

Board of Education Bus Lot Joint Special Meeting - Bus Parking Lot Public Information Meeting

Thursday, January 23, 2025 7:00 PM

New Fairfield Elementary School Cafetorium, 24 Gillotti Road, New Fairfield, CT., 3 Brush Hill Road, New Fairfield, CT 06812

I. CALL TO ORDER (Each Board/Commission)

II. PLEDGE OF ALLEGIANCE

III. INFORMATION ITEMS

III.A. Bus Parking Lot Update

III.A.1. Introduction of Boards and Purpose of Meeting

III.A.2. Reading Statements of Working Group Collaboration into the Record

III.A.3. Update the Boards/Public on Progress

III.A.4. Engineer's Presentation on Current Draft

III.A.5. Next Steps and Associated Timelines

III.A.6. Board Member Question and Answer Session

IV. PUBLIC COMMENT

V. ADJOURNMENT (Each Board/Commission)

Memorandum

June 10, 2024

To: Boards of Education, Finance & Selectmen and Permanent Building Committee

From: Bus Lot Working Group (see membership listed below)

Subject: Update on Working Group's Progress

Introduction

In January 2024, New Fairfield reached an impasse on the location for the school bus parking lot. In an effort to resolve issues pertaining to the Bus Lot location and also take a fresh look at previous work performed for sites analysis, plus evaluate new potential sites, the First Selectman and the Superintendent of Schools have put together a group of key advisors/stakeholders that has been meeting once a week and has performed a tremendous amount of work in a short period of time.

The Bus Lot Working Group consists of:

Melissa Lindsey, First Selectman

Dominic Cipollone, Board of Education Chair

Kenneth G. Craw, Ed.D., Superintendent

Don Kellogg, Permanent Building Committee Chair

Tony Iadarola, Town Engineer

Carrie DePuy, Director of Business & Operations

Evan White, Town Zoning Enforcement Officer

Phil Ross, Director of Buildings and Grounds

James D'Amico, High School Principal

Mark Ottusch, High School Athletic Director

Karen Gruetzner, Middle School Principal

Scott Pellman, Colliers International, Owner's Representative

Working Group Norms

This group has committed to each other and the community to work collectively and cooperatively, in the most expeditious manner possible, to find the best and most feasible location to build and operate a bus lot. This group understands that building trust between all involved, and with the community, is the highest priority at hand. An agreement, by all group members, to create a safe place to bring forward ideas, opinions, and concerns, openly and with NO judgment, is the core of the existence and working philosophy of this group. Everyone on the working group has equal power and has shown a tremendous respect for each other's opinion.

Overview of Process

This group started from the ground up to formally evaluate all previous work performed by the Permanent Building Committee (PBC) on possible sites, and to also brainstorm other possible sites to evaluate. A well-organized evaluation sheet, that had multiple evaluation criteria, was developed for previous and new sites. All sites were collectively graded by using a scoring system in a large matrix sheet, that was developed

collaboratively, in order to shortlist them and rank them from most favorable to least favorable. The group came up with four sites that would eventually go through a very defined and formal process of evaluation of existing concepts and/or development of possible new concepts for the build out of a bus lot. Below is an update on the group's progress and the recommended next steps:

Bus Parking Lot Criteria

All members of the group agreed that going forward they must erase any preconceived ideas that anyone had about different sites, and start this process at the beginning for all selected sites. The group proceeded by establishing a list of minimum requirements and amenities that the bus lot should have in order to function effectively and efficiently. This work was critical since some original requirements were enhanced and expanded, and this work also clarified some previous issues with the scope of this project. Fifteen criteria were identified and agreed upon for the initial evaluation phase. These criteria encompass the characteristics of the site, accessibility to necessary resources, detailed design criteria, and safety considerations such as traffic flow and sight lines.

Site Locations

The group identified nine potential sites within New Fairfield for the permanent bus lot. These include:

- Five options on the New Fairfield High School / Middle School Campus
- The Consolidated School Site
- The Dunham Drive parcel
- The Town Drop Off Center
- The Wooded Lot Behind Meeting House Hill School

While considering out-of-town locations, the group found no suitable properties nearby.

Scoring System

With the criteria and site locations identified, the group developed a detailed scoring matrix to evaluate each site using a numeric scoring system. This collaborative evaluation process resulted in initial scores for each location. The four highest-scoring sites were deemed worthy of further evaluation by an engineering firm in a phase two study.

Sites Selected for Further Study

The four sites identified for additional evaluation are, in alphabetical order:

- Consolidated School Site, 302 Ball Pond Rd.
- Drop Off Center (Leaf Composting Area), 33 Bigelow Rd.
- Parking Lot and Associated Recreation Areas, 54 Gillotti Rd.
- Wooded Lot Behind Meeting House Hill School, 302 Ball Pond Rd.

Next Steps

As previously referenced, there are now four locations that have the highest ranking out of all possibilities. The group agreed to have an independent engineering firm perform this work under the guidance and oversight of the entire working group. The group worked well together to develop a detailed scope of work to solicit an independent

engineer to develop new concepts, evaluate existing concepts, plus develop construction estimates for these sites. Although a formal RFP was developed, which could be used to publicly solicit a firm, the group, in consultation with the Town/District's Purchasing Agent, unanimously decided to work with an engineer that has a tremendous amount of experience in similar work and most importantly, who recently designed one the Largest School Bus Storage Lots and associated amenities in the entire region.

