

GLMVArchitecture

**STATE OFFICE BUILDING
BUILDING ASSESSMENT
WICHITA, KANSAS**

GLMV PROJECT 13052.000

December 16, 2013

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I. Architectural Assessment

General Assessment

The State Office Building is bounded as follows: Market Avenue on the west, William Street on the south, Broadway on the east, alley on the northeast, and the historic Wheeler-Kelly-Hagney Building on the northwest.

The building in its entirety is the joining of two separate buildings constructed nearly a century ago and then later joined into one by infilling an alley which separated them. Because of this, there are floor elevation changes as one circulates between the east and west wings of the building. The transition from east to west is generally less than 1 percent at all other floors, which is nearly imperceptible. There are three exceptions. This joining of the two buildings creates (1) a head clearance obstacle in the basement (to be discussed later), (2) a 13-1/2-inch floor obstacle at the mezzanine, and (3) a 3 percent sloped ramp to accommodate an 11-inch rise in floor elevation crossing from west to east on the eighth floor.

In 1993, the combined building was completely renovated. The interior was gutted and remodeled. The exterior was windowed, and a new exterior insulation and finish system (EIFS) applied to the lower 16 feet, tying the two buildings together at pedestrian level. The City owned and operated the building from 1994 to 2006. At this point, operation and maintenance were turned over to the State of Kansas. Since this date, the State has maintained chillers, boilers, pumps, electrical services, roofing, finishes, and elevators to a high degree of quality and regularity. These individual systems will be discussed in more detail later in this report. The building has received Gold Star Energy rating three of the past seven years.

In 2012 a new thermoplastic polyolefin (TPO) roof was completed and is in good condition.

All public spaces and public corridors have been recarpeted over the past six years. Other than new floor finishes, very minor tenant modifications to walls and doors, and routine maintenance, the building has not been altered since its remodel in 1993.

Asbestos was abated in 1992, and no signs of asbestos have been documented since that date.

The existing occupancy of the building is around 700, with portions of the building still unfinished as they have remained since construction 20 years ago.

The construction type appears to be steel column and beam superstructure protected with spray-on fireproofing on the west building, and the east building being concrete beam and column superstructure. The entire combined construction is brick and limestone veneer over undetermined exterior wall construction.

Assessment Limitations

The information found in this report has been compiled from interviews of maintenance staff, review of documents provided by the Metropolitan Area Building and Construction Department (MABCD) and Wichita Downtown Development Corporation, review of plans of the 1993 renovation, and observations of building systems and components to provide a general building condition assessment. Observations were limited to representative samplings of public, non-public, tenant, and exterior spaces that were readily accessible. Since this survey is not comprehensive, the recommendations and cost estimates provided in this report are general in nature and should not be considered as final construction cost estimates. All assessments in this report are based on observed conditions and the assumption that these conditions are similar to unobserved conditions. Variations on these findings are beyond the scope of this assessment.

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Roof

Description	Age	Condition
TPO type	Approximately 5 years old	Good
Parapet Caps	Approximately 5 years old	Good
Insulation	Unknown	Level, with small areas of superficial ponding visible
Roof Drains	Unknown	Good – debris-free
Curbs	Approximately 5 years old	Good
Membrane Walks	Approximately 5 years old	Good
Membrane Splashblocks	Approximately 5 years old	Good
Reglets and Flashing	Approximately 5 years old	Good
Bellows Expansion	Approximately 5 years old	Good
Steel Grates and Rails	Unknown	Good; rust removal and paint required
Remaining Life	Approximately 15 years	

Comments

Steel rails and grates are structurally sound and in good condition. However, they are in need of superficial rust removal and paint to minimize further deterioration.

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Exterior Envelope

Description	Age	Condition
Masonry Walls	100 years plus	Good
Masonry Mortar	Varies	Tuck-pointing: Very good, north side Original Mortar: Fair to good at remainder of building
EFIS Walls	20 years	Good
Metal Panel Walls	Varies	Good
Downspouts	Unknown	Good
Windows	20 years	Good; insulated glass
Sealants	Varies	Good
Insulation	Unknown	Unknown, not observed
Storefronts	20 years	Good; insulated glass
Doors and Hardware	Unknown	Fully operational

- Mortar above ground level was not inspected. Due to the age of the building, mortar condition is projected to be generally fair to good with smaller areas of poor mortar conditions with repair in the near future likely. Significant voids or areas of missing mortar were not observed.
- EIFS condition is generally good. Numerous repairs were observed with slight color variations. Also noted small unrepaired dings and dents.
- Metal wall panels at the penthouse are in good condition. Some panels had been replaced to repair damage from a recent wind storm.
- Graffiti remnants on the alley side of the building.
- Windows are unbroken. Sealants appear to be uncompromised both inside and out.
- Superficial damage to brick veneer on the north side. Cosmetic only. Refer to the Structural Assessment.
- The security gate at the alley is reported to be shared by the adjacent building owner/tenant.

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Interior Finishes

Description	Age	Condition
General Wall Finishes	Varies	Clean and in good repair; minor dings and dents
Wet Wall Finishes	20 years	Ceramic tile clean and in good repair
Floors	Varies	Condition varies widely. Refer to attached Floor Finish Plans.
Ceilings	20 years	Good; see comment below
Base	20 years	Good
Doors	20 years	Good
Door Hardware	20 years	Good; operational
Signage	20 years	ADA compliant

- Ceilings appear to be well maintained, with only one occurrence of discolored tiles observed (see attached photo).
- The general impression is that interior finishes are well maintained and upgraded as normal wear dictates. Some of the newer carpet tiles show higher amount of wear in higher traffic areas.
- Painted walls have dings from normal wear.
- Note: Not all spaces were observed. These findings are believed to be typical and representative of the entire building.

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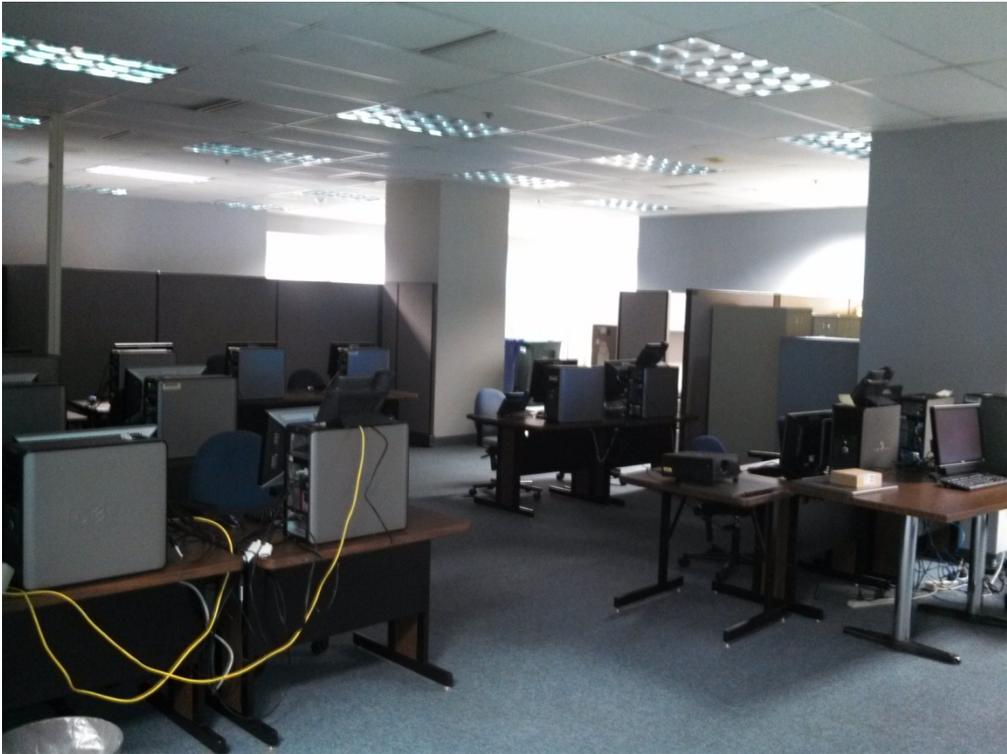
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ADA Accessibility

- In general, the facility appears to provide barrier-free accessibility (to 1991 ADA Standards) to handicap accessible parking on William Street.
- Areas of refuge are not found in stairwells; however, they are provided in protected lobby areas on each level located in front of elevators within the corridor system.
- Floor elevation changes are accomplished with compliant sloping ramps.
- Restrooms appear to provide adequate turning radii, compliant toilet and sink fixtures, grab bars, and toilet compartments.
- Compliant drinking fountains were observed to be high/low of mixed style and manufacturer.
- Public spaces are equipped with Braille signage.
- Corridor widths appear to be ADA compliant.
- Door pull side and push side clearances appear to be in general compliance. No non-compliant door clearances were observed.
- Handrails in stair towers are on one side only (non-compliant).

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Elevators

- West Wing: Bank of two passenger elevators.
- East Wing: Bank of four passenger elevators and one freight elevator.
- Elevator service to seventh and eighth floors is limited. Refer to attached Plan Sheets for elevator configuration.
- Floor Finishes: Well worn. Replacement at Owner's discretion.
- Wall Finishes: Worn but serviceable. Replacement at Owner's discretion.
- Ceiling: Lighting levels are on the dim side. Lamps appear to have been replaced with non-standard lamps. Replacement at Owner's discretion.
- Inspection certificates are posted.
- Stainless-steel doors appear to be in good condition.
- Call buttons in corridors fall within ADA reach parameters.
- Call buttons in cabs appear to fall within ADA reach parameters.
- Elevator inspection reports since 1994 (attached).
- Elevator consultant report is attached.

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Life Safety/Fire Protection

- Pull stations, extinguishers, etc. (see Life Safety Plan Exhibit).
- Fire sealants observed at rated walls. No compromises observed.
- Wire glass in exterior windows that share common public space.
- The entire building is equipped with a fire alarm and fire sprinkler system.
- Rated corridors were equipped with rated doors and closers.
- Exit signs appeared to be operational and properly placed.
- Chillers are equipped with emergency shutdown switch.

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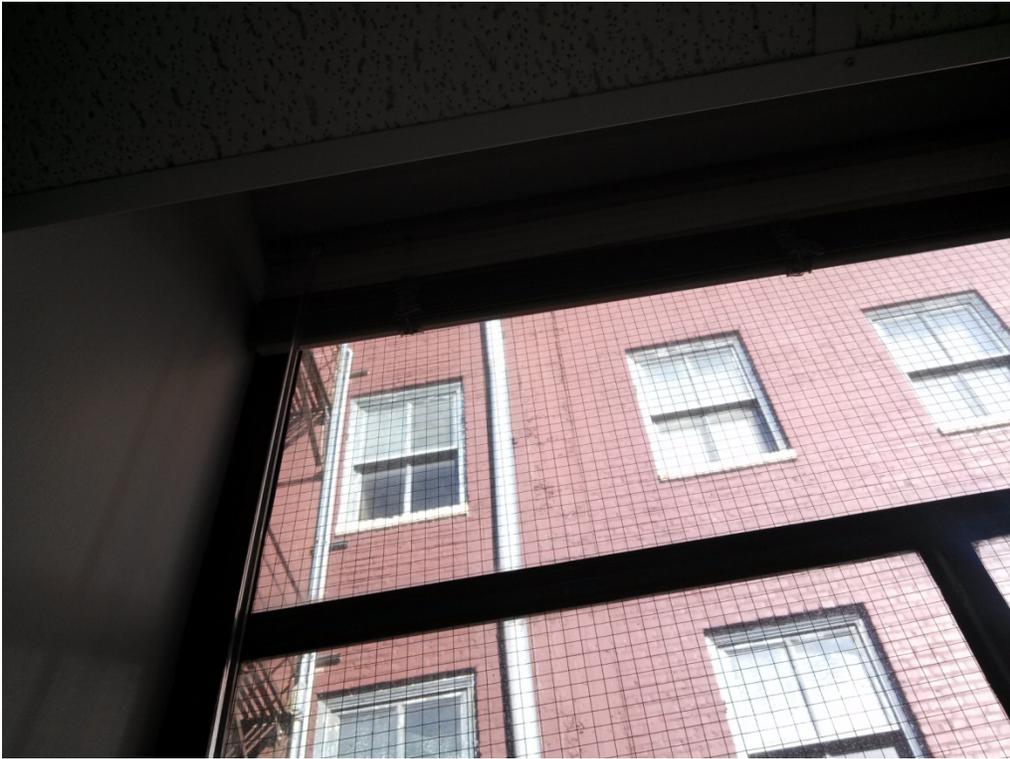
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Zoning and Environs Maps

- Historic Sites and Environs: Within 300 feet of Historic Sites (see attached map)
- FEMA Flood Zone Classification: Protected by levee (see attached map)
- Zoning: CBD - Central Business District (see attached map)
- Zoning Cases: Three within 100 feet (see attached map)
- Cell Tower Permit Zone: Falls within (see attached map)
- Environmental Zone: Falls within (see attached map)



FEMA - FLOOD ZONE

PROTECTED BY LEVEE

-  City Limit Boundaries
- Flood Zones**
-  0.2 PCT ANNUAL CHANCE FLOOD HAZARD
-  X PROTECTED BY LEVEE
-  AH;AE;A;AO



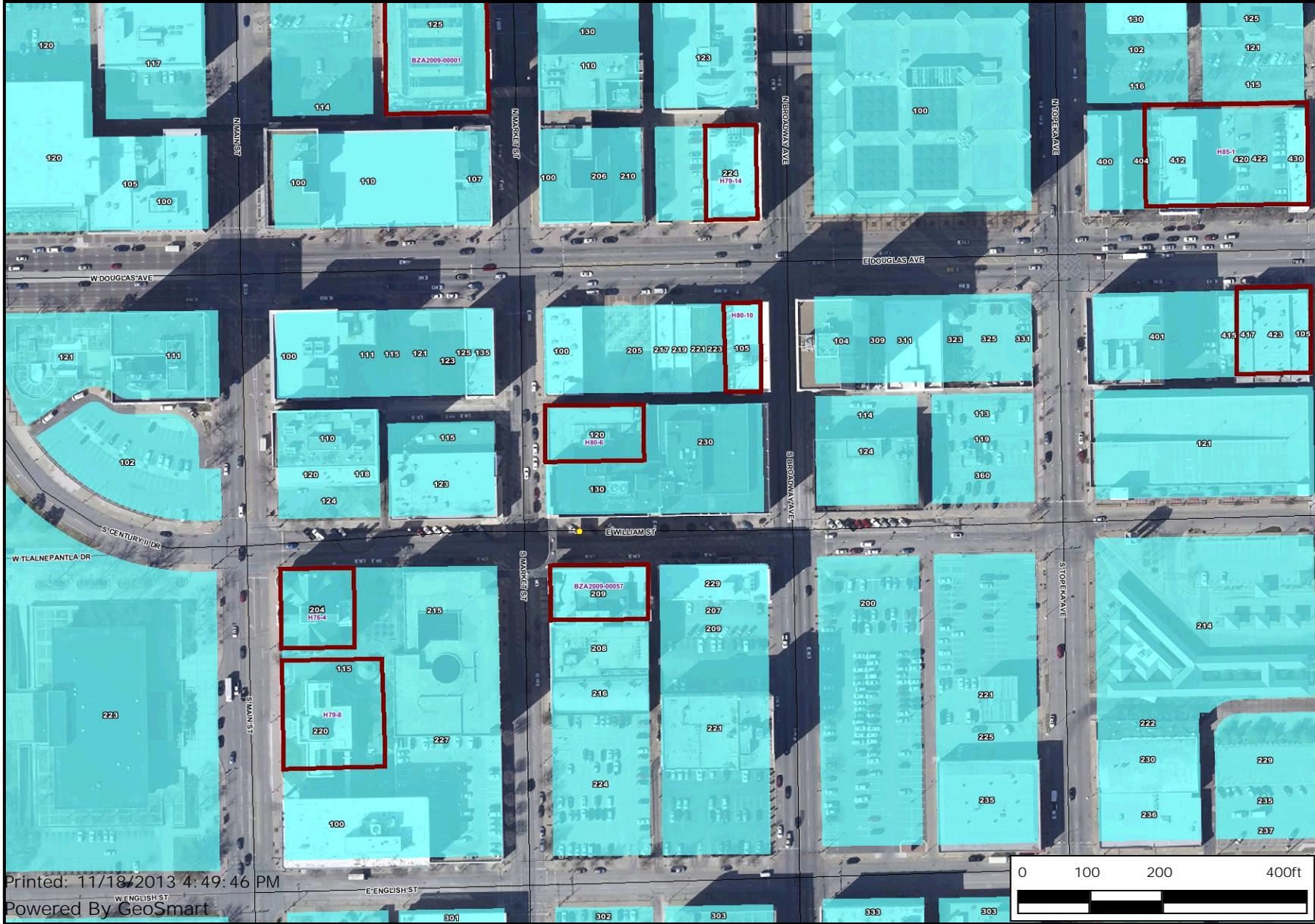
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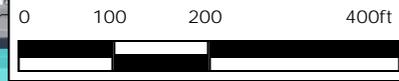


