ATTACHMENT 3

WALKER CONSULTANTS

June 19, 2019

Garrett Heher
Director of Capital Projects
Shelbourne
100 Pearl Street
Hartford, CT 06103

*Re: Letter Report for One Talcott Plaza Parking Garage Condition Assessment*
*Hartford, Connecticut*
*Walker Consultants Project #16-2989.00*

DRAFT

Dear Garrett:

Walker Consultants is pleased to submit for your review this letter report for One Talcott Plaza Parking Garage in accordance with our proposal to Shelbourne, dated April 23, 2019.

Once you've had an opportunity to review this letter report, we would be pleased to discuss the report findings. We appreciate this opportunity to serve you and look forward to continuing our services with Shelbourne.

## EXECUTIVE SUMMARY

Walker Consultants was retained by Shelbourne to perform forensic restoration services of the One Talcott Plaza Parking Garage & Office Building in Hartford, Connecticut. The intent of this assessment and letter report is to gain an understanding of the current condition of the structure and what repairs/maintenance is required.

Based on the findings of our assessment, Walker Consultants has determined that the parking facility is in poor condition overall with some elements considered in fair condition which is to be expected given the age and use of the structure.

For the current assessment, Walker performed sounding surveys on nearly 100% of the topside slab surfaces and visual surveys of the slab areas as well as the soffits, walls, and columns. Our assessment observations detected a large amount of corrosion induced concrete deterioration. It is Walker's opinion that the type and amount of concrete deterioration that has occurred is the result of the high chloride concentration present in the concrete elements and due to the age of the structure. This information is based upon previous reports and Walker currently has a testing program underway to confirm the assumptions, which will be adjusted as needed. Since there is no traffic bearing waterproofing membrane system installed on the slab, these types of deteriorations will continue to grow. The key findings of the assessment are as follows:

- Moisture and corrosion-induced concrete deterioration is widespread. There was evidence that very limited concrete repairs have been performed previously;
- No waterproofing membrane system throughout the structure;

- Failed expansion joints;
- Deteriorated capstones;
- Poor drainage system.

Walker would recommend the following repair and maintenance program be implemented in the near term to extend the service life of the One Talcott Plaza parking structure:

- ✓ Repair the deteriorated concrete spalls and delaminations with a durable high-performance concrete;
- ✓ Apply traffic bearing membrane system to all supported floor slabs;
- ✓ Replace expansion joints;
- ✓ Apply a penetrating sealer to the concrete slab-on-grade;
- ✓ Repair exterior façade elements;
- ✓ Plaza concrete/pavers and waterproofing system replacement;
- ✓ Miscellaneous architectural repairs;
- ✓ Miscellaneous pedestrian bridge repairs;
- ✓ Replace all electrical, plumbing, and fire protection systems.

The estimated cost of the recommended repairs including a 10% contingency is $22,721,000. The repair program is expected to have a 25-year service life. Additionally, a seven to ten-year maintenance repair program will have to be included. The maintenance interval is the period of time when the traffic topping would potentially require re-coat in high traffic areas. This repair program can be phased over multiple construction cycles to accommodate budgetary and operational constraints.

Table 1 – Opinion of Probable Repair Costs

| | 2019 LB, LL, L1 | 2020 L2 | 2021 L3 | 2022 L4 | 2023 Waterproofing | |
|---|---|---|---|---|---|---|
| **DESCRIPTION** | **EXTENSION** | **EXTENSION** | **EXTENSION** | **EXTENSION** | **EXTENSION** | **TOTAL EXTENSION** |
| **CONTSTRUCTION COST SUBTOTAL** | **$ 8,052,000** | **$ 2,965,000** | **$ 3,600,000** | **$ 3,138,000** | **$ 1,370,000** | **$ 19,125,000** |
| **GENERAL** | | | | | | |
| 8% Mobilization | $ 644,000 | $ 237,000 | $ 288,000 | $ 251,000 | $ 110,000 | $ 1,530,000 |
| 10% Construction Contigency | $ 870,000 | $ 320,000 | $ 389,000 | $ 339,000 | $ 148,000 | $ 2,066,000 |
| **TOTAL CONSTRUCTION COST** | **$ 9,566,000** | **$ 3,522,000** | **$ 4,277,000** | **$ 3,728,000** | **$ 1,628,000** | **$ 22,721,000** |

## BACKGROUND AND DESCRIPTION

Walker was provided with the following documents to assist in the assessment of the facility:

i. *National Register of Historic Places Registration Form,* dated 02/21/1995;

ii. *Parking Layout Drawings*, by Allan Davis Associates, Inc. & dated 05/28/1999;

iii. *One Talcott Plaza Parking Garage Evolution Letter Report*, By DESMAN & dated 08/11/2009;

DRAFT

iv. *Talcott St. Garage Conceptual Approach and Budgetary Proposal, Hartford, CT* prepared by Manafort Brothers Incorporated, dated August 2014;

v. *Parking Garage Evaluation Memorandum* by DESMAN, dated April 28, 2015;
*Non-Destructive Testing [Report] One Talcott Plaza Parking Garage, Hartford, Connecticut, Prepared for InnoConn Construction Management, LLC,* by NDT Corporation, dated April 25, 2016.

The property consists of a four-story parking garage with a four-story office tower above a portion of the parking structure. The building was originally constructed in 1918 for the G. Fox & Co. Warehouse and later expanded in 1938 and 1950 with an additional warehouse and office space. According to documentation provided by Shelbourne and LAZ, the warehouse portion of the structure was converted to a parking garage in approximately 1985. As part of this conversion, portions of the flat floor plate of the warehouse were demolished for the purpose of constructing interior vehicular ramps. The parking facility provides capacity for approximately 813 parking spaces.

Reportedly, as a result of extensive deterioration, the City of Hartford condemned the structure in approximately July of 2014. The parking garage and office building has remained vacant since this time.

Upon purchasing the property, Shelbourne intended to demolish the existing parking garage and office building in order to construct a new parking facility with approximately 800 parking spaces. However, due to the cost associated with this venture, they have elected to revisit restoration of the existing facility in order to make it operational again. Walker understands that the One Talcott Plaza building is of historical significance to the City of Hartford and is in receipt of a registration form with the National Register of Historic Places for the property. As such, restoration of the structure may be financially viable given the availability of funding/rebates for historical preservation of the structure.

DRAFT

## DISCUSSION AND OBSERVATIONS

On May 22nd and June 6th and 7th, engineers from Walker visited the site to assess the facility. The assessment included a complete visual survey of the topside and underside of the supported floors, beams and columns as well as a sounding survey of representative sections of the slabs to identify the extent of unsound concrete conditions. The following discussion will summarize the existing conditions observed, and the extent and possible causes of noted deterioration. Refer to Appendix B for a photographic inventory of observed conditions.

Since the structure was converted from a warehouse, the concrete floor slabs were not originally designed for the conditions that a parking garage will experience. The building's floors were not properly profiled to eliminate accumulating water brought into the garage by driving rain and dripping off vehicles. Additionally, the original concrete mix design may not be suitable to be used in a harsh exposed environment. Although most of the garage is under cover, vehicles will bring chlorides and other debris into the garage which increases the likelihood of corrosion-induced deterioration. Although it is impossible to determine the carrying capacity of the garage without original drawings or further testing, we know the facility was converted from a warehouse which likely means the floors were originally designed for loading conditions that exceed the current code prescribed loading requirements for parking structures.

SUPPORTED FLOORS

*TOPSIDE*

A chain drag survey was performed on nearly 100% of the supported floor slabs to identify hidden delaminations in the concrete. The survey revealed a large amount of concrete delamination and spalling – approximately 40% to 50% of the gross area of the supported floors and nearly 100% of the ramp slabs. Most of the deterioration is primarily located along the drive aisles adjacent to columns where there is the highest concentration of embedded reinforcing. This type of corrosion induced deterioration is common in mildly reinforced concrete parking structures. However, the deterioration is widespread throughout the facility and not concentrated solely in one area.

This concrete slab deterioration is indicative of ongoing corrosion that can be attributed to high chloride concentrations in the concrete (as determined by previous testing programs), a lack of a waterproofing system, and insufficient concrete cover over the reinforcing steel at some locations. It appears as though previous limited repairs have been attempted utilizing both concrete repair materials and bituminous materials. Many of these patches have already started to debond from the repair areas. Large scale deterioration like this typically will warrant removal of the top few inches of concrete and the application of a new concrete overlay. The new overlay can be profiled to assist in drainage and help where concrete cover over the existing steel reinforcement is shallow. During construction, supplemental reinforcement can be added as required and deeper concrete repairs can be performed.

*UNDERSIDE*

The floor slabs appear to be conventionally reinforced, two-way, cast-in-place concrete slabs with column capitals and drop panels. Observations made on the underside of the supported slabs found a limited amount of concrete spalls and delaminations. The deterioration generally occurs in the center of the column bays where the reinforcing steel is most concentrated at the lowest in the slab. The majority of the deterioration found is due to shallow concrete cover. It is estimated that a number of these locations will require full depth repair when aligned with the floor deterioration from above.

*COLUMNS*

Visual observations and hammer tapping a sampling of columns on all parking levels found limited spalling or delaminations in the concrete. A lack of a cove sealant around the base of the columns has allowed water to wick into the concrete and caused deterioration around the bottom few inches of the majority of the columns. However, the columns are still considered in good condition overall.

