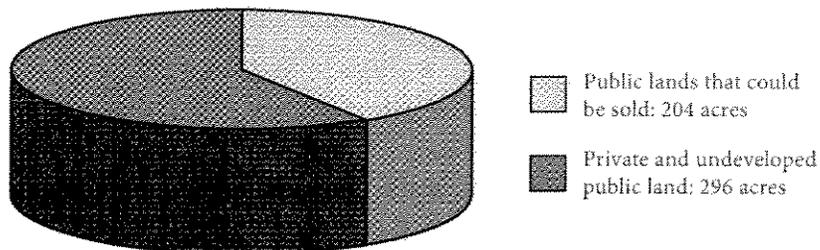
Concept A: Maximizing Public Benefit

TOTAL: 90 acres with a land value of approximately \$90 million



Concept B: Maximizing Development Opportunity

TOTAL: 204 acres with a land value of approximately \$204 million



Economic Impact

Property Tax Revenues

Wisconsin legislation allows municipalities to use tax increment finance (TIF) districts to pay for infrastructure and site improvements from the incremental tax revenues generated by new development. The harbor area is tailor-made for this legislation because the area requires significant infrastructure investments to leverage private-redevelopment activity. The following charts show the revenues that could be generated from the establishment of a TIF if Concepts A and B are fully built out. Both charts assume a current assessed valuation of \$74.7 million. The charts also assume no new construction value for the first three years due to the reconstruction of the bridge and roadways, and the time it would take to prepare sites for development. After the three-year lag, the new construction value is held constant for each year. Concept A assumes an annual addition of \$100 million of new construction and Concept B assumes \$250 million of new construction value annually.

Concept A – Maximizing Public Benefit

This concept assumes maximum 27-year life of the TIF district allowed in Wisconsin, and it assumes more than \$2 billion in construction value added over the life of the TIF district.

Assessment Year	Inflation Increment @ 1%	New Construction Value	Value + Inflation Increment	Tax Rate per \$1,000	Tax Increment
2011	\$747,300	\$0	\$747,300	23.13	\$17,285
2012	\$754,773	\$0	\$1,502,073	23.13	\$34,743
2013	\$762,321	\$100,000,000	\$102,264,394	23.13	\$2,365,375
2014	\$1,769,944	\$100,000,000	\$204,034,338	23.13	\$4,719,314
2015	\$2,787,643	\$100,000,000	\$306,821,981	23.13	\$7,096,792
2016	\$3,815,520	\$100,000,000	\$410,637,501	21.97	\$9,021,706
2017	\$4,853,675	\$100,000,000	\$515,491,176	21.97	\$11,325,341
2018	\$5,902,212	\$100,000,000	\$621,393,388	21.97	\$13,652,013
2019	\$6,961,234	\$100,000,000	\$728,354,621	21.97	\$16,001,951
2020	\$8,030,846	\$100,000,000	\$836,385,488	21.97	\$18,375,389
2021	\$9,111,155	\$100,000,000	\$945,496,622	20.87	\$19,732,515
2022	\$10,202,266	\$100,000,000	\$1,055,698,889	20.87	\$22,032,436
2023	\$11,304,289	\$100,000,000	\$1,167,003,177	20.87	\$24,355,356
2024	\$12,417,332	\$100,000,000	\$1,279,420,509	20.87	\$26,701,506
2025	\$13,541,505	\$100,000,000	\$1,392,962,014	20.87	\$29,071,117
2026	\$14,676,920	\$100,000,000	\$1,507,638,935	19.83	\$29,896,480
2027	\$15,823,689	\$100,000,000	\$1,623,462,624	19.83	\$32,193,264
2028	\$16,981,926	\$100,000,000	\$1,740,444,550	19.83	\$34,513,015
2029	\$18,151,746	\$100,000,000	\$1,858,596,296	19.83	\$36,855,965
2030	\$19,333,263	\$100,000,000	\$1,977,929,559	19.83	\$39,222,343
2031	\$20,526,596	\$100,000,000	\$2,098,456,154	18.84	\$39,534,914
2032	\$21,731,862	\$100,000,000	\$2,220,188,016	18.84	\$41,828,342
2033	\$22,949,180	\$100,000,000	\$2,343,137,196	18.84	\$44,144,705
2034	\$24,178,672	\$100,000,000	\$2,467,315,868	18.84	\$46,484,231
2035	\$25,420,459	\$100,000,000	\$2,592,736,326	18.84	\$48,847,152
2036	\$26,674,663	\$100,000,000	\$2,719,410,990	17.90	\$48,677,457
2037	\$27,941,410	\$100,000,000	\$2,847,352,400	17.90	\$50,967,608
		\$2,500,000,000			\$697,668,315

