

To:	Phil Ross	Date:	December 11, 2015
From:	Will Walter, PE	Proj. No.	83618.00
Re:	New Fairfield High School/Middle School Site Assessment		

The Board of Education is considering combining the drop-off scenarios for the high school and the middle school. This would allow greater efficiency for the busses since all students would be picked up in one trip. This would cause the start times for both schools to be the same and not staggered.

Existing Site Circulation and Parking Analysis

BSC arrived on-site at approximately 6:20 am on Friday, October 16.

High School

- By 6:37 am, there were twenty two (22) cars counted in the main parking area.
- First drop-off was observed at 6:37 am.
- Parent drop-off officially begins at 6:45 am.
- Parents appear to use multiple paths to get to the drop-off area and to leave.
- Some drop-offs were observed in the middle of the parking lot.
- The drop-off scenario included a lot of cars performing U-turns in the various drive aisles.
- Busses arrived at various times between 6:53 am and 7:12 am.
- The most common parent drop-off area was observed to be in the middle area between the high school and middle school, because bus drop-off is in front of the high school. The bus drop-off area was not used by parents for drop-off.
- Queues were observed as follows: 7 cars at 7:05, 8 cars at 7:08, 13 cars at 7:09, 10 cars at 7:10, and 11 cars at 7:11. The peak drop-off time appeared to be from 7:10 am to 7:18 am. At 7:11 am, the queue was observed to be past the first entrance (middle school entrance). At 7:15 am, the queue was bumper to bumper from the drop-off area to well past the first entrance.
- The total count from 6:37 am to 7:20 am was 373 cars.
- At 9:25 am, there were 242 cars in the high school/middle school parking lot.

Middle School

- Middle school parent drop-off officially begins at 7:20 am.
- Between 7:20 am and 7:40 am, only 45 cars were observed. The majority of these appeared to be faculty members and late high school students.
- There is a wooden barricade that blocks the middle school access drive until it is moved by the head custodian each morning at approximately 7:40 am.
- Steady drop-off began at approximately 7:40 am.
- Some students were dropped off along the main drive in front of the barricade.
- We observed parents turning around in both the high school area and the middle school drop-off area.
- Very few students were observed on the first few buses.

- All the buses line up (first 5 are parallel, rest are diagonal) and the kids exit simultaneously once all the buses have arrived.
- There was no queue observed larger than four (4) cars.
- There are not separated parent and bus drop-off areas.
- We observed dangerous drop-offs at the main entrance; cars pulled forward and then backed up to exit the parking lot.
- The total count from 7:20 am to 8:00 am was 152 cars (45 cars from 7:20 am – 7:40 am, assume 20 staff, 20 late high school drop-offs and 5 early middle school drop-offs; 107 cars from 7:40 am – 7:45 am).

Parking Space Counts

- There are a total of approximately 498 parking spaces on site, allocated as follows:
 - Main Parking Area South of School – 188
 - Senior Parking Area (West Lot) – 68
 - Utility Area West of School – 28
 - Utility Area East of School – 19
 - Lot East of Football Field – 126
 - Lot South of Soccer Field - 75
- At 9:25 am, after all students were in school, we counted the total number of parked cars in the parking area. The total count was approximately 359, allocated as follows:
 - Main Parking Area South of School - 180
 - Senior Parking Area (West Lot) – 42
 - Utility Area West of School – 17
 - Utility Area East of School – 17
 - Lot East of Football Field – 87
 - Lot South of Soccer Field - 16

Pavement Condition Analysis

- All observed pavement appeared to be in relatively good condition, considering its age. The condition could be described as normal wear and tear.
- There were no observed signs of the stone base or sub-base failure.
- There was a catch basin that appeared to be deteriorating.
- Most sections of the concrete curb appear to be worn but structurally sound.
- While the pavement is in reasonable condition, it is nearing the end of its intended lifespan.
- There was an area of concrete curb with the reinforcement exposed.
- The existing layout has a lot of unused space and large areas of open pavement.

Site Circulation and Parking Summary and Recommendations

BSC placed a counter at the intersection of the main entrance drive and the first curb cut (easternmost) that is the bus entrance to the Middle School.

- Based on the parking counts at 9:25 am on October 16, 2015, it appears that approximately **359** spaces are required for school staff and students, as well as a normal amount of visitors. It appears that the main parking area and the senior parking area support approximately 222 cars (180 for staff/visitors and 42 for seniors).
- Based on the parking counts at 9:25 am on October 16, 2015, it appears that there were approximately **201 high school drop-offs** and approximately **107 middle school drop-offs**. This conclusion was derived using the following logic:

- 6:37 am: 22 cars in Main Parking Area.
- 6:37 am – 7:20 am: 373 trips counted.
- 7:20 am – 7:40 am: 45 trips counted (assume 20 teachers, 20 late high school student drop-offs and 5 early middle school drop-offs.)
- 7:40 am – 7:45 am: 107 trips counted (assume 102 Middle School drop-offs since most staff would've been parked and in the school.)
- 9:25 am: 359 cars total counted aggregate for all lots (239 in areas that needed to pass the counter.)

- Total number of drops (High School and Middle School) = Cars that passed counter (22+373+45+107 = 547) – parked cars that would've needed to pass counter (239) = 308.
- Number of Middle School drops = 107 (7 from 7:20 am – 7:40 am + 100 from 7:40 am – 7:45 am.)
- Number of High School drops = Total number of drops (308) – Middle School drops (107) = 201. These numbers represent a drop-off percentage of 65% high school drops and 35% middle school drops. This is representative with the school population of approximately 1,000 high school students and 620 middle school students (62% high school and 38% middle school.)

- The total number of drops (308) would likely decrease under a combined scenario, since it is probable that some parents drop a high school student and a middle school student. The scenarios we have provided below that could accommodate a combined drop (Site Concepts 1A, 1B, 1C, 2B, and 4) will serve more efficiently than the current high school drop, since, under all these scenarios, a much more efficient drop-off configuration is provided. Due to the magnitude of parent drops, however, there will still be parent queuing.
- Based on discussions with the principals and the Superintendent on October 7, 2015 there are 24 busses that drop off students at the High School/Middle School. Whether the drop scenarios were combined or kept separate, there would be a need for a queue of 24 busses.

Site Concept 1A: Base Cost - \$748,000, Alternate Parking - \$31,000

This concept would be functional for both the separate or combined drop-off scenarios. It provides for continuous bus drop-off with a bypass lane along the entirety of the existing sidewalk in front of both the High School and the Middle School. It provides a separate, continuous parent drop-off with a bypass lane adjacent the bus drop-off and the drop-offs are separated by a raised bituminous curb/sidewalk. It is anticipated that fencing would be utilized in the separation island to channel the students to several areas to cross the bus drop-off aisle. It includes replacement of all the main parking area pavement, new bituminous curb islands, new lighting and has been designed to meet the parking lot standards in the zoning code.

The drop-off configuration allows for approximately 22 busses curbside simultaneously and approximately 26 cars simultaneously. The parking area revisions result in a reduction in the total parking count from 504 to 469 and a reduction in the main parking area of 35 (188 to 153). We observed 26 open spaces in the senior lot so additional parking for staff could be provided by a portion or all of the senior lot. There are sufficient spaces for senior parking in the lot east of the football field. Additionally, we have provided an alternate for parking on the south side of the main drive.

A list of pros and cons is as follows:

Pros

- *Physical improvement of parking lot and lighting.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*

Cons

- *Reduction of parking spaces in the main parking area by 35 (188 to 153), not including the alternate parking. This could easily be overcome by allocating a portion or all of the senior lot to staff and having a portion or all of the seniors park in the lot east of the football field.*
- *Students dropped off by parents cross the bus lane.*

Site Concept 1B: Base Cost - \$783,000, Alternate Parking - \$31,000

This concept would be functional for both the separate or combined drop-off scenarios but is geared towards the separate drop-off scenario. It provides for separate bus drop-offs, with bypass lanes, along the existing sidewalk in front of both the High School and the Middle School. It provides a continuous parent drop-off with a bypass lane adjacent the bus drop-off and the drop-offs are separated by a raised bituminous curb/sidewalk. It is anticipated that fencing would be utilized in the separation island to channel the students to several areas to cross the bus drop-off aisle. It includes replacement of all the main parking area pavement, new bituminous curb islands, new lighting and has been designed to meet the parking lot standards in the zoning code.

The High School bus drop-off configuration allows for approximately 13 busses curbside simultaneously. The Middle School bus drop-off configuration allows for approximately 9 busses curbside simultaneously and 18 if they were double parked. The parent drop-off configuration allows for approximately 26 cars simultaneously. The parking area revisions result in a reduction in the total parking count from 504 to 462 and a reduction in the main parking area of 42 (188 to 146). We observed 26 open spaces in the senior lot so additional parking for staff could be provided by a portion or all of the senior lot. There are sufficient spaces for senior parking in the lot east of the football field. Additionally, we have provided an alternate for parking on the south side of the main drive.

