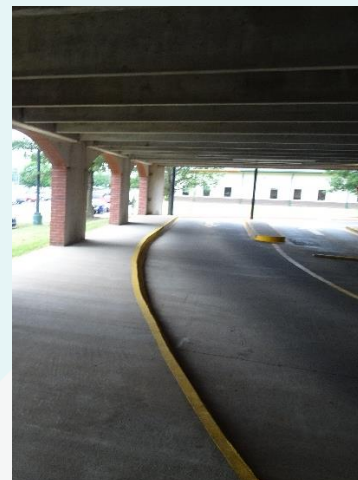




Prepared for Northwest Arkansas Community College Foundation

NWACC Parking Garage Condition Assessment

July 26, 2027



WALKER
CONSULTANTS



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512.717.3036

July 26, 2027

Bob Coutch
Executive Director of Operations
Northwest Arkansas Community College Foundation
One College Drive
Bentonville, AR 72712

Re: *Report for Condition Assessment - 2026*
Northwest Arkansas Community College Parking Garage
1202 Water Tower Road
Bentonville, AR 72712
Walker Consultants Project #25-003478.00

Dear Mr. Coutch,

Walker Consultants is pleased to submit, for your review, this assessment report and asset management plan for the Northwest Arkansas Community College (NWACC) parking garage located at 1202 Water Tower Road in Bentonville, Arkansas. The project objective was to perform a condition assessment of the parking structure to identify existing conditions that may require remedial actions and to provide a five-year asset management plan (AMP) to mitigate observed distressed conditions.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

A handwritten signature in black ink that reads "Charles Hammond". The signature is written in a cursive, flowing style.

Charles Hammond, P.E.
Principal – Forensics, Restoration, and Building Envelope

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Executive Summary

At the request of Northwest Arkansas Community College (NWACC) Foundation, Walker Consultants conducted a condition assessment of the NWACC parking garage. The condition assessment took place on June 4 and 5, 2026. The purpose of this work was to perform an on-site visual evaluation to document distress within the structure, identify repair items, determine repair quantities, provide a report with recommendations for repair and maintenance,

NWACC Parking Garage

Based on visual observations, the NWACC parking structure is exhibiting concrete deterioration and distressed waterproofing elements at isolated locations that have reached the end of their useful service life. These conditions are not unusual for a structure of this age; however, repairs to these issues are recommended to reduce the potential for further deterioration and eliminate conditions that can develop into safety hazards.

Please see the attached discussion for a detailed report of our investigation.

Implementation

The repairs and/or maintenance items are recommended to maintain a serviceable condition and maximize the remaining service life of the parking structure.

Immediate repairs are safety related and should be addressed promptly, while recommended base repairs can be phased over several years. For a parking garage, repairs are ideally performed from the top level downward to minimize migration of water through the structure. Phasing repairs during off-peak hours can be utilized to minimize tenant disruption.

Engaging a license professional engineer for repair documents, competitive bidding assistance, and construction administration (overseeing work to ensure adherence, quantity monitoring, and guidance for unforeseen issues during repairs), is highly recommended.

Please see the following sections for a more detailed report of our investigation.

Enclosures: Limitations

Appendix B – Photographs



Charles Hammond, PE

July 26, 2026

Date



01

Introduction

Introduction

Objective

The NWACC Foundation requested that Walker conduct a condition assessment of NWACC's parking garage to ensure that its investment in its parking infrastructure is appropriate to meet current maintenance needs and to extend the usable life of this facility.

Background Information

The parking garage is a five-level parking structure located in Bentonville with a footprint of approximately 301 feet in the north-south direction and 200 feet in the east-west direction, built circa 2006. See Figure 1 and Figure 2. Level 1 is at grade elevation. Levels 2 to 5 are elevated levels. The structural system consists of precast concrete elements including columns, double-tees, load bearing pocketed panels, interior wall panels with corbels, and inverted tee beams. The garage facade system consists of precast concrete spandrel panels and brick masonry on the first floor. Level 1 has a reinforced cast-in-place (CIP) slab-on-ground (SOG). The vehicular barrier system consists of 8-inch-thick precast concrete panels. Paths of ingress/egress consist of two (2) precast concrete stairs at the southwest and northwest corners of the parking structure. There is one entrance and exit, which is located at the southeast corner of the parking structure.



