

**INTERSTATE 35
COMMUNITY SCHOOL**

**Proposal
to
Rebuild the Track**

**Submitted by
District Building and Grounds Committee**

Monday, January 19, 2009

PREFACE:

In late winter of 2006, the Interstate 35 Board of Education directed the superintendent to put together a Building and Grounds Committee composed of community members and school employees. Once identified, this group of individuals was presented to the board for approval. The first meeting of the Interstate 35 School District Building and Grounds Committee took place on Wednesday, March 15, 2006.

On June 18, 2007, sixteen months after initiation, the Building and Grounds Committee presented to the Interstate 35 Board of Education a short and long range plan. As a result of this plan, the board approved the committee's recommendations for immediate construction and deferred maintenance. This project is currently in progress and scheduled for completion in late winter or early spring of 2009.

During the course of the planning process, the Building and Grounds Committee examined the long range needs of the school district. One of the more significant long range needs for the district involved the track. The committee spent several meetings and many hours researching all aspects of the current track as well as the various options available for remedying a rapidly deteriorating track.

The short and long range plan approved by the board in June of 2007 recommended that the track be rebuilt in the summer of 2009. The short and long range plan acknowledged that board approval of the plan was not in effect approval of this project. It was known and understood that a specific proposal would need to be brought to the board for approval.

This is that proposal.

ACKNOWLEDGEMENTS:

In putting this proposal together, it is important to acknowledge all of the people who have been instrumental in this process. These acknowledgements do not indicate that all of these people agree with everything in this proposal. None-the-less, they have made significant contributions to this process.

Interstate 35 Board of Education

**Bret Smith, President
Charlie Walters
Bruce McCuddin
Leah Gray
Ken Stanley**

Interstate 35 Building and Grounds Committee (Original core group responsible for the short and long range plan)

**Pat Thornburgh
Ray Condon
Nathan Tayler
Jody Taylor
Stan Houlette
Kenny Erwin
Jeff Jackson
Bruce Simmons**

**Becki Morris
Brian D. Nelson
Rick Seely
Rick Gray
Bill Maske, Facilitator
Tim Christensen
John A. Walker**

After the completion of the short and long range plan, one member moved out of the district, and a few members became inactive members due to other commitments. Since the beginning of the construction and deferred maintenance projects, the membership of the committee has changed.

Interstate 35 Building and Grounds Committee (Current members actively involved in meetings and committee decisions)

**Pat Thornburgh
Ray Condon
Tim Busby
Chris Fenster
Bill Maske, Facilitator**

**Becki Morris
Brian D. Nelson
Rick Seely
Rick Gray**

It is also important to acknowledge the following individuals for their assistance with this particular project up to this point:

**Chad Daniels - Volunteered services to survey track and football field for elevations.
Mark Mease - Volunteered services to help improve drainage at the track and football field.**

The people most responsible for action on this proposal are the current Interstate 35 Board of Education members. These individuals must consider the proposal, weigh the facts, and make a final decision. Regardless their decision, we salute their service to the Interstate 35 Community School District, and respect the leadership role they fill. These individuals are:

**Leah Gray
Julie Brownlee
Bruce McCuddin
Ken Stanley
Bryan Arzani**

**Board President
Board Vice President
Board Member
Board Member
Board Member**

INTRODUCTION:

An important guiding force for the Building and Grounds Committee is the Foundation of Beliefs that were developed at the very beginning of the planning process. This Foundation of Beliefs provides an ongoing checklist for the committee in determining the importance of projects for recommendation. The Foundation of Beliefs is as follows:

- **The building and grounds need to be safe**
- **The building and grounds need to be clean**
- **The building and grounds need to be durable**
- **Maintenance and improvement of the building and grounds needs to be within the budget**
- **The building and grounds need to reflect pride for the community and students**
- **The building and grounds must meet the needs of the students, staff, and the public**
- **The building and grounds need to be inviting**
- **There needs to be room for growth**
- **The building and grounds need to be energy efficient**
- **The building and grounds need to be flexible enough to handle change**
- **The building and grounds need to be viewed as an investment to be maintained**
- **It is important to listen to the people who work with the buildings and grounds day to day**
- **The buildings and grounds need to be kept up-to-date**
- **Portable buildings are short term solutions**
- **Maintenance and improvement of the buildings and grounds must be prioritized**

