

## PARKING LOT REPORT TO OFFICIAL BOARD OF SUC ON DECEMBER 9, 2014

When I last appeared before you on June 10, 2014, I was requested to determine a recommended specification for the rehabilitation of the parking lot and report back to the Board. I have also been requested to provide a firmer cost budget for the recommended work for use in the congregational “awareness campaign”. This report contains the requested information along with the basis for my conclusions.

I have studied a number of rehabilitation options and obtained budget prices for various components of the project from Arrowhead Paving, the contractor that the Church used to complete the westerly parking area in 1996. They would be one of the contractors invited to provide a final quote on the work in the spring. I have also had further discussion with a former geotechnical engineer and pavement specialist colleague regarding the various options. The price information allowed me to examine the options in the context of cost, thus enabling me to make a judgment regarding the value of the improvements we will receive for the dollars spent. In other words “what is the best bang for the buck”. I believe **value** should be the primary consideration in the determination of the recommended solution, rather than other criteria such as absolute cost or pavement life expectancy, although these items were always in the back of my mind.

I am recommending the rehabilitation of the parking lot consist of the following aspects:

- removal of the entire asphalt surface.
- installation of the sub drain along the center of the drive isle along the two easterly parking bays to provide drainage of the area below the granular base.
- excavation and removal of soil below the existing granular base in targeted areas of the parking lot where the subsoil is found to be of poor quality (eg: contaminated with topsoil) or the amount of existing granular is determined to be insufficient for the intended use.
- remove and replace concrete curbs in specific areas where *badly* damaged. (currently estimated at 16% of total length).
- install 2-100mm ducts below the granular base to provide an ability to install irrigation lines or electrical cables to the island for future sprinklers or lighting (without disturbing the new pavement).
- add a nominal amount of granular material to the existing surface, fine grade to provide proper drainage, and proof roll the surface to provide compaction of the granular base.
- pave the drive isle (6.0m width) of the two easterly bays with 50mm of HL8 base course asphalt and 50mm of HL3 top course asphalt.
- pave the remainder of the parking lot with 65mm of HL3 top course asphalt.
- provide pavement markings to delineate the parking bays and handicap bay.

The Church should anticipate spending \$80,000 for the project based on the above scope of work. This budget includes a 10% allowance for contingencies. It is always wise (and normal practice) to provide for the unknown when doing such projects.

I would be remiss if I did not point out that despite the amount of work proposed, there is still one aspect of the project that is of concern to me, and that is the fact that the existing depth of granular base under the asphalt in some areas will still, in my opinion, be substandard, particularly in the drive isle along the two easterly bays. However the cost to dig out this area alone and rebuild it to a proper granular depth would be in the order of \$22,000. We propose to install the sub drain along this area, and I do not believe will we get enough value for the dollars.

#### MISCELLANEOUS CONSIDERATIONS

I believe it would be beneficial in prolonging the life of the pavement to control or eliminate heavy truck traffic, as it is the hardest on the pavement. Therefore we should develop some signage for that purpose keeping in mind that garbage and delivery trucks may still need access, but we would want to keep them in the two easterly bays.

Proper and timely maintenance can prolong the life of the parking lot. In order to develop a revenue stream for future maintenance of the parking lot, I am recommending we enter into discussions with the Streetsville BIA regarding the possibility of paid, contract parking. I am not suggesting that the BIA itself would want the spaces, but some of their individual members might be willing to pay a small monthly fee for their staff, thus freeing up the municipal lots for their customers. Parking is a problem in south Streetsville. This is not unlike the arrangement we had with a small business last year.

In conjunction with the parking lot rehabilitation, it might be opportunistic to provide a concrete platform and enclosure for the garbage bins, and clean up that area.

In terms of schedule, I am recommending (subject to congregational approval) that we try and tender the work in April with provision that the contractor can choose the timing of the work, provided it is complete by July 31st. This allows the contractor to fit the work better to his schedule, and should result in a better price. Provisions would be made in the final contract documents to provide parking capability (not likely 100%) during the execution of the work.

Respectfully submitted

Ken Poulsen