

Weston Intermediate School Design Options

Weston Intermediate School is the school in least need due to its young age. The school is in excellent condition and doesn't have too many needs. The ongoing issue with the gymnasium wall is at the top of the list. Additionally, an exterior egress door out of the gym is recommended. Lastly, the double doors between classrooms need to be removed and infilled.

WIS Priorities:

1. Gymnasium and cafeteria wall repair
2. Gymnasium egress doors
3. Removal of shared classroom doors

Option 1

This plan highlights the walls of the gymnasium and cafeteria as this represents the wall/roof/gutter project currently under design. Additionally, a new set of double doors is added to the gym to elevate the egress issue. The final item to note is the removal of the interior doors between classrooms 103 and 104. There are 2 additional locations to be removed on the second floor. These items all would take care of the most pressing issues at this school.

Moving forward Weston Intermediate School would have a 75% utilization rate based on the MMI 5-year projections. Currently the school is operating at an 85% utilization rate. This school takes the largest hit. The reduction correlates solely to the shift in population change.

**WESTON SCHOOLS
FACILITIES FEASIBILITY STUDY
WESTON INTERMEDIATE SCHOOL - DESIGN OPTION 1 ESTIMATE**

Design Option Projects	Length	Cost Per Linear FT	Subtotal	Totals
GYM & CAFÉ WALL REMEDIATION				
Gym wall and gutter rebuild	130	\$ 800	\$ 104,000	
Café wall and gutter rebuild	200	\$ 800	\$ 160,000	
Additional project costs			\$ 92,400	\$ 356,400
REMOVE SHARED CLASS DOORS				
Remove double doors in 3 locations & infill wall (acoustic insulation & sheetrock, paint)			\$ 20,000	\$ 20,000
NEW EXTERIOR GYM DOOR				
Add new double door to exterior			\$ 25,000	\$ 25,000
OPTION 1 TOTAL				\$ 401,400
FACILITY CONDITIONS				
Items from Facility Conditions Spreadsheets			\$ 1,379,342	
Remaining portions, not addressed above				\$ 1,070,342
				\$ 1,471,742



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Campus Master Plan Options

The value of having all four schools and the central office on one site in the heart of town should not be underestimated. Weston's public-school campus is an impressive, highly effective educational setting, and a cohesive educational community. The entry to campus on School Road is problematic, however. The 31 total school vehicles (27 buses and 4 suburban's) are located adjacent to the entry and have access to School Road AND the State Route 53 / Weston Road via an exaggerated curb cut. The "bus garage" is a misnomer, and in fact, houses the WPS maintenance shops or the "school public works department" as well as a small office for the bus contractor. The garage and buses combine to create a negative image when compared to the rest of the school campus and arguably are "not a fitting first impression" for the schools. Traffic congestion at this intersection is a well-documented problem. Reference the 2010 Town Plan and the 2012 SWRPA study. Both studies envision changes and the SWRPA study includes specific short and long-term design recommendations to improve the intersection. All this information coalesced into the creation of two conceptual designs proposing to move the WPS facility shops and the busses onto the campus. S/P+A in this design role did not propose a conceptual design option for moving the "buses" off of the campus onto a non WPS site.

Ideally, WPS central office staff should be located together and not adjacent and comingled in and with the Town Annex. The Annex building is a modular building, and while it may meet the code in most aspects, it will never meet the energy code and at some point, the maintenance of this facility will outweigh the value of the building construction. While this timeframe and back of the napkin cost benefit analysis are arguable, we believe all parties agree the Annex is a temporary building whose lifespan will end soon. Therefore, it is the master plan recommendation to find permanent and planned locations for these School and Town staff and functions.

The same logic and planning for efficiency lead to the recommendation to move the school maintenance staff and shops within proximity to the WPS Central Office. The Town office functions, (and police space) are not specifically designed in this study except to identify the existing space needs/program and suggest two design options for the relocation of these Town functions.

