



ROSA PARKS ESCAMBIA
COUNTY AREA TRANSIT (ECAT)
BUS WASH

**FACILITIES
ASSESSMENT
REPORT**

CAA Project No. 21003
Revised 18 AUGUST 2021
PHASE 1 - REPAIR

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A Building Plans and Areal Views



[REDACTED]

C Supporting Photographs



[REDACTED]

Part 1 – Project Parameters

1.0 General Overview

On September 16, 2020, Hurricane Sally made landfall in the Florida Panhandle, near Pensacola, and left a significant amount of damage in its wake. Many Escambia County owned facilities received storm related damage, which was initially documented by FEMA and insurance company secured third-party engineers. Caldwell Associates (CAA) has now been retained by Escambia County to further document this damage in a series of assessment reports and develop construction documents for its remediation.

1.1 Overall Intent

The assessment report developed for this facility includes detailed information relative to the previously recorded storm damage and provides recommendations with associated costs for the necessary repairs. Photographs included in the report graphically illustrate some of the main findings of the on-site evaluation of each facility.

The observations are combined in three categories:

1. Insurance Observations as documented in the Rough Order of Magnitude Narrative Report dated October 21, 2021.
 - a. In the interest of conservation of material, an excerpt of this comprehensive report is included that pertains only to this structure.
 2. Insurance Observations as documented in the Roof Observation Assessment by Madsen, Kneppers & Associates, Inc. dated November 17, 2021.
 - a. In the interest of conservation of material, an excerpt of this comprehensive report is included that pertains only to this structure. [REDACTED]
 3. FEMA Observations as documented in the Site Inspection Report dated April 28, 2021.
 - a. In the interest of conservation, only the portion of the report with the itemized takeoffs and costs are included in this report. [REDACTED]
 4. Additional Observations made by Caldwell Associates which have been deemed required repair efforts not included in the previous reports.
- [REDACTED]
- [REDACTED]

This Assessment Report provides additional technical detail and pricing that will assist Escambia County officials in evaluating and scheduling next-step repair efforts.

Part 2 – Building Assessment

2.0 General Information

Located at 1515 West Fairfield Drive in Pensacola, Florida, this building is an original 1,175 SF structure, erected circa 1979, being a partially open structure with walls on the long sides of the building and open at each end. The structure is of pre-cast concrete construction with precast columns, precast insulated concrete wall panels, and precast single/double tee planks creating the roof. The roof system over the planks is of a gravel-ballasted, built-up roofing system.

The high velocity winds, wind-blown debris, and wind driven rain of Hurricane Salley have amplified and aggravated any conditions of the building. Repairing or otherwise mitigating these conditions are considered necessary to a successful remediation of the storm damage.

2.1 Insurance Observations

The insurance report documents made no mention of any observations made of the Bus Wash. It appears to not have been reviewed (Other buildings were mentioned as not having any damage but no mention was made of this structure).

2.2 FEMA Observations

[REDACTED]

The roof also has an abandoned exhaust vent stack which was damaged. Costs associated with this would include removing the vent construction, patching the opening, and preparing the new roof system to cover over.

2.3 Additional Observations

Exterior – Located to the South Side of the structure, a V-Crimp galvanized metal roof is attached and (2) panels were noted to be damaged.

2.4 Exclusions and Presumptions

Hazardous Materials – No existing Hazardous Materials Survey was available at the time of this assessment. No hazardous materials are presumed or expected to exist in any portion of this structure. However, the original structure being built in 1979/1980 timeframe, it is not ruled out. Care should be made to report and test any suspicious materials encountered during construction.

Electrical Systems - The bus washing equipment, electrical fixtures, devices, conduits, conductors, and controls have neither been tested for serviceability nor assessments made as to their continued serviceability.

While it is presumed that they remain serviceable, some assessment by a professional engineer or licensed contractor would be recommended.