A list of pros and cons is as follows:

Pros

- *Physical improvement of parking lot and lighting.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*

Cons

- *Reduction of parking spaces in the main parking area by 42 (188 to 146), not including the alternate parking. This could easily be overcome by allocating a portion or all of the senior lot to staff and having a portion or all of the senior's park in the lot east of the football field.*
- *Students dropped off by parents cross the bus lane.*

Site Concept 1C: Base Cost - \$735,000, Alternate Parking - \$43,000

This concept would be functional for both the separate or combined drop-off scenarios and is similar to Site Concept 1A, except that parking configuration in the main parking area is modified to reduce the number of exits onto the main site drive.

The parking area revisions result in a reduction in the total parking count from 504 to 457 and a reduction in the main parking area of 47 (188 to 141). We observed 26 open spaces in the senior lot so additional parking for staff could be

provided by a portion or all of the senior lot. There are sufficient spaces for senior parking in the lot east of the football field. Additionally, we have provided an alternate for parking on the south side of the main drive.

A list of pros and cons is as follows:

Pros

- *Physical improvement of parking lot and lighting.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*
- *Reduced number of aisle connections to main drive.*

Cons

- *Reduction of parking spaces in the main parking area by 47 (188 to 141), not including the alternate parking. This could easily be overcome by allocating a portion or all of the senior lot to staff and having a portion or all of the senior's park in the lot east of the football field.*
- *Wide and inefficient aisle drive exits to the main drive.*
- *Students dropped off by parents cross the bus lane.*

Site Concept 2A: Base Cost - \$822,000, Alternate Parking - \$39,000

This concept would be functional for the separate drop-off scenarios. It provides for separate bus drop-offs, with bypass lanes in front of both the High School and the Middle School. It provides a continuous parent drop-off with a bypass lane adjacent the bus drop-off. It includes replacement of all the main parking area pavement, new bituminous curb islands, new lighting and has been designed to meet the parking lot standards in the zoning code.

The High School bus drop-off configuration allows for approximately 15 busses curbside simultaneously. The Middle School bus drop-off configuration allows for approximately 9 busses curbside simultaneously and 18 if they were double parked. The parent drop-off configuration allows for approximately 20 cars simultaneously. The parking area revisions result in a reduction in the total parking count from 504 to 464 and a reduction in the main parking area of 40 (188 to 148). We observed 26 open spaces in the senior lot so additional parking for staff could be provided by a portion or all of the senior lot. There are sufficient spaces for senior parking in the lot east of the football field. Additionally, we have provided an alternate for parking on the south side of the main drive.

A list of pros and cons is as follows:

Pros

- *Physical improvement of parking lot and lighting.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*
- *No students crossing bus lanes.*

Cons

- *Reduction of parking spaces in the main parking area by 40 (188 to 148), not including the alternate parking. This could easily be overcome by allocating a portion or all of the senior lot to staff and having a portion or all of the senior's park in the lot east of the football field.*
- *Inefficient use of space for High School bus drop-off area. This area cannot be used for parking spaces since only busses would be allowed to enter.*

Site Concept 2B: Base Cost - \$935,000

This concept would be functional for both the separate or combined drop-off scenarios. It is similar to Site Concept 2A, except that it provides for a combined bus drop-off with a bypass lane, and separate parent drop-offs with bypass lanes. It includes replacement of all the main parking area pavement, new bituminous curb islands, new lighting and has been designed to meet the parking lot standards in the zoning code.

The combined bus drop-off configuration allows for approximately 15 busses curbside simultaneously. The Middle School parent drop-off configuration allows for approximately 15 cars simultaneously and the High School parent drop-off configuration also allows for approximately 15 cars simultaneously. The parking area revisions result in a reduction in the total parking count from 504 to 494 and a reduction in the main parking area of 10 (188 to 178). We observed 26 open spaces in the senior lot so additional parking for staff could be provided by a portion or all of the senior lot. There are sufficient spaces for senior parking in the lot east of the football field. Additionally, we have provided an alternate for parking on the south side of the main drive.

A list of pros and cons is as follows:

Pros

- *Physical improvement of parking lot and lighting.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*
- *No students crossing bus lanes.*
- *Loss of only 10 spaces in the main parking lot.*

Cons

- *Reduction of parking spaces in the main parking area by 40 (188 to 148), not including the alternate parking. This could easily be overcome by allocating a portion or all of the senior lot to staff and having a portion or all of the senior's park in the lot east of the football field.*

[SITE CONCEPTS 3A, 3B, AND 4 HAVE BEEN PROVIDED AS A MEANS OF SHOWING SCENARIOS THAT REDUCE THE CONSTRUCTION COST.]

Site Concept 3A: Base Cost - \$333,000

This concept would be functional for a separate drop-off scenario. It reuses pavement, islands and lighting where possible and provides separate bus drop areas for the high school and middle school. The high school bus drop includes a bypass lane and the middle school drop area is designed as regatta style. There is a dedicated high school parent drop area and a drop area that could be used by for both high school and middle school parent drops.

The high school bus drop-off configuration allows for approximately 11 busses curbside simultaneously and the Middle school bus drop-off configuration allows for 15 busses curbside regatta style. The dedicated high school parent drop-off

configuration allows for approximately six (6) cars simultaneously and the shared high school and middle school parent drop-off configuration allows for approximately 11 cars simultaneously. The parking area revisions result in a reduction in the total parking count from 504 to 465 and a reduction in the main parking area of 38 (188 to 150). Based on a review of the minimum number of spaces required by the local zoning requirements, additional parking areas may need to be constructed, similar to those shown in Site Concepts 1A – 2B.

A list of pros and cons is as follows:

Pros

- *Cost savings compared to Site Concepts 1A – 2B.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*

Cons

- *The reuse of some of the existing facilities will create a patchwork lot.*
- *Insufficient amount of parent drop facilities.*
- *Reduction of parking spaces in the main parking area by 38 (188 to 150), not including the alternate parking. This could easily be overcome by allocating seniors to the lot east of the football field. (The additional parking areas shown in Site Concepts 1A – 2B may be required based on the requirements of the zoning code.*

Site Concept 3B: Base Cost - \$361,000

This concept is similar to Site Concept 3A, except that it provides more parking by removing the dedicated high school parent drop.

A list of pros and cons is as follows:

Pros

- *Cost savings compared to Site Concepts 1A – 2B.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*

Cons

- *The reuse of some of the existing facilities will create a patchwork lot.*
- *Insufficient amount of parent drop facilities.*
- *Reduction of parking spaces in the main parking area by 43 (188 to 145), not including the alternate parking. This could easily be overcome by allocating seniors to the lot east of the football field. (The additional parking areas shown in Site Concepts 1A – 2B may be required based on the requirements of the zoning code.*

Site Concept 4: Base Cost - \$426,000

This concept would be functional for the separate or combined drop-off scenario. It reuses pavement, islands and lighting where possible and provides a combined bus drop area and a combined parent drop for the high school and middle school, both equipped with bypass lanes.

The bus drop-off configuration allows for approximately 16 busses curbside simultaneously and the parent drop-off configuration allows for approximately 25 cars simultaneously. The parking area revisions result in a reduction in the total parking count from 504 to 443 and a reduction in the main parking area of 61 (188 to 127). Based on a review of the minimum number of spaces required by the local zoning requirements, additional parking areas may need to be constructed, similar to those shown in Site Concepts 1A – 2B.

A list of pros and cons is as follows:

Pros

- *Cost savings compared to Site Concepts 1A – 2B.*
- *Separate bus and parent drop-off, both with bypass lanes.*
- *Increased efficiency of parking lot circulation and parking.*
- *Increased safety for bus and parent drop-off.*
- *Increased parent drop efficiency.*

Cons

- *The reuse of some of the existing facilities will create a patchwork lot.*
- *Reduction of parking spaces in the main parking area by 61 (188 to 127), not including the alternate parking. This could easily be overcome by allocating seniors to the lot east of the football field. (The additional parking areas shown in Site Concepts 1A – 2B may be required based on the requirements of the zoning code.*

Photos



Cars observed driving past the middle school entrance barricade during high school drop-off. Some middle school students are dropped off in front of the barricade before it is removed.



Cars beginning to cue up during high school drop-off.



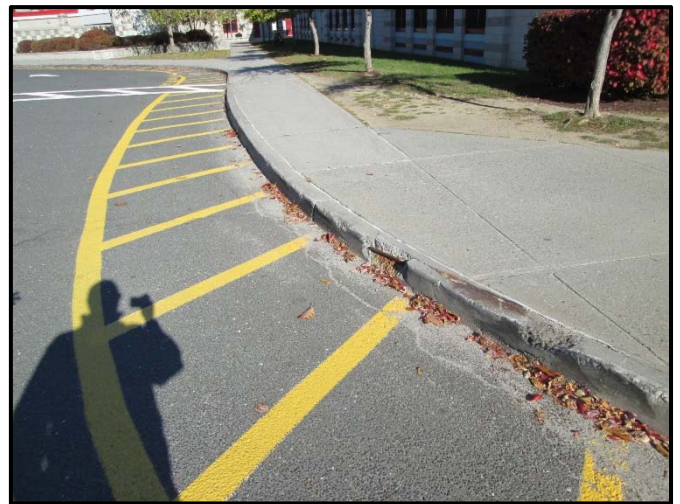
All middle school students are let off the buses simultaneously.