The working group is hoping to now hire this independent civil consulting engineer, (Benjamin V. Doto), who has not had any involvement with this project thus far, to provide a fresh look at the previous sites plus the newly selected sites and develop concepts and cost estimates to allow for further discussions with this group. The final step will consist of publically presenting his findings and his recommendations, along with the recommendations of the group, to the community in order to move forward on this critical project.

The cost for the professional services is \$41,600 and is detailed in the attached proposal. It is the recommendation of the working group that the expense be equally shared among the Board of Selectmen, the Board of Education, and the Permanent Building Committee. Cost-sharing would reflect a unified commitment to solving the problem.

Public Meeting:

A joint public meeting of the BOE, BOF, BOS and PBC will be scheduled for Thursday June 13, 2024 at 6:30 p.m. to provide an update, answer questions and secure approval for the necessary funding to conduct the engineering study. The study is expected to be completed over the summer, with the findings shared publicly thereafter.

Final Note:

The working group is optimistic that this process will yield, not only a collaborative solution to a highly challenging community problem, but will be a model for how a group of concerned individuals across the Town and Schools can work together toward a common goal.



TOWN OF NEW FAIRFIELD

and

BOARD OF EDUCATION

Bus Lot Location Study Proposal Sheet

for Engineering Evaluations, Concept Planning and Estimating Services for Multiple Sites

The Engineering Firm signing and submitting this proposal is agreeing to perform the work described in the RFP as a Lump Sum, not to exceed, fee proposal for the evaluation of four sites, and for the development of concepts at each site that will meet the design criteria presented in the RFP. The evaluation criteria and items to consider, as a minimum, is also clearly identified in the RFP. The Firm will also be providing estimating services for each concept developed at each site based on the level of concept plan development. The Engineering Firm also agrees to attend several meeting to present these concepts and the associated work that comes from this engagement.

The fee proposal shall include all costs associated with each task and any other consultant fees in addition to all direct expenses.

SUBMISSION DEADLINE

This Proposal Sheet should be sent to the address below and received by **9:00 AM on June 7, 2024**. It should be clearly marked on the front of a sealed envelope as "BUS LOT STUDY - PROFESSIONAL SERVICE PROPOSAL"

Response shall be submitted to:

Ms. Patty Mota
Purchasing Agent
Town of New Fairfield
3 Brush Hill Road
New Fairfield, CT 06812

In addition, please submit one electronic copy of the entire Proposal Sheet to pmota@newfairfieldct.gov

1. PROFESSIONAL SERVICES FOR EVALUATING SITES AND FOR CONCEPT DEVELOPMENT.

- **Parcel – A**
This site is located on the existing Consolidated School Site located at 302 Ball Pond Rd. Parcel ID 37200. (Exhibit 1)
- **Parcel – B**
The site is located on the existing middle school / high school campus located at 54 Gillotti Rd. Parcel ID 219200. (Exhibit 2)
- **Parcel – G**
The site is located adjacent to the existing Meeting House Hill / CELA and Consolidated School sites located at 302 Ball Pond Rd. / 24 Gillotti Rd Parcel Id's 37200 / 218000. (Exhibit 3)
- **Parcel - H**
This site is located adjacent to the existing drop off center located at 33 Bigelow Rd. Parcel ID 60100. (Exhibit 4)

Proposed Fee: \$32,480.00
Written: THIRTY TWO THOUSAND FOUR HUNDRED EIGHTY & $\frac{XX}{100}$
Task Total Hours: 192
Task Loaded Hourly Rate: \$169.17

2. ESTIMATING SERVICES.

All 4 sites described above require a separate detailed estimate. The existing features that may be displaced and relocated by the development of the Parcel -B concept should be included as a separate line item in that estimate. It should be assumed that these features would be relocated to the existing Consolidated site, or a site selected by the working group. The estimates should be organized in CSI format with specific unit costs and quantities as allowed by the limited development of concepts. Should some elements of work not developed enough to derive quantities for any of the concepts developed for each site, the estimator should make every attempt to capture a cost associated with that element of work based on professional opinion as a hold or an allowance for that undeveloped work item. The estimates should include a separate line for anticipated final design and permitting Fees.

Proposed Fee: \$7,520.00
Written: SEVEN THOUSAND FIVE HUNDRED TWENTY & $\frac{XX}{100}$
Task Total Hours: 48
Task Loaded Hourly Rate: \$156.67

3. IN-PERSON MEETINGS

The Engineering Firm should include up to 4 meetings with the Owner up to 2 hours for each meeting or a combination of number of meetings and duration of each for a total of 8 hours. Anticipated meeting schedule is as follows;

- Preliminary Evaluation Meeting. The engineering team will evaluate each site and provide an initial report of their findings along with initial concept sketches of each site for review by the working group.

