

June 2, 2021

LAZ Investments
Attn: Jane Davey
Director of Acquisitions & Asset Management
One Financial Plaza
Hartford, CT 06103
jdavey@lazinvestments.com

RE:

Talcott Street Parking Garage

Historic Bridge Salvage Feasibility

Dear Jane,

Manafort Brothers Incorporated (MBI) has had several opportunities over the past few years, to review the condition of the Talcott Street parking garage and provide estimate support for several proposed development options. Our review of the garage structure has included a feasibility study to determine the means and methods that would be employed to safely demolish the structure. Our review included the development of a work plan that considered the protection of existing underground utility infrastructure, the preservation of traffic flow during the execution of the work, the protection of adjacent structures and city scape and the removal of the two pedestrian bridges and subsequent building infill. This letter will provide our opinion of the condition and potential work plan for the western pedestrian bridge.

Our review of the two pedestrian bridges was based on a review of the limited design documents provided at the time and observations made during numerous site visits. The pedestrian bridge located to the east appears to be a steel and concrete structure with a simple brick façade. Our plan for the demolition of this bridge is to remove the interior finishes, remove the masonry façade and concrete deck and rig and dismantle the remaining steel frame. Our plan for the west bridge considered dismantlement and salvage as the structure is of historic significance.

Our review of the west bridge for the purpose of salvaging the structure for potential reuse considered three options:

Option 1: Leave the bridge in place using portions of the existing structure of the garage as temporary support.

Option 2: Rig and remove the bridge structure in whole

Option 3: Dismantle and salvage interior and exterior bridge components including the exterior cladding, decorative clock, windows, doors, select architectural elements





Option 1 was dismissed. There was not enough information provided that would allow the determination that a portion of the garage structure could stand on its own providing the needed lateral support to hold the bridge for an undetermined period of time. This option was also dismissed because it limited the redevelopment of the garage site by leaving a significant portion of the structure in place to support the remaining bridge.

Option 2 was dismissed. The condition of the visible sections of the bridge and the age of the structure would raise question on the structural integrity of the bridge. In order to obtain the information needed to understand the true condition of the structure, a full analysis including select dismantlement and destructive testing would need to be performed. Our concern for the integrity of the bridge and our assumptions on the construction of the structure, lead to the conclusion that the bridge could not be removed. The concept of separating the bridge structure from the two adjacent buildings and rigging the structure, in whole, could not be supported due to our belief that the bridge was not designed as a standalone structure. It is our opinion that the integrity of the bridge is solely dependent on its connection to the two adjacent buildings and that once these connections were compromised, the bridge would become unstable. The potential for failure of the structure during a planned rigging operation is made even greater due to the current condition.

Option 3 was considered and in our opinion represents the best potential for reuse of the remaining elements of the bridge. This option is based on the dismantlement of the bridge and salvage of the items of historic significance. It is our opinion that the bridge façade and exterior architectural elements can be removed in a systematic approach, catalogued and packaged for later use. Some of the elements such as the windows and cladding may include asbestos and PCB containing caulk and paint. We would recommend a complete characterization of the structure be completed prior to any work beginning. If any asbestos or PCB impacts are found, a dismantlement plan can be modified to incorporate the proper handling of these items.

We believe that Option 3, the salvage of historic bridge components, is the safest option for the workers and general public. This option will allow for the preservation of the historic aspects of the bridge. Salvaged items can then be incorporated into the design of any new construction planned for the site or adjacent city area.

We hope this information will help with your project planning. Please feel free to contact our office with and questions you may have.

Sincerely,

Vince Mondo Vice President

Manafort Brothers Inc.

Highway &

Bridges