The following conceptual design options and master plan are presented to begin the discussion of the ideal campus for Weston Public Schools.

WPS Campus Master Plan Design Options:

1. Consolidate WPS Central Office, Annex Administration, and Maintenance functions on the central administration site with additions to the current Central Office building. Relocate buses and vehicles to this site with landscape screen / wall. Relocate Town Office to the Bus Garage with a rebuild and addition or demolish and build new. Demolish the current Annex building. Conduct traffic study and improve School Road and Weston Road intersection.
2. Consolidate WPS Central Office, Annex Administration, and Maintenance function in and adjacent the Weston Middle School. Relocate the buses and Town Office to the central administration building and site. Demolish the current Annex building, demolish, or turn over the current Bus Garage to Town. Conduct traffic study and improve School Road and Weston Road intersection.

SP+A Capital Budgets & School Study Process

Silver / Petrucelli + Associates (SP+A) has prepared the School Facilities Feasibility Study. Included in this report are numerous Facilities Condition Analysis matrices. These matrices identify specific conditions in each school and are first presented by each professional discipline; Site, Architectural, Mechanical, Electrical, etc. Each specific facility condition assessment is then prioritized by number from 1 - Urgent priority to 4 – Low priority. The “Corrective Action” envisioned is then briefly described and finally an estimated Cost is assigned. Each condition is annotated on the school floor plan by location using the numbered tag. While this matrix is also preceded by text describing the overall conditions of the facility, it often becomes the singular focus of creating and the beginning of standalone projects. (See Section II – FACILITIES CONDITIONS ASSESSMENT – Four Schools.)

These estimated costs are conceptual in nature and not based on a specific design or a design process. They are our “*opinion of probable construction cost.*” These costs are included to allow for the prioritizing needs over a 10-year period. These are very good master planning costs. They are not intended to be standalone project costs. Project costs are greater than construction costs for many reasons. To arrive at a project cost from an estimated construction cost is as much an art as it is a science. The evolution of the design and the inclusion of the soft costs are one very good case in point needed to arrive at a project cost. There are other factors.

The future Utilization phase of the study may then categorize the schools into project types as separate capital projects, as singular projects or they may be included in the Office of School Constructions Grant & Review (OSCG&R) classifications as follows: (A) *Alterations*, (E) *Extensions*, and (RNV) *Renovations*. The school project recommendations made in the Conceptual Design Options uses a feasibility process once the Facility Assessment and Demographic phases of the study are complete. The feasibility process considers numerous factors as well as the input of the “steering committee”, the BOE and the WPS, and becomes effectively a dynamic “algorithm” creating a clear direction for the creation of a new pedagogy for the Town of Weston. If you proceed directly to implement the standalone Facility Conditions categories with the Urgent Priorities, it will “short change” the overall process. While we understand that Weston may or may not use the State grant process for each and every project, it is important to note the affect that the feasibility process has during the utilization phase of the study. This process affects priorities, schedule, and budgets.

In brief, when a district proceeds with Facility Conditions Assessment Needs as standalone projects, several considerations should be included to refine and then define these projects further, rather than just proceeding with an individual standalone conceptual construction cost. Ultimately, please refine each of these school projects as you see fit. The factors we are raising for your consideration are as follows:

1. Determine if your project is going to be included in the State OSCG&R school construction grant process categorizing the project as non-priority projects such as - Alteration, Code Violation, Energy Conservation, etc. These projects must be publicly bid, typically to a Construction Manager using the State funding process. (While the State is continuously changing their process the *potential* for reimbursement of eligible project costs remain.)
2. Design of the project beginning with schematic design and resulting in the preparation of Construction Documents including the Construction Administration for implementing standalone projects.
3. Project construction delivery cost through WPS or Town bidding process to a General Contractor (GC), Construction Manager (CM), or directly to a Trade contractor.
4. Any and / or all hazardous material remediation, once project scopes are developed and specific hazardous material testing is complete.
5. School Safety Infrastructure Council and Weston Public School Safety Committee's standards and recommendations.
6. Town's recommendations (legal counsel possibly) regarding any accommodations from the ADA. While the CT Building Code "parallels" the ADA, it is not a federal law, nor would a law be "able" to determine a reasonable accommodation for specific projects. Perhaps further confusing this separation, the State building code now requires some accessible improvements to the primary route in existing buildings in some projects.
7. Most important is the WPS/BOE Educational recommendations and district wide vision for each school as it may relate to any project scope. The "Educational Specification" process contemplates a total school project and may serve as the basis for a complete project or standalone school projects.

