Ocean Pines, MD



# CAPITAL RESERVE STUDY & FINANCIAL ANALYSIS Executive Summary

Roads and Bridges Final Report

2021

# **Executive Summary**

**Roads and Bridges Final Report** 

Date: 11/23/2021 DMA Project #2103013

Prepared for: Ocean Pines Association

Managed by: Ocean Pines Association

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# Welcome to $\operatorname{NAVIGATOR}_{{}^{\mathrm{TM}}}$ - DMA's Interactive Reserve Study

Thank you for retaining DMA Reserves Inc. to prepare this Capital Reserve Analysis and Report. This project will be completed in NAVIGATOR<sup>™</sup>, DMA's proprietary software, which is the premier reserve analysis program in the industry. We are currently developing an enhanced web version which will provide clients with secure online access to their studies in late 2021. With DMA's online NAVIGATOR<sup>™</sup> Portal, you will be able to update information in your study and also perform your own 'what if' scenarios.

To give you the maximum value of this tool, DMA conducts live <u>working sessions</u> with management and community leaders in an online format, included in our project fee, or in an in-person format for a small additional cost stated in our proposal. During these sessions all aspects of the analysis are open to discussion, correction, and modification in real time along with real-time alternate funding scenarios. This tool will give you greater power, knowledge and control over your community's capital budgets.

You should review your reserve expenditures and funding plan at least annually as part of the annual budgeting process, but also at any time that significant changes are made or anticipated to be made to the reserve account. At any time, you may contact DMA to adjust the study based on any actual capital component replacements that you have made or expect to make, and to make corresponding adjustments to the funding contribution (additional fee). As part of these adjustments, DMA will update all of our component cost and useful life estimates, as well as the current inflation rate and your current interest or income rates.

DMA recommends that this analysis be updated every five (5) years at a minimum. The five-year update will include a site visit to reinspect the components, evaluate their condition and their remaining life, add any new observed components and delete any that have been removed. We will also update the unit costs, inflation, interest and threshold factors and revise the funding model.

It is important that you keep a record of each reserve expenditure made by the community. We recommend that you keep copies of all purchase orders, invoices, work contracts, specifications, warranty information, etc. that can provide accurate information on your replacement history, costs and future replacement expectations for each component. Periodic updating of this report with recorded reserve expenditures and dates will create an actual history of your community's reserve activity, which is the best predictor of future needs.

Thank you again for the opportunity to provide you with this analysis.

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Douglas L. Greene, RS, NCARB President, DMA Reserves, Inc.

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## ADDITIONAL SEPARATE FILES PROVIDED

#### **Detailed Schedule of Components**

- includes detail information about quantities, locations, lifecycle projections, client historical cost data, comments from DMA staff and estimated replacement costs for all components. All cost projections are in current values.

#### Expenditures by Year for Entire Study Period

- includes budgeted expenditures per year in total and by component. All costs are in future values based on the inflation rate used in the study.

#### **Photographic Record**

- digital folder of all photographs taken on site (provided with the Final Report).

## Purpose of the Reserve Study

Your community contains infrastructure and amenities (capital assets) that are owned in common by all property or unit owners. Your owners' association is responsible for replacing these assets when they wear out or become unusable. A capital reserve account is a savings account designed specifically to accumulate funds for eventual replacement of your commonly owned assets when they reach the end of their useful lives. Funds in this dedicated account can be accumulated over a period of many years without being taxed, however they can only be used for the repair or replacement of capital assets. They cannot, for example, be returned to the operating account without the Association paying a penalty. Each capital asset is referred to in this study as a *component* of your Capital Reserves. All components eventually need to be replaced in full or in part, although they may normally function for 10, 20, 30 years, or longer. Regular operating and maintenance budgets do not cover the funding required for these needs. This capital reserve study looks at various ways to adequately fund your reserves.

A reserve study is a funding plan - not a maintenance schedule. This study is a general predictor for replacement of components however it is not a *required* maintenance or replacement schedule. Specific decisions about replacement of each component should be made by Management and the Board based on this information *and* on a periodic assessment of the actual condition of each component.

A reserve study is also not an engineering study. A reserve study is geared toward evaluating when a component needs to be replaced and how much it will cost to replace. It is not an in-depth engineering assessment of the component's functional operation, defects or design. Our company is staffed with construction professionals – architects, engineers and designers who understand the general nature of all of the components listed, however in-depth assessments of specific components is outside the scope of the reserve analysis. Where clients have specific questions or concerns about the condition, operation or suitability of specific components to their purpose, they should retain the services of specialized consultants who can provide such assessments. DMA may recommend such additional studies for specific components when our observations warrant.



# **Governing Statutes**

## Maryland

Updated on: 9/1/2013

Councils of unit owners have the power to adopt and amend budgets for revenue, expenditures, and reserves and collect assessments for common expenses from unit owners. Section 11-109. The level of reserves is required to be included in the annual budget; however, there is not a required level of reserve funding. Section 11-109.2. Resale certificate must contain the current operating budget of the condominium including details concerning the reserve fund for repair and replacement and its intended use, or a statement that there is no reserve fund. Section 11-1350



## **Personnel and Project Information**

This study was prepared under the direct supervision of Douglas Greene, NCARB, RS, a Reserve Specialist certified by the Community Association Institute, a registered Architect in the states of Virginia, Maryland and North Carolina and a member of the National Council of Architectural Registration Boards (NCARB). Mr. Greene holds a Bachelor of Architecture degree from Kent State University

DMA was awarded the contract on 3/25/2021

DMA conducted site visits at the property on 4/12/2021, 4/14/2021, 4/15/2021 and 4/16/2021.

Photographs were taken at the site and a digital folder will be provided with the Final Report at the completion of the project. In addition to the on-site review of components, DMA also reviewed the following information provided by the client: Budget.pdf

bulkhead contracts 2017-present.pdf

Bulkhead Markup from Linda Martin.pdf

bulkheads 2021.xlsx

Capital Expenditures by Year Changes.xlsx

changes to reserve study.xlsx

Chesapeake Paving 2019.pdf

Contact Information.xlsx

DMA bulkhead changes.xlsx

Fixed Asset - 16-17.zip

FW\_ Ocean Pines Association\_ Request for Additional Information.msg

Ocean Pines Additions Template-2018-19.xlsx

Ocean Pines Association FS - FINAL.pdf

OPA FA Additions 2020-2021.xlsx

OPA FA Additions Template 2017-18.xlsx

OPA FA Additions Template-2020 - Updated - Copy.xlsx

OSBT-MIDBLK-e1574312390955.jpg

progator.pdf

reserve study 2021 - OPA Additions.xlsx

Revised Asset List 4-14-21.xlsx



# **Personnel and Project Information**

Road condition report.pdf

Thumbs.db



## **Reserve Study Updates**

## **Bulkheads Initial Draft Report**

## Published on: Tuesday, May 18, 2021

This is the first draft of your reserve study. This Executive Analysis includes a 30-year cash flow funding plan, which is based on the projected reserve expenditures in the Schedule of Components, included at the back of the report. This report also includes a 5-year projected expenditure plan. There are two supplemental reports provided in addition to this report - a Component Detail report for all components and a projected annual expenditure plan for all 30 years. This is a preliminary analysis for initial review. It includes an assumption about future inflation and also makes assumptions about future escalation or reduction of the annual contribution. See "The Physical Analysis" and "The Financial Analysis" discussions to understand all of the workings of this study.

The assumptions and decisions that we have preliminarily made need to be discussed, and corrections, revisions and adjustments made prior to the final determination of the reserve plan for this community. The next step is to conduct the working session with you, as described in the proposal and contract. During the working session, all aspects of the analysis will be reviewed and alternate funding and/or expenditure scenarios can be explored, in order to develop the plan that works for you. Contact DMA to set up this session.



## **Reserve Study Updates**

## **Roads and Bridges**

### Published on: Tuesday, May 25, 2021

This is the first draft of the Level II Roads and Bridges reserve study. DMA viewed all roads and bridges on site. Generally, most roads are in good condition, however we did see a significant amount of road cuts for utility work in most roads, most notably in culde-sacs. Generally, the pavement cuts had been filled, however some were backfilled only with gravel at the time of our visit. We have assigned the condition to all roads based on your Road Condition Evaluation Report. Roads listed in poor condition, and noted by your consultant to "pave" are included in the study for paving in 2021 - 2022. Roads in fair condition and noted by your consultant to "pave" are included in the study for paving in 2021 - 2022. Roads in fair condition and noted by your consultant to "pave" are included for paving in 2022 - 2023. We have established a general estimated useful life for secondary roads at 24 - 25 years. Generally, for roads that are near or at this age and are listed in good to excellent condition, have had their estimated useful lives extended to anywhere from 26 years to 30 years. Even with these extensions, the study indicates that significant paving throughout the community should be expected over the next 18 years. We recommend that the community develop a strategic plan for road paving as opposed to planning reactively on an annual basis as is being done now. A strategic plan will require that the community create a planned funding stream for road replacement.

The study acknowledges that no funding has been budgeted for roads in the current fiscal year. This includes the diversion of tax proceeds from the Casino to other priority projects this year. The road reserve fund has a low balance, and no strategic funding plan has been in place to accumulate monies for road replacements. Accordingly, the study recommends a transfer to road reserves in the amount of \$1,050,000 in 2022 (\$325,000 from Casino and \$725,000 from assessments). This amount is increased by 8% each your through 2028 to fund the first projected wave of road repaving. In 2029, we are able to reduce the total transfer to reserves to \$850,000 (\$325,000 from Casino and \$525,000 from assessments), and this increases at a smaller rate of 3.1% each year for the next decade of paving projects to 2038. Following that, we project that the transfer to reserves could be lowered potentially to \$500,000 and then increased steadily over time at the 3.1% annual rate, which is close to the annual construction inflation rate.

The assumptions and decisions that we have preliminarily made need to be discussed, and corrections, revisions and adjustments made prior to the final determination of the reserve plan for this community. The next step is to conduct the working session with you, as described in the proposal and contract. During the working session, all aspects of the analysis will be reviewed and alternate funding and/or expenditure scenarios can be explored, in order to develop the plan that works for you. Contact DMA to set up this session.



## **Reserve Study Updates**

## General Reserves

## Published on: Friday, July 2, 2021

This is the first draft of the 2021 update of the general reserve study. It is being provided in our new data-base software system, which is the basis for an online portal system to which you will have access to the study software and will be able to update information and perform what-if scenarios on your own. This come online in 2022. DMA has significantly reduced the number of components in this study from the previous study by (1) removing all individual components with a current replacement value less than \$5,000, (2) removing components that have been eliminated or replaced by newer components, and (3) combining related components into groups or assemblies where all would be replaced at one time or where a periodic partial replacement allowance would be more useful than tracking each component individually. Examples of this include commercial kitchen equipment, furniture and furnishings, computer equipment and POS (point of sale) equipment. The \$5,000 minimum carries over from the Board direction in the 2018 update of our original 2015 study. Also, the 2018 final study was issued with no minimum account balance threshold, at the direction of the Board. This is called a baseline study. We have continued that approach with this draft and have not established a minimum threshold, however we kept the final year balance above \$1,000,0000.

The assumptions and decisions that we have preliminarily made need to be discussed, and corrections, revisions and adjustments made prior to the final determination of the reserve plan for this community. The next step is to conduct the working session with you, as described in the proposal and contract. During the working session, all aspects of the analysis will be reviewed and alternate funding and/or expenditure scenarios can be explored, in order to develop the plan that works for you. Contact DMA to set up this session.



## **Reserve Study Updates**

## General Reserves Draft 8-15-2021

## Published on: Tuesday, August 24, 2021

This is the first draft of the 2021 update of the general reserve study. It is being provided in our new data-base software system, which is the basis for an online portal system to which you will have access to the study software and will be able to update information and perform what-if scenarios on your own. This come online in 2022. DMA has significantly reduced the number of components in this study from the previous study by (1) removing all individual components with a current replacement value less than \$5,000, (2) removing components that have been eliminated or replaced by newer components, and (3) combining related components into groups or assemblies where all would be replaced at one time or where a periodic partial replacement allowance would be more useful than tracking each component individually. Examples of this include commercial kitchen equipment, furniture and furnishings, computer equipment and POS (point of sale) equipment. The \$5,000 minimum carries over from the Board direction in the 2018 update of our original 2015 study. Also, the 2018 final study was issued with no minimum account balance threshold, at the direction of the Board. This is called a baseline study. We have continued that approach with this draft and have not established a minimum threshold, however we kept the final year balance above \$1,000,0000.

The assumptions and decisions that we have preliminarily made need to be discussed, and corrections, revisions and adjustments made prior to the final determination of the reserve plan for this community. The next step is to conduct the working session with you, as described in the proposal and contract. During the working session, all aspects of the analysis will be reviewed and alternate funding and/or expenditure scenarios can be explored, in order to develop the plan that works for you. Contact DMA to set up this session.