Structural Systems – While all observations include consideration of the structural system as observed, there remains the possibility that damage remains concealed. A proper assessment of the structural system can only be made with destructive investigation and is beyond the scope of this assessment. Additional investigation by a licensed structural engineer would be recommended at an appropriate interval after damaged materials have been removed and the structure exposed.

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Appendix A

Building Plans and Aerial Views

2020.2898 Escambia County

1515 W Fairfield Drive, Pensacola

Legend

 2020.2898 Rosa Parks (ECAT) Transit Complex

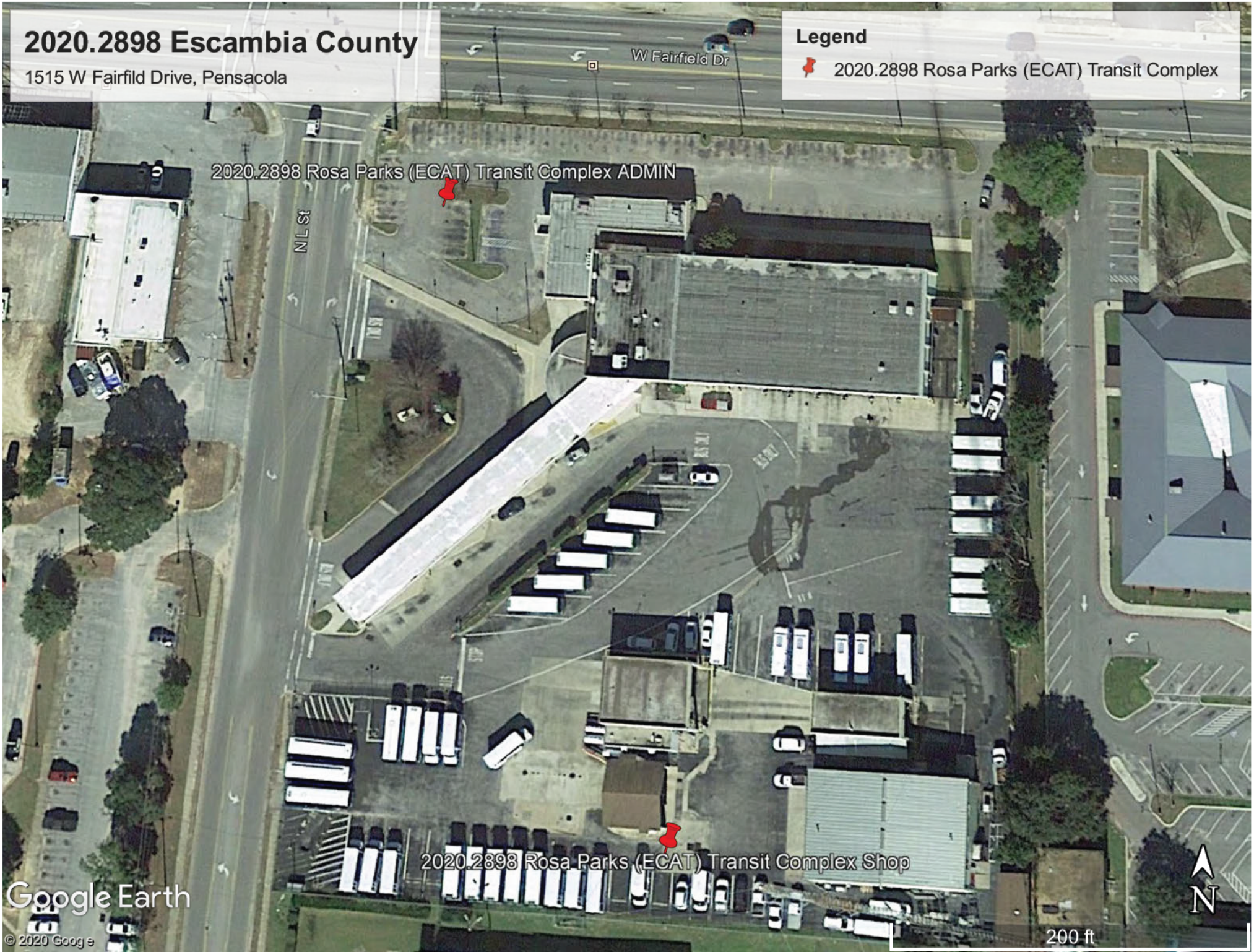
2020.2898 Rosa Parks (ECAT) Transit Complex ADMIN