Economic Impact

Property Tax Revenues, continued

Concept B - Maximizing Development Opportunity

This concept assumes maximum 27-year life of the TIF district allowed in Wisconsin and it assumes more than \$6 billion in construction value added over the life of the TIF district.

Assessment Year	Inflation Increment @ 1%	New Construction Value	Value + Inflation Increment	Tax Rate per \$1,000	Tax Increment
2011	\$747,300	\$0	\$747,300	23.13	\$17,285
2012	\$754,773	\$0	\$1,502,073	23.13	\$34,743
2013	\$762,321	\$250,000,000	\$252,264,394	23.13	\$5,834,875
2014	\$3,269,944	\$250,000,000	\$505,534,338	23.13	\$11,693,009
2015	\$5,802,643	\$250,000,000	\$761,336,981	23.13	\$17,609,724
2016	\$8,560,670	\$250,000,000	\$1,019,697,651	21.97	\$22,403,757
2017	\$10,944,277	\$250,000,000	\$1,280,641,927	21.97	\$28,135,703
2018	\$13,553,719	\$250,000,000	\$1,544,195,647	21.97	\$33,925,978
2019	\$16,189,256	\$250,000,000	\$1,810,384,903	21.97	\$39,774,156
2020	\$18,851,149	\$250,000,000	\$2,079,236,052	21.97	\$45,680,816
2021	\$21,539,661	\$250,000,000	\$2,350,775,713	20.87	\$49,060,689
2022	\$24,255,057	\$250,000,000	\$2,625,030,770	20.87	\$54,784,392
2023	\$26,997,608	\$250,000,000	\$2,902,028,377	20.87	\$60,565,332
2024	\$29,767,584	\$250,000,000	\$3,181,795,961	20.87	\$66,404,082
2025	\$32,565,260	\$250,000,000	\$3,464,361,221	20.87	\$72,301,219
2026	\$35,390,912	\$250,000,000	\$3,749,752,133	19.83	\$74,357,585
2027	\$38,244,821	\$250,000,000	\$4,037,996,954	19.83	\$80,073,480
2028	\$41,127,270	\$250,000,000	\$4,329,124,224	19.83	\$85,846,533
2029	\$44,038,542	\$250,000,000	\$4,623,162,766	19.83	\$91,677,318
2030	\$46,978,928	\$250,000,000	\$4,920,141,694	19.83	\$97,568,410
2031	\$49,948,717	\$250,000,000	\$5,220,090,411	18.84	\$98,346,303
2032	\$52,948,204	\$250,000,000	\$5,523,038,615	18.84	\$108,054,048
2033	\$55,977,686	\$250,000,000	\$5,829,016,301	18.84	\$109,818,667
2034	\$59,037,463	\$250,000,000	\$6,138,053,764	18.84	\$113,640,933
2035	\$62,127,838	\$250,000,000	\$6,450,181,602	18.84	\$121,321,421
2036	\$65,249,116	\$250,000,000	\$6,765,430,718	17.90	\$121,101,210
2037	\$68,401,607	\$250,000,000	\$7,083,832,325	17.90	\$126,800,599
		\$6,250,000,000			\$1,735,029,468

Notes (apply to both Concepts A and B):

The TIF analysis assumes the project area will be built out within the 27-year lifespan of the TIF, as required by TIF law. Actual development may extend beyond 27 years or require multiple TIFs phased in accordance with actual market trends.