FAÇADE/PERIMETER

The exterior of the garage is shroud in face brick masonry walls. The face bricks themselves appear to be in generally good condition with the mortar showing signs of deterioration and cracking. Sections of the brick walls, mostly around the corners of the structure, are cracked and may need to be fully replaced after further inspection.

Masonry walls infill between the columns to create "windows". Some of these "windows" are narrow and the infill wall can be shortened to allow for more openness and natural light for the structure. Nearly all of the infill

DRAFT

walls have concrete capstones that are beyond repair with little or no flashing material shown underneath. A properly sealed capstone is essential for a masonry wall to protect from moisture penetration and damage.

Since the original drawings were not provided, it is impossible to tell the construction of the walls without destructive-testing and if they were designed for vehicular impact. In new construction, either the walls would be designed for the impact or a vehicular barrier system (guard rails/cables) would be installed to ensure vehicles from crashing through the façade.

### DRAINAGE SYSTEM

The supported floors do not have an adequate drainage system. Very few floor drains have been added throughout the years to help alleviate ponding issues. The majority of the drainage system consists of scuppers in the exterior walls which drains directly onto the sidewalks below. The limited drain bodies and piping are in overall fair condition with some heavy corrosion on the bodies and drain lines.

It is necessary to have a drainage system in working order. Especially during winter months, when vehicles are bringing salt laden snow into the garage, a functioning drainage system will help remove the high-chloride water and any ponding which can turn into ice creating tripping hazards.

### PEDESTRIAN BRIDGE

Visual observations were made to the pedestrian bridge, which connects the 3rd level of the parking facility with the adjacent office building. The bridge has not been used since the facility was condemned in 2014. The bridge appears to be steel and timber framed. The drop ceiling over the street was observed to be missing several pieces of ceiling. The copper cladding is showing signs of environmental staining and corrosion with a few missing pieces due to a recent wind storm. The roofing system has debris and plant-life growing out of it and has likely reached the end of its service life.

### ADDITIONAL OBSERVATIONS AND FINDINGS

1. Widescale ponding;
2. Leaking, efflorescence cracking in ceilings;
3. Door damage, security fencing damage;

## RECOMMENDATIONS AND CONCLUSION

### RECOMMENDATIONS

Visual observations and physical testing performed indicate the supported floor system is currently in poor condition overall, with widespread deterioration on the supported floors and ramps. The corrosion-induced deterioration in the floor slabs can be attributed to several factors including the lack of a traffic bearing membrane system and an inadequate drainage system. Additionally, previous testing programs found high-chloride concentrations in the concrete slabs it is anticipated that corrosion induced deterioration of the slabs will continue.

DRAFT

Walker is recommending a program of extensive concrete repair as well as waterproofing applications and maintenance be implemented to bring the parking garage back into functioning operation.

Below we describe in more detail, the recommended repairs.

RECOMMENDED BASE REPAIR

As a result of the widespread corrosion-induced deterioration, Walker recommends scarification of the top layer of the floor slabs and the installation of a new profiled concrete overlay. Another major component of the recommended repair program is the installation/application of the waterproofing systems. This includes complete application of a traffic bearing waterproofing membrane and sealants and the replacement of the existing expansion joint systems.

In addition to the slab and waterproofing repairs, it is important to install a functioning plumbing system. The electrical/lighting systems and the fire protection systems will also be replaced.

Outlined below is a general description of the overall recommended Base Repair Program:

- Repair concrete floors on the supported floors and ramps with a high-performance concrete overlay;
- Repair concrete ceilings, columns, beams, walls, etc.
- Remove and replace failed expansion joints;
- Install a traffic bearing waterproofing system to the supported floor surfaces;
- Install drainage system, electrical/lighting systems, fire protection system;
- Repair façade elements;
- Elevator/stair replacement and repairs;
- Install vehicular barrier;
- Door replacements;
- Pedestrian bridge repairs;
- Restripe the garage.

DRAFT

CLIENT REQUESTS

- New entrance and stair/elevator lobby from the Morgan Street surface lot. This will have to be further reviewed for feasibility and access; although, an itemized cost has been included into the cost tables.

IMPLEMENTATION/PHASING

Before deciding on a single year or multi-year phasing for this repair program, several factors need to be evaluated.

The main advantage of the single year plan is that all concrete repair and waterproofing measures are carried out concurrently, halting the spread and growth of corrosion induced deterioration. Obviously, the

disadvantages to the single year phasing are the much greater expenditure and significant short-term disruption to the facility.

For the reasons stated above, it is desirable to complete repairs during one construction season, but this can be difficult due to budgetary constraints or the logistical hardship created by the loss of parking. To reduce the impact of repairs on parking supply, spreading the repairs over multiple fiscal years is a common practice. By using a multi-year phasing, the cost of the repair program can be expected to grow due to multiple mobilizations, inflation and continuing deterioration.

There are a few approaches to phasing this work. One philosophy is the bottom up repair approach, where all repairs are made on the lower floors, including concrete repairs, and drainage improvements. Work continues onto the next highest floor and so on until the repairs are complete. At the completion of the concrete repairs, the program circles back and installs a waterproofing membrane in phases. This allows the newly restored portion of the structure to be protected with waterproofing and limits the damage to that waterproofing by not having construction equipment and debris traveling over it. Phasing a repair program over two to three years will increase its costs due to ongoing deterioration, reduction in contractor efficiency, and general cost inflation. It is estimated that phasing the repairs addressed above will increase project construction costs in the order of 10%.

A phased approach can be structured that the lowest levels are completed first along with the façade components and any make-safe repairs. This would allow for these levels to open for operations while construction continues on the upper levels of the garage.

DRAFT

PREVENTIVE MAINTENANCE

Upon completion of the recommended base repairs, a maintenance program is critical to maintain serviceability and service life extension of this structure.

Simple housekeeping tasks such as sweeping, cleaning, changing light bulbs, etc. can play a big part in helping the components of the garage, especially the waterproofing system, reach their expected service life. For example, the build-up of sand on items like the waterproofing membrane act as an abrasive mechanism which accelerates the wear down of the membrane as vehicles travel throughout the garage. Since chloride levels in the slab have exceeded the threshold for corrosion, failure or damage to the membrane will prompt the need for concrete repairs in the future. Generally, these repairs are only a square foot or two and can be accomplished through a maintenance contract with a restoration contractor.

Since many components of a waterproofing system have a finite service life because of wearing and exposure, periodic replacement or recoating must be expected. While the time to recoat or replacement is at best an estimate it can vary between floor areas.

Based on our experience, the time frame when significant wearing of the membrane may require a recoat application would be within a 6 to 8-year interval. Experience has shown that turning bays and areas with high levels of starts & stops, such as entry/exit gates wear much faster than the rest of the membrane. Repairs to the coating in these areas can be expected and should be addressed promptly to maintain the water tightness of the membrane system.

Our opinion of probable repair costs for the recommended actions is summarized in the following table:

Table 2 – Opinion of Probable Repair Costs: 5-year Summary

| WORK ITEM | DESCRIPTION | WORK ITEM TOTALS |
|---|---|---|
| 1.0 | **STRUCTURAL REPAIRS** | |
| | Floors, Beams, Columns, Etc. | $ 8,270,000.00 |
| 2.0 | **WATERPROOFING/PROTECTION** | |
| | Traffic Coating, Expansion Joints, Etc. | $ 1,760,000.00 |
| 3.0 | **MISCELLANEOUS REPAIRS** | |
| | Doors, Façade, Traffic Markings, Misc Metals, Stairs, Bridge, Etc. | $ 5,526,000.00 |
| 4.0 | **MECHANICAL/ELECTRICAL/PLUMBING** | |
| | Fireprotection, Lighting, Drainage, Etc. | $ 3,569,000.00 |
| | | **$ 19,125,000.00** |
| 0.0 | **GENERAL** | |
| 0.1 | 8% Mobilization | $ 1,530,000.00 |
| 0.2 | 10% Construction Contigency | $ 2,066,000.00 |
| | | **$ 22,721,000.00** |

*NOTES:*

1. *Estimated costs are rounded to the nearest $1,000 and based on 2019 dollars which include quantity escalation and a 2% compounded price inflation.*
2. *Estimated costs are based on historical data of similar types of work.*
3. *Costs are based on a normal daytime workweek and may vary due to time of year, local economy, or other factors.*
4. *Costs do not include all "Soft Costs" such as, Financial Costs, engineering, loss of revenue, quality assurance testing, etc.*

A breakdown of probable repair costs is presented in the attached Appendix A detailed.

Sincerely,

Andrew Homer, EIT
Restoration Project Engineer

Marc R. Stonier, PE
Director of Design

WALKER CONSULTANTS

Enclosures: Limitations
Appendix A – Opinion of Probable Costs
Appendix B – Photographs
Appendix C – Concrete Testing

DRAFT

## LIMITATIONS

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by Shelbourne. This report is believed to be accurate within the limitations of the stated methods for obtaining information.

We have provided our opinion of probable costs from visual observations, limited testing, and field survey work. The opinion of probable repair costs is based on available information at the time of our assessment and from our experience with similar projects. There is no warranty to the accuracy of such cost opinions as compared to bids or actual costs. This condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our renovation recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the assessment was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represents current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our assessment was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements.