Figure 1: Overall aerial view of NWACC with the parking garage location highlighted. Courtesy of NearMap.

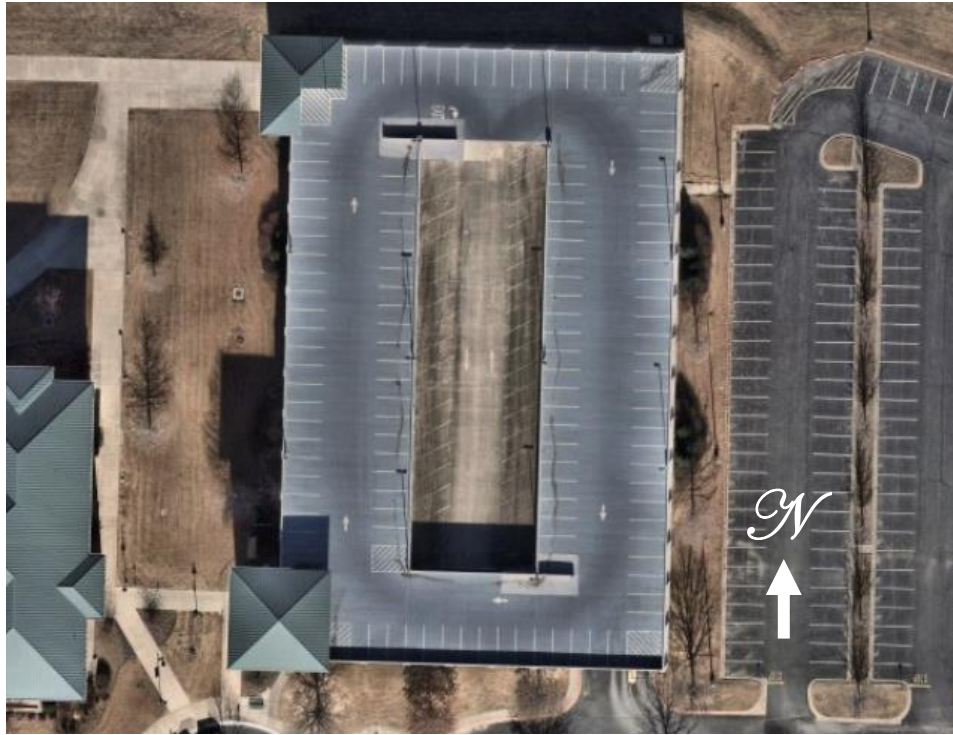


Figure 2: Overall aerial view of NWACC parking garage. Courtesy of NearMap.

Previously, Walker Restoration Consultants performed a condition appraisal of the NWACC Parking Garage in July 2015 and issued a report in September 2015. Recommendations included concrete repairs, drainage enhancements, supplemental drains, traffic coatings, and sealant replacement. Following the assessment, Walker prepared repair design documents in 2016 and subsequently issued construction documents for bidding in 2019 to facilitate implementation of selected restoration and waterproofing improvements.

More recently, Walker performed a condition assessment of the Northwest Arkansas Community College (NWACC) Parking Garage on May 13, 2024, and issued a report dated July 19, 2024. The assessment identified deterioration including cracked inverted-tee girders, concrete spalling and delamination, water infiltration, deteriorated sealants, and displaced bearing pads. The report recommended further evaluation of the cracked girders, repairs to deteriorated structural and waterproofing components, and implementation of a proactive maintenance program to extend the service life of the structure.

It does not appear that any major repair programs have been made to address the items identified in the July 2024 assessment report.



02

Recommendations

Recommendations

Based upon our observations, we offer the following conceptual repair recommendations:

Immediate Repairs and Further Evaluations

Immediate Repairs when required, are typically intended to mitigate potentially hazardous conditions and should be undertaken without delay. Walker has identified the following immediate evaluation and repair condition for NWACC Parking Garage:

1. Evaluate cracked IT Girders. Conduct repairs in accordance with the findings of this evaluation.
2. Removal of loose overhead concrete.
3. Repair Level 1 fire riser in the northwest stair tower.
4. Re-affix detached wheel stops that are tripping hazards.