Middle school entrance barricade has been removed; buses begin to use the entrance.



Catch basin beginning to deteriorate.



Exposed section of reinforcement in concrete curb.

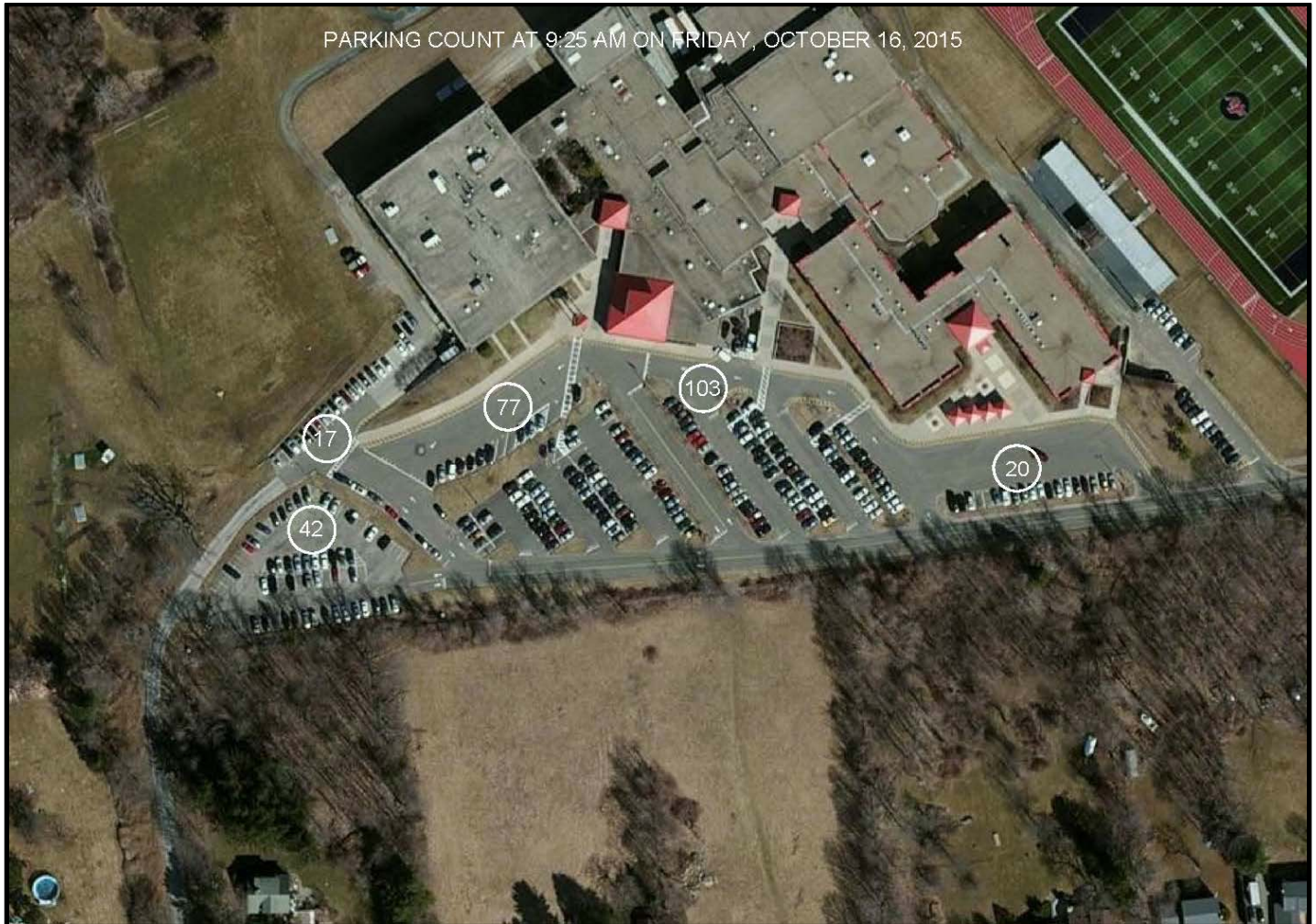


Pavement suffering from wear and tear. General condition is fair.



Large amounts of open pavement makes for inefficient use of space.

Parking Count



Concepts

PARKING TABLE

	EXISTING	PROPOSED
UTILITY AREA WEST OF SCHOOL	28	28
UTILITY AREA EAST OF SCHOOL	19	19
LOT EAST OF FOOTBALL FIELD	126	126
LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	68	68
MAIN PARKING AREA SOUTH OF SCHOOL	188	153
TOTAL	504	499
ADDITIONAL SPACES	-	30
TOTAL WITH ADDITIONAL SPACES	-	499
HANDICAP SPACES IN MAIN LOT	8	8

*HANDICAP SPACE COUNTS ARE INCORPORATED INTO TOTAL COUNT.

HIGHLIGHTS:

- THIS CONCEPT IS FUNCTIONAL FOR THE SEPARATED AND COMBINED DROP-OFF AND PICKUP SCENARIOS.
- THE BUS DROP-OFF ALLOWS FOR APPROXIMATELY 22 BUSES CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE PARENT DROP-OFF ALLOWS FOR APPROXIMATELY 28 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE REVISIONS, WITHOUT THE ADDITIONAL SPACES, REDUCE THE MAIN LOT SPACES BY 35 (188 TO 153).



Concept I-A

New Fairfield High School/Middle School Parking Lot Revisions



New Fairfield, CT



date
11/17/15

scale
1"=30'

0 15 30 60

300 WINDING BROOK DRIVE, GLASTONBURY, CT 06033
(860) 652-8227

CIVIL ENGINEERING, LANDSCAPE ARCHITECTURE, SURVEYING,
PLANNING, GIS, AND ECOLOGICAL SCIENCES

PARKING TABLE		
	EXISTING	PROPOSED
UTILITY AREA WEST OF SCHOOL	28	28
UTILITY AREA EAST OF SCHOOL	19	19
LOT EAST OF FOOTBALL FIELD	126	126
LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	68	68
MAIN PARKING AREA SOUTH OF SCHOOL	158	146
TOTAL	504	462
ADDITIONAL SPACES	—	30
TOTAL WITH ADDITIONAL SPACES	—	492
HANDICAP SPACES IN MAIN LOT*	8	8

*HANDICAP SPACE COUNTS ARE INCORPORATED INTO TOTAL COUNT.

HIGHLIGHTS:

- THIS CONCEPT IS FUNCTIONAL FOR THE SEPARATED AND COMBINED DROP-OFF AND PICKUP SCENARIOS.
- THE BUS DROP-OFF FOR THE HIGH SCHOOL, ALLOWS FOR APPROXIMATELY 13 BUSES CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE BUS DROP-OFF FOR THE MIDDLE SCHOOL, ALLOWS FOR APPROXIMATELY 9 BUSES CURBSIDE SIMULTANEOUSLY, 10 BUSES IF DOUBLE PARKED, AND INCLUDES A BYPASS LANE.
- THE PARENT DROP-OFF ALLOWS FOR APPROXIMATELY 26 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE REVISIONS, WITHOUT THE ADDITIONAL SPACES, REDUCE THE MAIN LOT SPACES BY 42 (188 TO 146).



Concept I-B

New Fairfield High School/Middle School Parking Lot Revisions



New Fairfield, CT



date
11/17/15

scale
1"=30'

0 15 30 60

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CIVIL ENGINEERING, LANDSCAPE ARCHITECTURE, SURVEYING,
PLANNING, GIS, AND ECOLOGICAL SCIENCES

PARKING TABLE

	EXISTING	PROPOSED
UTILITY AREA WEST OF SCHOOL	28	28
UTILITY AREA EAST OF SCHOOL	19	19
LOT EAST OF FOOTBALL FIELD	126	126
LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	68	68
MAIN PARKING AREA SOUTH OF SCHOOL	188	141
TOTAL	504	482
ADDITIONAL SPACES	-	22
TOTAL WITH ADDITIONAL SPACES	-	484
HANDICAP SPACES IN MAIN LOT*	8	8

*HANDICAP SPACE COUNTS ARE INCORPORATED INTO TOTAL COUNT.

HIGHLIGHTS:

- THIS CONCEPT IS FUNCTIONAL FOR THE SEPARATED AND COMBINED DROP-OFF AND PICKUP SCENARIOS.
- THE BUS DROP-OFF ALLOWS FOR APPROXIMATELY 22 BUSES CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE PARENT DROP-OFF ALLOWS FOR APPROXIMATELY 28 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE REVISIONS, WITHOUT THE ADDITIONAL SPACES, REDUCE THE MAIN LOT SPACES BY 47 (188 TO 141).