When it comes to the Foundation of Beliefs and the Track Project, many of the beliefs support the importance of the track project to the Interstate 35 Community School District. The current track is neither safe nor durable. The current track surface is peeling, the integrity of the first lane is beyond repair, the track is cracked from the surface through the asphalt base in many places, and the asphalt base is deteriorating. The track at Interstate 35 has long been a source of school district pride. The track is not only used during track season, but it is used throughout the year for physical education as well as patrons looking for an inviting and safe place to walk or run. A quality and safe track is critical to meeting the needs of our students, staff, and public. A rebuilt track is an investment in the future of the school district. A new track will allow the school district to host conference and state track meets which provides the school with a positive public relations tool. A new eight lane track provides an up-to-date facility that is well within the budget plan. The rebuilding of the track is a prioritized project slated for the summer of 2009.

On page 22 of the Building and Grounds Short and Long Range Plan, the Track Rebuild Project is listed under Use of the Local Option Sales Tax Supplemental and .33 PPEL for fiscal year 2009 and fiscal year 2010. The Building and Grounds Short and Long Range Plan is a valuable resource for the Board in considering Building and Grounds Expenditures.

HISTORICAL PRESENTATION

The issue of rebuilding the track emerged early in the deliberation of the Building and Grounds Committee. During the fifteen (15) months in which the committee researched, deliberated, and constructed the Building and Grounds Plan, the track remained an important topic of discussion. The following reflects the essence of those deliberations:

May 3, 2006

Athletic Director Ray Condon stated at a Building and Grounds meeting that “the track around the football field is the most pressing need for the athletic department at this time.” The track was last resurfaced in 1993-94. The question is to resurface the track or rebuild the track.

At this meeting it was asked, “What is the nature of the ground under the track? What drainage exists under the track?”

May 17, 2006

Mr. Condon reported that Girls Coach Mrs. Freeman is opposed to the continued use of the track in the current condition.

What is the soil like under the track? Has there been any research into the sub-strata?

Does the track surface manufacturer service tracks?

The track is an asphalt track with an all weather covering.

It is estimated that we could do the track again with an all weather covering for about \$8,000 to \$10,000 with an anticipated life of 3-5 years.

The committee took a tour of the track. It was noted that the track is convoluted in places and chunks of the all weather surface have come loose from the asphalt. It was agreed that the surface presents a safety hazard to runners. Questions were raised about the drainage for the football field and the track? Do we need as much hard surface as exists for the track (nine lanes and all the corners)? Is the all weather substance recyclable?

May 31, 2006

Sam Fisher of Fisher Tracks in Boone, Iowa which can be found at www.fishertracks.com
Sam has a great deal of background with the track at Interstate 35.

1982	The Asphalt Track was installed
1987	The track was first surfaced with nine lanes of a standard 42” width and all of the corner chutes.

1982-1990	There was no drainage for the track during this period
1992	The latex surface was installed
1995	A car got on the track and did significant damage. At the time the track was repaired, things were done to provide flood control, and the track was relined.

If the track fails top down, you simply put on a new top. If a track fails from bottom up, it is a different story.

Polyurethane Black Mat is the new standard for track surface. Polyurethane involves more money, but the life cycle results in the best run for the investment. Polyurethane is easy to repair and easy to care for.

We need to address the drainage issue that still plagues the track. We need to augment the swale and get more drainage. More drains decreases demand and reduces the swale. If there is not place for the water to go, the sun heats the water under the track, and draws the water up through the track causing the swale and damage.

We need to tie more drains into the current drainage system. We need two additional six inch (6") drains per side and ends to gain the kind of drainage that will keep water from being a problem. This will cost approximately \$5,000 to \$6,000.

A big questions is, "What is the base under the asphalt?"

In repairing the track, we will need to have an asphalt overlay. When we do a new asphalt overlay, we should consider going to 8 lanes with only one chute. Sam Fisher estimated the asphalt overlay running between \$45,000 and \$50,000.

If we were to rear out the entire track and totally reconstruct, the cost would be an estimated \$115,000 before the overlay, and this does not include any other costs.

An asphalt overlay is machine applied, and it can mitigate convolutions. An asphalt overlay is a high quality track, one of the best with a 5 year warranty.

A survey could be done within a week once the project is a go. The survey will cost approximately \$1,500 and is important to determine the one foot (1 ft) interior strip of asphalt.

