

FORT BRANCH ELEMENTARY SCHOOL
PARKING LOTS AND DRIVES IMPROVEMENTS

March 14, 2012

Dr. Humbaugh and School Board Members,

Last July I received permission from the school board to direct Hanson Testing and Engineering to remove 16 cores from the existing asphalt parking lots and drives located at the Fort Branch Elementary School. The purpose of removing the cores was to define the condition of the underlying soils, identify the various thicknesses of the existing asphalt and perform tests on both. The test results were then used to determine if proper strength can be achieved with the addition of cement to soil and reclaimed asphalt to support the anticipated traffic loads.

Hanson Testing and Engineering is recommending milling (removing) the top 3+ inches of asphalt, cement stabilizing the remaining asphalt and underlying soil to a depth of 16" while incorporating 92lbs. of cement per square yard into both the existing remaining asphalt and underlying soils. After stabilization, one will install an asphalt base of 3 ½" thick followed by an asphalt surface of 1 ½" thick.

I was also asked to review the existing storm water drainage condition at the northwest corner of the property. I asked Joe Kiesel of Kiesel Surveying to review the site and existing drainage elements. Joe is recommending that one remove the existing "drop-box" (storm water drain), grade the northwest corner to a lower elevation and install a new end section on the exposed existing pipe. This will allow for more of a free flow of water into the existing pipe and also create more storage or "detention" area for storm water to be contained as it is released into the existing drainage pipe. Currently, it appears that the existing condition of the "drop-box" becomes clogged with debris in a heavy rain event, therefore not allowing water to flow into the existing drainage pipe. Some adjacent re-sloping and grading to the east and to the north of the "detention" area will also be performed to assist with better flow of storm water to the "detention" area.

The development of plans and specifications for this Project is nearing completion and will be able to be released for bidding as soon as approval is received from the school board. Also, due to the fact that the total cost of the project will be over \$250,000, we will need to arrange for a wage scale hearing to be conducted on April 3, 2012. The School Corp. will need to appoint two people to this committee. Again, this is contingent upon approval of the school board.

The Proposed Time-line would be as follows:

- **April 3, 2012** – Conduct Wage Scale Hearing
- **April 9, 2012** – Begin Advertisement for Bids in two papers
- **May 3, 2012** – Receive Bids
- **May 22, 2012** – Award Bid
- **May 28, 2012** – Begin Project
- **July 9, 2012** – Complete Project, with exception of striping. Asphalt will need time to cure prior to striping. Striping can be completed in one day, a week prior to the start of school.

Listed below is how the Project is proposed be Bid. Also included is the estimated cost for each portion:

- **BASE BID** – Improvements to the west parking lot and drives located on the west side of the school building and including the south drive to Coal Mine Road. Base Bid would include the proposed grading and improved drainage work located at the northwest corner of the property. **Estimated Cost - \$361,000**
- **ALTERNATE #1** – Create a new parking area with 41 parking spaces at a location just west and adjacent to the track and field, parallel to and installed on the east side of the south drive entering the school property from Coal Mine Road. **Estimated Cost - \$29,000**
- **ALTERNATE #2** – Improvements to the north parking lot and drives located on the north side of the school building. **Estimated Cost - \$116,700**

The above costs are estimates. Due to the oil prices fluctuating and being unstable, it is difficult to confirm an exact cost.

Please review the above information and feel free to contact me with any questions that you may have.

Thank you,

Scott Stenftenagel
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