Manchester-Boston Regional Airport
One Airport Road, Suite-300
Manchester, New Hampshire 03103

Addendum No. Three

Date: **January 21, 2022**

RFP No: **FY22-805-25 Parking and Ground Transportation Management Services**

This Addendum # 3 to the Request for Proposals for Parking and Ground Transportation Management Services contains the following clarifications and changes to the RFP Document:

- Responses to Questions Raised during the Pre-Proposal Meeting
- Attached current rate sheet for Ground Transportation services
- Attached garage assessment

QUESTIONS FROM THE PRE-PROPOSAL MEETING

Question 1:
Regarding PCI, is the provider going to be the merchant of record?

Response:
Yes.

Question 2:
Does the AIRPORT have solid data runs for communications from a central spot to all of the applicable locations where the CONTRACTOR can run new fiber?

Response:
The AIRPORT has installed all single mode fiber. There is 48 strands connecting the main terminal to the garage, a minimum of 12 strands to each closet throughout the garage as well as the north exit of Lot C.

Question 3:
Although only one entrance to Lot C is shown on the maps presented at the Pre-Proposal Meeting, there appears to be two entrances. Will the CONTRACTOR be required to replace the equipment located at both entrances to Lot C?

Response:
There is a northern entrance to Lot C, which was identified on the maps, and a southern entrance, which was not identified. The equipment for both entrances will need to be replaced. However, if the CONTRACTOR should budget for equipment at both entrances to replaced.

Question 4:
Lot C is currently closed. Will the CONTRACTOR be opening Lot C? If so, will the CONTRACTOR be required to open and use all entrances to Lot C?

Response:
Please assume Lot C will be reopened and include it in the calculation of the Management Fee. It is up to the CONTRACTOR to propose which entrances to use. Please note, once we enter into an agreement with TNC providers, the southern entrance may get congested, which may make it preferable to have only one entrance to Lot C. However, the AIRPORT is considering a relocation of Green Drive which, if it occurs, may make the southern entrance the more logical choice as the primary entrance.

Question 5:
Can the AIRPORT provide the future and past 5 years enplanement data so respondents can coincide that data with the revenue and rates?

Response:
Yes – See slide 10 of the presentation provided at the pre-proposal meeting.

Question 6:
Does the AIRPORT have any processes and procedures to mitigate off-site competition?

Response:
We do not anticipate any competition in the near future.

Question 7:
If a company operates any type of ground transportation or shuttle service to the AIRPORT, is the AIRPORT able to charge that company for access in the same way it charges the companies currently providing ground transportation to and from the AIRPORT?

Response:
Any company providing such services is required to be licensed with the Airport.

Question 8:
In Appendix E to the RFP regarding the Scope of Work, will any of those items be paid for out of the AIRPORT'S capital improvement program or will it all be the responsibility of the CONTRACTOR? Specifically, will the CONTRACTOR be required to pay for the annual engineering reports and related items?

Response:
The CONTRACTOR will be responsible for paying for all of the items in the Scope of Work.

Question 9:
How is the 7.5% ACDBE goal assessed?

Response:
This is assessed as 7.5% of CONTRACTOR'S expenditures.

Question 10:
Will equipment specifications be counted in the fifty-page limit of the Proposal?

Response:
No. Equipment specifications provided will not count toward the 50-page limit. The 50 pages are intended for your answers to specific sections. If you want to present any cutsheets please place in an appendix.

Question 11:
What will be the CONTRACTOR'S level of responsibility regarding snow removal?

Response:
The CONTRACTOR will be responsible for snow removal functions related to all levels of the parking garage and the surfaces of Lot A and Lot C to fall under the operator.

Question 12:
What requirements are there for bonding and insurance?

Response:
Please see the proposed Professional Services Agreement, to be posted with an upcoming addendum.

Question 13:
The RFP states that the Addendum Acknowledgment form is due on January 24, 2022, but it also says that it must be submitted with the Proposal. Can you clarify how the Addendum Acknowledgment must be submitted?

Response:
The signed Addendum Acknowledgement should be included with the Proposal.

Question 14:
The Proposed Management Fee form in Appendix D to the RFP references a CAPEX method and SaaS/HaaS method. Is the CONTRACTOR paying those fees or are those fees passed on to the AIRPORT?

Response:
The cost to finance capital expenditures being proposed by the CONTRACTOR should be included in the management fee.

Question 15:
Can the Proposed Management Fee differ between the CAPEX model and the SaaS/HaaS model?

Response:
Yes. Respondents may choose to present a Management Fee using only one or using both methods.

Question 16:
Will the CONTRACTOR be required to lease the existing Site Manager office?

Response:
No. The Site Manager's office will be made available to the CONTRACTOR at no cost.

Question 17:
Are phone and internet provided to the Site Manager office?

Response:
The CONTRACTOR will be responsible for obtaining, operating, and paying for those services.

Question 18:
Does the AIRPORT have a recent garage or engineering assessment available for review?

Response:
Yes. Attached to this Addendum #3 is the most recent assessment of the parking garage, conducted in 2019.

Question 19:
How many certifications must be submitted with the Proposal?

Response:
There is a total of seven (7) required certifications to be provided with the Proposal. Three required certifications are provided in Appendix B to the RFP, and the remaining four are provided in Appendix C to the RFP. As a reminder, **THE AIRPORT WILL NOT CONSIDER PROPOSALS THAT DO NOT INCLUDE FULLY AND PROPERLY EXECUTED COPIES OF ALL SEVEN CERTIFICATIONS.**

Question 20:
Is a bid bond required?

Response:
No. A bid bond is not required.

Question 21:
Is a performance bond required?

Response:
Please see the proposed Professional Services Agreement, to be posted with an upcoming addendum.

Question 22:
Will credit card fees be subtracted from the gross receipt calculations?

Response:
Credit Card fees would be treated similarly to any other operating expense incurred by the CONTRACTOR. Therefore, this fee should not be "netted" out of Gross Revenue.

Question 23:
Will the CONTRACTOR be required to commence valet operations immediately?

Response:
No. It is up to the Respondent to outline a plan as to when process and physical improvements should be initiated.

Question 24:
Will the valet be a separate contract?

Response:
It will be up to the CONTRACTOR to determine how to manage the valet service, such as whether or not they wish to use a subcontractor. However, the proposal should indicate how the CONTRACTOR will manage the valet, and the management fee should clearly demonstrate the anticipated costs related there to.

Question 25:
Will the valet costs be part of the Management Fee?

Response:
Yes. The Management Fee should include the full program being proposed by the CONTRACTOR.

Question 26:
How should the Proposed Management Fee be prepared?

Response:
Each Proposal should make use of the form provided in Appendix D to the RFP. Each Proposal should also include a suggested plan (or "menu") of how and when to commence the requested services and the estimated costs.

Question 27:
Is it acceptable to submit different Proposed Management Fees demonstrating how certain requested services impact the Management Fee?

Response:
Yes, that is acceptable. It is up to each respondent to determine how to approach the Management Fee.

Question 28:
Will the CONTRACTOR be responsible for providing any service vehicles, sweepers, snow removal equipment, and shuttles needed?

Response:
Yes.

Question 29:
The RFP states that seal coating should commence June of 2022, is this correct?

Response:
No. The seal coating should commence June of 2023.

Question 30:
Will the CONTRACTOR be responsible for the costs of seal coating?

Response:
Yes. All services and scope of work provided by the CONTRACTOR should be included in the Management Fee. As noted above, please provide a menu of items. Depending on the costs, the AIRPORT may search for other contractors to provide seal coating or similar projects as needed.

Question 31:
Is the AIRPORT going to geofence the TNCs?

Response:
Yes, geofence areas are identified for Drop-off, Pickup, and vehicle holding. The AIRPORT will be using Gate Keeper.

Question 32:
Will the CONTRACTOR be expected to manage the TNCs?

Response:

No. The AIRPORT is working on obtaining agreements with Uber and Lyft, and will continue to manage the TNCs, taxis, and other related ground transportation items as it always has. However, the CONTRACTOR will be responsible for the gate arms, AVI, and similar equipment.

Question 33:
Does the AIRPORT have rules and regulations for ground transportation?

Response:
Yes. The current Ground Transportation Rules and Regulations can be found on the AIRPORT'S website at: https://www.flymanchester.com/public-documents-and-plans/

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Below is the new rate schedule that will become effective October 1, 2021.

COMMERCIAL VEHICLE MODE	CURRENT ACCESS RATE	NEW RATE SCHEDULE FY 2021-2022	FY 2022-2023
Taxi Cabs	$0.50	$1.00	$1.50
Hotels	$0.25	$1.00	$2.00
Reservation/Limousine	$1.00	$1.50	$2.00

Facility Two:
Airport Parking Garage

2-1 Exterior view West side

ARCHITECTURAL COMMENTS:

DIMENSIONS: Approximately: 300' X 767'	**Area:** Approximately: 1.38 Million SF
CONSTRUCTION TYPE: Hybrid – Steel Frame with and Pre-cast Concrete double T's and two cast in place concrete helixes.	
BUILDING AGE: Approximately 20 years	**BUILDING HEIGHTS:** 6 Story
CURRENT USE TYPE: Parking Garage	**OVERALL CONDITION:** Good

The Parking Garage is a hybrid structure with structural steel columns and beams and pre-cast double tee decking. The double tees measure approximately 11' 4" wide and 60' long. The total height of the structure is approximately 75 feet from the first level slab to the top of the deck on the sixth level.