ZONING

CBD - CENTRAL BUSINESS DISTRICT



- City Limit Boundaries
- Zoning Cases
- Zoning**
- RR
- SF-20
- SF-10
- SF-5
- TF-3
- MF-18
- MF-29
- B
- MH
- NO
- GO
- NR
- LC
- OW
- GC
- AFB
- IP-A
- IP
- CBD
- LI
- GI
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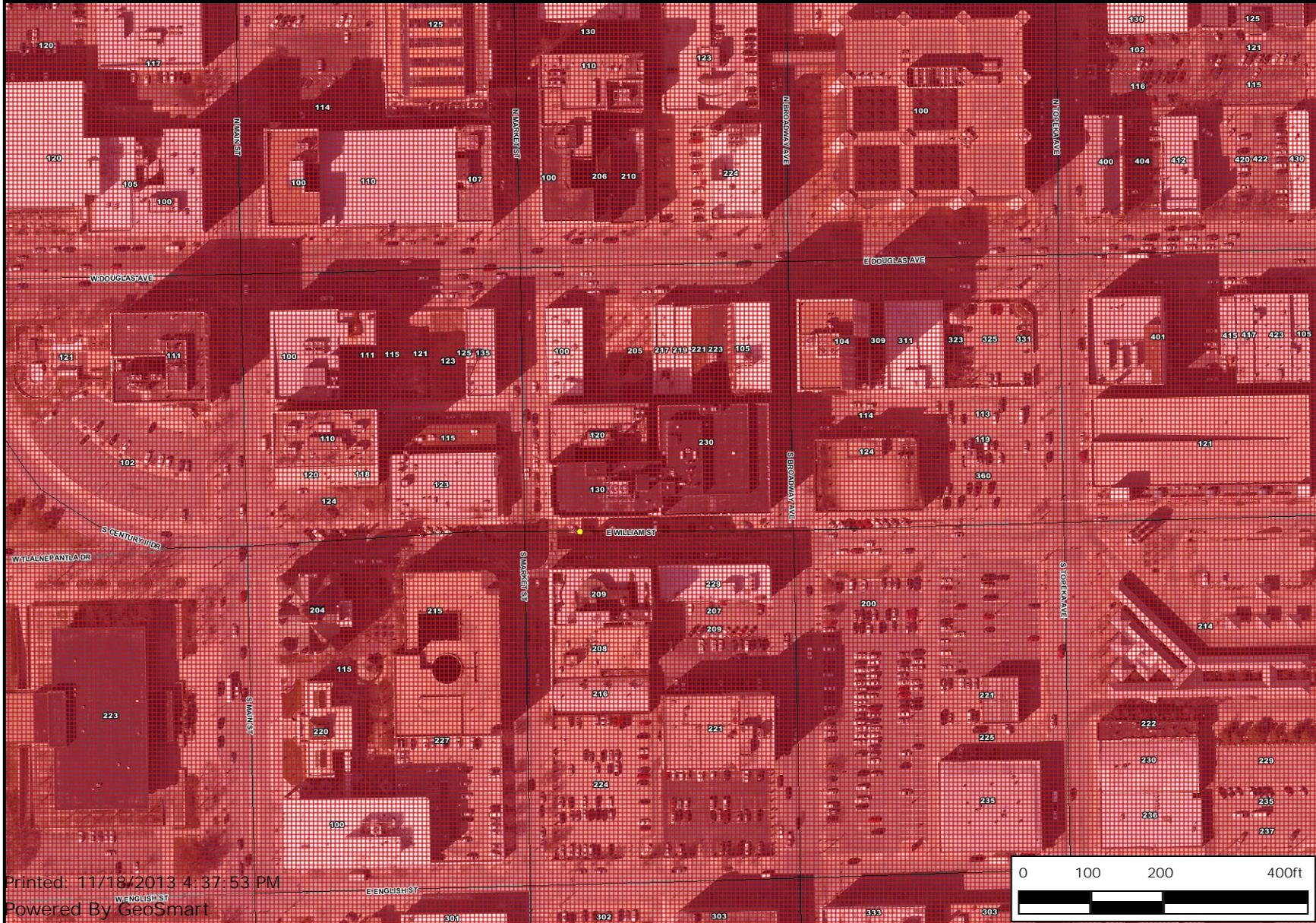
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ENVIRONMENTAL

-  City Limit Boundaries
-  Environmental Areas



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Code Violations

Basement Corridor Head Clearance:

In the basement corridor that connects the west and east buildings, the head clearance is reduced to approximately 6'-2" (varies) for a distance of 18' as the corridor crosses what was once the alley above. The cause of the head clearance encroachment is undetermined. It is likely cost prohibitive or perhaps impossible to rectify the code violation. However, before a final evaluation or recommendation can be made, destructive investigation to determine the cause and potential solutions is recommended.

Emergency Generator:

Under the current NEC, legally required life safety loads, such as emergency egress lighting and the fire alarm system, must be separated from option standby loads, such as elevators and HVAC equipment. This separation is achieved by using a separate automatic transfer switch. By having two automatic transfer switches, the emergency system could drop optional loads if the generator became overloaded in order to ensure that power is available to life safety loads. The current installation does not meet the current code requirement.

Elevator Speeds:

We found several of the elevators running at inconsistent speeds as compared to the contract speed. This indicates a potential problem being covered up or just lack of attention. As an example, Elevator 4 is operating at an average speed of 288 feet per minute (fpm), Elevator 5 is operating at 336 fpm, and Elevator 6 is operating at 266 fpm. Elevator code requires that the elevators be within +5 percent of contract speed. If not, the governors should be recalibrated to set the safeties at the correct tripping speed.

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Building Maintenance Concerns

- There were a few observations of water-stained ceiling tiles and wall surfaces. These observations were discussed with the facility manager, Charles Jacobs, and were noted as being rectified. There are no known roof or plumbing leaks at the time of this assessment.
- Window washing will require high-rise window washing equipment, scaffolding, and/or washing services. All exterior windows are currently in need of routine washing maintenance at the time of this assessment.
- Periodic exterior and interior mortar inspection, repair, and tuck-pointing are anticipated as routine maintenance items due to the age of the building brick and limestone structure and veneer. Extensive tuck-pointing has recently been accomplished on the north side of the east building. Mortar restoration and tuck-pointing should be anticipated on the west, south, and east exterior brick and limestone in the near future.
- High-traffic areas around elevators show higher than average wear. Recarpeting of these areas should be considered in the near future.
- Signs of past graffiti were observed on the alley side of the building. This type of activity is likely to be an ongoing concern.
- Some of the elevator motors are about 80 years old. They may require a higher amount of maintenance due to their age.
- Street-level EIFS will likely incur dings, dents, and superficial damage due to its location.

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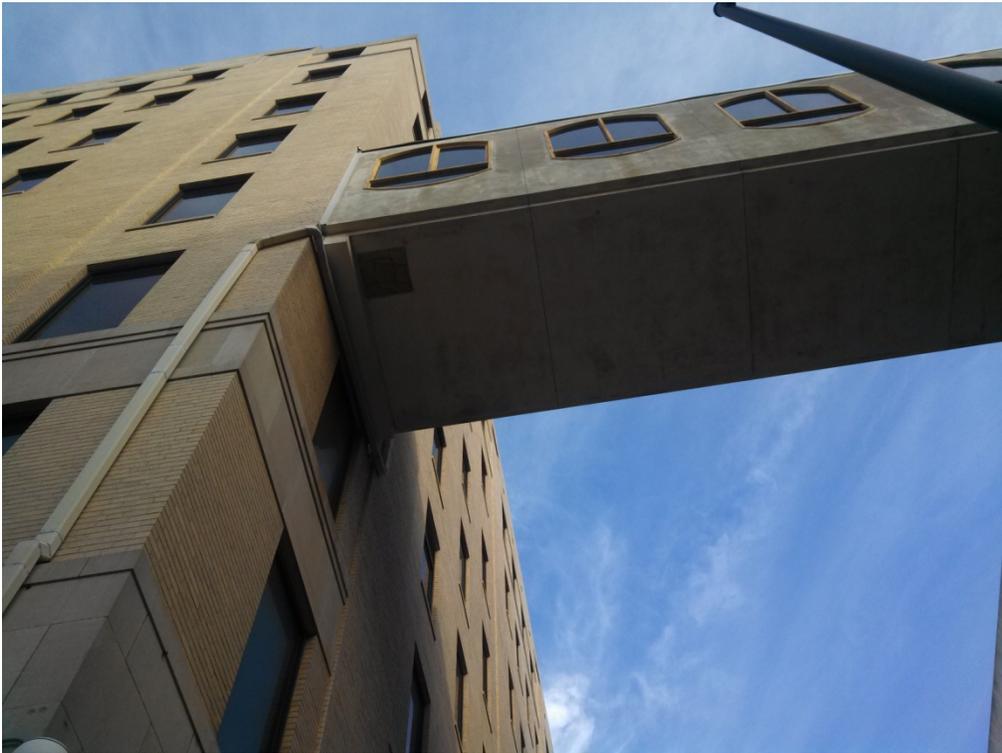
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Trash Loading Maintenance

- Trash collection area for the building is centrally located on the first floor (street level).
- Trash removal is through an overhead door facing William Street.
- The area of trash accumulation for the entire building is limited, necessitating a daily trash service pickup.
- This point also provides a service delivery area for building tenants.

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Skywalk

A fourth floor skywalk connects the southwest corner of the building to a parking garage diagonally across the street. The skywalk appears from the outside to be unmaintained with exterior cleaning, paint of window trim, and crack repair as a minimum maintenance concern. The interior of the walk was not observed.

It was noticed during the assessment process that the walkway poses security concerns due to its unmonitored remote location. For this reason, the use of the skywalk has been blocked, preventing it from being used as an exit or entrance.

Ownership of the skywalk and with whom maintenance responsibilities lie is not determined.

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Junction of Two Buildings

Bringing two buildings together into one has been done very well. In most places, it is handled imperceptibly. Photos reflect the slight floor elevation transition on Floors 1 through 7. The eighth floor transition is accomplished with a 3 percent ramp rising 11 inches.

In the basement, as the corridor crosses the alley that once separated the buildings, a severe head clearance issue is observed. Head clearance is 6'-2-1/2" on one side and 6'-2" on the other side due to floor elevation variation.

The mechanical mezzanine is separated at the alley crossing as well with a 13-1/2-inch step up and 13-inch step back down.

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Miscellaneous, Atypical Space Configurations

- Unfinished space, fourth floor (photos attached).
- Unfinished space, eighth floor (photos attached)
- Dining assembly space configured to accommodate 185 persons in chairs only or 87 persons seated at tables with chairs (photos attached).
- Courtroom: Space currently configured to accommodate public meetings or courtroom setting (photos attached).
- Mechanical Mezzanine: Between the first and second floors is a mezzanine space used exclusively for mechanical systems (photos attached).

Unfinished Space, Fourth Floor



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Unfinished Space, Eighth Floor



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Dining Assembly



Courtroom



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Mechanical Mezzanine



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II. Structural Assessment

II. Structural Assessment

Purpose:

Professional Engineering Consultants, P.A. (PEC) was engaged by Brad Doeden of GLMV Architecture, Inc. to perform an assessment of a building currently owned by the City of Wichita and leased to the State, used for offices. The building is often referred to as the State Office Building. It is located on Douglas between Market and Broadway in Wichita, Kansas. The purpose of the assessment is condition assessment to determine suitability for continued use as an office building.

The structural scope of services includes observing the existing condition, producing a written report documenting the observations made, and providing an assessment (conclusions and recommendations) based on the observations.

Observations:

The observations were performed October 2013. The observations of the property were performed by Wesley G. Britson, PE, SE, Kansas License 8352. The following observations were made during the site visit:

The building is actually two separate buildings separated by an alley. The alley was later filled in between the buildings. In all of the floors and roofs, there is little evidence of any excessive deflections and/or distress in the floor/roof framing. All floors seem to be level and do not indicate settlement of columns unevenly. Additionally, the exterior walls do not show signs of distress (cracking) that would indicate settlement.

The exterior walls in the existing alley have been damaged cosmetically by service vehicles and repaired at some time in the past, and a guardrail has been added to prevent future occurrences.

Conclusions:

Based on the observations, it is our professional opinion that the building is in good condition. There is no reason to believe that the building is under any distress at this time. We do not see any repairs that are needed to keep the building serviceable in the future.

Recommendations:

Based on the observations, PEC recommends that the facility continue to be used for the current occupancy. If the occupancy should change, it would be our recommendation to consult a structural engineer to review the intended loads that would be placed on the existing floors.

PEC would appreciate the opportunity to assist in implementing the recommendations in this report. Please do not hesitate to contact us if we can be of further service.

Disclaimer:

This assessment was based on the conditions readily observable at the time of the assessment and any related inspection. Subsequent deterioration of the property may have occurred since the time of any such inspection. There may be unforeseen or hidden damage that was not observed at the time of the observation due to a number of possible issues. No subsurface or other intrusive investigation was made.

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No survey was performed to determine any dimensions or boundaries.

PEC does not have any beneficial interest in the subject property. This report is a qualitative assessment of the property. Construction and/or renovation of the property based on the conclusions or recommendations should not begin until a full set of construction documents are prepared by a licensed professional. The report is written solely for the use of the client listed above, and no other party shall have the right to rely on the information contained in the report. This report is not transferable to a third party without written permission of PEC. Reproductions of this report not bearing the original engineer's signature are invalid. This assessment was limited to the items specifically included in the scope of work. Nothing in this report shall be deemed to imply or suggest anything beyond what is specifically stated.

The construction cost estimate included within this report is based on preliminary information and should not be considered a final cost of construction.

III. Mechanical Assessment

III. Mechanical Assessment

Purpose:

Professional Engineering Consultants, P.A. (PEC) was engaged by GLMV Architecture to perform a walk-through, visual observation of the existing Finney State Office Building located at 130 S. Market Street in Wichita, Kansas. The purpose of the visual observation was to assess the condition of the observable structural, mechanical, plumbing, and electrical systems.

PEC discloses that our visual observations were made solely to determine the integrity based on the observed condition of the existing building at the time of the site visit (November 12, 2013). Any changes that have occurred after this date should be noted, and a supplemental visual observation may be necessary. This report represents statements regarding the condition of the subject building and components as they were observed on the date of this site visit. The observations made are limited to what was visible and accessible at the time of the site visit. This report makes no attempt to verify or quantify that the observed systems conform to the applicable building code currently enforced or the building code enforced at the time of construction.