## Revision 9-13-2021

## Published on: Wednesday, September 15, 2021

This revised draft includes corrections and changes from department heads at Ocean Pines, and provided to DMA for inclusion in the report. Changes made to existing components are noted in the component comments. Some components have been removed and some additional components have been added. Components have been re-numbered to account for those types of changes. Additional changes can be made if necessary, during the working session.

## **Working Session Draft**

## Published on: Thursday, September 23, 2021

This revised draft includes corrections and changes from department heads at Ocean Pines, and provided to DMA for inclusion in the report. Changes made to existing components are noted in the component comments. Some components have been removed and some additional components have been added. Components have been re-numbered to account for those types of changes. Additional changes can be made if necessary, during the working session.



## **Reserve Study Updates**

## Bulkheads Revision 10-13-2021

## Published on: Thursday, October 14, 2021

This draft includes revisions to replacement dates for some bulkheads, as directed by Ocean Pines. All revised components are shown in red in the Schedule of Components. The funding plan has been re-calculated with an annual increase in the reserve transfer (funding level) of 17.5% through 2028 to fund the large scope of projected bulkhead replacements in these years. Beginning in 2029 the funding requirement is significantly reduced and the annual increase is also reduced to a level consistent with inflation.

## **Roads and Bridges Final Report**

## Published on: Tuesday, November 23, 2021

The Roads and Bridges report was updated with the addition of projected remedial work required at the canal bridge on Clubhouse Drive in 2021. Funding was added to offset this expense. Beyond this year, the study has projected a minimum funding plan to replace a large number of roads in the next ten years based on their age and condition, as well as a long term funding plan for the balance of the thirty year study.

In 2022, DMA will update our inflation projection, which will be impacted somewhat by the current inflation bubble in the second half of 2021. You may wish to re-run this analysis prior to your next budget update to see if this impacts the reserve funding plan.

## **General Reserves Final Report**

## Published on: Tuesday, November 23, 2021

DMA conducted an online working session with the Ocean Pines Budget and Finance Committee on Wednesday, November 10th, 2021. We reviewed the General Reserves Study and discussed the process in developing the current update from the past studies, form input provided by Ocean Pines, and from my site visits to the community in April. This study reflects some significant changes at the community since the previous update, and also reflects a significant reduction in the number of components, primarily due to the removal of lower cost components (with a current replacement cost of < \$5,000.) and the removal of some obsolete information from previous OPA asset lists. These changes had little effect on the total replacement value of reserves or on the recommended funding plan which recommends the same annual increase in reserve funding as did the 2018 update (3.8% per year).

In 2022, DMA will update our inflation projection, which will be impacted somewhat by the current inflation bubble in the second half of 2021. You may wish to re-run this analysis prior to your next budget update to see if this impacts the reserve funding plan.



## **Reserve Study Updates**

## **Bulkheads Final Report**

## Published on: Tuesday, November 23, 2021

The final version of the Bulkheads study has not changed from the previous draft. In 2022, DMA will update our inflation projection, which will be impacted somewhat by the current inflation bubble in the second half of 2021. You may wish to re-run this analysis prior to your next budget update to see if this impacts the reserve funding plan.



# Capital Reserve Analysis Nov, 2021

# Ocean Pines Association

		Community S	ynopsis			
Association N	ame:	Ocean Pines Association				
Community Lo	ocation / Address:	239 Ocean Parkway				
		Ocean Pines, MD 21811				
Community Si	ize (Number of Units):	8452				
Unit Types:		Master Association				
Year(s) constr	ructed:	1978				
Year converte	d:	N/A				
Management:		Ocean Pines Association				
Represented b	oy:	Linda Martin				
Telephone:		(410) 641-7425				
E-mail:		Imartin@oceanpines.org				
Study Level:		Capital Reserve Study, Level II				
		Financial Sur	nmary			
Fiscal Year:	5/1/2021 to 4/30/2022	Current Fiscal Year Name: 2021	All Values a	re for Study Year: 2021	Study Period:	30 Years
		Reserve Account Startin	ig Balance	Avg Earnings Rate	Budgeted Contri	bution
Ocean Pines A	Association	\$220,000		0.00%	\$0	

Financial Information Source: Ocean Pines Financial Statements and 2021-2022 Budget.





Projected Expenditures: The inflation rate for future expenditures is compounded annually at: 3.08% Transfer Change: The % increase/decrease of the Reserve Transfer from previous year. Reserve Balance: All annual reserve account balances are end of year balances after deposits and expenditures. Deposits are not shown on this graph.

Threshold: A percentage of the total one-time replacement cost of all components, indexed to inflation in future years. Current setting: 0.00%









Threshold: A percentage of the total one-time replacement cost of all components, indexed to inflation in future years. Current setting: 0.00%



# Capital Reserve Analysis Nov, 2021

# Ocean Pines Association

DMA Assessment Allocation Model								
Yearly Change	Year	Operating *	Reserve	Special	TOTAL	Reserves as a % of Total	Annual Increase	
	2021	\$2,500	\$100,000	\$0	\$102,500	97.56%	0.00%	
	2022	\$2,500	\$1,050,000	\$0	\$1,052,500	99.76%	926.83%	
	2023	\$2,500	\$1,134,000	\$0	\$1,136,500	99.78%	7.98%	
	2024	\$2,500	\$1,224,720	\$0	\$1,227,220	99.80%	7.98%	
	2025	\$2,500	\$1,322,698	\$0	\$1,325,198	99.81%	7.98%	

\* In the model above, the annual reserve budget numbers are as recommended in this analysis. The operating budget number is increased annually at the consumer price index and does not reflect any actual budget planning that will be undertaken as part of the association's annual budgeting process. The purpose of this analysis is to show the potential impact of the reserve recommendation on a hypothetical overall budget. The current consumer price index used in this model is 0%.

#### Average Annual Assessment per Unit

No Units	s Unit Type		Alloc %	Year	Operating *	Reserve	Special	TOTAL
8452	Mixed Use-Res and Comm	Units	100.0%	2021	\$0	\$12	\$0	\$12
				2022	\$0	\$124	\$0	\$125
				2023	\$0	\$134	\$0	\$134
				2024	\$0	\$145	\$0	\$145
				2025	\$0	\$157	\$0	\$157

#### Average Monthly Assessment per Unit

No Units	s Unit Type		Alloc %	Year	Operating *	Reserve	Special	TOTAL
8452	Mixed Use-Res and Comm	Units	100.0%	2021	\$0	\$1	\$0	\$1
				2022	\$0	\$10	\$0	\$10
				2023	\$0	\$11	\$0	\$11
				2024	\$0	\$12	\$0	\$12
				2025	\$0	\$13	\$0	\$13



## **The Physical Analysis**

#### **RESERVE COMPONENTS DEFINED**

In this study a Reserve Component is defined as a specific project to replace, refurbish or significantly repair a specific capital asset in a specific location in the community, property or facility. Capital assets may include all types of property improvements which are owned by the owners Association, or for which the Association is required by the Declaration to provide maintenance. Examples would include any private roads, parking lots, sidewalks, paved trails, lakes, dams, swimming pools, tennis courts, playgrounds, clubhouses, etc., that make up the common area or shared amenities of the community. Other capital assets may include clubhouse or pool furniture, maintenance equipment and vehicles, or other miscellaneous assets like pumps, motors, generators, etc.

In condominiums, cooperatives and some HOA's capital assets can include certain exterior components of individual units or buildings containing units, as identified in the governing documents. Some capital assets may also be classified as limited common elements of individual homes or lots, such as driveways, patios, decks, siding and roofing. A limited common element may be owned by one unit-owner but maintained by the association, or used only by a limited group of owners and maintained by the association.

In large condominium buildings capital assets will include interior common areas – lobbies, halls, elevators, party rooms, etc., and common building equipment such as boilers, chillers, water pumps, generators, trash compactor and the like.

This study will also include any components related to hidden capital assets (within a structure or underground) which cannot be viewed or quantified by visual observation when we feel that replacement or significant capital repair activities will be required over the life of the asset. Such components may be listed as an "allowance" for costs related to potential repair or partial replacement projects.

This study may also include components with estimated useful lives and remaining lives that exceed the default 30-year study period. The cash flow financial analysis can be adjusted at any time (including during working sessions) to capture long-life components and examine their impact on reserve funding. DMA studies can be published with a study period of any time frame from 20 years to 50 years at the request of the client.

NAVIGATOR<sup>™</sup> uses two descriptors to define individual components – a component name and a component location. These descriptors can be used interchangeably to identify the capital asset. In some cases, a specific project such as "mill and resurface asphalt" will be the component name and "Center Street" will be both the asset name and the asset location. In other cases, the asset, such as "split-system heat pump" will be the component name (meaning replacement of the split-system heat pump), and "Clubhouse" will be the location. Use of the asset name as the component name will always mean complete replacement of that asset unless otherwise noted.

#### MINIMUM CRITERIA FOR RESERVE COMPONENTS

DMA reserve studies do not set minimum criteria for reserve components. We prefer to leave the decision to include components up to the Reserve Specialist first, and then up to review by the client. We believe that arbitrary limits can potentially leave out components that may have significant impacts on association budgets and thus, diminish the effectiveness of the reserve analysis to predict funding needs. We can include minimum criteria upon request by the client. The two typical minimum limits are:

- Minimum dollar value (current dollars). For example, a client may ask that we not include any components with replacement costs less than \$1,000, \$5,000, etc.
- Minimum estimated useful life (EUL). For example, a client may ask that we not include any components with an EUL of less than 3 years.



# **The Physical Analysis**

Keep in mind that all assets that an association owns and that need replacement, will be replaced with association funds – either from the reserve account or the operating account. DMA puts as many assets as possible in the reserve account so that they can be tracked over time in the reserve analysis. The operating account typically does not have this capability.

#### COMPONENT ASSEMBLIES AND RELATED COMPONENTS

Related components that may, of necessity, be replaced at the same time may be grouped into Assemblies. The Assembly is then the line-item component in our main Schedule of Components. Any sub-component included in an assembly can be pulled out of that assembly and listed separately if it is replaced individually.

Similarly, small components that may be too insignificant to track in the reserve study but which may likely be replaced as a group, will be combined into an assembly and put in the Schedule of Components as such. An example would be furniture which may be replaced as a group in a renovation or refurbishment project.

#### **OPTIONAL COMPONENTS**

In order to include all projected major expenditures involving capital assets, DMA may include components that may not typically qualify for tax exemption under IRS rulings for Associations filing Form 1120 or 1120H. It is incumbent upon the Association to determine the tax implications of comingling exempt capital expenditure funds from excluded or nonexempt designated funds in their bank and investment accounts. The Association should consult their attorney or accountant on this matter. Some of these items include:

- Painting, wall coverings and other cosmetic work.
- Landscape Improvements and replacement of any landscaping (trees, shrubbery, etc.).
- Irrigation system maintenance.
- Asphalt seal coating and striping.
- Cleaning and power washing activities.

You may request that any of these components be removed from the reserve account, in which case they will be funded from your operating account or a separate non-tax-exempt account.

#### EXCLUSIONS

Some capital assets are not included as reserve components. Components that you do not see in this report are generally related to one of the categories below or are not owned by the association:

- Permanent Improvements: This group includes components that if properly maintained will have a useful life equal to the property as a whole. The end of the useful life of the property would occur when it would be necessary that all of the infrastructure would need to be demolished and cleared or the area and infrastructure completely evacuated and reconditioned to return the property to a safe and useful state. A typical example would be entire building structures.
- Masonry, Stone, Concrete: Generally, masonry, stone and concrete building cladding and flatwork would be considered to have an unlimited useful life and their replacement is not envisioned. However, repairs such as mortar tuck pointing, patching and replacing sections of broken or damaged masonry, stone and concrete is a reality and a component line item for this is often included in the reserve funding study.



# **The Physical Analysis**

- Unit or Home Owner Modifications: Components that are part of a Unit in a condominium, or a private home in an HOA are not included unless they are specifically defined in the Declaration or Bylaws as a Common Area or Limited Common Area. On occasion unit or home owners will modify components that are considered common or limited common elements. The cost of these modifications are typically not included as part of the capital reserves.
- Incidental or Maintenance Items: Some components are small enough, or may require repair or replacement on a recurring short-term basis. These items and actions are typically funded from the operating account as annual maintenance items.
- Capital Improvements: These include development or purchase of any new asset to be placed in service for the first time. These are not capital reserve components. After the asset has been placed in service, the money set aside for repair and replacement can then be included in the capital reserve study.