The interior of the garage is entirely devoted to parking of cars and light trucks apart from the ground level and the sixty levels. The ground level is devoted to the rental car operations and the offices of National Garages who are the managers of this and other parking facilities on the airport. The sixth level has solar panel along with parking. The interior spaces were observed to be generally in good condition.

The exterior of the garage is currently in good condition. Much of the exterior of the garage structure is clad with a metal screen wall that is supported by the structural steel elements. The condition of this screen wall is good with no observed damage or defects. There are 5 external stair towers on the garage. Four of the stairs are located near the four corners of the building and the fifth is located on the east side near the center of the garage. The central stair has a bank of elevators and adjacent to the elevators on the second level is the connection to the pedestrian bridge which connects to the terminal. The rental car customer service facility is located on the east side of the garage at the ground level. The rental car facility was constructed in 2016 and consists of 10,070 SF. Current use type A-3 Assembly / Business

Observed maintenance and housekeeping items requiring attention are as follows:

GARAGE:
General

1. There are areas on all levels where dirt has accumulated on the deck. These areas of the garage should be sweep to remove accumulated dirt.

2. It was noted that the signage on the stairs was missing from some of the stairs. In locations where the signage exists it does not meet the current code requirements. These conditions were observed on all levels.

3. There are several locations where the black painted metal grating at the helices is losing it finish. This grating should be cleaned and repainted or replaced.

4. A few fire extinguishers were noted to be missing service tags. All extinguishers should be serviced annually.

Sixth Level

5. The gate of the southern helix has a dent in the box which should be repaired.

6. There is an uncapped conduit north of the gate that should be capped to prevent water and insects from entering the conduit system.

7. There are currently three rows of solar panels which run the long dimension of the garage on parking lines A, B and C. On parking line, A, the panels start about 165 feet from the southern end of the garage and extend about 219 feet stopping just before the central stair case on the east side. The panels resume about 80 feet further to the north and continue for about another 240 feet. The panels on parking lines B and C start about 45 feet from the southern end of the garage and continue for about 660 feet.

8. At stair 5 the threshold between the garage and walkway was loose and needs to be secured. *Refer to Photo 2-2.* Note there is no signage telling the floor and the stair number. *Refer to Photo 2-3.*

2-2 Stair 5 threshold not secured

2-3 Stair 5 note no signage at door

9. On the western side of the garage at the indent there is a significant dent in the top rail on the northern side of the indent. The section of the rail should be replaced. *Refer to Photo 2-4.*

2-4 Dents in top rail west side of garage

2-5 Typical rust on welded connection

10. At several locations on the perimeter of the building it was noted that the welds between the beams and end plates had surface rust on them. These locations should be cleaned and repainted. *Refer to Photo 2-5.*

11. At Stair Tower 4 the cover on the GFI outlet is missing and should be replaced and the signage is missing.

12. On the west side near the northwest corner there is an antenna on top of a column. The cable to this antenna is coiled up in the web of the column. This cable should be properly secured.

13. There are light poles on column stubs along the D parking line. Some of the poles have chips in the paint that are rusting. The rusted areas should be cleaned and repainted.

14. On the 6th level, drains are located on the D parking line with two drains in each bay. One of the drains on the northern end of parking area D1 is approximately ¾" below the deck surface. This drain should be shimmed to bring it flush to the surface like all the other drains to eliminate a tripping hazard.

15. It was noted that some of the drains have grass growing in them. All drains should be cleaned, and vegetation removed.

16. Standing water was noted in one of the drains at the southern end. All the drains on the 6th level should be checked and drain lines cleaned as needed.

17. There are numerous bollards on the 6th level that have peeling paint on their baseplates. These should be cleaned and painted. There are locations where all or some of the nuts were missing from the anchor bolts. All nuts should be installed to secure the bollard. *Refer to Photo 2-6*

18. It was noted that some of the solar panels have different sized base plates. A total of 12 different base plate configurations were observed.

19. Some of the base plates for the solar panels area located so that they startle a joint in the precast deck panels. These connections should be reviewed to insure they are structurally adequate. *Refer to Photos 2-6 and 2-7.*

2-6 Solar panel base plate startling precast seam

2-7 Connection on 5th level below photo 2-6

20. On the eighth solar panel support north on parking line B an electrical conduit is in contact with a bollard base and is rusting do to galvanic action. This bollard should be moved, and the conduit painted.

21. On the fifth panel joint south of stair 1, just west of the parking line A, there is some damage to the coating that should be repaired.

22. At the northern end of the garage along the east side, the filler in the lifting pockets has deteriorated and there is rust showing. These pockets need to be refilled. *Refer to Photo 2-8.*

23. At stair 1 there is a broken connection on the external conduit. This connection should be repaired. *Refer to Photo 2-9.*

24. There is damage to several of the concrete bollards that should be repaired.

2-8 Rust at lifting pocket

2-9 Broken conduit connection at stair 1

25. At the elevator (stair 2) tower it was observed that the down spouts from the roof of the tower discharges at the joint between the garage and the tower. A segmented cover plate has been installed over the expansion joint. At the southern end, this cover plate is loose. *Refer to Photo 2-10.* The cover plates should be removed and the expansion joint repaired.

26. On the northern and southern ends there is an elbow on the discharge which directs the water slightly away from the joint. *Refer to Photos 2-10 and 2-11.* At both locations the discharge points should be moved away from the joint. In its current configuration there is a significant danger of ice forming near the stair tower doors during the winter conditions.

2-10 Southern down spout from stair tower

2-11 Northern down spout from stair tower roof

27. On the southern side of the stair tower there is a precast wall panel at the top of the wall that appears to be pushed out from the corner panel. The securement of this panel should be checked, and repairs made if needed.

Fifth Level

28. On the 5th level it was observed that some of the structural steel welds at the underside of the 6th floor deck, have slight surface rust on them. These areas should be cleaned and painted.

29. There is backer rod hanging out of the joints in the 6th level deck. This material should be removed, and the joints investigated for deterioration.

30. At the indent on the west side, the filler in the lifting pockets has deteriorated and there is rust showing. These pockets need to be refilled.

31. On the west side at the fourth column south of stair tower 4 there is a small spall in the precast deck that should be repaired. *Refer to Photo 2-12*

32. At stair tower 4 the fire alarm strobe light is missing and there are wires hanging out of the wall. These wires should be removed, and the strobe replaced. *Refer to Photo 2-13.*

2-12 *Spall in precast deck*

2-13 *Wires from fire alarm strobe hanging out of wall.*

33. The cover on the GFI at stair 4 is pulled off the wall at the bottom exposing the outlet. This outlet and cover should be replaced.

34. There are what appear to be pieces of spare conduit on top of the roof of the electrical room at the northwestern corner. This material should be removed. It was observed that one of the doors on the room has a louver in it. We were not able to determine if this door was directly connected to the electrical equipment room. If the door with the louver is connected to the electrical equipment room, the door must be fire rated to the construction of the room. The rating of the doors and rooms should be verified.

35. The electrical junction box on the eastern side of the electrical room has surface rust on it and should be cleaned and painted.

36. The conduit at the northern end at parking line D has significant surface rust at the precast joints. These conduits should be checked, cleaned and repaired as needed.

37. On the D parking line on the northern side of the fourth column the are two small areas where the coating has been removed. These areas should be repaired.

38. At the fourth column, south from the north end, on the D parking line, there is a GFCI outlet that has no protective cover. Install a protective cover.

39. At numerous locations throughout the garage there are areas where the drain screens have significant surface rust. These areas should be inspected and replaced as needed.

40. At the southern end the second column north on the D parking line has a stand pipe. To the west of this stand pipe there is a spall in the 6th level deck on one side of the joint and what appears to be the start of a spall on the other side of the joint. The spall appears to have been caused by a fastener from the 6th level. This spall should be repaired.

41. There are two spalls in the deck on the eastern side of the southern helix. These spalls are in the tip of the painted turn arrow.

42. Southeast of the southern helix, on the 5th level there is an electrical room. It was observed that one of the doors on the room has a louver in it. We were not able to determine if this door was directly connected to the electrical equipment room. If the door with the louver is connected to the electrical equipment room, the door must be fire rated to the construction of the room. This condition was observed at all the electrical rooms in the garage. The rating of the doors and rooms should be verified.

43. The louver in the wall of the electrical room to the east of the southern helix has significant rust and should be replaced.

44. An electrical junction box in the ceiling next to the electrical room was observed to have a rusted cover. The cover should be replaced, and the wiring checked for corrosion.