The analysis presented is preliminary and is intended to provide a level of magnitude based upon the conceptual development plans. These numbers are not guaranteed and are not intended to be used for bonding purposes. A detailed TIF analysis will be required as project and development plans progress.

The TIF analysis assumed a 1% annual decrease in tax rate to reflect historical data that has shown the tax rate declining over the past two decades. It was assumed that no new development would occur for the first three years of the TIF. After that, annual new development estimates were assumed to be constant. The actual rate of new development will need to be further refined in the detailed TIF analysis.

Economic Impact

3 Job Creation

One of the benefits of selective redevelopment is permanent job creation in the downtown vicinity. Projections of job creation are preliminary and based on various assumptions including strong redevelopment activity in the vicinity of the Third Ward and the development of an industrial park. Other assumptions relate to ratios of jobs per square foot of land use types.

Concept A - Maximizing Public Benefit: Estimate of Permanent New Jobs

Sub Area	Land Area (Acres)	Usable Building Area Residential efficiency of 80%	Jobs Ratio	# of Jobs
Residential (south)	88	2,040,000	NA	0
Residential/Mixed-use (west)	119	2,640,000	NA	0
Harbor/MMSD	124	NA	NA	0
Third Ward Infill*	53	1,360,000	1/333	1,361
Lakefront Park	135	NA	NA	0
Total	519	6,040,000		1,361

Concept B - Maximizing Development Opportunity: Estimate of Permanent New Jobs

Sub Area	Land Area (Acres)	Usable Building Area Residential efficiency of 80%	Jobs Ratio	# of Jobs
Residential (south)	217	9,368,000	NA	0
Industrial Park	122	2,832,000	1/1,000	2,830
Harbor/MMSD	119	NA	NA	0
Third Ward Infill*	53	2,560,000	1/333	2,560
Lakefront Park**	8	1,080,000	1/250	2,700
Total	519	15,840,000		8,090

* Both concepts assume one-third of building is utilized for non-residential (office and retail) uses.

**Lakefront Park in Concept B assumes job creation for entertainment uses along the proposed entertainment pier.

Economic Impact

Income Tax Revenue

The redevelopment of the harbor area lands will create an opportunity to generate permanent jobs and subsequent income tax revenues. Because the state's tax rates vary depending on income levels and filing status, various conservative assumptions have been made to generate a potential order of magnitude for state income tax revenues that could be collected when the study area is fully built out.

The first assumption is that the average wage rate would be equal to the median household income of Milwaukee County, which according to the U.S. Census Bureau was \$37,808 in 2005.

The second assumption is that all filers would be single. In 2007, the Wisconsin tax rate for single filers was a flat rate of \$1,022 plus 6.5% for income more than \$19,000. Thus, a worker earning the 2005 Milwaukee County median household income would produce approximately \$2,200 in annual income tax revenues.

The chart below shows the potential income tax generated by the number of permanent workers created by the two land use concepts.

Concept	# Permanent Jobs	Income Tax/Year
A - Maximizing Public Benefit	1,300	\$3.1 million
B - Maximizing Development Opportunity	8,100	\$18.2 million



Economic Impact

Summary

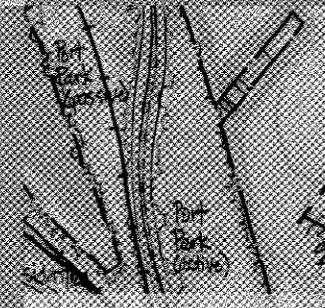
The land use concepts created for the Hoan Bridge and harbor redevelopment plan would result in a significant amount of land becoming available for private redevelopment that will create positive economic impacts for the city, county and state. The economic benefit for land use Concepts A and B range between:

1. \$90 million and \$204 million in land sales.
2. \$698 million and \$1.7 billion in new property tax revenues that could be used to support a TIF district.
3. 1,300 and 8,100 new permanent jobs.
4. \$3 million and \$18 million in annual income tax revenues.