8. Include an escalation factor and Town finance contingences, including project delivery cost for CM or GC overhead and profit. The phasing of school construction and compressed summer construction schedule contributes directly to project costs, and should be factored into your consideration.

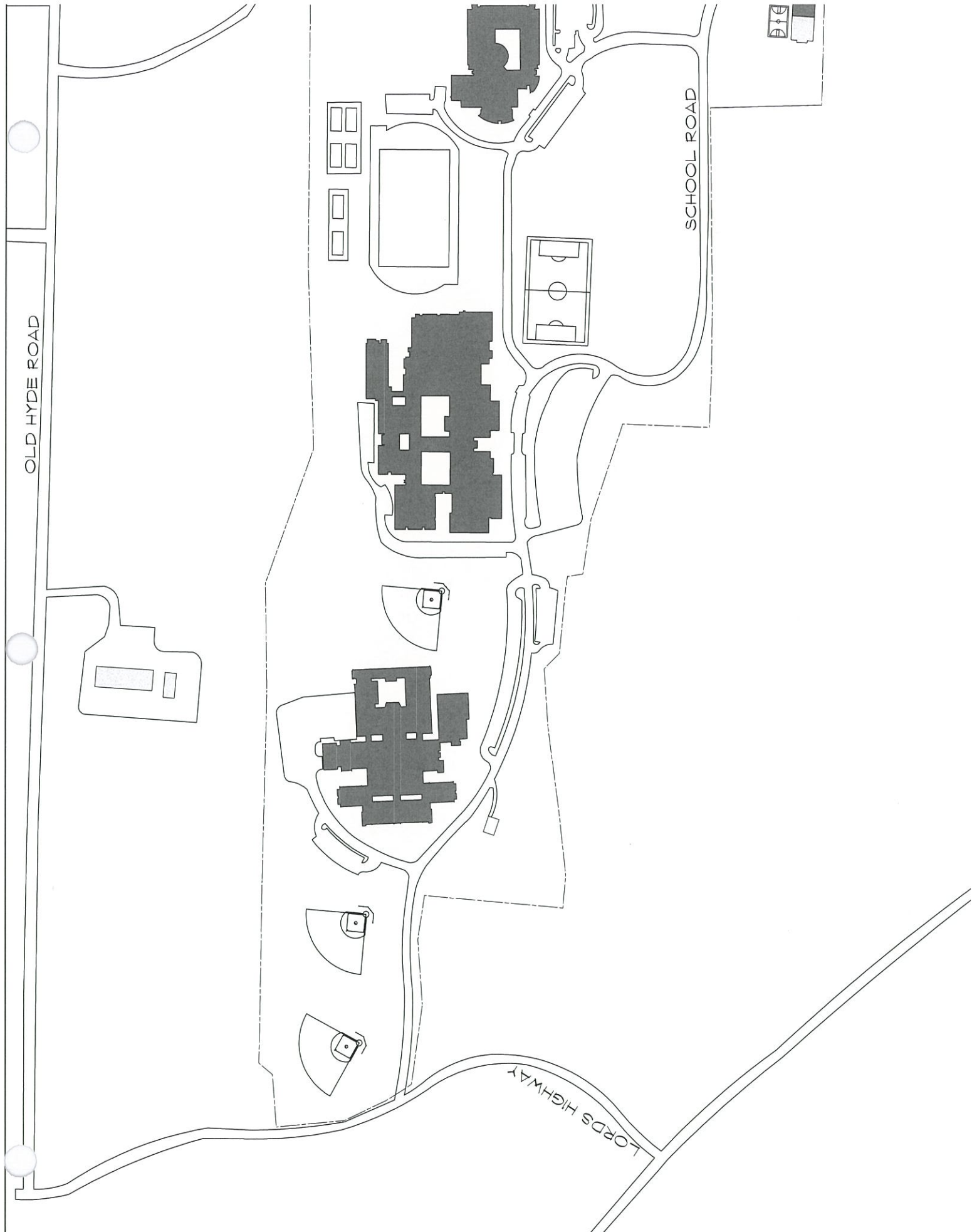
Should the BOE/Town elect to not utilize the State OSCG&R grant process numbers 2 through 8 noted above still apply to each standalone school project.