Mechanical Observations:

General HVAC System Description

The existing building's HVAC system was installed in 1993 and 1994, when the building was completely renovated prior to the State taking ownership. The new system is a four-pipe system with the cooling and heating plants located on the roof. Air handling units (AHUs) distributed throughout the building deliver conditioned air to variable air volume (VAV) shut-off terminal units in the interior spaces and fan terminal units (FTU) with hot water reheat serving exterior spaces.

Cooling Plant

The cooling plant is a chilled water system, the main components of which are a roof-mounted cooling tower located on the roof of the west building, and water-cooled chillers located in a mechanical mezzanine on the roof of the east building. Condenser water supply and return piping penetrates down through the roof at the cooling tower and is routed tight to the eighth floor roof structure over to the mechanical penthouse on the roof of the east building where it ties into the two chillers.

The cooling tower is a two-cell (CT-1 and CT-2) Marley Tower that was recently replaced, and appears to be in good condition (see photos below).



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These pumps ensure that the appropriate flow rate through each chiller is maintained while the chillers are operating. A “decoupler” pipe hydraulically separates the primary loop from the secondary loop. These pumps were reported to be rebuilt in 2006.

Two variable-volume, base-mounted, end-suction, 75-horsepower pumps (P-1 and P-2) circulate water in the “secondary” loop (see photo below). These pumps are driven by variable frequency drives (VFDs) and increase or decrease speed based on differential pressure in the chilled water system.



The secondary loop includes the cooling loads (AHU cooling coils), and is hydraulically separated from the primary loop via the decoupler mentioned above. These pumps were also reported to be rebuilt in 2006. The VFDs for these pumps were replaced within the last five years.

According to the ASHRAE Handbook – HVAC Applications, base-mounted pumps have a median service life of 20 years. Inline pump average operational life is closer to ten years. As a result of all pumps being rebuilt in 2006, it is expected that there is still a significant amount of service life left in the units. The two vertical inline, primary pumps serving the two chillers are approaching their average service life expectancy.

The building operator has reported that the original chilled water expansion tank has been replaced within the last few years.

Heating Plant

The heating plant for the building is comprised of two gas-fired, hot water boilers that are both located in the mechanical penthouse on the roof of the east building (see photo below).



The boilers are atmospheric, water tube units with nominal capacity of 7,500 MBH. ASHRAE lists the median service life of a boiler to be greater than 22 years. Coupled with the rebuild of the boiler in 2006, it is expected that there is still a significant service life associated with the units.

Water is circulated throughout the building with a primary loop pumping the building loads and boiler pumps injecting heat into the primary loop. Two constant-volume, vertical in-line, 5-horsepower pumps (P-9 and P-10) suspended from the roof structure serve as boiler pumps. These pumps ensure that the appropriate flow rate through each boiler is maintained while the boilers are operating. Three-way control valves at each boiler direct flow from P-9 and P-10 either through the boilers or around the boilers to bypass them. Two constant-volume, base-mounted, end-suction, 40-horsepower pumps (P-7 and P-8) circulate heating water to the building.

Air-Side Systems

Generally speaking, the basement and Floors 2 through 6 are laid out in similar fashion with one VAV AHU located in a mechanical room for the west building and another located in a mechanical room for the east building. Following is a representative photo of one of these units.



These air handlers are set up with pre-heat coils, heating coils, and chilled water coils. VFD-driven supply fans distribute conditioned air to VAV shut-off terminals and FTUs with hot water reheat out in the occupied spaces. Each AHU has an outdoor air (OA) duct with a hot water pre-heat coil for minimum ventilation air requirements. They also have an economizer duct for free cooling operation when ambient conditions are appropriate. Both the OA and the economizer ducts connect to a louver located on the exterior wall where the ambient air is brought into the system.

The first floor is served by three AHUs (AHU-11, AHU-12, and AHU-13) located on the mezzanine above (AHU-12 and AHU-13 are pictured below).



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Similar to the other floors, the AHUs supply conditioned air to VAV and FTU units throughout the floor, and have both minimum OA and economizer capabilities.

Expected service life for modular air handlers of the type installed in this building is in the range of 20 to 25 years. The building operator has indicated that the cooling coils have been cleaned, and the VFDs have been replaced within the last five years. There was no visible leaking of the unit casings.

Relief for building pressurization due to minimum OA ventilation or economizer operation is generally provided via inline relief fans connected to the relief shafts in the east and west buildings. RF-1 is located in the mezzanine and relieves air from the east basement. RF-2 resides in a penthouse on the roof of the west building and relieves air from the west building. RF-3 is located in the east building mechanical penthouse on the roof (see photo below)



Two roof-mounted relief fans (RF-4 and RF-5) provide additional relief from the ceiling plenum of the seventh floor. These fans are driven by a VFD, which modulates the fan speed based on the differential pressure between the RA shaft and the outdoors. According to ASHRAE, the median service life of an axial or centrifugal fan is 20 to 25 years. These fans are approaching the end of their service life.

Building Automation System (BAS) – Temperature Controls

During the remodel in the 90s, the Contractor installed a pneumatic temperature control system for the building. Since then, the system has been modified extensively, including changing most of the system out for a Johnson Controls, Inc. (JCI) Metasys Direct Digital Control (DDC) system. This left only the water valve and damper actuators as pneumatic. According to the building operator, the JCI DDC system was reported to have been installed in 2009, and the air compressor serving the pneumatic control tubing still being utilized was replaced in 2011 (see photo).



According to ASHRAE, pneumatic control equipment has a median service life of 20 years. As a result, the original pneumatic components of the building have reached the end of their expected service life.

Plumbing Systems

A four-inch domestic water service enters the building on the south side, along William Street. Water piping is routed through the basement and to the levels above in a chase on the west side of the east building. Two gas-fired water heaters (WH-1 and WH-2) provide domestic hot water to the building. An associated domestic hot water recirculation pump (P-11) recirculates the system for reduced hot water delivery time at end use fixtures.

Sanitary sewer is gathered together in chases as it falls down the building. One eight-inch sewer line exits the building on the west side of the east building near the restroom banks; another six-inch sewer line exits the south side of the building. A sewage ejector located in the basement of the west building gathers all sanitary waste lines in the basement, and discharges the waste via a four-inch line into the six-inch waste that exits the building to the south.

Plumbing Fixtures

Water closets in the building are generally manual flush valve, wall-hung units. Urinals are also wall-hung units with manual flush valves. Lavatories are wall-hung fixtures with manual faucets. It was observed in a number of bathroom locations that one lavatory was elevated higher than the others with the waste and hot water lines insulated. In general, these fixtures appeared to be in good working order.

Mechanical Recommendations:

HVAC

Generally speaking, the mechanical equipment has been maintained well over the life of the building. During our walk-through, we did not see any equipment that was in disrepair or in obvious need of replacement. However, many of the systems that were original to the remodel completed in the 90s are at or nearing the end of their expected service life. This does not mean that they must be replaced now, but if the building is repurposed with an estimated 20-year time horizon, it is expected that the frequency of equipment failure will rise. Equipment that we understand has not been overhauled/replaced since the 90s include: AHUs, FTUs, relief fans, exhaust fans, supply fans, and make-up air units. As mentioned previously, the VFDs serving this equipment are all five years old or less. It is probable that the VFDs will continue to operate for a significant number of years. Replacement of the 13 main air handlers, representing over 315,000 cfm of air flow, could be in the range of \$2 million.

Some equipment has been replaced or rebuilt, including the cooling towers, chillers, boilers, pumps, VFDs, and the BAS system. It is probable that these pieces of equipment will continue to operate for a significant number of years. For reference, replacement of the two existing 500-ton chillers is estimated to be \$275,000 each. The associated chilled water primary and secondary pump replacement costs are approximately \$60,000. The two 7,500-MBH boilers are estimated to be \$150,000 each to replace. The associated boiler and system pump replacement costs represent approximately \$35,000.

Plumbing

As stated above, the plumbing fixtures that were observed appeared to be in good working order, and did not appear to be in need of replacement. The water heaters, associated recirculation pump, and sewage

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ejector are all nearing the end of their expected service lives. At this time the equipment does not have to be replaced.

Disclaimer:

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IV. Electrical Assessment

IV. Electrical Assessment

The major electrical systems were reviewed and their conditions noted. Electrical distribution equipment was checked for age, condition, and capacity for expansion. Lighting systems were reviewed for age and efficiency. Wiring devices and low-voltage systems were also reviewed for age and condition.

Electrical Distribution System:

The building is fed by two utility services from Westar's downtown underground electrical system. Two 1,500-kVA transformers located in an underground substation-type vault feed two 3,000A, 480/277V, three-phase, four-wire main circuit breakers located in separate switchboard-type distribution cabinets. Each of these main breakers feeds 3,000A busducts that are routed vertically through the eight floors of the building. One service feeds all of the mechanical equipment, while the other service feeds all of the lighting and receptacles. According to the PowerLogic meters installed on these switchboards, MSB-1 indicated a maximum demand load of 1,081A and MSB-2 indicated a maximum load of 558A. Both services have a large amount of capacity for expansion.



Bus plugs are installed in the bus ducts at each floor to feed mechanical equipment, 480V panelboards, and step-down transformers. Typically, these are large transformers (75 kVA and 112.5 kVA) that have the secondary lugs double-tapped to feed two 208/120V panelboards per transformer. Fused disconnect switches are installed at the transformer secondary taps in accordance with the National Electrical Code (NEC).

The electrical distribution system was installed during the latest major remodel in 1994 and is comprised entirely of Square D equipment. According to building maintenance personnel, an extensive cleaning was performed in 2010. During this cleaning, a series of shutdowns was performed in order to open every piece of distribution equipment to thoroughly clean and inspect the interiors of the equipment. All electrical spaces were reported to be exceptionally clean and clear of dust, debris, and foreign objects. The distribution equipment was reported to be in exceptional shape and without damage.

The electrical system is 20 years old and approaching the end of its useful life. Replacement parts and circuit breakers will become increasingly difficult to locate as manufacturers stop supporting their older

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equipment. Also, molded case circuit breakers have a useful life of 20 years. As breakers age, the accuracy of their trip settings decreases, increasing the risk of a breaker failing to trip when there is a dangerous overload or short circuit.

Emergency Electrical System:

A 350-kW, three-phase, 277/480V Cummins emergency diesel generator is installed on the eighth floor. The exhaust muffler and radiator are remote mounted on the roof directly above the generator. A 600A unit-mounted circuit breaker feeds a single 800A automatic transfer switch, which then feeds an 800A emergency distribution panel. This distribution panel feeds elevators, supply air fans, a make-up air unit, and the emergency lighting panelboards.



The generator appeared to be clean and in good condition with very little sign of wear. The hour meter indicated 364.8 hours of runtime, or approximately 18.25 hours per year. According to the building maintenance personnel, the generator is started and allowed to idle monthly. Once a year, the generator is serviced by a professional technician and is load bank tested.

Under the current NEC, legally required life safety loads, such as emergency egress lighting and the fire alarm system, must be separated from option standby loads, such as elevators and HVAC equipment. This separation is achieved by using a separate automatic transfer switch. By having two automatic transfer switches, the emergency system could drop optional loads if the generator became overloaded in order to ensure that power is available to life safety loads. The current installation does not meet the current code requirement.

Lighting Systems:

Fluorescent lighting was found in all spaces viewed throughout the building. Corridors and office spaces utilize 2' x 4' T-8 fluorescent parabolic troffers. Electrical and mechanical spaces utilize two-lamp T-8 fluorescent industrial strip fixtures. Lighting fixtures appeared to be clean and generally in good operating order with very few lamps that were not operating. These lamps and ballasts are still current technology and readily available at electrical suppliers.

The only automatic lighting controls noted were in restrooms. There were not any automatic lighting controls in the corridors or office spaces. All lighting in these spaces was controlled by local toggle switches, while emergency egress fixtures operate continuously as night lights.

Low-Voltage Systems:

The conditions of the low-voltage systems were noted where available to be seen; however, a thorough investigation to validate code compliance was not performed.

Phone/Data Systems:

The main utility demark is located in the mezzanine level. From this room, copper and fiber optic backbone cables are routed to satellite telecommunications closets. Overall, cabling was well organized; only a few locations were noted where cabling was poorly supported.



Fire Alarm:

Smoke detectors were observed in corridors and mechanical/electrical rooms. Manual pull stations were noted at building exits and entrances to the stairwells. Fire alarm horns and strobes were located throughout corridors.

Electrical Recommendations:

Many of the components of the electrical systems are at the end of their expected lives, but with proper maintenance, may continue to provide additional years of service. As manufacturers stop supporting this older equipment, replacement parts will become difficult to find. As the equipment continues to age, it will become increasingly subject to failure. Depending on the equipment and loads served, this may be an acceptable risk.

1. The various step-down transformers should be tested to determine the integrity of their insulation. Failure to pass these tests indicates that the insulation has degraded to unsafe levels and requires replacement of the transformer (\$1,000 per transformer).
2. Replacement of the service entrance equipment and bus ducts should be considered at the next major remodel. At this time, it is recommended to test the main circuit breakers for proper operation (\$5,000).
3. Installation of a second transfer switch and life safety branch distribution equipment is recommended to separate the emergency life safety loads from the optional standby loads in order to bring the emergency system up to current electrical codes. This will help to ensure that the generator does not become overloaded in the event of a utility outage (\$30,000).

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4. Consider adding automatic lighting controls throughout all public spaces. Typically, ceiling-mounted occupancy sensors could be installed in corridors and open office spaces. Wall-mounted occupancy sensors could be installed in place of toggle switches in private offices. Automatic lighting controls will ensure that lighting is not energized when spaces are unoccupied, increasing the energy efficiency of the building (\$1.50 per square foot of area to be controlled).
5. The emergency generator appears to be in good operating condition. During the next major remodel, the generator could be refurbished and reused. If this is desired, the generator should be load-bank tested and the maximum power output should be recorded and supplied to the Engineer (\$10,000).

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V. Elevator Assessment

V. Elevator Assessment

Observations:

The Finney State Office Building, located at 130 S. Market and 230 E. William, has six passenger elevators and one freight elevator. The six passenger elevators are all gearless traction elevators with 1930s vintage Otis Elevator machines with early 1990s vintage Montgomery Elevator microprocessor controls. The freight elevator has an early 1990s vintage Hollister Whitney Elevator Corp. geared traction machine and early 1990s vintage Montgomery Elevator microprocessor controls.



Elevators 1 through 6, all with similar gearless machines



Elevator 7 with geared traction machine

Elevator Specifics:

Elevator 1 – Annual testing was performed in March 2013. Five-year “full load” test was performed in February 2011. Operating speed measured was 464 feet per minute (fpm) in up direction, 455 fpm in down direction. The date of the elevator is September 28, 1949 (145562).

Elevator 2 – Annual testing was performed in March 2013. Five-year “full load” test was performed in February 2011. Operating speed measured was 472 fpm in up direction, 469 fpm in down direction. The date of the elevator is September 28, 1949 (145563).

Elevator 3 – Annual testing was performed in March 2013. Five-year “full load” test date was not identified on the governor as required by ANSI A17.1 safety code for elevators. Operating speed measured was 285 fpm in up direction, 287 fpm in down direction. The date of the elevator is August 4, 1948 (145307).

Elevator 4 – Annual testing last was performed in January 2012. Five-year “full load” test was performed in February 2011. Operating speed measured was 288 fpm in up direction, 288 fpm in down direction. Update tag to reflect the last testing date. The date of the elevator is December 18, 1934 (144230).

Elevator 5 – Annual testing was performed in January 2012. Five-year “full load” test was performed in February 2011. Operating speed measured was 327 fpm in up direction, 345 fpm in down direction. Update tag to reflect the last testing date. The date of the elevator is September 19, 1927 (143430).