In addressing a concern about cracks, Sam said, "Cracks will happen whether dealing with a new or repaired track."

Scenario:

If we work off of an 8 lane track with one starting chute and the one foot extension to the inside.

Fisher Tracks oversees all of the work. That does not mean that Sam Fisher is present during all of the work. Sam said that they employ only reputable contractors with a depth of experience in working on tracks. In preparing to work on the track, the company does a load test on the track using loaded trucks. If during the work, the grader were to break through the track, they cut out the section of track and fill it back with rock.

In doing this work, you need highway equipment to do the specified detailed work.

The total cost for rebuilding the track includes all work, including drainage, etc. would be approximately \$120,000.00.

The total cost for reconstructing the track would be \$200,000.00 plus.

Sam suggested that we get all the interior work done first. This would include:

- **Drainage which then gives the underside a chance to dry.**
- **Install sleeves for future irrigation or electrical that may be done with the track or football field.**
- **Do the event areas such as the long jump and high jump. In doing the high jump, almost all high jumps are square or rectangle (50' x 100'). This gives more flexibility during meets. We will probably have to rebuild this area regardless.**

June 21, 2006

Several members of the committee voiced concern about the public's willingness to accept a track project of this magnitude on the heels of the school dealing with a financial crisis. The public at large still does not understand school funds and how they work. Others in the group view spending money on track repairs that will only last from year to year as an inefficient use of funds.

I was asked if there were any other companies that did tracks other than Fisher Tracks. I contacted the Iowa High School Athletic Association and they told me that there were only two companies in Iowa that did track work. Fisher Tracks and Western Tennis and Track Company.

In visiting with Sam Fisher, he told us that drilling core samples was of little use because it only told you about the soil under the track in the places where you drill.

As a follow up to a committee request, I contacted Sam Fisher regarding the cost of repairing the track. Sam provided me information that led to us repairing the track in the

spring of 2007. It was a low cost remedy at the time. As for the value of repairing the track, Sam said that this would only buy us time for further planning.

Monday, June 26, 2006

Greetings:

I just had a conversation with Sam Fisher of Fisher Tracks. Sam was calling to get my response to the increased cost of asphalt as evident in his e-mail (included in this mailing). This phone call gave me an opportunity to ask Sam a number of questions:

- 1) What would be your best estimate for the cost of repairing the track at this time?

This is a difficult thing to estimate because it is difficult to determine exactly where the repairs would begin and end. The track at I-35 needs extensive repairs to make it ready for competition next spring. I would say that a fair estimate would be between \$8,000 and \$10,000 which would include the new striping that would be necessary due to the extensive repairs. What is important to keep in mind is these repairs would only guarantee that the track was ready and in shape for competition next spring. Because the current surface is peeling away from the underlying asphalt, this will continue to occur. Therefore, over the course of the next year, more peeling will occur which will require continued attention to keep the track useable. This continued attention can occur in a couple of ways, 1) you can purchase buckets of repair material which cover 1.5 square yards at \$80 to \$90 a bucket and do the repairs yourself, or 2) you can have us do it and it will probably run \$1,500 to \$2,000 a year. If you decide to go the repair route, I would only recommend doing so for two or three years at most. Keep in mind, the surface of the track will look like it has been repaired.

- 2) What might be the benefits of repairing the track rather than doing a complete project?

I am not certain there are any benefits other than it give you more time to planning. If you choose to repair the track, I definitely would recommend that you take care of the drainage issue at the same time. As I noted before, you would also want to prepare all access to the inside of the track for such purposes as irrigation, electrical, etc. at this time.

- 3) Once again, explain why we would need to have a foot of additional asphalt run on the inside of the current track?

On your current track, the stripe for the inside lane runs along the edge of the track. If we were to place an overlay on this surface, there is not enough room to extend the overlay to the edge of the track. Therefore, the lanes would need to be recalibrated, and a conversion would need to occur.

The first extra six inches on the inside of the track are needed to provide room for the overlay to extend to include the full first lane of the current track. This additional six inches are also important to the longevity of the track. The second six inches increases the durability of the

track and helps protect the track from deterioration caused by mowers, weed eaters, weather, and other elements that play against the edge of the track.

4) How can we be certain about the integrity of the core under the track?

