

**MINUTES OF MEETING OF BOARD OF SCHOOL TRUSTEES
OF
CLAY COMMUNITY SCHOOLS**

A Special Session of the Clay Community Schools Board of Trustees was held at the Central Administrative Office, 1013 S. Forest Avenue, Brazil, IN 47834, on Thursday, June 18, 2015. Tom Reberger, Scott Hill, Ron Scherb, Amy Burke Adams and Shane Wiram were present. Kevin Kumpf and Fred Froderman were absent.

I. Call to Order

The special session meeting was called to order at 7:01 p.m. by board president Ron Scherb.

II. Clay City Jr/Sr High School Track Bids

Mr. Shayotovich recommended accepting the base bid from Wabash Valley Asphalt for track demolition and re-build in the amount of \$347,992 as well as Alternate #3, asphalt paving for the high jump pad (the high jump demolition and re-build) in the amount of \$2,204, and Alternate #4, Seal Flex LR-6 Track System (the six-layer track surfacing option) in the amount of \$4,347. The total cost came to \$354,543.

As for how the corporation would pay for this project, Mr. Shayotovich noted that in the original budget for 2015, \$150,000 had been budgeted for track resurfacing because, at the time the budget had been prepared, it had been thought that the track would require only a top layer grind and re-establishment of a good surface. Unfortunately, after core samples had been examined, it had been determined that re-surfacing would not be sufficient for the long term and that the track would have to be completely demolished and rebuilt, basically from scratch. Mr. Shayotovich also noted that he had made a mistake in the budget for 2015, which was going to end up being beneficial. He had budgeted two payments in the amount of \$130,761, one for June 30 and one for December, for the Clay City energy savings project. However, that project will be paid off with the June 30 payment, so there will now be \$130,761 available that had been dedicated for Clay City and the energy savings project. A little over \$280,000 will be available for the track in the 2015 budget, and the balance can be taken from the Clay City Jr/Sr High School CPF budget. If the project is approved tonight, Mr. Shayotovich will explore the possibility of working with the contractor to have the last billing of approximately \$75,000 billed in December and paid in January. That amount could then be incorporated into the 2016 CPF budget, which would allow the remainder balance that was going to be used out of the Clay City CPF budget to still be used for things around the school as needed as opposed to putting that entire amount into the remaining balance of the track.

While acknowledging that he might have lost a little sleep when he saw the dollar value of the project, Mr. Shayotovich stated that he knew the importance of the project, as did Mr. Howard. They want to get it done and get it done the right way to make sure it is there for another thirty years or more. Approval was recommended.

Under discussion, Mr. Scherb asked what the total annual budget for Clay City Jr/Sr High School capital projects was. Mr. Shayotovich replied that, off the top of his head, he believed it was somewhere in the neighborhood of \$575,000. Of that \$575,000, \$260,000 was dedicated to the energy savings project payment. Another \$150,000 was specifically for the resurfacing of the track. He would feel comfortable taking \$73,000 out of that fund if needed.

Mrs. Adams wanted to know, if the project were to be approved tonight, when the work would start and when it would be finished. Although Mr. Howard would not know for sure until Wabash Valley Asphalt had been notified that they had won the bid, he anticipated a start time sometime after the Fourth of July holiday and a completion time in the latter part of September or early October.

Mr. Wiram's question was whether Mr. Howard had received any feedback from the construction company about the blasting or any special efforts that would take place because of the blasting. Mr. Howard commented that, based on the specs, they have to construct everything to withstand seismic activity for this area, which is well above the blasting limits. Continuous pictures will be taken throughout the effort, including detailed pictures around the track. It will be monitored on a quarterly basis. If anything starts to develop, it will be brought to the contractor's attention as well as to the attention of Sunrise Coal.

In response to Mrs. Adam's question as to what the final surface material would be, Mr. Howard stated that the final surface material would be a six-layer rubberized surface. He deemed the additional \$4,347 alternate pricing to be well worth the money.

Mr. Scherb asked if the spec sheet had specifically shown how many tons of asphalt would be used. Mr. Howard's response was that the track had been designed by MSKTD and their design folks who have built several tracks in Indiana and the Midwest. All of their specifications had to be met to be a qualifying bid. Mr. Reberger, who had looked at the specifications, noted that the quality of the asphalt and the size of the stone needed to reach the correct tensile strength had been specified. The amount of asphalt to be used was not specified; rather, the specifications indicated the thickness of the asphalt compacted to a certain number pounds per square foot that would be required. Mr. Reberger also noted that the school corporation's concern is that the track would be a minimum of four inches thick and that the size of the stone they use meets the tensile strength that is needed. Mrs. Adams added that she would make the assumption that it doesn't really matter how much asphalt it would take. It will take as much as it takes to get to those specs.

The final question from Mr. Scherb: How did Mr. Howard advertise for the bids? Mr. Scherb had been disappointed to only receive one bid. Mr. Howard replied that the request for bids had been advertised based on what was required by board policy, through the three local newspapers. MSKTD and Garmong Construction Services also sent feelers out to firms that they had worked with in the area. He noted that it was kind of misleading to get only the Wabash Valley Asphalt bid because there had been four

track firms at the pre-bid conference. The track firms do not do the asphalt work. They do the rubber and the striping, so they need an asphalt contractor to work with them. The track firms are usually not big enough to bond and their financial statement is not big enough to secure the bid, so they work with the asphalt company and submit their numbers to the asphalt company. The asphalt company then decides which bid they think is the best bid package to present to the organization that has requested a bid. Midwest Track Surfaces is the organization that will actually be doing the track surface while Wabash Valley Asphalt will do the asphalt.

Mr. Reberger noted that he had one concern, which was how the companies were going to get in and out of the area of the track. Mr. Howard responded by noting that the plan was to come down the far southern road by the water tower and then come through the east end of the chicken house, taking out the eastern fence and mobilizing all of the equipment as far away from the school as possible.

Mr. Wiram moved to approve the Clay City Jr/Sr High School track bid. Mrs. Adams seconded, and the motion was approved by a 4-0-1 vote with Ron Scherb abstaining.

III. Adjournment

Having exhausted all agenda items, the meeting was adjourned at 7:18 p.m.

The meeting was audio recorded and copies may be requested by contacting the Central Administrative Office.