Elevator 6 – Annual testing was performed in January 2012. Five-year “full load” test was performed in February 2011. Operating speed measured was 265 fpm in up direction, 267 fpm in down direction. Update tag to reflect the last testing date. The date of the elevator is September 19, 1927 (143431).

Elevator 7 – Annual testing was performed in March 2013. Five-year “full load” test was performed in May 2011. Operating speed measured was 148 fpm in up direction, 147 fpm in down direction.

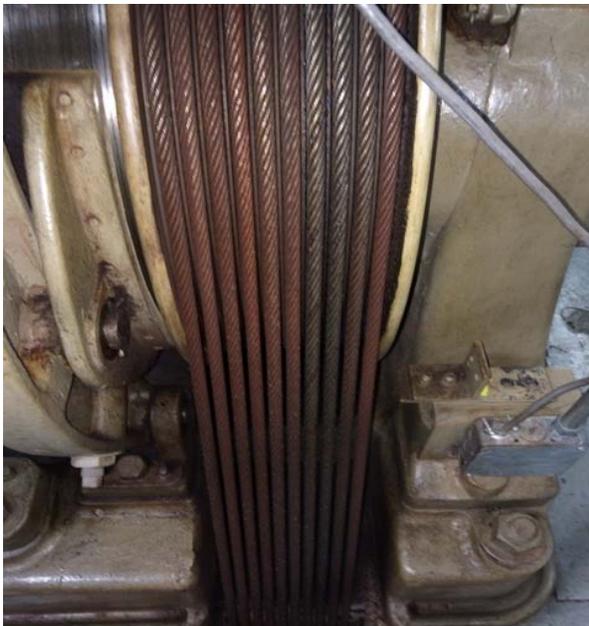
Obsolescence Concern:

The present controllers on all the elevators are considered first- or second-generation Miprom microprocessor controls. In the very near future, if not already, the software in these controllers will not be supported by the manufacturer and will be considered obsolete. This may force the owner to prematurely replace or “modernize” these elevator controllers in order to keep them operational.

Identified Deficiencies:

The passenger elevators were identified to have several deficiencies as follows:

1. Elevators 4 through 6 had rouge on most of the ropes (hoist cables) that indicates rust or deterioration of the ropes (see attached picture). Other elevators also showed signs of rouge and dryness of the hoist ropes. It should be noted, however, the diameters of all the hoist ropes on all the elevators were measured to find none in violation of the code requirements. Despite this finding, lubrication of the ropes, as recommended by the manufacturers of the hoist ropes, is highly recommended to extend the useful life and provide proper operation of the hoist ropes.



2. Elevator 4 had a broken “kellum grip” used to hang the traveling cable on the underside of the elevator. Please see the picture below. While this is not a major concern, it should be corrected to take the excess weight of the traveling cable off of the single hanger.



3. Elevator 1 has a few guide rollers that should be replaced, since they are starting to deteriorate. This will adversely affect the ride quality of this elevator.



4. We found several of the elevators running at inconsistent speeds as compared to the contract speed. This indicates a potential problem being covered up or just lack of attention. As an example,

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Elevator 4 is operating at an average speed of 288 feet per minute (fpm), Elevator 5 is operating at 336 fpm and Elevator 6 is operating at 266 fpm. Elevator code requires that the elevators be within +5 percent of contract speed. If not, the governors should be recalibrated to set the safeties at the correct tripping speed.

5. The motor commutators on Elevators 4 and 5 have a noticeable amount of carbon dust buildup and should be cleaned. This condition can adversely affect the operation of the elevator by causing misleveling and creating a “tripping hazard.”

Overall, most of these deficiencies are fairly minor and easily corrected. Item 4 is probably the most concerning and should be investigated.

General Maintenance Condition:

We would rate the quality of maintenance being performed as good quality. It appears the frequency of visits is averaging twice each month, the lubrication levels on the machines are good, and the motor brushes are all in good condition. The general cleanliness of the machine room, hoistway and pit area would be rated as good, as well, based on the condition at the time of survey.

ADA Recommendations:

While we did not do an exhaustive ADA survey, it was noted that the majority, if not all, of the ADA elevator requirements ranging from call button height to door protection systems and double-stroke gongs (indicating the elevator will be traveling in the down direction) have been provided.

Final Recommendations:

It is our opinion the present service provider is fulfilling the majority of their obligations with respect to the contractual coverage. We would suggest the varying speeds that the elevators are operating at should be investigated to determine the cause and then resolve the problem(s). The other deficiencies noted above should be remedied, as well, so as not to cause operational dilemmas with the elevator’s reliability and quality of operation. We would suggest an itemized list be sent to the service provider requesting that these deficiencies be corrected as soon as possible with written documentation provided in return, once they have been corrected.

VI. Executive Summary

VI. Executive Summary

General Assessment of the Building:

Positive Features:

- Sixty- to 80-plus-year-old buildings in remarkably good condition.
- Structurally sound.
- Well maintained infrastructure.
- Located in the heart of downtown.
- Completely remodeled within the last 20 years, with few changes made since.
- HVAC heating and cooling to tenant spaces remains uncompromised due to limited remodeling.
- Energy-efficient building.
- Conveniently located trash pickup.
- Meets 1991 ADA accessibility standards.
- New TPO roof (five years old).
- 15,000 square feet of unfinished spaces available for expansion.
- Building has a pleasant appearance.
- Minimal code violations or concerns.
- No apparent signs of abnormal deterioration.

Negative Features:

- Higher-than-normal mortar maintenance anticipated, as is the case on all masonry buildings of this vintage.
- Skywalk presents security and maintenance concerns.
- Possible irresolvable head clearance violation in the basement circulation corridor where the two buildings join. Currently not significantly impeding building circulation or function.
- Floor finishes in tenant space are generally in need of replacement.
- The inherent issues incurred by joining two buildings.
- Generator load switching needs to be separated to meet current electrical and life safety code standards.
- Inadequate trash collection area requires daily trash pickup.
- Dark alley to invite graffiti.
- Parking is separated from the building, and some may say it is inconvenient. This also poses safety concerns for distance of travel to one's vehicle.
- Elevator equipment is old and nearing obsolescence, requiring higher-than-normal maintenance.
- Elevator speed inconsistencies may indicate problems only identifiable with specialized investigation.
- Fan terminal units are nearing their expected lifespan.
- Historic environs may pose an obstacle if exterior renovations are considered.

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Parking

- 900 to 926 currently available parking stalls within 400 yards of the William Street entrance accommodating a current building population of 700.
- 830 to 840 future anticipated public parking stalls becoming available within 400 yards of the William Street entrance within two to eight years.

Code Compliance Issues:

- Head Clearance in Basement Corridor: More investigation is required to identify the cause and propose a solution, if any.
- Elevator Speed Adjustments to Match Contract Speed: More investigation is required to identify the cause and propose a solution.

Building Occupancy:

Current Occupancy (approximate)	700
Anticipated Maximum Occupancy (depending upon population density)	800 to 1,000
Maximum Building Occupancy at 250 sq. ft. per person	781
Maximum Building Occupancy at 200 sq. ft. per person	976

Gross and Net Useable Space:

Current Net Useable Space	180,940 square feet
Unfinished Floor Space	14,350 square feet
Maximum Possible Net Useable Space	195,290 square feet
Building Gross Area	283,050 square feet

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Building Maintenance or Upgrade Costs

Requiring Immediate Attention: None	\$0
Requiring Near-Term Attention:	
Carpet replacement (assume 40 percent)*	\$280,000 to \$310,000
*Much of the carpet needing replacement occurs in tenant spaces and would likely be done when tenants vacate, before reoccupancy.	
Stair handrail code compliance upgrade	\$8,000 to \$10,000
Requiring Future Attention (Five to Ten Years):	
EIFS maintenance	\$5,000 to \$8,000
Mortar maintenance (east, south, and west walls)	\$20,000 to \$25,000
Elevator modernization/controller upgrades	\$700,000 to \$750,000
Air handling unit replacement	\$2,000,000
Electrical gear obsolescence issues	To be included in next major remodel.
Optional Attention:	
Emergency generator refurbish	\$10,000
Installation of automatic light controls	\$1.50/sq. ft.
Window washing	\$7,000 to \$9,000
Minor ceiling tile replacement	\$5,000 to \$7,000
Interior wall finish touchup	\$5,000 to \$7,000
Tenant Space Remodel Costs (Option A)	\$95 to \$110 per sq. ft.
or	
Tenant Space Floor and Wall Finish Upgrades (Option B)	\$15 to \$20 per sq. ft.
Mechanical Systems (As-Needed Basis)	
Replacement of individual fan terminal units	\$9,000 per unit
Fan terminal units at the perimeter of the building on each floor are approaching their life expectancy. Replacement might be accomplished on an as-needed basis and/or during extensive remodel project in the affected areas.	
Replacement of chillers	\$550,000
Replacement of chilled water pumps	\$60,000
Replacement of boilers	\$300,000
Replacement of heating water pumps	\$35,000
Electrical (refer to electrical assessment)	
Transformer replacement	\$1,000 each
Test main circuit breakers	\$5,000
Second transfer switch	\$30,000
Consider automatic lighting controls	\$1.50/sq. ft.
Consider generator refurbish	\$10,000
Structural integrity	\$0

VII. Exhibits

Floor Finishes Plans

1 2 3 4 5 6

E
D
C
B
A

FLOOR FINISH KEY		
		CONDITION
CARPET	CPT-1	WORN REPLACEMENT RECOMMENDED
CARPET	CPT-2.0	GOOD
CARPET	CPT-2.1	FAIR REPLACEMENT NEAR FUTURE
VCT	VCT-1	GOOD
CARPET	CPT-3	WORN REPLACEMENT RECOMMENDED
CARPET	CPT-4	WORN REPLACEMENT RECOMMENDED
CARPET	CPT-5	GOOD
EXISTING BROOKLOOM CARPET	CPT-6	NEEDS REPLACING
SEALED CONCRETE	SC	NEW
UNFINISHED SPACE		NO FLOOR OR WALL FINISHES
2" CERAMIC TILE	CT-1	VERY GOOD
12x12 CERAMIC TILE	CT-2	GOOD



A SEVENTH FLOOR PLAN
3/32" = 1'-0"

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**STATE OFFICE BUILDING
120 SOUTH MARKET &
230 EAST WILLIAM
WICHITA, KANSAS**

Mark	Date	Description

SEVENTH FLOOR PLAN

Job No.	13052	A1.10
Date	11/20/13	
Drawn	RLH	
Checked	XXX	
Dwg. # of #		

1 2 3 4 5 6

Elevator Inspection Reports

Freight #7

Inspection Type	Call	Scheduled	Result	Completed	Inspected	Assigned	Comments
					By	To	
Category 1 (1-year) Safety Test			S	10/20/1997	CONV	CONV	
Category 1 (1-year) Safety Test			S	11/24/1998	CONV	CONV	
Periodic Inspection (Routine)			S	11/14/1994	CONV	CONV	T TEST
Periodic Inspection (Routine)			S	12/3/1995	CONV	CONV	
Periodic Inspection (Routine)			S	2/27/1998	CONV	CONV	
Periodic Inspection (Routine)			S	2/25/1999	CONV	CONV	
Periodic Inspection (Routine)			S	4/27/2000	MH	CONV	
Periodic Inspection (Routine)			S	3/29/2002	MH	CONV	TOP EMERGENCY NEEDS TO BE CLOSED UP SAFETY
Category 1 (1-year) Safety Test	5/5/2000	5/5/2001	S	6/16/2003	MH	CONV	THYSSEN
Category 3 & 5 (5-year) Safety Test			S	10/17/2001	BL	CONV	5 YEAR SAFETY
Category 3 & 5 (5-year) Safety Test	10/24/2001	10/24/2006	S	11/17/2006	MH	CONV	gov. max 210 set 210. ok
Periodic Inspection (Routine)	3/29/2002	3/29/2003	S	5/10/2004	MH	CONV	SAFETY
Category 1 (1-year) Safety Test	6/16/2003	6/16/2004	S	5/19/2004	BL	CONV	TK
Periodic Inspection (Routine)	5/21/2004	5/10/2005	S	5/25/2005	MH	CONV	1 yr safety test due 5/05, phone could not be called back, install safety test tags
Category 1 (1-year) Safety Test	5/20/2004	5/19/2005	S	6/22/2005	BGL	CONV	ok
Periodic Inspection (Routine)	5/27/2005	5/25/2006	S	6/9/2006	MH	CONV	5yr safety test due
Category 1 (1-year) Safety Test	6/23/2005	11/19/2007	S	11/15/2007	MJH	CONV	ok
Periodic Inspection (Routine)	6/12/2006	6/11/2007	S	6/20/2007	MJH	CONV	ok
Category 3 & 5 (5-year) Safety Test	11/20/2006	3/2/2012	S	2/7/2011	mhood	mhood	set at 197 max is 210, oss-174. ok Tk and customer wanted 5yrs to be done all at the same time.
Periodic Inspection (Routine)	6/27/2007	6/30/2008	S	6/9/2008	MJH	CONV	1yr test due 11/2008
Periodic Inspection (Routine)	7/1/2008	6/9/2009	S	10/6/2009	MJH	CONV	ok
Category 1 (1-year) Safety Test	11/20/2007	11/17/2008	S	1/7/2009	MJH	CONV	1yr test done on 1/7/2009, speed 150 fpm PAID THRU PO.
Periodic Inspection (Routine)	10/12/2009	10/6/2010	S	11/10/2010	MJH	CONV	OK.
Category 1 (1-year) Safety Test	1/9/2009	1/12/2010	S	3/2/2010	BGL	CONV	ok

Category 1 (1-year) Safety Test	3/4/2010	2/7/2012	S	1/31/2012 MJH	CONV	CONV	PAID BY PO# 025706 1/25/12. OK PAID # VISA 9/30/11.
Periodic Inspection (Routine)	11/12/2010	11/10/2011	S	11/8/2011 MJH	CONV	CONV	OK
Periodic Inspection (Routine)	11/9/2011	11/8/2012	S	11/21/2012 CONV	CONV	CONV	PAID BY PO#025706 1/25/12. ok release TOWARD CAM ON CAR. FINAL DID NOT DROP WHEN CAR WAS RAN ON IT SEVERAL TIMES.
Category 1 (1-year) Safety Test	2/1/2012	1/12/2013	S	3/7/2013 mhood	mhood	mhood	ok. release cert
Periodic Inspection (Routine)	6/6/2013	11/7/2013	S	11/4/2013 mhood	mhood	mhood	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/6/2013	3/7/2013	S	3/7/2013 bloveland	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2012	S	3/7/2013 bloveland	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013 bloveland	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013 bloveland	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

Passenger #6

Inspection Type	Call	Scheduled	Result	Completed	Inspected E	Assigned T	Comments
Category 1 (1-year) Safety Test			S	10/20/1997	CONV	CONV	
Category 1 (1-year) Safety Test			S	11/24/1998	CONV	CONV	
Periodic Inspection (Routine)			S	11/14/1994	CONV	CONV	T TEST
Periodic Inspection (Routine)			S	12/3/1995	CONV	CONV	
Periodic Inspection (Routine)			S	2/27/1998	CONV	CONV	
Periodic Inspection (Routine)			S	2/25/1999	CONV	CONV	
Periodic Inspection (Routine)			S	4/27/2000	MH	CONV	
Periodic Inspection (Routine)			S	3/29/2002	MH	CONV	PER MIKE CAN ML CERT WHEN PAID SAFETY
Category 1 (1-year) Safety Test	5/5/2000	5/5/2001	S	6/16/2003	MH	CONV	THYSSEN

