

Site Findings for Daniel Wright

“Alligator Cracking” and potholes like we find at Daniel Wright are indicative of an eroding compacted aggregate subgrade.

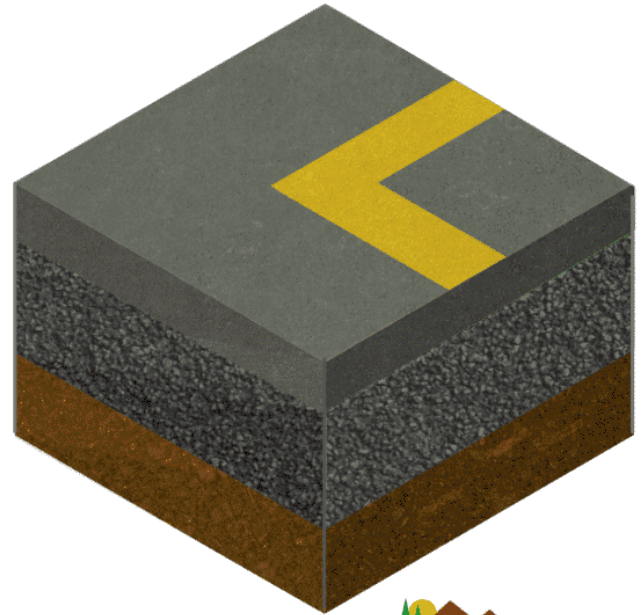
Once the subgrade material is impacted, gross removal is necessary to reconstruct the subgrade before new asphalt is laid.

TYPICAL ASPHALT PARKING LOT Cross Section

Asphalt Layer ———

Granular Base
Layer ———

Compacted
Subgrade Layer ———

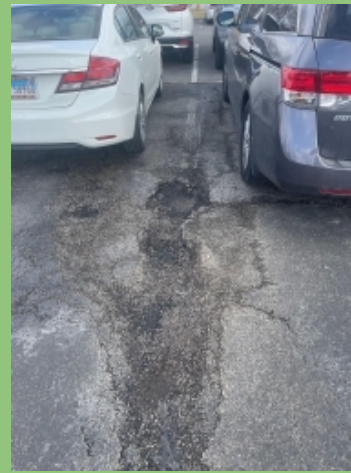


Site Findings for Daniel Wright

This winter has revealed that the deterioration of the parking areas at Daniel Wright has worsened exponentially.

The parking lots and sidewalks are showing signs of severe disrepair and are in need of replacement.