The only way we do this is after we have been given the job. We then take a loaded truck of 48,000 pounds and slowly run it around the inside of the track, the middle of the track, and the outside of the track. We hope not to break through the track, and if it appears we might, we move on before that happens. Sometimes, it is unavoidable. In these cases, we obviously have more work to do than originally hoped.

You can take core samples, but these samples will only tell you about the substructure at the point of the core sample.

5) What kind of time frame do we have to work with regarding a full project?

A great deal depends on the availability of an asphalt company. Usually in the fall, these companies are available due to the end of the state road construction season. Once the asphalt work is complete, we can come in and complete the overlay work in a few days. As long as the temperature remains above 50 degrees, we can do the work. It is possible to do a full project in two phases. The asphalt can be done in the fall, and then the overlay can be applied in April prior to the beginning of the track season. Of course, everything is subject to the weather.

6) The fact that we must engage a bidding process will impact all of this won't it?

I have had schools that do this through bidding and I have had schools that don't. Some schools bid the entire project, and then allow the vendor such as ourselves to bid out each specific aspect of the project (asphalt, drainage, etc.). If a school is going to engage a bidding process, we have been happy to help with the development of the specifications for the project.

Sam indicated that they were ready to help us at any time that we might be ready to move forward regardless if it were to repair or do a full project.

July 19, 2006

The committee decided the best course of action at this time was to repair the track so it is in condition for competition next spring. While looking at repairing the track, we also need to add drains to bring the water situation under control.

The committee was convinced the public is not prepared to accept a track project that will cost in excess of \$200,000.00. While it seems evident a refurbishing project will need to occur at some point in the future, the committee agreed this must be preceded by an effort to educate the public about the need for this project, and the source of funding.

The committee wanted the track surveyed for elevations for drainage purposes.

The committee wanted a contractor contacted to provide a quote on the addition of drains to the track area.

After careful examination of the current drainage system, it was noted that a great deal of this system does not seem to be working. This raised questions about the system being plugged or compromised in some way.

August 30, 2006

In August, the board approved the repairs to the track. The board had a number of questions about the idea of refurbishing the track. It was asked why ongoing repairs wouldn't make as much sense as a costly refurbishing project? The board was informed that the plan that will come from the Building and Grounds Committee will contain specifics about a refurbishing project.

A conversation took place regarding a very detailed drainage system that exists under the track and football field. The committee decided to ask the Truro Fire Department to use their water tanker to flood the drains so the drainage could be observed. If it is discovered that the drainage system is plugged, then we need to get someone (possibly Smith Septic) to clean it out.

Chad Daniels has completed his survey of the track and football field area.

September 13, 2006

The decision was made to hold off repairs to the track until the spring. Sam Fisher will be contacted to put this project on his calendar for as soon as the weather warms enough to do the patch work.

With board approval, Smith Septic was contacted to do the work on the track and football field drainage system. Smith reported that the drainage system had not been built to be maintained. The drainage lines that run north and south through the surface drains to the ditches can be addressed. The east and west drainage tile is offset from the surface drains. There is not access to the east and west drainage tile unless they are dug up.

October 11, 2006

Mark Meese was contacted regarding the contour work around the inside of the track and outside the football playing area. It was eventually determined that this work would best be completed when the track was rebuilt. Otherwise it would create a very unnecessary mess.

Early winter of 2006- on

The track was scheduled for repair. In the scope of the big picture, the track was identified in the Short and Long Range Building and Grounds Plan to be rebuilt in the summer of 2009. Refer to Building and Grounds Plan.

CURRENT PERSPECTIVE

In preparation for a Building and Grounds meeting on Wednesday, December 3, Sam Fisher, President and Certified Track Builder of Fisher Tracks Inc. sent the following letter:

The marketplace has swung almost completely to the polyurethane track installations. The polyurethanes are quoted as an 18-year track surface around the country yet many are lasting well into the 20s and even some into the early 30s. We have tracks in Wisconsin that have been re-sprayed once or twice over their life; but they are 27 and 28 years old and just replaced this year. This is important because, if the money is spent on a quality running surface that is compromised by a deficient base, than the owner loses their investment in the long-lasting surface. The surface has to be removed to get at the base problems.