						CAPACITY IN ELV IS 2500. OUR RECORDS REFLECT
Category 3 & 5 (5-year) Safety Test			S	10/20/2001 BL	CONV	3500. MADE CORRECTION PER BILL
Category 3 & 5 (5-year) Safety Test	10/24/2001	10/24/2006	S	11/20/2006 MH	CONV	gov. max. 452 set 437. ok RETURN CERT TO MIKE 5 YR 10/01 1 YR SAFETY 1998
Periodic Inspection (Routine)	3/29/2002	3/29/2003	S	4/7/2003 MH	CONV	
Periodic Inspection (Routine)	4/10/2003	4/7/2004	S	5/10/2004 MH	CONV	
Category 1 (1-year) Safety Test	6/16/2003	6/16/2004	S	5/19/2004 BL	CONV	SAFETY TK
Periodic Inspection (Routine)	5/21/2004	5/10/2005	S	5/25/2005 MH	CONV	1 yr safety test due 5/05
Category 1 (1-year) Safety Test	5/20/2004	5/19/2005	S	6/22/2005 BGL	CONV	ok
Periodic Inspection (Routine)	5/27/2005	5/25/2006	S	6/9/2006 MH	CONV	5yr safety test due
Category 1 (1-year) Safety Test	6/23/2005	11/20/2007	S	11/15/2007 MJH	CONV	ok
Periodic Inspection (Routine)	6/12/2006	6/11/2007	S	6/20/2007 MJH	CONV	ok PAID BY PO#22695 2/3/11. *****
Category 3 & 5 (5-year) Safety Test	11/27/2006	11/20/2011	S	2/2/2011 MJH	CONV	Gov set at 443 max is 452,oss-408.
Periodic Inspection (Routine)	6/27/2007	6/30/2008	S	6/9/2008 MJH	CONV	1yr test due 11/2008, hoistcables need to
Category 1 (1-year) Safety Test	11/20/2007	11/17/2008	S	1/8/2009 MJH	CONV	1yr test done on 1/8/2009
Periodic Inspection (Routine)	7/1/2008	6/9/2009	S	10/6/2009 MJH	CONV	Hoistway door not self closing and self
Category 1 (1-year) Safety Test	1/9/2009	1/12/2010	S	3/5/2010 BGL	CONV	ok PAID THRU PO.
Periodic Inspection (Routine)	10/12/2009	10/6/2010	S	11/10/2010 MJH	CONV	***Basement hoistway door not self locking BASEMENT DOOR NOT SELF LOCKING. HOIST CABLES NEED TO BE LUBED OR LETTER SUBMITTED TO OCI. SEE NOTE ON
Periodic Inspection (Routine)	11/12/2010	11/10/2011	S	11/8/2011 MJH	CONV	#1 ELEVATOR
Periodic Inspection (Routine)	11/9/2011	11/8/2012	S	11/21/2012 CONV	CONV	PAID BY PO #025706 1825/12 ok release PAID BY PO#025706 1/25/12.
Category 1 (1-year) Safety Test	3/8/2010	2/2/2012	S	1/31/2012 MJH	CONV	OK
Category 1 (1-year) Safety Test	2/1/2012	1/12/2013	S	3/8/2013 CONV	CONV	
Periodic Inspection (Routine)	6/6/2013	11/7/2013	S	11/4/2013 mhood	mhood	

Category 1 (1-year) Safety Test	6/6/2013	3/8/2013	S	3/8/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/8/2013	S	3/8/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/8/2013	S	3/8/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/8/2013	S	3/8/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

Passenger #5

Inspection Type	Call	Scheduled	Result	Completed	Inspected	E Assigned	T Comments
Category 1 (1-year) Safety Test			S	10/20/1997	CONV	CONV	
Category 1 (1-year) Safety Test			S	11/24/1998	CONV	CONV	
Periodic Inspection (Routine)			S	11/14/1994	CONV	CONV	T TEST
Periodic Inspection (Routine)			S	12/3/1995	CONV	CONV	
Periodic Inspection (Routine)			S	2/27/1998	CONV	CONV	
Periodic Inspection (Routine)			S	2/25/1999	CONV	CONV	
Periodic Inspection (Routine)			S	4/27/2000	MH	CONV	
Periodic Inspection (Routine)			S	3/29/2002	MH	CONV	PER MIKE CAN RELEASE CERT WHEN PAID SAFETY
Category 1 (1-year) Safety Test	5/5/2000	5/5/2001	S	6/16/2003	MH	CONV	THYSSEN
Category 3 & 5 (5-year) Safety Test			S	10/20/2001	BL	CONV	5 YEAR SAFETY
Category 3 & 5 (5-year) Safety Test	10/24/2001	10/24/2006	S	11/21/2006	MH	CONV	gov max 452 set 401. ok CAR VIBERATES BETWEEN 1 & 2ND FLOOR 1 YR PAST DUE 10/02 5 YR 10/01 COUNTER WEIGHT/HOIST CABLE LOOSE (WEARING SHEAVE) SAFETY
Periodic Inspection (Routine)	3/29/2002	3/29/2003	S	4/7/2003	MH	CONV	(WEARING SHEAVE) SAFETY
Category 1 (1-year) Safety Test	6/16/2003	6/16/2004	S	5/19/2004	BL	CONV	TK

Periodic Inspection (Routine)	5/21/2004	5/24/2004	S	5/10/2004	MH	CONV	
Periodic Inspection (Routine)	5/21/2004	5/10/2005	S	5/25/2005	MH	CONV	phase II instruction sign missing, 1 yr safety test due 5/05
Category 1 (1-year) Safety Test	5/20/2004	5/19/2005	S	6/22/2005	BGL	CONV	ok
Periodic Inspection (Routine)	5/27/2005	5/25/2006	S	6/9/2006	MH	CONV	5yr safety test due, hoist cables need lubed, repair door restrictor, check sheave on car
Category 1 (1-year) Safety Test	6/23/2005	11/21/2007	S	11/15/2007	MJH	CONV	ok
Periodic Inspection (Routine)	6/12/2006	6/11/2007	S	6/20/2007	MJH	CONV	Hoistcables need to be lubed, install j box covers in hoistway
Category 3 & 5 (5-year) Safety Test	11/29/2006	11/21/2011	S	2/3/2011	MJH	CONV	PAID BY PO#22695 2/3/11. *****
Periodic Inspection (Routine)	6/27/2007	6/30/2008	S	6/9/2008	MJH	CONV	Gov set at 451 max is 452, oss-393
Category 1 (1-year) Safety Test	11/20/2007	11/17/2008	S	1/8/2009	MJH	CONV	hoist cables need lubed, 1yr test due
Periodic Inspection (Routine)	7/1/2008	6/9/2009	S	10/6/2009	MJH	CONV	1yr test done on 1/8/2009, ok
Periodic Inspection (Routine)	10/12/2009	10/6/2010	S	11/8/2011	MJH	CONV	Hoist ropes need to be lubed
Category 1 (1-year) Safety Test	1/9/2009	1/12/2010	S	3/5/2010	BGL	CONV	NOTE HOIST ROPES NEED TO BE LUBED OR LETTER SUBMITTED TO OCI. SEE
Category 1 (1-year) Safety Test	3/8/2010	2/6/2012	S	1/31/2012	MJH	CONV	COMMENPAID # VISA 9/30/11.TS ON # 1
Periodic Inspection (Routine)	11/9/2011	11/8/2012	S	11/21/2012	CONV	CONV	ELEVATOR.
Category 1 (1-year) Safety Test	2/1/2012	1/12/2013	S	3/8/2013	CONV	CONV	ok
Periodic Inspection (Routine)	6/6/2013	11/7/2013	S	11/4/2013	mhood	mhood	ok. release cert
Category 1 (1-year) Safety Test	6/6/2013	3/8/2013	S	3/8/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/8/2013	S	3/8/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/8/2013	S	3/8/2013	bloveland		This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

Category 1 (1-year) Safety Test 6/7/2013 3/8/2013 S 3/8/2013 bloveland bloveland

Passenger #4

Inspection Type	Call	Scheduled	Result	Completed	Inspected E	Assigned T	Comments
Category 1 (1-year) Safety Test			S	10/20/1997	CONV	CONV	
Category 1 (1-year) Safety Test			S	11/24/1998	CONV	CONV	
Periodic Inspection (Routine)			S	11/14/1994	CONV	CONV	T TEST
Periodic Inspection (Routine)			S	12/3/1995	CONV	CONV	
Periodic Inspection (Routine)			S	2/27/1998	CONV	CONV	
Periodic Inspection (Routine)			S	2/25/1999	CONV	CONV	
Periodic Inspection (Routine)			S	4/27/2000	MH	CONV	
Periodic Inspection (Routine)			S	3/29/2002	MH	CONV	ECL 1 LAMP OUT CAN RELEASE CERT WHEN PAID #4 SAFETY THYSSEN
Category 1 (1-year) Safety Test	5/5/2000	5/5/2001	S	6/16/2003	MH	CONV	
Category 3 & 5 (5-year) Safety Test			S	10/18/2001	BL	CONV	5 YEAR SAFETY
Category 3 & 5 (5-year) Safety Test	10/24/2001	10/24/2006	S	11/20/2006	MH	CONV	gov. max. 452 set 418. car speed at 233, reset speed to 320. ok ECL-REPLACE ONE BULB 5 YR 10/01 1 YR 1998
Periodic Inspection (Routine)	3/29/2002	3/29/2003	S	4/7/2003	MH	CONV	RTN CERT TO MIKE
Periodic Inspection (Routine)	4/10/2003	4/7/2004	S	5/10/2004	MH	CONV	PHASE II INSTRUCTIONS MISSING SAFETY
Category 1 (1-year) Safety Test	6/16/2003	6/16/2004	S	5/19/2004	BL	CONV	TK
Periodic Inspection (Routine)	5/21/2004	5/10/2005	S	5/25/2005	MH	CONV	1 yr safety test due 5/05
Category 1 (1-year) Safety Test	5/20/2004	5/19/2005	S	6/22/2005	BGL	CONV	ok
Periodic Inspection (Routine)	5/27/2005	5/25/2006	S	6/9/2006	MH	CONV	5yr safety test due
Category 1 (1-year) Safety Test	6/23/2005	11/20/2007	S	11/15/2007	MJH	CONV	ok
Periodic Inspection (Routine)	6/12/2006	6/11/2007	S	6/20/2007	MJH	CONV	Turn all interlock tabs, ADA phone missing CALL plate with braile.

Inspection Type	Call	Scheduled	Result	Completed	Inspected E	Assigned T	Comments
Category 3 & 5 (5-year) Safety Test	11/27/2006	11/20/2011	S	2/2/2011 MJH	CONV		PAID BY PO# 22695 2/3/11. *****
Periodic Inspection (Routine)	6/27/2007	6/30/2008	S	6/9/2008 MJH	CONV		Gov set at 417 max is 452, oss-390, ok
Category 1 (1-year) Safety Test	11/20/2007	11/17/2008	S	1/8/2009 MJH	CONV		1yr test due 11/2008, hoist cables need
Periodic Inspection (Routine)	7/1/2008	6/9/2009	S	10/6/2009 MJH	CONV		1yr test done 1/8/2009, ok
Category 1 (1-year) Safety Test	1/9/2009	1/12/2010	S	3/5/2010 BGL	CONV		Hoist cables need to be lubed
Periodic Inspection (Routine)	10/12/2009	10/6/2010	S	11/10/2010 MJH	CONV		ok PAID THRU PO.
Category 1 (1-year) Safety Test	3/8/2010	2/2/2012	S	1/31/2012 MJH	CONV		ok PAID BY PO#025706 1/25/12.
Periodic Inspection (Routine)	11/12/2010	11/10/2011	S	11/8/2011 MJH	CONV		OK
Periodic Inspection (Routine)	11/9/2011	11/8/2012	S	11/21/2012 CONV	CONV		HOIST ROPES NEED TO BE LUBED OR LETTER SUBMITTED TO OCI. SEE COMMENT ON #1 ELEVATOR.
Category 1 (1-year) Safety Test	2/1/2012	1/12/2013	S	3/12/2013 CONV	CONV		PAID BY PO#025706 1/25/12. ok release
Periodic Inspection (Routine)	6/6/2013	11/7/2013	S	11/4/2013 mhood	mhood		ok ok. release cert
Category 1 (1-year) Safety Test	6/6/2013	3/12/2013	S	3/12/2013 bloveland	bloveland		This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/12/2013	S	3/12/2013 bloveland	bloveland		This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/12/2013	S	3/12/2013 bloveland	bloveland		This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/12/2013	S	3/12/2013 bloveland	bloveland		This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

Passenger #3

Inspection Type	Call	Scheduled	Result	Completed	Inspected E	Assigned T	Comments
Category 1 (1-year) Safety Test			S	10/20/1997	CONV	CONV	
Category 1 (1-year) Safety Test			S	11/24/1998	CONV	CONV	

Periodic Inspection (Routine)			S	11/14/1994	CONV	CONV	ACCEPTANCE TEST
Periodic Inspection (Routine)			S	12/3/1995	CONV	CONV	
Periodic Inspection (Routine)			S	2/27/1998	CONV	CONV	
Periodic Inspection (Routine)			S	2/25/1999	CONV	CONV	
Periodic Inspection (Routine)			S	4/27/2000	MH	CONV	
Periodic Inspection (Routine)			S	3/29/2002	MH	CONV	FIRE EXT DATED 99 CAN MAIL CERT WHEN PAID #3 SAFETY
Category 1 (1-year) Safety Test	5/5/2000	5/5/2001	S	6/16/2003	MH	CONV	THYSSEN
Category 3 & 5 (5-year) Safety Test			S	10/17/2001	BL	CONV	5 YEAR SAFETY TEST
Category 3 & 5 (5-year) Safety Test	10/24/2001	10/24/2006	S	11/22/2006	MH	CONV	gov. max. 452 set 440. ok RETURN CERT TO MIKE 1 YR PAST DUE-
Periodic Inspection (Routine)	3/29/2002	3/29/2003	S	4/7/2003	MH	CONV	5 YR "98"
Periodic Inspection (Routine)	4/10/2003	4/7/2004	S	5/10/2004	MH	CONV	SAFETY
Category 1 (1-year) Safety Test	6/16/2003	6/16/2004	S	5/19/2004	BL	CONV	TK
Periodic Inspection (Routine)	5/21/2004	5/10/2005	S	5/25/2005	MH	CONV	rust on hoist cables, 1 yr safety test due
Category 1 (1-year) Safety Test	5/20/2004	5/19/2005	S	6/22/2005	BGL	CONV	ok
Periodic Inspection (Routine)	5/27/2005	5/25/2006	S	6/9/2006	MH	CONV	5yr safety test due
Category 1 (1-year) Safety Test	6/23/2005	11/26/2007	S	11/15/2007	MJH	CONV	ok
Periodic Inspection (Routine)	6/12/2006	6/11/2007	S	6/20/2007	MJH	CONV	ok

							Gov set at 437 max is 452, oss-402
							NOTE: CAR COASTS UP WHEN RUNNING UP TO DIRECTION, AND ALSO COASTS ON TO BUFFER SWITCH. CAR NEEDS TO BE CHECKED OUT.
Category 3 & 5 (5-year) Safety Test	11/27/2006	3/2/2012	S	2/4/2011	MJH	CONV	hoist cables need lubed, cable rust showing, 1yr test due 11/2008
Periodic Inspection (Routine)	6/27/2007	6/30/2008	S	6/9/2008	MJH	CONV	1yr test done 1/7/2009
Category 1 (1-year) Safety Test	11/20/2007	11/17/2008	S	1/7/2009	MJH	CONV	ok. Hoistcables need to be lubed.
Periodic Inspection (Routine)	7/1/2008	7/9/2009	S	10/6/2009	MJH	CONV	ok
Category 1 (1-year) Safety Test	1/9/2009	1/12/2010	S	3/2/2010	BGL	CONV	ok