Similarly, we have not reviewed or evaluated the presence of, or the subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. Use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. Client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense including reasonable attorney's fees, incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

DRAFT

Table A-1 – Opinion of Probable Repair Costs – Single Year Program

| WORK ITEM | DESCRIPTION | WORK ITEM TOTALS |
|---|---|---|
| 2.0 | FLOOR PREPARATION | |
| 2.8 | Floor Preparation - Hydro-Milling | $ 2,251,000.00 |
| 3.0 | CONCRETE FLOOR REPAIR | |
| 3.2 | Floor Repair - Partial Depth/Deep | $ 300,000.00 |
| 3.3 | Floor Repair - Full Depth | $ 270,000.00 |
| 3.4 | Floor Repair - Full Depth at Ramps | $ 780,000.00 |
| 4.0 | CONCRETE CEILING REPAIR | |
| 4.1 | Ceiling Repair - Partial Depth / Shallow | $ 600,000.00 |
| 5.0 | CONCRETE BEAM AND JOIST REPAIR | |
| 5.1 | Beam Repair - Partial Depth / Shallow | $ 54,000.00 |
| 5.2 | Beam Repair - Partial Depth / Deep | $ 63,000.00 |
| 6.0 | CONCRETE COLUMN REPAIR | |
| 6.1 | Column Repair - Partial Depth / Shallow | $ 250,000.00 |
| 6.2 | Column Repair - Partial Depth / Deep | $ 54,000.00 |
| 7.0 | CONCRETE WALL REPAIR | |
| 7.1 | Wall Repair - Partial Depth/Shallow | $ 25,000.00 |
| 7.2 | Remove Excess Existing Wall Infill | $ 236,000.00 |
| 9.0 | EXPANSION JOINT EDGE PREPARATION | |
| 9.2 | Exp Joint Preparation - New Concrete Wash with Blockout | $ 252,000.00 |
| 10.0 | EXPANSION JOINT REPAIR AND REPLACEMENT | |
| 10.3 | Expansion Joint - Elastomeric Concrete Edged | $ 126,000.00 |
| 13.0 | CONCRETE OVERLAY | |
| 13.1 | Concrete Overlay - Profiled Conventional Concrete | $ 3,376,000.00 |
| 16.0 | TRAFFIC TOPPING | |
| 16.1 | Traffic Topping - Vehicular | $ 1,266,000.00 |
| 25.0 | MECHANICAL - DRAINAGE | |
| 25.2 | Mechanical - Install Supplemental Floor Drain | $ 413,000.00 |
| 25.3 | Mechanical - Pipe and Hangers | $ 342,000.00 |
| 26.0 | MECHANICAL - FIRE PROTECTION/VENTIRLATION | |
| 26.1 | Mechanical - Fire Protection Replacement | $ 954,000.00 |
| 26.2 | Mechanical - Ventilation | $ 50,000.00 |
| 30.0 | ELECTRICAL-LIGHTING | |
| 30.1 | Electrical/Lighting Replacement | $ 1,717,000.00 |
| 42.0 | MISCELLANEOUS ARCHITECTURAL REPAIRS | $ - |
| 42.1 | Misc. Architectural Repairs (Doors, Fencing, Etc.) | $ 100,000.00 |
| 42.2 | Stair Repairs | $ 25,000.00 |
| 42.3 | New Stair/Elevator Lobby | $ 1,000,000.00 |
| 42.4 | New Main Entrance/Surface Lot Reconstruction | $ 150,000.00 |
| 42.5 | Plaza/Sidewalk Reconstruction | $ 385,000.00 |
| 42.6 | Pedestrian Bridge Allowance | $ 750,000.00 |
| 43.0 | MISCELLANEOUS METALS | $ - |
| 43.1 | Install Vehicular Barrier | $ 1,649,000.00 |
| 43.2 | Replace Stair Railings | $ 50,000.00 |
| 45.0 | PAINTING | $ - |
| 45.1 | Paint Traffic Markings/Graphics/Signage | $ 477,000.00 |
| 45.2 | Paint Masonry Steel Lintel | $ 118,000.00 |
| 76.0 | CRACK REPAIR AND TUCKPOPOINTING | $ - |
| 76.3 | Tuckpointing | $ 210,000.00 |
| 80.0 | BRICK/CONCRETE MASONRY UNIT FAÇADE | $ - |
| 80.1 | Remove and Replace Face Brick | $ 113,000.00 |
| 80.2 | Capstone Repair/Flashing | $ 195,000.00 |
| | SUBTOTAL | $ 18,601,000.00 |
| 0.0 | GENERAL | |
| 0.1 | 8% Mobilization | $ 1,488,000.00 |
| 0.2 | 10% Construction Contigency | $ 2,009,000.00 |
| | TOTAL CONSTRUCTION COST | $ 22,098,000.00 |

DRAFT

Table A-2 – Opinion of Probable Repair Costs – 5-Year Program

| WORK ITEM | DESCRIPTION | 2019 L8, L1, L1 EXTENSION | 2020 L2 EXTENSION | 2021 L3 EXTENSION | 2022 L4 EXTENSION | 2023 Waterproofing EXTENSION | TOTAL EXTENSION |
|---|---|---|---|---|---|---|---|
| 2.0 | FLOOR PREPARATION | | | | | | |
| 2.8 | Floor Preparation - Hydro-Milling | $ 861,000 | $ 457,000 | $ 492,000 | $ 498,000 | $ - | $ 2,308,000 |
| 3.0 | CONCRETE FLOOR REPAIR | | | | | | |
| 3.2 | Floor Repair - Partial Depth/Deep | $ 120,000 | $ 62,000 | $ 65,000 | $ 68,000 | $ - | $ 315,000 |
| 3.3 | Floor Repair - Full Depth | $ 90,000 | $ 94,000 | $ 49,000 | $ 51,000 | $ - | $ 284,000 |
| 3.4 | Floor Repair - Full Depth at Ramps | $ 195,000 | $ 199,000 | $ 203,000 | $ 207,000 | $ - | $ 804,000 |
| 4.0 | CONCRETE CEILING REPAIR | | | | | | |
| 4.1 | Ceiling Repair - Partial Depth / Shallow | $ 216,000 | $ 150,000 | $ 130,000 | $ 135,000 | $ - | $ 631,000 |
| 5.0 | CONCRETE BEAM AND JOIST REPAIR | | | | | | |
| 5.1 | Beam Repair - Partial Depth / Shallow | $ 30,000 | $ 12,000 | $ 6,000 | $ 7,000 | $ - | $ 55,000 |
| 5.2 | Beam Repair - Partial Depth / Deep | $ 35,000 | $ 15,000 | $ 8,000 | $ 8,000 | $ - | $ 66,000 |
| 6.0 | CONCRETE COLUMN REPAIR | | | | | | |
| 6.1 | Column Repair - Partial Depth / Shallow | $ 100,000 | $ 52,000 | $ 54,000 | $ 56,000 | $ - | $ 262,000 |
| 6.2 | Column Repair - Partial Depth / Deep | $ 18,000 | $ 19,000 | $ 6,000 | $ 14,000 | $ - | $ 57,000 |
| 7.0 | CONCRETE WALL REPAIR | | | | | | |
| 7.1 | Wall Repair - Partial Depth/Shallow | $ 18,000 | $ 3,000 | $ 3,000 | $ 3,000 | $ - | $ 27,000 |
| 7.2 | Remove Excess Existing Wall Infill | $ 67,000 | $ 53,000 | $ 62,000 | $ 60,000 | $ - | $ 242,000 |
| 9.0 | EXPANSION JOINT EDGE PREPARATION | | | | | | |
| 9.2 | Exp Joint Preparation - New Concrete Wash with Blockout | $ 63,000 | $ 64,000 | $ 66,000 | $ 67,000 | $ - | $ 260,000 |
| 10.0 | EXPANSION JOINT REPAIR AND REPLACEMENT | | | | | | |
| 10.3 | Expansion Joint - Elastomeric Concrete Edged | $ 32,000 | $ 32,000 | $ 33,000 | $ 33,000 | $ - | $ 130,000 |
| 13.0 | CONCRETE OVERLAY | | | | | | |
| 13.1 | Concrete Overlay - Profiled Conventional Concrete | $ 1,292,000 | $ 685,000 | $ 737,000 | $ 747,000 | $ - | $ 3,461,000 |
| 16.0 | TRAFFIC TOPPING | | | | | | |
| 16.1 | Traffic Topping - Vehicular | $ - | $ - | $ - | $ - | $ 1,370,000 | $ 1,370,000 |
| 25.0 | MECHANICAL - DRAINAGE | | | | | | |
| 25.2 | Mechanical - Install Supplemental Floor Drain | $ 206,000 | $ 70,000 | $ 72,000 | $ 73,000 | $ - | $ 421,000 |
| 25.3 | Mechanical - Pipe and Hangers | $ 171,000 | $ 58,000 | $ 59,000 | $ 60,000 | $ - | $ 348,000 |
| 26.0 | MECHANICAL - FIRE PROTECTION/VENTIRLATION | | | | | | |
| 26.1 | Mechanical - Fire Protection Replacement | $ 458,000 | $ 166,000 | $ 183,000 | $ 189,000 | $ - | $ 996,000 |
| 26.2 | Mechanical - Ventilation | $ 50,000 | $ - | $ - | $ - | $ - | $ 50,000 |
| 30.0 | ELECTRICAL-LIGHTING | | | | | | |
| 30.1 | Electrical/Lighting Replacement | $ 824,000 | $ 294,000 | $ 316,000 | $ 320,000 | $ - | $ 1,754,000 |
| 42.0 | MISCELLANEOUS ARCHITECTURAL REPAIRS | | | | | | |
| 42.1 | Misc. Architectural Repairs (Doors, Fencing, Etc.) | $ 100,000 | $ - | $ - | $ - | $ - | $ 100,000 |
| 42.2 | Stair Repairs | $ 25,000 | $ - | $ - | $ - | $ - | $ 25,000 |
| 42.3 | New Stair/Elevator Lobby | $ 1,000,000 | $ - | $ - | $ - | $ - | $ 1,000,000 |
| 42.4 | New Main Entrance/Surface Lot Reconstruction | $ 150,000 | $ - | $ - | $ - | $ - | $ 150,000 |
| 42.5 | Plaza/Sidewalk Reconstruction | $ 385,000 | $ - | $ - | $ - | $ - | $ 385,000 |
| 42.6 | Pedestrian Bridge Allowance | $ 250,000 | $ - | $ 500,000 | $ - | $ - | $ 750,000 |
| 43.0 | MISCELLANEOUS METALS | | | | | | |
| 43.1 | Install Vehicular Barrier | $ 466,000 | $ 371,000 | $ 437,000 | $ 423,000 | $ - | $ 1,697,000 |
| 43.2 | Replace Stair Railings | $ 50,000 | $ - | $ - | $ - | $ - | $ 50,000 |
| 45.0 | PAINTING | | | | | | |
| 45.1 | Paint Traffic Markings/Graphics/Signage | $ 229,000 | $ 82,000 | $ 88,000 | $ 89,000 | $ - | $ 488,000 |
| 45.2 | Paint Masonry Steel Lintel | $ 33,000 | $ 27,000 | $ 31,000 | $ 30,000 | $ - | $ 121,000 |
| 76.0 | CRACK REPAIR AND TUCKPOPOINTING | | | | | | |
| 76.3 | Tuckpointing | $ 210,000 | $ - | $ - | $ - | $ - | $ 210,000 |
| 80.0 | BRICK/CONCRETE MASONRY UNIT FACADE | | | | | | |
| 80.1 | Remove and Replace Face Brick | $ 113,000 | $ - | $ - | $ - | $ - | $ 113,000 |
| 80.2 | Capstone Repair/Flashing | $ 195,000 | $ - | $ - | $ - | $ - | $ 195,000 |
| | SUBTOTAL | $ 8,052,000 | $ 2,965,000 | $ 3,600,000 | $ 3,138,000 | $ 1,370,000 | $ 19,125,000 |
| 0.0 | GENERAL | | | | | | |
| 0.1 | 8% Mobilization | $ 644,000 | $ 237,000 | $ 288,000 | $ 251,000 | $ 110,000 | $ 1,530,000 |
| 0.2 | 10% Construction Contigency | $ 870,000 | $ 320,000 | $ 389,000 | $ 339,000 | $ 148,000 | $ 2,066,000 |
| | TOTAL CONSTRUCTION COST | $ 9,566,000 | $ 3,522,000 | $ 4,277,000 | $ 3,728,000 | $ 1,628,000 | $ 22,721,000 |