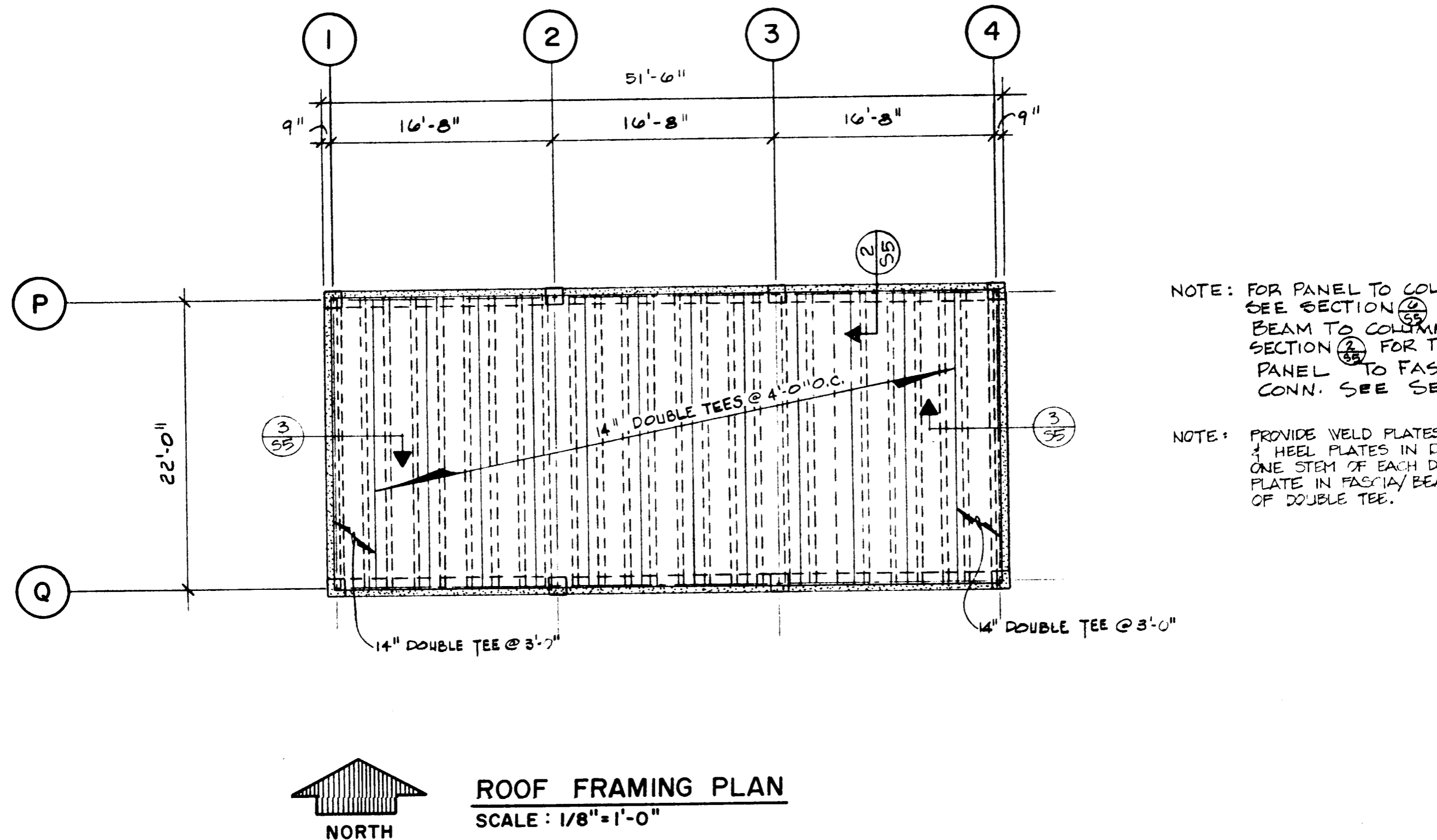
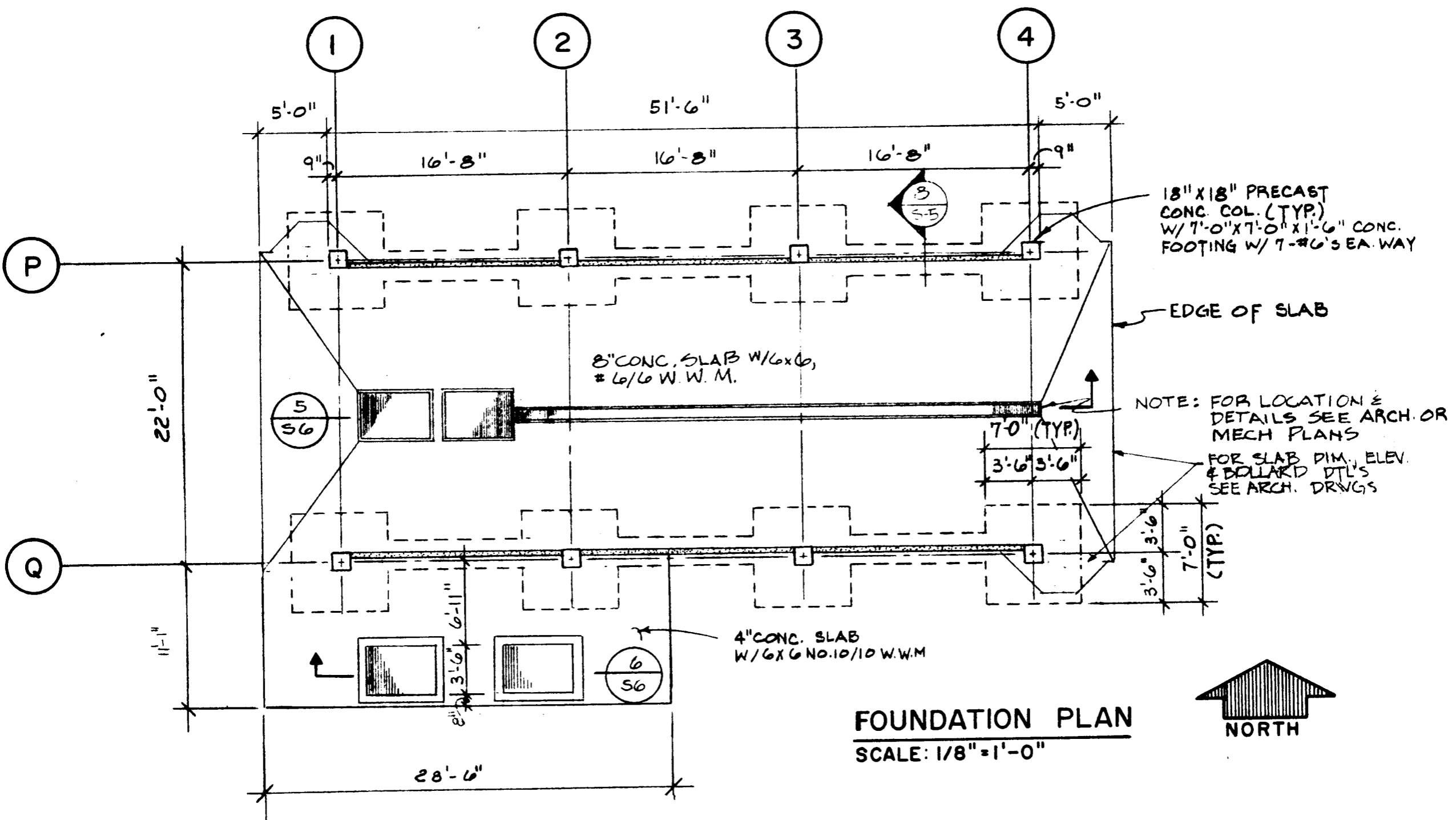
2020.2898 Rosa Parks (ECAT) Transit Complex Shop