- The engineering team will revise each concept based on the direction and discussions from the design meeting with the working group. The engineering team will meet with the Client in person for a second time and present their updated concept plans and narrative for each option.
- The engineering team will meet with the client in person for a third time and present final revised concepts based on input from the working group and associated estimates for each.
- The engineering team will create a final report including a narrative for each concept, final concept plans, detailed estimates for each option, summarize the positives and negatives associated with each concept and a final recommendation for a site that would be the quickest and most cost effective opportunity to accommodate the build for the prospective use and associated amenities. The engineer will attend a final meeting with the working group to present the final report.

Note: if additional meetings are required or if the engineering team is requested to attend any additional Client or public meeting to discuss and present the concept options and recommendation, they will be reimbursed at their current hourly rates for actual time expended.

Proposed Fee: \$ 1,600.00
 Written: ONE THOUSAND SIX HUNDRED & $\frac{XX}{100}$
 Task Total Hours: 8
 Task Loaded Hourly Rate: \$ 200.00

TOTAL FEE FOR ALL REQUIRED WORK LISTED ABOVE AND AS DESCRIBED IN THE RFP.

Total Proposed Fee: \$ 41,600.00
 Written: FORTY ONE THOUSAND SIX HUNDRED & $\frac{XX}{100}$

AS SUBMITTED:

Company Name: BENJAMIN V. DUTO, III, P.E. LLC
 Responding Corporate Officer: BENJAMIN V. DUTO, III
 Title: PRINCIPAL
 Signature: [Handwritten Signature]
 Date: 6/7/24

Bid # Bus Lot Site Study

NON-COLLUSION AFFIDAVIT

STATE OF VT COUNTY OF Fairfield

I, BENJAMIN V. DOTO III being first duly sworn, deposes and says that:

1. I am BENJAMIN V. DOTO III of B. DOTO, III, P.E. LLC, the bidder that has submitted the attached request for bid for BUS LOT LOCATION STUDY;

2. I am fully informed respecting the preparation and contents of the attached bid and of all pertinent circumstances respecting such bid;

3. Such bid/proposal is genuine and is not a collusive or sham bid;

4. Neither the bidder nor any of its officers, partners, owners, agents, representatives, employees or parties of interest, including this affiant, has in any way colluded, conspired, connived or agreed directly or indirectly with any other bidder, firm or person to submit a collusive or sham bid in connection with the work for which the attached bid has been submitted nor has it in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other bidder, firm or person to fix the price or prices in the attached bid or of any other bidder, or to fix any overhead, profit or cost element of the bid price or the price of any bidder, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the Town of New Fairfield and/or BOE or any person interested in the proposed bid;

5. The price or prices quoted in the attached bid are fair and proper and are not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the bidder or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

Signed B. V. DOTO III

Title PRINCIPAL

Subscribed and sworn to before this 4th day of June, 2024.

B. V. DOTO

**Bryan V. Doto
Commissioner of Superior Court**

My commission expires _____

New Fairfield - Bus Lot Site Selection Matrix

Working DRAFT 4/3/2024

PHASE 1 EVALUATION									
CRITERIA	PARCEL A	PARCEL B	Parcel C	Parcel D	Parcel E	Parcel F	PARCEL G	PARCEL H	Parcel I
	Consolidated School Site	Parking Lot and Assoc. Rec Areas	East of Rebel Turf/North	Lower Stadium Lot (Current loc.)	Upper HS Practice Field (Upper Multi-Purp.)	Behind MS (Proposed Teacher Lot)	Cell Tower / MHHS	Drop Off Center (Leaf Composting Area)	Dunham Drive
ADDRESS:	302 Ball Pond Rd	54 Gillotti Rd	54 Gillotti Rd	54 Gillotti Rd	54 Gillotti Rd	54 Gillotti Rd	302 Ball Pond Rd / 24 Gillotti Rd	33 Bigelow Rd	48 RT 39
PARCEL ID / ZONE:	37200 / R-88	219200 / R-88	219200 / R-88	219200 / R-88	219200 / R-88	219200 / R-88	37200 / 218000 / R-88	60100 / R-88	498300 LI
ALLOWABLE USE:									
COST OF LAND:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Appraised 2022 \$180,200
BOE Controlled / Town Owned / Private / Lease	BOE Controlled	BOE Controlled	BOE Controlled	BOE Controlled	BOE Controlled	BOE Controlled	Town Owned / BOE controlled - subdivision required	Town Owned - subdivision required to assign to BOE	Private - Drive is on Parcel 165400 - subdivision required to assign to BOE
Centrally Located close to schools - minimizes driver time	4	5	5	5	5	5	4	3	3
Topography challenges - determine level of regrading	5	4	3	5	4	5	2	4	3
Environmental concerns and potential remediation costs	5	5	5	5	5	5	4	4	4
Vehicle Safety / Access - traffic impacts - SIGHT LINES	4	4	4	4	4	4	4	3	5
Public roadway / off site improvements required	5	5	5	5	5	5	5	4	5
Site circulation challenges - issues	5	3	2	2	5	4	5	5	5
Requires relocation of existing site amenities (define impacts)	5	3	3	2 (approx 100 parking spots)	1	2	5	5	5
Site available to relocate amenities displaced (MOVE TO BOTTOM)	5	5	5	3	1	3	5	5	5
Time frame for replacement of amenities									
Avoids wetlands / Wetlands commission approval	3	3	3	3	3	3	3	3	3
Requires re-zoning or ZBA Approval	3	3	3	3	3	3	3	5	5
Anticipated Opposition	1	3	3	1	1	2	3	2	3
Available water	4	4	4	4	4	4	4	4	3
Available Power	4	4	4	4	4	4	4	4	3
Available Septic	5	4	4	4	4	4	4	4	3
Eligible for State reimbursement	4	3	3	3	3	3	3	3	2
Initial score	62	58	56	53	52	56	58	58	57

