



Raymond Design Associates, Inc.

JOSLIN, LESSER + ASSOCIATES, INC.

EXECUTIVE SUMMARY

In 2009, the Town of Uxbridge, MA hired Joslin, Lesser and Associates, Inc. (JLA) as the Owner's Project Manager to manage the Uxbridge High School project. Also in 2009 the MSBA Designer Selection Panel selected Raymond Design Associates, Inc. (RDA) who the Town of Uxbridge hired as the Architect of Record, to undertake a Feasibility Study and Schematic Design for the Uxbridge High School project. The MSBA approved the Feasibility Study at their March 31, 2010 Board Meeting.

The Schematic Design package includes a number of various items, including a summary of the existing site conditions, educational specifications, a listing of the sustainable design elements to be included in the project, a project schedule, a project budget and the schematic design drawings. The Schematic Design effort has been implemented by RDA and JLA with oversight by the Uxbridge School Building Committee.

In response to the Statement of Interest submitted by the District in November 2006, the Feasibility Study package submitted to the MSBA on October 9, 2009, stated that it had been deemed necessary for the Town of Uxbridge to address the existing Uxbridge High School building in terms of its current inadequacies to meet the needs of a 21st century high school curriculum. Because of existing spaces that are inadequate to properly educate high school students, Uxbridge High School is currently under probation by NAESC. This has significantly increased 'school-choice' out of the District and has resulted in a significant negative financial impact to the town.

Existing Building and Site Deficiencies

The existing Uxbridge High School building is approximately 112,800 gross square feet and is comprised of three floors built and added onto over four different eras between 1936 and 1996. During the Feasibility Study process, the District's architectural and engineering team conducted an extensive field assessment of the existing site and physical plant in terms of their ability to provide for the future programmatic needs of Uxbridge High School. The process included site visits, as well as a thorough record and document examination, staff interviews and community forums.

Numerous significant deficiencies at the existing Uxbridge High School were discovered:

- Significant portions of the building systems (envelope, mechanical, electrical and plumbing) are outdated, inefficient and have outlived their useful life. These systems will all need replacement and/or major upgrades in the very near future. After investigation, it was determined that the MEP systems would require temporary systems during renovation to keep occupied spaces functioning. This would add significant cost to an addition/renovation project.
- Portions of the School do not meet current building codes, including the stairwells.
- There are extensive non-compliance issues with accessibility, health and safety regulations. Specifically, there is no accessibility to the main entrance and auditorium.
- The classrooms are undersized and do not meet current MSBA guidelines.

- The core facilities (gymnasium, cafeteria and library) are undersized, over-utilized and in need of refurbishment to meet current and future program needs.
- There are no music or performing arts classrooms.
- Overall, the building is poorly configured and cannot meet educational and community goals for a high school program.
- The site is undersized, with an inadequate number of playing fields and limited parking. There is almost no room for expansion of the building without impacting the overall athletic program.
- There is no outdoor track and field facility, which is a major programmatic issue.

Whereas the building itself continues to be kept in fairly good condition, it was determined that another significant addition and renovation project at the existing high school is not appropriate from either a physical or programmatic standpoint. It is the intent of the Town to reuse the existing high school building as a middle school for grades 6 through 8 and to maintain and update it through a series of 'capital improvement' projects.

Educational Specifications

The new high school accommodates an extensive educational program within its 123,000 square feet. The design team has been very judicious in creating a layout that makes use of every available square foot of space within the building shell and maximizing flexibility and 'overlap' between programmatic needs wherever possible. The building efficiency (net to gross) ratio is 1.42, which is substantially lower than the 1.50 that current MSBA standards allow.

Desirable programmatic features that were not deemed possible to accommodate during the Feasibility Study programming process are provided within the Schematic Design presented herein. These include multi-use computer labs, small group 'breakout' spaces in widened corridor alcoves, and two additional general-use classroom spaces.

Sustainable Design

The design and project management team have focused extensively on making this new facility conform to the highest levels of sustainability possible within the approved project budget. It is the goal of the town and design/project management team to achieve the 'Verified Leader' status within the MA-CHPS program.

The enclosed design targets 51 points on the MA-CHPS Scorecard, making use of such features as extensive daylighting and environmental quality strategies within the building, a very compact building and site footprint, superior energy performance, water conservation, full integration with the future Blackstone Bikepath, materials and waste management, and appropriate operations and maintenance systems.

Schematic Design

The project involves the construction of a new High School at a previously undeveloped site located on Quaker Highway in Uxbridge, MA. The new high school will replace the educationally deficient existing High School on Capron Street. The subject site is approximately 160 acres and is located to the southeast of the intersection of Mill Street and Quaker Highway, between Quaker Highway on the west, and the Blackstone River on the east. Existing site features have influenced the schematic design heavily, which takes

advantage of existing grading and building orientation that is tied into not only the southern sun, but is on axis with the river.