Category 1 (1-year) Safety Test	3/4/2010	2/6/2012	S	1/31/2012 MJH	CONV	PAID BY PO#025706 1/25/12. OK PAID THRU PO. 7th floor post " in case of fire use stairway" sign. HOIST CABLES NEED TO BE LUBED OR SUBMIT LETTER ON THYSSEN KRUPP OR MANUFACTURES LETTER HEAD INDICATING HOIST ROPES ARE FINE.
Periodic Inspection (Routine)	10/12/2009	10/6/2010	S	11/10/2010 MJH	CONV	PAID BY PO#025706 1/25/12. ok release OK.
Periodic Inspection (Routine)	11/12/2010	11/10/2011	S	11/8/2011 MJH	CONV	Storage of (2) 50lbs weights on car top to be removed or supported. ok. release cert This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Periodic Inspection (Routine)	11/9/2011	11/8/2012	S	11/21/2012 CONV	CONV	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	2/1/2012	1/12/2013	S	3/7/2013 CONV	CONV	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Periodic Inspection (Routine)	6/6/2013	11/7/2013	S	11/4/2013 mhood	mhood	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/6/2013	3/7/2013	S	3/7/2013 bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013 bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013 bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013 bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

Passenger #2

Inspection Type	Call	Scheduled	Result	Completed	Inspected E	Assigned T	Comments
Category 1 (1-year) Safety Test			S	10/20/1997	CONV	CONV	
Category 1 (1-year) Safety Test			S	11/24/1998	CONV	CONV	
Periodic Inspection (Routine)			S	11/14/1994	CONV	CONV	T TEST
Periodic Inspection (Routine)			S	12/3/1995	CONV	CONV	
Periodic Inspection (Routine)			S	2/27/1998	CONV	CONV	
Periodic Inspection (Routine)			S	2/25/1999	CONV	CONV	

Periodic Inspection (Routine)			S	4/27/2000	MH	CONV	OK
Periodic Inspection (Routine)			S	3/29/2002	MH	CONV	CAN MAIL CERT WHEN PAID #2 SAFETY
Category 1 (1-year) Safety Test	5/5/2000	5/5/2001	S	6/16/2003	MH	CONV	THYSSEN
Category 3 & 5 (5-year) Safety Test			S	10/16/2001	MH	CONV	5 YEAR SAFETY
Category 3 & 5 (5-year) Safety Test	10/16/2001	10/16/2006	S	11/17/2006	MH	CONV	gov. max 625 set 604. ok RTN CERT TO MIKE MR-1 YR PAST DUE 10-02 5 YR PAST DUE "98"
Periodic Inspection (Routine)	3/29/2002	3/29/2003	S	4/7/2003	MH	CONV	
Periodic Inspection (Routine)	4/10/2003	4/7/2004	S	5/10/2004	MH	CONV	SAFETY
Category 1 (1-year) Safety Test	6/16/2003	6/16/2004	S	5/19/2004	BL	CONV	TK
Periodic Inspection (Routine)	5/21/2004	5/10/2005	S	5/25/2005	MH	CONV	1 yr safety test due 5/05
Category 1 (1-year) Safety Test	5/20/2004	5/19/2005	S	6/21/2005	BGL	CONV	ok
Periodic Inspection (Routine)	5/27/2005	5/26/2006	S	6/9/2006	MH	CONV	5yr safety test due
Category 1 (1-year) Safety Test	6/22/2005	11/19/2007	S	11/15/2007	MJH	CONV	ok
Periodic Inspection (Routine)	6/12/2006	6/11/2007	S	6/20/2007	MJH	CONV	ok PAID BY PO # 22695 2/3/11. *****
Category 3 & 5 (5-year) Safety Test	11/20/2006	3/2/2012	S	2/8/2011	MJH	CONV	Gov set at 575 max is 625, oss-530. ok Wire installed on fuse, elevator shut down and wire jumper removed, 1yr test due
Periodic Inspection (Routine)	6/27/2007	6/30/2008	S	6/9/2008	MJH	CONV	1yr test done 1/7/2009
Category 1 (1-year) Safety Test	11/20/2007	11/17/2008	S	1/7/2009	MJH	CONV	OK
Periodic Inspection (Routine)	7/1/2008	6/9/2009	S	10/6/2009	MJH	CONV	ok
Category 1 (1-year) Safety Test	1/9/2009	1/12/2010	S	3/2/2010	BGL	CONV	MC.
Periodic Inspection (Routine)	10/12/2009	10/6/2010	S	11/10/2010	MJH	CONV	OK PAID BY PO#025706 1/25/12.
Category 1 (1-year) Safety Test	3/4/2010	2/8/2012	S	1/31/2012	MJH	CONV	OK PAID #VISA 9/30/11.
Periodic Inspection (Routine)	11/12/2010	11/10/2011	S	11/8/2011	MJH	CONV	ok
Periodic Inspection (Routine)	11/9/2011	11/8/2012	S	11/21/2012	CONV	CONV	ok, release cert

Category 1 (1-year) Safety Test Periodic Inspection (Routine)	2/1/2012 6/6/2013	1/12/2013 11/7/2013	S S	3/7/2013 11/4/2013	CONV mhood	CONV mhood	OK ok, release cert This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/6/2013	3/7/2013	S	3/7/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

Passenger #1

Inspection Type	Call	Scheduled	Result	Completed	Inspected E	Assigned T	Comments
Category 1 (1-year) Safety Test			S	10/20/1997	CONV	CONV	
Category 1 (1-year) Safety Test			S	11/24/1998	CONV	CONV	
Periodic Inspection (Routine)			S	11/14/1994	CONV	CONV	T TEST
Periodic Inspection (Routine)			S	12/3/1995	CONV	CONV	
Periodic Inspection (Routine)			S	2/27/1998	CONV	CONV	
Periodic Inspection (Routine)			S	2/25/1999	CONV	CONV	
Periodic Inspection (Routine)			S	4/27/2000	MH	CONV	
Periodic Inspection (Routine)			S	3/29/2002	MH	CONV	ALL DOOR RESTRICTORS NEED TO BE WORKING
Category 3 & 5 (5-year) Safety Test			S	10/16/2001	MH	CONV	RTN CERT TO MIKE
Category 3 & 5 (5-year) Safety Test	10/18/2000	10/16/2006	S	11/16/2006	mhood	mhood	5 YEAR SAFETY TEST. MLD LETTER AND gov. max. 625 set 618. ok OUTDATED (ALL) ALL DOOR RESTRICTORS NEED TO BE LOCKING
Periodic Inspection (Routine)	3/29/2002	3/29/2003	S	4/7/2003	MH	CONV	5 YR 10/00 1 YR (98)

Category 1 (1-year) Safety Test	4/23/2000	4/23/2001	S	6/16/2003 MH	CONV	SAFETY THYSSEN POST PHASE 1 INSTRUCTIONS and "IN CASE OF FIRE" signs on all floors
Periodic Inspection (Routine)	4/10/2003	4/7/2004	S	5/10/2004 MH	CONV	1 YR SAFETY DUE 06/04 SAFETY TK
Category 1 (1-year) Safety Test	6/16/2003	6/16/2004	S	5/19/2004 BL	CONV	
Periodic Inspection (Routine)	5/21/2004	5/10/2005	S	5/25/2005 MH	CONV	1 yr safety test due 5/05
Category 1 (1-year) Safety Test	5/20/2004	5/19/2006	S	6/21/2005 BGL	CONV	ok
Periodic Inspection (Routine)	5/27/2005	5/26/2006	S	6/9/2006 MH	CONV	5yr safety test due
Category 1 (1-year) Safety Test	6/22/2005	11/16/2007	S	11/15/2007 MJH	CONV	ok
Periodic Inspection (Routine)	6/12/2006	6/11/2007	S	6/20/2007 MJH	CONV	Turn interlock tabs, Install screw on certificate holder, 1yr safety test due
Periodic Inspection (Routine)	6/27/2007	6/30/2008	S	6/9/2008 MJH	CONV	Hoistway install J box cover, 1yr test due 11/2008 on all cars.
Category 1 (1-year) Safety Test	11/20/2007	11/17/2008	S	1/7/2009 MJH	CONV	1yr test ok done on 1/7/2009
Category 1 (1-year) Safety Test	1/9/2009	1/12/2010	S	3/2/2010 BGL	CONV	ok PAID THRU PURCHASE ORDER / APPROVED BY FINANCE.
Periodic Inspection (Routine)	10/12/2009	10/6/2010	S	11/10/2010 MJH	CONV	ok 9303(C).. NOTES FOR ADA PHONES, Security has to listen to the entire recording before they hit 1. Then they need to hit 2 for location, and to clear the phone line they have to hit STAR 0. PAID # VISA 9/30/11.
Periodic Inspection (Routine)	7/1/2008	6/9/2009	S	10/6/2009 MJH	CONV	ok PAID BY PO #25706 1/25/12.
Periodic Inspection (Routine)	11/12/2010	11/10/2011	S	11/8/2011 MJH	CONV	OK
Category 1 (1-year) Safety Test	3/4/2010	2/8/2012	S	1/31/2012 MJH	CONV	OK
Periodic Inspection (Routine)	11/9/2011	11/8/2012	S	11/21/2012 CONV	CONV	ok. release cert
Category 1 (1-year) Safety Test	2/1/2012	1/12/2013	S	3/7/2013 CONV	CONV	OK.

						ok, release cert. NOTE: PERSON OF CONTACT IS STEVE SEIFERT, ENGINEERING PROJECT DESIGNER. (C) 785 633-3793 OR (O) 785 296-0095. CHARLES JACOBS IS ALSO A POC.	
Periodic Inspection (Routine)	6/6/2013	11/7/2013	S	11/4/2013	mhood	mhood	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/6/2013	3/7/2013	C	3/7/2013	bloveland	mhood	
Category 3 & 5 (5-year) Safety Test	6/7/2013	2/8/2011	S	2/8/2011	mhood	mhood	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.
Category 1 (1-year) Safety Test	6/7/2013	3/7/2013	S	3/7/2013	bloveland	bloveland	This inspection is a duplicate created just to complete the correct ratio between 1-yr and 5-yr inspections.

Parking Overview

Parking Overview

	Location	Availability	Stalls	Current Stalls Available*	Comments	Ownership
Exchange Place Parking	North side of Douglas between Market and Broadway.	Future (two to three years projected).	280 to 290 projected	0	Currently in development.	City of Wichita
Block One Parking Garage	Northwest corner of William and Topeka intersection.	Currently available.	270 actual	100 to 120 available for daily use	No long-term contracts available.	City of Wichita
Former Macy's Parking Garage	Southwest corner of William and Market intersection.	Closed for rehabilitation, with two to eight years projected completion.	550 actual	0	Projected for rehabilitation. Two- to three-year projection if done in one phase. Six- to eight-year projection if done in two or more phases.	City of Wichita
William Street Parking Garage, also known as Lot A	North side of William between Topeka and Emporia.	Currently available.	637 actual	±100 available for daily use; 450 becoming available in January. Under contract with State Office Building	Currently no long-term contracts available. Possible long-term contract available when State Office Building contract expires.	City of Wichita
State Office Building Surface Parking	West half and northeast quarter of block bounded by Broadway, Topeka, William, and English.	Currently available for short-term parking.	256 actual	66 available for visitor use. 190 currently under contract with State Office Building.	Existing lots slated for redevelopment. Timing is unknown.	City of Wichita

*When the State Office Building population vacates, 906 to 926 stalls will be available for State Office Building visitor and staff parking within 400 yards walking distance of the William Street entrance.

Finney State Office Building Downtown Wichita

Overview of available parking near the Finney State Office Building (130 S. Market)



**1. William & Market Garage
(Former Macy's Garage)**
221 S. Market
Total Stalls - 637
ADA Parking Stalls - 6

3. Block One Parking Garage
360 E. William
Total Stalls - 270

**2. State Office Building Surface
Parking**
214 S. Broadway
Total Stalls - 256
ADA Parking Stalls - 5

4. William St. Parking Garage
121 S. Emporia
Total Stalls - 650
ADA Parking Stalls - 16

1. Finney State Office Building
130 S. Market



Wichita Downtown Development Corporation
507 E. Douglas Ave Wichita, KS 67202
P 316.264.6005 F 316.264.0869
www.downtownwichita.org
Downtown Wichita
@DowntownWichita / @parkdowntown