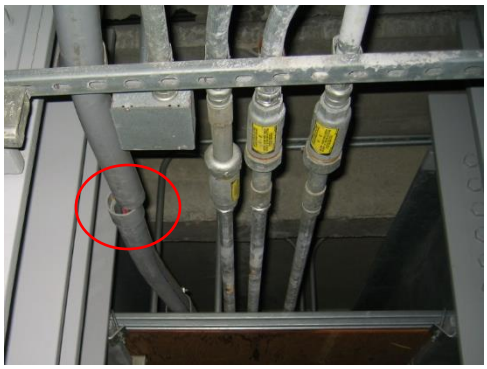
45. The conduit that runs on the C parking line the length of the garage has several locations where it has heavy rust. This conduit should be inspected and any conduit that is rusted through should be replaced and the cables inspected for damage.

46. Plywood has been installed on the underside of the precast joint for level 6 in the road way (between the second and third columns) on parking line C. This plywood appears to have been installed to address leak issues.

47. Plywood has been installed between the flanges of the beams at the walkway between stairs 3 and 5. The purpose of this plywood is not known.

48. Corrosion was noted in a weep hole of the solar panel support on the eastern side of the 10th column north of the southern end. The source of this corrosion should be investigated.

49. On parking line C at the column south of the walkway to stair tower 2 there is a PVC conduit that has separated at a joint. This appears to be due to the lack of expansion joints in the conduit. This joint should be repaired, and expansion joints installed. *Refer to Photo 2-14.* There are expansions in the other conduits at this location.



2-14 PVC conduit joint pulled apart

2-15 Typical solar panel anchor at precast joint with column

2-16 Electrical junction box rusted cover

2-17 Conduit rusted through exposing wire

50. Photo 2-15 shows a typical anchor for the solar panels on the 6th level at a location where there is a column at the precast joint. Also note the rust on the structural steel.

51. Plywood has been installed between the flanges of the beams at the walkway between stairs 1 and 4. The purpose of this plywood is not known.

52. An electrical junction box at the second column south or the northern end of parking line B was observed to have a rusted cover. The connections in this box should be checked for corrosion. *Refer to Photo 2-16.*

53. At the underside of the helix from the 6th level west side, there is a conduit that has completely rusted away. This conduit should be replaced, and the wire checked for damage. *Refer to Photo 2-17.*

54. Plywood has been installed between the flanges of the beams at the roadway between the second and third columns on parking line B. The purpose of this plywood is not known. This plywood has been secured to the beams.

55. Plywood has been installed between the flanges of the beams at the walkway between stairs 1 and 4 on parking line B. The purpose of this plywood is not known. This plywood has been secured to the beams

56. At the 6th column south of the northern end of parking line B five supports for the conduit running east west are not fastened to the underside of the deck and the conduit is hanging. The support should be fastened to the support the conduit. *Refer to Photo 2-18.*

57. Plywood has been installed between the flanges of the beams at the walkway to stair 2 on parking line B. The purpose of this plywood is not known. The plywood appears to be secured to the flanges of the beam.

58. There is an inverter for the solar panels located on the 9th column line north of the south end of the garage on the B parking line. The inverter is enclosed in a chain link fence. *Refer to Photo 2-19.*

2-18 *Conduit supports not fastened*

2-19 *Enclosure for solar inverter*

59. Plywood has been installed between the flanges of the beams at the walkway between stairs 3 and 5. The purpose of this plywood is not known. The plywood did not appear to be secured to the flanges of the beam. The plywood should be secured in place.

60. Plywood has been installed on the underside of the precast joint for level 6 in the road way (between the second and third columns) on parking lines B and A and does on appear to be secured to the beams. The purpose of this plywood is not clear. The plywood should be secured to the beams.

61. Plywood has been installed between the flanges of the beams at the walkway between stairs 3 and 5. The purpose of this plywood is not known. The plywood did not appear to be secured to the flanges of the beam. The plywood should be secured in place.

62. Some of the metal angles used on the underside of the expansion joint in the 6th level deck have been were cut back to allow for the installation of the anchors for the first solar panels. The galvanized angles were painted after they were cut. The expansion joint is located at the sixth column line north of the southern end of the garage. It did not appear that the cutting of the angles had caused any decrease in the expansion joint's capacity. *Refer to Photo 2-21.*

63. On the parking line A, at the 8th column line north of the southern end, there is and electrical box for the fire alarm that has an open piece of conduit at the top. This conduit should be removed, and the opening sealed. *Refer to Photo 2-20.*

2-20 Open conduit -fire alarm box

2-21 Expansion joint note where angle was cut to allow for old solar panel anchor

64. Between the 5th and 6th column south of the northern end of parking line A several supports for the conduit running east west are not fastened to the underside of the deck and the conduit is hanging. The support should be fastened to the support the conduit.

65. Plywood has been installed between the flanges of the beams at the walkway between stairs 1 and 4. The purpose of this plywood is not known. This plywood has been secured to the beams.

66. Plywood has been installed between the flanges of the beams at the road way (between the second and third columns south of the northern end) on parking lines B and A. The purpose of this plywood is not clear

67. Plywood has been installed between the flanges of the beams at the walkway between stairs 3 and 5. The purpose of this plywood is not known. This plywood has not been secured to the beams.

68. There are several locations on the northern portion of the garage where the paint on the column beam connections are rusting and pealing. These connections should all be cleaned and repainted.

69. Where bollards have been removed there are spalls in the surface of the precast deck. These spalls should be repaired to limit further deterioration.

70. There is rust showing on the surface and the electrical boxes supports of the exit signs at stair 2. The wiring in the sign should be checked for corrosion and the source of the water should be investigated and repairs made.

Fourth Level

71. On the 4th level at the southwest corner, there is a rust stain where a lifting eye needs to be resealed. There are also rust stained lifting eyes in the western indent.

72. A corner on the fire alarm strobe at stair 5 is missing. This fixture should be replaced. Water stains under the fire alarm strobe indicates water may be in the fire alarm conduits. The connections in the fire alarm strobe should be checked for damage and if water is in the conduit the source should be determined and eliminated.

73. The conduit to the blue light on the northern side of stair 5 appears to be rusted through and should be replaced and the wires checked for damage.

74. The metal angles at the expansion joint on the underside of the 5th level deck were observed to have some loose bolts these bolts should be tightened.

75. At the eighth column south of the northern end there are 4 bolts in the fifth-floor deck. These bolts appear to have fashioned a metal plate to the deck. The bolts do not appear to have a purpose and should be removed, and the holes patched.

76. At stair 4 there is rust on the head of the door frame. The door frame should be cleaned and repainted. Water stains under the fire alarm enunciator indicates water may be in the fire alarm conduits. The connections in the fire alarm enunciator should be checked for damage and if water is in the conduit the source should be determined and eliminated. The GFI electrical outlet on the northern side of the stair door is pulled away from the wall at the bottom. This outlet should be repaired.

77. The conduit to the blue light on the northern side of stair 4 is heavily rusted and should be replaced. The electrical box on the column doesn't have a cover. Install new cover.

78. At the northwestern corner there are conduits that penetrate the 5th level deck. The openings around these conduits are not fire stopped and should be.

79. Plywood has been installed between the flanges of the beams at the roadway between the second and third columns on parking line D. The purpose of this plywood is not known. This plywood has been secured to the beams.

80. Throughout the garage it was observed that the larger diameter drain lines were labeled as roof drains, however the smaller diameter drain lines were labeled as sanitary drains. These lines are floor drains and not sanitary drains and should be relabeled.

81. Plywood has been installed between the flanges of the beams at the walkway between stairs 1 and 4 on parking line D. The purpose of this plywood is not known. This plywood has been secured to the beams

82. Plywood has been installed between the flanges of the beams at the walkway to stair 2 on parking line D. The purpose of this plywood is not known. The plywood appears to be secured to the flanges of the beam.

83. One of the angles on the expansion joint on the fifth-floor deck has been replaced with a Tee section. The 4 bolts used to secure it have been painted.

84. Plywood has been installed between the flanges of the beams at the walkway between stairs 1 and 4. The purpose of this plywood is not known. This plywood has been secured to the beams.

85. Plywood has been installed between the flanges of the beams at the road way (between the second and third columns north of the southern end) on parking lines D and on parking line C the plywood has been installed on the upper flange. The purpose of this plywood is not clear. The plywood on the D line doesn't appear to be secured to the beams and on the C line it appears to be secured.

86. At the south end of the fourth level there is an electrical junction box. The conduits connected to the box are rusted.