## COMPONENT QUANTITIES AND MEASUREMENT

The Schedule of Components provides the total quantity or measurement of each asset for which a reserve component is identified. This is stated as the amount, size, number or extent of each component based on defined units of measure. Typical units of measure include:

- SF = area measurement defined in square feet
- SY = area measurement defined in square yards
- SQ = area measurement defined by "square" (100 square feet)
- LF = length measurement defined by linear feet
- CY = volume measurement defined by cubic yards
- EA = quantity measurement defined by number of individual units, "each".
- PR = quantity measurement defined by number of paired units, "pair".
- LS = allowance measurement for components with indeterminant or combined quantities of different individual units "lump sum"

All components are viewed on site unless otherwise specified herein. The components are documented with a photo of the component or of a typical component or group of components where there are a large number of repetitive component elements. Quantities for each component are developed either by on-site measurement, measurement from scale engineering and architectural drawings when available, measurement on scaled photos or measurement by satellite mapping. In the case of on-site measurements of building envelope components for multiple buildings (i.e., roofs, siding, trim, doors, windows, gutters, etc.) it would take an extraordinary amount of time and money to identify and measure each and every component on each and every unit. In that case quantities may be arrived at by measuring a single model or a single unit of similar character and multiplying those quantities by the number of similar units. This methodology has resulted in acceptably accurate results as far as quantities are concerned for the reserve study budget analyses.

If this study is an update of a previous study, the quantities used are as determined in the previous study unless otherwise noted. In cases where a recent historic cost estimate or bid exists the bid amount may be used as a "lump sum" in lieu of a unit quantity estimate.

#### COMPONENT IN-SERVICE DATE, ESTIMATED LIFE AND REPLACEMENT SCHEDULE

The following component information is included in the Summary Schedule of Components in this report and/or in the Detailed Schedule of Components, provided as a separate file:



# **The Physical Analysis**

- In Service Date: This identifies either the known year or our estimate of the year that each component was placed in service (built, installed, replaced, etc.).
- Estimated Useful Life (EUL): This is the expected working life of the component in years, based on the actuarial or industry standard life, combined with our observation of the condition and use of the component in this setting. Our EUL for a component in one setting may be different for the same or similar component in another setting. The terminology "expected" is important in that some components are subject to partial failures and replacements even though a portion or majority of the component may have a much longer service life. An example is concrete sidewalks. Concrete may last in serviceable condition for 100 years, but outside factors can affect sidewalks and require replacement of specific locations in a shorter time frame. In some cases, the same portion may be replaced multiple times within the total life span. Some components may be a group of like entities such as doors. In this case some doors may be more susceptible to replacement than others based on use and exposure. The EUL sets a minimum estimated life before we expect some replacement activity even though many of the doors in the group may last much longer.

Our sources for these EUL's include R. S. Means Cost Data, Fannie Mae Property Condition Assessment tables, and American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Equipment Life Expectancy tables. These are industry averages based on nationwide experience in many different locations, conditions and building types. Since reserve studies are budget planning tools, these are reasonable approaches to guiding that planning, however, the Analyst performing your study may adjust some EUL's based on (a) what he/she observes about the component condition on site, (b) what your history has been with each component, if known, and (c) other potential impacts on the component due to location, exposure, usage, etc. Other factors will also affect the actual service life that you get from a component. Some components fail completely, i.e., they no longer work; others fail gradually through aging. For those components, the decision to replace may be guided by the amount of maintenance the component is requiring, obsolescence of the component, better technology and cost savings from new components, and relative appearance or operating condition that impacts the perception of your property or facility by owners / users. Remember that reserve studies are not prescriptive maintenance plans for your property. The final decision to replace a component rests with the Board of Directors based on its actual condition, relative priorities, and other maintenance options.

- Next Replacement Year: This number is computed by adding the Estimated Useful Life (EUL) to the In-Service Date.
- Remaining Useful Life: This number is computed by subtracting the Study Year (the year the analysis is being conducted) from the Next Replacement Year.
- Percent Replaced: In its simplest form, this number tells the analysis to either fund for the full replacement amount or to fund for a partial replacement amount at each occasion. Again, with the sidewalk example, the analysis may be told to fund for 5% of the total component quantity replacement at each interval. For a shingle roof, it would likely be for 100% of the component at each replacement interval.

This number can also be used to assist in "what if" scenarios. If an association is trying to decide if they want to replace a component, remove it, or do something else; the percent of replacement could be set at zero (0%) in order to remove the component from the funding plan, while still recognizing its existence in the community.



# **The Physical Analysis**

- Replacement Interval (only shown in the Detailed Schedule of Components): This is the number of years after the first projected replacement event in the study, that we expect to have another. For a component with a predictable estimated life, such as shingle roofs, the replacement interval may be the same as the estimated useful life (EUL). If the EUL is 30 years the subsequent replacement interval will also be 30 years. For our concrete sidewalk example in the previous section, however, you may replace 5% of it after an EUL of 15 years, and then another 5% every 5 years thereafter, as the entire walkway component gradually ages. These numbers are often affected by outside forces that impact the component, and can also be affected by the manner in which the association maintains the community. One association may elect to replace portions of a component every 5 years or more often, and another association may not elect to do any work for 15 years at a time. These are all decisions that can be made in DMA's working session with the Association.
- Client Responsibility (only shown in the Detailed Schedule of Components): Generally, this will always be 100%. In some situations, however, the responsibility for maintenance of certain components may be shared with another entity, such as another association, or another property owner. In these cases, the % listed will be the percentage of responsibility applicable to this account only.

## **REPLACEMENT COST**

The replacement cost for each component in the Schedule of Components is the product of a source cost and other component descriptors discussed above.

- <u>Unit Cost</u>: This is the source cost for the replacement of one unit of measure for each component. This will always be expressed in current dollars (See our discussion below on cost estimating.)
- Replacement Cost: This number is derived from multiplying the Quantity in units x the Unit Cost x the Percent Replaced x the Client Responsibility.

DMA uses three sources of costing for components in this study. Our standard source for computing component replacement costs is from cost data published by R. S. Means Company, a division of The Gordian Group, including *Facility Construction, Facility Maintenance and Repair, Commercial Construction, and Residential Construction*. Our second source is actual recent replacement costs for specific components provided by the association from your General Ledger or from actual contracts or invoices. Our third source is from local contractors and suppliers, and from manufacturers of specific products. All source unit costs are indexed (cost weighted) by geographic area based on R. S. Means national cost indexing system.

All DMA estimated costs are "turn-key" costs, meaning that they include both materials and labor costs as well as indirect costs such as project staging, demolition or removal of the old components, overhead and profit, and permitting (for construction projects). They typically do not include soft costs such as engineering, design, specifications and inspections. Those can be provided as separate line-item costs when they represent material expenditures.

## COST ASSEMBLY BY THE RESERVE SPECIALIST

The Reserve Specialist (RS) in charge of your project will select the most appropriate costs for the components that they see on your property or in your facility. In some cases, the RS will need to additionally assemble costs from our data base to fully address the needs of a replacement project – such as equipment replacement that requires architectural alterations, complex roof replacement projects, or underground utility replacement projects. The RS will also determine the percentage of replacement per occurrence for each component. Replacement occurrences for long-life components or component groups may be better projected as partial replacements on a recurring basis.

## YOUR ACTUAL COSTS WILL VARY

DMA's cost estimating meets industry standards for this work and we use the best information available to develop our cost data base. Many factors affect the actual cost of project at a point in time however, and you should expect your cost experience to vary somewhat from the estimates. Factors to remember include:



# The Physical Analysis

- Actual cost growth for a particular product or labor market vs. projected inflation rates. Most costs grow in leaps and spurts, even though they average out over time to a measurable rate. Your experience at a point in time may be on one side or the other of a cost increase.
- Competition and local market factors at the time of your replacement may put temporary upward or downward pressures on the cost of a particular item or labor rate.
- Your replacement project may include other work within the scope that is not identified or anticipated in the component replacement cost.
- Component replacement estimates are made for the most similar product, material or labor cost to what we observe on your property. It may not be an exact match for your component.
- The community may elect to upgrade or downgrade the material or product selected for replacement vs. the existing component on which the estimate was based.

Because DMA's analyses are interactive, you can track your actual costs on our Schedule of Components and report back changes at any time and request an updated analysis based on this information.

## **OBSERVATIONS AND ASSESSMENT OF COMPONENT CONDITION**

DMA enters observations, information and condition assessments of components in our database when we develop the Schedule of Components. This information is included in the Detailed Schedule of Components, which is issued as a separate document along with this report. In future updates this information can be updated to reflect changes in the condition or the component itself, including information provided by the client.

A photographic record of components is also provided in a companion folder to the final report. It contains photo documentation of our field observations. These photos are also linked to individual components in our database for ease of access in working sessions and in later reviews and updates.

The observations and opinions expressed in this report are based on our general professional knowledge of construction and our knowledge of the typical replacement experience of many communities and other entities with the same component types. Our projections are not architectural or engineering recommendations for specific projects. The Board of Directors should seek professional or industry assistance for each specific replacement project, based on the conditions in existence at the time of replacement and as the need for replacement or repair becomes imminent.



# **The Financial Analysis**

This reserve study provides (1) a financial assessment of your current reserve fund vs. the estimated funding need, and (2) a recommended funding plan to adequately fund the reserve account going forward. To accomplish this analysis, we first have to identify six parameters:

#### Parameters:

- Fiscal Year: To determine the beginning point of the study, we first have to identify the fiscal year that the association is using. The fiscal year is identified with a start date and an end date. The most common fiscal year is the calendar year with a start date of January 1st and an end date of December 31st. For some associations, the fiscal year begins on another month, such June 1st, (ending on May 31st).
- Study Year: This study identifies the first year of calculations, which includes the current value of the reserve components. It is normally the calendar year that includes the starting date of the association's fiscal year. However, a fiscal year which is not the calendar year may be defined as the year that includes the end date. For example, a fiscal year starting June 1st, 2020 and ending May 31st, 2021 is typically identified as FY 2021. In the DMA reserve study, the study year will be defined as year 2021. In studies that are completed close to the end of the fiscal year, DMA may elect to move ahead to the upcoming fiscal year to be the study year.
- Reserve Account Starting Balance: This is the total of all funds in cash and investment accounts for an identified capital reserve account, as defined in the association balance sheet for the period ending at the end of the previous fiscal year. Accounting methods and balance sheet vary. If the reserve account balance is not easily discernable from the balance sheet, then it is the association's responsibility to provide DMA with this value as of that date. If the study year is moved ahead to the upcoming fiscal year, the reserve account balance for that date needs to be estimated. Note: a balance sheet may include other factors that affect the reserve account balance used in the study. These can include outstanding loans from the reserve account to the operating account, any payables due from the reserve account that are not included in the funding plan, non-collected funds due to the reserve account to reflect any of these factors that may be material. In the case of new communities, unbuilt communities or communities without existing reserve accounts, this starting balance may be \$0.00.
- Average Earnings Rate: This is the average of the rates of return on interest or income from reserve funds on deposit in banks and in investment accounts. This is the net income to the reserve account from these deposits, exclusive of taxes. If the association advises DMA that this income is not paid back into the reserve account, then the earnings rate in this study will be 0.00%.
- Budgeted Contribution: This is the cash contribution or transfer of assessment funds to the reserve account in the association's budget for the fiscal year corresponding to the study year. In the case of new communities, unbuilt communities or communities without existing reserve accounts, there may be no budgeted contribution, in which case this study will recommend the initial contribution.
- Inflation Rate: This study includes a projected inflation rate for the study period. While this is only a projection, it is also important to understand how significantly inflation impacts replacement costs projected to occur 5, 10, 20 or more years from now. At an inflation rate of just 3.00% a project that costs \$10,000 in the current year will cost over \$18,000 in 20 years. DMA uses a focused construction inflation index provided by R.S. Means the same company that provides us with construction cost data. This is an historical record of actual construction costs and can be focused on residential or non-residential construction as opposed to the more general consumer or producer price indices generated by the U.S. Government. We use the most current index available and we use that projection for all years in the study. As the inflation rate changes over time, we can update with one click, which will update all of the information in the analysis immediately.



## **The Financial Analysis**

#### **CURRENT FUNDING STATUS – PERCENT FUNDED AND FUNDING DEFICIT**

To assess your current funding level DMA calculates the percent funded for each component in the study at a point in time – generally at the beginning of the fiscal year corresponding with Year 1 of the study (study year). We use an inflation-adjusted method for calculating the relative replacement value of each component (the amount of money that should be available to replace the component if it were fully funded) and compare the total value for all components to the actual total balance of the reserve account. This is called the percent funded.

Note: the term "fully funded" does <u>not</u> mean that the total replacement cost of every component is always available at any time. It means that the funding level is sufficient such that the total replacement cost will be funded at the time that the component is projected to be replaced. The funding deficit (or surplus) is the difference between the combined inflation-adjusted replacement values of all components and the actual reserve account balance.

