

## Standard Building Inspection

### Summary Report



**Subject Property:** Ft. Lauderdale Station and Passenger Loading Platform

**Client:** FDOT

**Inspector:** Craig Milliken, PE  
CPM Real Estate Inspections, Inc.

**Date of Inspection:** Wednesday July 7, 2004

**Weather:** Clear, 90°F, no recent rain



## Scope of Inspection

A visual inspection of the subject property was performed on Wednesday July 7, 2004 at 2:00 PM. This Standard Commercial Building Inspection addresses general items of interest that were visible to the inspector during this limited inspection.

Reasonable effort was made to view all safely accessible areas of the Subject Property. Concealed items cannot normally be inspected without using invasive procedures or special testing equipment that is beyond the scope of this type of general inspection. This Standard Commercial Building Inspection Report may not address every problem that may exist with this property at the time of this inspection. **CPM Real Estate Inspections, Inc. makes no warranty that there are no other defects with this property.**

The following attendees were present at the initial meeting at 2:00 PM:

Craig Milliken, PE  
Ken Bunetta

Inspector, CPM Real Estate Inspections, Inc.  
Amtrak Station Manager

The original station building structure was thought to be constructed in 1926. It is evident that there have been improvements made to the structure since the original construction; however, no documentation was available to determine when improvements were performed. Air conditioning, electrical and plumbing systems have been added since the original construction.

The station area was improved several years ago to add structures and parking facilities for Tri-Rail and Amtrak operations. A new cross over walkway is currently under construction. These additional structures and the parking facility were not the focus of this inspection.

The following sections of this report describe key areas of interest concerning the original station building structure which comprises approximately 3936 SF of usable space in a single story and the attached passenger loading platform and its roof comprising approximately 4500 SF of open area.

**Roof** – The roof over the station building is composed of the following sections:

- There is one flat deck covered with base sheets and cap sheets made of bituminous materials and reflective UV protective surface
- Surrounding this flat deck are sloped sections covered with barrel shaped roofing tiles

The roof over the Passenger Loading Platform consists of sloped sections joined against the east wall of the Station Building.

## Roof - continued

The roofs over these structures currently appear to be mostly water tight; however, the following conditions were noted:

### **Station Building Roof**

- The flat section of the roof over the Station Building appears to be in reasonably good condition and with proper maintenance could last five years or more.
- The surrounding sloped sections of roof over the Station Building appear to be in good condition. No broken tiles were noted.
- The inside surfaces of the parapet surrounding the flat section of this roof is in need of immediate repairs. Splits are forming in the roofing materials where moisture can enter and appear in the ceilings. Several moisture stains were noted in the Amtrak and CSX office areas. Moisture stains were also noted in the wood ceilings between these two areas. It is possible that some moisture is already under the membranes of the flat sections of this roof which may accelerate the need to replace the roof.
- One roof drain has a screen that is not properly aligned and secured that needs to be repaired. This needs immediate attention.
- One roof drain is partially clogged with debris and is allowing standing water to form a pond around it. This needs immediate attention

### **Passenger Loading Platform Roof**

- There are approximately 50 broken tiles in the Loading Platform roof which expose the underlying water proofing materials. A few of these broken tiles are on sections where the slope may cause pieces to slide off the roof. This could cause injury to pedestrian traffic below.
- The roof over this structure appears to be in good condition (except for the broken tiles) and should last more than 5 years. It should be periodically inspected by a roofing contractor and repairs made as necessary.

Immediate repairs can be performed that may extend the life for these roofs for several years. A budget should be considered for replacement of the Station Building roof in 3 – 5 years.

Cost of immediate repairs to the roofs over both structures - \$ 5,000 - \$ 8000

Budget for new roof over the Station Building in 3 – 5 years - \$ 30,000\*

\*based on 6,000 SF @ \$ 5.00 per SF

## **Foundation and Structure –**

### **Station Building**

The structure of the Station Building appears to have been modified to add steel I-Beams and new wood beams supporting the visible underside sections of the roof. The scuttle hatch in the middle section between the Amtrak and CSX office areas provides access to this area.