Recommended Base Repairs

Recommended Base Repairs include those items that are currently deteriorated and require repair. It is recommended that these items be repaired as early as possible to prevent the deterioration from increasing, and to mitigate the potential for hazardous conditions due to loose overhead concrete. Except for the overhead hazard conditions, if desired, many of these items can be implemented over a two to three-year period,

Recommended base repairs for the parking structure are as follows:

Structural/Concrete

1. Partial depth concrete double-tee stem repairs.
2. Partial depth concrete double-tee flange repairs.
3. Partial depth concrete beam repairs.
4. Partial depth concrete column repairs.
5. Partial depth concrete wall repairs.
6. Replace walking bearing pads.
7. Partial depth concrete floor repairs.
8. Epoxy inject cracks at shear walls.

Waterproofing

1. Rout and seal floor cracks.
2. Replace deteriorated joint sealants.
3. Replace deteriorated vertical joint sealants at Level 5.
4. Replace deteriorated cove sealant.
5. Install sealant around plumbing pipe penetrations.
6. Plan for recoating of existing traffic coating on Levels 2 and 5 in near future.

7. Repair damaged roof flashings

Mechanical/Electrical/Plumbing

1. Clean floor drains of dirt and debris.
2. Replace damaged pipes at Level 1.

Architectural/Miscellaneous

1. Re-paint traffic markings (striping).
2. Clean and coat corroded steel.
3. Paint wheel stops yellow.

Stair Towers

1. Partial depth concrete stair tread repairs.
2. Partial depth concrete stair landing repairs.
3. Install sealant around plumbing pipe penetrations.
4. Pain corroded doors/frames

Preventive Maintenance

Preventive maintenance repairs are recommended to minimize future deterioration and to extend the service life of the parking structure. Recommended preventive maintenance items are as follows:

1. Power wash all levels. (Every 1 year)
2. Remove loose overhead concrete anticipated to develop in the future and conduct repairs (Every 1 year)
3. Repair miscellaneous concrete deterioration anticipated to develop in the future (Every 3 to 5 years).
4. Replace urethane sealants exposed to UV (Every 5 to 7 years).
5. Replace urethane sealants not exposed to UV (Every 7 to 10 years).
6. Perform maintenance repairs on the traffic bearing waterproofing membrane (Every 5 to 7 years).
7. Touch-up paint on metal connections, elements, etc. (Every 5 years)
8. Restripe traffic markings. (Every 5 to 7 years)
9. Perform maintenance repairs on the drainage, and lighting systems (Every 5 years)
10. A reassessment of the parking structure. (Every 5 years)

Please consider the following statement from the American Concrete Institute (ACI) Committee 362, “Repairing an existing deteriorated structure involves many unknowns, uncertainties, and risks...” “...the process is considered an extension of the useful life of the deteriorated structure. It is not equivalent to building a new structure with current technology”.

Implementation

Implementation of a proactive repair and/or maintenance program can mitigate cost increases related to deferment. The repairs and/or maintenance items are recommended to maintain a serviceable condition and to maximize the remaining service life of the parking structure. It is recommended that a qualified design professional be retained to develop repair documents for the recommended repairs and that a qualified restoration contractor be engaged to perform the repair work.

Walker typically recommends that the Recommended Base Repairs be performed over the course of the next several years. However, deterioration that presents an overhead hazard, such as loose concrete, should be performed in the first year.

Implementation of the Recommended Base Repairs can be phased and scheduled around the facility’s normal, or peak business hours to minimize parking facility tenants impacts. It is typically possible for the facility to remain open during construction, if repairs are phased appropriately by the selected contractor, if work is performed after normal business hours, or during other periods of off-peak use.

Although the preferred approach is to complete all or most repairs within a single project, the repairs outlined herein can be phased over several years in multiple phases. For the Recommended Base Repair scope of work identified herein, it is recommended that the repairs be spread over not more than three years. However, additional phases typically increase the amount of progressive deterioration and will likely increase the scope of the repair project in subsequent years.