DRAFT

Photo 1 – Delaminated concrete slab. Note the presence of failed bituminous repairs.

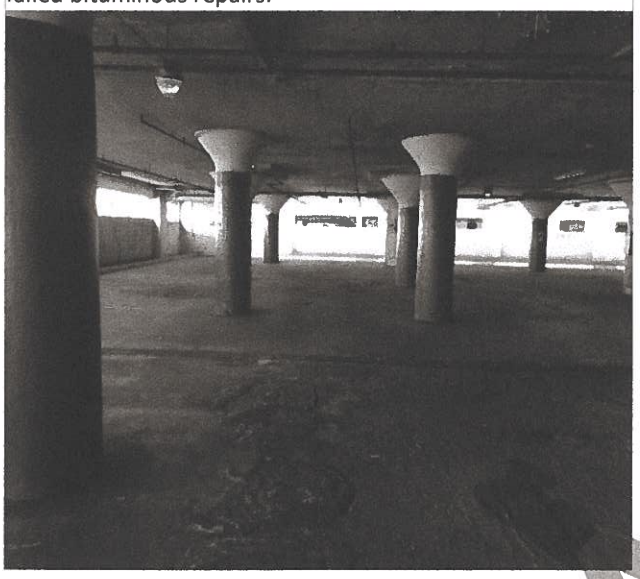


Photo 2 – Ponding on topside slab due to the lack of adequate drainage system.

Photo 3 – Topside concrete slab spalls and delamination.

Photo 4 – Topside patches at garage entrance.

DRAFT

Photo 5 – Typical underside slab delamination.

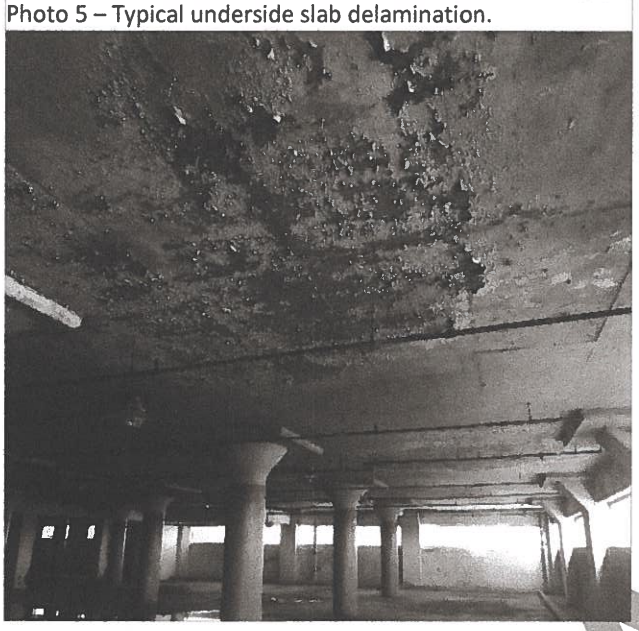


Photo 6 – Deteriorated underside floor slab.

Photo 7 – Random underside beam spall with exposed reinforcing.

Photo 8 – Large underside spall with exposed steel reinforcement.

DRAFT

Photo 9 – Spall at column base due to water intrusion. Note the exposed steel reinforcement.

Photo 10 – Column base spalling.

Photo 11 – Column spall with exposed steel reinforcement.

Photo 12 – Column & wall spalling and delamination.

DRAFT

Photo 13 – Water staining and spalling on exterior wall.

Photo 14 – Staining on exterior brick façade.

Photo 15 – Cracking at exterior brick wall.

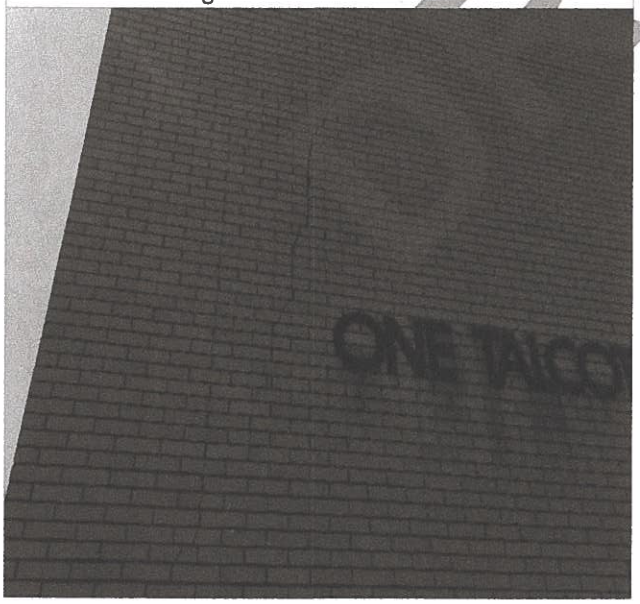


Photo 16 – Cracking and spalling at building base.

Photo 17 – Parking garage roof on overall fair conditions. Note efflorescence staining on brick wall.

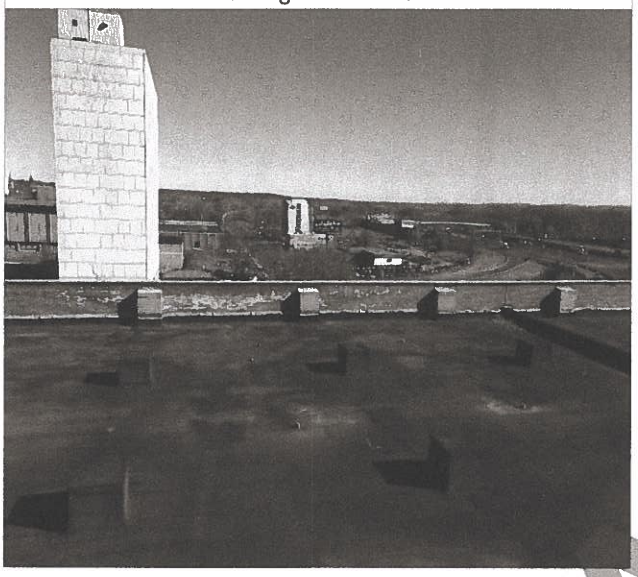


Photo 18 – Minor ponding on garage roofing system. Note the lack of drainage on the Northwest side of roof.