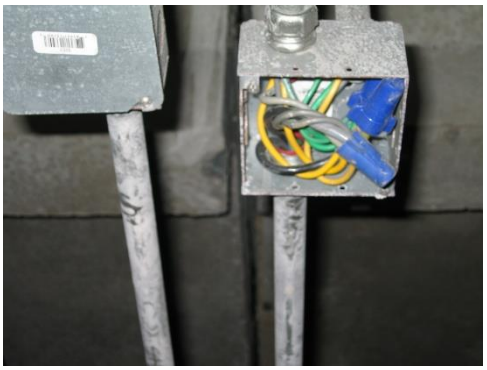
87. It was observed that the steel screening on either side of the helixes is rusting and the finish was pealing. This condition appeared to be more severe at the northern end of the garage. *Refer to Photo 2-22.*

88. There is a PVC electrical junction box that between the second and third column north of the southern end that is disconnected from the conduit and the connection on the box is broken. This box should be replaced. *Refer to Photo 2-23.*

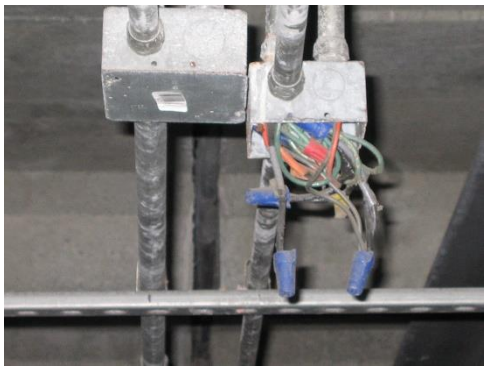
2-22 Rusted metal screen at 4th level southern end west side of helix

2-23 Damaged PVC electrical box and disconnected conduit

89. Plywood has been installed between the upper flanges of the beams at the walkway between stairs 3 and 5. The purpose of this plywood is not known. This plywood appears to have been secured to the beams.



2-24 Open electrical box with exposed wires



2-25 Open electrical box with exposed wires

90. Between columns 10 and 11 on the C parking line there is an electrical box with no cover and exposed wires. A cover should be installed on this box and the wires should be checked for corrosion. *Refer to Photo 2-24.*

91. Between the 8th and 9th column south of the northern end on the C parking line there is an electrical box with no cover and exposed wires. A cover should be installed on this box and the wires should be checked for corrosion. *Refer to Photo 2-25.*

92. Between the 6th and 7th column south of the northern end on the C parking line there is an electrical box with no cover and exposed wires. A cover should be installed on this box and the wires should be checked for corrosion.

93. On the C parking line, at the 6th column south of the north end of the garage, there is a piece of duct work running from the floor to the ceiling. This duct has moderate surface rust at its base and should be cleaned and painted to prevent further damage. *Refer to Photo 2-26.*

94. Plywood has been installed between the upper flanges of the beams at the road way (between the second and third columns south of the northern end) on parking lines C, B and A the plywood has been installed on the lower flanges. The purpose of this plywood is not clear. The plywood on the both lines C and B appear to be secured to the beams on line A it doesn't appear to be secured.

95. At the northern end of the garage there is a junction box that appears to be for communications that is open and needs to have the cover reinstalled. *Refer to Photo 2-27.*

2-26 *Rusted duct work*

2-27 *Open junction box*

96. Plywood has been installed between the flanges of the beams at the walkway between stairs 1 and 4 on parking lines B and A. The plywood appears to be secured to the beams and the purpose of the plywood is not clear.

97. On the seventy column south of the northern end the paint is peeling on the plates welded to the bottom of the beam flange. These areas should be cleaned and painted.

98. Plywood has been installed between the flanges of the beams at the walkway to stair 2 on parking lines B and A. The plywood appears to be secured to the beams and the purpose of the plywood is not clear.

99. Plywood has been installed between the flanges of the beams at the walkway between stairs 3 and 5 on parking lines B and A. The plywood appears to be secured to the beams and the purpose of the plywood is not clear.

100. There are two spalled areas at the northern end of the garage that have rusted metal in them. These appear to be the results of corroded reinforcing steel. These locations should be investigated, and repairs made.

101. A section of the cover plate over the expansion joint at stair 2 is missing and should be replaced.

102. The signage on stair tower 3 is missing and should be replaced with ADA compliant signage

103. It was observed that the concrete on the deck around some of the bollards on the cross walk between stairs 3 and 5 has spalled. This area needs to be cleaned and patched.

104. The paint on the column beam connections is blistering, pealing and rust has formed at approximately 50 locations, 33% ± of the connections, on the 4th level. All locations where there is rust in the connections should be cleaned and repainted to prevent damage to the connections.

Third Level

105. At stair 5 there is some minor rust staining on the threshold between the deck and walkway. The threshold should be cleaned.

106. On the southern side of the western indent there is some spalling concrete at the 4th floor deck that should be removed.

107. At the indent in the west side it was observed that there are rusts stains at the lifting pocket. The sealant in the pocket should be removed and replaced.

108. At stair 4 the conduit and the junction box to the blue light is heavily rusted and should be replaced.

109. There is a spall in the precast wall panel at the joint below the walkway for the 4th floor. This should be repaired

110. There are two electrical rooms on the 3rd level. One at the northwest corner and the second at the south end to the east of the helix. These rooms have the same issues as previously noted: It was observed that one of the doors on the rooms has a louver in it. We were not able to determine if this door was directly connected to the electrical equipment room. If the door with the louver is connected to the electrical equipment room, then the door must have the same fire rating as the room. This condition was observed at all the electrical rooms in the garage. There was also rust on the ventilation louvers in the wall which should be cleaned and repainted or replaced. *Refer to Photo 2-28.* The southern electrical room has a rusted scupper on the eastern end and there is rust on some of the conduit on the roof. *Refer to Photo 2-29.*

2-28 *Louver in electrical room door*

2-29 Rusted scupper southern electrical room east side.

111. There is moderate to heavy rust on several of the 4th level drain lines. The pipe between the 3rd and 4th columns south of the northern end of the garage on the D parking line is split and needs to be replaced and all the drains in the garage should be cleaned.

112. The elbow on the 4th level drain between the 11th and 12th column south of the north end of the parking garage has significant rust scale and should be replaced.

113. The drain pipe between the 12th and 13th column south of the northern end of the parking garage is cracked and needs to be replaced.

114. The drain pipe between the 4th and 5th column north of the southern end of the parking garage is cracked and needs to be replaced.

115. At the southern end of the D parking line there are conduits and electrical boxes that have heavy rust. These conduits and electrical boxes should be checked and if they are rusted through they should be replaced, and the conductors checked for damage.

116. On the both sides of the southern helix the black finish on the grating is completely missing. These sections of grating should be replaced.

117. Plywood has been installed between the upper flanges of the beams between the 1st and 2nd columns on parking line C. The plywood appears to be secured to the beams and it purpose is not clear.

118. At the fourth column north of the southern end of the garage on the C parking line there is an electrical box that is moderately rusted. The source of the water should be determined, and repairs made as needed. At this same location there is an electrical box for the fire alarm system that has no cover and exposed wires.

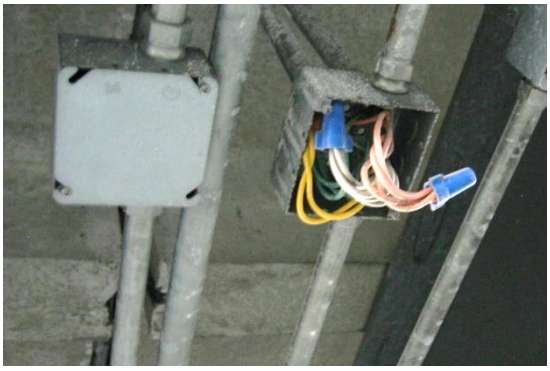
119. At the 8th column, north of the southern end of the garage, on the C parking line, there is an open electrical box with exposed wires. The wires in this box should be checked for corrosion and a cover installed.

120. At the 12th column south to the northern end of the garage on the C parking line there is an open electrical box with exposed wires. The wires in this box should be checked for corrosion and a cover installed.

121. Between the 12th and 11th column south to the northern end of the garage on the C parking line plywood has been installed, over the walkway, on the top flange of the beam. This walkway is to stair 2.

122. At the 8th column south to the northern end of the garage on the C parking line there is an electrical box with an opening on the bottom. This opening should be plugged.

123. Between the 6th and 7th column south to the northern end of the garage on the C parking line there is an open electrical box with exposed wires. The wires in this box should be checked for corrosion and a cover installed. *Refer to Photo 2-30.*



2-30 Open electrical box with exposed wires

2-31 Rusted ductwork at floor level

124. On the C parking line, at the 6th column south of the north end of the garage, there is a piece of duct work running from the floor to the ceiling. This duct has moderate surface rust at its base and should be cleaned and painted to prevent further damage. *Refer to Photo 2-31.*

125. Plywood has been installed, over the walkway between stair 1 and 4, on the top flange of the beams.

126. The conduit that runs on the C parking line the length of the garage has several locations where it has heavy rust. This conduit should be inspected and any conduit that is rusted through should be replaced. *Refer to Photo 2-32.*

2-32 Conduit rusted through

2-33 Concrete repair on C parking line

127. Plywood has been installed over the roadway between the 2nd and 3rd columns south of the northern end of the garage. This plywood has bee installed on the top flange of the beams.