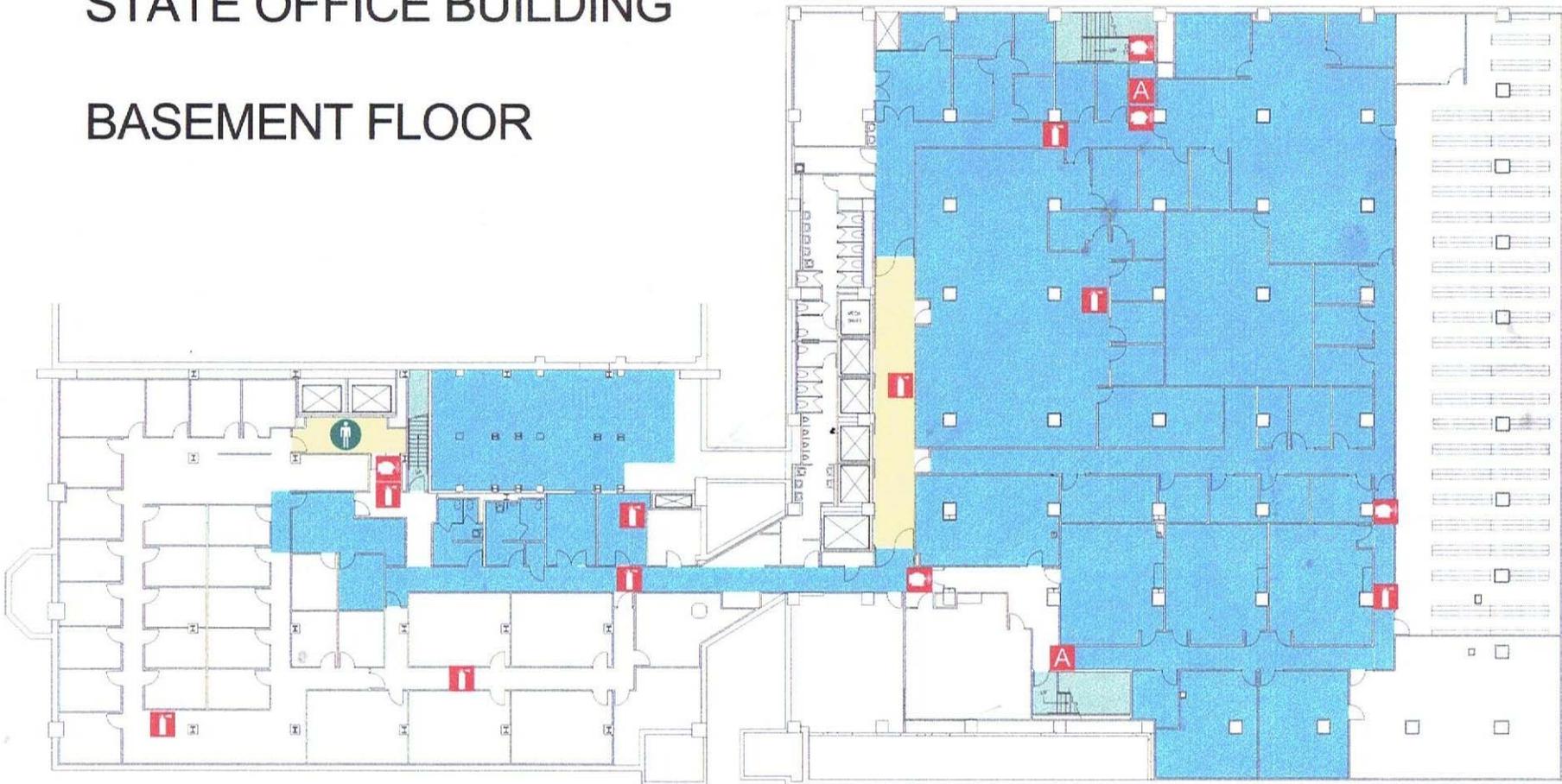


Gross and Net Usable Floor Plans

Life Safety Plan Documents

FINNEY STATE OFFICE BUILDING

BASEMENT FLOOR



LEGEND



YOU ARE HERE



FIRE EXTINGUISHER



FIRE ALARM PULL STATION



ELEVATOR



AREA OF RESCUE ASSISTANCE



STAIRWAY and Severe Weather Protected Area



FIRE HOSE CONNECTION



AUTOMATED EXTERNAL DEFIBRILLATOR



LIFESLIDER



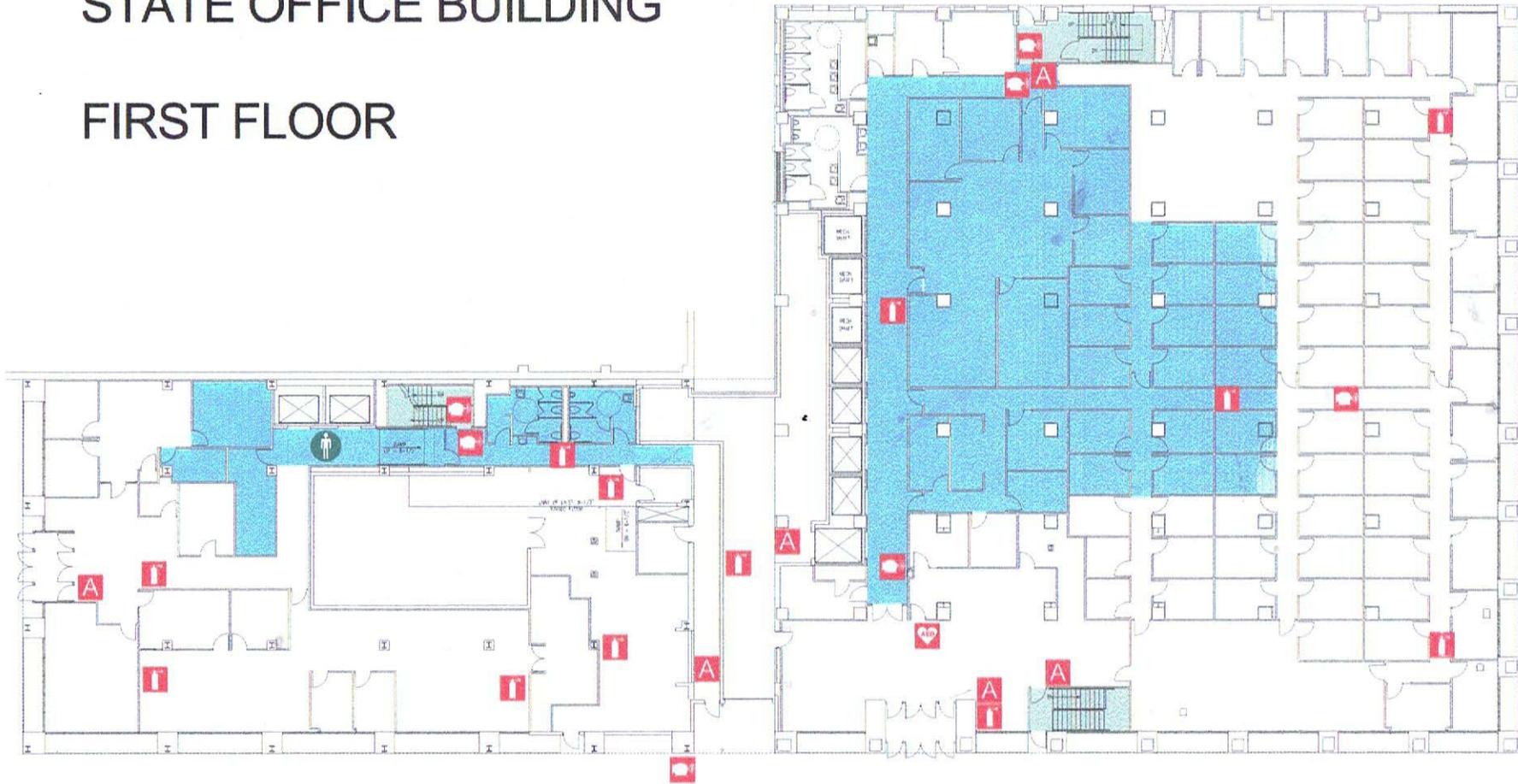
SEVERE WEATHER PROTECTED AREA

FIRE DEPT: 911



FINNEY STATE OFFICE BUILDING

FIRST FLOOR



LEGEND



YOU ARE HERE



FIRE EXTINGUISHER



FIRE ALARM PULL STATION



ELEVATOR



AREA OF RESCUE ASSISTANCE



STAIRWAY and Severe Weather Protected Area



FIRE HOSE CONNECTION



AUTOMATED EXTERNAL DEFIBRILLATOR



LIFESLIDER



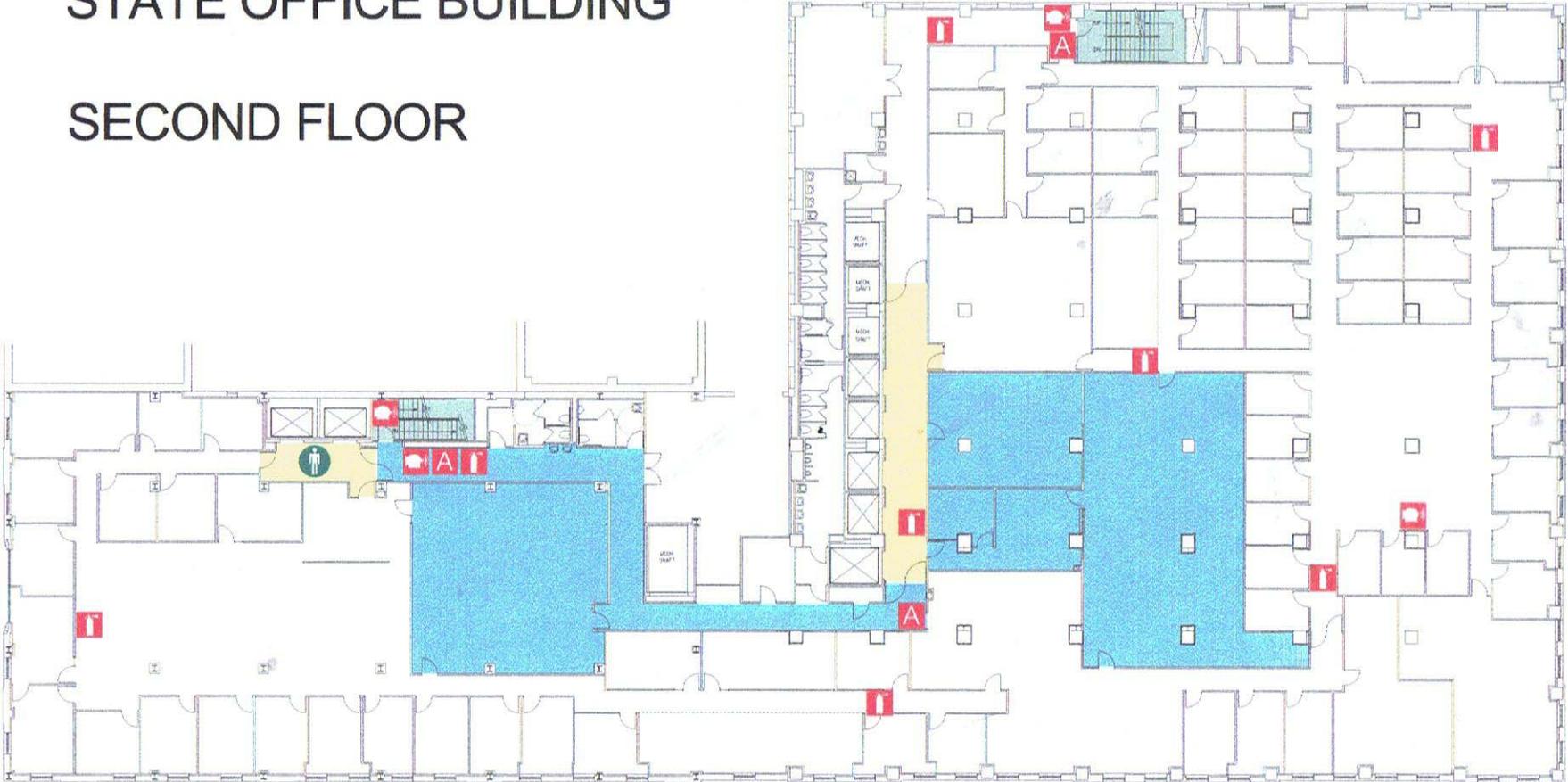
SEVERE WEATHER PROTECTED AREA

FIRE DEPT: 911



FINNEY STATE OFFICE BUILDING

SECOND FLOOR



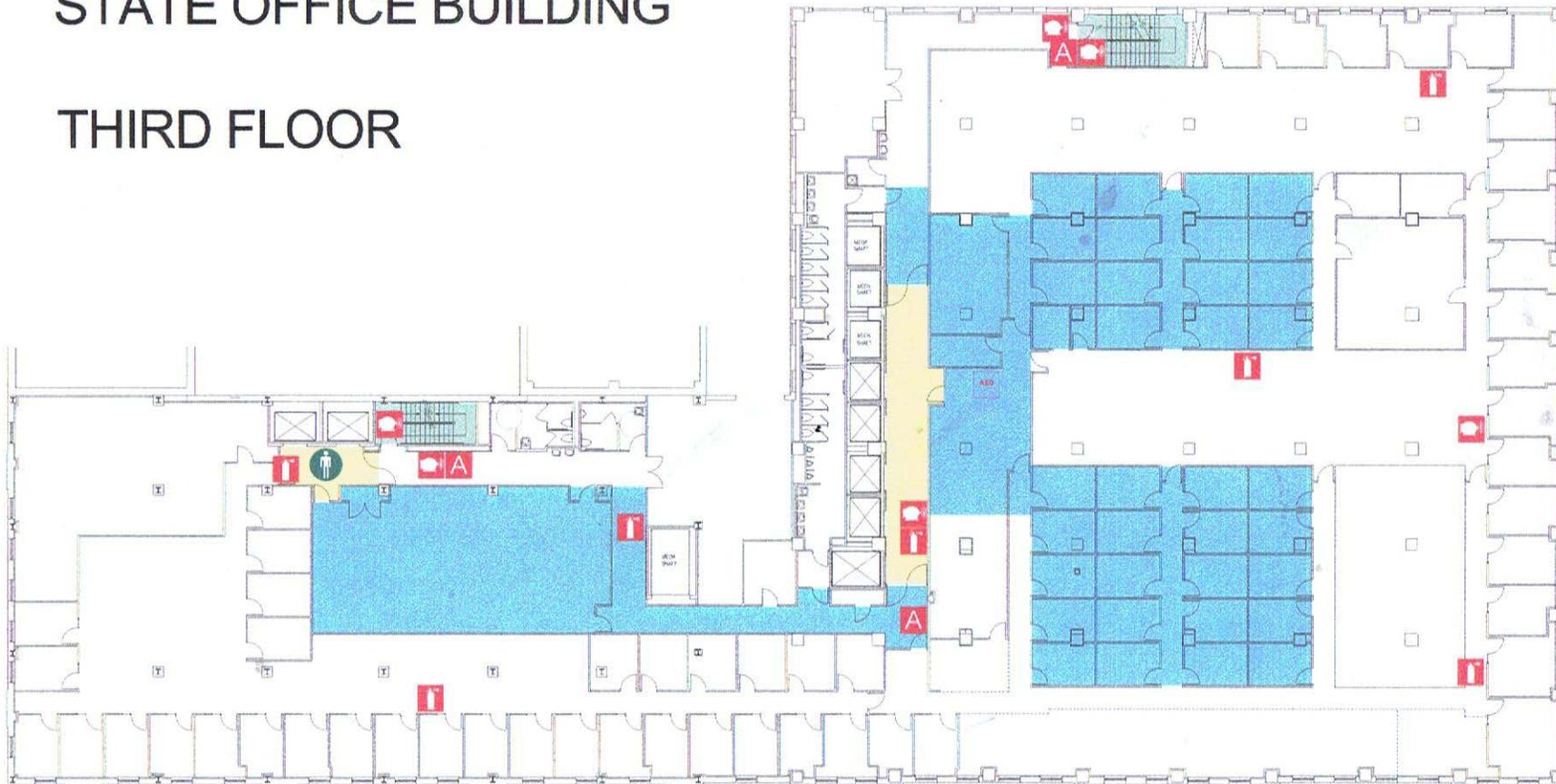
LEGEND

- | | | | | | |
|---|--|--|--|---|---|
|  YOU ARE HERE |  FIRE EXTINGUISHER |  FIRE ALARM PULL STATION |  ELEVATOR |  AREA OF RESCUE ASSISTANCE |  N |
|  STAIRWAY and Severe Weather Protected Area |  FIRE HOSE CONNECTION |  AUTOMATED EXTERNAL DEFIBRILLATOR |  LIFESLIDER |  SEVERE WEATHER PROTECTED AREA | |

FIRE DEPT: 911

FINNEY STATE OFFICE BUILDING

THIRD FLOOR



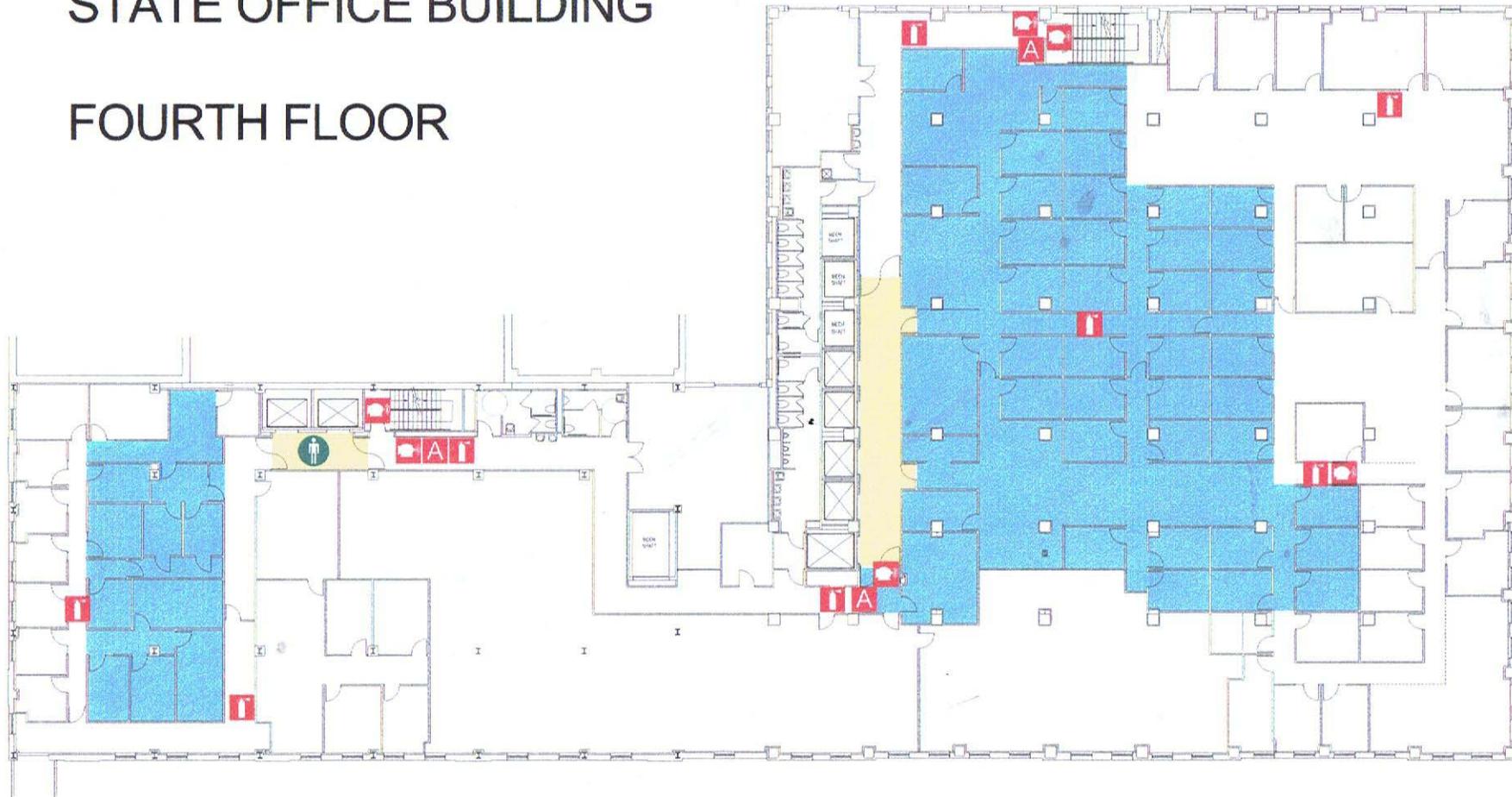
LEGEND

- | | | | | | |
|---|--|--|--|---|---|
|  YOU ARE HERE |  FIRE EXTINGUISHER |  FIRE ALARM PULL STATION |  ELEVATOR |  AREA OF RESCUE ASSISTANCE |  N |
|  STAIRWAY and Severe Weather Protected Area |  FIRE HOSE CONNECTION |  AUTOMATED EXTERNAL DEFIBRILLATOR |  LIFESLIDER |  SEVERE WEATHER PROTECTED AREA | |