## **Foundation and Structure** -continued

The Station Building shell appears to be in good condition and there were no structural defects noted. The exterior masonry walls appear to be sound. There is only one location where a significant crack has appeared. This is located at the south end of the structure. (see photo) This area appears to be a cosmetic issue.

There are three overhangs over the west and south sides of the building. They are supported by chain that is anchored to the walls of the structure. The condition of the anchor points could not be viewed because of framing inside the structure obscuring the view.

The overhangs are framed out of wood beams and covered with roofing felts. The framing appears to be suffering from wood rot and stress cracks. A decorative strut recently fell from the overhang at the south entrance to the CSX offices. It would be prudent to fully examine these overhangs more thoroughly by removing the trim materials and framing inside the structure covering the connection points. A decision should be made to consider removing these structures and rebuilding them or replacing them with cloth awnings. Cloth awnings have been installed over the entrance doors to the Amtrak office area. It is suspected that these openings were originally similar in appearance to the ones on the south end of the building. They were probably removed and replaced with cloth awnings because of safety concerns.

Cost to remove the existing overhangs and replace three awnings with cloth - \$ 4500

Cost to rebuild three overhangs to original appearance - \$ 7500

## **Passenger Loading Platform**

The structure of the passenger Loading Platform appears to also be constructed around 1926. The roof is much newer but there does not appear to be any significant changes to the structural elements. There are small sections of wood rot and termite damage in the framing of the roof. There are also some sections where the wood is split at connection points held in place with large bolts. It would be prudent to ask for the opinion from a structural engineer on two of these areas. (see photos).

The station manager stated that the Station Building had been "tented" for termites in October 2003. It is not clear if the Passenger Loading Platform was included with this or if there was any previous treatment. It does not appear to be likely that the termite damage is extensive enough to cause failure of the structure.

**Building Exterior** – The exterior finishes on both structures appear to be in reasonably good repair. Paint is peeling from the under side of the Passenger Loading Platform structure and painting of both structures should be considered within the next 3 years.

The cost to repaint the entire building needs to be discussed with a painting contractor. The degree of removal of old paint, caulking and new material selections will greatly affect the cost of the project.

**Building Interior** – The station building is comprised of three types of occupancy.

1. North – service counter and office for Amtrak Operations
2. Central – storage, utilities for Amtrak Operations
3. South – Office area for CSX

The north section has suspended ceilings with acoustical tiles and modest finishes. All finishes are in reasonably good condition except for moisture stains in the ceilings from roof leaks.

The central section has a wood ceiling and plaster walls. All surfaces and the supporting framing appear to be in good condition but in need of scraping and painting.

The south section has suspended acoustical tile ceilings and modest finishes which are all in relatively good condition except for water stains from A/C condensate.

The restrooms in the north and south section are in fair condition but do not appear to meet minimum ADA requirements.

Cost for restoration and ADA upgrades to the three restroom facilities - \$ 24,000

**Electrical Systems** – It is not certain when the electrical system was installed in the building. It is evident that the panels and wiring were installed long after the structure was built. All panels and wiring appear to have been professionally installed and in good condition.

**Plumbing** – The plumbing fixtures are functional; however, it is probable that the drain lines under the floor slab are cast iron and may not be in good condition. Potable water pipes were mostly concealed and could not be inspected for possible lead solder joints on copper supply lines.

It was not certain if a backflow prevention device is installed in line with the station building.

**Air Conditioning System** – There are two split type A/C systems in the Station Building.

System # 1 – Supports the Amtrak Office and customer service counter

System # 2 – Supports the CSX office

The condensing unit for the CSX office space is new but the air handler for this area is old. The housing is corroded and condensate has leaked onto the ceiling tiles. It is currently not leaking but appears to be in need of immediate replacement.

Replacement cost - \$ 1500 - \$ 2000 (immediate need)

**Air Conditioning System** – continued

The condensing unit and the air handler serving the Amtrak Office and Customer Service Area are older units. This system appears to be functioning properly but should be considered for replacement to improve efficiency and reliability. A review of any available past service records might assist in making a decision on when to replace the unit.