128. At the time of our site visit repairs were being made at the northern end of the garage on the third level. The joint on the C parking line between the 2nd and 3rd columns south of the northern end of the garage had been opened and formed for a concrete repair. *Refer to Photo 2-33.*

129. At the north end of parking line C, there are several electrical junction boxes that are rusted. The cover on one has completely rusted through. The connections in these junction boxes should be checked for corrosion and the boxes should be replaced as needed.

130. On the B parking line plywood has been installed, on the lower flanges of the beams, over the roadway. This plywood doesn't appear to be secured.

131. There is a similar repair to the one on the C parking line being made on the B parking line.

132. Plywood has been installed, on the B parking line, over the walkway between stair 1 and 4. This plywood has been installed on the lower flanges of the beam and doesn't appear to be secured.

133. On the B parking line at the 8th column south of the northern end of the garage there is an electrical box with an open hole on the bottom. This hole should be capped.

134. Plywood has been installed, on the B and A parking lines, over the walkway to stair 2. This plywood has been installed on the lower flanges of the beam and doesn't appear to be secured.

135. Plywood has been installed, on the B and A parking lines, over the walkway between stair 3 and 5. This plywood has been installed on the lower flanges of the beams and doesn't appear to be secured.

136. Plywood has been installed over the roadway between the 2nd and 3rd columns north of the southern end of the garage on parking lines B and A. This plywood has been installed on the bottom flanges of the beams and doesn't appear to be secured.

137. At the 11th column south of the northern end of the garage on column line A there is an electrical box with an open hole on the bottom. This hole should be capped.

138. At the time of our site visit there were several concrete repair areas open. These areas were typically 16 to 24 inches square.

139. There is a similar concrete joint repair to the one on the C parking line being made on the A parking line

140. The lifting eyes in the deck at the northeast corner of the 3rd level are showing rust and need to be resealed.

2-34 Damage concrete bollard typical

2-35 Expansion joint cover plate removed stair

141. There is damage to the concrete bollards throughout this level that should be repaired. *Refer to Photo 2-34*

142. At stair 2 some of the expansion joint cover plates have also been removed. *Refer to Photo 2-35.*

143. At the expansion joint in the center of the building, it was noted that there were pieces of angle iron at about 2-foot intervals that span the joint. It was observed that the bolts in some of these angles appeared to be loose.

144. At stair 3 there is a piece of conduit that penetrates the wall just below the 4th floor walkway. This penetration is not sealed. All penetrations in exterior walls should be sealed.

145. On the third level of the garage, approximately 60% of the column beam connections were observed to have corrosion and/or peeling paint. These areas should be cleaned and repainted to prevent damage to the connection.

Second Level

146. There are lifting eyes on the 2nd level that have rust on the patches. These patches should be removed and re-patched.

147. At stair tower 5, there was moderate surface rust observed on the door frame in the upper right corner of the door frame. The rust should be removed, and the frame repainted. The door has a louver and a glass panel in it and the code doses not allow both. All doors with louvers should be replaced with the correct fire rated door.

148. There is a moderately rusted electrical junction box on the northern side of stair 5. The source of the water causing this rust should be determined, the box should be replaced, and the conductors checked for damage.

149. At the time of our site visit concrete repairs are being made on the second level. Surface repairs typical consist of squares 12" to 24" square and 1" to 2" deep.

150. At the central expansion joint on the underside of the 3rd level it was noted that some of the bolts were loose on the metal angles. These bolts should be tightened.

151. At the northwest corner of the garage there are several conduit penetrations that are not fire stopped. *Refer to Photos 2-36 and 2-37.* All openings to the third level electrical room should be properly fire stopped There is an electrical box on the north side of stair 4 that has heavy rusting and should be replaced.

2-36 *Electrical conduit northwest corner*

2-37 Close up of openings without fire stop

152. At the 10th column north of the southern end of the garage there is a fire alarm strobe light that is broken at the bottom. This strobe should be replaced. *Refer to Photo 2-38.*

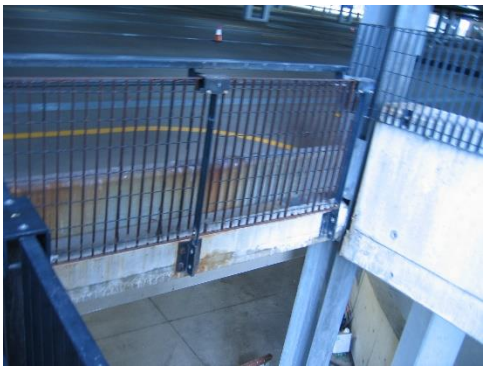
153. On the D parking line at the 8th column north of the southern end of the garage the 4" vertical drain line, labeled "sanitary drain" is split. These drain lines need to be replaced and the lines cleaned. *Refer to Photo 2-39.*

154. At the southern end of the D parking line there is an electrical junction bow that has mild surface rust which should be cleaned and repainted.

155. At the 2nd level, the black metal screening on both sides of the southern helix have lost most of their finish and have heavy surface rust. These pieces should be cleaned and refinished or replaced. *Refer to Photos 2-40 and 2-41.*

2-38 *Damaged fire alarm strobe*

2-39 *Split vertical drain pipe*



2-40 *Rusted metal screen at 2nd level southern end west side of helix*

2-41 *Rusted metal screen at 2nd level southern end east side of helix*

156. A section of PVC conduit has pulled apart between the 2nd and 3rd columns on parking line C. The conduit should be repaired, and expansion connections provided.

157. On the C parking line, at the fifth column north of the southern end of the garage, it was observed that one of the junction boxes for the fire alarm had no cover and there were exposed wires. A cover should be installed on this box.

158. Between the 11th and 12th column south of the northern end of the garage on the C parking line there is an electrical junction box cover held on with electrical tape. This box should be replaced.

159. At the 8th column south of the northern end of the garage, on the C parking line there is an electrical box with no cover an exposed wiring. Install cover and verify wires not damaged.

160. The ventilation duct on the C parking line is wrapped with membrane at the deck level. It is assumed that this is to repair corrosion.

161. At the northern end of the C parking line, there is a junction box that appears to be for communications wire. The cover on the box is hanging below the box and should be reinstalled.

162. On the B parking line, at the 5th and 10th columns south of the north end of the garage, there are electrical boxes that are open on the bottom. These holes should be capped to prevent insects from entering the box.

163. Between the 9th and 10th columns south of the north end of the garage there is and open electrical box. The wiring should be checked in this box and a cover installed.

164. Between the 10th and 11th column north of the southern end of the garage on the A parking line there is an electrical junction box with no cover and exposed wires. A cover should be installed.

165. On the A parking line at the 2nd column north of the southern end of the garage the cover is missing from the GFI outlet. This cover should be replaced.

166. On the A parking line there were three observed locations were a junction box in the fire alarm system has an open hole in the bottom. These holes should be capped.

167. On the A parking line at the 2nd column south of the northern end of the garage the cover is missing from the GFI outlet. This cover should be replaced

168. At stair 1 the door has a glass panel and a louver which is not allowed in a rated door. This door should be replaced with a door that is rated the same as the stair tower construction.

169. At the time of our site visit repairs were being made where bollards have been removed.

170. At stair 3 the door has a glass panel and a louver which is not allowed in a rated door. This door should be replaced with a door that is rated the same as the stair tower construction.

171. At the southeast corner of the second level there is a piece of electrical equipment. On the west side of this equipment there are two holes large enough to put a hand into. The openings have been covered with duct tape. These opening should be properly covered with a metal plate. *Refer to Photos 2-42 and 2-43.*

2-42 Electrical equipment south east corner

2-43 Opening in side of equipment covered with duct tape

172. The paint on the column beam connections is blistered or pealing and rust has formed at approximately 48 locations, 32%± of the connections, on the 2nd level. All locations where there is rust in the connections should be cleaned and repainted to prevent damage to the connections.

First Level

173. The precast wall panel at the southwest corner at the first level has a large crack and needs to be repaired or replaced.

174. Several joints in the concrete sidewalk on the west side of the garage were observed to have missing or delaminated sealant. These joints should be cleaned and sealed.

175. To the north of the ramp to stair 5, there are three electrical boxes. Two of these boxes have heavy surface rust. The electrical connections in these boxes should be checked for corrosion.

176. The top of the masonry retaining wall on the north side of stair 5 is deteriorated and should be replaced.

177. At stair 5, the door has a louver and a glass panel which doesn't comply with the code. The door should be replaced with a code compliant door.

178. The area around the drain downspout is eroded. A splash block should be installed, and the erosion filled in.

179. The electrical outlet next to the stair door has pulled away from the wall and should be reattached.

180. At the opening in the garage wall the concrete is spalled at sidewalk level.

181. At the exit from the garage on the northern side the concrete curb is spalled and should be repaired.

182. At stair 4 the fire alarm strobe is missing and there are wires hanging out of the wall. This device should be replaced. The door has a louver and a glass panel which doesn't comply with the code. The door should be replaced with a code compliant door. Blocks are missing and deteriorated on the retaining wall at stair 4. These should be replaced. There are heavy rust stains on the

foundation at the southern side of the door. There is a spall above the door on the northern side that should be repaired.