We trust that this is helpful as a steering document, and sincerely understand the challenges ahead of you to make budget recommendations and see the projects through implementation. We offer these suggestions as refinements to the study to improve your school project success for the district. Please let me know if you need any additional information, attendance at meetings, or discussion of this topic. We appreciate your continued trust in our services.

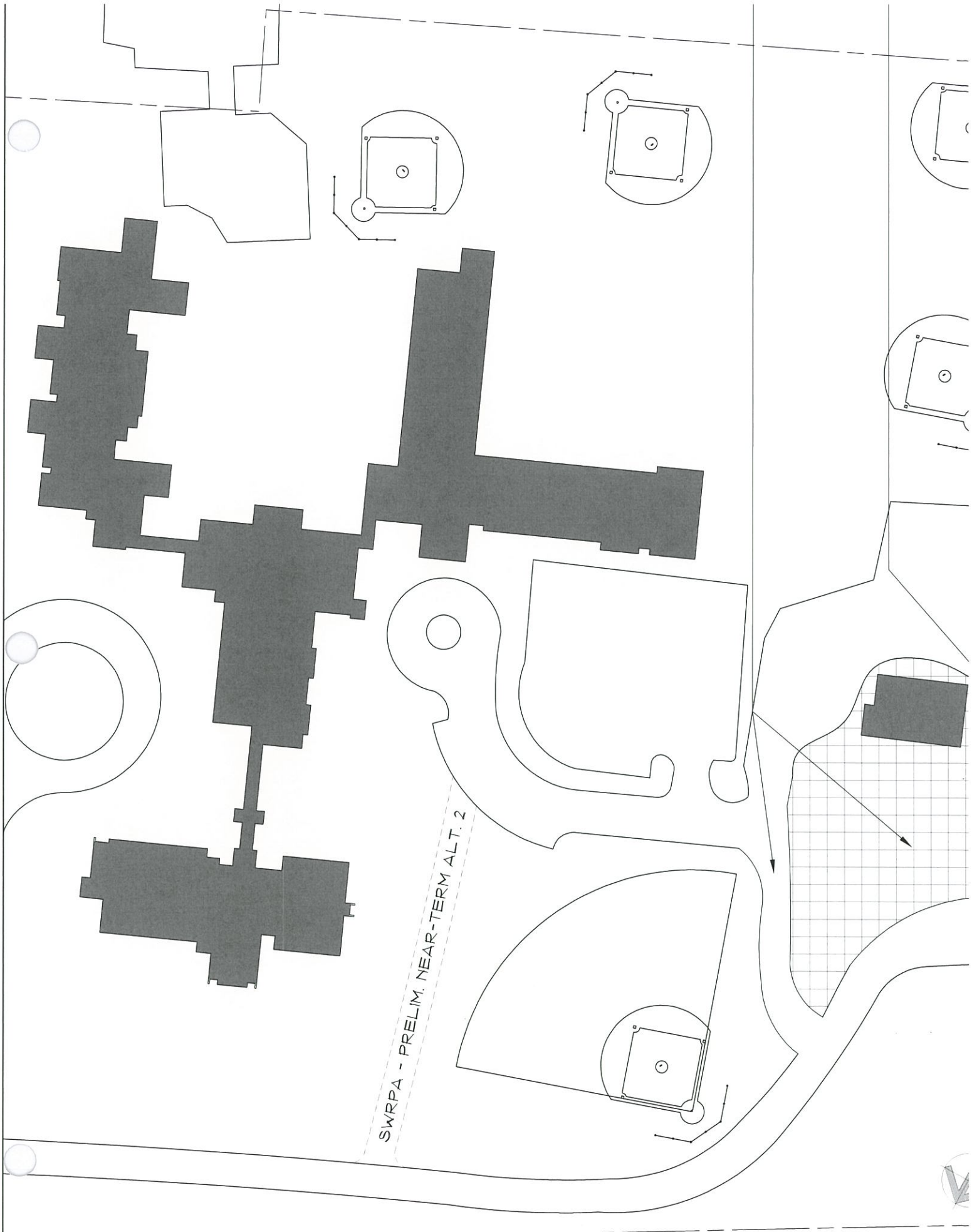