New Fairfield - Bus Lot Site Selection Matrix

Working DRAFT 4/3/2024

PHASE 1 EVALUATION									
CRITERIA	PARCEL A	PARCEL B	Parcel C	Parcel D	Parcel E	Parcel F	PARCEL G	PARCEL H	Parcel I
	Consolidated School Site	Parking Lot and Assoc. Rec Areas	East of Rebel Turf/North	Lower Stadium Lot (Current loc.)	Upper HS Practice Field (Upper Multi-Purp.)	Behind MS (Proposed Teacher Lot)	Cell Tower / MHHS	Drop Off Center (Leaf Composting Area)	Dunham Drive
ADDRESS:	302 Ball Pond Rd	54 Gillotti Rd	54 Gillotti Rd	54 Gillotti Rd	54 Gillotti Rd	54 Gillotti Rd	302 Ball Pond Rd / 24 Gillotti Rd	33 Bigelow Rd	48 RT 39
PARCEL ID / ZONE:	37200 / R-88	219200 / R-88	219200 / R-88	219200 / R-88	219200 / R-88	219200 / R-88	37200 / 218000 / R-88	60100 / R-88	498300 LI
ALLOWABLE USE:									
COST OF LAND:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Appraised 2022 \$180,200
PHASE 2 EVALUATION									
Site development costs									
Cost of Dispatch Building									
Cost for relocated features									
Design Costs									
Anticipated Reimbursement									
Potential loss of tax revenue									
Final Estimated Cost to Town									

Key:

1	Negative / least advantageous
2	
3	Neutral
4	
5	Positive / most advantageous

New Fairfield - Bus Lot Site Selection Matrix

Working DRAFT 4/3/2024

PHASE 1 EVALUATION				
CRITERIA	PARCEL A	PARCEL B	PARCEL G	PARCEL H
	Consolidated School Site	Parking Lot and Assoc. Rec Areas	Cell Tower / MHHS	Drop Off Center (Leaf Composting Area)
ADDRESS:	302 Ball Pond Rd	54 Gillotti Rd	302 Ball Pond Rd / 24 Gillotti Rd	33 Bigelow Rd
PARCEL ID / ZONE:	37200 R-88	219200 / R-88	37200 / 218000 / R-88	60100 / R-88
ALLOWABLE USE:				
COST OF LAND:	\$0	\$0	\$0	\$0
BOE Controlled / Town Owned / Private / Lease	BOE Controlled	BOE Controlled	Town Owned / BOE controlled - subdivision required	Town Owned - subdivision required to assign to BOE
Centrally Located close to schools - minimizes driver time	4	5	4	3
Topography challenges - determine level of regrading	5	4	2	4
Environmental concerns and potential remediation costs	5	5	4	4
Vehicle Safety / Access - traffic impacts - SIGHT LINES	4	4	4	3
Public roadway / off site improvements required	5	5	5	4
Site circulation challenges - issues	5	3	5	5
Requires relocation of existing site amenities (define impacts)	5	3	5	5
Site available to relocate amenities displaced (MOVE TO BOTTOM)	5	5	5	5
Time frame for replacement of amenities				
Avoids wetlands / Wetlands commission approval	3	3	3	3
Requires re-zoning or ZBA Approval	3	3	3	5
Anticipated Opposition	1	3	3	2
Available water	4	4	4	4
Available Power	4	4	4	4
Available Septic	5	4	4	4
Eligible for State reimbursement	4	3	3	3
Initial score	62	58	58	58
PHASE 2 EVALUATION				
Site development costs				
Cost of Dispatch Building				
Cost for relocated features				
Design Costs				
Anticipated Reimbursement				
Potential loss of tax revenue				
Final Estimated Cost to Town				

Key:	1	Negative / least advantageous
	2	
	3	Neutral
	4	
	5	Positive / most advantageous

Bus Lot Study - Parcel - A

Consolidated Elementary School Site



 NORTH
 SCALE IN FEET
FEBRUARY 2021

CONSOLIDATED SCHOOL
PLAN RENDERING
NEW FAIRFIELD, CONNECTICUT

JCJ ARCHITECTURE | **LANGAN**
Long Wharf Maritime Center
555 Long Wharf Drive
New Haven, CT 06511-6107
Phone: 203.562.5771 Fax: 203.789.6142

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Bus Lot Study - Parcel - B

Option may require the relocation of the playground and basketball court to reduce fill and grading



Bus Lot Study - Parcel - G

Between Cell Tower and New Fairfield Elementary School
Two options for new roads between 700'-0" to 775'-0" in length