FIRE DEPT: 911

FINNEY STATE OFFICE BUILDING

FOURTH FLOOR



LEGEND



YOU ARE HERE



FIRE EXTINGUISHER



FIRE ALARM PULL STATION



ELEVATOR



AREA OF RESCUE ASSISTANCE



STAIRWAY and Severe Weather Protected Area



FIRE HOSE CONNECTION



AUTOMATED EXTERNAL DEFIBRILLATOR



LIFESLIDER



SEVERE WEATHER PROTECTED AREA

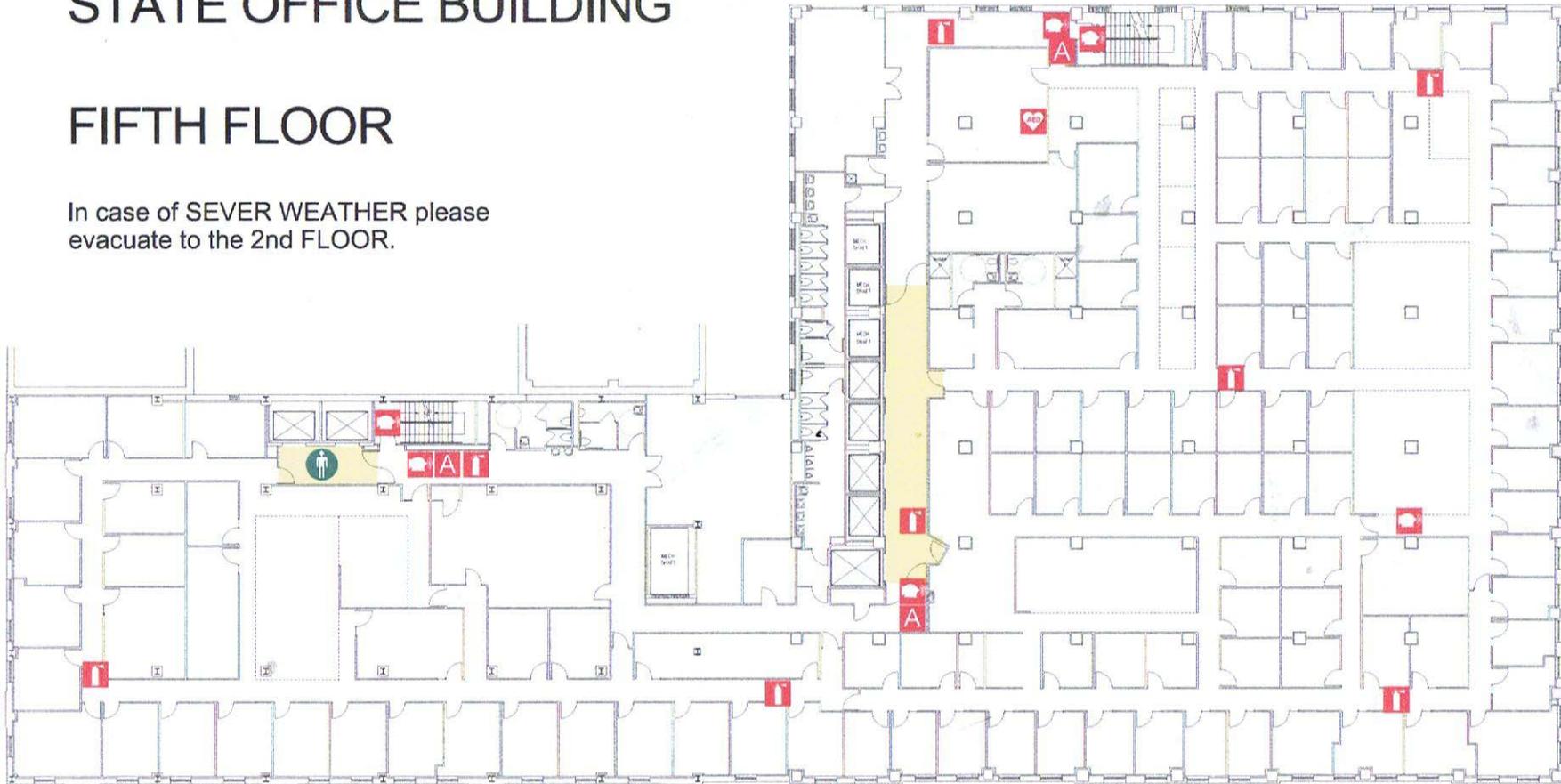
FIRE DEPT: 911



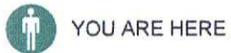
FINNEY STATE OFFICE BUILDING

FIFTH FLOOR

In case of SEVERE WEATHER please
evacuate to the 2nd FLOOR.



LEGEND



YOU ARE HERE



FIRE EXTINGUISHER



FIRE ALARM PULL STATION



ELEVATOR



AUTOMATED EXTERNAL DEFIBRILLATOR



LIFESLIDER



AREA OF RESCUE ASSISTANCE

STAIRWAY and Severe Weather Protected Area

FIRE HOSE CONNECTION

FIRE DEPT: 911

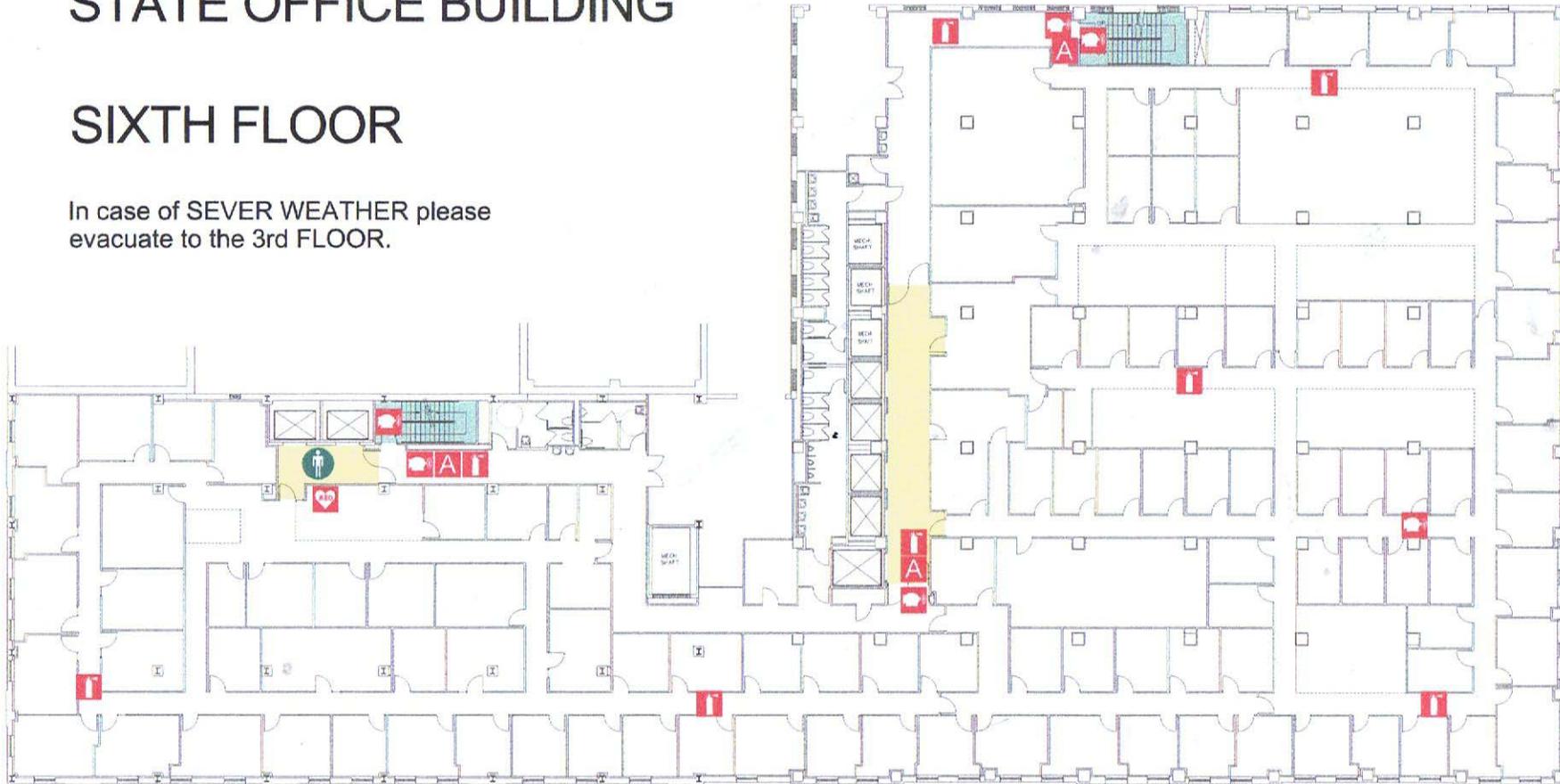
SEVERE WEATHER PROTECTED AREA



FINNEY STATE OFFICE BUILDING

SIXTH FLOOR

In case of SEVERE WEATHER please
evacuate to the 3rd FLOOR.



LEGEND



YOU ARE HERE



FIRE EXTINGUISHER



FIRE ALARM PULL STATION



ELEVATOR



AREA OF RESCUE ASSISTANCE



STAIRWAY and
Severe Weather
Protected Area



FIRE HOSE
CONNECTION



AUTOMATED EXTERNAL
DEFIBRILLATOR



LIFESLIDER



SEVERE WEATHER
PROTECTED AREA

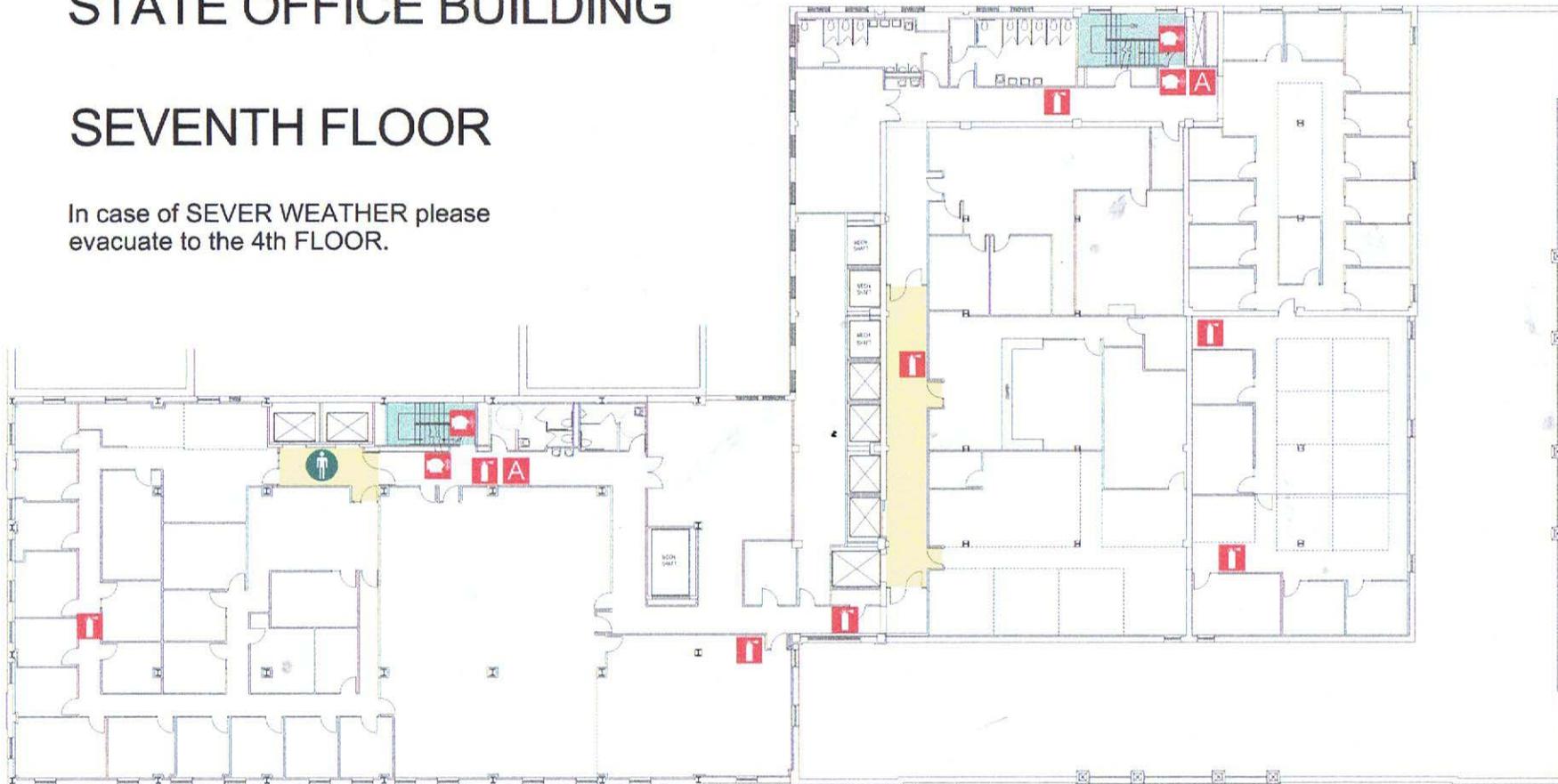
FIRE DEPT: 911



FINNEY STATE OFFICE BUILDING

SEVENTH FLOOR

In case of SEVERE WEATHER please
evacuate to the 4th FLOOR.



LEGEND



YOU ARE HERE



FIRE EXTINGUISHER



FIRE ALARM PULL STATION



ELEVATOR



AREA OF RESCUE ASSISTANCE



STAIRWAY and Severe Weather Protected Area



FIRE HOSE CONNECTION



AUTOMATED EXTERNAL DEFIBRILLATOR



LIFSLIDER



SEVERE WEATHER PROTECTED AREA

FIRE DEPT: 911