Concept I-C

New Fairfield High School/Middle School Parking Lot Revisions



New Fairfield, CT



date
11/17/15

scale
1"=30'

0 15 30 60

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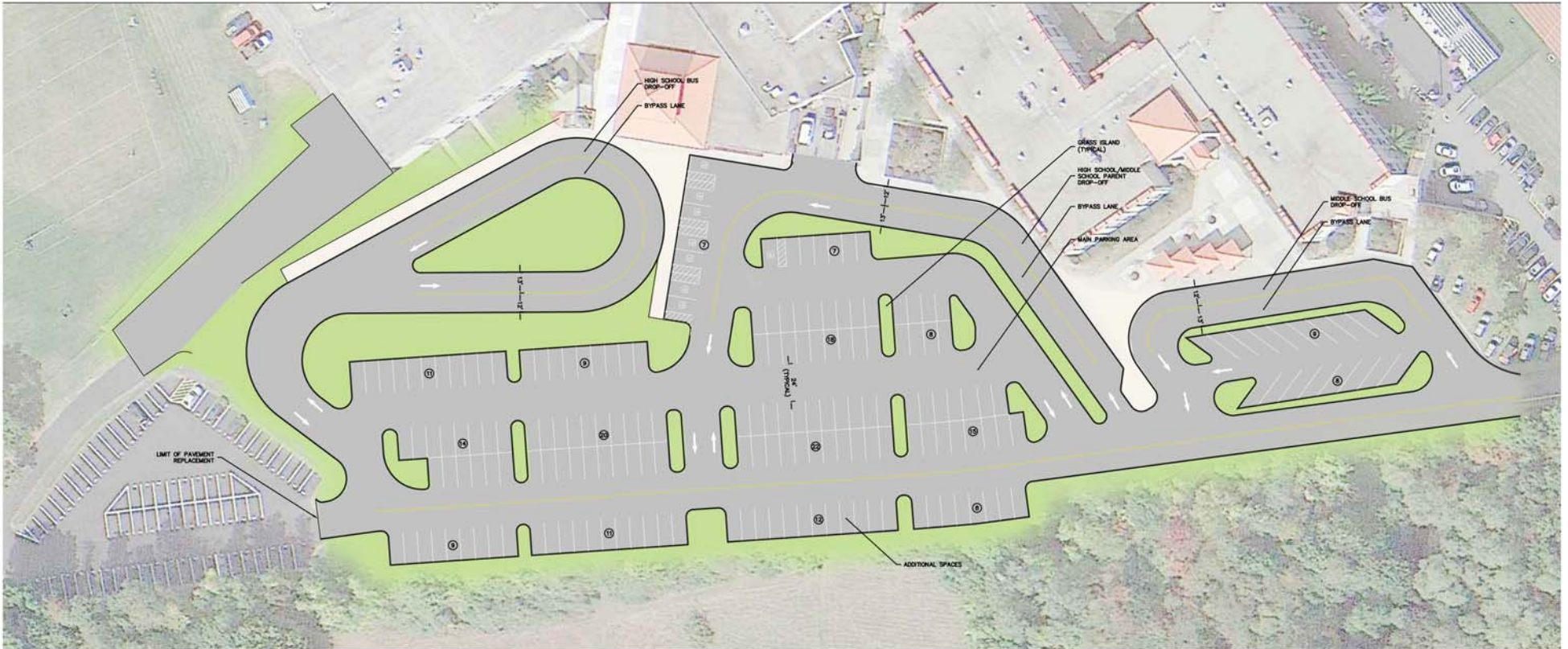
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	EXISTING	PROPOSED
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UTILITY AREA EAST OF SCHOOL	19	19
LOT EAST OF FOOTBALL FIELD	126	126
LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	68	68
MAIN PARKING AREA SOUTH OF SCHOOL	188	148
TOTAL	504	464
ADDITIONAL SPACES	-	40
TOTAL WITH ADDITIONAL SPACES	-	504
HANDICAP SPACES IN MAIN LOT*	8	8

*HANDICAP SPACE COUNTS ARE INCORPORATED INTO TOTAL COUNT.

HIGHLIGHTS:

- THIS CONCEPT IS FUNCTIONAL FOR THE SEPARATED DROP-OFF AND PICKUP SCENARIO.
- THE BUS DROP-OFF FOR THE HIGH SCHOOL ALLOWS FOR APPROXIMATELY 15 BUSES CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE BUS DROP-OFF FOR THE MIDDLE SCHOOL ALLOWS FOR APPROXIMATELY 9 BUSES CURBSIDE (18 IF DOUBLE STACKED) SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE PARENT DROP-OFF ALLOWS FOR APPROXIMATELY 20 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE REVISIONS, WITHOUT THE ADDITIONAL SPACES, REDUCE THE MAIN LOT SPACES BY 40 (188 TO 148).



Concept 2-A

New Fairfield High School/Middle School Parking Lot Revisions



New Fairfield, CT



date
11/17/15

scale
1"=30'

0 15 30 60

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(860) 652-8227

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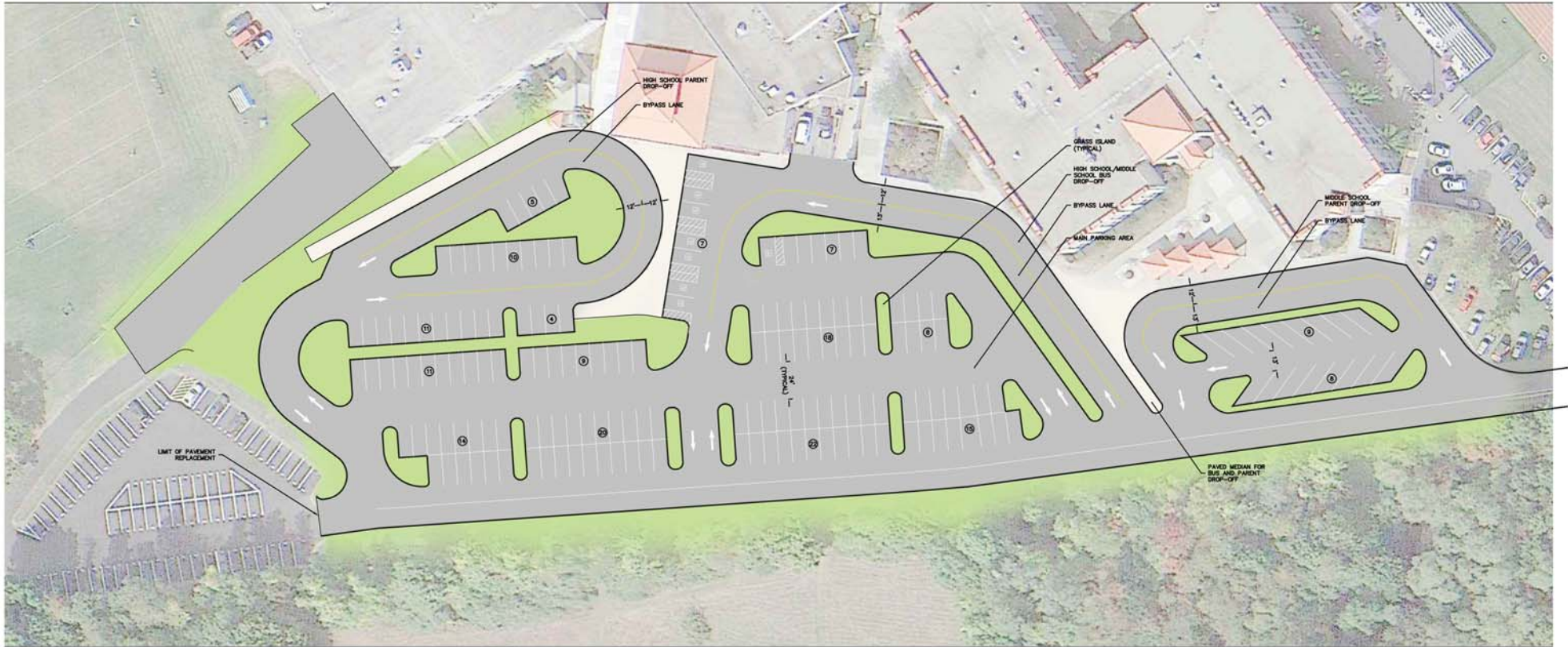
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LOT EAST OF FOOTBALL FIELD	126	126
LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	69	69
MAIN PARKING AREA SOUTH OF SCHOOL	188	178
TOTAL	504	494
HANDICAP SPACES IN MAIN LOT*	8	8

*HANDICAP SPACE COUNTS ARE INCORPORATED INTO TOTAL COUNT.

HIGHLIGHTS:

- THIS CONCEPT IS FUNCTIONAL FOR THE COMBINED DROP-OFF AND PICKUP SCENARIO.
- THE PARENT DROP-OFF FOR THE HIGH SCHOOL ALLOWS FOR APPROXIMATELY 15 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE PARENT DROP-OFF FOR THE MIDDLE SCHOOL ALLOWS FOR APPROXIMATELY 15 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE COMBINED HIGH SCHOOL/MIDDLE SCHOOL BUS DROP-OFF ALLOWS FOR APPROXIMATELY 10 BUSES CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE REVISIONS REDUCE THE MAIN LOT SPACES BY 10 (188 TO 178).



Concept 2-B

New Fairfield High School/Middle School Parking Lot Revisions



New Fairfield, CT



date
11/17/15

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1"=30'

0 15 30 60

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LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	58	58
MAIN PARKING AREA SOUTH OF SCHOOL	188	150
TOTAL	504	466
ADDITIONAL SPACES	-	0
TOTAL WITH ADDITIONAL SPACES	-	466
HANDICAP SPACES IN MAIN LOT*	8	8

*HANDICAP SPACE COUNTS ARE INCORPORATED INTO TOTAL COUNT.