183. The area around the drain downspout for stair 4 is eroded. A splash block should be installed, and the erosion filled in.

2-44 Corrosion at base of drain pipe

2-45 Corrosion on drain line

184. There is an electrical room at the northwest corner of the first level. This has the same items noted on the electrical rooms above regarding the door louvers. There is a piece of pipe extending through the west wall next to a conduit. This pipe and all other penetrations should be capped and sealed where they penetrate the wall.

185. There is heavy corrosion around the larger drain line at the 3rd column south of the northern end. *Refer to Photo 2-44.*

186. There is corrosion on the drain line above the toll gates. *Refer to Photo 2-45.*

187. The sealant joint at the western end of the National Garage office has failed and should be replaced.

188. On the south side of National Garage office, it was observed that the electrical conduit that enters the wall below a roof scupper. This scupper should be moved away from the electrical wall penetration and lengthened to project any water out over the conduit below. *Refer to Photo 2-46.*

2-46 South side of National Garage office note electrical line at roof scupper

2-47 Open electrical box on south side of National Garage office

189. There is an open electrical box on the southern side of the National Garage Office. A cover should be installed on this box. *Refer to Photo 2-47.*

190. There is a crack in the drain pipe on the southern side of the National Garage Office. This drain line should be cleaned and repaired *Refer to Photo 2-48.*

191. There is a spall in the floor 7th and 8th columns south of the northern end of the garage.

192. There is a cracked drain line at the 10th column south of the northern end of the garage. This drain line should be cleaned and repaired *Refer to Photo 2-49.*

2-48 Cracked drain line

2-49 Cracked drain line at 10th column

193. There is a cracked drain line elbow between the 11th and 12th columns south of the northern end of the garage. This drain line should be cleaned and repaired

194. On the D parking line there is a section of conduit that has separated and at the column it has corroded through and at the 7th column north of the southern end of the garage there is a conduit that is open. There is another gap in the conduit between the 4th and 5th columns on the D parking line. These should be capped to prevent insects and moisture from entering the conduit system.

195. At the 4th column north of the southern end of the garage there is a vertical drain line that is showing surface rust on the new paint. It appears that there is an 18" long crack in the pipe. This section of pipe should be removed and replaced. *Refer to Photo2-50.* There is also a crack in the elbow to the south of the column.

2-50 Crack in drain line

2-51 Deteriorated electrical junction box

196. On the D parking line, the joint in the concrete slab between the 3rd and 6th column north on the south end is uneven. The cause of this should be investigated and repairs made.

197. There is an electrical control box on the 2nd column north of the southern end that is split and should be replaced.

198. On the 1ST level, south end, west of the helix, there are 2 electrical junction boxes. One of these boxes has heavy corrosion on it. This box should be replaced and the connections in the box should be checked for damage. *Refer to Photo2-51.* There is also a light fixture to the east of the box that does not have a bulb in it.

199. At the southern end, east of the helix on the C parking line the 6th column north, there are two conduits that are open and should be caped to prevent water from getting into them. There is also and open fire alarm box on the same column and a GFI outlet without a weather cap.

200. At the 11th column south of the northern end the fire alarm strobe is broken and should be replaced. The strobe on the other side of the column is pulled away from the box and should be repaired.

201. Between the 10th and 11th columns south of the northern end of the garage on the C parking line at the Enterprise office east wall there is a GFCI outlet that is missing its weather cover. Install weather cover.

202. On the eastern side of the National Garage office the truncated domes cast into the concrete ramp were observed to be worn down and one section has no yellow paint. All areas with truncated domes should be painted yellow and consideration should be given to replacing the worn areas.

203. At the 5th column north of the southern end of the garage on the C parking line there is a junction box for the fire alarm system without a cover and with exposed wires. A cover should be installed.

204. There are gray boxes on the islands between column lines D and C. At some of these boxes there is a hole in the concrete island which could pose a trip hazard. Install a cover over these openings. *Refer to Photo2-52.*

2-52 Opening in concrete island

2-53 Typical rusted toll gate

205. On the second column south of the northern end of the garage on parking line C one of the strobe lights for the fire alarm has been damaged. This strobe should be replaced.

206. It was observed that several of the toll gates have rust at there bases. These should be cleaned repaired and repainted. *Refer to Photo 2-53.*

207. On parking line B at the 3rd column south of the northern end the fire alarm strobes are duct taped together and are hanging from there cables. The strobes should be replaced and properly secured.

208. At the 4th column south of the northern end of the garage on the B parking line there is a roll, of what appears to communications cable, hanging on the west side of the column. This cable goes into a junction box and into the conduit system. The lower junction box has moderate rust and should be cleaned and painted. The roll of cable should be placed in the junction box and all cable should be in conduit.

209. At the 11th column south of the northern end of the garage there is a fire alarm strobe that is not connected to the column. This device should be reattached to the column.

210. On the B parking line, at the 11th column south of the northern end of the garage. There is a GFCI outlet without a cover. The cover should be replaced.

211. The fire alarm strobe on the 7th column north of the southern end is hanging and should be replaced.

212. The fire alarm strobe on the 4th column north of the southern end is duct taped together and should be replaced.

213. There is an open electrical box on the 2nd column north of the southern end of the garage on the B parking line.

2-54 *Rusted disconnects*

2-55 *GFCI outlet missing weather cover*

214. On the A parking line, at the third column north of the southern end of the garage, there is an electrical panel and disconnect. The disconnect has some moderate surface rust. There are two electrical boxes on the side of the panel; the lower one has an outlet which is pulled out of the box with wires showing and the upper one is an open box with no cover. *Refer to photo 2-54.*

215. The GFCI outlet in the concrete column base on the A parking line 5th column north of the southern end of the garage has no cover. Replace cover. *Refer to Photo 2-55.*

216. At the 6th column north of the southern end of the garage there is and electrical panel with an outlet below it. The protective cover on the outlet is missing and should be replaced. The outlet is not a GFCI and should be replaced with a GFCI outlet.

217. The GFI outlet on the 11th column north of the southern end has no cover plate or weather cap.

218. There is a transformer at the 12th column north of the southern end of the garage on the A parking line. This transformer does not appear to be adequately braced. The bracing on this device should be check and altered if needed.

219. The electrical panel on the 11th column south of the northern end of the garage has surface rust and has been recently painted. If this rust is caused by a water leak the leak should be repaired. If his rust is a result of improper preparation prior to painting the panel should be properly cleaned and repainted. The fire alarm strobe is hanging be its cable and should be replaced.

220. The ramp to the south of the equipment storage area doesn't have truncated domes.

221. At the 4th column south of the northern end of the garage on the east side there is a roll, of what appears to communications cable, hanging on the west side of the column. This cable goes into the conduit system.

222. On the southern side of the second level ramp to stair 1 there is what appears to be a conduit LB that is open with no exterior conduit connected to it. This should be sealed. Stair 1 the door has a glass panel and a louver which is not allowed in a rated door. This door should be replaced with a door that is rated the same as the stair tower construction

223. At the northern entrance into the garage, there is a pedestrian ramp that does not have a truncated dome warning strip. A warning strip should be added. On the south side of the entrance there is an electrical fixture for a camera that has no camera and there are exposed wires. This fixture should be capped.

224. Between the 7th and 8th column south of the northern end of the garage on the eastern side there is a new opining in the wall. At this opening there is exposed rebar which should be coated to prevent rusting.

225. At walk to stair 2 there is a spall on the inside of the garage wall that should be repaired. At stair 2 the door has a glass panel and a louver which is not allowed in a rated door. This door should be replaced with a door that is rated the same as the stair tower construction

226. The truncated domes at the main entrance into the elevator lobby at stair 2 are worn and new warning strips should be considered.

227. At the 5th column north of the southern end of the garage (north end of stair 3) there are conduits that are not connected. The open conduits should be capped.

228. The door to stair 3 has a louver and glass panel. This door doesn't meet the fire rating and it should be replaced with a door that matches the fire rating of the stair. It was also noted that the signage was missing. The drain line on the southern side of the stairs has no splash block.

229. On the 3rd column north of the southern end of the garage on the east side there is an electrical fixture for a camera that has no camera and there are exposed wires. This fixture should be capped

NORTH HELIX (DOWN):

1. The road surface of the helixes has been coated with a black traffic coating. At the 6th level of the northern helix and extending to the 1st level, it was noted that there were white deposits on the coating at or near the joints in the sidewalk. The heaviest deposits were from the 6th to the 5th level. It appears that water is affecting the concrete on the sidewalks. The sidewalks should be coated to prevent further water penetration and to extend the life of the concrete.