Bus Lot Study - Parcel - H

Drop Off Center



BENJAMIN V. DOTO, III, P.E., LLC
CONSULTING CIVIL ENGINEER

36 Mill Plain Road, Suite #204
DANBURY, CT 06811

PHONE: 203/743-3424
E-MAIL: ben@dotocivil.com

Town of New Fairfield
and
Board of Education

BUS LOT LOCATION STUDY
Conceptual Planning and Estimating for Multiple Sites
January 18, 2025

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8. Cost Estimates	Exhibit A
9. Conceptual Bus Lot Office (floor plan)	Exhibit B
10. Bus Template	Exhibit C
11. Parcel - A: Preliminary Plan (PP01)-R3 Parcel - B: Preliminary Plan (PP02)-R3 Parcel - G: Preliminary Plan (PP03)-R3 Parcel - H: Preliminary Plan (PP04)-R3	Exhibit D

1. Introduction

The purpose of the Bus Lot Location Study (Study) was to provide the Town of New Fairfield (Town) with initial engineering review, evaluation, conceptual planning and estimating services to evaluate four (4) separate sites for the possible construction of a new bus storage lot, staff parking, and bus office to support the New Fairfield Public School District. The goal is to use the results of the Study to ultimately determine which of the four sites provides the best opportunity to locate the bus lot and related facilities. A Working Group made of Town Officials, Town Staff, BOE Administrative Staff, and the Board of Education Chairman selected these sites, based on a variety of factors, as the best sites that could accommodate the use and amenities. The selection of a site for this use has proven to be controversial, therefore, the evaluation of these sites was done in a thorough, objective, and well-documented manner with every effort made to build public trust in the process and everyone involved.

The four sites included in this site are as follows:

- Parcel - A: Former Consolidated School Site, 302 Ball Pond Road
- Parcel - B: High School/Middle School Campus, 54 Gillotti Road
- Parcel - G: Cell Tower/New Consolidated School, 302 Ball Pond Road, 24 Gillotti Road
- Parcel - H: Town of New Fairfield Drop off Center, 33 Bigelow Road

All four sites are located within the R-88 Zoning District (2-acre residential). A bus lot use is considered a “*municipal building and use*” according to the Town of New Fairfield’s Zoning Regulations. A Special Permit will be required from the Zoning Commission for all four of the sites.

The results of the Study reflect an iterative process of site evaluation, review of draft conceptual plans during development, revisions to plans based on input and requested changes and improvements from the Working Group. Detailed cost estimates (Exhibit A) were prepared utilizing actual quantities based off the conceptual plans, where available, and likely anticipated site-specific costs for items not detailed on the plans due to their conceptual nature.

2. Evaluation Criteria:

- Lot should hold 26 full size buses and 9 vans;

- Bus lot fenced with an 8' high chain link fence installed to allow for the storage of snow without damaging the fence;
- The bus lot should have a motorized gate;
- The bus lot office is a 400 s.f. permanent building (not a trailer);
- The bus lot should be lighted and include security cameras;
- Bus parking spaces should be sized based on industry standards and the isle width shall be sized to be able to accommodate anticipated bus traffic in the lot and bus maneuvering for parking and dispatching;
- 40 parking spaces should be provided for staff as close to the lot as possible;
- Staff parking should be located outside of the bus lot fenced area to minimize the secured lot area;
- Conceptual plans shall be at minimum 2' contours to determine extent of cuts, fills and required grading;
- Evaluate sight lines at driveway and roadway intersection;
- Determine likely connections for electricity and communications;
- Evaluate water service connection (new well vs. existing connection);
- Evaluate septic system connection (new septic vs. existing connection);
- Evaluate likely stormwater connection or discharge points and locations of potential detention systems;
- Determine permitting requirements;
- Prepare a cut and fill analysis and use to estimate earthwork costs;
- Estimate length of construction;
- Consider minimum landscaping requirements for use in cost estimating;
- Evaluation and resolution of on-site traffic and pedestrian circulation conflicts with bus traffic, best methods to separate and safeguard;
- Evaluate the benefit of relocating existing site amenities to be able to effectively and efficiently develop a bus lot; and
- Address site specific design issues as identified during development of plans.

3. Parcel – A: Narrative (Former Consolidated School Site)

This site is located within the footprint of the former Consolidated School Site at 302 Ball Pond Road. The school building has recently been demolished under a separate project. Baseline grades used for this study are the proposed final demolition grades provided by the demolition contractor.

The location of the proposed bus lot is similar to the one previously developed by the original design team. Changes include shifting the lot as far from Ball Pond and Gillotti Roads as possible and making the lot rectangular in shape (previously square) to further buffer the lot from the existing ball field and Ball Pond Road. The proposed bus lot driveway was relocated to

Gillotti Road. This driveway provides a gentler grade than the previous Ball Pond driveway and includes a reconstructed shared driveway apron with the existing Gillotti Road parking lot. Adequate site lines are provided as well as adequate turning radii at the road intersection. 31 of the 40 proposed employee spaces will be repurposed and shared with the existing Gillotti Road ball field parking lot to remain. No negative impacts to the existing ball fields or playground result.

The bus office will require a connection to existing domestic on-site water and a new septic system.

Land use approvals from the Conservation Inland Wetlands Commission (CIWC) and Zoning Commission (Special Permit) will be required due to on-site wetlands within 100' of proposed activities and the proposed use in a residential zone. Once all permits are obtained, including building permits, the anticipated construction schedule is approximately 9-12 months.