Photo 19 –Minor spalls on Plaza stairs.

Photo 20 – Plaza surface deterioration.

Photo 15 –Existing conditions of walkway between building and Morgan Street surface lot.

Photo 16 –Morgan Street surface lot walkway weathered asphalt and concrete wall.

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 1 |
| CORE LOCATION: | Loading dock level L (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 5.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete located on level L close to the entrance of the garage in a loading dock/truck parking zone. |

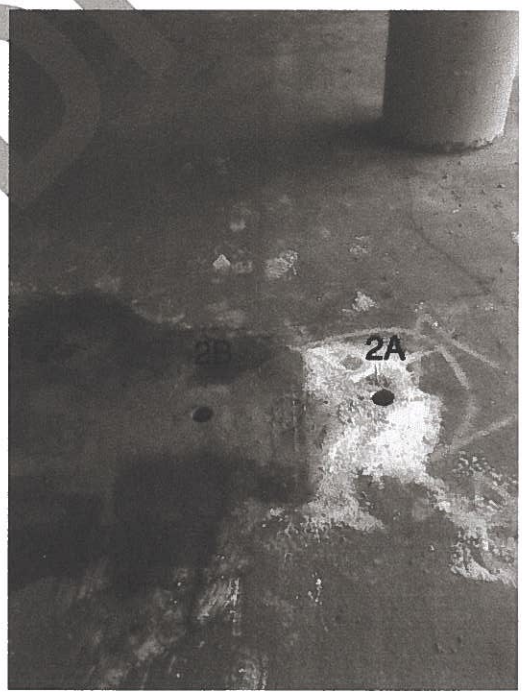
DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 2A |
| CORE LOCATION: | Drive-lane level L (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 4.2" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete within 5 feet of a floor drain. There is accumulated rust on the portion where the core was cut due to the presence of steel 4" below the surface. |

DRAFT

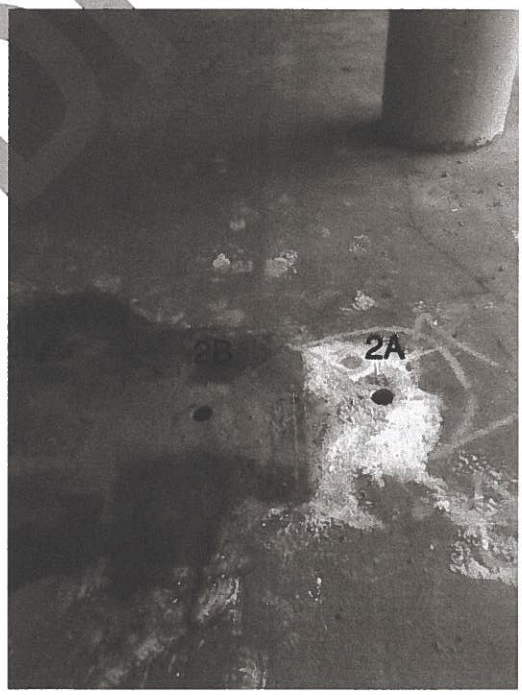


WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/7/2019 |
| CORE ID#: | 2B |
| CORE LOCATION: | Drive-lane level L (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 3" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | Shallow crack 3" long @ 1/4" down |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete within 5 feet of a floor drain. The core was extracted approximately 18 inches away from core 2A. |

DRAFT

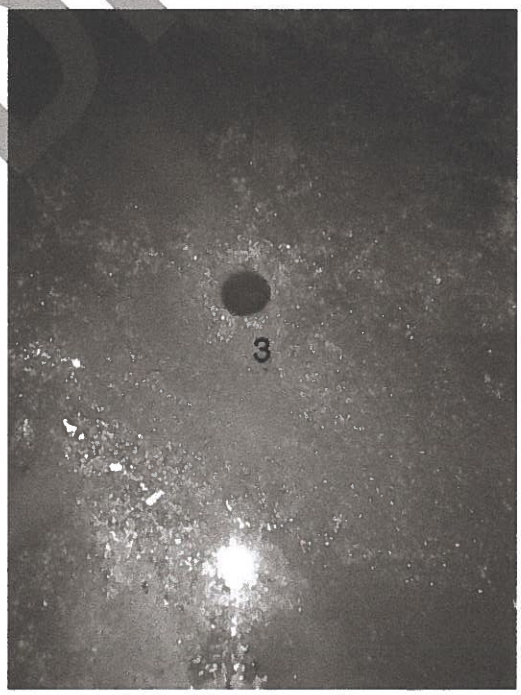


WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 3 |
| CORE LOCATION: | Drive-lane level 1 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 3" |
| MAX SIZE AGGREGATE: | 3/4 " |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a delaminated area of concrete in a low point where there was water ponding located on level L of the garage. The core was cut at 3" due to the presence of steel below the surface |

DRAFT



WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 4 |
| CORE LOCATION: | Drive-lane level 1 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 6" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete located on level 1 of the parking garage. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/7/2019 |
| CORE ID#: | 5 |
| CORE LOCATION: | Stall level 1 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 5" (Concrete) ; 1.5" Asphalt |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from an asphalt paved region of concrete on level 1 of the parking garage. The core showed the asphalt layer was 1.5" thick with a <1" cavity between the concrete and asphalt layer. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/7/2019 |
| CORE ID#: | 6 |
| CORE LOCATION: | Stall level 1 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 3.25" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | Clean break @ 1/4" down + Overlay |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete located on level 1 of the parking garage. A 2" concrete overlay exists in the region. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 7 |
| CORE LOCATION: | Stall level 2 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 6.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete located on level 2 of the parking garage. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 8 |
| CORE LOCATION: | Drive-lane Level 2 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 6.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete in a low-point where there were signs of water ponding. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 9 |
| CORE LOCATION: | Stall level 2 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 4.7" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | 4 clean breaks at varying depths |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a delaminated area of concrete in a flat region on level 2 of the parking garage. A 1" concrete overlay exists in this region. The core broke into 5 distinguished pieces during extraction. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 10 |
| CORE LOCATION: | Drive-lane level 3 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 6.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a delaminated area of concrete in a flat region. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 11 |
| CORE LOCATION: | Stall level 3 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 5.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate-High |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a delaminated area of concrete in a flat region on level 3 of the parking garage. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 12 |
| CORE LOCATION: | Drive-lane level 3 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 4.75" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete in a flat region on level 3 of the parking garage. |

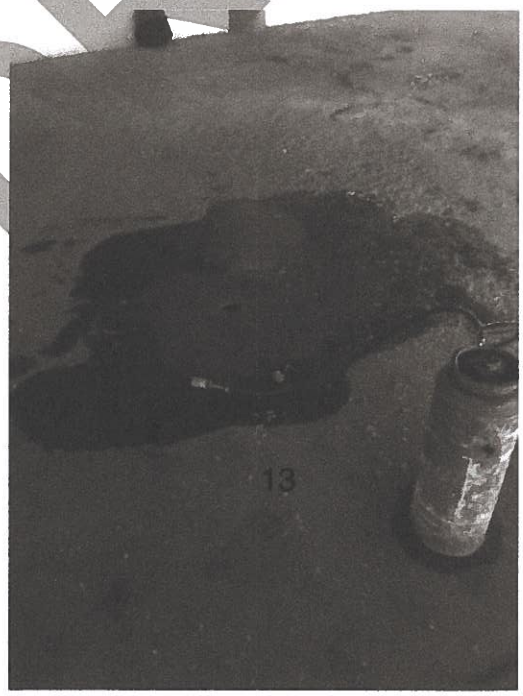
DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 13 |
| CORE LOCATION: | Drive-lane level 4 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 4.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate-High |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete in a flat region located on level 4 of the parking garage. |

DRAFT



WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 14 |
| CORE LOCATION: | Drive-lane level 4 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 7" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate-High |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a delaminated area of concrete in a flat region located on level 4 of the parking garage. |

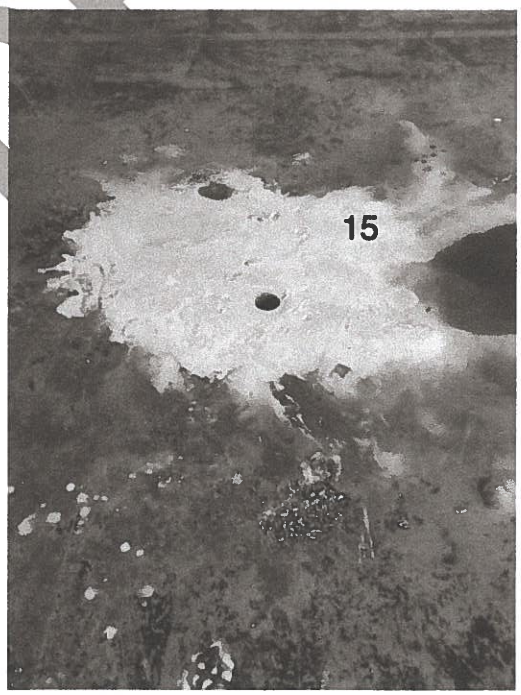
DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 15 |
| CORE LOCATION: | Stall level 4 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 5.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete located on level 4 of the parking garage. The core was within 5 feet of a floor drain. |