2-56 Repair in traffic coating 3rd level

2-57 Crack with efflorescent in ceiling of helix

2. There is a repair to the traffic coating on the right side of the ramp form the 3rd to the 2nd level. *Refer to Photo 2-56.*

3. There are fine cracks in the ceiling of the helix between the 4th to the 3rd level. There are 8 fine cracks in the underside of the ramp from the 3rd level to the 2nd level. These cracks do not appear to be structural, however they should be cleaned of efflorescent and sealed. *Refer to Photo 2-57.*

4. There are fine cracks in the walls from the top to the bottom of the helix. These cracks do not appear to be structural, however they should be sealed to prevent water from entering and damaging the concrete.

5. At the 2nd level there is a fire alarm strobe on the helix column were the junction box appears to have rusted away and there are exposed wires. A new junction box should be installed, and the conduit repaired.

6. The double doors at the bottom of the northern helix has surface rust on the louvers and should be cleaned and painted.

7. There are locations where lights have been removed on the eastern wall at the 1st level. These need to be properly sealed.

SOUTH HELIX (DOWN):

1. On the southern helix at the 6th level there is a conduit that is broken off in the sidewalk and there are wires hanging out of it. This should be repaired, and the wires removed.

2. The sealant at the sidewalk wall joints has deteriorated and should be removed and replaced at all levels.

3. The black traffic coating on the road extends from the 6th level to the 1st. It was noted that there were white deposits on the coating at or near the joints in the sidewalk. The heaviest deposits were from the 6th to the 5th level.

4. There are fine cracks in the walls from the top to the bottom of the helix. These cracks do not appear to be structural, however they should sealed to prevent water from entering and damaging the concrete.

5. On the interior wall from the 5th level to the 4th there is a section where the concrete surface is spalling. This area appears to be a patch and should be removed and replaced.

6. From level 4 down to the 1st level there are spots in the traffic coating has been repairs in some area.

7. The coating on the sidewalks from the 3rd level to the 1st level has areas where there are rust spot on the coating. It appears that these stains are caused by metal particles in the coating. The source of these stains should be investigated and the areas with the stains should be repaired.

8. There is a junction box on the fire alarm strobe on the helix column at the 3rd level that is heavily rust and should be replaced.

9. Between the 3rd level and the 2nd there is a sign that has been replaced. At the base of his sign the coating on the sidewalk is missing. The coating in the area of the sign base should be repaired.

10. The fire alarm strobe on the column on the helix at the 2nd floor level has pulled of the box and the box has pulled off the wall. This should be replaced.

11. The double doors inside the helix and the wall vent have surface rust and should be cleaned and repainted to prevent further deterioration.

12. There are locations where lights have been removed on the eastern wall at the 1st level. These need to be properly sealed.

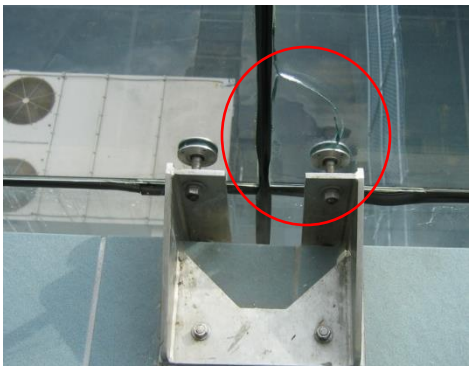
13. On the southern helix there are cracks in the road surface from the end of the black coating to the first level entrance. These cracks have been sealed.

INTERIOR:
The general conditions of the interior spaces of the garage were good. Observed maintenance and housekeeping items requiring attention are as follows:

ELEVATOR LOBBY:
1. The gaskets on the glass wall of the elevator lobby were observed to be loose at several locations. At one location where the glass is connected to the structural steel there appeared to be delaminating glass. *Refer to Photo 2-58.*

2. There is a crack in one of the glass wall panels on the southern side of the elevator lobby on the 6th floor. This panel should be replaced.

2-58 Apparent delaminating of glass wall north side of 6th level elevator lobby



2-59 Crack in glass wall panel south side of 6th level elevator lobby

3. At the elevator lobby on the 5th level there is rust on the steel above the doors and at the southwest corner of the ceiling. The glass on the doors and the glass above the doors have several chips. The thresholds on the doors are also damaged and appear to be holding one of the doors open slightly. The back of the exit sign on the garage side of the wall has moderate surface rust that should be removed and repainted.

4. At the fourth level there are chips in the glass at the top of the door and the glass above the doors. *Refer to Photo 2-60.*

5. Rust was observed on the steel beams, above the doors, that support the 5th level. This rust needs to be removed and the beams painted. The source of the water should also be investigated further, and repairs made as needed.

2-60 Chip in glass above door

2-61 Electrical box at northwest corner.

6. At the northwest corner ceiling, there is an electrical box that is covered with duct tape and has 2 screws in it. This box should be properly covered. *Refer to Photo 2-61*.

7. At the 3rd level there is apparent delamination of the glass at the supports in the panels between the elevator lobby and the garage.

8. Rust was observed on the steel beams above the doors that support the fourth level. This rust needs to be removed and the beams painted. The source of the water should also be investigated further and repaired made as needed.

9. At the northwest corner of the 3rd level support for the 4th level here are two conduit penetrations in the structural steel beam. The location of these conduits appears to be such that the structural integrity of the beam has not been affected, however this should be verified.

10. There are kick panels missing from the bottom of the doors. These panels should be replaced.

11. On the 3rd level there is an electrical outlet at the north end on the floor. One of the covers on this outlet is missing and should be replaced.

12. At the north and south ends of the 2nd level elevator lobby, there is rust on the support beams for the third level. These stains are heaviest at the north end. There are also chips on the top of the glass doors.

13. The first-floor lobby was reconstructed as part of the rental car customer service facility. Visible of the structural steel supporting the second level was not available and it is assumed that the rust was removed, and the beams painted as part of this renovation.

14. At the 1st level the wall between the garage and the lobby has been replaced and the supports for the old glass wall removed. At the northwest corner of the lobby the end of one pipe supports for the old wall has been cut off and is exposed. This exposed end of the support should be capped.

15. The escalator lobby at the 1st and 2nd levels has been reconstructed. At the 2nd level a door to the roof has been added in the curtain wall and the wall coverings have been replaced.

STAIR TOWER 3:

1. The signage on the exterior and interior, at all levels, is missing and or doesn't comply with ADA requirements.

2. At the 1st and 2nd levels there are louvers in the doors with glass panels these doors do not meet the fire code and should be replaced with doors having the same fire rating as the stair tower.

3. There are cracks in the first level slab that should be sealed.

4. Cracks were observed in some of the landings and stairs. These cracks should be cleaned and repaired.

5. At the 4th floor level there is a fine crack from the southern corner of the door to the support beam for the 5th floor landing.

6. An electrical box was observed at the roof level with open holes in it. It doesn't appear that this box is in use however the holes should be capped.

7. Water stains were observed on the west wall of the stair tower at the roof level. The source of these stains should be investigated, and repairs made as needed.

8. On the exterior at the northwest corner of stair tower 3, there is a repair to the wall that has a crack in it. This crack in the repair should be repaired.

STAIR TOWER 5:

1. There is spalling of the concrete ramp in the sidewalk inside the garage. This spalling has created a potential trip hazard and should be addressed.

2. The signage on the exterior and interior, at all levels, is missing and or doesn't comply with ADA requirements.

3. At the 1st and 2nd levels there are louvers in the doors with glass panels these doors do not meet the fire code and should be replaced with doors having the same fire rating as the stair tower.

4. The electrical outlet to the north of the 1st floor door is pulled away from the wall and should be replaced.

5. A crack in the concrete was observed above the southern corner of the door. The crack should be repaired. The are rust and water stains above the 1st floor door at the under side of the 2nd floor landing. The source of the water should be determined, and repairs made.

6. There are cracks in the 1st level slab that should be cleaned and repaired.

7. At the 4th level, there is a fine crack at the top corner of the door opening on the south side. This crack extends behind the curtain wall to the exterior. It appears that moisture has been entering through this crack. The crack should be sealed on both sides of the curtain wall.

8. At the landing between the 5th and 6th levels the sealant in the eastern wall is cracked and should be removed and replaced.

9. There are water stains on the concrete walls at the roof which indicates possible roof leak. This should be investigated, and repairs made as needed.

10. An electrical box was observed at the roof level with open holes in it. It does not appear that this box is in use. The holes should be capped.

STAIR TOWER 4:

1. The signage on the exterior and interior, at all levels, is missing and or doesn't comply with ADA requirements.

2. At the 1st and 2nd levels there are louvers in the doors with glass panels these doors do not meet the fire code and should be replaced with doors having the same fire rating as the stair tower.

3. The fire alarm strobe on the exterior, at the first level is missing and there are exposed wires. The strobe should be reinstalled.

4. There are horizontal cracks at the tread riser intersection at the steps at all levels of stair 4.

5. At the 4th level the door doesn't close. The closer should be adjusted or replaced.

6. There is staining on the concrete walls at the roof which indicates possible roof leak. This should be investigated, and repairs made as needed.

7. An electrical box was observed at the roof level with open holes in it. It does not appear that this box is in use however the holes should be capped.