As noted above, in advance of a capital repair project, Walker recommends that a licensed Professional Engineer, familiar with this type of structure, prepare construction documents (drawings and specifications) outlining the qualitative and quantitative requirements for the work. Typically, competitive bidding amongst several qualified restoration contractors is recommended. A quality set of bidding documents prepared by an experienced restoration engineer will provide assurance that the competing contractors are bidding on an appropriate and identical repair program, It also provides quality standards in terms of repair approaches and materials that can be used during construction. The Professional Engineer can then perform site observation visits during the repairs to review the work for general conformance with the

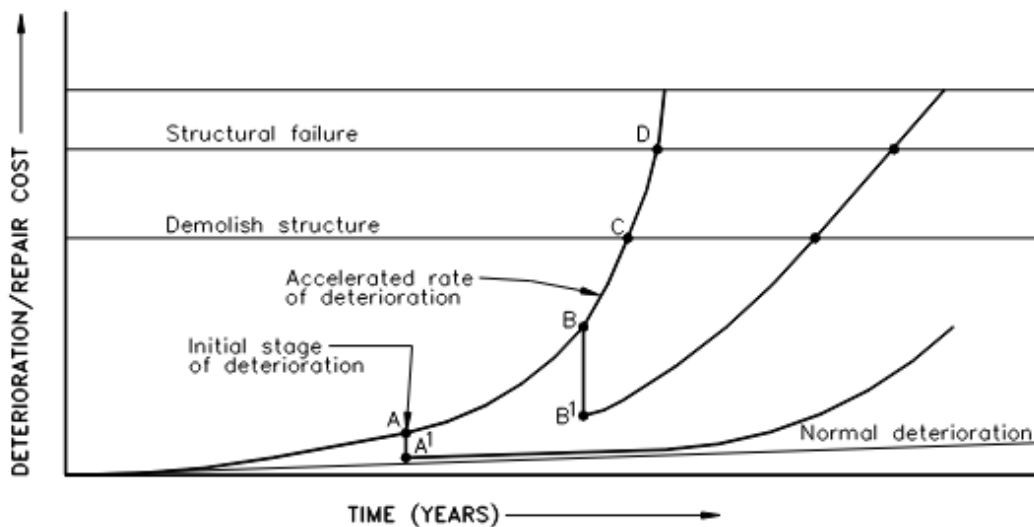
repair documents, monitor actual quantities of the repair work performed, and provide guidance if hidden conditions are revealed that were not anticipated in the development of the repair documents.

Service Life of Parking Structures

The service life of the parking garage can be extended with regular corrective and preventive maintenance. Parking structures experience harsher conditions than other types of structures due to their exposure to the elements. Temperature extremes, dynamic loads, and de-icing agents are potentially destructive to all parking structures. Premature deterioration, such as scaling, spalling, cracking and water infiltration can reduce components' integrity. Timely corrective and preventive maintenance will reduce the impact of deterioration mechanisms on the structure.

The deterioration rate of parking structures is shown by the curve connecting Points A through D. This curve shows that parking structures that have been in service for several years tend to deteriorate at an accelerated rate if not properly maintained.

The repairs outlined in this report are intended to extend the service life of the parking garage and slow its deterioration rate, However, the recommended repairs are not intended to address all distress conditions. This report only addresses the most critical conditions. As explained in the Preventive Maintenance section of this report, some maintenance should be anticipated yearly or bi-yearly to maintain the structure that is the subject of this report.



NOTES:

1. Points A – D represent stages of accelerated deterioration in parking structures.
2. Structures repaired at point A cost less overall and last longer than structures repaired at point B. (Compare curve at A1 to curve at B1.)

Figure 3: Parking Structure Deterioration Curve (Reference: Parking Structures Planning, Design, Construction, Maintenance, and Repairs; 3rd Edition)

Discussion

Parking Garage Repairs

Parking structures are exposed to harsh environmental conditions, such as significant temperature changes, moisture, deicing salts, and vehicle impacts among other items. Because of these conditions, even the best designed and constructed parking structure will require repairs and maintenance on a routine basis. However, with proper care and planning, a parking structure can have a long and useful life extended by regular maintenance.

Condition assessments, such as this one, are typically the first phase of a repair implementation program. They are intended to assist owners in identifying and prioritizing maintenance needs by providing general repair recommendations. With the findings from a condition assessment, owners and engineers can work together to develop a customized repair program that addresses the restoration goals.

Based upon our findings and observations, we have developed a repair program that will address the current and ongoing structural and waterproofing issues necessary to extend the use of the garage. Our recommendations have been divided into immediate repairs, base repairs, and enhancement options, and the following discussion sections will provide an overview of the conditions and the rationale behind the recommendation.

This section discusses Walker's findings and recommendations. Observations are provided in the next section (Section 4), with photographs of typical conditions provided in Appendix-B.