DRAFT

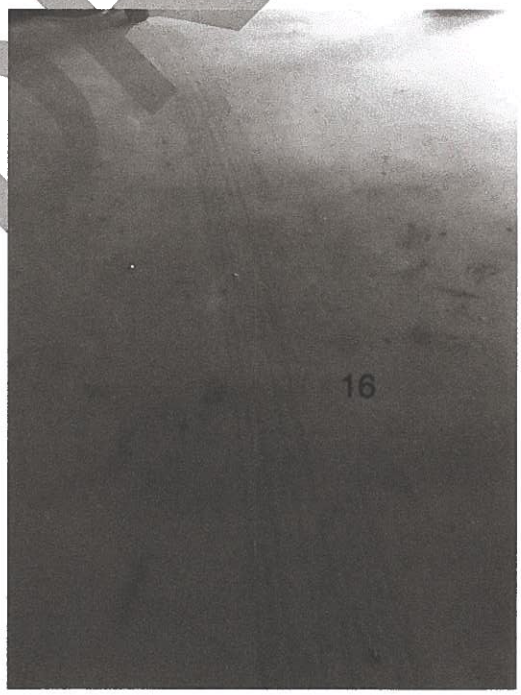


WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/6/2019 |
| CORE ID#: | 16 |
| CORE LOCATION: | Drive-lane level 4 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 6.75" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete in a low point located on level 4 of the parking garage. |

DRAFT



WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/7/2019 |
| CORE ID#: | 17 |
| CORE LOCATION: | Drive-lane level 3 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 7.5" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from delaminated area of concrete in a flat region located on level 3 of the parking garage. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/7/2019 |
| CORE ID#: | 18 |
| CORE LOCATION: | Stall level 2 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 7.25" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a delaminated area of concrete located on level 2 of the parking garage. |

DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/7/2019 |
| CORE ID#: | 19 |
| CORE LOCATION: | Drive-lane level 1 (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 6" |
| MAX SIZE AGGREGATE: | 3/4" |

| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from delaminated area of concrete in a flat region located on level 1 of the parking garage. The core was taken near an asphalt covered area. |

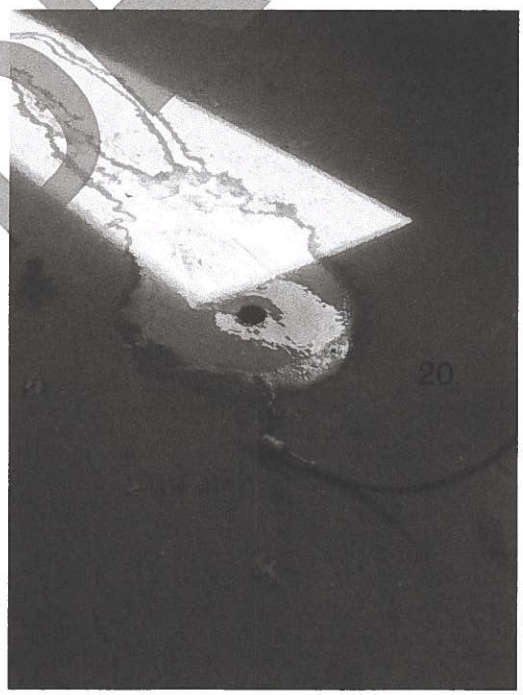
DRAFT

WALKER #16-2989.00

| | |
|---|---|
| PROJECT NAME: | One Talcott Plaza Parking Garage and Office Building |
| PROJECT NUMBER: | 16-2989.00 |
| REPORTED BY: | James Tramontana |
| DATE: | 6/7/2019 |
| CORE ID#: | 20 |
| CORE LOCATION: | Drive-lane level L (see plans) |
| DIAMETER (INCHES): | 2.75" |
| LENGTH (INCHES): | 6.5" |
| MAX SIZE AGGREGATE: | 3/4" |

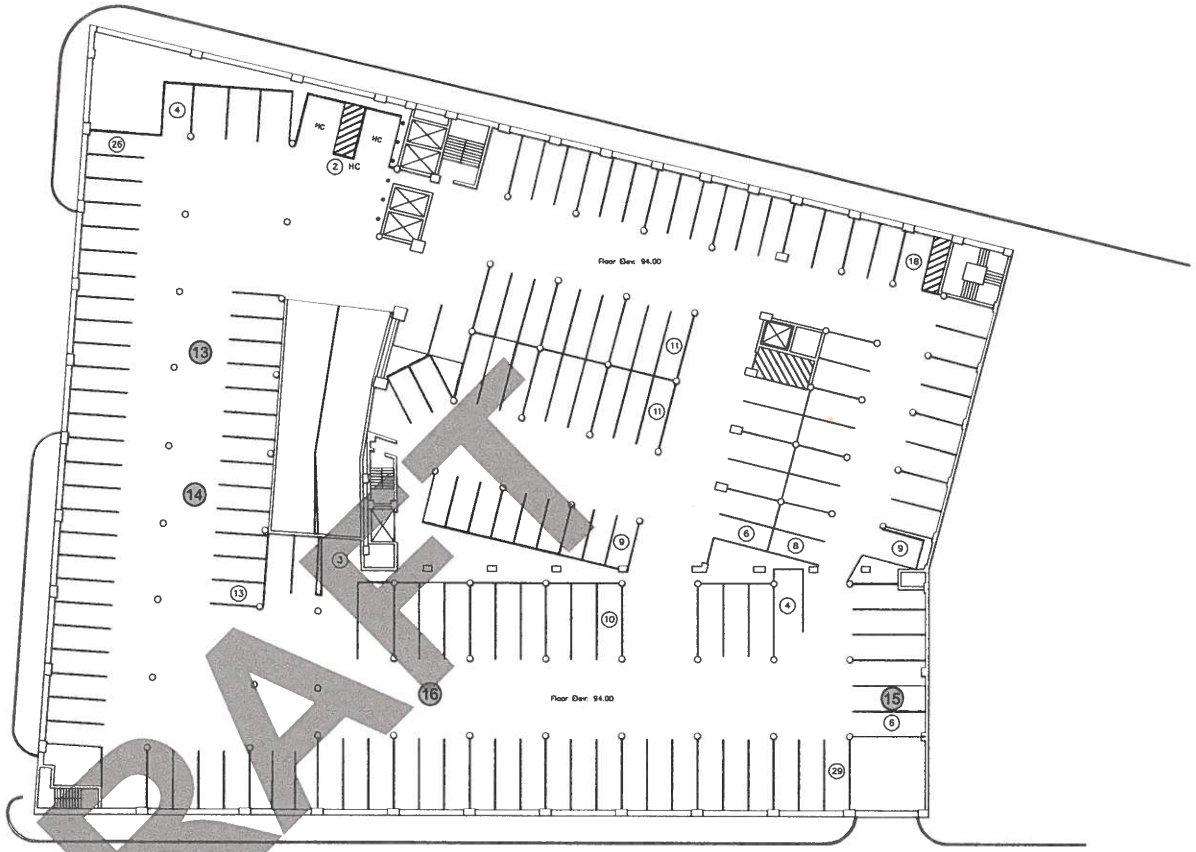
| | |
|---|---|
| CONSOLIDATION: | Good |
| SEGREGATION: | None |
| GRADATION: | Good |
| ENTRAPPED AIR: | Moderate |
| CRACKING (EXTENT/DEPTH, ETC.): | None |
| DEPTH OF STEEL: | NA |
| SIZE OF STEEL: | NA |
| CONDITION OF STEEL: | NA |
| PRESENCE OF PATCH MATERIAL: | NA |
| GENERAL COMMENTS: | This core was extracted from a good area of concrete in a flat region located on level L of the parking garage. |

DRAFT



# ONE TALCOTT PLAZA PARKING GARAGE

## APPENDIX C – CONCRETE TESTING




| LEVEL | REG'S | HC'S | TOTAL |
|---|---|---|---|
| 4 | 167 | 2 | 169 |
| 3 | 155 | 2 | 157 |
| 2 | 155 | 2 | 157 |
| 1 | 134 | 4 | 138 |
| L | 99 | 3 | 102 |
| B | 90 | 0 | 90 |
| | 800 | 13 | 813 |

DRAFT

ADA ALLAN DAVIS ASSOCIATES INC.
488 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capitol Community Technical College
Hartford, Connecticut
Parking Layout – Level 4 (Purple)