Positive features of this site include a historical school and bus use/access, existing infrastructure (water, storm drainage, parking lots), central location, proximity to fueling location, limited earthwork, minimal site and tree clearing, and no disruptions to existing municipal or educational activities.

The negative features of this site include the high potential for neighborhood opposition based on the history of the previous design and application process. Multiple applications were made to the Zoning Commission for approval. These applications were negatively received by the public and by members of the Zoning Commission and withdrawn prior to likely denial. The bus lot would also limit the potential for future on-site recreational expansions. With the former Consolidated School now demolished, this site is not suited for a bus lot from an aesthetic standpoint.

4. Parcel - B: Narrative (High School/Middle School Campus)

This site is located on the existing High School/Middle School Campus at 54 Gillotti Road. The proposed bus lot location is east and south of the existing High School soccer field in the

location of an existing playground, parking lot, two basketball courts, bocce courts and a dog park.

This location is well suited for a square shaped bus lot immediately east of the soccer field. The existing parking lot in this area will be reconfigured and expanded to provide adequate bus and passenger vehicle traffic patterns, additional parking spaces for bus employees, and to recover high school spaces lost due to the reconfiguration. A redesign of an internal driveway intersection is also proposed to provide proper bus turning paths. The existing driveway apron at Gillotti Road will remain unchanged as it was designed for bus traffic and has both right and left-turn egress (exit) lanes and adequate sight lines.

The bus office will require a connection to existing domestic on-site water at the soccer field restroom building, and a new septic system.

The need to remove the playground, basketball courts, bocce courts, and dog park necessitated the review of a potential replacement location(s). The former Consolidated School site was identified as a suitable location due to its proximity, recreational nature, and existing parking lots. The preliminary plan includes an inset detail showing how these relocated features can all fit at the former Consolidated School.

Zoning Commission (Special Permit) approval will be required for the bus lot since the proposed use is in a residential zone.

The recreational relocations to the former Consolidated School site will require both Zoning Commission (Special Permit) and CIWC approvals due on-site wetlands within 100' of proposed activities and being in a residential zone.

Once all permits are obtained, including building permits, the anticipated construction schedule is approximately 9-12 months for the bus lot. The recreational relocations do not necessarily need to coincide with the bus lot construction.

Positive features of this site include being an existing school that buses will continue to serve daily, excellent existing driveway apron, existing infrastructure (water, storm drainage, parking lot, power), central location, proximity to fueling location, limited tree clearing, moderate earthwork, and limited disruption to the existing school. The high school will gain 45 parking spaces adjacent to the bus lot (7 during school bus lot hours and 45 after bus/school hours). Another positive benefit (safety) of this site is the permanent removal of non-school recreational activities (basketball courts, bocce courts, playground and dog park) from the campus.

Negative features of this site are the costs to remove and/or relocate the non-school recreational uses. The potential for public opposition in removing and relocating these items also exists.

5. Parcel - G: Narrative (Cell Tower/New Consolidated School)

This site is located on the upper portion of 302 Ball Pond Road and rear of 24 Gillotti Road. The bus lot location is situated on a hillside between an existing cell tower site and the rear of the New Consolidated School. The existing cell tower access drive that runs from the Fire Station to the cell tower was not able to be reused due to steep grades (15% to 20% in portions) and its poor condition. An approximately 1,500 ft. long access drive running from Gillotti Road, over the footprint of the former Consolidated School, and up the hillside behind the Fire Station was designed to access the bus lot.

Due to steep topography, a rectangular shaped bus lot was best suited for the site. Employee parking is located at the top of the access drive outside the fenced and gated bus lot.

The proposed driveway merges with a redesigned and shared apron that will also serve the existing Gillotti Road parking lot to remain. Adequate site lines are provided as well as adequate turning radii at the road intersection. No negative impacts to the existing ball fields or playground result.

The bus office will be served by connections to existing domestic on-site water and sewage treatment at the rear of the New Consolidated School. Power and communications will also be brought from the New Consolidated School due to its proximity to the bus lot.

The long access driveway and steep site grades require an extensive amount of tree clearing, earthwork, retaining wall construction, large asphalt surfaces, and storm drainage infrastructure.

Land use approvals from the CIWC and Zoning Commission (Special Permit) will be required due to on-site wetlands within 100' of proposed activities and the proposed use in a residential zone. Once all permits are obtained, including building permits, the anticipated construction schedule is 12 to 15 months.

Positive features of this site include its concealed and private setting, access to water and sewer, central location, proximity to fueling location, and requires no disruptions existing school, Town, or recreational operations. The access drive also provides the Town a future ability to potentially eliminate significant portions of the existing cell tower access drive with a simple interconnection.

The negative features of this site are the long access drive, need for retaining walls, and extensive tree clearing, earthwork and storm drainage infrastructure. The potential for neighborhood opposition also exists based on the history of the previous application process as described in the Parcel A narrative.

6. Parcel - H: Narrative (Town of New Fairfield Drop off Center)

The bus lot location for this site is located at the Town Drop off Center along the main access driveway, in the approximate location of the current brush/leaf drop off area at 33 Bigelow Road. Employee parking is provided immediately east and west of the bus lot along the existing access drive.