Concrete Deterioration

The concrete elements of this parking structure have some areas of spalling and cracking. To address these conditions, certain repairs should be planned. Our survey noted several conditions that can affect the long-term performance and durability of the structure. To address these conditions, additional repairs should be planned in the near future.

Cracked Inverted-T Girders

Numerous inverted-T beams at north and south ends of the garage along exhibited longitudinal cracks along their soffit. Vertical faulting of less than 1/32-inch was also observed across some of these cracks. An evaluation of the inverted-T beams is recommended to understand the cause of the cracking. An evaluation may include tests to determine the depth of the cracks, scanning of beams to determine the location and spacing of reinforcement steel, exploratory openings to determine the size of the reinforcement steel, material testing to determine the compressive strength of concrete, and an analysis of the beam. Appropriate repairs can be designed following completion of its assessment.

Typical Cracking of Concrete

Cracks were observed at isolated locations in the concrete supported levels, columns, walls, and light pedestal. Most of the cracks were observed to be wider cracking (greater than 0.03"), which appeared to be the result of shrinkage restraint of concrete over years of service. Cracks of this nature can allow water to migrate into the slab, and act as the catalyst for corroding the steel reinforcement. Embedded steel without proper concrete clear cover may also be susceptible to corrosion even if cracking has not taken place, which appears to be the case in buildings of this age and construction. When steel becomes corroded, it expands, thus causing the adjacent concrete surfaces to fracture consequently leading to delamination and finally spalls. Walker recommends the routing and sealing of cracks at supported levels, beams, columns, and walls to mitigate water infiltration and crack growth.

Crazing cracks were observed on the columns at isolated throughout the garage. Crazing cracks are also known as map cracking. They are shallow cracks that do not affect the structural integrity of the concrete as they are caused by drying out of the concrete surface, which is common when the surface has been exposed during placement to low humidity or high temperatures without proper curing.

Spalling

Spalling was observed on the supported floors, walls, beams, previously patched areas, and hoist points on wall panels. Exposed reinforcing was observed at isolated spalled areas. The spalling is likely due to the embedded reinforcement's corrosion, which was exacerbated by the shallow concrete cover at some locations. The concrete cover is the layer of concrete placed over the embedded steel reinforcement. The spalling at the L-beam members appears due to restraint to thermal movement. Partial depth concrete repairs can be implemented to address these conditions along with full depth repairs for the double-tee flange spalls.

Walking Bearing Pads

Mislocated double-tee bearing pads are typically due to inadequate placement during erection, aggressive span-to-depth ratios, or movement of the double-tees due to temperature differential and loading. A term typically used in the industry for this phenomenon is "walking bearing pads". The bearing pads are intended to provide a flat surface for the double-tee stem soffit to bear evenly on the support elements (concrete haunches and inverted tee beams in this case). If the contact surface between the double-tee stem soffit and the bearing pad decreases, the bearing capacity of the support condition also decreases. In other words, walking bearing pads could compromise the bearing support capacity of double-tee stems. While Walker observed evidence of some distress of the double-tees related to mislocated bearing pads, the extent of the stress was limited and the bearing support appeared to be adequate at the time of evaluation. However, we recommend the walking bearing pads be replaced and double-tee stems repaired. Further, the walking bearing pads in rest of the garage should also be replaced to reduce the possibility of future double-tee stem bearing support distress.

Waterproofing Systems

Waterproofing systems are intended to minimize the intrusion of moisture into the concrete, which can lead to corrosion of the embedded steel reinforcement and connections, as well as concrete deterioration. Implementing and maintaining waterproofing systems is vital to extending the structure's life. The waterproofing systems and components were observed during the assessment. Most of the system appeared to be functional at this time, with some signs of deterioration and water infiltration at isolated locations. Waterproofing repairs should be

performed at those locations, which include routing and sealing selected crack locations at the garage floors, replacing vertical joint sealants, cove sealants, and control joint sealants at isolated locations.

Replacement of functional joint sealants at roof level (Level 5) should be anticipated in near future,

Mechanical Systems

Electrical

A detailed assessment of the electrical system was not performed; however, limited lighting was observed throughout the covered levels, Levels 1 to 4. Walker recommends installing new/additional lighting fixtures to increase visibility throughout the garage floors.

