

**WAUNAKEE COMMUNITY SCHOOL DISTRICT
BOARD OF EDUCATION FACILITY COMMITTEE MEETING**

Wednesday, November 4, 2026

8:30 AM

Waunakee Community School District
905 Bethel Circle
Waunakee, WI 53597

Members of the public may attend Board of Education meetings in-person, and will be asked to check in with District personnel when you arrive.

Public comments will be limited to 3 minutes. The Board will allow 30 Minutes for public comments.

Public comments may be sent to Rebecca McDonough at district_administrator@waunakee.k12.wi.us up to one hour before the start of the Board meeting. All comments will be reviewed by the Board members. Emailed comments will be reviewed by the board but not read out loud. Emailed comments sent during any part of the board meeting (Board Development, Closed session, Open session) will be forwarded to the board but may or may not be reviewed by the board until after the board adjourns. Comments must include the commentator's name, address, and must identify their connection to the District (if any) and any group they are representing in order to be considered by the Board.

If you would like to address the Board in-person during the public comments section of the meeting, you will be greeted in the lobby of the building, asked to check in with District personnel when you arrive so that you can be recognized and address the Board when your name is called.

A recording of the meeting will be posted on the District webpage within 24 hours of the meeting time.

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. APPROVE AGENDA

IV. PUBLIC COMMENTS

Individuals may use this time to comment on any items listed as part of the meeting agenda. A copy of Board Policy 187 —Public Participation at Board Meetings is enclosed for your reference.

V. PROJECTED PROJECT BALANCE

The purpose of this agenda item is to provide an update to the committee on the financial status of the November 2022 capital referendum. Admin will share a high level estimate of the additional project savings.

Current cash balances:

WISC: \$4,297,205.93
One Community Bank: \$63,817.58
Cash due to fund 49: \$2,228,000
Total: \$6,589,023.51

Anticipated remaining invoices: \$1,700,000
Anticipated debt service reduction: \$1,677,477 (optional)
Anticipated savings: \$3,211,546.51

Summer 2027 capital maintenance projects budget: \$0

Vogel breakdown of savings:

1. MEPF GMP savings: ~\$2.3M
 - c. Remaining contingency: ~\$1.6M
 - d. Misc Vogel and other trade savings: ~\$1.33M

VI. MIDDLE SCHOOL

A. Middle School Track

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The purpose of this agenda item is to review options for the middle school track. The original project plan was to apply a high quality rubber coating to the top of the existing track. Upon evaluation, the selected vendor believes the rubber surface will have a limited lifespan due to the age of the original track base. Vogel has presented the following options:

Option 1: Patching, crack fill, seal coat and re-stripe

2. Cost: ~\$80,000
3. Expected life: 3-5 years
4. Due to uncertainty with the base rock layer beneath the track, they are not willing to offer a warranty

Option 2: Mill and overlay

- Cost: \$110,000
- Expected life: 5-7 years
- Due to uncertainty with the base rock layer beneath the track, they are not willing to offer a warranty
- Risks:
 - Heavy equipment involved with this work may damage the track even further and could damage the new pavement at the school and the path out to the track. An allowance is carried in this number for some pavement repair. Cracking will likely begin to show through the new pavement in 1-2 years but could be crack filled at the time to slow spreading

Option 3: Demolish Track, repair base rock, and rebuild

- Cost: \$280,000+
- Expected life: 15-20 years
- Construction would take 3-4 weeks and based on scheduling couldn't start until next summer.
- Risks:
 - Heavy equipment involved with this work may damage the new pavement around the school and path out to the track. An allowance is carried in this number for pavement repair.

Add Option 4: Apply rubber track surface on top of new pavement

- Cost: ~\$150,000 (Fisher track is working on an updated proposal)

Notes:

- Options 1-3 are work completed by the paving contractor. You'd end up with a surface like the track now vs a rubber track surface.
 - We have ~\$140,000 currently awarded to Fischer track for rubber surface that could be reallocated for the options above.
Jeff Kenas has talked with Jen Grabarski and their recommendation is to go with the long-term solution and rebuild the base of the track prior to applying the rubber surface.
2. For the track demolish and rebuild option I'd like to update that cost to **\$310,000** which includes escalation for work next year, landscape patching, and Vogel time since this work would no longer overlap with the middle school wrap up this year. If the coach wants the track to also have rubber surface add \$150,000 for a total of **\$460,000**.
- a. This assumes the high jump and long jump would also have the rubber surface and stripping applied next summer

In September, the committee requested a review from Rettler. Rettler met onsite with Nina and Jen Grabarski to review the conditions at the field. A report is attached and includes an option with the current configuration and an option with turning the track and constructing a full-sized track. Please note the budget for the option with the current configuration is higher than the estimates provided above by Vogel. Rettler's estimate for a full-sized track is \$1.85-2.1 million. Administration is seeking feedback from the committee.

