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| **COMPONENT G1 - Site Improvement - Asphalt Resurfacing** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The asphalt paved areas are susceptible to indentations from vehicles, especially from heavy vehicles turning on the hot asphalt surface. Ground settling, and ponding water may cause cracking and alligatoring as well. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  25  23  2  2017 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $3.34 per squareFeet  $23,897.70 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure 1: Ashphalt cul-de-sac. | | Figure : Junction or transition between concrete rollover curbs and asphalt blacktop surface. | |

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| **COMPONENT G2 - Site Improvement - Asphalt Replacement** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | As asphalt is a by-product of crude oil, and refining has found ways to remove and use the volatiles out of crude oil, the quality of asphalt has decreased and additives such as polymers, latex, tire rubber have improved some of the asphalt qualities. As aggregates have different expansion characteristics than the asphalt, internal thermal expansion stresses deteriorate the asphalt. Water enters pavement from cracks, from edges from ground water. The soils under and at the edges of asphalt is affected by vegetationâ€™s moisture cycles as big tree rootsâ€™ moisture is drawn away and then allows water to be replaced when the rains occur thus causing soil expansion leading to cracks in the asphalt. Typical damage is cracking, alligator cracking, surface pumping, edge ravelling problems and vegetation in the field of pavement. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $12.50 per squareFeet  $89,437.50 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Asphalt surface. | | Figure : Asphalt roadway. | |

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| **COMPONENT G3 - Site Improvement - Stamped Concrete** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | Stamped concrete is prone to deterioration from vehicular traffic and chemical damage. Like conventional concrete, stamped concrete will provide decades of service when properly installed and maintained, even when exposed to harsh winter weather. Adding steel reinforcement or wire mesh as well as fiberglass flakes augments the strength of the stamped concrete and helps to control cracking. Resealing the wear surface every few years â€“ or as needed to protect the surface from stains and maintain color vibrancy helps to meet the stamped concreteâ€™s lifespan. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $12.50 per squareFeet  $89,437.50 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Stamped concrete surface. | | Figure : Moss growth in stamped concrete grooving. | |
| Figure 7: Uneven edge transition between the stamped concrete and the asphalt. | | Figure : Stamped concrete inset pattern detail. | |
| Figure : Concrete cracking in the perimeter portion. | | Figure : Junction between stamped concrete and concrete rollover curbs. | |

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| **COMPONENT G4 - Site Improvement - Curb Replacement** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The concrete sections are prone to settlement damage, to impact damage from machinery and vehicles and from exposure to the elements. They typically last longer if they are well maintained, powerwashed regularly, and sealed. They typically last longer than the asphalt roadway but are typically replaced concurrently. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $32.58 per squareFeet  $233,109.90 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Chipped concrete curb. | | Figure : Extended view of concrete curb and transition to asphalt roadway as well as an exposed aggregate concrete driveway. | |
| Figure : Curved internal curbing | | Figure : Curved convex curbs facing out from the cul-de-sac at the entrance. | |

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| **COMPONENT G5 - Site Improvement - Street Lights** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The fact that the majority of these fixtures are exposed to the elements indicated that their deterioration is accelerated and as such, their finishes should be monitored for evidence of paint peeling and coating damage as well as paths that insects and or water may follow which might lead to electrical wire damage and or short circuits. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  23  47  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $2,500.00 per squareFeet  $17,887,500.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Internal standard street light | |  | |

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| **COMPONENT G6 - Site Improvement - Transformer Enclosure** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | Inclement weather, freeze thaw cycles, improper installation or maintenance and impact damage are factors that drive deterioration of this component. Deterioration of the mortar can cause the structure to crack allowing vegetation egress. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  60  23  37  2052 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $35.00 per squareFeet  $250,425.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Safety wall around transformer | | Figure : Close-up of transformer block wall with mortar at joints. | |
| Figure 18: Aerial view of cracking mortar inside the transformer enclosure | | Figure 19: Transformer enclosure base course. | |

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| **COMPONENT G7 - Site Improvement - Monument** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The monument is prone to damage from ground settling and damage from the elements to the wear surface and may require some re-mortaring. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $4,000.00 per squareFeet  $28,620,000.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Southwest view into the cul-de-sac towards the monument | | Figure : Brick wall cap detailing on monument. | |
| Figure : Moss growth in the monument. | | Figure : Square pillar at the end of the monument. | |

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| **COMPONENT G8 - Site Improvement - Underground Water Services** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | As the site services are under the frost line they typically last as long as the development unless damage occurs to the connections. We assume that the city had the responsibility of maintaining the latter. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  23  47  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $5,000.00 per squareFeet  $35,775,000.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |

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| **COMPONENT G9 - Site Improvement - Underground Sewer and Drainage Servies** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | As the site services are under the frost line they typically last approx. as long as the development unless damage occurs to the connections. We assume that the city had the responsibility of maintaining the latter and that this has been done in the past. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  23  47  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $5,000.00 per squareFeet  $35,775,000.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |

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| **COMPONENT G10 - Site Improvement - Electrical Distribution System** | | | |
| **Physical Description** | This component refers to the underground electrical refers to the underground electrical distribution system to the strata corporation. | | |
| **Financial Analysis** | This component has no known expenditures since its acquisition. | | |
| **Potential Deterioration** | The underground distribution system will tpyically last as long as the develoment unless damage occurs at the connections due to settling or deterioration of the attachments. | | |
| **Condition Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  22  48  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 squareFeet  $5,000.00 per squareFeet  $5,000.00 |
| **Deficiency Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |

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| **COMPONENT G11 - Consultant Reports - Depreciation Report Updates** | | | |
| **Physical Description** | This component reserves for future Depreciation Reports in the Reserve Fund rather than out of the Operating Fund. This component builds reserves on an annual basis for meeting the Strata Property Act mandate of renewing the Depreciation Report every three-year cycle. We are assuming at this time that all future reports will be updated reports although we may anticipate that a full report may be required in the future as legislative changes occur. | | |
| **Financial Analysis** | This component has no known expenditures since 1988. | | |
| **Potential Deterioration** | None. | | |
| **Condition Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  3  22  -19  1995 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 squareFeet  $788.00 per squareFeet  $788.00 |
| **Deficiency Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |

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| **COMPONENT G1 - Site Improvement - Asphalt Resurfacing** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The asphalt paved areas are susceptible to indentations from vehicles, especially from heavy vehicles turning on the hot asphalt surface. Ground settling, and ponding water may cause cracking and alligatoring as well. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  25  23  2  2017 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $3.34 per squareFeet  $23,897.70 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure 1: Ashphalt cul-de-sac. | | Figure : Junction or transition between concrete rollover curbs and asphalt blacktop surface. | |

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| **COMPONENT G2 - Site Improvement - Asphalt Replacement** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | As asphalt is a by-product of crude oil, and refining has found ways to remove and use the volatiles out of crude oil, the quality of asphalt has decreased and additives such as polymers, latex, tire rubber have improved some of the asphalt qualities. As aggregates have different expansion characteristics than the asphalt, internal thermal expansion stresses deteriorate the asphalt. Water enters pavement from cracks, from edges from ground water. The soils under and at the edges of asphalt is affected by vegetationâ€™s moisture cycles as big tree rootsâ€™ moisture is drawn away and then allows water to be replaced when the rains occur thus causing soil expansion leading to cracks in the asphalt. Typical damage is cracking, alligator cracking, surface pumping, edge ravelling problems and vegetation in the field of pavement. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $12.50 per squareFeet  $89,437.50 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Asphalt surface. | | Figure : Asphalt roadway. | |

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| **COMPONENT G3 - Site Improvement - Stamped Concrete** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | Stamped concrete is prone to deterioration from vehicular traffic and chemical damage. Like conventional concrete, stamped concrete will provide decades of service when properly installed and maintained, even when exposed to harsh winter weather. Adding steel reinforcement or wire mesh as well as fiberglass flakes augments the strength of the stamped concrete and helps to control cracking. Resealing the wear surface every few years â€“ or as needed to protect the surface from stains and maintain color vibrancy helps to meet the stamped concreteâ€™s lifespan. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $12.50 per squareFeet  $89,437.50 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Stamped concrete surface. | | Figure : Moss growth in stamped concrete grooving. | |
| Figure 7: Uneven edge transition between the stamped concrete and the asphalt. | | Figure : Stamped concrete inset pattern detail. | |
| Figure : Concrete cracking in the perimeter portion. | | Figure : Junction between stamped concrete and concrete rollover curbs. | |

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| **COMPONENT G4 - Site Improvement - Curb Replacement** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The concrete sections are prone to settlement damage, to impact damage from machinery and vehicles and from exposure to the elements. They typically last longer if they are well maintained, powerwashed regularly, and sealed. They typically last longer than the asphalt roadway but are typically replaced concurrently. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $32.58 per squareFeet  $233,109.90 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Chipped concrete curb. | | Figure : Extended view of concrete curb and transition to asphalt roadway as well as an exposed aggregate concrete driveway. | |
| Figure : Curved internal curbing | | Figure : Curved convex curbs facing out from the cul-de-sac at the entrance. | |