Some states require that reserve studies provide this information, and the Community Associations Institute requires that reserve studies provide a statement on the relative health of the reserve account. This information should meet both requirements, but we do not use this to project a long-term funding solution for your reserve account.

#### DMA'S INTERACTIVE CASH FLOW FUNDING PLAN

There are four funding models used to create funding plans for reserve accounts including:

- Full Funding Model (Also called the Component Method.) This is the most conservative funding model. It funds each component as its own line-item budget. The goal of this model is to attain and maintain the reserves at or near 100%. For example, if an association has a component with a 10-year life and a \$10,000 replacement cost, it should have \$3,000 set aside for its replacement after three years. In this case, \$3,000 equals full funding.
- Baseline Funding Model (Also called a Minimum Funded Model.) The goal of this model is to keep the reserve cash balance above zero. This means that at no time during the funding period will the projected *reserve balance* drop below zero dollars. This is the least conservative model. An association using this model must understand that even a minor reduction in a component's remaining useful life can result in a deficit in the reserve cash balance. Associations can implement this model more safely by conducting annual reserve updates that include field observations.
- Threshold Funding Model (Also called the Cash Flow Method.) This model is based on the Baseline Funding concept. However, in this model a minimum cash reserve balance is established at some predetermined dollar amount. This minimum balance becomes the "threshold" above which the reserve account should remain in every year of the study. Associations should take into consideration that depending on the mix of common area major components this model may be more or less conservative than the fully funded model.
- Statutory Funding Model This model is based on local statutes. To use it, associations set aside a specific minimum dollar amount of reserves as required by statutes.



# **The Financial Analysis**

DMA's NAVIGATOR<sup>m</sup> uses the <u>Threshold Funding Model</u> to calculate your recommended reserve funding plan. This model includes our Reserve Navigator graph which shows the entire study period, which typically is 30 years. Note that DMA can revise this study period to a minimum of 20 years or up to 50 years. Different study periods can be looked at in the live working session.

The Reserve Navigator graph shows the projected total reserve expenditures in each year (red bars), the end-or-year reserve account balance (green bars) and the minimum threshold balance (yellow line) over the entire reserve study period. The table below the graph shows the beginning and end reserve balances in each year, the contribution or transfer to reserves in each year, the interest income in each year (if any) and the total expenditures in each year. Expenditures are adjusted for inflation. Ten year periods are shown on each page, and the graph is repeated on each subsequent page with the tabular period highlighted.

The goal of the Cash Flow funding plan is to keep your account above a minimum balance over the life of the study while ensuring that all components are fully funded when they are scheduled to be replaced. We can set that minimum balance to zero dollars (\$0.00), and convert this to a baseline funding model but we strongly recommend against using that model for your funding plan. We set the minimum account balance, or "threshold", at a level above zero, in order to provide a buffer for the variations in actual expenditures that will inevitably occur over the life of the study. We generate that number from a percentage of the total estimated one-time replacement costs of all components in current dollars. The percentage amount is entered into the study as a bottom limit for the cash flow in the account. We then index this amount to the projected rate of inflation so that it increases every year in proportion to the relative value of the dollar. Note: The threshold amount is an arbitrary number. It is not set by any law or any accounting standard. We can look at different threshold amounts in the working session and evaluate what would be most appropriate for your association and the expenditure projections. Ultimately, you the client can establish the threshold amount.

#### **Reserve Account Transfer Change Rate**

As inflation decreases the value of the dollar over time, it is logical to introduce a transfer change rate to the reserve contribution so that it grows in relation to the growth in actual costs over time. If we did not do this - if we kept the contribution constant - owners today would have to contribute a much larger amount in order to offset the declining value of the same contributions made in the future. The change rate provides parity for present and future owners.

In communities that are underfunded, it may be necessary to use a change rate that is greater than the inflation rate in order to gradually increase your contributions to an acceptable level. The Reserve Account Transfer Change Rate is expressed as a percentage (%). We can adjust this rate as a constant over the entire study period, or manually adjust it from year to year, to help us design the appropriate funding plan.

#### Specific Project Funding, Special Assessments and Commercial Loans

In some instances, it will be necessary for an association to fund a specific single project or one or more years of total reserve expenses with additional funds. This may be due to a history of underfunding the reserves, or it may be due to an unexpected significant expense in a given year. This additional funding can come from two sources – a special assessment and a commercial loan. DMA studies can include either or both options as appropriate to the needs and resources of the community and its members. We can evaluate both options, and also a combination option, in the working session. A funding solution that includes one or more of these options can become part of the published reserve funding plan.



# **The Financial Analysis**

#### Assessment Allocation Model

This reserve analysis also includes an Assessment Allocation Model. It is important to keep the reserve account funding in perspective with your overall assessment needs. Usually, the reserve budget is smaller than your operating budget and this model puts your reserve account in context of your overall budget. Keep in mind that this is only an example model. DMA does not have any responsibility for your overall budget or your operating budget, and this model makes a specific assumption about the growth of your operating budget over the next few years which may vary from your actual budget. This model shows percentage of your overall budget allotted to reserves and shows how the recommended reserve funding plan in this study might affect your overall budget in the next several years.



## Standards, Limitations, Conditions, Disclosure and Restrictions

#### STUDY STANDARDS

This study was conducted in accordance with the Community Associations Institute National Reserve Study Standards. A summary of the standards is contained in our information article entitled "National Standards" which is included in the Appendix.

The data and analysis information that forms a part of this report contains proprietary programming and program coding that is not available for distribution to outside parties. Copies of the data and analysis have been made available in Adobe's Portable Document Format and included as part of this report. Upon request, component information can also be provided in Excel format for easier viewing and navigating through the data.

#### STUDY LIMITATIONS AND CONDITIONS

- 1 No destructive testing, lab analysis or other investigative methods were used to determine the condition of the components. Due to these limitations, as set forth in the reserve study guidelines that we subscribe to, the limited visual observations that were made are not sufficient to be considered a qualified architectural or engineering assessment of the state or condition of the components.
- 2 All common areas on the property were observed unless access was limited or not made available to us at the time of the inspection. The observations and opinions expressed herein with regard to the useful life of the components are based on our general professional knowledge of construction and our knowledge of the typical replacement experience of many communities and other entities with the same component types.
- 3 The inventory included taking field measurements, measurements from aerial and satellite imagery, digitized measurement over photo imagery and takeoffs and measurements from design and as-built drawings as there were deemed to be reliable. In the case of a Level II Update the quantities provided by the Client from previous studies was utilized when it was deemed to be reliable and accurate. In the case of a Level III Update all inventory data from previous studies provided by the Client was deemed accurate and reliable.
- 4 Our projections of remaining useful life are not architectural or engineering recommendations for executing specific projects. As the end of the remaining useful life approaches, as set forth in this study, the association should seek professional architectural, engineering, contractor, service providers or qualified product manufacturer or supplier assistance, as appropriate, and as to the need for and the scheduling of each specific replacement project. Particularly those of any significant magnitude.
- 5 An asset can be made up of several components that need to be maintained, repaired and replaced. Other elements of the asset may be considered permanent with respect to the asset. The schedule of components provided herein, is based upon information received from the client regarding the common elements and/or assets that the client is responsible for. It is the client's responsibility to verify that the schedule of components is complete.
- 6 Financial information including the present fund balance, interest from funds on deposit, and recent capital expenditures, were provided by the Client and are deemed reliable and complete by DMA Reserves, Inc.
- 7 Information provided by the Association about prior reserve replacement projects is considered to be reliable and complete. No inspection by DMA Reserves, Inc. should be interpreted as a project audit or quality inspection.
- 8 Industry Life Expectancy is based on printed product literature, product or material warranties, industry standards literature, and on the opinions of manufacturers, installers, or maintenance contractors based on their experience with these products and materials.
- 9 Unit prices are based on published unit price standards such as R. S. Means "Residential Cost Data", Facilities Maintenance and Repair Cost Data, and "Facilities Construction Cost Data", latest editions, and on pricing obtained from contractors, installers, or manufacturers. All prices are given in present dollars unless noted otherwise. Prices listed are not guaranteed as exact quotes for work included.



## Standards, Limitations, Conditions, Disclosure and Restrictions

- 10 This analysis incorporates assumptions about the future rate of inflation, and the future interest income on your account deposits. If significant changes occur in either of these rates, this calculation should be re-run with current information.
- 11 The results of this analysis are predicated on your contributing the recommended amount in each previous year and on expenses occurring generally as predicted. This Reserve Study can be updated as a Level III study every year up to 4 years from the original study date, and should be updated with a Level II study or replaced with a new Level I study every 3 to 5 years, which may depend on statutory requirements, to correct for normal variations.
- 12 DMA's Capital Replacement Reserve Studies are designed to be used as planning tools. They are a reflection of information provided by the Client and our analytical inputs, and are assembled for the Client's use. This reserve study should not be used for the purpose of performing an audit, quality/forensic analysis, or for background checks of historical records.

#### DISCLOSURE

DMA does not have any financial interest in this community or facility, its management company or any vendor mentioned or used in this study beyond this work. This study represents all facts known to DMA at the time of it's preparation that if purposefully omitted would cause a distortion of the Client's situation regarding it's capital reserve plan.

#### LEGAL RESTRICTIONS ON USE OF THIS INFORMATION

**Ownership of Reports, Electronic Files, Data, Media, Software Programs and Other Related Materials:** Reports, electronic files, media, and software programs are instruments of professional service and the intellectual property of DMA Reserves Inc., and where appropriate, shall be protected and copyrighted under the laws of the United States with all rights reserved. The Client and their authorized representative or agent are entitled to use these documents in connection with this project. This use may include distribution of DMA reports including electronic files to membership, including publication on private member access portions of client's website. Client may also share DMA reports with Client's accountants, auditors, and bankers, and may include DMA reports in required disclosures to buyers or prospective members in accordance with governing statutes. DMA reports, electronic files, data, media, software programs, written and electronic communications relative to this project, may NOT be shared with or distributed to ANY THIRD PARTIES not defined above without the express written consent of DMA Reserves Inc.

**Use of Electronic Files, Media, Software and Programs:** DMA may transmit these documents as electronic files. DMA shall not be responsible for any viruses that may be transmitted with the electronic files, media, software or programs furnished to the Client. DMA shall not be responsible for any data erosion, erasure, alteration or failure of electronic files, media, software or programs that may occur at the time of transmission or over time. DMA makes no warranty as to the compatibility of the electronic files, media, software or programs with any operating system or programs.



	Reserve Expenditures by Year (First 5 years)					
	Year 2021					
Line #	Component	Location	Replacement Cost *			
2.00.02	Bridge Replacement	Clubhouse Drive over Canal	\$100,000.00			
3.01.09	Road Resurfacing	Harbormist Circle	\$48,160.00			
3.08.02	Road Resurfacing	Raft Rd.	\$25,200.00			
3.09.19	Road Resurfacing	Tail of the Fox Dr.	\$106,400.00			
Total Exp	Fotal Expenditures for Year 2021\$279,760.00					



Reserve Expenditures by Year (First 5 years)						
	Year 2022					
Line #	Component	Location	Replacement Cost *			
1.00.01	Road Resurfacing	Ocean Parkway Northgate Entrance to	\$15,297.07			
3.01.02	Road Resurfacing	Carriage Lane	\$42,572.04			
3.03.03	Road Resurfacing	Dinghy Court	\$18,471.94			
3.04.01	Road Resurfacing	Beach Court	\$22,224.05			
3.04.05	Road Resurfacing	Ivanhoe Court	\$25,976.16			
3.04.11	Road Resurfacing	Portside Court	\$27,419.28			
3.04.12	Road Resurfacing	Riverside Court	\$17,317.44			
3.04.16	Road Resurfacing	Water's Edge Court	\$22,368.36			
3.05.01	Road Resurfacing	Battersea Rd.	\$92,648.30			
3.05.07	Road Resurfacing	Drawbridge Rd.	\$72,733.25			
3.06.03	Road Resurfacing	Barnacle Court	\$11,544.96			
3.06.06	Road Resurfacing	Birdnest Drive - West Cul-de-Sac	\$26,697.72			
3.06.19	Road Resurfacing	Rabbit Run Lane	\$44,015.16			
3.06.23	Road Resurfacing	Surfers Way	\$12,988.08			
3.08.01	Road Resurfacing	Garrett Drive	\$39,974.42			
3.09.23	Road Resurfacing	Weeping Willow Court	\$10,967.71			
3.11.06	Road Resurfacing	Deerfield Court	\$22,224.05			
3.13.03	Road Resurfacing	Fairhaven Court	\$25,976.16			
3.13.05	Road Resurfacing	Juneway Lane	\$34,634.88			
3.16.28	Road Resurfacing	Fire House lane	\$14,286.89			
Total Exp	otal Expenditures for Year 2022 \$600.337.92					