The asphalt base at Interstate 35 was installed in 1982. It will be 27 years old next year. An asphalt overlay will provide a good surface to adhere the new track surface to. The asphalt overlay will take care of some of the planarity issues as well as bring the track up a little bit to help in water runoff. The asphalt overlay, just like our roads, will reflect any cracks coming from the original base. An asphalt overlay is only going to be acceptable if the original base is suitable to support the construction equipment for such. The only way to test is put a loaded truck on the base. I am concerned about the number of years that drainage was non-existent and the number of years that the drainage was not working properly that we may have not only a soft sub base but rotting asphalt. This load test can be done at any time; but if we break through the track, we have certainly obligated the board to a commitment then to either abandon the track or totally replace.

The existing base was not installed properly and/or not designed properly in the early 1980s. The result is an inside stripe that is very close to the edge of the asphalt and the outside stripe has a wide margin of excess beyond. The American Sports Builders Track Construction Manual calls for 6 inches of rubber inside the stripe and 6 inches of asphalt inside of the rubber edge. The outside edge has nearly the same detail. An asphalt overlay should stay on the present base and therefore we are going to have the same maintenance issues with deteriorating asphalt and grass encroaching the very edge of the performance of the track in many areas. Additional moneys could be spent to shoulder in asphalt and bring this asphalt overlay then in the proper distance. This shouldering cost would depend a lot on whether a paving company is doing it or much of the prep work is done locally.

Really nothing should be done until a survey is in place. This survey would provide permanent iron monuments for all of the construction. From these monuments can be

determined exactly where, if not all of the way around, additional asphalt needs to be added on the inside and therefore would define the outside edge of the pavement as well. To install an asphalt overlay on the existing asphalt for an 8-lane track is going to leave a shoulder of the old asphalt track exposed. This could be saw-cut off and removed or could be left as a maintenance strip.

The asphalt overlay price this year is probably going to fall in the \$65,000 to \$68,000 price range and the high jump is going to fall in the \$11,000 to \$12,000 price range. Oil is 5 to 6% of asphalt and the price of oil went up faster than the price of gas at the pump. Oil has not yet come back down like gas at the pump; although I expect next summer's prices to be more in the price of asphalt that we saw in 2006/2007.

A successful track installation is only as good as the drainage. I would recommend augmenting the existing drainage with additional drains, all in plastic, so that the surface water is hitting a drain and not a lot of this water soaking into the ground. The sun will wick moisture back underneath an asphalt base from depths of as much as 3 and 4 feet and can pull moisture as far as 40 feet. This moisture collects underneath the asphalt base and is pulled through the asphalt in the form of vapor. Excess water causes asphalt to strip and stripping asphalt causes track failure from the bottom up.

I am keenly aware how precious dollars are at schools; but, in a perfect world, the asphalt base would be milled or reclaimed and put back down in place as gravel for the purpose of paving a new 8-lane track. This is exactly what we did at Boone. In fact, due to a very weak sub base, the process of milling and replacing was not much more than the cost of patching, repairing and overlaying. To put it another way, the overlay price started climbing exponentially as areas were identified that would need replacement. The saw cutting, removal and handwork added up very quickly.

You certainly do not need a chute at each corner as you presently have it. In fact, most new tracks have a common finish line at the point of curve with on starting chute. This starting chute is at least 5 meters back from the start of the 110 meter hurdle race. I prefer something closer to 10 meters back myself.

I would estimate the cost of a complete re-do of the track to fall in the 120,000.00 to \$130,000.00 price range today. This is going to be somewhat dependent on the amount of usable gravel, if any, underneath the present track and the stability of the sub base to support the milling and/or reclaiming machine. A decent base would allow the materials to all be reclaimed and put right back in place as the sub base for a new installation.

An 8-lane track with the high jump and runways in the black polyurethane base mat including the color-coded metric striping is going to fall in the mid to upper \$70,000.00 price range.

Cordially,
Sam Fisher, President and Certified Track Builder
Fisher Tracks, Inc.

BUILDING AND GROUNDS COMMITTEE MEETING OF DEC. 3, 2008

At the December 3 meeting, the committee unanimously agreed that the Interstate 35 Track needs to be reconstructed. We need to do this project right so that the district can benefit from a quality track for the next two to three decades.

There are real concerns about the sub base of the existing track which warrants a total re-construction of the track. This project is part of the Building and Grounds long range plan. We have a good idea regarding the cost of this project if it is done now. We know that if we wait longer, the cost will increase to provide a safe and quality track.

As we do this project, we need to consider increasing the drainage for the track and football field. We need to consider any utilities that may be beneficial to run under the track during the reconstruction process.