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| **COMPONENT G5 - Site Improvement - Street Lights** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The fact that the majority of these fixtures are exposed to the elements indicated that their deterioration is accelerated and as such, their finishes should be monitored for evidence of paint peeling and coating damage as well as paths that insects and or water may follow which might lead to electrical wire damage and or short circuits. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  23  47  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $2,500.00 per squareFeet  $17,887,500.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Internal standard street light | |  | |

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| **COMPONENT G6 - Site Improvement - Transformer Enclosure** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | Inclement weather, freeze thaw cycles, improper installation or maintenance and impact damage are factors that drive deterioration of this component. Deterioration of the mortar can cause the structure to crack allowing vegetation egress. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  60  23  37  2052 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $35.00 per squareFeet  $250,425.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Safety wall around transformer | | Figure : Close-up of transformer block wall with mortar at joints. | |
| Figure 18: Aerial view of cracking mortar inside the transformer enclosure | | Figure 19: Transformer enclosure base course. | |

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| **COMPONENT G7 - Site Improvement - Monument** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | The monument is prone to damage from ground settling and damage from the elements to the wear surface and may require some re-mortaring. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  50  23  27  2042 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $4,000.00 per squareFeet  $28,620,000.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| Figure : Southwest view into the cul-de-sac towards the monument | | Figure : Brick wall cap detailing on monument. | |
| Figure : Moss growth in the monument. | | Figure : Square pillar at the end of the monument. | |

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| **COMPONENT G8 - Site Improvement - Underground Water Services** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | As the site services are under the frost line they typically last as long as the development unless damage occurs to the connections. We assume that the city had the responsibility of maintaining the latter. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  23  47  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $5,000.00 per squareFeet  $35,775,000.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |

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| **COMPONENT G9 - Site Improvement - Underground Sewer and Drainage Servies** | | | |
| **Physical Description** | This component refers to the asphalt vehicular roadway and surface parking. Resurfacing refers to the removal and re-instatement of the top coat once deterioration no longer benefits from sealant application. A few base-coat structural repairs and the resetting of one storm drainage drain or grille are typically included in a resurfacing major repair. | | |
| **Financial Analysis** | There has been no known resurfacing since construction. | | |
| **Potential Deterioration** | As the site services are under the frost line they typically last approx. as long as the development unless damage occurs to the connections. We assume that the city had the responsibility of maintaining the latter and that this has been done in the past. | | |
| **Condition Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  23  47  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 7155 squareFeet  $5,000.00 per squareFeet  $35,775,000.00 |
| **Deficiency Analysis** | We noted minor alligatoring. We recommend that pavement be monitored for ravelling or cracking and that preventative maintenance be followed that ensure proper drainage of the surface before sealing. | | |

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| **COMPONENT G10 - Site Improvement - Electrical Distribution System** | | | |
| **Physical Description** | This component refers to the underground electrical refers to the underground electrical distribution system to the strata corporation. | | |
| **Financial Analysis** | This component has no known expenditures since its acquisition. | | |
| **Potential Deterioration** | The underground distribution system will tpyically last as long as the develoment unless damage occurs at the connections due to settling or deterioration of the attachments. | | |
| **Condition Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  70  22  48  2062 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 squareFeet  $5,000.00 per squareFeet  $5,000.00 |
| **Deficiency Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |

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| **COMPONENT G11 - Consultant Reports - Depreciation Report Updates** | | | |
| **Physical Description** | This component reserves for future Depreciation Reports in the Reserve Fund rather than out of the Operating Fund. This component builds reserves on an annual basis for meeting the Strata Property Act mandate of renewing the Depreciation Report every three-year cycle. We are assuming at this time that all future reports will be updated reports although we may anticipate that a full report may be required in the future as legislative changes occur. | | |
| **Financial Analysis** | This component has no known expenditures since 1988. | | |
| **Potential Deterioration** | None. | | |
| **Condition Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |
| **Life Cycle Analysis** | Date of Aquisition:  Expected Lifespan:  Effective Age:  Remaining Lifespan:  Estimated Year of Repair or Replacement: | | 1992  3  22  -19  1995 |
| **Unit Quantity and Cost Estimates** | Unit Quantity:  Cost Estimate:  Current Repair or Replacement Cost Estimate: | | 1 squareFeet  $788.00 per squareFeet  $788.00 |
| **Deficiency Analysis** | This is a description of an electrical system. This description ecxists only for demonstration purposes as well as testing. | | |