B. Safety Enhancements

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The purpose of this agenda item is to discuss safety enhancements at the middle school. Administration is recommending the smart glass proposal instead of a shade based proposal. However, administration is recommending a Wisconsin-based vendor instead. Here is information from Dustin in reference to the Wisconsin-based vendor:

Best Sun Control provided a ballpark estimate of \$145,000-160,000 for the installation of Dynamic Glass Products (DGP) "Smartglass." They would need to conduct a site visit

to provide a more precise estimate.

They are also willing to increase the warranty for materials and parts from 2 years to 5 years. They indicated that the film has a rated lifetime of 100,000 hours in the "ON" position, which equates to approximately 11.5 years of continuous operation.

Dustin will be present at the meeting to answer questions.

VII. FUTURE MEETINGS

VIII. ADJOURN

“Any person who has a qualifying disability as defined by the Americans with Disabilities Act who requires assistance with access or materials should contact the Waunakee Community School District Office at 849-2000, 905 Bethel Circle Drive Waunakee, WI 53597, at least twenty-four hours prior to the commencement of the meeting so that necessary arrangements can be made to accommodate the request.”



WAUNAKEE COMMUNITY SCHOOL DISTRICT

**WAUNAKEE COMMUNITY MIDDLE SCHOOL
TRACK PAVEMENT CONDITION REPORT**

Prepared for:

Waunakee Community District
905 Bethel Circle
Waunakee, Wisconsin 53597

Prepared by:

John V. Kneer, President, PLA
Rettler Corporation
3317 Business Park Drive
Stevens Point, WI 54482

Project Number 26.053

October 5, 2026

INTRODUCTION

An existing condition review was performed to provide information and assist in planning the maintenance or reconstruction of the running track at Waunakee Community Middle School, located at 501 South Street, Waunakee, Wisconsin 53597. This report includes background information available at the time of this report, an engineering discussion to aid in understanding the review, site observations, photos of the project, conclusions and recommendations for future options regarding the running track.

BACKGROUND INFORMATION

No formal background information was provided for our work. The existing track is a 6-lane 302 meter Running Track. The original date of construction is not known but appears in historic aerial photography as early as 1962. The track infield and adjacent field to the west was completed in 2026 with the Middle School reconstruction project.

ENGINEERING DISCUSSION

Pavement deterioration is caused by two primary factors: weathering & aging caused by the environment, and structural damage caused by repeated use or the consequences of limitations during original construction. It's important to determine which factor has primary influence over each type of distress in order to select the most applicable rehabilitation technique.

The rate or speed of pavement deterioration depends on the environment (soils, moisture, temperature fluctuation, etc.), the type and frequency of use (loading, abrasion, etc.), the quality of the original construction, and maintenance procedures. Documenting why the pavement is deteriorating in various locations of distress provides information valuable for selecting a cost-effective repair or deciding to do full replacement.

DEFINITIONS

Surface Defects:

Raveling – loss of asphalt in the surface of a pavement from the surface downward, caused by: eroding of the bituminous oil from the aggregate, asphalt hardening due to the evaporation of solvents, poor compaction during original construction, or inadequate asphalt content.

Surface Deformation:

Rutting – displacement of pavement surface creating channels in wheel paths. Traffic loading causes compaction or displacement of unstable material. Severe rutting (over 2") may be caused by failure of base course or subgrade due to consolidation.

Distortion – rippling and/or shoving (washboard) of a pavement surface in a direction perpendicular to vehicle movement. Inadequate asphalt mixtures cause unstable pavement resulting in the distress. It may also result from settling or frost heaving of underlying subgrade soils.

Cracks:

Transverse – a crack that is approximately perpendicular to the center line of the pavement. They often occur at regularly spaced intervals. These cracks are the result of shrinkage and expansion due to temperature changes combined with aging that causes the asphalt to become brittle and hard. They start as hairline cracks that widen with age. Aging also causes additional cracks to form at closer spacing. If transverse or any type of cracks are not properly sealed, they will deteriorate quickly from moisture penetration that contributes to freeze-thaw damage of the pavement on each side of crack and frost heaving of the underlying soils. Cracks should be sealed when they become ¼" or more wide.