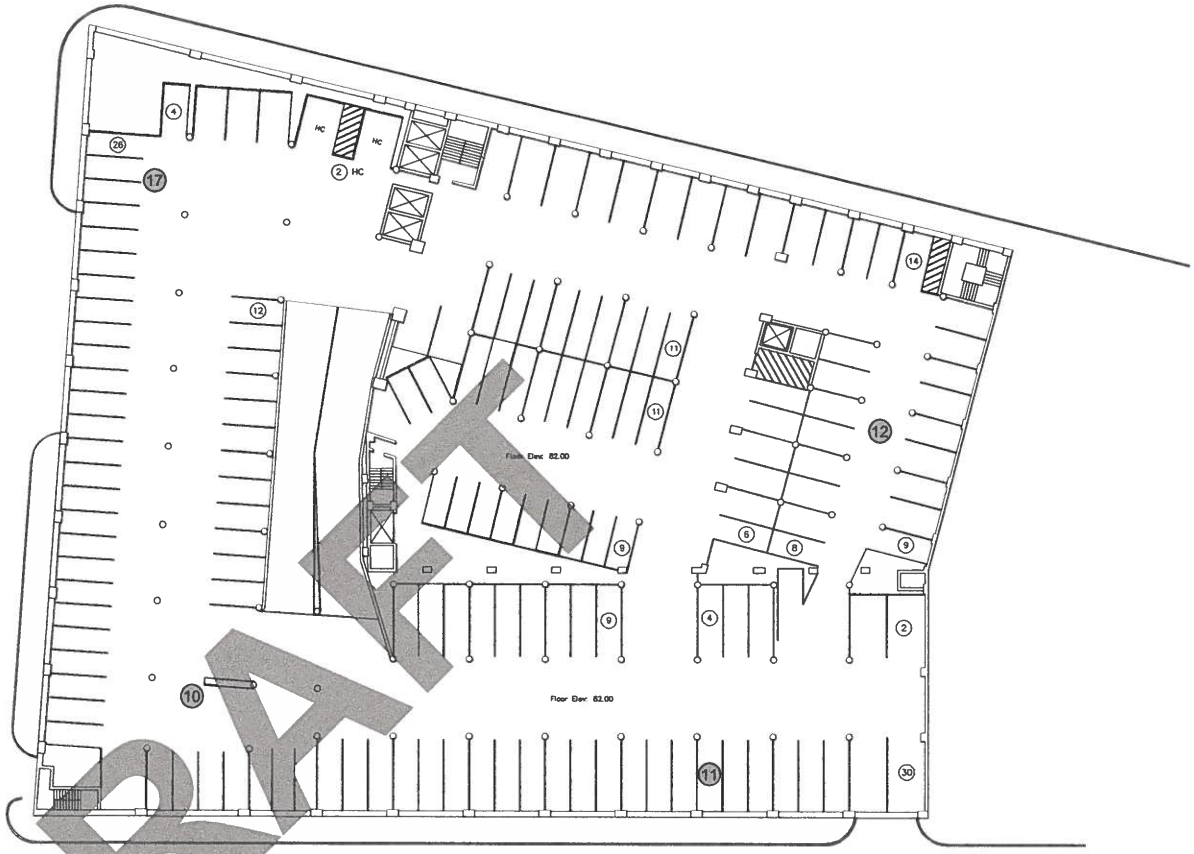
| Job No. | Designed By: | Checked By: | Scale |
|---|---|---|---|
| 99050 | M.S.D. | – | 1" = 20' |
| Cad File: | Drawn By: | Date | Sheet No. 1 Of 6 |
| | M.S. | 5-28-99 | |

Revisions

| No. | By: | Date: |
|---|---|---|
| | | |

# ONE TALCOTT PLAZA PARKING GARAGE

## APPENDIX C – CONCRETE TESTING




| REG'S | HC'S | TOTAL |
|---|---|---|
| 155 | 2 | 157 |

DRAFT

ALLAN DAMS ASSOCIATES INC.
458 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capitol Community Technical College
Hartford, Connecticut

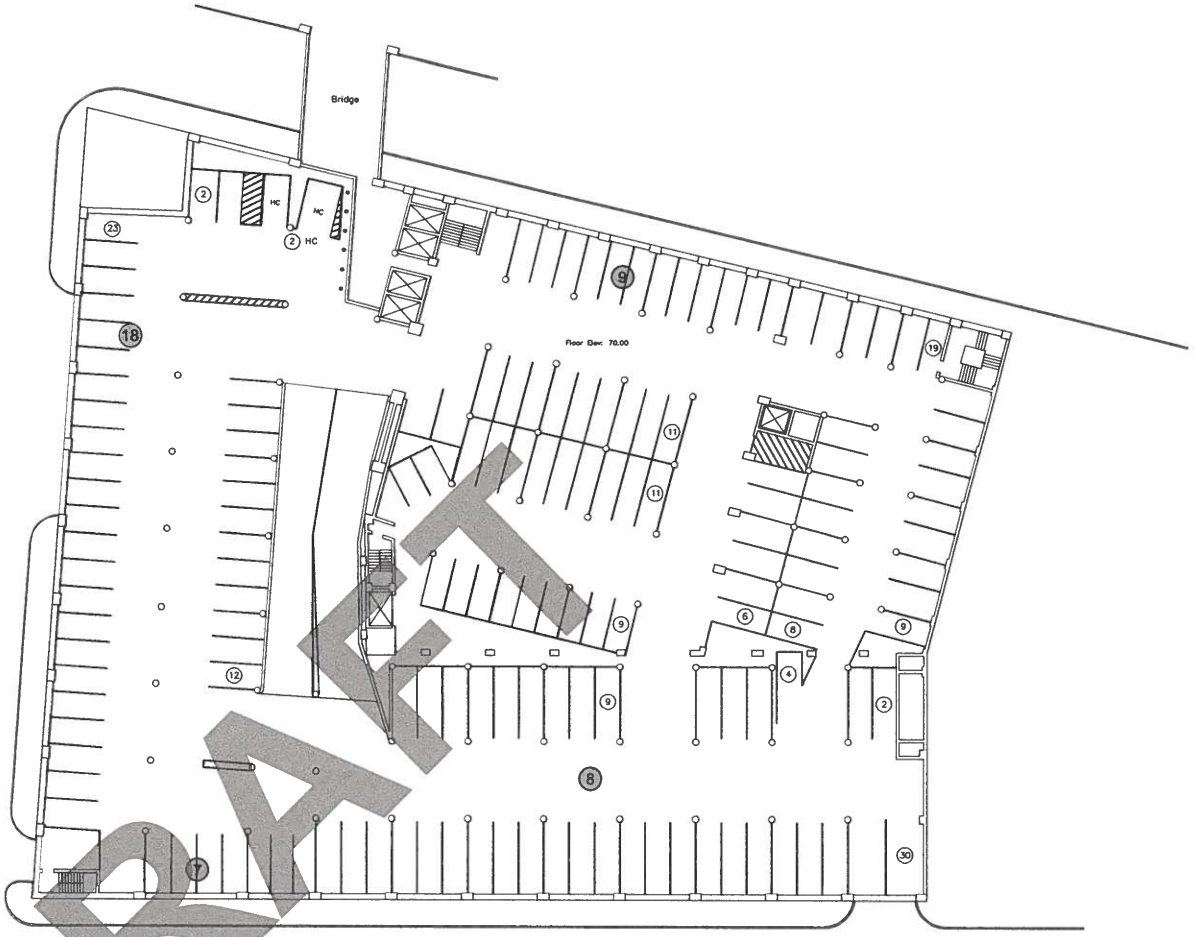
Parking Layout – Level 3 (Red)

| Job No. | Designed By: | Checked By: | Scale: |
|---|---|---|---|
| 99050 | M.S.D. | – | 1" = 20' |
| Cad File: | Drawn By: | Date: | Sheet No. 2 of 6 |
| | M.S. | 5-28-99 | |

| Revisions | | |
|---|---|---|
| No. | By: | Date: |
| | | |
| | | |
| | | |
| | | |

# ONE TALCOTT PLAZA PARKING GARAGE

## APPENDIX C – CONCRETE TESTING




| REG'S | HC'S | TOTAL |
|---|---|---|
| 155 | 2 | 157 |

DRAFT

ALLAN DAVIS ASSOCIATES INC.
488 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capital Community Technical College
Hartford, Connecticut

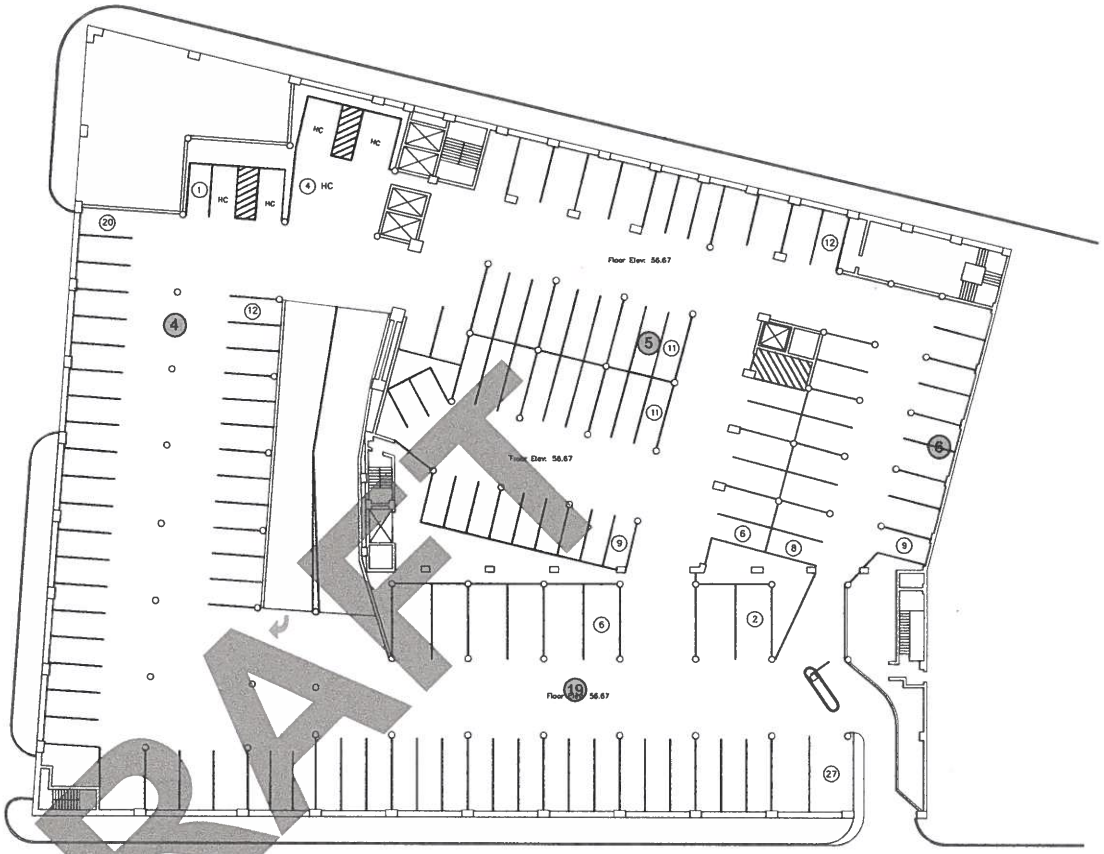
Parking Layout – Level 2 (Yellow)