HIGHLIGHTS:

- THIS CONCEPT IS FUNCTIONAL FOR THE SEPARATED DROP-OFF AND PICKUP SCENARIOS.
- THE BUS DROP-OFF FOR THE HIGH SCHOOL ALLOWS FOR APPROXIMATELY 11 BUSES CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE BUS DROP-OFF FOR THE MIDDLE SCHOOL ALLOWS FOR APPROXIMATELY 15 BUSES CURBSIDE SIMULTANEOUSLY IN A REGATTA SCENARIO.
- THE HIGH SCHOOL PARENT DROP-OFF ALLOWS FOR APPROXIMATELY 6 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE MIDDLE SCHOOL PARENT DROP-OFF, WHICH COULD ALSO BE USED FOR HIGH SCHOOL PARENT DROP, ALLOWS FOR APPROXIMATELY 11 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE REVISIONS, WITHOUT THE ADDITIONAL SPACES, REDUCE THE MAIN LOT SPACES BY 38 (188 TO 150).

LEGEND



INSET - SCALE: 1"=100'



Concept Plan 3A New Fairfield High School/Middle School Parking Lot Revisions

New Fairfield, CT

SCALE: 1"=30'

DATE: 12/08/2015

North SHEET NO. 236/18.00

SCALE: 1"=30'

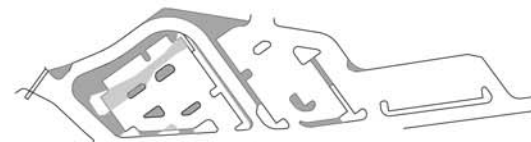
BSC GROUP

300 WINDING BROOK DRIVE, GLASTONBURY, CT 06033
CIVIL ENGINEERING, LANDSCAPE ARCHITECTURE, SURVEYING,
PLANNING, GIS, AND ECOLOGICAL SCIENCES
(860) 652-8227

	EXISTING	PROPOSED
UTILITY AREA WEST OF SCHOOL	28	28
UTILITY AREA EAST OF SCHOOL	19	19
LOT EAST OF FOOTBALL FIELD	126	126
LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	68	68
MAIN PARKING AREA SOUTH OF SCHOOL	188	145
TOTAL	504	461
ADDITIONAL SPACES	0	0
TOTAL WITH ADDITIONAL SPACES	-	461
HANDICAP SPACES IN MAIN LOT*	8	8

HIGHLIGHTS:

LEGEND



Concept Plan 3B
New Fairfield High School/Middle School Parking Lot Revisions

SCALE	1"=30'	DATE	12/08/2015	North		PRJ. NO. K3618.00
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SCALE: $1'' = 30'$

0 15 30 60



300 WINDING BROOK DRIVE, GLASTONBURY, CT 06033
(860) 652-8227

PARKING TABLE		
	EXISTING	PROPOSED
UTILITY AREA WEST OF SCHOOL	28	28
UTILITY AREA EAST OF SCHOOL	19	19
LOT EAST OF FOOTBALL FIELD	126	126
LOT SOUTH OF SOCCER FIELD	75	75
SENIOR PARKING AREA (WEST LOT)	55	55
MAIN PARKING AREA SOUTH OF SCHOOL	188	127
TOTAL	504	443
ADDITIONAL SPACES	-	0
TOTAL WITH ADDITIONAL SPACES	-	443
HANDICAP SPACES IN MAIN LOT*	8	8

*HANDICAP SPACE COUNTS ARE INCORPORATED INTO TOTAL COUNT.

HIGHLIGHTS

- THIS CONCEPT IS FUNCTIONAL FOR THE COMBINED AND SEPARATED DROP-OFF AND PICKUP SCENARIOS.
- THE BUS DROP-OFF ALLOWS FOR APPROXIMATELY 16 BUSES CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE PARENT DROP-OFF ALLOWS FOR APPROXIMATELY 24 CARS CURBSIDE SIMULTANEOUSLY AND INCLUDES A BYPASS LANE.
- THE REVISIONS, WITHOUT THE ADDITIONAL SPACES, REDUCE THE MAIN LOT SPACES BY 81 (188 TO 127).

LEGEND



INSET - SCALE: 1"=100'



Concept Plan 4

New Fairfield High School/Middle School Parking Lot Revisions

New Fairfield, CT

SCALE: 1"=30'

DATE: 12/08/2015

North SHEET NO. 236/18.00

SCALE: 1"=30'

BSC GROUP

300 WINDING BROOK DRIVE, GLASTONBURY, CT 06033 CIVIL ENGINEERING, LANDSCAPE ARCHITECTURE, SURVEYING,
PLANNING, GIS, AND ECOLOGICAL SCIENCES
(860) 652-8227

Cost Estimates

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 1A
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
Project #: 83618.00
Project #: xxx
Location: 54 Gigliotti Road
Location: New Fairfield, Connecticut

Computed By: FJV
Checked By: WGW
Date: 12/11/15
Revised:
Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	800	\$4.00	\$3,200.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, DRIVEN POSTS	l.f.	1,961	\$10.00	\$19,610.00
SITE CONTROLS - CHAIN LINK FENCE GATES, DOUBLE, 20' @ 6' HIGH	ea.	2	\$3,000.00	\$6,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	3,311	\$3.50	\$11,588.50
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	270	\$18.00	\$4,860.00
SITE DEMOLITION - RECLAIM PARKING LOT, REGRADE AND ROLL	s.y.	8,800	\$8.40	\$73,920.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	70	\$10.00	\$700.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	22	\$400.00	\$8,800.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	l.f.	233	\$125.00	\$29,125.00
TACTILE WARNING STRIP	s.f.	48	\$19.00	\$912.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	12,450	\$0.15	\$1,867.50
FINE GRADING	s.f.	12,450	\$0.15	\$1,867.50
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	275	\$21.00	\$5,775.00
Division 32 - Exterior Improvements				
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	1,500	\$150.00	\$225,000.00
BIT. CONCRETE LIP CURBING	l.f.	5,100	\$8.40	\$42,840.00
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	620	\$22.50	\$13,950.00
HANDICAP RAMP/CURB CUT	s.f.	240	\$12.60	\$3,024.00
HANDICAP SYMBOL	e.a.	8	\$78.75	\$630.00
PAVEMENT MARKINGS - 4" WIDE STRIPE, WHITE, EPOXY RESIN HANDICAP HATCHING, CAR SPACE	ea.	8	\$100.00	\$800.00
DIRECTIONAL ARROWS	e.a.	25	\$52.50	\$1,312.50
TRAFFIC SIGNS	e.a.	20	\$125.00	\$2,500.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	4,100	\$0.40	\$1,640.00
4" YELLOW PAINTED PAVEMENT MARKINGS	l.f.	957	\$0.40	\$382.80
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	2	\$100.00	\$200.00
WHITE, 8-FOOT WIDE CROSSWALK	ea.	4	\$150.00	\$600.00
SEEDING	s.f.	12,450	\$0.25	\$3,112.50
BOLLARD MOUNTED SIGNS	ea.	7	\$263.00	\$1,841.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL	l.f.	485	\$24.00	\$11,640.00
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$100,000.00	\$100,000.00
MAJOR ITEMS COST:				\$632,306.30

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$41,099.91
CONSTRUCTION STAKING	l.s.	1	1.0%	\$6,323.06
LUMP SUM ITEMS COST:				\$47,422.97

Legend

s.y. = Square Yard ea. = Each
c.y. = Cubic Yard l.f. = Linear Foot
s.f. = Square Foot l.s. = Lump Sum

SUBTOTAL A+B: \$679,729.27

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$67,972.93

TOTAL PROJECT COST: \$747,702.20

SAY: \$748,000

D. Add Alternates

ALTERNATE No. 1: Additional Parking Area

Item Description	Units	Quantity	Unit Price	Cost
SELECTIVE CLEARING	s.y.	1,140	\$4.20	\$4,788.00
SITE DEMOLITON - REMOVAL OF CURBING	l.f.	330	\$3.50	\$1,155.00
ROUGH GRADING	s.f.	10,264	\$0.15	\$1,539.60
FINE GRADING	s.f.	10,264	\$0.15	\$1,539.60
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	190	\$21.00	\$3,990.00
LIGHT DUTY PAVEMENT (12" BASE/3 INCH CONNDOT CLASS 1 AND 2)	s.y.	590	\$14.20	\$8,378.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	486	\$0.40	\$194.40
SEEDING	s.f.	3,720	\$0.25	\$930.00
BIT. CONCRETE LIP CURBING	l.f.	430	\$8.40	\$3,612.00
SUBTOTAL:				\$26,126.60
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$1,698.23
CONSTRUCTION STAKING	l.s.	1	1.0%	\$261.27
10% CONTINGENCY	l.s.	1	10.0%	\$2,612.66

ALTERNATE No. 1 TOTAL: \$30,698.76

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 1B
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
 Project #: 83618.00
 Project #: xxx
 Location: 54 Gigliotti Road
 Location: New Fairfield, Connecticut