Longitudinal – cracks run parallel to the centerline of the pavement in the direction of traffic. Center line cracks often occur at the edge of the asphalt mats laid down during the original paving passes. They are caused by inadequate bonding between the vertical edges of each pass of the paver during construction. Or they might be reflection cracks from the underlying pavement. Longitudinal cracks in the wheel path indicate fatigue failure from heavy vehicle loads. Cracks within one foot of the edge are caused by insufficient shoulder support, poor drainage, or frost action. Like Transverse cracks, they usually start as hairline or very narrow cracks and widen with age. Any cracks should be sealed when they become ¼" or more wide.

Reflection – cracks in overlays located directly over cracks in the underlying pavement. Movement in the underlying pavement is concentrated at crack locations stressing the overlay causing a reflection of the crack pattern in the pavement underneath. They are difficult to prevent and correct. Thick overlays might work, however, reconstruction is the only sure solution.

Block – a crack pattern that is interconnected forming large blocks. The cracks usually intersect at approximately right angles. The blocks range from one foot to approximately 10' or more across. The smaller the blocks are indicates more advanced aging caused by shrinking and brittle asphalt over time.

Alligator – cracks forming small pieces ranging in size from about 1" to 6" resembling alligator skin or the roads on a state highway map. This is caused by failure of the flexing of pavement due to traffic loading (fatigue) and an inadequate base course thickness or insufficient subgrade stability.

Patches and Potholes:

Patches – the surface repair of an original asphalt surface due to pavement defect or utility construction. Often the original cause of the pavement defect is still present.

Potholes – loss of asphalt and base course materials usually in a relatively small localized area. They can be the result of a number of causes initiated by traffic loading such as inadequate pavement cross section, unstable subgrade, poor original asphalt mixture, and quite often poor drainage.

SITE OBSERVATIONS

Observations of the Waunakee Middle School running track were performed by John Kneer, PLA, on September 23, 2026. The pavement onsite was observed for the possible presence of various distress conditions such as surface defects, surface deformations, cracks, and patches or potholes. Not all of these distresses were present at this running track. An overview of our site observations follows below.

SURFACE DEFECTS

The running track is bare asphalt with extremely faded track lane striping. There is no rubberized surfacing.

1. No major asphalt surface defects were observed.
2. No rubberized track surfacing and running on bare asphalt is very hard on student athlete lower extremities and is highly recommended.
3. The useful life of the asphalt surface appears to be near with the presence of nearly all surface oils .
4. Vegetation has overtaken significant portions of lanes 1 and 6. In their current condition, they are unusable.



Photo 1: Worn Track Surfacing

SURFACE DEFORMATION

Settlement of the track was observed most severely along the north curve. There is no apparent rutting however distortion of the surface was observed in these locations. Because the underlying subgrade soils are frost-susceptible, and no apparent sub-surface drainage is present, it is possible some heaving occurs in the freeze / thaw portions of the year.



Photo 2: Surface Deformation – North Curve

CRACKS

Some major traverse cracking was observed. Minor transverse and longitudinal cracking has also been documented. It appears no regular maintenance such as crack filling in the past and has proven successful.

PATCHES AND POTHOLES

No potholes were observed in the pavement however several patches were completed over time.



Photo 3: Longitudinal and Transverse Cracking

MISCELLANEOUS DISCUSSION

The running track surface drains relatively poorly with the infield area and the west field swales infiltrating water in swales immediately adjacent to the track. These swales hold water with no apparent underdrain system is present inside or outside the track perimeter. This can potentially cause a saturated base that would be affected by freeze / thaw cycles.

CONCLUSIONS

Our opinions are based on available background information, our site survey work, and our observations of the running track. If this information is found to be inaccurate or should additional information become available, please contact us to see if our opinions change.

Environmental:

Typical weathering and aging have caused the track asphalt surfacing to become brittle and cracks present allow for infiltration of water. The presence of frost susceptible soils, subsurface moisture, and freeze / thaw cycles have caused minor surface distortion, major and minor cracking of the asphalt surface.

Structural:

Structural issues were observed such as subgrade settlement, or frost heaving, potentially caused by a lack of drainage on the north, south, and west sides of the track. Additional underdrain is recommended outside of the track, particularly on the west side where higher elevations.

RECOMMENDATIONS

We have provided recommendations based on the preceding information and our review. Recommendations represent a balance between safety, performance, life cycle, and economic impacts. It is our opinion the following options are feasible for the track surface redevelopment and are listed in order of preference, highest to lowest recommendation.

OPTION A: NEW 400 METER 6-LANE ASPHALT & TRACK RUBBERIZED SURFACE

Replace the track in full at 400 Meters with a full synthetic turf competition infield.