Cost of replacement of entire system - \$ 5000 - \$ 7500 (discretionary)

**Walkways, Parking and Drives** – The walkways, parking spaces and drives all appear to be in good condition and meet Accessibility requirements. It appears that all of these elements were upgraded during the last major improvements several years ago.

**Site Drainage and Landscape** – There was no evidence of any previous flooding inside the structure and drainage seems adequate away from the structure.

The Landscape around this property appears to be in fair condition.

**Environmental Concerns** – There are possible issues with lead paint because of the age of the structure. Lead paint essentially was removed from the market in 1978. There appears to be many layers of paint with friable chips on all exterior surfaces. It may be prudent to test several areas prior to soliciting bids to paint the structure.

There was no evidence of asbestos or chemical spills noted during the inspection. A complete environmental assessment should be considered.

**Mold** – There were no mildew odors noted in any of the spaces within the structure; however there is evidence of past roof and plumbing leaks in the ceilings throughout the Station Building. The ceiling does not appear to contain materials that will support mold growth unless active leaks again occur.

**Wood Destroying Organisms** – The Amtrak station manager stated that the Station Building structure had been tented for termites in October 2003. The details pertaining to this treatment should be reviewed. There is usually a one year warranty for such service. Warranties can sometimes be extended for five years or more from the service provider by paying an insurance premium.

The termite damage in the Station Building may have been extensive at one time. The presence of steel I-beams, new wood rafters and supports over the Amtrak storage area indicates that a significant number of structural elements have been replaced. It is suspected that extensive termite damage or wood rot was the reason



## Wood Destroying Organisms -continued

for the improvements. There is no indication of any active infestation in the building at this time.

There is evidence of termite damage in the Passenger Loading Platform. Termites may be active in this structure if it was not included in the October 2003 treatment. It is advisable to coordinate any restoration work and painting with any new treatment. If the old layers of paint are completely removed there are treatments that can be applied to bare wood that will effectively protect the structure for many years against future termite infestations. The station should be painted directly after this treatment.

**Summary** – Overall the property appears to be in fair condition for its age and the type of construction. It is assumed that there are no pending or open citations for non compliance with life safety, ADA or health issues.

The purpose of this Standard Commercial Building Inspection was to identify general items of concern to the client. Information gathered during this limited visual inspection and presented in this report may not address every problem that may exist with the property. **CPM Real Estate Inspections, Inc. makes no warranty that all problems have been addressed.**

If there are any questions concerning this report please contact Craig Milliken, at (561) 866 9956 in Boca Raton, Florida.

Thank you for choosing CPM Real Estate Inspections.

A handwritten signature in blue ink that reads "Craig Milliken".

Craig Milliken, PE  
CPM Real Estate Inspections, Inc.

Date: 07/10/04

## List of Repair and Replacement Cost Estimates

The following cost items are provided for information only. The COSTS associated with these items assumes that outsourced licensed professional trades are used. These are estimates for assembling a maintenance budget and these numbers should be refined after developing a detailed scope of work and time table.

ITEM	ITEM DESCRIPTION	COSTS	PRIORITY
1.	Roof repair on both building structures	\$ 5000 - \$ 8000	IMMEDIATE
2.	Roof Replacement on Station Building within three years to five years	\$ 30000	DISCRETIONARY
3.	Removal of wood overhangs on Station Building and replacement with cloth awnings <b>OR</b>	\$ 4500	IMMEDIATE
4.	Rebuild original wood overhangs (optional unless dictated by an historical restoration requirement)	\$ 7500	IMMEDIATE
5.	Analysis and construction design documents for removal and replacement of damaged structural elements in the Passenger Loading Platform	\$ 5000	IMMEDIATE
6.	Cleaning and painting of Passenger Loading Platform and Station Building (needs to be coordinated with possible termite treatment and lead paint abatement)	Unknown*	DISCRETIONARY
7.	Possible termite treatment of Passenger Station Platform roof	\$ 1500- \$ 2500	DISCRETIONARY
8.	Restoration and ADA upgrades to three restrooms	\$ 24000	CODE COMPLIANCE ISSUE
9.	Replacement of air handler in CSX office	\$ 1500 - \$ 2000	IMMEDIATE
10.	Replacement of air conditioning system in Amtrak office area	\$ 5000 - \$ 7500	DISCRETIONARY
11.	Repair of stucco crack on south side of Station Building	\$ 200	IMMEDIATE
12.	Repair of wood rot on exterior of southwest window frame	\$ 200	IMMEDIATE