Plumbing

A detailed assessment of the plumbing system was not performed; however, drainpipes were observed to be damaged at isolated locations on Level 1. The cast iron drains should be cleaned off dirt and debris as they were observed to be clogged at isolated locations. Further, a fire riser in the northwest stair tower was observed to not be connected.

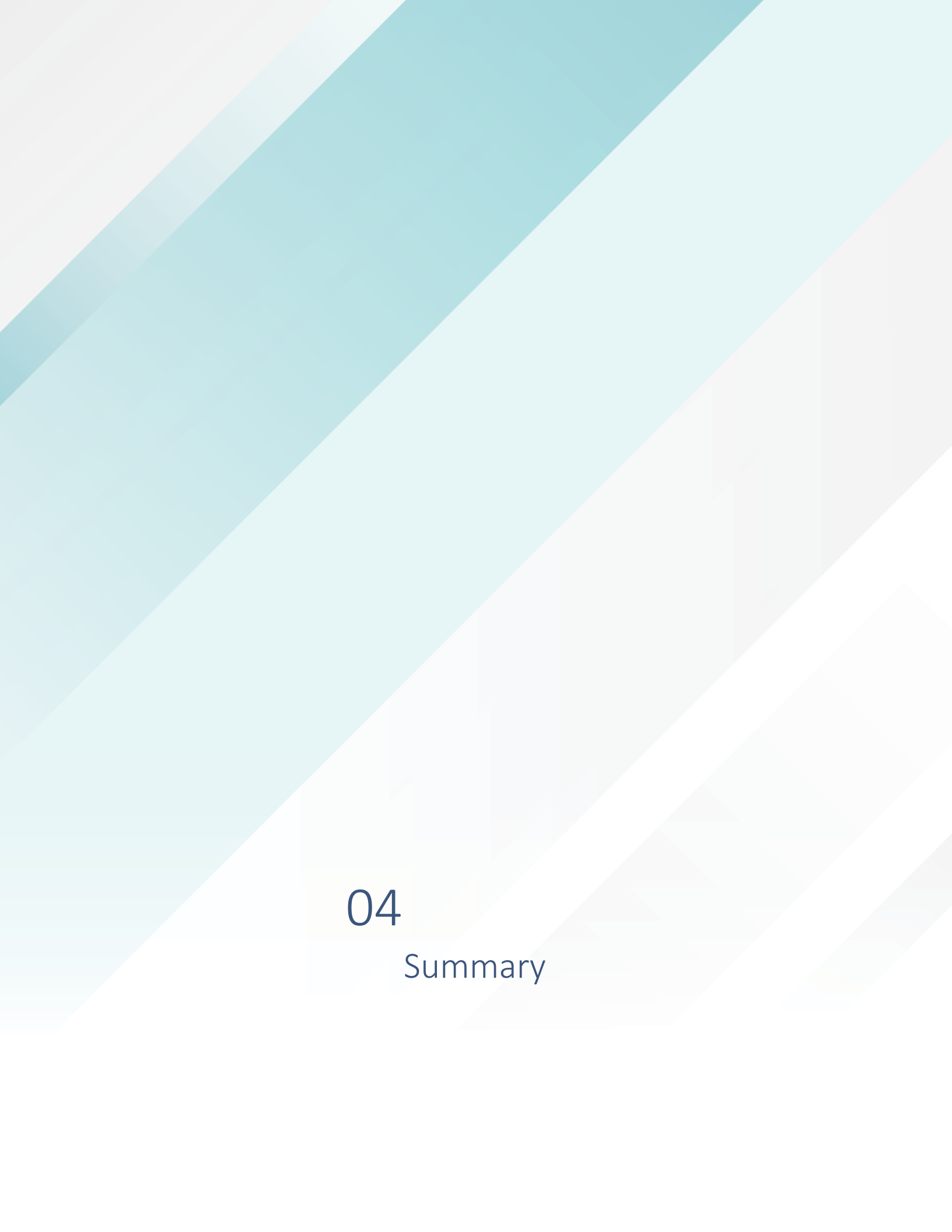
Miscellaneous Items

Painting

The striping and pavement markings throughout the garage area were in good condition. Typically, the service life of parking striping paint is 5 to 7 years. The Owner should expect striping to be redone within the next few years. Prior to application of striping paint, the floor surface should be adequately cleaned.

