

BUCKINGHAM ST

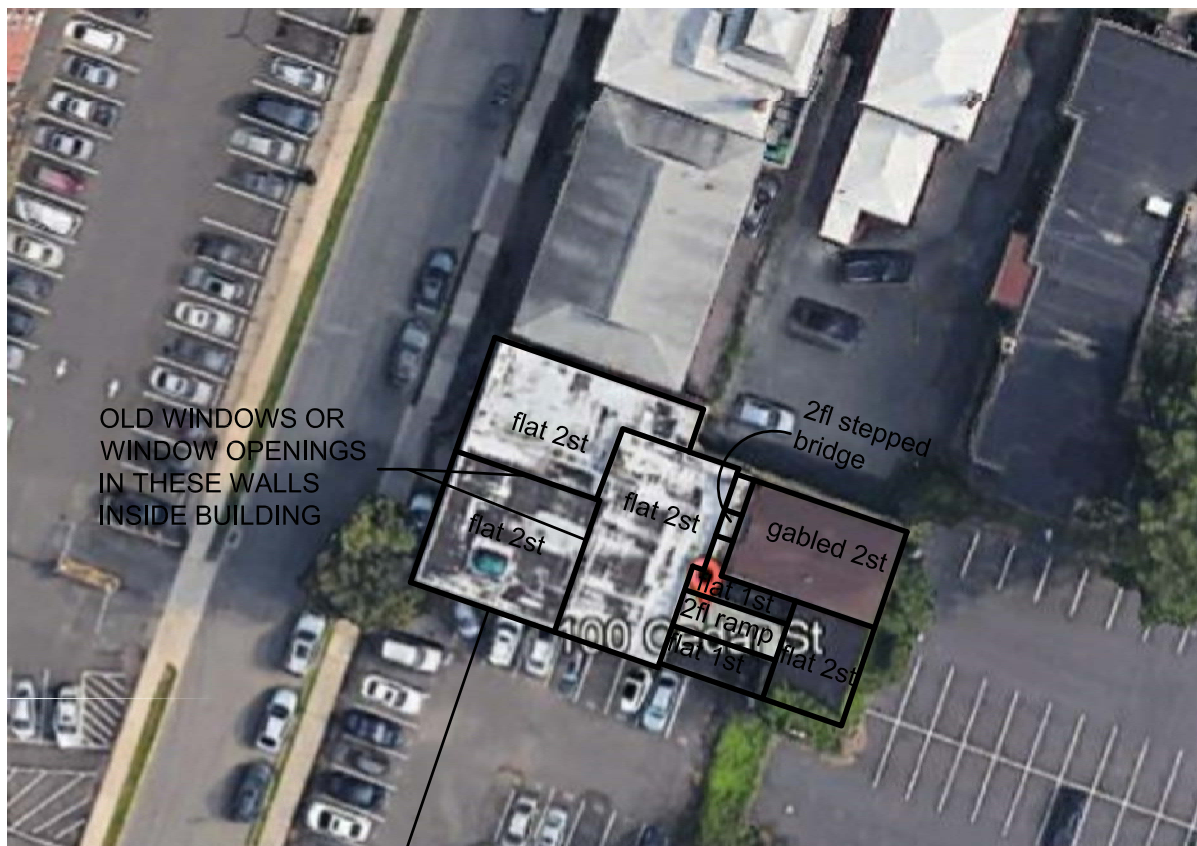
CEDAR ST



Masonry Wall Approx. 18" High

NOT TO SCALE  
For illustration only

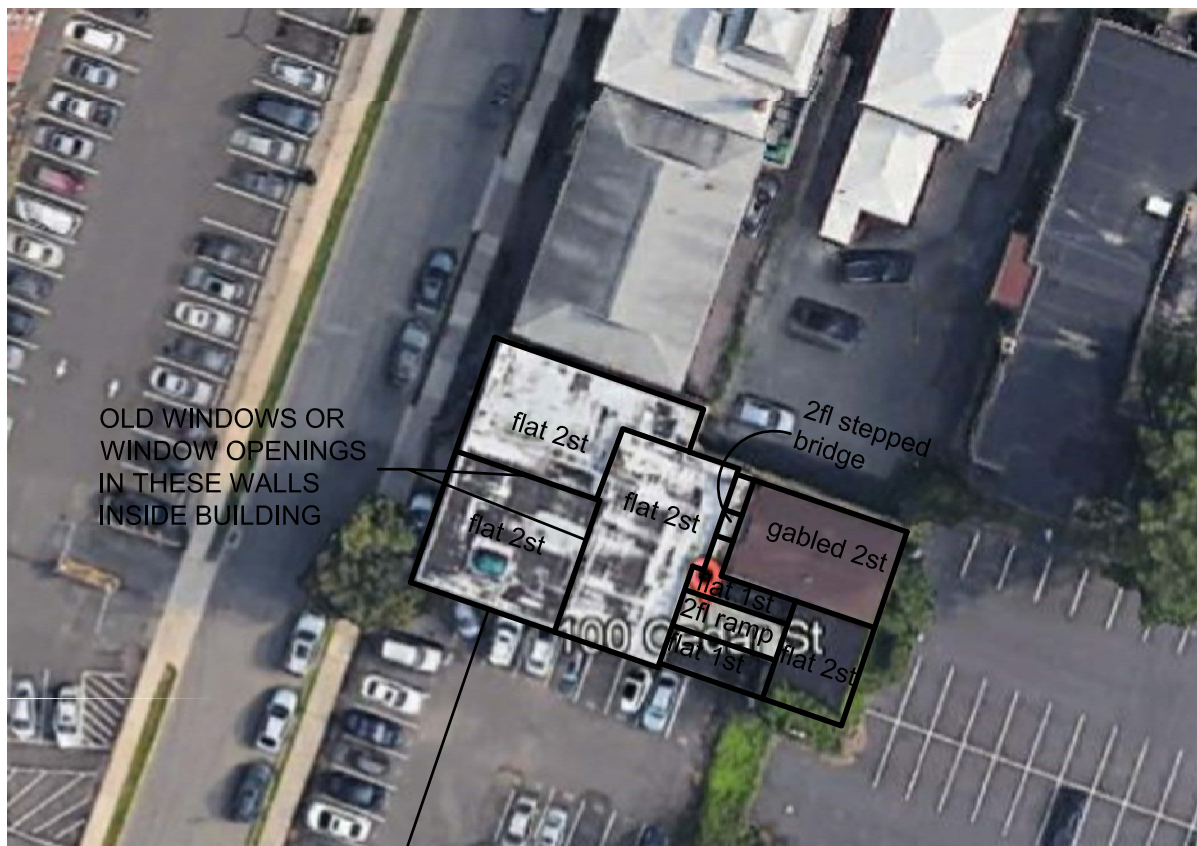




THIS SECTION APPEARS TO BE THE ORIGINAL BUILDING BASED ON INTERIOR WINDOW OPENINGS AND MAIN PASS DOOR. THE OTHER SECTIONS APPEAR TO BE ADDITIONS THAT WERE ADDED IN AN UNKNOWN ORDER.

## BUILDING SECTIONS 100 CEDAR STREET HARTFORD, CT

BUCK & BUCK, LLC  
COMM. NO. 6403-62  
APRIL 30, 2021



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## BUILDING SECTIONS 100 CEDAR STREET HARTFORD, CT

BUCK & BUCK, LLC  
COMM. NO. 6403-62  
APRIL 30, 2021













100



BUCKINGHAM ST

CEDAR ST

Potential New  
Construction  
*approximately*  
**2,700 Sq. Ft.**

NOT TO SCALE  
For illustration only



mp

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**From:** Michael Daversa <mdaversa@manafort.com>  
**Sent:** Thursday, July 8, 2021 12:38 PM  
**To:** mp  
**Subject:** Separation & Historical Deconstruction Concerns

Good Morning Michael:

Hope all is well with you. Sorry for the late follow up from our June 16<sup>th</sup> meeting at the site. To recap, during our walk of the building we reviewed the section(s) of the building that the Historical Commission has asked to be retained for its historical significance. As we discussed, this "premise" opens a number of investigative, structural and production implications that to make happen, will far exceed the cost to remove the structure in its entirety. Sans a true structural analysis, based on our experience in the demolition industry and having dealt with "like" buildings previously, the following are factors that would need to be considered/addresses if salvage of the historical portion is the direction moving forward:

1. Selective Investigation: Based on the age of the structure, the number of additions/modifications to the building over the years, an extensive amount of structural investigation would need to be performed. This would include but not limited to selective interior demolition of ceilings, walls, foundations, etc. to see how the structural components of the multiple structures tie-in together. Manafort Brothers, Inc. (MBI) would likely need to have a crew in the building for approximately 2 weeks accompanied by a structural engineer. During this we would manually expose all connection points, wall and roof framing tie-ins, if during demolition any temporary shoring or supports would need to be installed, etc. Added cost for this investigative work (not including the 3<sup>rd</sup> party engineer): +/- \$20,000.00.
2. Temporary Bracing / Shoring: Although the original structure once stood on its own, there is no way of knowing if over time or during the work surrounding the multiple additions, if areas of connection or years of buildings uses have settled or effected the integrity of the original structure. Unfortunately there would be no way to determine that until the additions are being removed or demolished and resultant demolition of the original building may end up needed to occur as a result. Also, is prior to any demolition, at all the cut or separation points, structural shoring posts/supports would need to be installed to temporarily support the parcels being removed so they do not fall or fail into the building to remain. These supports would likely need to be disposable (i.e. made of wood) as they will not be able to be retrieved after they are demolished with the "non-historic" sections. With current lumber pricing, needing an engineer to review and design the supports, labor to fabricate and install plus added disposal of these timber supports. The added costs for this are indeterminant until an engineer deduces the necessary shoring points (post review in item #1). An approximate cost for this would likely be in the range of +/- \$30,000.00.
3. Utility Terminations: In conjunction with the work above, the other item that would need to be addressed is researching and terminating the vast utilities that fun through the structure. This work goes beyond just "terminating" the utilities at the street or having the respective companies deactivate them prior to demolition. If there are any plumbing, heating, water, roof drains, conduit lines, etc. that are "shared" by the multiple structures, those would have to be physically cut/separated before any partial demolition(s) occur. If any pipes, utilities, etc. run from a non-historic section into the portion to remain (or vise versa), there is the risk that any attached utilities could "pull" on the historic parcel also causing structural damage or failures to the remaining building. There is also the possibility that some of these utilities were re-routed during the additions meaning they are now an integral part of the entire structure. The cutting and removal of these lines would render them non-usable in the remaining portion and the remaining building would be left with no electricity, heat, water or sewer services rendering it useless. This work could occur, if needed, while the items above are happening. Not knowing at this time the full impact this again it is difficult to put a firm number but a budget cost for separating, capping, plugging, etc. exposed or cut piping would add +/- \$10,000.00.



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FOUNDED  
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ROBINSON D. BUCK

Comm. 6403-62

May 4, 2021

Superior GHQ, Inc.  
229 Buckingham Street  
Hartford, CT 06106  
Attn. Mr. Penfield Jarvis, President

Re: #100 Cedar Street, Hartford

Dear Mr. Jarvis:

At your request I inspected the cornice on 100 Cedar Street to determine the material used in its construction and to determine the condition that it is in.

The cornice is constructed of stamped galvanized sheet metal fastened to a wooden sub-structure, not cast iron as suggested earlier. The condition of the cornice as a whole is poor, it has pulled away from the face of the building along a large portion of its length, there are framing spikes driven through the face of the sheet metal that appear to be an earlier attempt to refasten it to the backing structure. Several of the nails have partially pulled out or are missing. There are two areas that exhibit excessive movement as shown in the following photographs:



Corbel appears to have fallen off and been refastened. Gaps created by movement have been filled with expanding foam insulation. Soft wood behind the metal was observed in this area



TO Mr. Penfield Jarvis

PAGE 2

DATE May 4, 2021

COMM. 6403-62



Another joint with excessive movement where the gap has been filled with expanding foam insulation. Note the gaps at the corbel and between the wall and the cornice.

While much of the galvanized sheet metal components of the cornice appear to be in decent condition the general alignment of the cornice along the face of the building is a concern. I feel the alignment issues and evidence of excessive movement are caused by deterioration of the structural components under the metal covering. For this reason, I suggest you monitor the cornice for any additional movement and remove it if any becomes evident.

Feel free to call if you have any further questions.

Sincerely yours,  
Buck & Buck, LLC

Gregory B. Hunt



4. Increased Demolition Costs: In as much as it would seem logical if we are demolishing less building, the cost for the demolition should reduce systemically. Unfortunately this is not the case. The major components of demolition are labor costs, equipment costs and disposal costs. To work less productively, working around a structure that needs to be saved and being sure that nothing impacts or undermines the integrity of the structure to remain, all ADD costs to the project. The portion looking to possibly be salvaged is an open space garage structure comprised mostly of recyclable masonry walls making it likely the least expensive portion to demolish and dispose of. That being said, if the salvaging of the historical portion it decided, along with the above costs, MBI would likely need an additional **+/- \$10,000.00** to make up for costs due to production losses.

As mentioned at our field meeting, I would be happy to meet with you and members of the historical commission to review these and other items further if need be. Do understand that our pricing for this job was originally provided in December of 2020. Every April our company incurs annual union labor cost increases along with insurance, disposal and fuel price increases. Despite what if any decisions are made above, MBI may be forced to renegotiate our pricing as these unforeseen delays from the City and Historical Commission have already increased our costs to perform this work.

I hope this information proves helpful to you. Please feel free to contact me with any questions or concerns you may have. Thank you.



**Michael Daversa**  
**Senior Project Manager**

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Statement of Confidentiality