	Reserve Expenditures by Year (First 5 years)				
		Year 2023			
Line #	Component	Location	Replacement Cost *		
1.00.03	Road Resurfacing	Ocean Parkway - Dawn Isle to St. Martins	\$414,287.71		
1.00.04	Road Resurfacing	Ocean Parkway - St Martins Lane to	\$245,746.25		
3.02.10	Road Resurfacing	Moonraker Rd.	\$74,378.40		
3.06.02	Road Resurfacing	Admiral Ave	\$67,981.86		
3.1.15	Road Resurfacing	Fosse Grange	\$31,833.96		
3.1.27	Road Resurfacing	Little John Court	\$14,131.90		
3.1.43	Road Resurfacing	Willow Way	\$28,263.79		
Total Exp	Total Expenditures for Year 2023 \$876,623.87				



Reserve Expenditures by Year (First 5 years)						
	Year 2024					
Line #	Component	Location	Replacement Cost *			
1.00.05	Road Resurfacing	Ocean Parkway - Newport Drive to Rt. 90	\$272,175.87			
1.00.06	Road Resurfacing	Ocean Parkway - Rt. 90 Bridge to Offshore	\$855,782.28			
1.00.07	Road Resurfacing	Ocean Parkway - Offshore Lane to Manklin	\$178,332.70			
3.1.03	Road Resurfacing	Ash Court	\$11,347.05			
3.1.05	Road Resurfacing	Birch Place	\$15,180.51			
3.1.10	Road Resurfacing	Cottonwood Court	\$28,060.95			
3.1.23	Road Resurfacing	Juniper Court	\$23,000.78			
3.1.30	Road Resurfacing	Magnolia Place	\$18,400.62			
3.1.35	Road Resurfacing	Poplar Trail	\$21,467.39			
3.1.42	Road Resurfacing	Sweetgum Ln.	\$20,854.04			
Total Expe	enditures for Year 2024		\$1,444,602.19			



Reserve Expenditures by Year (First 5 years)				
		Year 2025		
Line #	Component	Location	Replacement Cost *	
3.01.06	Road Resurfacing	Driftwood Lane	\$55,953.72	
3.02.02	Road Resurfacing	Canal Rd.	\$57,376.27	
3.06.09	Road Resurfacing	Essex Court	\$22,128.59	
3.06.10	Road Resurfacing	Falcon Bridge Road	\$82,191.90	
3.06.11	Road Resurfacing	Fantail Court	\$16,596.44	
3.06.14	Road Resurfacing	Helm Court	\$13,593.28	
3.06.15	Road Resurfacing	Lighthouse Court	\$10,432.05	
3.06.16	Road Resurfacing	Mast Court	\$14,707.61	
3.06.17	Road Resurfacing	Moby Dick Drive	\$28,451.04	
3.06.18	Road Resurfacing	Pirate Place	\$11,538.48	
3.06.20	Road Resurfacing	Seafarer Lane	\$214,015.06	
3.06.21	Road Resurfacing	Skipper Court	\$19,125.42	
3.06.22	Road Resurfacing	Starboard Court	\$21,496.34	
3.06.24	Road Resurfacing	Yeoman Court	\$16,596.44	
3.07.05	Road Resurfacing	Dawn Isle	\$25,605.94	
3.09.01	Road Resurfacing	Aurora Court	\$18,121.73	
3.09.02	Road Resurfacing	Bayview Court	\$13,435.21	
3.09.10	Road Resurfacing	Fleet Court	\$16,122.26	
3.09.20	Road Resurfacing	Tortola Lane	\$18,809.30	
3.1.01	Road Resurfacing	Abbey Circle	\$14,857.77	
3.1.06	Road Resurfacing	Camelot Circle	\$177,819.01	
3.1.08	Road Resurfacing	Catalpa Lane	\$22,128.59	
3.1.14	Road Resurfacing	Footbridge Trail	\$59,114.94	
3.1.18	Road Resurfacing	Greenwood Lane	\$43,782.99	



		Reserve Expenditures by Year (First 5 years)				
	Year 2025					
Line #	Component	Location	Replacement Cost *			
3.1.20	Road Resurfacing	Hickory Way	\$29,715.53			
3.11.01	Road Resurfacing	Alden Court	\$30,980.02			
3.11.02	Road Resurfacing	Avon Court	\$18,177.05			
3.11.05	Road Resurfacing	Concord Lane	\$38,883.09			
3.11.07	Road Resurfacing	Duxbury Rd.	\$30,505.84			
3.11.11	Road Resurfacing	Quincy Court	\$14,541.64			
3.11.13	Road Resurfacing	Watertown Rd.	\$125,816.83			
Total Exp	Fotal Expenditures for Year 2025 \$1,282,620.38					



# Capital Reserve Analysis Nov, 2021

# Roads and Bridges Final Report

**Ocean Pines Association** 

	Summary Schedule of Components							
	Total Replacement Cost by Section							
Section	Section Name	Number of Components	<b>Replacement Costs</b>	% of Replacement Costs				
1.00	Main Roads	10	\$2,923,501	11.45%				
2.00	Bridges	4	\$2,670,868	10.46%				
3.00	Neighborhood Roads	282	\$19,936,075	78.09%				
Totals		296	\$25,530,443					

Replacement Costs are the projected inflation adjusted costs of ALL components within the timeframe of this analysis.

## **Replacement Costs Proportions**



🗖 Bridges

Main Roads

Neighborhood Roads



		Sumr	nary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA dra Component Name and Location	ft. Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
1 - Main	Roads									
1.00.01	Road Resurfacing Ocean Parkway Northgate Entrance to Bri	1060 dge	SY	100%	1996	26	1	2022	\$14.00	\$14,840.00
1.00.02	Road Resurfacing Ocean Parkway - North Gate to Dawn Isle	1700	SY	100%	2019	25	23	2044	\$20.20	\$34,340.00
1.00.03	Road Resurfacing Ocean Parkway - Dawn Isle to St. Martins	27850 Lane	SY	100%	1996	27	2	2023	\$14.00	\$389,900.00
1.00.04	Road Resurfacing Ocean Parkway - St Martins Lane to Newp	16520 oort Drive	SY	100%	1996	27	2	2023	\$14.00	\$231,280.00
1.00.05	Road Resurfacing Ocean Parkway - Newport Drive to Rt. 90	17750 Bridge	SY	100%	1996	28	3	2024	\$14.00	\$248,500.00
1.00.06	Road Resurfacing Ocean Parkway - Rt. 90 Bridge to Offshore	55810 e Lane	SY	100%	1996	28	3	2024	\$14.00	\$781,340.00
1.00.07	Road Resurfacing Ocean Parkway - Offshore Lane to Manklin	11630 n Creek Road	SY	100%	1996	28	3	2024	\$14.00	\$162,820.00
1.00.08	Road Resurfacing Ocean Parkway - Pine Forest Dr. to Mankl	45930 in Creek Rd.	SY	100%	1996	30	5	2026	\$14.00	\$643,020.00
1.00.09	Road Resurfacing Ocean Parkway - Pine Forest Dr. to End	4440	SY	100%	1996	30	5	2026	\$14.00	\$62,160.00
1.00.10	Road Resurfacing Helipad (Public Works Crossover	385	SY	100%	2019	30	28	2049	\$8,779.32	\$8,779.00
2 - Bridg	ges									
2.00.01	Bridge Replacement Ocean Parkway over Canal	1224	SF	100%	2017	40	36	2057	\$535.90	\$655,942.00



		Sum	mary S	chedul	e of Cor	nponen	ts			
			<u>Cor</u>	nponent	Summar	У				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
2 - Bridg	ges									
2.00.02	Bridge Replacement Clubhouse Drive over Canal	1080	SF	100%	2017	40	36	2057	\$535.90	\$578,772.00
2.00.03	Bridge Replacement Ocean Parkway at Main Entrance	1898	SF	100%	1976	58	13	2034	\$535.90	\$1,017,138.00
2.00.04	Bridge Replacement Ocean Parkway at Main Entrance	1296	SF	100%	1976	59	14	2035	\$535.90	\$694,526.00
3 - Neigl	hborhood Roads									
3.01 - Se	ection 1									
3.01.01	Road Resurfacing Bimini Lane	1940	SY	100%	2019	20	18	2039	\$10.78	\$20,913.00
3.01.02	Road Resurfacing Carriage Lane	2950	SY	100%	1999	23	1	2022	\$14.00	\$41,300.00
3.01.03	Road Resurfacing Clipper Court	1500	SY	100%	2003	24	6	2027	\$14.00	\$21,000.00
3.01.04	Road Resurfacing Cove Lane	1200	SY	100%	2003	24	6	2027	\$14.00	\$16,800.00
3.01.05	Road Resurfacing Crow's Nest Lane	1965	SY	100%	2003	24	6	2027	\$14.00	\$27,510.00
3.01.06	Road Resurfacing Driftwood Lane	3540	SY	100%	2003	22	4	2025	\$14.00	\$49,560.00
3.01.07	Road Resurfacing Frigate Run	1780	SY	100%	2003	24	6	2027	\$14.00	\$24,920.00



		Sum	mary S	chedul	e of Cor	nponent	ts			
			<u>Cor</u>	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.01 - Se	ection 1									
3.01.08	Road Resurfacing Grand Port Rd.	4500	SY	100%	2003	24	6	2027	\$14.00	\$63,000.00
3.01.09	Road Resurfacing Harbormist Circle	3440	SY	100%	1997	24	0	2021	\$14.00	\$48,160.00
3.01.10	Road Resurfacing Harborview Drive	2831	SY	100%	2003	24	6	2027	\$14.00	\$39,634.00
3.01.11	Road Resurfacing Newport Drive	7380	SY	100%	2019	24	22	2043	\$12.19	\$89,962.00
3.01.12	Road Resurfacing Ocean's End	950	SY	100%	2003	24	6	2027	\$14.00	\$13,300.00
3.01.13	Road Resurfacing Sailor's Way	2280	SY	100%	2003	24	6	2027	\$14.00	\$31,920.00
3.01.14	Road Resurfacing Sandpiper Lane	1699	SY	100%	2003	30	12	2033	\$14.00	\$23,779.00
3.01.15	Road Resurfacing Sandy Circle	1200	SY	100%	2003	24	6	2027	\$14.00	\$16,800.00
3.01.16	Road Resurfacing Seabreeze Rd North	3620	SY	100%	2003	24	6	2027	\$14.00	\$50,680.00
3.01.17	Road Resurfacing Seabreeze Rd south	2020	SY	100%	2003	24	6	2027	\$14.00	\$28,280.00
3.01.18	Road Resurfacing St Martins Lane	3290	SY	100%	2003	30	12	2033	\$14.00	\$46,060.00



		Sumr	nary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red typefa	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.01 - Se	ection 1									
3.01.19	Road Resurfacing White Sail Circle	5760	SY	100%	2003	24	6	2027	\$14.00	\$80,640.00
3.01.20	Road Resurfacing Whitecap Lane	1140	SY	100%	2003	30	12	2033	\$14.00	\$15,960.00
3.01.21	Road Resurfacing Widows Watch Court	1470	SY	100%	2003	24	6	2027	\$14.00	\$20,580.00
3.01.22	Road Resurfacing White Horse Drive - South	6480	SY	100%	2012	24	15	2036	\$14.00	\$90,720.00
3.01.23	Road Resurfacing White Horse Drive - North	2950	SY	100%	2012	24	15	2036	\$14.00	\$41,300.00
3.01.24	Road Resurfacing Windjammer Rd South	17750	SY	100%	2007	24	10	2031	\$14.00	\$248,500.00
3.01.25	Road Resurfacing Windjammer Rd North	3300	SY	100%	2007	24	10	2031	\$14.00	\$46,200.00
3.02 - Se	ection 2									
3.02.01	Road Resurfacing Burr Hill Drive	5380	SY	100%	2019	24	22	2043	\$10.24	\$55,091.00
3.02.02	Road Resurfacing Canal Rd.	3630	SY	100%	2001	24	4	2025	\$14.00	\$50,820.00
3.02.03	Road Resurfacing Capetown Rd West	4560	SY	100%	2012	24	15	2036	\$14.00	\$63,840.00
3.02.04	Road Resurfacing Capetown Rd East	1550	SY	100%	2012	24	15	2036	\$14.00	\$21,700.00