Computed By: FJV
 Checked By: WGW
 Date: 12/11/15
 Revised:
 Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	800	\$4.00	\$3,200.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, DRIVEN POSTS	l.f.	1,961	\$10.00	\$19,610.00
SITE CONTROLS - CHAIN LINK FENCE GATES, DOUBLE, 20' @ 6' HIGH	ea.	2	\$3,000.00	\$6,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	3,311	\$3.50	\$11,588.50
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	270	\$18.00	\$4,860.00
SITE DEMOLITION - RECLAIM PARKING LOT, REGRADE AND ROLL	s.y.	8,800	\$8.40	\$73,920.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	70	\$10.00	\$700.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	22	\$400.00	\$8,800.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	l.f.	233	\$125.00	\$29,125.00
CAST-IN-PLACE CONCRETE SIDEWALK (8" BASE/6" CONCRETE/WWR)	s.f.	1,500	\$20.00	\$30,000.00
TACTILE WARNING STRIP	s.f.	48	\$19.00	\$912.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	12,450	\$0.15	\$1,867.50
FINE GRADING	s.f.	12,450	\$0.15	\$1,867.50
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	275	\$21.00	\$5,775.00
Division 32 - Exterior Improvements				
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	1,500	\$150.00	\$225,000.00
BIT. CONCRETE LIP CURBING	l.f.	5,000	\$8.40	\$42,000.00
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	620	\$22.50	\$13,950.00
HANDICAP RAMP/CURB CUT	s.f.	240	\$12.60	\$3,024.00
HANDICAP SYMBOL	e.a.	8	\$78.75	\$630.00
PAVEMENT MARKINGS - 4" WIDE STRIP, WHITE, EPOXY RESIN HANDICAP	ea.	8	\$100.00	\$800.00
HATCHING CAR SPACE	ea.	25	\$52.50	\$1,312.50
DIRECTIONAL ARROWS	ea.	20	\$125.00	\$2,500.00
TRAFFIC SIGNS	l.f.	4,100	\$0.40	\$1,640.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	957	\$0.40	\$382.80
4" YELLOW PAINTED PAVEMENT MARKINGS	ea.	2	\$100.00	\$200.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	4	\$150.00	\$600.00
WHITE, 8-FOOT WIDE CROSSWALK	s.f.	12,450	\$0.25	\$3,112.50
SEEDING	ea.	7	\$263.00	\$1,841.00
BOLLARD MOUNTED SIGNS	l.f.	485	\$24.00	\$11,640.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL				
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$100,000.00	\$100,000.00

MAJOR ITEMS COST: \$661,466.30

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$42,995.31
CONSTRUCTION STAKING	l.s.	1	1.0%	\$6,614.66

LUMP SUM ITEMS COST: \$49,609.97

Legend

s.y. = Square Yard ea. = Each
 c.y. = Cubic Yard l.f. = Linear Foot

SUBTOTAL A+B: \$711,076.27

s.f. = Square Foot l.s. = Lump Sum

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$71,107.63

TOTAL PROJECT COST: \$782,183.90

SAY: \$783,000

D. Add Alternates

ALTERNATE No. 1: Additional Parking Area

Item Description	Units	Quantity	Unit Price	Cost
SELECTIVE CLEARING	s.y.	1,140	\$4.20	\$4,788.00
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	330	\$3.50	\$1,155.00
ROUGH GRADING	s.f.	10,264	\$0.15	\$1,539.60
FINE GRADING	s.f.	10,264	\$0.15	\$1,539.60
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	190	\$21.00	\$3,990.00
LIGHT DUTY PAVEMENT (12" BASE/3 INCH CONNDOT CLASS 1 AND 2)	s.y.	590	\$14.20	\$8,378.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	486	\$0.40	\$194.40
SEEDING	s.f.	3,720	\$0.25	\$930.00
BIT. CONCRETE LIP CURBING	l.f.	430	\$8.40	\$3,612.00
SUBTOTAL:				\$26,126.60
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$1,698.23
CONSTRUCTION STAKING	l.s.	1	1.0%	\$261.27
10% CONTINGENCY	l.s.	1	10.0%	\$2,612.66
ALTERNATE No. 1 TOTAL:				\$30,698.76

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 1C
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
Project #: 83618.00
Project #: xxx
Location: 54 Gigliotti Road
Location: New Fairfield, Connecticut

Computed By: FJV
Checked By: WGW
Date: 12/11/15
Revised:
Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	800	\$4.00	\$3,200.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, DRIVEN POSTS	l.f.	1,961	\$10.00	\$19,610.00
SITE CONTROLS - CHAIN LINK FENCE GATES, DOUBLE, 20' @ 6' HIGH	ea.	2	\$3,000.00	\$6,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	3,311	\$3.50	\$11,588.50
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	270	\$18.00	\$4,860.00
SITE DEMOLITION - RECLAIM PARKING LOT, REGRADE AND ROLL	s.y.	8,800	\$8.40	\$73,920.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	70	\$10.00	\$700.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	22	\$400.00	\$8,800.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	l.f.	233	\$125.00	\$29,125.00
TACTILE WARNING STRIP	s.f.	48	\$19.00	\$912.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	10,600	\$0.15	\$1,590.00
FINE GRADING	s.f.	10,600	\$0.15	\$1,590.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	275	\$21.00	\$5,775.00
Division 32 - Exterior Improvements				
	aa			
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	1,400	\$150.00	\$210,000.00
BIT. CONCRETE LIP CURBING	l.f.	5,350	\$8.40	\$44,940.00
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	620	\$22.50	\$13,950.00
HANDICAP RAMP/CURB CUT	s.f.	360	\$12.60	\$4,536.00
HANDICAP SYMBOL	e.a.	8	\$78.75	\$630.00
PAVEMENT MARKINGS - 4" WIDE STRIPE, WHITE, EPOXY RESIN HANDICAP HATCHING, CAR SPACE	ea.	8	\$100.00	\$800.00
DIRECTIONAL ARROWS	e.a.	15	\$52.50	\$787.50
TRAFFIC SIGNS	e.a.	20	\$125.00	\$2,500.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	4,760	\$0.40	\$1,904.00
4" YELLOW PAINTED PAVEMENT MARKINGS	l.f.	957	\$0.40	\$382.80
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	3	\$100.00	\$300.00
WHITE, 8-FOOT WIDE CROSSWALK	ea.	4	\$150.00	\$600.00
SEEDING	s.f.	10,500	\$0.25	\$2,625.00
BOLLARD MOUNTED SIGNS	ea.	8	\$263.00	\$2,104.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL	l.f.	540	\$24.00	\$12,960.00
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$100,000.00	\$100,000.00
MAJOR ITEMS COST:				\$621,297.80

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$40,384.36
CONSTRUCTION STAKING	l.s.	1	1.0%	\$6,212.98
LUMP SUM ITEMS COST:				\$46,597.34

Legend

s.y. = Square Yard ea. = Each
c.y. = Cubic Yard l.f. = Linear Foot
s.f. = Square Foot l.s. = Lump Sum

SUBTOTAL A+B: \$667,895.14

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$66,789.51

TOTAL PROJECT COST: \$734,684.65

SAY: \$735,000

D. Add Alternates

ALTERNATE No. 1: Additional Parking Area

Item Description	Units	Quantity	Unit Price	Cost
SELECTIVE CLEARING	s.y.	1,360	\$4.20	\$5,712.00
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	230	\$3.50	\$805.00
ROUGH GRADING	s.f.	12,000	\$0.15	\$1,800.00
FINE GRADING	s.f.	12,000	\$0.15	\$1,800.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	222	\$21.00	\$4,662.00
LIGHT DUTY PAVEMENT (12" BASE/3 INCH CONNDOT CLASS 1 AND 2)	s.y.	1,000	\$14.20	\$14,200.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	360	\$0.40	\$144.00
SEEDING	s.f.	3,767	\$0.25	\$941.75
BIT. CONCRETE LIP CURBING	l.f.	650	\$8.40	\$5,460.00
DIRECTIONAL ARROWS	e.a.	4	\$52.50	\$210.00
TRAFFIC SIGNS	e.a.	2	\$125.00	\$250.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	2	\$100.00	\$200.00
WHITE, 8-FOOT WIDE CROSSWALK	ea.	1	\$150.00	\$150.00
SUBTOTAL:				\$36,334.75
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$2,361.76
CONSTRUCTION STAKING	l.s.	1	1.0%	\$363.35
10% CONTINGENCY	l.s.	1	10.0%	\$3,633.48

ALTERNATE No. 1 TOTAL: \$42,693.33

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 2A
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
 Project #: 83618.00
 Project #: xxx
 Location: 54 Gigliotti Road
 Location: New Fairfield, Connecticut