The bus office will be served by a new well and septic system since no facilities currently exist on-site. Power and communications will also be brought from the existing utility lines adjacent to the bus lot.

Bigelow Road is a narrow residential road that will need to be widened in the vicinity of the existing main driveway to accommodate proper school bus ingress and egress and provide proper sight distances.

Land use approvals from the CIWC and Zoning Commission (Special Permit) will be required due to on-site wetlands within 100' of proposed activities and the proposed use in a residential zone. Once all permits are obtained, including building permits, the anticipated construction schedule is 9 to 12 months.

Positive features of this site include its internal and private location and requires no disruption to existing school or recreational operations. The only impacts will be to the existing leaf/brush drop off area.

The negative features of this site are the remote location, and distance to the fueling location. The existing driveway entrance is approximately 1.5 miles from Gillotti Road, with 5/8ths of a mile running on a narrow and winding section of Bigelow Road. All the daily bus and employee vehicle trips will need to travel this extra distance. Approximately 300 feet of road widening will be required along the site entrance on Bigelow Road. Significant earthwork will also be required to achieve the bus lot grades. The potential for neighborhood opposition also exists with this site due to the daily additional bus and employee vehicle trips being added to Bigelow Road and Ball Pond Road.

One additional negative feature is the potential for significant wetland disturbance with this lot. Wetland flagging was not part of the scope of this study, however, based on professional experience, the adjacent wooded areas to be disturbed have the potential to contain wetland soils beyond the limits of what historical mapping shows. Any selection process that includes this site as the first choice should include a consultation and wetland flagging by a licensed State of CT soil scientist.

7. Final Recommendations

The objective of this study was to provide a “*final recommendation for a site that would be the quickest, and most cost-effective opportunity to accommodate the build for the prospective use and associated amenities*”.

The final recommendations will be made after public input is received from New Fairfield residents, the Public Building Committee, the Board of Finance, the Board of Selectmen, and the Board of Education.

I trust this report provides the information necessary for the proper selection of a bus lot site.

Sincerely

Benjamin V. Doto, III, P.E.

EXHIBIT A

Cost Estimates

DRAFT

New Fairfield Bus Lot Estimating Worksheet

Date: 1/18/2025 with Escalation to Summer 2026

DRAFT

bvd

	Parcel - A	Parcel - B	Parcel - G	Parcel - H
	Consolidated Site	HS Site By Rec. Area	Cell Tower Site	Drop Off Site
<u>HARD COSTS</u>				
Clearing - Grubbing - Strip Topsoil	\$22,138	\$51,843	\$109,936	\$42,634
Demolition	\$0	\$45,600	\$0	\$0
Excavation - Cuts to Fills	\$20,340	\$8,292	\$52,404	\$420
Export Fill	\$0	\$76,428	\$0	\$0
Import Fill	\$51,504	\$0	\$161,640	\$152,376
Retaining Walls	\$0	\$0	\$145,800	\$0
Sediment and Erosion Control	\$9,532	\$3,702	\$15,126	\$4,224
Pvmt./Base/Curbing/Walks/Striping	\$377,029	\$598,954	\$607,485	\$306,072
Storm Water Management	\$228,367	\$219,287	\$366,106	\$185,766
Fencing and Gates	\$101,304	\$84,288	\$101,712	\$93,950
Lawns and Grasses	\$40,531	\$26,578	\$76,411	\$22,923
Landscaping	\$9,600	\$32,640	\$20,160	\$19,200
Signage	\$10,800	\$10,800	\$10,800	\$10,800
Site Lighting	\$125,928	\$93,720	\$93,192	\$84,612
Security	\$12,000	\$12,000	\$12,000	\$12,000
Power and Distribution	\$27,600	\$30,840	\$23,820	\$22,860
Water Distribution / Well	\$9,600	\$18,720	\$8,880	\$23,400
Septic / Septic Connection	\$21,600	\$19,200	\$20,880	\$20,400
Subtotal Hard Costs	\$1,067,873	\$1,332,892	\$1,826,352	\$1,001,637
<u>SOFT COSTS</u>				
Utility Fees	\$5,000	\$5,000	\$5,000	\$5,000
Permitting	\$20,000	\$20,000	\$20,000	\$20,000
Design Fees	\$70,000	\$70,000	\$82,000	\$70,000
Management Fees	\$60,000	\$70,000	\$70,000	\$70,000
Contingency	\$150,000	\$150,000	\$150,000	\$150,000
Subtotal Soft Costs	\$305,000	\$315,000	\$327,000	\$315,000
<u>NON-ELIGIBLE COSTS</u>				
Bus Offic Bldg.	\$200,000	\$200,000	\$200,000	\$200,000
Relocated Recreational Items	\$0	\$838,607	\$0	\$0
Road Widening	\$0	\$0	\$0	\$100,873
Work in R.O.W. (aprons, etc.)	\$25,000	\$0	\$25,000	\$0
Subtotal Non-Elig. Costs	\$225,000	\$1,038,607	\$225,000	\$300,873
TOTAL	\$1,597,873	\$2,686,499	\$2,378,352	\$1,617,510
<u>ESCALATION - (7% per year)</u>				
Summer of 2026 (1.5 years = 10.5%)	\$167,777	\$282,082	\$249,727	\$169,839
<u>GRAND TOTAL</u>	\$1,765,650	\$2,968,581	\$2,628,079	\$1,787,349