		Sum	mary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red type	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.02 - Se	ection 2									
3.02.05	Road Resurfacing Commodore Court	750	SY	100%	2012	24	15	2036	\$14.00	\$10,500.00
3.02.06	Road Resurfacing Coventry Court	1360	SY	100%	1999	30	8	2029	\$14.00	\$19,040.00
3.02.07	Road Resurfacing Galley Lane	860	SY	100%	1999	30	8	2029	\$14.00	\$12,040.00
3.02.08	Road Resurfacing Mates Court	960	SY	100%	2001	30	10	2031	\$14.00	\$13,440.00
3.02.09	Road Resurfacing Mayflower Court	950	SY	100%	1999	28	6	2027	\$14.00	\$13,300.00
3.02.10	Road Resurfacing Moonraker Rd.	5000	SY	100%	1999	24	2	2023	\$14.00	\$70,000.00
3.02.11	Road Resurfacing Salty Way	1180	SY	100%	2000	30	9	2030	\$14.00	\$16,520.00
3.02.12	Road Resurfacing Sandyhook Rd.	11900	SY	100%	2012	24	15	2036	\$14.00	\$166,600.00
3.02.13	Road Resurfacing Sloop Lane	2100	SY	100%	2000	28	7	2028	\$14.00	\$29,400.00
3.02.14	Road Resurfacing Whaler Lane	2780	SY	100%	2002	24	5	2026	\$14.00	\$38,920.00
3.03 - Se	ection 3									
3.03.01	Road Resurfacing Allendale Court	1715	SY	100%	2019	24	22	2043	\$9.52	\$16,327.00



		Sum	nary S	chedul	e of Cor	nponen	ts			
			<u>Con</u>	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.03 - Se	ection 3									
3.03.02	Road Resurfacing Beaconhill Rd.	5380	SY	100%	2012	24	15	2036	\$14.00	\$75,320.00
3.03.03	Road Resurfacing Dinghy Court	1280	SY	100%	2000	22	1	2022	\$14.00	\$17,920.00
3.03.04	Road Resurfacing Ivy Lane	866	SY	100%	2003	25	7	2028	\$14.00	\$12,124.00
3.03.05	Road Resurfacing Pinehurst Road	11530	SY	100%	2012	24	15	2036	\$14.00	\$161,420.00
3.04 - Se	ection 4									
3.04.01	Road Resurfacing Beach Court	1540	SY	100%	2000	22	1	2022	\$14.00	\$21,560.00
3.04.02	Road Resurfacing Clubhouse Drive - East	3100	SY	100%	2019	24	22	2043	\$14.00	\$43,400.00
3.04.03	Road Resurfacing Clubhouse Drive - West	5400	SY	100%	2019	24	22	2043	\$14.25	\$76,950.00
3.04.04	Road Resurfacing Customs Way	530	SY	100%	2000	30	9	2030	\$14.00	\$7,420.00
3.04.05	Road Resurfacing Ivanhoe Court	1800	SY	100%	2000	22	1	2022	\$14.00	\$25,200.00
3.04.06	Road Resurfacing Laport Court	890	SY	100%	2019	24	22	2043	\$12.38	\$11,018.00
3.04.07	Road Resurfacing Liberty Bell Court	980	SY	100%	2000	28	7	2028	\$14.00	\$13,720.00



	Summary Schedule of Components													
			Con	nponent	Summar	Y								
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year				
3.04 - Se	ection 4													
3.04.08	Road Resurfacing Lookout Point	6580	SY	100%	2012	24	15	2036	\$14.00	\$92,120.00				
3.04.09	Road Resurfacing Moonshell Drive	3680	SY	100%	1999	28	6	2027	\$14.00	\$51,520.00				
3.04.10	Road Resurfacing Park Place	790	SY	100%	2002	24	5	2026	\$14.00	\$11,060.00				
3.04.11	Road Resurfacing Portside Court	1900	SY	100%	2002	20	1	2022	\$14.00	\$26,600.00				
3.04.12	Road Resurfacing Riverside Court	1200	SY	100%	2002	20	1	2022	\$14.00	\$16,800.00				
3.04.13	Road Resurfacing Sundial Circle	3440	SY	100%	1999	28	6	2027	\$14.00	\$48,160.00				
3.04.14	Road Resurfacing Teal Circle	15280	SY	100%	2012	24	15	2036	\$14.00	\$213,920.00				
3.04.15	Road Resurfacing Watergreen Lane	2830	SY	100%	1999	28	6	2027	\$14.00	\$39,620.00				
3.04.16	Road Resurfacing Water's Edge Court	1550	SY	100%	2002	20	1	2022	\$14.00	\$21,700.00				
3.04.17	Road Resurfacing Windward Court	1900	SY	100%	2015	24	18	2039	\$14.00	\$26,600.00				
3.05 - Se	ection 5													
3.05.01	Road Resurfacing Battersea Rd.	6420	SY	100%	2000	22	1	2022	\$14.00	\$89,880.00				



		Sum	nary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red type	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.05 - Se	ection 5									
3.05.02	Road Resurfacing Brookside Drive	3200	SY	100%	2002	24	5	2026	\$14.00	\$44,800.00
3.05.03	Road Resurfacing Decatur Court	720	SY	100%	2003	30	12	2033	\$14.00	\$10,080.00
3.05.04	Road Resurfacing Dockside Court	1600	SY	100%	2003	30	12	2033	\$14.00	\$22,400.00
3.05.05	Road Resurfacing Dove Lane	2055	SY	100%	2003	30	12	2033	\$14.00	\$28,770.00
3.05.06	Road Resurfacing Drake Drive	700	SY	100%	2002	28	9	2030	\$14.00	\$9,800.00
3.05.07	Road Resurfacing Drawbridge Rd.	5040	SY	100%	2000	22	1	2022	\$14.00	\$70,560.00
3.05.08	Road Resurfacing Duck Cove Circle	4130	SY	100%	2002	28	9	2030	\$14.00	\$57,820.00
3.05.09	Road Resurfacing Pelican Court	890	SY	100%	2003	30	12	2033	\$14.00	\$12,460.00
3.05.10	Road Resurfacing Portage Court	940	SY	100%	2000	30	9	2030	\$14.00	\$13,160.00
3.05.11	Road Resurfacing Tiller Lane	950	SY	100%	2000	28	7	2028	\$14.00	\$13,300.00
3.05.12	Road Resurfacing Wharf Court	2070	SY	100%	1999	28	6	2027	\$14.00	\$28,980.00
3.06 - Se	ection 6									



		Sumr	nary S	chedul	e of Cor	nponent	ts			
			<u>Cor</u>	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.06 - Se	ection 6									
3.06.01	Road Resurfacing Abbyshire Rd.	7900	SY	100%	2014	24	17	2038	\$14.00	\$110,600.00
3.06.02	Road Resurfacing Admiral Ave	4570	SY	100%	1999	24	2	2023	\$14.00	\$63,980.00
3.06.03	Road Resurfacing Barnacle Court	800	SY	100%	2000	22	1	2022	\$14.00	\$11,200.00
3.06.04	Road Resurfacing Bayou Court	960	SY	100%	2011	24	14	2035	\$14.00	\$13,440.00
3.06.05	Road Resurfacing Birdnest Drive	4986	SY	100%	2011	24	14	2035	\$14.00	\$69,804.00
3.06.06	Road Resurfacing Birdnest Drive - West Cul-de-Sac	1850	SY	100%	1999	23	1	2022	\$14.00	\$25,900.00
3.06.07	Road Resurfacing Brookton Lane	2100	SY	100%	2019	24	22	2043	\$12.61	\$26,481.00
3.06.08	Road Resurfacing Darby Court	990	SY	100%	2002	28	9	2030	\$14.00	\$13,860.00
3.06.09	Road Resurfacing Essex Court	1400	SY	100%	1999	26	4	2025	\$14.00	\$19,600.00
3.06.10	Road Resurfacing Falcon Bridge Road	5200	SY	100%	1999	26	4	2025	\$14.00	\$72,800.00
3.06.11	Road Resurfacing Fantail Court	1050	SY	100%	1999	26	4	2025	\$14.00	\$14,700.00



		Sumr	mary S	chedul	e of Cor	nponent	ts			
			<u>Cor</u>	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.06 - Se	ection 6									
3.06.12	Road Resurfacing Harpoon Rd.	2400	SY	100%	2014	24	17	2038	\$14.00	\$33,600.00
3.06.13	Road Resurfacing Harpoon Rd West Cul-de-Sac	1170	SY	100%	2014	24	17	2038	\$14.00	\$16,380.00
3.06.14	Road Resurfacing Helm Court	860	SY	100%	1999	26	4	2025	\$14.00	\$12,040.00
3.06.15	Road Resurfacing Lighthouse Court	660	SY	100%	1997	28	4	2025	\$14.00	\$9,240.00
3.06.16	Road Resurfacing Mast Court	931	SY	100%	1999	26	4	2025	\$14.00	\$13,027.00
3.06.17	Road Resurfacing Moby Dick Drive	1800	SY	100%	1997	28	4	2025	\$14.00	\$25,200.00
3.06.18	Road Resurfacing Pirate Place	730	SY	100%	1997	28	4	2025	\$14.00	\$10,220.00
3.06.19	Road Resurfacing Rabbit Run Lane	3050	SY	100%	1999	23	1	2022	\$14.00	\$42,700.00
3.06.20	Road Resurfacing Seafarer Lane	13540	SY	100%	1997	28	4	2025	\$14.00	\$189,560.00
3.06.21	Road Resurfacing Skipper Court	1210	SY	100%	1999	26	4	2025	\$14.00	\$16,940.00
3.06.22	Road Resurfacing Starboard Court	1360	SY	100%	1999	26	4	2025	\$14.00	\$19,040.00



		Sum	mary S	chedul	e of Cor	nponen	ts			
			<u>Con</u>	nponent	Summar	Y				
Red typef	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.06 - Se	ection 6									
3.06.23	Road Resurfacing Surfers Way	900	SY	100%	1998	24	1	2022	\$14.00	\$12,600.00
3.06.24	Road Resurfacing Yeoman Court	1050	SY	100%	1997	28	4	2025	\$14.00	\$14,700.00
3.07 - Se	ection 7									
3.07.01	Road Resurfacing Ambleside Court	1140	SY	100%	1999	28	6	2027	\$14.00	\$15,960.00
3.07.02	Road Resurfacing Belair Court	810	SY	100%	2003	28	10	2031	\$14.00	\$11,340.00
3.07.03	Road Resurfacing Bramblewood drive	7760	SY	100%	1999	28	6	2027	\$14.00	\$108,640.00
3.07.04	Road Resurfacing Briarcrest Drive	4700	SY	100%	1999	28	6	2027	\$14.00	\$65,800.00
3.07.05	Road Resurfacing Dawn Isle	1620	SY	100%	2001	24	4	2025	\$14.00	\$22,680.00
3.07.06	Road Resurfacing Edgewood Drive	1600	SY	100%	2000	28	7	2028	\$14.00	\$22,400.00
3.07.07	Road Resurfacing Hopewell Court	720	SY	100%	2001	28	8	2029	\$14.00	\$10,080.00
3.07.08	Road Resurfacing Stonemeadow Court	1150	SY	100%	2003	30	12	2033	\$14.00	\$16,100.00
3.07.09	Road Resurfacing Whisper Lane	940	SY	100%	2003	30	12	2033	\$14.00	\$13,160.00



		Sum	nary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.08 - Se	ection 8									
3.08.01	Road Resurfacing Garrett Drive	2770	SY	100%	2000	22	1	2022	\$14.00	\$38,780.00
3.08.02	Road Resurfacing Raft Rd.	1800	SY	100%	1998	23	0	2021	\$14.00	\$25,200.00
3.08.03	Road Resurfacing Rockside Rd.	1550	SY	100%	2014	24	17	2038	\$14.00	\$21,700.00
3.09 - Se	ection 9									
3.09.01	Road Resurfacing Aurora Court	1147	SY	100%	1999	26	4	2025	\$14.00	\$16,051.00
3.09.02	Road Resurfacing Bayview Court	850	SY	100%	2000	25	4	2025	\$14.00	\$11,900.00
3.09.03	Road Resurfacing Belle View Drive	930	SY	100%	2002	24	5	2026	\$14.00	\$13,020.00
3.09.04	Road Resurfacing Brandywine Dr.	7140	SY	100%	2013	24	16	2037	\$14.00	\$99,960.00
3.09.05	Road Resurfacing Breezeway Lane	2300	SY	100%	2014	24	17	2038	\$14.00	\$32,200.00
3.09.06	Road Resurfacing Cameo Court	873	SY	100%	2000	29	8	2029	\$14.00	\$12,215.00
3.09.07	Road Resurfacing Cannon Drive	4780	SY	100%	2000	26	5	2026	\$14.00	\$66,920.00
3.09.08	Road Resurfacing Cresthaven Drive	6500	SY	100%	2014	24	17	2038	\$14.00	\$91,000.00