Corrosion was observed at the bearing plates and reinforcement. Walker recommends treatment of the corroded metal sections. Furthermore, attention in terms of wire brushing, and repainting of the plates is recommended.

The wheel stops throughout the garage were observed to be bare concrete and are recommended to be painted yellow to improve their visibility and prevent a potential tripping hazard. Displaced wheel stops need to be removed or reaffixed as they present a potential tripping hazard.



04

Summary

Summary

On June 4 and 5, 2026, Walker Consultants performed a condition assessment of the NWACC parking garage. The assessment consisted of a visual review of readily accessible areas.

The following observations were made at the structural framing and other components throughout the garage:

Observations

Parking Structure

1. Spalls and delaminations were observed at isolated L-beams at Level 1. (Photos 1 and 2)
2. Spalls and delaminations were observed at isolated locations at the double-tee stems at isolated locations throughout the garage. (Photos 3 and 4)
3. Horizontal cracks and vertical faulting were observed at the soffit of several inverted tee-girders located at the north and south ends of the garage. (Photo 5)
4. Spalls and delaminations were observed at isolated locations with exposed corroded reinforcement at the double-tee flanges throughout the garage. (Photos 6 and 7)
5. Spalls and delaminations were observed at isolated locations at the walls throughout the garage. (Photos 8 and 9)
6. Spalls and delaminations were observed at isolated locations on the elevated levels throughout the garage. (Photo 10)
7. Cracking was observed at isolated locations on the elevated levels throughout the garage. (Photo 11)
8. Loose overhead concrete was observed at Level 1. (Photo 12)
9. Missing section of roof edge metal. (Photo 13)
10. Typical spall observed at the hoist points on the wall panels. (Photos 14)
11. Deteriorated wall grout pocket. (Photo 15)
12. Ungrouted anchor point. (Photo 16)
13. Vertical joint sealants were observed to be failed or at the end of their useful service life throughout the garage. (Photo 17)
14. Failed cove sealant was observed at isolated locations. (Photo 18)
15. Traffic coating in need of repair was noted at Level 5. (Photo 19)
16. Traffic marking were observed to be faded at isolated locations. (Photo 20)
17. Walking bearing pads observed at isolated locations. (Photo 21)
18. Door frames were observed to be corroded at throughout. (Photo 22)
19. Wheel stops were observed to be displaced (tripping hazard). (Photo 23)
20. Wheel stops were observed to be bare concrete. (Photo 24)
21. Curb was observed to have sections of bare concrete. (Photo 25)
22. Drainpipe insulation was observed to be damaged at Level 1. (Photo 26)
23. Fire riser was observed to be damaged at Level 1. (Photo 27)
24. 'Level 5' sign was observed to be missing at the southwest stairwell. (Photo 28)

Limitations

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by Northwest Arkansas Community College Foundation. This report is believed to be accurate within the limitations of the stated methods for obtaining information.

It should be noted that our renovation recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications,

Based on the agreed scope of services, the assessment was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represents current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our assessment was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements.

Similarly, we have not reviewed or evaluated the presence of, or the subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. Use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. Client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense including reasonable attorney's fees, incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

Appendices

Appendix B: Photos

Photo 1. Concrete L-beam spalling with exposed corroded reinforcement/embeds.



Photo 2. Typical concrete beam spalling.



Photo 3. Spalled concrete double-tee stem.



Photo 4. Concrete double-tee stem spalling.



Photo 5. Close-up view of typical cracked inverted-tee girder throughout all levels.



Photo 6. Typical concrete spalling at double-tee flange.



Photo 7. Spalling of double-tee flange with exposed reinforcement.



Photo 8. Typical concrete wall spalling.



Photo 9. Concrete wall deterioration.



Photo 10. Close-up view of typical concrete floor spalling.



Photo 11. Concrete with suspected material or placement issue on the Level 2. Coring & petrography would be required to confirm.



Photo 12. Loose overhead concrete indicative of a falling debris hazard at Level 1.



Photo 13. Roof edge metal replacement needed.



Photo 14. Close-up view of deteriorated grout pocket located on Level 2.



Photo 15. Typical concrete damage in need of grout pocket replacement.



Photo 16. Close-up view of typical ungrouted anchors.



Photo 17. Typical deteriorated vertical joint sealant.