Google Earth

© 2020 Google

200 ft





BUS WASH BUILDING

Appendix C

Supporting Photographs



**Roof Perimeter -
Termination bar and coping flashing disconnected**



**Roof Perimeter -
Termination bar and coping flashing disconnected**



**V-Crimp Roof -
Fasteners pulled through and torn metal**



**V-Crimp roof -
Wind blown debris damage**

Appendix D

Supporting Documents:

**Rough Order of Magnitude Narrative Report by MKA
Roof Observation Assessment by MKA
Site Inspection Report (SIR) by FEMA**

[REDACTED]

[REDACTED]

2. Rosa Parks Transit Complex – 1515 W Fairfield Drive, Pensacola, FL: (\$25,000 ROM)

Administration & Repair Garage - Winds from Hurricane Sally affected the painted wood HVAC roof screens. Water infiltration, by wind-driven rain along the windows and under the parapet cap, affected multiple acoustical ceiling tiles within the interiors.

The 22,000 square foot, hot-applied modified bitumen roof system was evaluated and was determined not to have any distress directly related to Hurricane Sally.

Fuel Depot - The 2,280 square foot, built-up roof system was evaluated and was determined not to have any distress directly related to Hurricane Sally.

Maintenance Shop - The 5,600 square foot, Galvalume roof panel system was evaluated and was determined not to have distress directly related to Hurricane Sally. It was reported by employees that the current affected panels happened during Hurricane Ivan in 2004.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



VI. SITE OBSERVATIONS/ANALYSIS & CONCLUSION

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Rosa Parks (ECAT) Transit Complex (refer to Exhibit H)

The primary structure has a low-slope roof covered with a modified bitumen roofing system. Close examination revealed no storm created openings. Age of the modified bitumen and flashing at building junctures appear to be the culprits of the moisture intrusion. Repairs due to Hurricane Sally that are required are limited to the fencing that makes up the mechanical equipment enclosure.

The attached walkway cover has a single-ply roofing system that exhibited no storm created openings; however, electrical lines in PVC conduit that service the walkway lighting were displaced. The electrical lines that are encased in PVC conduit that service the walkway lighting are pulled away from the anchor point due to wind. Reattaching the electrical lines along with anchors to the roof substrate will restore the walkway to pre Hurricane Sally status.

VI. SITE OBSERVATIONS/ANALYSIS & CONCLUSION

The garage building has a steep-slope roof covered with a Galvalume standing seam metal roofing system (SSMR). This roofing system exhibits multiple folded seams and missing fasteners. The southeast quadrant has four (4) panels that have large areas of impacts that appear very aged. Fasteners have been caulked in a random fashion across the roof. The aged impacts and caulked fasteners suggest pre Hurricane Sally distress. No repairs are recommended to the Galvalume SSMR due to hurricane Sally.

The fuel island is a low-slope roof covered with a built-up roof covering (BUR) that is flood coated with an aggregate topping. The aggregate is wind scoured exposing the flood coat and plies, the latter of which exhibits areas of exposed scrim. The flood coat is heavily cracked (alligatored) around penetrations. No evidence of wind or wind-borne debris adverse effects/impacts were observed. The exposed scrim and cracking around penetrations indicate an age issue that is not a result of Hurricane Sally. The fuel island distress is pre-Hurricane Sally therefore, no repairs are recommended.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