When land sales are combined with new property and income tax revenues, the city, county and state could realize a total revenue stream of \$791 million for the more conservative land use Concept A, and more than \$1.9 billion for the more aggressive land use Concept B.

Additional jobs and income tax revenues, which have not been quantified, would also be created by the reconstruction of the transportation infrastructure and the construction of new private development.

Conclusion

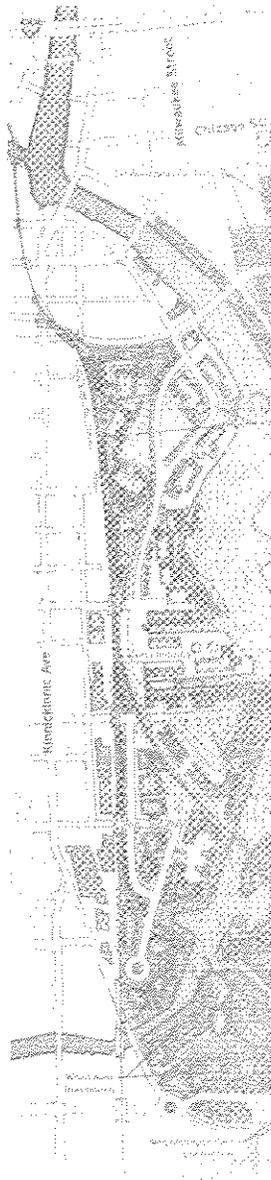


BRIDGE

harbor

design sketchbook

Conclusion



The Hoan Bridge and the elevated portions of I-794 along the lakefront have had major maintenance issues during the past several years, and WisDOT needs to replace the deck and make structural repairs to the bridge in the near future. The context of the area – three converging rivers and the shoreline of Lake Michigan – presents an opportunity to consider alternatives to simply replacing the infrastructure as is.

HNTB conducted a charrette to explore major modifications to the transportation infrastructure that accomplish other viable public objectives such as added public access to the waterfront and private real estate redevelopment. Two distinct conceptual concepts were created to explore what a major reconstruction could look like if the bridge were lowered and the roadway was converted from an Interstate standard to a four-lane boulevard. The benefits of a reconfigured bridge and roadway system are seemingly significant.

The two redevelopment concepts and the potential redesign of the Hoan Bridge create a positive economic impact for the city of Milwaukee, Milwaukee County and Wisconsin by encouraging a better use of more than 500 acres of land.

Concept A, which emphasizes public open spaces and neighborhood scale development, creates an estimated 7.6 million gross square feet of new buildings, approximately 5,000 residential units and an estimated total value of just less than \$2.2 billion.

Concept B, which seeks to maximize economic development, has the greatest economic benefit. This concept has the potential to create an estimated 18.4 million gross square feet of new buildings and up to 9,900 new housing units with a total estimated value of more than \$5.7 billion.

A basic infrastructure life-cycle cost analysis reveals that, even though WisDOT will have spent approximately \$30 million more for the at-grade roadway option by 2014, the department will have spent \$80 million less by 2025 by avoiding the reconstruction costs of the Lake Interchange.

Not only does a reconfiguration of the roadway and resulting redevelopment make sense from a long-term maintenance perspective, it makes even more sense for Milwaukee and the state from an economic standpoint. The increased land values and possible tax base, as well as the public amenities that could be introduced, will certainly accomplish more public objectives than the reconstruction of the Hoan Bridge and I-794 in their existing forms.

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