OLD HYDE ROAD

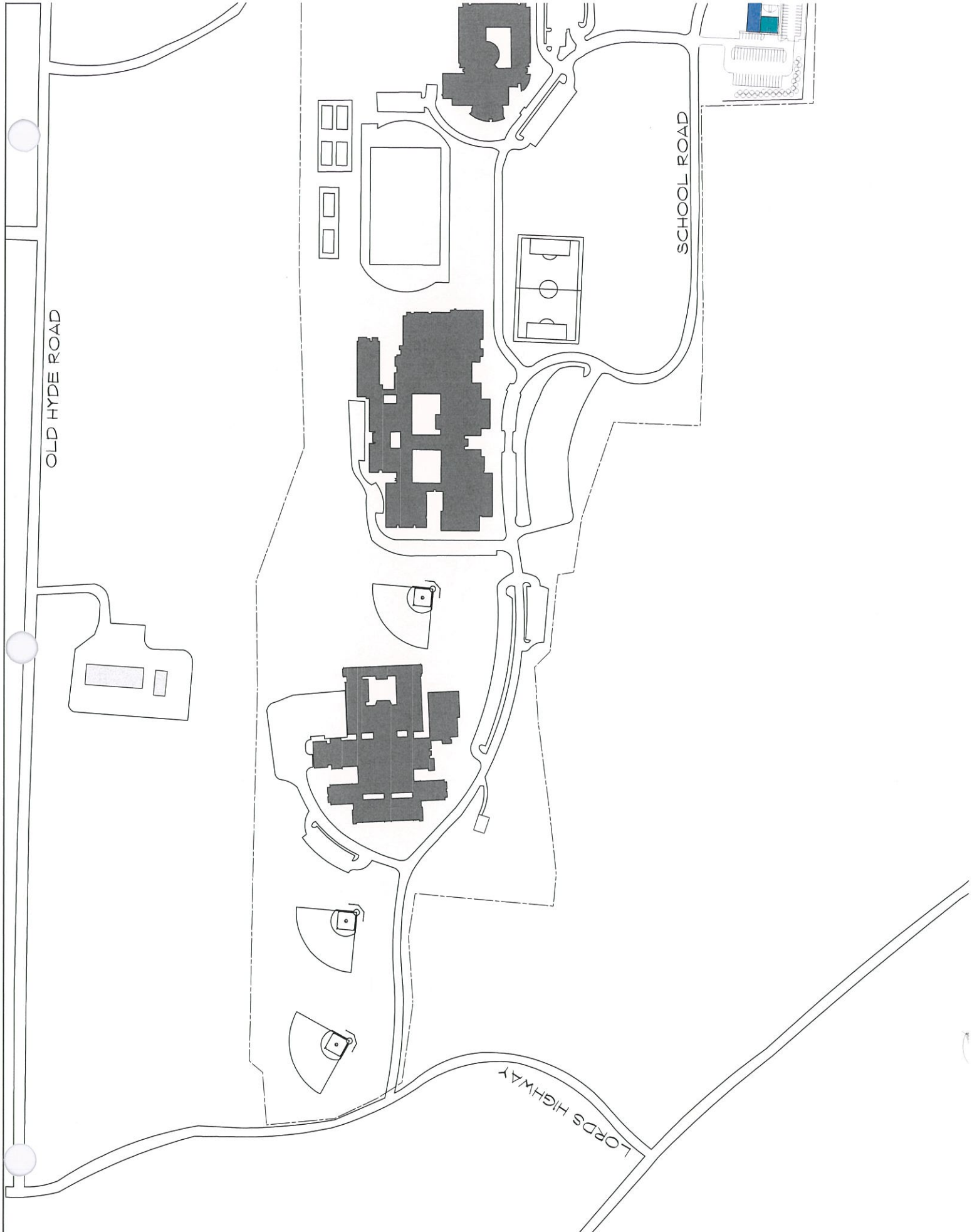
SCHOOL ROAD

LORDS HIGHWAY



SWRPA - PRELIM. NEAR-TERM ALT. 2

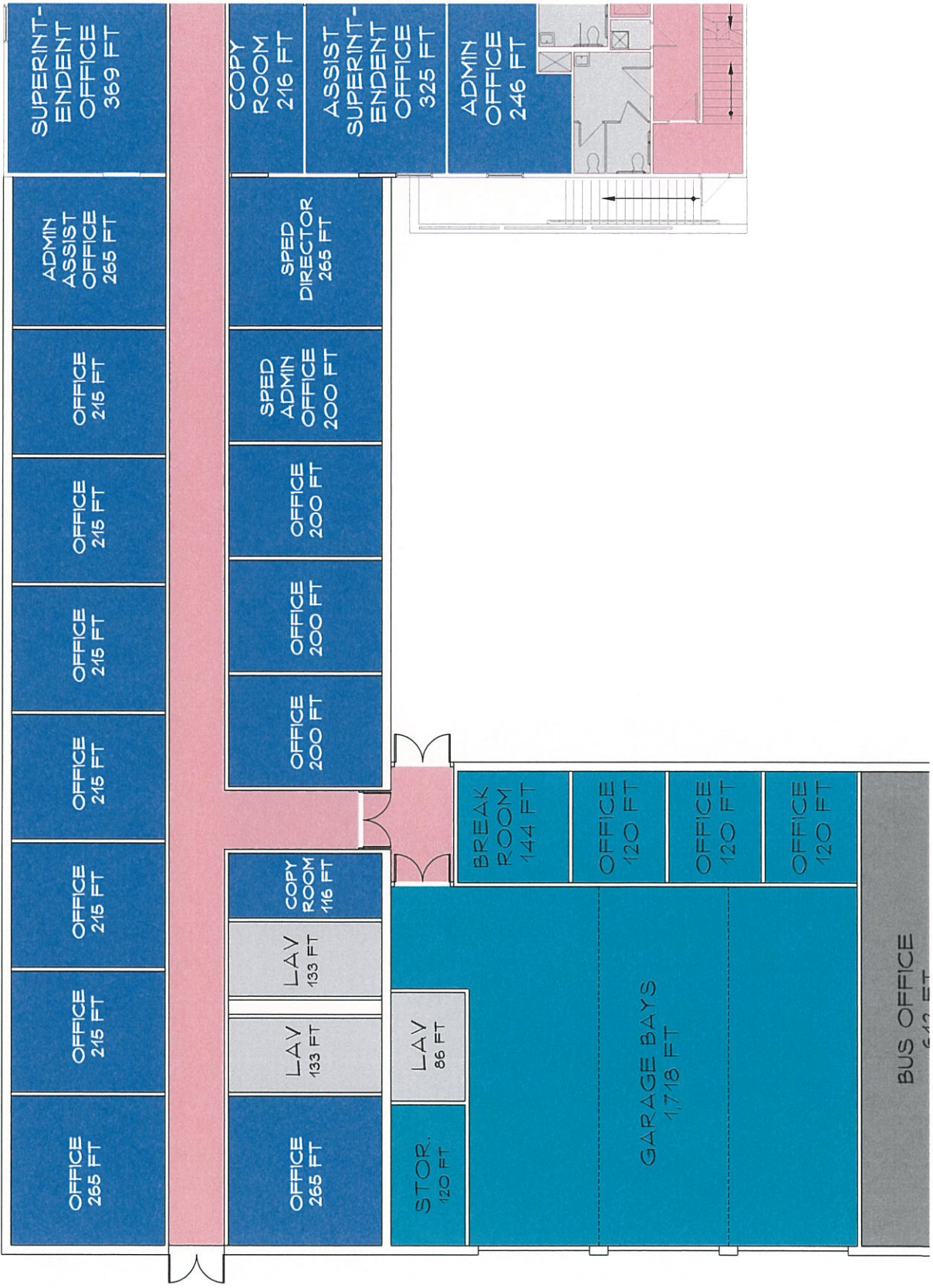




OLD HYDE ROAD

SCHOOL ROAD

LORDS HIGHWAY



WESTON SCHOOLS FACILITIES FEASIBILITY STUDY MASTER PLAN OPTION 1A

Design Option Projects	Area	Cost Per Sq ft	Subtotal	Totals
CENTRAL OFFICE ADDITION				
Addition & Site work	4,900	\$ 500	\$ 2,450,000	
Existing facility alterations	1,500	\$ 300	\$ 450,000	\$ 2,900,000