		Sum	nary S	chedul	e of Cor	nponent	ts			
			<u>Cor</u>	nponent	<u>Summar</u>	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.09 - Se	ection 9									
3.09.09	Road Resurfacing Fairway Lane	4550	SY	100%	2003	28	10	2031	\$14.00	\$63,700.00
3.09.10	Road Resurfacing Fleet Court	1020	SY	100%	1999	26	4	2025	\$14.00	\$14,280.00
3.09.11	Road Resurfacing Haven End	1290	SY	100%	2002	27	8	2029	\$14.00	\$18,060.00
3.09.12	Road Resurfacing Liberty Street	2970	SY	100%	2002	27	8	2029	\$14.00	\$41,580.00
3.09.13	Road Resurfacing Martinique Circle	8380	SY	100%	2014	24	17	2038	\$14.00	\$117,320.00
3.09.14	Road Resurfacing Marview Drive	2730	SY	100%	2003	28	10	2031	\$14.00	\$38,220.00
3.09.15	Road Resurfacing Offshore Lane	4800	SY	100%	2002	24	5	2026	\$14.00	\$67,200.00
3.09.16	Road Resurfacing Sandridge Rd.	1480	SY	100%	2002	24	5	2026	\$14.00	\$20,720.00
3.09.17	Road Resurfacing Seagrave Lane	2340	SY	100%	2000	26	5	2026	\$14.00	\$32,760.00
3.09.18	Road Resurfacing Southwind Court	1620	SY	100%	2014	24	17	2038	\$14.00	\$22,680.00
3.09.19	Road Resurfacing Tail of the Fox Dr.	7600	SY	100%	1998	23	0	2021	\$14.00	\$106,400.00



		Sumi	mary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.09 - Se	ection 9									
3.09.20	Road Resurfacing Tortola Lane	1190	SY	100%	1999	26	4	2025	\$14.00	\$16,660.00
3.09.21	Road Resurfacing Trinity Place	1420	SY	100%	2014	24	17	2038	\$14.00	\$19,880.00
3.09.22	Road Resurfacing Twilight Court	1500	SY	100%	2014	24	17	2038	\$14.00	\$21,000.00
3.09.23	Road Resurfacing Weeping Willow Court	760	SY	100%	1999	23	1	2022	\$14.00	\$10,640.00
3.1 - Sec	ction 10									
3.1.01	Road Resurfacing Abbey Circle	940	SY	100%	1998	27	4	2025	\$14.00	\$13,160.00
3.1.02	Road Resurfacing Abbott Place	1960	SY	100%	1998	28	5	2026	\$14.00	\$27,440.00
3.1.03	Road Resurfacing Ash Court	740	SY	100%	2000	24	3	2024	\$14.00	\$10,360.00
3.1.04	Road Resurfacing Beechnut Court	1260	SY	100%	2004	25	8	2029	\$14.00	\$17,640.00
3.1.05	Road Resurfacing Birch Place	990	SY	100%	2000	24	3	2024	\$14.00	\$13,860.00
3.1.06	Road Resurfacing Camelot Circle	11250	SY	100%	1998	27	4	2025	\$14.00	\$157,500.00
3.1.07	Road Resurfacing Castle Drive	4940	SY	100%	2004	25	8	2029	\$14.00	\$69,160.00



		Sum	mary S	chedul	e of Cor	nponen	ts			
			<u>Cor</u>	nponent	Summar	Y				
Red type	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.1 - Se	ction 10									
3.1.08	Road Resurfacing Catalpa Lane	1400	SY	100%	1999	26	4	2025	\$14.00	\$19,600.00
3.1.09	Road Resurfacing Chestnut Way	1120	SY	100%	1998	28	5	2026	\$14.00	\$15,680.00
3.1.10	Road Resurfacing Cottonwood Court	1830	SY	100%	1998	26	3	2024	\$14.00	\$25,620.00
3.1.11	Road Resurfacing Crossbow Trail	2080	SY	100%	2004	25	8	2029	\$14.00	\$29,120.00
3.1.12	Road Resurfacing Dogwood Place	1440	SY	100%	1998	28	5	2026	\$14.00	\$20,160.00
3.1.13	Road Resurfacing Evergreen Court	970	SY	100%	2004	24	7	2028	\$14.00	\$13,580.00
3.1.14	Road Resurfacing Footbridge Trail	3740	SY	100%	1998	27	4	2025	\$14.00	\$52,360.00
3.1.15	Road Resurfacing Fosse Grange	2140	SY	100%	1999	24	2	2023	\$14.00	\$29,960.00
3.1.16	Road Resurfacing Friar Tuck Way	980	SY	100%	2000	28	7	2028	\$14.00	\$13,720.00
3.1.17	Road Resurfacing Gatehouse Trail	2800	SY	100%	2004	25	8	2029	\$14.00	\$39,200.00
3.1.18	Road Resurfacing Greenwood Lane	2770	SY	100%	1999	26	4	2025	\$14.00	\$38,780.00



		Sum	mary S	chedul	e of Cor	nponent	ts			
			<u>Cor</u>	nponent	<u>Summar</u>	Y				
Red type	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.1 - Se	ction 10									
3.1.19	Road Resurfacing Hemlock Lane	1530	SY	100%	1999	28	6	2027	\$14.00	\$21,420.00
3.1.20	Road Resurfacing Hickory Way	1880	SY	100%	1999	26	4	2025	\$14.00	\$26,320.00
3.1.21	Road Resurfacing High Sheriff Trail	10540	SY	100%	2004	24	7	2028	\$14.00	\$147,560.00
3.1.22	Road Resurfacing Holly Court	1030	SY	100%	1998	28	5	2026	\$14.00	\$14,420.00
3.1.23	Road Resurfacing Juniper Court	1500	SY	100%	1998	26	3	2024	\$14.00	\$21,000.00
3.1.24	Road Resurfacing King Richard Road	3990	SY	100%	2014	24	17	2038	\$14.00	\$55,860.00
3.1.25	Road Resurfacing Knight Terrace	1430	SY	100%	2004	25	8	2029	\$14.00	\$20,020.00
3.1.26	Road Resurfacing Laurel Trail	1070	SY	100%	2000	28	7	2028	\$14.00	\$14,980.00
3.1.27	Road Resurfacing Little John Court	950	SY	100%	1999	24	2	2023	\$14.00	\$13,300.00
3.1.28	Road Resurfacing Locust Court	1300	SY	100%	2000	26	5	2026	\$14.00	\$18,200.00
3.1.29	Road Resurfacing Lord Guy Terrace	2160	SY	100%	2004	27	10	2031	\$14.00	\$30,240.00



		Sum	mary S	chedul	e of Cor	nponent	ts			
			Cor	nponent	Summar	Y				
Red type	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.1 - Se	ction 10									
3.1.30	Road Resurfacing Magnolia Place	1200	SY	100%	1998	26	3	2024	\$14.00	\$16,800.00
3.1.31	Road Resurfacing Maid Marion Ln.	1030	SY	100%	1998	28	5	2026	\$14.00	\$14,420.00
3.1.32	Road Resurfacing Mulberry Ln.	1170	SY	100%	1998	28	5	2026	\$14.00	\$16,380.00
3.1.33	Road Resurfacing Nottingham Lane	12600	SY	100%	2004	24	7	2028	\$14.00	\$176,400.00
3.1.34	Road Resurfacing Poacher Trail	1140	SY	100%	2000	28	7	2028	\$14.00	\$15,960.00
3.1.35	Road Resurfacing Poplar Trail	1400	SY	100%	1998	26	3	2024	\$14.00	\$19,600.00
3.1.36	Road Resurfacing Quarter Staff Place	5600	SY	100%	2004	27	10	2031	\$14.00	\$78,400.00
3.1.37	Road Resurfacing Robin Hood Trail	8730	SY	100%	2004	24	7	2028	\$14.00	\$122,220.00
3.1.38	Road Resurfacing Royal Oaks Drive	2630	SY	100%	2004	24	7	2028	\$14.00	\$36,820.00
3.1.39	Road Resurfacing Sassafras Lane	1780	SY	100%	2004	24	7	2028	\$14.00	\$24,920.00
3.1.40	Road Resurfacing Serf Place	2140	SY	100%	2004	27	10	2031	\$14.00	\$29,960.00



		Sum	mary S	chedul	e of Cor	nponen	ts			
			<u>Cor</u>	nponent	Summar	<u>y</u>				
Red typefa	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.1 - Sec	tion 10									
3.1.41	Road Resurfacing Spruce Court	1500	SY	100%	2000	26	5	2026	\$14.00	\$21,000.00
3.1.42	Road Resurfacing Sweetgum Ln.	1360	SY	100%	1998	26	3	2024	\$14.00	\$19,040.00
3.1.43	Road Resurfacing Willow Way	1900	SY	100%	1999	24	2	2023	\$14.00	\$26,600.00
3.11 - Se	ection 11									
3.11.01	Road Resurfacing Alden Court	1960	SY	100%	2001	24	4	2025	\$14.00	\$27,440.00
3.11.02	Road Resurfacing Avon Court	1150	SY	100%	2001	24	4	2025	\$14.00	\$16,100.00
3.11.03	Road Resurfacing Boston Drive	7800	SY	100%	2013	24	16	2037	\$14.00	\$109,200.00
3.11.04	Road Resurfacing Bridgewater Rd.	2490	SY	100%	2001	28	8	2029	\$14.00	\$34,860.00
3.11.05	Road Resurfacing Concord Lane	2460	SY	100%	2001	24	4	2025	\$14.00	\$34,440.00
3.11.06	Road Resurfacing Deerfield Court	1540	SY	100%	2001	21	1	2022	\$14.00	\$21,560.00
3.11.07	Road Resurfacing Duxbury Rd.	1930	SY	100%	2001	24	4	2025	\$14.00	\$27,020.00
3.11.08	Road Resurfacing Gloucester Rd.	3030	SY	100%	2001	28	8	2029	\$14.00	\$42,420.00



		Sum	mary S	chedul	e of Cor	nponen	ts			
			<u>Cor</u>	nponent	Summar	У				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.11 - Se	ection 11									
3.11.09	Road Resurfacing Granby Lane	1540	SY	100%	2001	28	8	2029	\$14.00	\$21,560.00
3.11.10	Road Resurfacing Oxford Court	860	SY	100%	2014	24	17	2038	\$14.00	\$12,040.00
3.11.11	Road Resurfacing Quincy Court	920	SY	100%	2001	24	4	2025	\$14.00	\$12,880.00
3.11.12	Road Resurfacing Upton Court	910	SY	100%	2014	24	17	2038	\$14.00	\$12,740.00
3.11.13	Road Resurfacing Watertown Rd.	7960	SY	100%	2001	24	4	2025	\$14.00	\$111,440.00
3.11.14	Road Resurfacing Westfield Circle	2270	SY	100%	2001	28	8	2029	\$14.00	\$31,780.00
3.12 - Se	ection 12									
3.12.01	Road Resurfacing Bunker Court	960	SY	100%	2003	27	9	2030	\$14.00	\$13,440.00
3.12.02	Road Resurfacing Dog Leg Court	1800	SY	100%	2003	24	6	2027	\$14.00	\$25,200.00
3.12.03	Road Resurfacing Greens Court	1320	SY	100%	2003	27	9	2030	\$14.00	\$18,480.00
3.12.04	Road Resurfacing Hingham Lane	7620	SY	100%	2003	24	6	2027	\$14.00	\$106,680.00
3.12.05	Road Resurfacing Links Lane	2790	SY	100%	2003	27	9	2030	\$14.00	\$39,060.00



		Sum	nary S	chedul	e of Cor	nponent	ts			
			Con	nponent	Summar	Y				
Red typef	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.12 - Se	ection 12									
3.12.06	Road Resurfacing Sand Trap Court	860	SY	100%	2003	27	9	2030	\$14.00	\$12,040.00
3.13 - Se	ection 13									
3.13.01	Road Resurfacing Beckett Court	890	SY	100%	2000	30	9	2030	\$14.00	\$12,460.00
3.13.02	Road Resurfacing Chelsea Court	1020	SY	100%	2000	30	9	2030	\$14.00	\$14,280.00
3.13.03	Road Resurfacing Fairhaven Court	1800	SY	100%	2001	21	1	2022	\$14.00	\$25,200.00
3.13.04	Road Resurfacing Harwick Court	860	SY	100%	2002	24	5	2026	\$14.00	\$12,040.00
3.13.05	Road Resurfacing Juneway Lane	2400	SY	100%	2001	21	1	2022	\$14.00	\$33,600.00
3.13.06	Road Resurfacing Princeton Court	930	SY	100%	2001	28	8	2029	\$14.00	\$13,020.00
3.13.07	Road Resurfacing Warbler Court	770	SY	100%	2001	28	8	2029	\$14.00	\$10,780.00
3.13.08	Road Resurfacing Wareham Court	930	SY	100%	2000	26	5	2026	\$14.00	\$13,020.00
3.14 - Se	ection 14									
3.14.01	Road Resurfacing Crab Cay Court	1200	SY	100%	2004	26	9	2030	\$14.00	\$16,800.00



