



## CHANGE ORDER #3 – SUMMARY

### BULLITT CENTRAL TRACK ELEVATIONS

Similar to the existing track at North Bullitt the track is similarly uneven at Bullitt Central. To mitigate the elevation changes and leave a completely level, regulation track, an inverse recommendation is being made to raise the overall track and field elevation to bridge the uneven elevations at Bullitt Central's track and increase the depth of the asphalt section due to some areas where selective milling would remove all asphalt paving. The reason the same track replacement strategy is not being used at Central is due to the original project scope – at Central, the track and field elevations were staying relatively the same since that site was flatter, at North, there was scope to raise all elevations up to work better with the overall drainage plan. As a result, credited site work offset the cost of the new track subbase at North – at Central, it is less expensive to raise the elevation of the field and track by 1.5 inches and add that additional asphalt material at the track to create a thicker overall pavement section on top of the original track once the surface layer is removed.

**Cost to increase the site elevations of the field and track by 1.5 inches is \$25,785.**

**This change also allows for greater control over the project schedule by the Contractor as field curbs are scheduled to be installed this Wednesday, May 10th at all three fields weather permitting.**

**The added cost will also help to mitigate areas where selective milling would have left no existing asphalt subbase below the track. This change yields an equitable end-result when compared to North Bullitt's track and will still result in a regulation track surface.**





## CHANGE ORDER #2 – PRELIMINARY SUMMARY

### NORTH BULLITT TRACK ELEVATIONS

*Reviewed during April 24<sup>th</sup> Board Meeting*

SKA and TKG have reviewed the existing elevations at North Bullitt with Calhoun to come to a recommendation to the District to address the unevenness of the existing NBHS Track relative to new work. Based on this review we are recommending the Construction Team fully removes the existing asphalt down to existing soil and return with the full track depth in lieu of selective milling. The end result of this will be a flat track that matches sport regulations and is consistent across the entire surface.

**Cost to provide an entire new track section in lieu of selective milling is estimated to be \$16,387.25. This change also allows for greater control over the project schedule by the Contractor.**

Ahead of this recommendation – the Design Team went through the exercise of identifying the areas of selective milling and replacement of portions of the track to mitigate the elevation changes in an attempt to return to the original design intent of reusing the track that was installed 7-years ago. Through that exercise though, Calhoun's team would still have needed to do additional Work to correct the uneven elevations. The cost of this was estimated to be **\$7,282.60. Even though this was a lesser price, we felt that this process had the potential of delaying the Contractor's schedule and would not yield the best end-result for NBHS and the District.** You can see the process of this exercise through the provided graphic that shows the areas of milling and add – as indicated in the attached plan, the track has a lot of uneven areas due to existing elevations.

**The added cost is a good value to provide North Bullitt with an entirely new track across all 8-lanes and correct an existing elevation issue. Design intent was to preserve recent track work however, the value of this change offsets the benefit of preserving the old track.**

**ACTION ITEM: With Board's approval, I will prepare Change Order Paperwork for May 8<sup>th</sup> Worksession.**