FACILITY & BUS GARAGE ADDITION				
Premanufactured building	3,400	\$ 300	\$ 1,020,000	\$ 1,020,000
SITE WORK & ANNEX DEMO				
Paving, drainage, screening				\$ 750,000
TOWN TO BUS GARAGE SITE				
Bus Garage Demo	4,104	\$ 40	\$ 164,160	
New town building	6,000	\$ 500	\$ 3,000,000	\$ 3,164,160
OPTION 1A TOTAL				\$ 7,834,160



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**WESTON SCHOOLS
FACILITIES FEASIBILITY STUDY
MASTER PLAN OPTION 1B**

Design Option Projects	Area	Cost Per Sq ft	Subtotal	Totals
CENTRAL OFFICE ADDITION				
Addition & Site work	4,900	\$ 500	\$ 2,450,000	
Existing facility alterations	1,500	\$ 300	\$ 450,000	\$ 2,900,000
FACILITY & BUS GARAGE ADDITION				
Premanufactured building	3,400	\$ 300	\$ 1,020,000	\$ 1,020,000
SITE WORK & ANNEX DEMO				
Paving, drainage, screening				\$ 750,000
TOWN TO BUS GARAGE SITE				
Bus Garage Renovations	4,104	\$ 350	\$ 1,436,400	
New town addition	2,000	\$ 500	\$ 1,000,000	\$ 2,436,400
OPTION 1B TOTAL				\$ 7,106,400