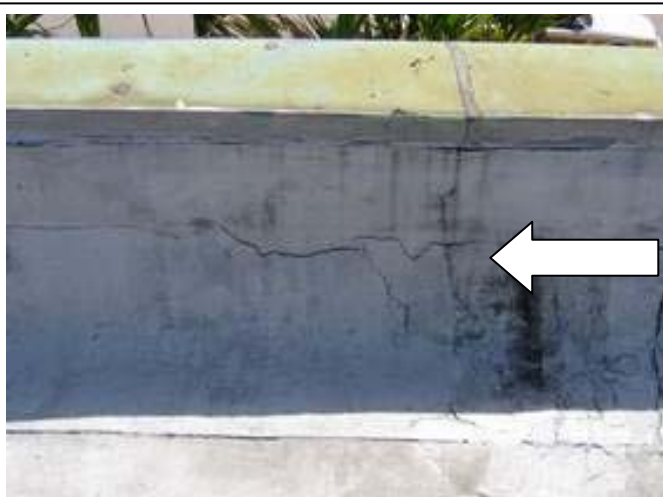
\*A cost estimate of cleaning, scraping and painting the Passenger Loading Platform needs engineering analysis and discussions with painting contractors familiar with this type of service



The flat section of the roof over the Station Building appears to be in fair condition but in need of immediate repairs.



This drain screen needs to be secured and properly aligned.



There are splits in the water proofing materials along the inside of the parapet surrounding the flat section of the Station Building roof. Water can enter and damage ceilings below and soak any materials under the cap sheets of the roof.



Water pond on Station Building roof. Sloped sections of the roof (in the background) with roofing tiles appear to be in good condition.



Clogged roof drain area needs to be cleaned and properly pitched to drain properly



Splits surround the entire flat section of the Station Building roof. There are a few water stains in the Amtrak office area ceilings below this area.



The adjacent Passenger Loading Platform roof is in need of immediate repairs. This area (looking South) has numerous broken roofing tiles that need to be secured.



This broken tile can slide off and land on the Passenger Loading Area below



These I-beams supporting the roof do not appear to be from the original construction of the Station Building



Additional wood bracing and beams have been installed in the attic area supporting the roof and wood plank ceiling below it. Most of this area could not be safely accessed to fully inspect.



The framing pictures above were taken from the top of this scuttle hatch in the ceiling of the central storage area for Amtrak operations.



Water stain in ceiling of Amtrak office area is likely from a roof leak



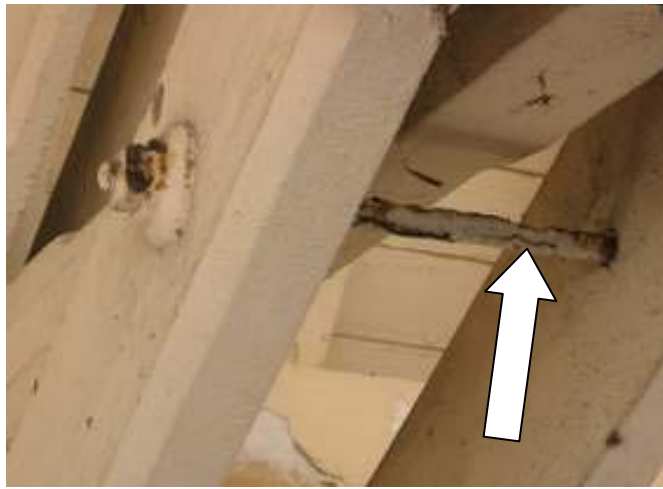
Wood ceilings over the central storage area for Amtrak operations shows sign of past roof leaks



The Passenger Loading Platform is a wood framed structure with steel posts and bolts.



