EJM

April 4, 2013

Dr. Kevin J. Nohelty
Assistant Superintendent for Business
Operations and Human Relations
Harvey School District 152
16001 Lincoln Avenue
Harvey, Illinois 60462

RE: PAVEMENT IMPROVEMENT PROJECT
Timeline Schedule
Gwendolyn Brooks Middle School
EJM Project #2013-06B

Dear Dr. Nohelty:
The following is our **Timeline Schedule** for above referenced Project.

1. Friday April 5, 2013: Board of Education Finance Committee Review Meeting.

2. Thursday April 18, 2013: Regular School Board Meeting of the Board of Education to authorize the Architect's office to obtain Bid Proposal's for the Project.

3. Monday April 22, 2013: Owner to publish Legal Notice.

4. Monday May 6, 2013: Construction Documents will be available to contractors.

5. Thursday May 9, 2013: Project Pre-Bid meeting at 3:30 pm at the Gwendolyn Brooks Middle School.

6. Thursday May 16, 2013: Official Bid Opening at the District Offices at 11:00 am.

7. Monday May 20, 2013: Award of Contract for the Work to occur at the Regular School Board Meeting.

8. Monday July 1, 2013: Project Start date.

9. Friday August 2, 2013: Project Completion date.

Respectfully,

Emil J. Mastandrea, Jr. AIA

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Dr. Kevin J. Nohelty
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Harvey School District 152
16001 Lincoln Avenue
Harvey, Illinois 60462

RE: PAVEMENT IMPROVEMENT PROJECT
Construction Cost Budget
Gwendolyn Brooks Middle School
EJM Project #2013-06B

Dear Dr. Nohelty:
The following is an updated **Construction Cost Budget** for the above referenced project along with the Preliminary System Design for the pavement replacement/modification systems.

A. Overlay Pavement System Design

The following Pavement Areas will be specified with this replacement system:
1. Grind existing bituminous asphalt 1 ½" – 2" depth.
2. Clean all cracks and open seams followed by a hot mix sealant/crack filling system at the sub pavement level.
3. Installation of a Petromat membrane system at complete area.
4. Installation of a new HMA/Hot Mix Asphalt system consisting of a Tack coat of asphalt plus a leveling binder of HMA and then a 1 ½" surface/finish course level of HMA N 50.
5. New Pavement markings, 2 coat system.

PA-1. West Parking Lot and Driveway: 12,424 s.f. x $ 5/s.f. = $ 62,120.
PA-3. Southwest Parking Lot and Driveway: 14,440 s.f. x $ 5/s.f. = $ 72,200.
PA-4. Southeast Parking Lot and Driveway: 51,317 s.f. x $ 5/s.f. = $ 256,585.
PA-5. 400 Meter Track: 33,483 s.f. x $ 5/s.f. = $ 167,415.
PA-6. Track Driveways: 5,400 s.f. x $ 5/s.f. = $ 27,000.

Refer to **Unit Pricing Schedule** for additional cost for unforeseen conditions typical with pavement replacement system projects.

B. Removal/Replacement Pavement System Design

The following pavement areas will be specified with this replacement system:
1. Remove existing bituminous asphalt down to stone base level.
2. Remove and replace stone base material at selected areas.
3. Installation of a new HMA binder course material. 2 ½" minimum depth.
4. Installation of a new HMA/Hot Mix Asphalt system consisting of a Tack coat of asphalt followed by a leveling binder of HMA and then a 1 ½" surface/finish course level of HMA N50.
5. New Pavement markings, 2 coat system.

PA-2. East Driveway: 6,283 s.f. x $8/s.f. = $ 50,264.

Refer to **Unit Pricing Schedule** for additional cost for unforeseen conditions typical with pavement replacement system projects.

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C. Removal of Pavement System

PA-7. Paved Area adjacent to Building at East Elevation: 2,400 s.f. x $6/s.f. = $14,400.
These areas were originally landscaping zones. We need to discuss long term plan for these areas.