- Most expensive option, but most use potential.
- Requires additional feasibility study and engineering design services.
- Impacts existing drives and turnaround space east of Middle School.
- Permitting required.
- Safest and most effective solution for student athletes and athlete development.
- Most flexibility for space utilization for all Middle School students.
- Budget range: \$1,850,000 - \$2,100,000
- (Subtract \$480,000 for a natural turf in lieu of a synthetic competition infield.)

OPTION B: RECONSTRUCTION OF EXISTING TRACK & RUBBERIZED SURFACE

Demolish and rebuild existing track, new rubberized surface, and perimeter drainage.

- Most economical while preserving the balance of the site.
- Inadequate track for competition and training for high school development at 302 meters.
- Infield area for throwing venue only, inadequate for competition.
- Requires additional engineering design services.
- Permitting required.
- Budget range: \$525,000 - \$610,000

STANDARD OF CARE

The recommendations contained in this report represent our opinions arrived at in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. They are based on a limited scope of work and represent our professional opinions based on data, observations and background information which are assumed to be representative of the site observed. Variations may occur outside the sampling of data, or the areas of research reviewed. If variations were present, they were not apparent by visual observation, or a review of the data submitted to us. No other representation expressed or implied, and no warranty or guarantee is included or intended in this report.

The aforementioned constitutes our understanding of the issues. If the above items have been misinterpreted or if information has been omitted, please contact our office as soon as possible to update the report and judge how our conclusions and recommendations are influenced.



Lallas Shading Solutions

180 N Wabash #801
Chicago, IL 60601
312.882.0804
www.lallasshading solutions.com

PROPOSAL					
Bill To				Ship To	
Waunakee Community School District 905 Bethel Circle Waunakee, WI 53597				905 Bethel Circle Waunakee, WI 53597	
Attention:		Dustin Lybeck, Safety & Security Coordinator		Proposal #: 11860 Mockup	
Phone:		(608) 849-2000	Terms:	50% Deposit, Balance Upon Completion	
Date:		9/21/2026			
Prepared By:		Ascher Lallas, EVP Operations 312.882.0804		Project: Waunakee Community School District	
This Proposal is based on drawings dated:					
Scope:					

Qty	Description	Price	Extended Price
1.00	Furnish 1 Single Motorized SecurShade with Fascia, Fabricated with Mesa Blackout.	\$5,988.92	\$5,988.92
	Furnish 1 Single Motorized MechoShade with Fascia, Fabricated with 0250 Blackout.		
1.00	Non-Union Installation of Mockup Motorized Shades.	\$2,701.00	\$2,701.00

Lallas Shading Solutions

180 N Wabash #801

Chicago, IL 60601

312.882.0804

www.lallasshadingssolutions.com

Qty	Description	Price	Extended Price
1.00	Price includes: -Delivery to Jobsite -Field Measurement of every window -Freight from Factory -Supervision of installation -Disposal of all packaging materials and cleanup as appropriate to the jobsite -Owners training -Follow up with customer two weeks after move in to ensure the intent of the product is being met -Installation during regular business hours -Continuous wood blocking, provided and installed by others, is required for proper installation -Custom Programming of motorized shades -Wall Switches, set with custom programming, to operate the motorized shades at locations TBD -The motorized shades are quoted with the 120 V Motor. Power and low voltage is required and to be provided and installed by others. LSS to coordinate with Electrician to ensure correct placement -Low Voltage needs to be Cat5e or better -RJ45 Jacks are required for all LV connections -LSS will provide a 4-port RJ45 splitter for each motor, please reference subsequent sample wiring diagram for reference -LSS will provide a (5') power whip for each motor. EC to stub in the LV and power and leave hanging 6" inside the window frame.	\$0.00	\$0.00
		Subtotal:	\$8,689.92
		*Tax (10.25%):	\$0.00
		Grand Total:	\$8,689.92

Important Notes

*HEAD DETAIL AS SHOWN MAY REQUIRE MODIFICATION AND IS TO BE DISCUSSED

Additional mobilizations due to delays by GC/Subs may incur additional charges.

Furnishing and Installation of Blocking is not included in this proposal.

On motorized projects where an MNI Board is provided, pricing does not include installation.

Orders cannot be placed with our vendors before windows are installed and we are able to field measure.



Important Notes

Orders will be placed once we have received approved submittals and shop drawings.

Pricing does not include blocking or wiring unless otherwise noted.

Pricing includes labor during regular business hours Monday Through Friday.

Pricing is subject to change based on final material selected and field conditions.

