Thomas & Williamson
Program Management

August 18, 2023

Mrs. Johannah Vanatta
Chartiers Valley School District
2030 Swallow Hill Road
Pittsburgh, PA 15220

Re: Chartiers Valley High School Stadium Renovations
Chartiers Valley School District
T&W Project No. 22020

Dear Mrs. Vanatta:

Yesterday the Owner, TPK, CEC (third party testing agency) and T&W met on site to review the current conditions of the track binder and base. See below for the updated observations from that meeting:

The existing conditions of the track were reviewed again today. While the recent inspection of the substrate conditions (conducted by a soils technician from CEC) confirmed that there were several soft areas requiring repair and that those repairs were expected to be somewhat routine, TPK remained unsure of what the repairs would entail and what areas would receive the repairs. Accordingly, our site observation of the current conditions today were intended to 1) re-examine the current conditions of the existing binder, 2) confirm the constructability and extent of the CEC-recommended repairs and 3) to observe the remaining existing assembly's reaction to load testing.

The August 4, 2023 CEC report was prepared in response to concerns over the condition of the binder which was removed, in some locations, in its entirety through the second milling effort. CEC recommended repairs to the areas where the binder had been completely removed or was substantially reduced in thickness, such that it failed under construction vehicle traffic.

It was obvious today that the conditions have worsened since CEC's previous inspection. This is due to continued traffic across that remaining thickness of binder and is also due to the recent rains which have softened the base material. A loaded triaxle was driven around the track and the soft base material, concentrated at the center of the track, was observed in the following locations (counterclockwise, at the corner of the home-side at the scoreboard end:

1) From the corner to approximately the 15 yard-line;
2) From the 25 yard-line on the school end to curve on the school end;
3) Completely around the school end curve;
4) From the curve tangent on the visitors' side to approximately the 35 yard-line on the school end of the field.

The soft areas comprise approximately half the length of the track. The areas requiring repair over that length are located about the center third of the width of the track.

At test pit was excavated near the manhole immediately adjacent the curve tangent on the visitors' side on the school end. The pavement in this location was compressing more at the areas. The test pit revealed soft clayey material about one (1) inch thick immediately under the binder. The remainder of the material – to the bottom of the pit – was a mixture of clay, small granular material, larger 2B-size stone and size 4 stone. A vibratory roller was used to proof role the subgrade. There was no settlement and no pumping.

CEC arrived shortly after the proof rolling and confirmed the lower depth of subgrade material was stiff and suitable for receiving binder. CEC's observations and recommendations remain the same as those made on August 7, 2023, addressing their observations of August 4, 2023. The subgrade remediation noted in the August 7, 2023, CEC report, recommends driving #1 AASHTO stone (4 stone) into the subgrade (base) until visual observation confirms that it is suitable for binder placement. Contrary to other gossip on the site, CEC did not recommend full-depth replacement.

Options for Repairs of the Binder and Base:

1) Proceed as recommended by CEC. CEC will observe the removal of material and stiffening operations. Upon their approval of the base, binder will be installed as a patch, at least 2 inches thick. The previously discussed layer of Petromat would then be placed continuously on the remaining binder and the new binder patches. TPK has proposed a change order in the amount of $226,375.00. You will recall, that we have recommended that TPK fund a portion of this repair because some areas of the existing track were milled deeper than needed and rendered the binder more vulnerable to failure from wheel loads.
2) Remove approximately 8 inches of the remaining material, install 6 inches of the 2A material that was removed and salvaged from the football field base and any additional stone needed to be imported, place 2 inches of binder and 2 inches of wearing course. TPK has proposed to take a concession if this option is taken and will discount its proposed change order cost to $158,500.00.

If you have any questions or concerns regarding this letter, please feel free to contact Mr. Thomas or myself.

Sincerely,
Thomas & Williamson

Carrie Crawford
Project Manager

CC: Mr. Jon Thomas, T&W
Mr. Bernie Lamm, Common Ground
Mr. Stephen Parks, Parks & Associates