| Job No. | Designed By: | Checked By: | Scale: |
|---|---|---|---|
| 99050 | M.S.D. | – | 1" = 20' |
| Cad File: G:\99050\Drawings\20190300.dwg | Drawn By: M.S. | Date: 5-28-99 | Sheet No. 3 of 6 |

| Revisions | | |
|---|---|---|
| No. | By: | Date: |
| | | |
| | | |
| | | |
| | | |
| | | |

# ONE TALCOTT PLAZA PARKING GARAGE

## APPENDIX C – CONCRETE TESTING




| REG'S | HC'S | TOTAL |
|---|---|---|
| 134 | 4 | 138 |

DRAFT

ALLAN DAVIS ASSOCIATES INC.
488 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capital Community Technical College
Hartford, Connecticut

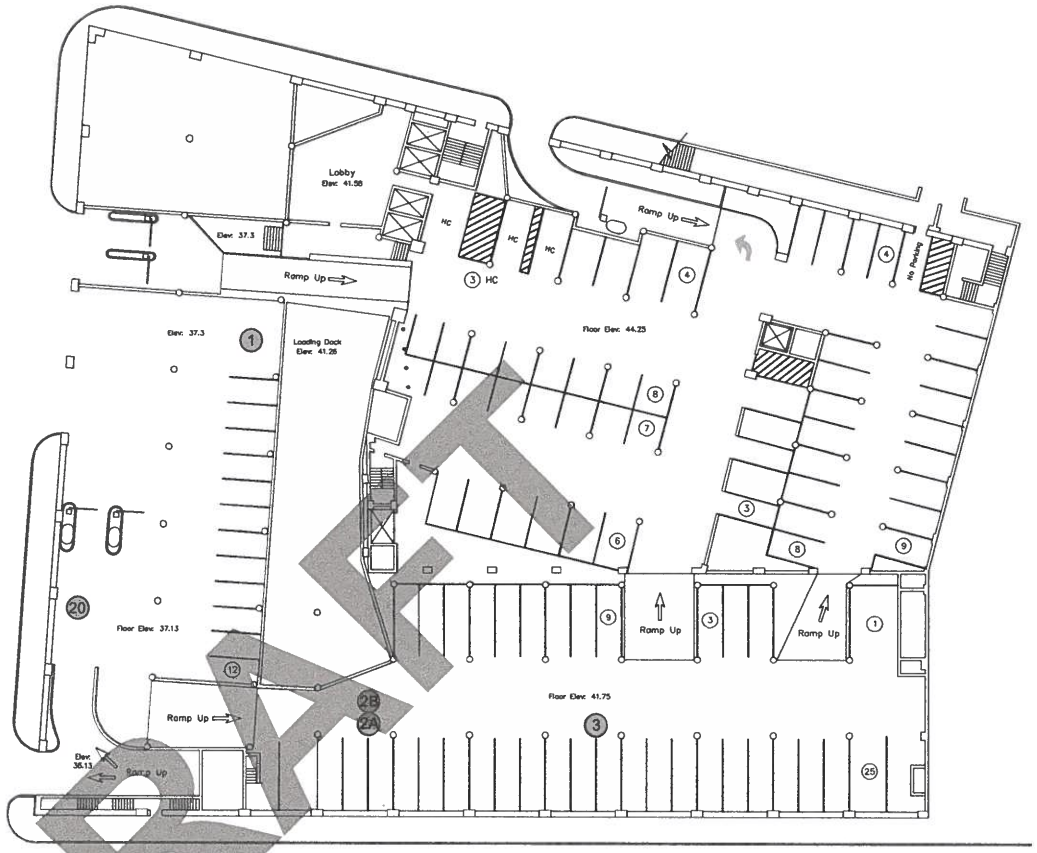
Parking Layout – Level 1 (Blue)

| Revisions | | |
|---|---|---|
| No. | By: | Date: |

| | | | |
|---|---|---|---|
| Job No. 99050 | Designed By: M.S.D. | Checked By: – | Scale: 1" = 20' |
| Cad File: Q:\99050\Drawings\99050004.dwg | Drawn By: M.S. | Date: 5-28-99 | Sheet No. 4 Of 6 |

# ONE TALCOTT PLAZA PARKING GARAGE

## APPENDIX C – CONCRETE TESTING




DRAFT

| REG'S | HC'S | TOTAL |
|---|---|---|
| 99 | 3 | 102 |

ADA ALLAN DAMS ASSOCIATES INC.
488 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capitol Community Technical College
Hartford, Connecticut

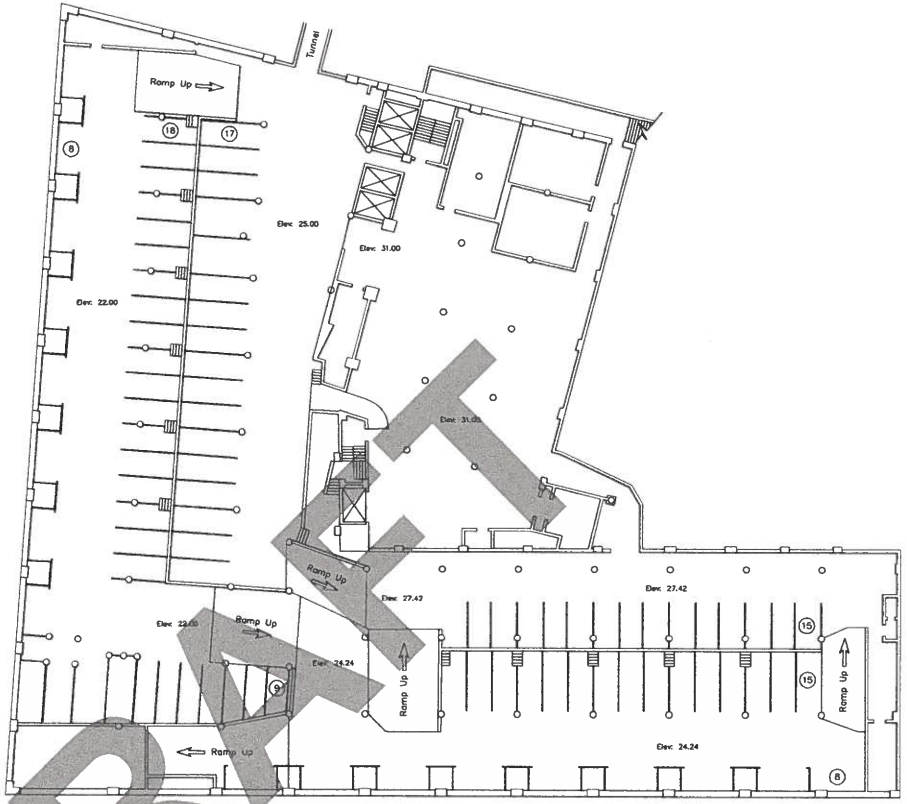
Parking Layout – Level L (Green)

| Job No. | Designed By: | Checked By: | Scale: |
|---|---|---|---|
| 99050 | M.S.D. | – | 1" = 20' |
| Cad File: G:\99050\Drawings\99050005.dwg | Drawn By: M.S. | Date: 5-28-99 | Sheet No. 5 Of 6 |

| Revisions | | |
|---|---|---|
| No. | By: | Date: |
| | | |
| | | |
| | | |
| | | |

# ONE TALCOTT PLAZA PARKING GARAGE

## APPENDIX C – CONCRETE TESTING




DRAFT

| REG'S | HC'S | TOTAL |
|---|---|---|
| 90 | 0 | 90 |

ADA ALLAN DAVIS ASSOCIATES INC.
458 Main Avenue, Norwalk, Connecticut 06851 (203) 849-0898

Capital Community Technical College
Hartford, Connecticut

Parking Layout – Level B (Pink)

| Job No. | Designed By: | Checked By: | Scale: |
|---|---|---|---|
| 99050 | M.S.D. | – | 1" = 20' |
| Cad File: G:\99050\Drawings\20B02009.dwg | Drawn By: M.S. | Date: 5-28-99 | Sheet No. 6 Of 6 |

| Revisions | | |
|---|---|---|
| No. | By: | Date: |
| | | |
| | | |
| | | |
| | | |
| | | |