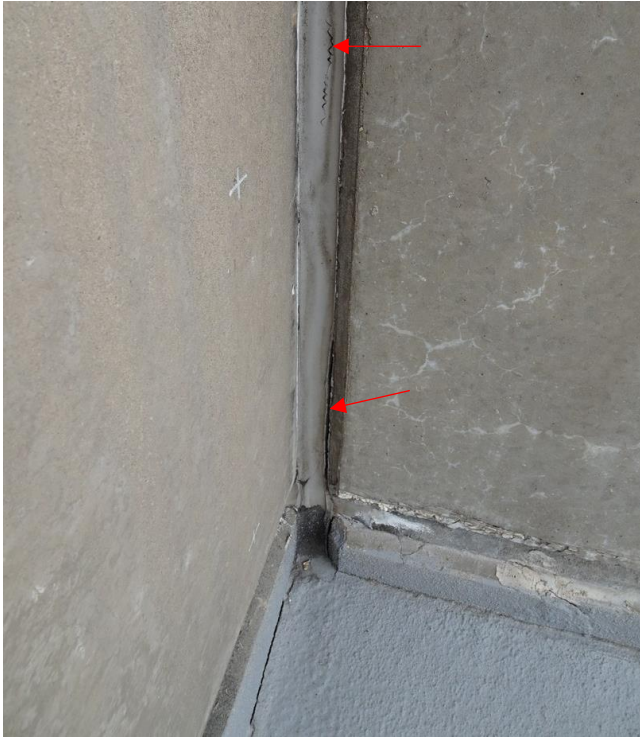


Photo 18. Typical deteriorated cove sealant.

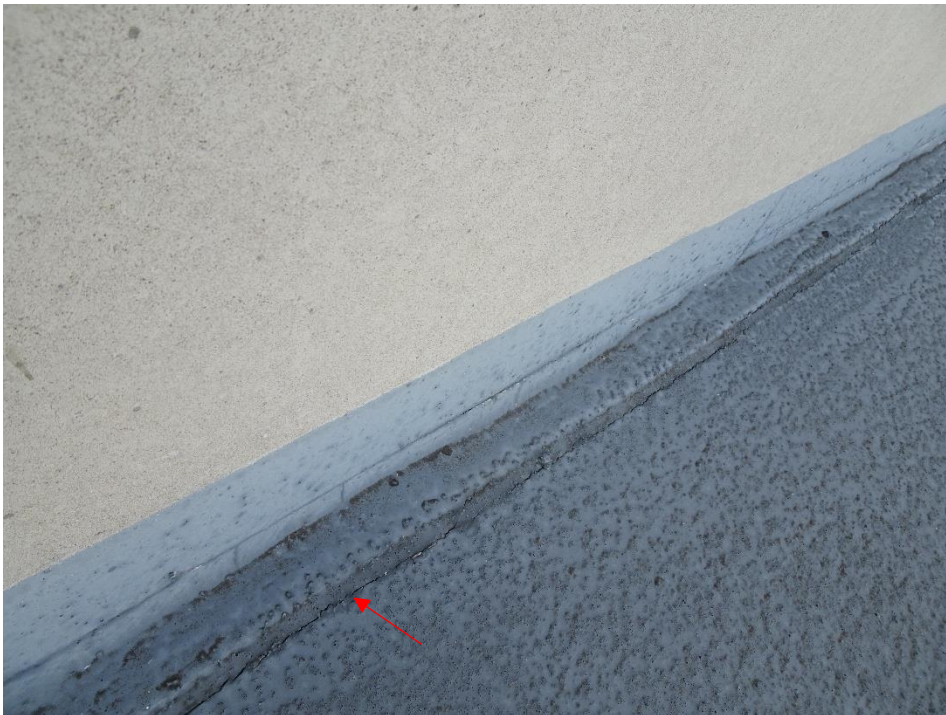


Photo 19. Traffic coating repair needed on the fifth level.



Photo 20. Faded traffic markings on the fifth level.



Photo 21. Walking bearing pad between corbel and inverted-tee girder at Level 4.



Photo 22. Corroded door frame on Level 5.



Photo 23. Dislocated Wheel Stop on the Fourth Level.



Photo 24. Typical wheel stops not painted yellow.



Photo 25. Incomplete curb painting on Level 1.



Photo 26. Damaged piping at Level 1.



Photo 27. Damaged fire riser on Level 1.



Photo 28. Missing level sign on level 5.