D. Miscellaneous Site Work

The following items should be considered and included within the Construction Budget for this project:
1. Catch Basin and Underground Storm Water Piping Systems: Power Jetting/Cleaning of underground storm piping systems.
2. Landscape Restoration Work.
3. Pavement system removal adjacent to the exterior building walls. These surfaces are used as "walk-ways" by the students currently. The current pavement system is in need of replacement. The walking surface is not level with numerous patched areas. We need to discuss the long term plan for these "walk-ways".
4. Seal Coating new pavement work. We recommend seal coating the new pavement systems completed this summer not until summer 2014. Of course new pavement markings will need to be applied once seal coating application is complete.
5. There are a number of existing catch basin structures that have experienced settlement and cracking of the precast concrete adjustment/leveling rings.

E. Driveway Areas-Alternate Scope of Work

The following is an Alternate Scope of Work primarily for the driveway pavement areas. These two driveway areas are located at the west and south elevations of the Brooks Building. These driveways are the most heavily used by vehicle traffic; cars, buses and delivery trucks.
1. Remove existing bituminous asphalt down to stone base level. Also remove stone base course material.
2. Excavate sub grade material approximately 4 to 6 inch.
3. Proof roll sub grade material followed by the installation of 12 inch deep stone base.
4. Installation of a new HMA binder course material. 2 ½" minimum depth.
5. Installation of a new HMA/Hot Mix Asphalt system consisting of a Tack coat of asphalt followed by a leveling binder of HMA and then a 1 ½" surface/finish course level of HMA N50.

DW-1. West Driveway: 8,900 s.f. x $10/s.f. = $ 89,000.
DW-2. South Driveway: 15,700 s.f. x $10/s.f. = $ 157,000.

F. Contingency Pricing Schedule

The above Construction Cost Budgets do not include any project contingency dollars. I would suggest an additional 10% contingency for each Pavement Area Cost indicated above.

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G. Unit Pricing Schedule

The following Unit Pricing Items are typical for pavement projects. The Construction Budget should include dollars for these unforeseen conditions. I have included the cost impact for these **Unit Prices** within the **Construction Cost** of each Pavement Area listed above.

UP-1 Earth/Stone Excavation, Cost per Cubic Yard.
UP-2 Additional Pavement removal after surface grinding: Cost per Square Yard.
UP-3 Additional CA-1, nominal 3" diameter limestone: Stone Base Material. Cost per Ton.
UP-4 Additional CA-6, nominal ¾" diameter limestone: Stone Base Material. Cost per Ton.
UP-5 Prime Coat of Asphalt: Cost per Square Yard.
UP-6 Stabilization Fabric: Cost per Square Yard.
UP-7 Additional Petrotac Material: Cost per Square Yard.
UP-8 Manhole/Catch Basin Repair/Replacement: Cost per Structure/Basin.

H. Architect's Recommendations

The Architect's **Recommendation** for the **Construction Phasing** and **Pavement Area's** is as follows:
Our recommendation with site improvement projects is to always start the renovation/modification work from the furthest point/location on a site and work your way to the main entry driveways. The reason why we suggest this is because of the future heavy equipment traversing/traveling over the new work causing damage to newly completed pavement systems.

1. **Phase 1 Construction** - Summer 2013:
   Pavement Area **PA-1** West Parking Lot.
   Construction Budget $ 62,120.
   Pavement Area **PA-2 & PA-7** East Driveway and asphalt infill between the driveway and the building.
   Construction Budget $ 64,664.

2. **Phase 2 Construction** - Summer 2014:
   Pavement Area **PA-5 & PA-6**, 400 Meter Track and Track Driveways.
   Construction Budget $ 194,415.

3. **Phase 3 Construction** - Summer 2015:
   Pavement Area **PA-3 & PA-4** Southwest and Southeast Parking Lots
   Construction Budget $ 328,785.

Respectfully,

Emil J. Mastandrea, Jr. AIA

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