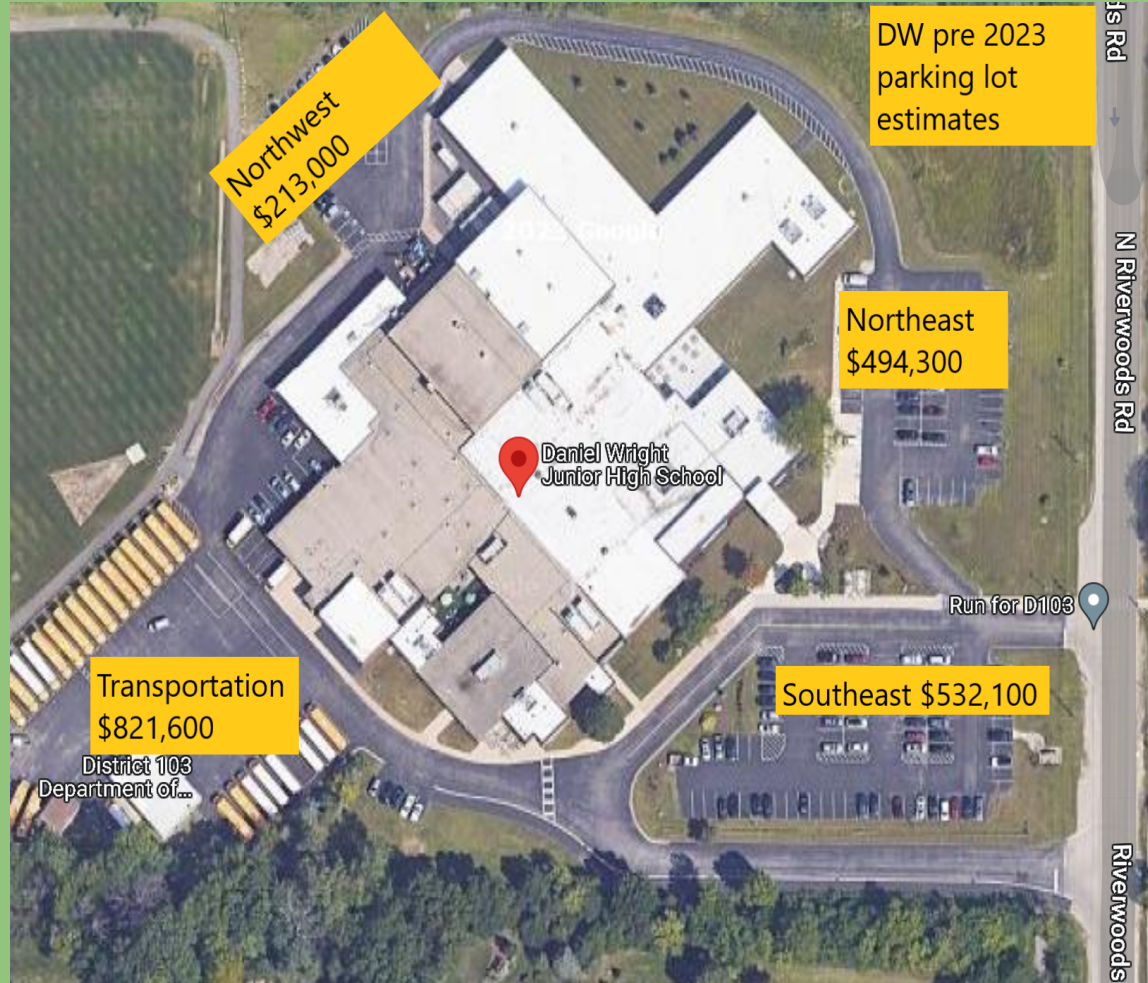
The current condition of these lots indicate that a complete reconstruction will be needed. Less invasive methods would not be effective at this point.



Site Findings for Daniel Wright

Upon review with multiple civil engineers, we feel the budget numbers represented on this plan are fair estimates for the work needed at this time.

The higher cost for the Transportation area reflect the use of concrete rather than asphalt. Concrete will withstand the vehicle weight and traffic volume of the buses for a longer duration before failure.



Site Findings for Sprague

The parking areas at Sprague continue to endure challenges. All parking areas show signs of excessive wear and indicate replacement is necessary.

Direct replacement may not be our best option here as we know the parking areas are in need of the following:

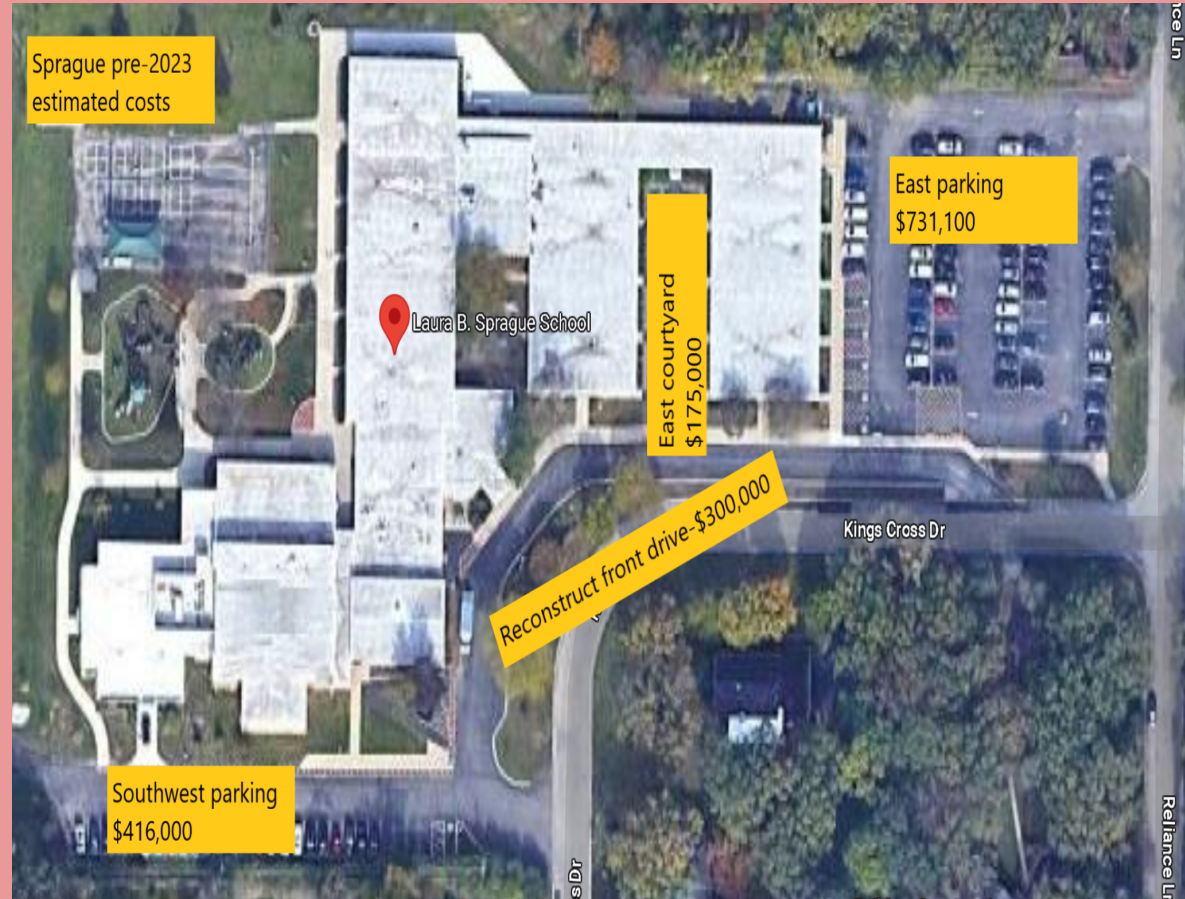
- Additional spaces (up to 25)
- Traffic flow redesign
- Reconstruction of bus lane
- Stormwater detention considerations that come with expansion



Site Findings for Sprague

The pricing on the included map represents replacing the parking lots “as is”. We know that this would not necessarily meet our needs.

Exploration for reconstruction would involve design fees through civil engineers to study the traffic patterns and assess storm water retention needs on this property to ensure the end product suits our long term facility needs.

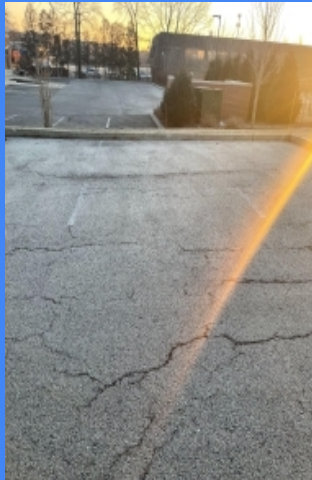
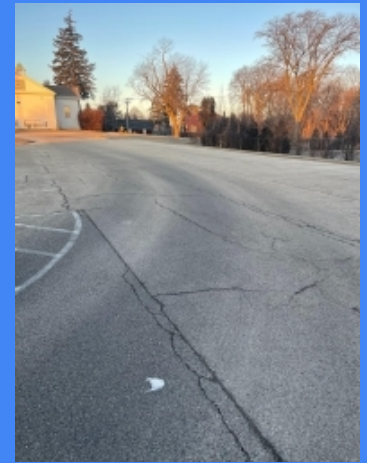


Site Findings for Half Day

The parking surfaces at Half Day School are in overall good condition. The application of seal coating (pavement rejuvenation) would help extend the life of the current surfacing.

The hard play area, also used for bus drop off, is in slightly worse condition from the constant bus traffic and its replacement will need to be considered in the near future.

Half Day is another sight that would benefit from parking expansion. Previous exploration of parking expansion were in the \$1.5-2 million range.



Site Findings for Half Day

The parking surfaces at Half Day School that would benefit from replacement is the East lot/Playground area.

This area experiences more wear and tear than the west lot due to the bus drop off area, garbage dumpster locations, and receiving most deliveries on this side of the building.

Estimated cost to replace this area of parking lot is \$585,000.

