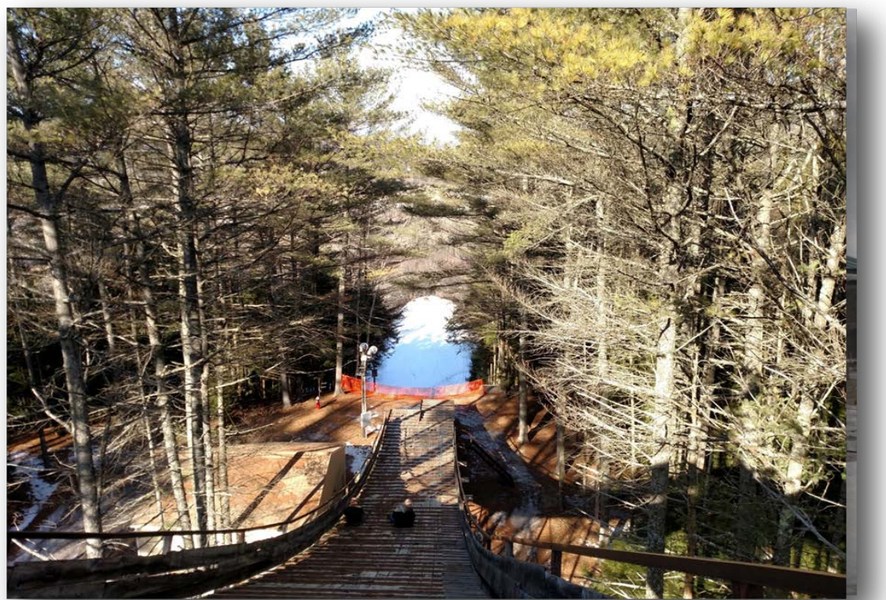

Building: Wilmerth Park-Ski Jump
500 Cheney Street
Newport, New Hampshire

Condition	
1	Fully operational, new, recently replaced
2	Fully operational, 0-25% of life expectancy used, no issues, no concerns,
3	Fully operational, 25-50% life expectancy used, periodic problems
4	Operational, 50-75% life expectancy used, occasional problems, frequent repairs needed
5	Operational only with constant attention, 100% life expectancy used, failure imminent

Priority is scaled 1-10 with 1 being urgent

Architectural

The ski jump is a landmark for the area and represents a strong historical factor but needs decking, painting and railing work
The building was not open and looks in good repair with some maintenance issues that need to be taken care of such as painting and maintaining 8" clear foundation to grade.

Equipment	Condition	Est. Remaining Service Life	Priority	Cost Estimate	Remarks & Recommendations	Photos	
					A package should be prepared for competitive Pricing of the various tasks that should be accomplished.		

	equipment	condition	Est remaining Service life	priority	cost	remarks &recommendations		
						All planking should be inspected and replaced as needed, chocks should all be replaced		
						The boards are rotted and should be replaced		
						Various guards are rotted and should be replaced Connections for metal guards need reinforcement		
						Structure should be prepped and painted or it will continue to deteriorate		

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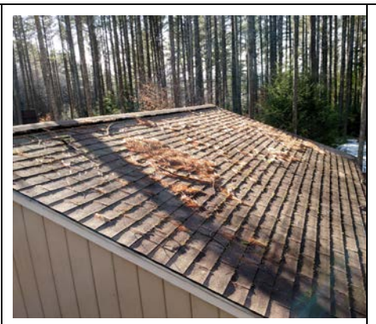
	equipment	condition	Est remaining Service life	priority	cost	remarks &recommendations		
	Exterior Note:	2	15 guess	10	$ 7.00 sq.ft. $4,900	Keep shingles clear of pine needles. Not told the age of this roof; asphalt shingles have a life of around 25 years.		
	Exterior note	2		8	$15.00 lineal ft. For PVC skirt board $1,500 re-grade	Should re-grade to allow 8" of foundation exposed as an alternate to grading add 12” synthetic surface water table in place of T1-11 siding		

	equipment	condition	Est remaining Service life	priority	cost	remarks &recommendations		

Structural

This facility is known as the Roland Tremblay Ski Jump Complex. The ski jump is comprised of a structural steel angle tower. The lattice tower supports a wood frame ramp/deck. The tower is founded on concrete piers. At its maximum height at the south end, the tower is estimated to be approximately 80 to 90 feet above the surrounding grade.
The ski deck (jump ramp) is comprised of 2x10 wood boards, supported on dimensional lumber floor joists. The joists span transversely across the width of the structure.
The deck of the ski jump is accessed via a stair on the east side of the structure, near the north end of the ramp. The landing slope and runout area are located to the north of the tower.
There is a small building near the low end of the tower which provides storage and support space for this facility – that building was not inspected for this report. There is a wood – framed access stair on the east side of the landing slope to provide a return path from the runout back up to the tower base.

According to Town officials, this tower was originally constructed in Lake Placid, NY, and was relocated to this site in 1976. The total age of the structure, including its tenure at Lake Placid, is unknown.

Structural concerns are as follows:

1. Deck condition: Wood deck is weathered and deteriorating, including most noticeably the condition of the transverse chocks mounted on the deck to retain snow and to provide footholds for users to climb the ramp. The decking itself remains serviceable due primarily to its 2" thickness and the absence of applied loads (aside from snow).
2. Wood floor joists: Condition appears variable, with some joists exhibiting longitudinal splits and discoloration indicative of deterioration. Some joists have been previously reinforced.
3. Ramp sideboards/handrails, access stair handrails and landing slope stair handrails: All of these railing systems are deteriorated (or, in some instances, missing entirely) to the point of presently being in a hazardous condition.
4. Steel tower frame: Missing bolt, southerly most (highest) bent bracing system.
5. Steel tower frame: General paint system failure and resultant corrosion throughout the structure.
6. Steel tower frame: Vehicular impact damage to diagonal brace at SE corner (highest bent).
7. Steel tower frame: Welded lap splices of angle bracing members is a concern.
8. Steel tower frame: Original design, slenderness ratios of members: Slenderness ratios of the angles that comprise the tower appear to be excessive by today's design standards. The bracing diagonals at the taller bents near the south end of the structure can be made to vibrate to produce out-of-plane displacements of 1' or more simply by exciting them with one hand.

Loading standards for further analysis of the tower structure would have to be developed specifically for this site, including wind, snow and occupant (i.e., ski jumper) loads.

Equipment	Condition	Est. Remaining Service Life	Priority	Cost Estimate			

	equipment	condition	Est remaining Service life	priority	cost	remarks &recommendations		

Site

Site access is by a gravel road and given the frequency of use and during winter at that; general gravel maintenance is all that is required.

Equipment	Condition	Est. Remaining Service Life	Priority	Cost Estimate	Remarks & Recommendations	Photos	
road	2		10		Occasional gravel overlay as needed