STAIR TOWER 1:

1. The signage on the exterior and interior, at all levels, is missing and or doesn't comply with ADA requirements.

2. At the 1st and 2nd levels there are louvers in the doors with glass panels these doors do not meet the fire code and should be replaced with doors having the same fire rating as the stair tower. The door and frame at the 1st level have rust at the corners. The rusted areas should be cleaned, the frame and door repainted.

3. At the 1st level there are cracks in the floor slab that should be repaired.

4. There is a stain on the concrete wall from the bottom of the 4th level landing down past the fire alarm strobe on the 3rd level. The source of the leak appears to be in an access panel on the 4th level which has rust at its northern corner. The source of this stain should be investigated, and repairs made.

5. Cracks were observed in the landings between the 1st and 2nd levels, 2nd and 3rd levels as well as the 4th and 5th levels. These cracks should be cleaned and sealed.

6. There is staining on the concrete walls at the roof which indicates possible roof leak. This should be investigated, and repairs made as needed. There is also a crack in the concrete at the upper corner of the door that should be repaired.

7. An electrical box was observed at the roof level with open holes in it. It does not appear that this box is in use however the holes should be capped.

STAIR TOWER 2:

1. The signage on the exterior and interior, at all levels, is missing and or doesn't comply with ADA requirements.

2. At the 1st level there are louvers in the doors with glass panel this door doesn't meet the fire code and should be replaced with a door having the same fire rating as the stair tower. The door and frame at the 1st level have rust at the corners. The rusted areas should be cleaned, the frame and door repainted.

3. The weather stripping on the exterior of the 1st level door is damaged and should be replaced.

4. On the 1st level, it was noted that there are some small cracks in the concrete floor slab. These cracks should be cleaned and sealed.

5. Cracks were observed in all the landings between levels.

6. At the 2nd level, it was noted there is damage to the wall corner on the south side of the door.

7. There is repair to the corner of the wall on the north side of the door at level 3 which needs to be painted. There is a crack at the corner of the door opening. This damage should be repaired.

8. There are mildew stains on the underside of the stair for the 5th level to the intermediary landing. These stains should be removed.

9. The weather stripping at the base of several of the doors is warn and should be replaced.

10. At the stairs to the elevator equipment room there is a gap between the 6th floor landing and the first step this gap should be closed in with a riser.

ELECTRICAL SYSTEMS:

1. As noted above, there are numerous locations where conduit and electrical boxes are rusted and or missing. At locations where the boxes or conduit are rusted the damaged sections should be replaced and the wiring should be investigated for damage. There are also electrical boxes that need to have covers installed to protect exposed wires.

2. At the southeast corner of the 2nd level there is a piece of electrical equipment. On the west side of this equipment there are two holes large enough to put a hand into. The openings have been covered with duct tape. These opening should be properly covered with a metal plate. *Refer to Photos 2-42 and 2-43*.

PLUMBING SYSTEMS:

1. As noted above there are piping from the floor drains which are labeled sanitary drains. These lines are not sanitary lines and should be relabeled. The discharge for these lines should be verified and if they do discharge to the sanitary drain there should be an oil water separator in the line.

2. As noted above, there were several locations were split drain lines were observed. These locations need to be repaired and all the drain lines in the garage should be flushed and cleaned to the storm drain system.

SUMMARY OF OVERALL CONDITION AND REPAIR RECOMMENDATIONS:

The general condition of the garage is good and most of the repairs needed are minor. The recommended repairs consist of the following:

REPAIR PRIORITY AND ESTIMATED COST:

Repair Priority	Repair Description	Category of Repair	Safety	Recommended time frame for repair	Estimated cost $ of Repair
2	Flush and clean all drain lines	MAINT	N	2 wk.	$10,000
2	Replace signage at stairs and elevators with code compliant signs	MAINT	Y	1 day	$5,300
3	Clean and repaint screen at helixes	MAINT	N	1 wk.	$13,000
2	Cap open conduits	ELEC	Y	4 hrs.	$1,300
2	Reinstall thresholds over expansion joints	MAINT	Y	4 hrs.	$500
4	Replace railing on 6th level	MAINT	N	1 day	$1,000
2	Clean and paint column beam connections throughout garage	ARCH	N	2 wks.	$20,000
1	Raise up drain cover on level 6	MAINT	Y	4 hrs.	$500
1	Clean and repair drains	MAINT	N	2 day	$2,600
3	Remove and replace sealant in lifting pockets throughout the garage	MAINT	N	1 wk.	$9,600
4	Repair damage to concrete bollards	MAINT	N	3 days	$4,000
2	Relocate down spouts for elevator lobby at 6th floor	ARCH	Y	2 days	$5,700
2	Repair damaged concrete decking where bollards were removed	ARCH	Y	2 days	$3,600
1	Investigate and repair electrical system. Investigate corroded conduit and junction boxes. Replace missing covers, remove exposed wiring and install GFCI covers	ELEC	Y	1 wk.	$9,600
2	Replace doors and repair louvers in electrical rooms	ARCH	N	2 day	$5,300

Repair Priority	Repair Description	Category of Repair	Safety	Recommended time frame for repair	Estimated cost $ of Repair
1	Install expansion joint is PVC conduit as needed	ELEC	N	1 wk.	$6,000
3	Tighten bolts on angles at expansion joint	MAINT	N	1day	$1,000
3	Remove sanitary labels and install floor drain labels	MAINT	N	1 day	$1,300
1	Fire stop around conduit penetrations	ELEC	N	1 day	$4,000
1	Replace cracked drain lines and clean lines	MAINT	Y	3days	$9,000
1	Patch openings in electrical equipment on 2nd level	ELEC	Y	4 hrs.	$1,000
1	Repair cracked concrete wall panel at southwest corner of first level	MAINT	N	2 days	$6,000
2	Sealant in sidewalk joints	MAINT	N	1 day	$1,400
3	Remove birds' nest from water valve	MAINT	N	-	$0
3	Relocate roof scupper away from electrical conduit	ARCH	N	1 day	$1,500
3	Install truncated dome warning strips at pedestrian ramps	ARCH	Y	2 days	$5,000
2	Brace the transformer in the ceiling of the first floor	ELEC	N	1 day	$750
2	Investigate and repair leaks in glass curtain wall	ARCH	N	1 week	$8,000
2	Repair glass door and thresholds. Repair door closers throughout the garage.	MAINT	N	2 days	$3,000
2	Repair CMU retaining wall at stair towers 4 and 5	ARCH	N	2 day	$7,000
	Subtotal - Facility Two				**$146,950**

Facility Two A:
RENTAL CAR CUSTOMER SERVICE FACILITY

2A-1 *Exterior view East side*

ARCHITECTURAL COMMENTS:

DIMENSIONS: Approximately: 300' X 767'	**Area:** Approximately: 10,070 SF
CONSTRUCTION TYPE: Structural steel frame with masonry veneer and glass curtain wall exterior.	
BUILDING AGE: Approximately 3 years	**BUILDING HEIGHTS:** 1 Story
CURRENT USE TYPE: A-3 Assembly / Business	**OVERALL CONDITION:** New

The rental car customer service facility is located on the east side of the parking garage at the first level. Constructed was completed in 2016. The building is used by the rental car companies to service their customers and as office space for the staff. The building was found to be in new condition.

Observed maintenance and housekeeping items requiring attention are as follows:

EXTERIOR:
The exterior cladding of the building is combination of masonry cavity walls, metal panel and glass curtain wall systems. During our walkthrough the following maintenance items were noted on the building envelope:

1. The flashings on the tube column screen supports on the roof do not appear to conform to typical manufactures specifications. This detail should be verified and corrected if not in compliance. *Refer to Photo 2A-2.*

2A-2 *Air handler screen support flashing*

2A-3 *End joint in roof edge flashing*

2. Some of the end joints on the roof edge flashing appear to be buckled. The end joints need to be reviewed and corrections made as needed. *Refer to Photo 2A-3.*

INTERIOR:
There were no observed deficiencies.

BUILDING STRUCTURE:
There was no visible evidence of structural distress in this building. The exterior walls and roof had no noticeable sags or bulging, and the visible elements of the steel frame showed no signs of deterioration.

CONVEYANCE SYSTEMS:
The elevators and escalators are part of the parking garage and all were functional at the time of our site visit.

MECHANICAL SYSTEMS:
There were no observed issues with the mechanical systems.

ELECTRICAL SYSTEMS:
There were no observed issues with the electrical system.

PLUMBING SYSTEMS:
There were no observed issues with the plumbing system.

SUMMARY OF OVERALL CONDITION AND REPAIR RECOMMENDATIONS:
The general condition of the rental car customer service facility is excellent. The few repairs needed are minor. The recommended repairs consist of the following:

REPAIR PRIORITY AND ESTIMATED COST:

Repair Priority	Repair Description	Category of Repair	Safety	Recommended time frame for repair	Estimated cost $ of Repair
2	Roof flashing verification and repair	ARCH	N	1 day	$2,000
	Subtotal - Facility Two				**$2,000**