The scope of the work involves the construction of a new 123,000 sf, three-story high school on the aforementioned site. The academic wings are two stories high with east-west orientation to maximize natural daylighting. Core facilities such as the cafeteria, media center and auditorium are centrally located on a day-lit spine that is aligned with the river beyond. The gymnasium is positioned to take advantage of existing site grading and to minimize cut and fills on site. It is one and a half stories tall and, together with its own separate entry (for after-hours use), it anchors the southeast corner of the new building. Locker room and fitness facilities are located on a partial ground floor level under the gymnasium, providing direct access to the new athletic fields which will be developed on existing flat plateau of a former gravel pit.

Special Education spaces are integrated throughout both academic wings and on both floors, taking into account the different grade levels and accessibility to general classrooms.

The building and site plan are both arranged to allow for easy expansion in the future without the need to relocate any athletic or driving surfaces. All areas of the building can be expanded as required, either individually or in conjunction with each other. Area is provided for future classrooms, an expanded media center, expanded cafeteria and service core (kitchen and custodial receiving), an expanded arts program (on the second floor of the existing one-story tech ed wing), an expanded tech ed program, and/or an expanded physical education program. Areas on the site have also been reserved for expanded parking lots and playing fields.

Schedule Overview

The current timeline anticipates the following major milestones:

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| ▪ Town Meeting | June 2010 |
| ▪ Debt Exclusion vote | June 2010 |
| ▪ Construction commencement | January 2011 |
| ▪ School Opening | August 2012 |

Total Proposed Project Budget

Two independent Schematic Design Construction Cost estimates were developed by JLA and RDA. These estimates have been thoroughly reviewed and reconciled to the budget contained in this report. These estimates are based on the systems' description, design drawings and anticipated construction schedules. They conform to the current and projected bidding climates and our knowledge of the extensive site conditions.

The estimated Total Project Budget is \$43,000,000 and includes a detailed breakdown of administration, architecture and engineering, site acquisition, construction, miscellaneous costs, furnishings and equipment and contingencies. The Total Project Budget has been included in Section 16, along with a detailed Cash Flow chart and the MSBA Form 3011 in a format that includes the MSBA Pro-Pay codes. The \$43M Total Project Budget is within the cap established by the MSBA as part of the March 31, 2010 MSBA Board Approval.

As part of the cost estimate reconciliation process the JLA, the JLA cost estimator, RDA, and the RDA cost estimator identified substantial value engineering items to keep the project within the \$43 million cap. These items would typically be eligible if it were not for the cap. Given the current market conditions, the OPM and Design Teams believe some of these elements that were taken out of the base bid will be affordable within the \$43 million cap and these have been shown as possible scope additions in the Total Project Budget. They have not been identified as Alternates and added to the budget since the only way they would be funded was if the market would allow them to be within the \$43 million cap. These items have not yet been prioritized and will be further analyzed as part of the Design Development cost estimate process, and, where the budget would allow, these would be added to the base bid depending on market conditions at the time of final design and bidding.

All soft costs are within the MSBA guidelines, including the FFE allowance and the soft cost cap. The initial estimates for FFE were higher than the FFE allowance but the scope has been adjusted to reflect the required FFE allowance and will be closely monitored during Design Development to make sure they stay within the allowance.

Given the utility work and field construction that is required, the project has site work which exceeds the 8% site allowance. The scope exclusion for those site work costs exceeding 8% of the building cost are shown in the appropriate column on the Form 3011

Summary

The \$43M, 123,000 SF Schematic Design for the new Uxbridge High School is a cost effective solution that addresses not only the specific needs of the Uxbridge High School but the entire Uxbridge School District. Because it provides for the reuse of the existing high school as a Middle School, it allows the district to reconfigure existing space at their existing middle and elementary schools and thereby suspend rentals and lease payments to private entities which currently house early childhood grade levels. It is also anticipated that the town will save significant costs by recapturing a substantial portion of school-age students who currently 'tuition-out' to other districts due to the physical plant issues associated with the existing high school.

The enclosed Schematic Design meets the parameters set out by the MSBA Board approval at their March 31, 2010 meeting. The Town of Uxbridge, JLA, and RDA look forward to working with the MSBA Board and the MSBA Staff in the review of the Schematic Design package enclosed herein, as well as maintaining an interactive process with the MSBA throughout the remaining design phases and the construction of the new facility which will benefit the children on Uxbridge for the next 50 years.

The Town of Uxbridge has already scheduled the local approvals for the project. Town Meeting approval is scheduled for June 19, 2010 and a Debt Exclusion vote is scheduled for June 22, 2010. The proposed timeline anticipates start of construction in January 2011 and opening of the new school in fall of 2012.