Computed By: FJV
 Checked By: WGW
 Date: 12/11/15
 Revised:
 Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	800	\$4.00	\$3,200.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, DRIVEN POSTS	l.f.	1,961	\$10.00	\$19,610.00
SITE CONTROLS - CHAIN LINK FENCE GATES, DOUBLE, 20' @ 6' HIGH	ea.	2	\$3,000.00	\$6,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	3,311	\$3.50	\$11,588.50
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	270	\$18.00	\$4,860.00
SITE DEMOLITION - RECLAIM PARKING LOT, REGRADE AND ROLL	s.y.	8,800	\$9.10	\$80,080.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	70	\$10.00	\$700.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	22	\$400.00	\$8,800.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	l.f.	233	\$125.00	\$29,125.00
CAST-IN-PLACE CONCRETE SIDEWALK (8" BASE/6" CONCRETE/WWF)	s.f.	6,400	\$20.00	\$128,000.00
TACTILE WARNING STRIP	s.f.	232	\$19.00	\$4,408.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	60,000	\$0.15	\$9,000.00
FINE GRADING	s.f.	60,000	\$0.15	\$9,000.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	275	\$21.00	\$5,775.00
Division 32 - Exterior Improvements				
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	1,100	\$150.00	\$165,000.00
BIT. CONCRETE LIP CURBING	l.f.	3,020	\$8.40	\$25,368.00
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	0	\$22.50	\$0.00
HANDICAP RAMP/CURB CUT	s.f.	0	\$12.60	\$0.00
HANDICAP SYMBOL	e.a.	8	\$78.75	\$630.00
PAVEMENT MARKINGS - 4" WIDE STRIPE, WHITE, EPOXY RESIN HANDICAP HATCHING, CAR SPACE	ea.	8	\$100.00	\$800.00
DIRECTIONAL ARROWS	e.a.	15	\$52.50	\$787.50
TRAFFIC SIGNS	e.a.	20	\$125.00	\$2,500.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	4,267	\$0.40	\$1,706.80
4" YELLOW PAINTED PAVEMENT MARKINGS	l.f.	960	\$0.40	\$384.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	4	\$100.00	\$400.00
WHITE, 8-FOOT WIDE CROSSWALK	ea.	1	\$150.00	\$150.00
SEEDING	s.f.	60,000	\$0.25	\$15,000.00
BOLLARD MOUNTED SIGNS	ea.	8	\$263.00	\$2,104.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL	l.f.	200	\$24.00	\$4,800.00
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$100,000.00	\$100,000.00

MAJOR ITEMS COST: \$694,384.80

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$45,135.01
CONSTRUCTION STAKING	l.s.	1	1.0%	\$6,943.85

LUMP SUM ITEMS COST: \$52,078.86

Legend

s.y. = Square Yard ea. = Each
 c.y. = Cubic Yard l.f. = Linear Foot

SUBTOTAL A+B: \$746,463.66

s.f. = Square Foot l.s. = Lump Sum

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$74,646.37

TOTAL PROJECT COST: \$821,110.03

SAY: \$822,000

D. Add Alternates

ALTERNATE No. 1: Additional Parking Area

Item Description	Units	Quantity	Unit Price	Cost
SELECTIVE CLEARING	s.y.	1,270	\$4.20	\$5,334.00
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	420	\$3.50	\$1,470.00
ROUGH GRADING	s.f.	11,500	\$0.15	\$1,725.00
FINE GRADING	s.f.	11,500	\$0.15	\$1,725.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	215	\$21.00	\$4,515.00
LIGHT DUTY PAVEMENT (12" BASE/3 INCH CONNDOT CLASS 1 AND 2)	s.y.	885	\$14.20	\$12,567.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	720	\$0.40	\$288.00
SEEDING	s.f.	4,300	\$0.25	\$1,075.00
BIT. CONCRETE LIP CURBING	l.f.	575	\$8.40	\$4,830.00
DIRECTIONAL ARROWS	e.a.	0	\$52.50	\$0.00
TRAFFIC SIGNS	e.a.	0	\$125.00	\$0.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	0	\$100.00	\$0.00
WHITE, 8-FOOT WIDE CROSSWALK	ea.	0	\$150.00	\$0.00
SUBTOTAL:				\$33,529.00
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$2,179.39
CONSTRUCTION STAKING	l.s.	1	1.0%	\$335.29
10% CONTINGENCY	l.s.	1	10.0%	\$3,352.90

ALTERNATE No. 1 TOTAL: \$39,396.58

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 2B
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
 Project #: 83618.00
 Project #: xxx
 Location: 54 Gigliotti Road
 Location: New Fairfield, Connecticut

Computed By: FJV
 Checked By: WGW
 Date: 12/11/15
 Revised:
 Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	800	\$4.00	\$3,200.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, DRIVEN POSTS	l.f.	1,961	\$10.00	\$19,610.00
SITE CONTROLS - CHAIN LINK FENCE GATES, DOUBLE, 20' @ 6' HIGH	ea.	2	\$3,000.00	\$6,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	3,311	\$3.50	\$11,588.50
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	270	\$18.00	\$4,860.00
SITE DEMOLITION - RECLAIM PARKING LOT, REGRADE AND ROLL	s.y.	8,800	\$9.10	\$80,080.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	70	\$10.00	\$700.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	22	\$400.00	\$8,800.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	l.f.	233	\$125.00	\$29,125.00
CAST-IN-PLACE CONCRETE SIDEWALK (8" BASE/6" CONCRETE/WWR)	s.f.	5,300	\$20.00	\$106,000.00
TACTILE WARNING STRIP	s.f.	232	\$19.00	\$4,408.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	62,500	\$0.15	\$9,375.00
FINE GRADING	s.f.	62,500	\$0.15	\$9,375.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	275	\$21.00	\$5,775.00
Division 32 - Exterior Improvements				
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	1,800	\$150.00	\$270,000.00
BIT. CONCRETE LIP CURBING	l.f.	4,423	\$8.40	\$37,153.20
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	0	\$22.50	\$0.00
HANDICAP RAMP/CURB CUT	s.f.	0	\$12.60	\$0.00
HANDICAP SYMBOL	e.a.	8	\$78.75	\$630.00
PAVEMENT MARKINGS - 4" WIDE STRIPE, WHITE, EPOXY RESIN HANDICAP HATCHING, CAR SPACE	ea.	8	\$100.00	\$800.00
DIRECTIONAL ARROWS	e.a.	15	\$52.50	\$787.50
TRAFFIC SIGNS	e.a.	20	\$125.00	\$2,500.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	4,410	\$0.40	\$1,764.00
4" YELLOW PAINTED PAVEMENT MARKINGS	l.f.	960	\$0.40	\$384.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	4	\$100.00	\$400.00
WHITE, 8-FOOT WIDE CROSSWALK	ea.	1	\$150.00	\$150.00
SEEDING	s.f.	62,500	\$0.25	\$15,625.00
BOLLARD MOUNTED SIGNS	ea.	8	\$263.00	\$2,104.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL	l.f.	200	\$24.00	\$4,800.00
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$100,000.00	\$100,000.00

MAJOR ITEMS COST: \$790,602.20

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$51,389.14
CONSTRUCTION STAKING	l.s.	1	1.0%	\$7,906.02

LUMP SUM ITEMS COST: \$59,295.17

Legend

s.y. = Square Yard ea. = Each
 c.y. = Cubic Yard l.f. = Linear Foot

SUBTOTAL A+B: \$849,897.37

s.f. = Square Foot l.s. = Lump Sum

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$84,989.74

TOTAL PROJECT COST: \$934,887.10

SAY: \$935,000

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 3A
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
Project #: 83618.00
Project #: xxx
Location: 54 Gigliotti Road
Location: New Fairfield, Connecticut

Computed By: FJV
Checked By: WGW
Date: 12/11/15
Revised:
Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	400	\$4.00	\$1,600.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, PANELIZED	l.f.	1,000	\$10.00	\$10,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	1,055	\$3.50	\$3,692.50
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	0	\$18.00	\$0.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	1,940	\$10.00	\$19,400.00
SITE DEMOLITION - REMOVAL OF BITUMINOUS PAVEMENT AND SUBBASE	s.y.	1,154	\$10.00	\$11,540.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	20	\$400.00	\$8,000.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	s.f.	3,763	\$15.00	\$56,445.00
CONCRETE CURBING	l.f.	179	\$23.00	\$4,117.00
TACTILE WARNING STRIP	s.f.	15	\$19.00	\$285.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	16,600	\$0.15	\$2,490.00
FINE GRADING	s.f.	16,600	\$0.15	\$2,490.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	252	\$21.00	\$5,292.00
Division 32 - Exterior Improvements				
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	118	\$150.00	\$17,700.00
BIT. CONCRETE LIP CURBING	l.f.	1,482	\$8.40	\$12,448.80
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	200	\$22.50	\$4,500.00
HANDICAP RAMP/CURB CUT	s.f.	60	\$12.60	\$756.00
HANDICAP SYMBOL	ea.	7	\$78.75	\$551.25
PAVEMENT MARKINGS - 4" WIDE STRIPE, WHITE, EPOXY RESIN HANDICAP HATCHING, CAR SPACE	ea.	7	\$100.00	\$700.00
DIRECTIONAL ARROWS	ea.	33	\$52.50	\$1,732.50
TRAFFIC SIGNS	ea.	20	\$125.00	\$2,500.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	3,890	\$0.40	\$1,556.00
4" YELLOW PAINTED PAVEMENT MARKINGS	l.f.	0	\$0.40	\$0.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	9	\$100.00	\$900.00
WHITE, CROSSWALK	s.f.	1,107	\$0.75	\$830.25
SEEDING	s.f.	5,507	\$0.25	\$1,376.75
BOLLARD MOUNTED SIGNS	ea.	7	\$263.00	\$1,841.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL	l.f.	175	\$24.00	\$4,200.00
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$50,000.00	\$50,000.00
MAJOR ITEMS COST:				\$281,552.05