WORK THUS FAR:

As a result of previous conversations, the Building and Grounds Committee felt it was best to pursue a couple of items relative to the track:

The first item involved completing a survey of the track and football field to determine elevations at different points around the track and football field. Chad Daniels completed this survey at no cost to the school. From the survey, it was determined that the elevation at certain places around the track was not conducive to appropriate drainage. The committee discussed and considered doing some earth work to improve the elevations. After inspection by Mark Mease, it was recommended to the committee that the earth work wait until the track was being rebuilt. Mark indicated that his machinery would disrupt the earth around the football field too much to warrant doing it at this time. What Mark did suggest, and what was actually done, involved the use of field tile running from the area behind each goal post to the nearest surface drain. This temporary fix would alleviate some of the standing water problem.

The second item involved Don's Sewer Service out of Des Moines. Don did a complete assessment of all the tile running north and south as well as east and west under the track and football field. Don discovered that this tile was plugged in a number of places. Unfortunately, when this tile system was installed, the east and west tiles were offset from the north and south tiles with no clean out valves. This meant that Don had to dig up the tile in a number of places in order to properly clean the tiles. The good news is that none of the tiles were broken, and a complete cleanout was possible. Don then installed a cleanout valve aligned with each tile running east and west. This will make future cleanouts much easier with no digging necessary. When Don had completed his work, water flowed freely through and out of this tile system.

Since the beginning of the elementary construction project, the tile system was once again disrupted. However, it was the responsibility of the contractor to make sure the tile system was in good shape and operational upon completion of all earth work. This was done, and the tile system works effectively.

TRACK PROJECT BUDGET:

The original Building and Grounds Plan called for the rebuilding of the track to be financed through the Local Option Sales Tax supplemental by taking approximately 50% of the cost from fiscal year 2009 on June 30, 2009, and 50% of the cost from fiscal year 2010 on July 1, 2009. Since the drafting and approval of the Building and Grounds Plan, we have discovered that the current Construction and Deferred Maintenance Projects are coming in \$344,777.00 below budget, and \$615,250.00 below the funds generated through the bonding and borrowing process. This assumes we will use all of the construction contingency which might not be the case. If we do not use the full construction contingency, we will have additional funds available.

While the above funds would be a savings from the construction and deferred maintenance projects, we do have other costs associated with these projects. It would be beneficial for us to use a portion of the above funds for library furniture, classroom furniture, and landscaping. The library furniture will run approximately \$58,985.00. The classroom furniture will run approximately \$20,000.00. While it is hard to determine the cost of landscaping, an estimate of \$10,000.00 should cover the cost. Even with these three costs associated with the construction and deferred maintenance projects, the balance of funds available is approximately \$526,265.00.

If the projected cost of \$210,000.00 were to come out of the above balance from the construction and deferred maintenance project, the remaining balance would be \$316,265.00. This is a significant amount of money that is available for other school improvement uses. Furthermore, by employing this financial approach to the track project, the board is making the corresponding amount available in the Local Option Supplemental for other purposes. This budgeting strategy would be a positive strategic move.

BENEFITS OF A NEW TRACK FACILITY:

While there are many benefits to rebuilding the track, the number one benefit is the elimination of a significant liability. A new track facility will guarantee that Interstate 35 Community School students have a quality and safe track to run on for years to come. A new track facility will project a positive image to visitors at our school as they take part in football games, track meets, and community events at the track facility. A new track facility will allow the Interstate 35 Community School to request and host state sponsored track events which will gain the school positive exposure. A new track facility will be a valuable community resource for individuals and groups that may wish to walk or run. In the final analysis, a new track contributes to an overall quality school facility.

RECOMMENDATION:

The following is the recommendation of the Building and Grounds Committee:

- The Board direct the Building and Grounds Committee to have specifications put together for rebuilding the track, and that these specifications will be presented to the Board for approval at the February Board meeting.
- At the February Board meeting, the Board approve (with any modifications) the specifications for rebuilding the track.
- At the February Board meeting, the Board direct the Superintendent to call for bids based upon the approved specifications for rebuilding the track.
- At the March Board meeting, the Board entertain a motion to approve a bid for rebuilding the track once school is dismissed for summer break.

Respectfully submitted,

Interstate 35 Community School Building and Grounds Committee

EXHIBIT:

- Interstate 35 Community School Building and Grounds Short and Long Range Plan