Overall the structure appears to be stable and only has a few elements that need the immediate attention of a structural engineer.



A few of these connecting bolts appear to be significantly rusted and possibly in need of replacement



This strut is split and should be further addressed by a structural engineer.



This beam is split at the connection point and needs attention.



There are a few termite damaged beams but these do not appear to be in danger of failure.



There are three overhangs like this one still remaining on the building that need to be addressed. Note that the decorative steel strut on right side is missing. The CSX personnel stated that it recently fell



Wood is rotted in these overhangs. There may be concerns hidden where the support chain is connected



The attachment points for the support chains for these overhangs are not accessible. It is advisable to remove these old structures and replace them with new materials or cloth awnings.



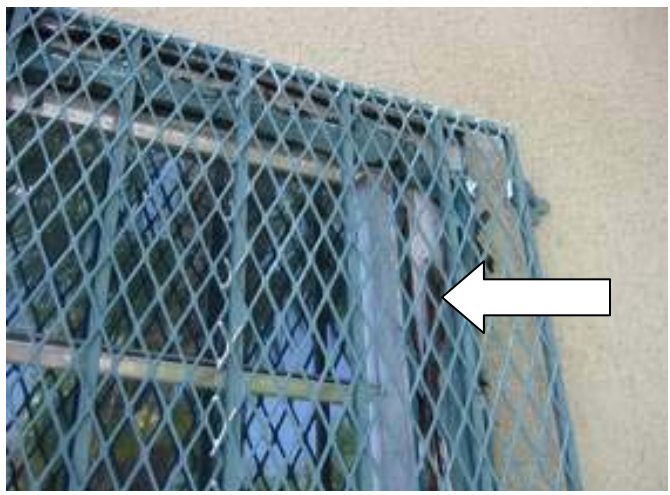
Cloth awnings have been installed over entrances for the Amtrak operations area.



This crack in the stucco along the south wall of the Station Building needs to be repaired to keep water from entering the interior.



The windows and frames appear to be in good condition in the Station Building



Wood rot along exterior of window on southwest side of the Station Building needs to be repaired.



The restrooms in the Station Building are in good repair but do not meet ADA requirements. They are lacking proper clearances, handrails, partitions and fixtures.



New service panels have been recently added to the Station Building. Overall the electrical system appears to be in good condition.



This old air handler supporting the Amtrak office area may need to be replaced in the near future. It is currently functioning.



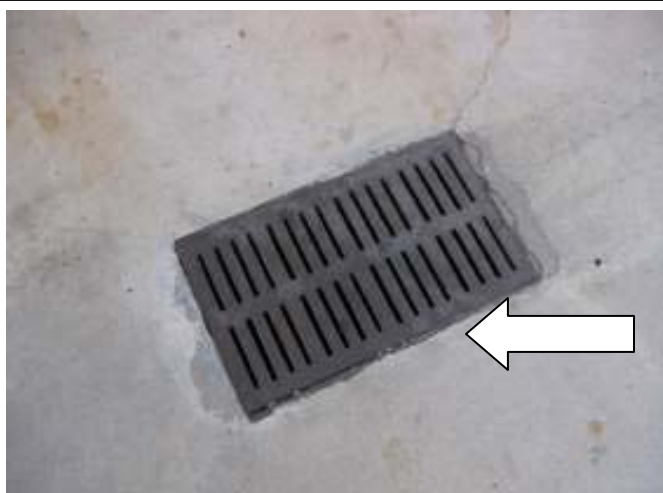
The condensing unit for the A/C system supporting the CSX office area is new and in good condition.



The air handler over the CSX office area needs to be replaced. It has leaked and the housing is corroded.



Condensate stains from the air handler above the ceiling in the CSX office area.



Site drains appear to be clear on the Passenger Loading Platform and in the parking areas. These need periodic cleaning and flushing to remove silt or they will clog and the lines will need replacement



The parking facilities appear to be designed for Accessibility requirements with proper ramps and parking spaces.



Landscape near the front entrance to the Amtrak operations is in need of attention.