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$18,300.88
CONSTRUCTION STAKING	l.s.	1	1.0%	\$2,815.52
LUMP SUM ITEMS COST:				\$21,116.40

Legend

s.y. = Square Yard ea. = Each
c.y. = Cubic Yard l.f. = Linear Foot
s.f. = Square Foot l.s. = Lump Sum

SUBTOTAL A+B: \$302,668.45

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$30,266.85

TOTAL PROJECT COST: \$332,935.30
SAY:

\$333,000

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 3B
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
 Project #: 83618.00
 Project #: xxx
 Location: 54 Gigliotti Road
 Location: New Fairfield, Connecticut

Computed By: FJV
 Checked By: WGW
 Date: 12/11/15
 Revised:
 Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	400	\$4.00	\$1,600.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, PANELIZED	l.f.	1,000	\$10.00	\$10,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	1,182	\$3.50	\$4,137.00
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	0	\$18.00	\$0.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	1,704	\$10.00	\$17,040.00
SITE DEMOLITION - REMOVAL OF BITUMINOUS PAVEMENT AND SUBBASE	s.y.	1,818	\$10.00	\$18,180.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	20	\$400.00	\$8,000.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	s.f.	5,322	\$15.00	\$79,830.00
CONCRETE CURBING	l.f.	0	\$23.00	\$0.00
TACTILE WARNING STRIP	s.f.	318	\$19.00	\$6,042.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	21,400	\$0.15	\$3,210.00
FINE GRADING	s.f.	21,400	\$0.15	\$3,210.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	23	\$21.00	\$483.00
Division 32 - Exterior Improvements				
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	91	\$150.00	\$13,650.00
BIT. CONCRETE LIP CURBING	l.f.	1,584	\$8.40	\$13,305.60
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	0	\$22.50	\$0.00
HANDICAP RAMP/CURB CUT	s.f.	288	\$12.60	\$3,628.80
HANDICAP SYMBOL	ea.	7	\$78.75	\$551.25
PAVEMENT MARKINGS - 4" WIDE STRIPE, WHITE, EPOXY RESIN HANDICAP HATCHING, CAR SPACE	ea.	7	\$100.00	\$700.00
DIRECTIONAL ARROWS	ea.	22	\$52.50	\$1,155.00
TRAFFIC SIGNS	ea.	20	\$125.00	\$2,500.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	3,770	\$0.40	\$1,508.00
4" YELLOW PAINTED PAVEMENT MARKINGS	l.f.	0	\$0.40	\$0.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	4	\$100.00	\$400.00
WHITE, CROSSWALK	s.f.	957	\$0.75	\$717.75
SEEDING	s.f.	9,445	\$0.25	\$2,361.25
BOLLARD MOUNTED SIGNS	ea.	7	\$263.00	\$1,841.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL	l.f.	260	\$24.00	\$6,240.00
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$50,000.00	\$50,000.00
MAJOR ITEMS COST:				\$304,898.65

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$19,818.41
CONSTRUCTION STAKING	l.s.	1	1.0%	\$3,048.99
LUMP SUM ITEMS COST:				\$22,867.40

Legend

s.y. = Square Yard ea. = Each
 c.y. = Cubic Yard l.f. = Linear Foot
 s.f. = Square Foot l.s. = Lump Sum

SUBTOTAL A+B: \$327,766.05

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$32,776.60

TOTAL PROJECT COST: \$360,542.65

SAY:

\$361,000

TOWN OF NEW FAIRFIELD
NEW FAIRFIELD HIGH SCHOOL/MIDDLE SCHOOL PARKING LOT REDESIGN
CONCEPT 4
OPINION OF PROBABLE CONSTRUCTION COST

Project: New Fairfield High School/Middle School Parking Lot Revisions
 Project #: 83618.00
 Project #: xxx
 Location: 54 Gigliotti Road
 Location: New Fairfield, Connecticut

Computed By: FJV
 Checked By: WGW
 Date: 12/11/15
 Revised:
 Revised:

A. MAJOR ITEMS

Item Description	Units	Quantity	Unit Price	Cost
Division 1 - General Requirements				
INLET PROTECTION - EXISTING DRAINAGE SYSTEM	ea.	11	\$150.00	\$1,650.00
EROSION AND SEDIMENTATION CONTROL - SILT FENCE	l.f.	400	\$4.00	\$1,600.00
EROSION AND SEDIMENTATION CONTROL - STABILIZED CONSTRUCTION ENTRANCE	s.y.	200	\$14.79	\$2,958.00
SITE CONTROLS - TEMPORARY CHAIN LINK CONSTRUCTION FENCE, 6 FT HIGH, PANELIZED	l.f.	1,000	\$10.00	\$10,000.00
Division 2 - Existing Conditions				
SITE DEMOLITION - REMOVAL OF CURBING	l.f.	1,818	\$3.50	\$6,363.00
SITE DEMOLITION - REMOVAL OF CONCRETE SIDEWALK	s.y.	0	\$18.00	\$0.00
SITE DEMOLITION - SAWCUT BITUMINOUS PAVEMENT	l.f.	2,813	\$10.00	\$28,130.00
SITE DEMOLITION - REMOVAL OF BITUMINOUS PAVEMENT AND SUBBASE	s.y.	2,000	\$10.00	\$20,000.00
SITE DEMOLITION - SELECTIVE TREE REMOVAL	ea.	22	\$400.00	\$8,800.00
Division 3 - Concrete				
INTEGRAL CONCRETE CURB AND SIDEWALK, 10 FT	s.f.	2,643	\$15.00	\$39,645.00
CONCRETE CURBING	l.f.	0	\$23.00	\$0.00
TACTILE WARNING STRIP	s.f.	362	\$19.00	\$6,878.00
Division 31 - Earthwork				
ROUGH GRADING	s.f.	30,000	\$0.15	\$4,500.00
FINE GRADING	s.f.	30,000	\$0.15	\$4,500.00
STRIP TOPSOIL AND STOCKPILE FOR REUSE	c.y.	37	\$21.00	\$777.00
Division 32 - Exterior Improvements				
3" BITUMINOUS CONCRETE CLASS 1 AND 2	ton	273	\$150.00	\$40,950.00
BIT. CONCRETE LIP CURBING	l.f.	3,113	\$8.40	\$26,149.20
9' WIDE BIT. WALKWAY, 2" BIT.+ 8" SUBBASE	s.y.	976	\$22.50	\$21,960.00
HANDICAP RAMP/CURB CUT	s.f.	554	\$12.60	\$6,980.40
HANDICAP SYMBOL	ea.	8	\$78.75	\$630.00
PAVEMENT MARKINGS - 4" WIDE STRIPE, WHITE, EPOXY RESIN HANDICAP HATCHING, CAR SPACE	ea.	8	\$100.00	\$800.00
DIRECTIONAL ARROWS	ea.	31	\$52.50	\$1,627.50
TRAFFIC SIGNS	ea.	20	\$125.00	\$2,500.00
4" WHITE PAINTED PAVEMENT MARKINGS	l.f.	3,000	\$0.40	\$1,200.00
4" YELLOW PAINTED PAVEMENT MARKINGS	l.f.	0	\$0.40	\$0.00
12" WHITE PAINTED PAVEMENT MARKINGS	ea.	10	\$100.00	\$1,000.00
WHITE, CROSSWALK	s.f.	1,435	\$0.75	\$1,076.25
SEEDING	s.f.	15,180	\$0.25	\$3,795.00
BOLLARD MOUNTED SIGNS	ea.	8	\$263.00	\$2,104.00
CLF - VINYL-COATED, 2-INCH MESH, 4 FT TALL	l.f.	560	\$24.00	\$13,440.00
Division 33 - Utilities				
DRAINAGE	l.s.	1	\$50,000.00	\$50,000.00
ELECTRICAL FOR LIGHTING	l.s.	1	\$50,000.00	\$50,000.00

MAJOR ITEMS COST: \$360,013.35

B. LUMP SUM ITEMS (% OF "MAJOR ITEMS" AS INDICATED)

Item Description	Units	Quantity	Percentage	Cost
MOBILIZATION AND PROJECT CLOSEOUT	l.s.	1	6.5%	\$23,400.87
CONSTRUCTION STAKING	l.s.	1	1.0%	\$3,600.13

LUMP SUM ITEMS COST: \$27,001.00

Legend

s.y. = Square Yard ea. = Each
 c.y. = Cubic Yard l.f. = Linear Foot
 s.f. = Square Foot l.s. = Lump Sum

SUBTOTAL A+B: \$387,014.35

C. CONTINGENCY (10% OF SUBTOTAL A+B)

\$38,701.44

TOTAL PROJECT COST: \$425,715.79
SAY: \$426,000