Radiant Heat Panels must be a minimum of 6" from Shades.

Shades cannot be ordered until glazing's are installed.

Warranty: Standard Manufacturer's Warranty applied unless otherwise noted in this proposal.

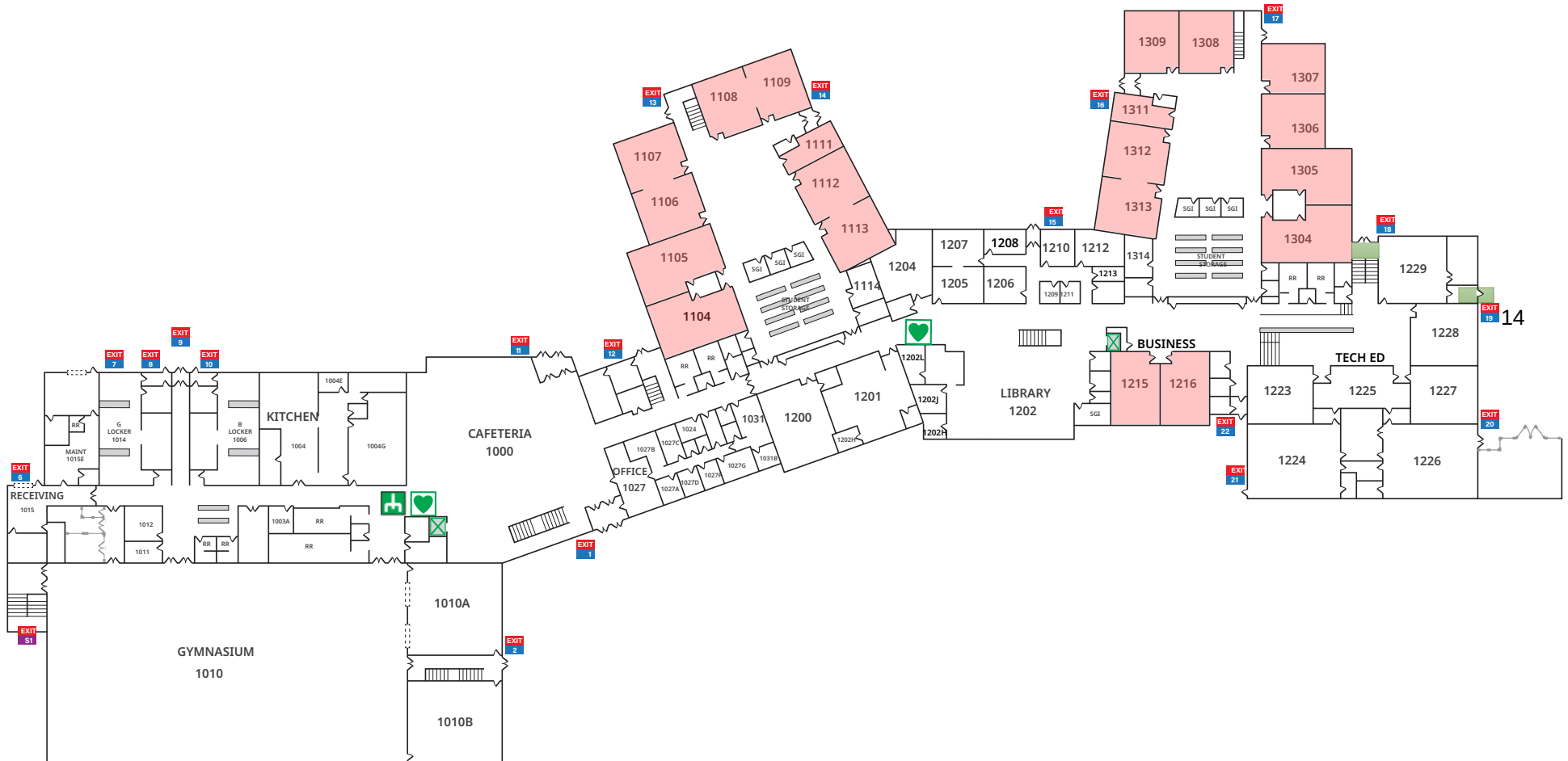
Wiring: All Power and Low Voltage Communication Wiring that is Required for Motorized Shades is NOT Included in this proposal unless otherwise noted in this proposal.

Approved By: _____

Print	Sign	Date
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FLOOR PLAN

Waunakee Community Middle School - Floor 1
501 South Street, Waunakee, WI



Waunakee Community Middle School - Floor 2
501 South Street, Waunakee, WI