		Sumi	mary S	Schedul	e of Cor	nponen	ts			
			<u>Cor</u>	nponent	Summar	Y				
Red typef	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.14 - Se	ection 14									
3.14.02	Road Resurfacing North Pintail Drive	2770	SY	100%	2002	24	5	2026	\$14.00	\$38,780.00
3.14.03	Road Resurfacing Pintail Drive	3560	SY	100%	1998	28	5	2026	\$14.00	\$49,840.00
3.14.04	Road Resurfacing Alton Point	5300	SY	100%	1998	28	5	2026	\$14.00	\$74,200.00
3.14.05	Road Resurfacing Harlan Cove	1240	SY	100%	1998	28	5	2026	\$14.00	\$17,360.00
3.14.06	Road Resurfacing Harlin Trace	3230	SY	100%	1998	28	5	2026	\$14.00	\$45,220.00
3.14.07	Road Resurfacing Leigh Drive	3470	SY	100%	1998	28	5	2026	\$14.00	\$48,580.00
3.14.08	Road Resurfacing Leslie Mews	3200	SY	100%	1998	28	5	2026	\$14.00	\$44,800.00
3.14.09	Road Resurfacing Stacy Court	2760	SY	100%	1998	28	5	2026	\$14.00	\$38,640.00
3.14.10	Road Resurfacing Blue Bill Court	1400	SY	100%	2020	24	23	2044	\$24.88	\$34,832.00
3.14.11	Road Resurfacing Canvasback Court	980	SY	100%	2006	24	9	2030	\$14.00	\$13,720.00
3.14.12	Road Resurfacing Ebb Tide Court	2550	SY	100%	2014	24	17	2038	\$14.00	\$35,700.00



		Sumi	mary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red typef	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.14 - Se	ection 14									
3.14.13	Road Resurfacing Mallard Drive E/W	5100	SY	100%	2014	24	17	2038	\$14.00	\$71,400.00
3.14.14	Road Resurfacing Goldeneye Court	1750	SY	100%	2002	24	5	2026	\$14.00	\$24,500.00
3.14.15	Road Resurfacing Heron Isle Court	2460	SY	100%	2013	24	16	2037	\$14.00	\$34,440.00
3.14.16	Road Resurfacing Wood Duck Drive	6573	SY	100%	2014	24	17	2038	\$14.00	\$92,018.00
3.15 - Se	ection 15									
3.15.01	Road Resurfacing Bearberry Rd.	2070	SY	100%	2003	25	7	2028	\$14.00	\$28,980.00
3.15.02	Road Resurfacing Candytuft Lane	1950	SY	100%	2003	25	7	2028	\$14.00	\$27,300.00
3.15.03	Road Resurfacing Mist Flower Rd.	2010	SY	100%	2003	25	7	2028	\$14.00	\$28,140.00
3.15.04	Road Resurfacing Morning Mist Drive	3300	SY	100%	2003	25	7	2028	\$14.00	\$46,200.00
3.15.05	Road Resurfacing Pine Cone Way	1210	SY	100%	2003	25	7	2028	\$14.00	\$16,940.00
3.15.06	Road Resurfacing Salt Grass Rd.	3620	SY	100%	2003	25	7	2028	\$14.00	\$50,680.00
3.15.07	Road Resurfacing Beaumont Court	1600	SY	100%	2003	25	7	2028	\$14.00	\$22,400.00



		Sumi	mary S	chedul	e of Cor	nponen	ts			
			Con	nponent	Summar	Y				
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.15 - Se	ection 15									
3.15.08	Road Resurfacing Charleston Rd.	4680	SY	100%	2003	25	7	2028	\$14.00	\$65,520.00
3.15.09	Road Resurfacing Charlotte Court	1200	SY	100%	2003	25	7	2028	\$14.00	\$16,800.00
3.15.10	Road Resurfacing Piedmont Court	3650	SY	100%	2003	25	7	2028	\$14.00	\$51,100.00
3.15.11	Road Resurfacing Port Arthur Court	2690	SY	100%	2003	25	7	2028	\$14.00	\$37,660.00
3.16 - Se	ection 16									
3.16.01	Road Resurfacing Alexandria Court	1160	`	100%	2005	28	12	2033	\$14.00	\$16,240.00
3.16.02	Road Resurfacing Annapolis Court	1730	SY	100%	2005	28	12	2033	\$14.00	\$24,220.00
3.16.03	Road Resurfacing Arcadia Court	2500	SY	100%	2005	28	12	2033	\$14.00	\$35,000.00
3.16.04	Road Resurfacing Audubon Circle	780	SY	100%	2005	28	12	2033	\$14.00	\$10,920.00
3.16.05	Road Resurfacing Brush Island Court	1090	SY	100%	2005	28	12	2033	\$14.00	\$15,260.00
3.16.06	Road Resurfacing Burlington Court	1200	SY	100%	2005	28	12	2033	\$14.00	\$16,800.00
3.16.07	Road Resurfacing Cambridge Place	1120	SY	100%	2005	28	12	2033	\$14.00	\$15,680.00



		Sum	mary S	chedul	e of Cor	nponent	ts			
			Cor	nponent	Summar	Y				
Red type	face reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year
3.16 - Se	ection 16									
3.16.08	Road Resurfacing Cape May Place	3270	SY	100%	2005	28	12	2033	\$14.00	\$45,780.00
3.16.09	Road Resurfacing Carnegie Place	2010	SY	100%	2005	28	12	2033	\$14.00	\$28,140.00
3.16.10	Road Resurfacing Central Parke East	3150	SY	100%	2005	28	12	2033	\$14.00	\$44,100.00
3.16.11	Road Resurfacing Central Parke West	4670	SY	100%	2005	28	12	2033	\$14.00	\$65,380.00
3.16.12	Road Resurfacing Chatham Court	6150	SY	100%	2005	28	12	2033	\$14.00	\$86,100.00
3.16.13	Road Resurfacing Chester Street	1310	SY	100%	2005	28	12	2033	\$14.00	\$18,340.00
3.16.14	Road Resurfacing Columbia Ave	910	SY	100%	2005	28	12	2033	\$14.00	\$12,740.00
3.16.15	Road Resurfacing Easton Ave	2800	SY	100%	2005	28	12	2033	\$14.00	\$39,200.00
3.16.16	Road Resurfacing Federal Hill	2190	SY	100%	2005	28	12	2033	\$14.00	\$30,660.00
3.16.17	Road Resurfacing Fells Point	1160	SY	100%	2005	28	12	2033	\$14.00	\$16,240.00
3.16.18	Road Resurfacing Fort Sumter	4570	SY	100%	2005	28	12	2033	\$14.00	\$63,980.00



Summary Schedule of Components											
Component Summary											
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year	
3.16 - Se	ection 16										
3.16.19	Road Resurfacing Freeport Lane	2060	SY	100%	2005	28	12	2033	\$14.00	\$28,840.00	
3.16.20	Road Resurfacing Hatteras Street	3540	SY	100%	2005	28	12	2033	\$14.00	\$49,560.00	
3.16.21	Road Resurfacing Hidden Lake Court	1400	SY	100%	2005	28	12	2033	\$14.00	\$19,600.00	
3.16.22	Road Resurfacing Hudson Place	1100	SY	100%	2005	28	12	2033	\$14.00	\$15,400.00	
3.16.23	Road Resurfacing Long Point Court	1980	SY	100%	2005	28	12	2033	\$14.00	\$27,720.00	
3.16.24	Road Resurfacing Macafee Court	930	SY	100%	2005	28	12	2033	\$14.00	\$13,020.00	
3.16.25	Road Resurfacing Montclair Court	1880	SY	100%	2005	28	12	2033	\$14.00	\$26,320.00	
3.16.26	Road Resurfacing Potomac Ave	2570	SY	100%	2005	28	12	2033	\$14.00	\$35,980.00	
3.16.27	Road Resurfacing Tanglewood Court	1500	SY	100%	2005	28	12	2033	\$14.00	\$21,000.00	
3.16.28	Road Resurfacing Fire House lane	990	SY	100%	1990	32	1	2022	\$14.00	\$13,860.00	
3.17 - Se	ection 17										
3.17.01	Road Resurfacing Blue Water Court	2190	SY	100%	2007	24	10	2031	\$14.00	\$30,660.00	



Summary Schedule of Components											
Component Summary											
Red typef	ace reflects changes from the prior DMA draft. Component Name and Location	Quantity	Units	% Repl	In-Service/ Replace Date	Current Estimated Useful Life	Remain Useful Life	Next Repl Year	Unit Cost	Replacement Cost for Study Year	
3.17 - Se	ection 17										
3.17.02	Road Resurfacing Breezy Creek Court	1020	SY	100%	2007	24	10	2031	\$14.00	\$14,280.00	
3.17.03	Road Resurfacing Parkside Circle	2160	SY	100%	2007	24	10	2031	\$14.00	\$30,240.00	
3.17.04	Road Resurfacing Pine Forest Drive	4480	SY	100%	2007	24	10	2031	\$14.00	\$62,720.00	
3.17.05	Road Resurfacing Points Reach	210	SY	100%	2007	24	10	2031	\$14.00	\$2,940.00	
3.17.06	Road Resurfacing Sunrise Court	780	SY	100%	2007	24	10	2031	\$14.00	\$10,920.00	
3.17.07	Road Resurfacing Tide Water Cove	2100	SY	100%	2007	24	10	2031	\$14.00	\$29,400.00	
3.18 - Se	ection 18										
3.18.01	Road Resurfacing Baybreeze Lane	700	SY	100%	1997	30	6	2027	\$14.00	\$9,800.00	
3.18.02	Road Resurfacing Carrollton Lane	2780	SY	100%	1997	30	6	2027	\$14.00	\$38,920.00	
3.18.03	Road Resurfacing Fishing Creek Lane	2650	SY	100%	1997	30	6	2027	\$14.00	\$37,100.00	
3.18.04	Road Resurfacing McHenry Court	1240	SY	100%	1997	30	6	2027	\$14.00	\$17,360.00	
3.18.05	Road Resurfacing Mercers Way	2780	SY	100%	1997	30	6	2027	\$14.00	\$38,920.00	



Summary Schedule of Components												
Component Summary												
Red typeface reflects changes from the prior DMA draft. In-Service/ Current Remain Next   Replace Estimated Useful Repl Replacement Cost   Line Component Name and Location Quantity Units % Repl Date Useful Life Year Unit Cost for Study Year												
3.18 - Se	ection 18											
3.18.06	Road Resurfacing Mumfords Landing Road	6840	SY	100%	2005	27	11	2032	\$14.00	\$95,760.00		
3.18.07	Road Resurfacing North Chase Street	1080	SY	100%	1997	30	6	2027	\$14.00	\$15,120.00		
3.18.08	Road Resurfacing Paca Court	860	SY	100%	1997	30	6	2027	\$14.00	\$12,040.00		
3.18.09	Road Resurfacing South Chase Street	1860	SY	100%	1997	30	6	2027	\$14.00	\$26,040.00		
3.18.10	Road Resurfacing Starfish Lane	1708	SY	100%	1997	30	6	2027	\$14.00	\$23,912.00		
3.18.11	Road Resurfacing Stones Run	1200	SY	100%	1997	30	6	2027	\$14.00	\$16,800.00		
3.18.12	Road Resurfacing Yacht club Drive	8500	SY	100%	1997	30	6	2027	\$14.00	\$119,000.00		
3.19 - Se	ection 19											
3.19.01	Road Resurfacing Boatswain Drive	5220	SY	100%	2003	28	10	2031	\$14.00	\$73,080.00		
3.19.02	Road Resurfacing Shore Lane	6160	SY	100%	2003	25	7	2028	\$14.00	\$86,240.00		
3.19.03	Road Resurfacing Skyline Court	2379	SY	100%	2003	28	10	2031	\$14.00	\$33,299.00		
3.19.04	Road Resurfacing Village Way	2300	SY	100%	2003	28	10	2031	\$14.00	\$32,200.00		



Summary Schedule of Components											
Component Summary											
Red typeface reflects changes from the prior DMA draft.					In-Service/ Replace	Current Estimated	Remain Useful	Next Repl		Replacement Cost	
Line	Component Name and Location	Quantity	Units	% Repl	Date	Useful Life	Life	Year	Unit Cost	for Study Year	
3.3 - Sec	tion 30										
3.3.01	Road Resurfacing	4700	SY	100%	2006	24	9	2030	\$14.00	\$65,800.00	
	Border Links										

## Component Summary Total for Ocean Pines Association, Roads and Bridges Final Report

Total Replacement Cost for Study Year

\$16,223,054.00