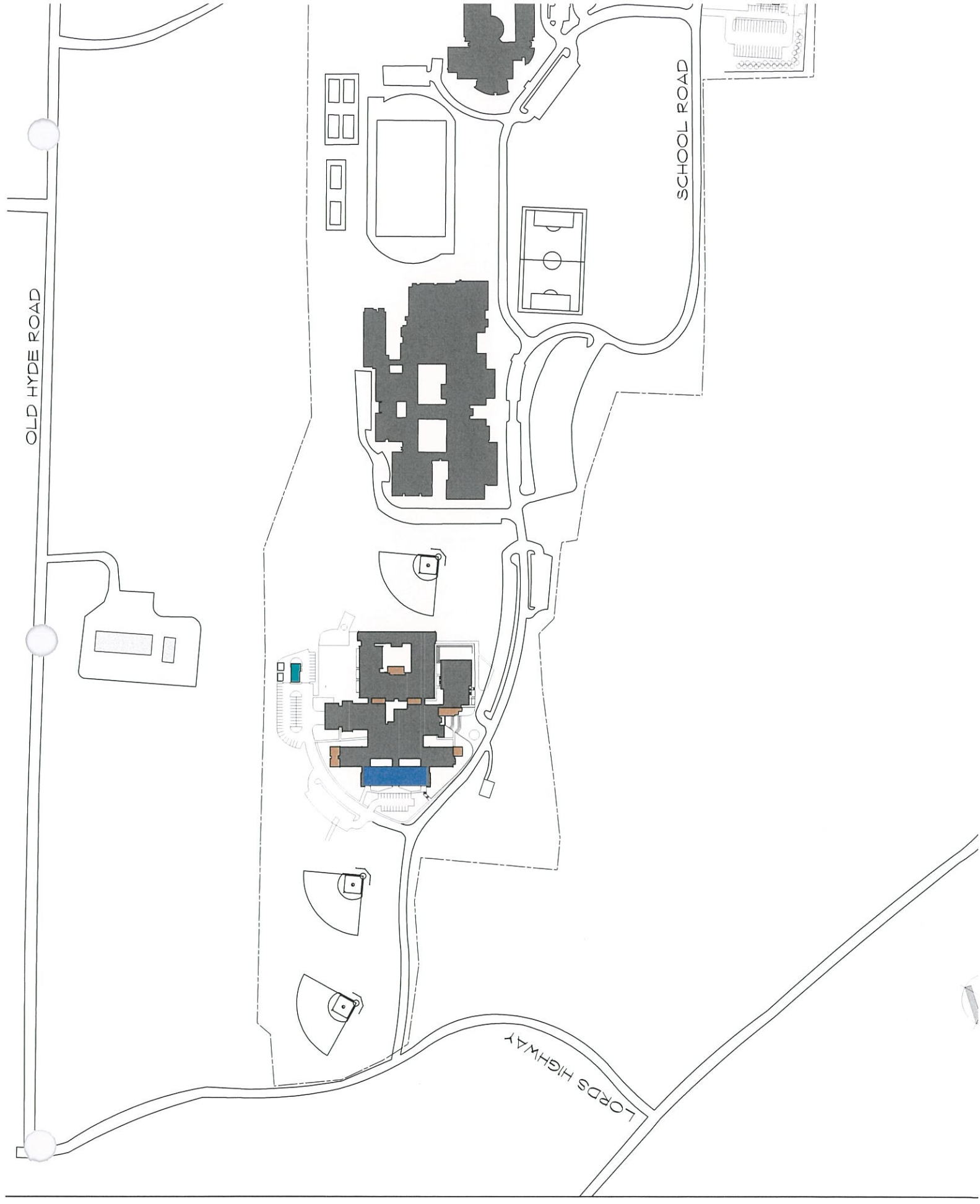
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OLD HYDE ROAD

SCHOOL ROAD

LORDS HIGHWAY



**WESTON SCHOOLS
FACILITIES FEASIBILITY STUDY
MASTER PLAN OPTION 2 (From Middle School Option 3)**

Design Option Projects	Area	Cost Per Sq ft	Subtotal	Totals
CENTRAL OFFICE RENOVATIONS				
Reconfigure A-Wing	11,035	\$ 400	\$ 4,414,000	\$ 4,414,000
FACILITY & BUS GARAGE ADDITION				
Premanufactured building	2,136	\$ 300	\$ 640,800	\$ 640,800
SITE WORK & ANNEX DEMO				
Paving, drainage, screening				\$ 750,000
TOWN TO CENTRAL OFFICE				
Renovate existng building	1,500	\$ 300	\$ 450,000	
Additon	2,500	\$ 500	\$ 1,250,000	\$ 1,700,000
NEW BUS BUILDING				
Premanufactured building	500	\$ 300	\$ 150,000	\$ 150,000
OPTION 2 TOTAL				\$ 7,654,800



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