EXHIBIT B

Bus Lot Office Floor Plan

DRAFT

Exhibit B - Conceptual Bus Office

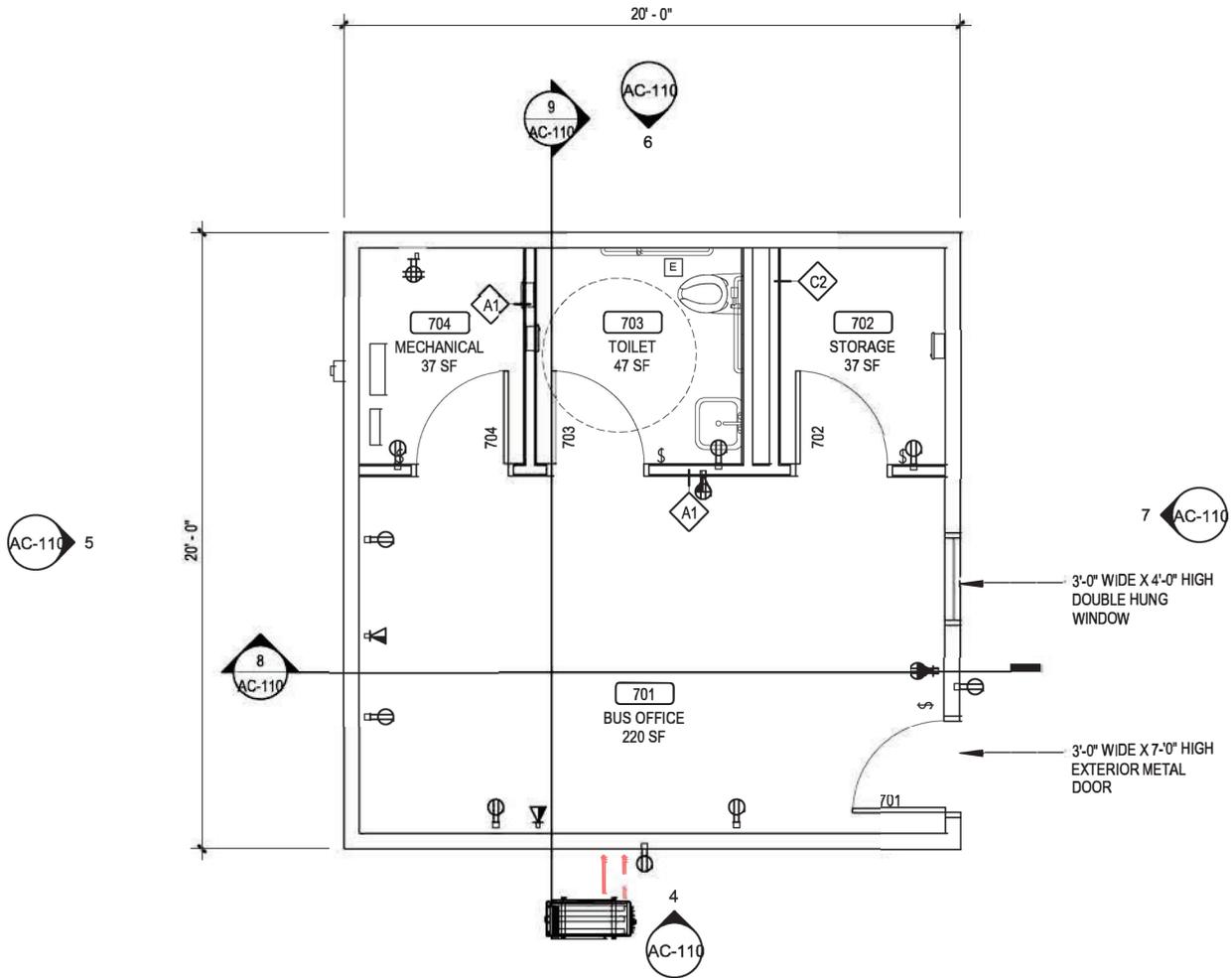
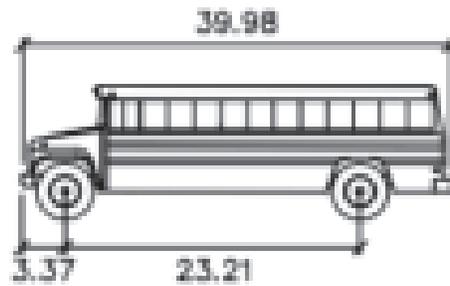


EXHIBIT C

Bus Template

DRAFT

NEW FAIRFIELD BUS TEMPLATE



New Fairfield School Bus

	feet
Width	: 7.83
Track	: 7.83
Lock to Lock Time	: 6.0
Steering Angle	: 41.0

NOTE: DIMENSIONS BASED ON FIELD MEASUREMENTS TAKEN ON 9/1/22 AND INFORMATION PROVIDED BY THOMAS BUILT BUSES

EXHIBIT D

Parcel - A Preliminary Plan (PP01)

Parcel - B Preliminary Plan (PP02)

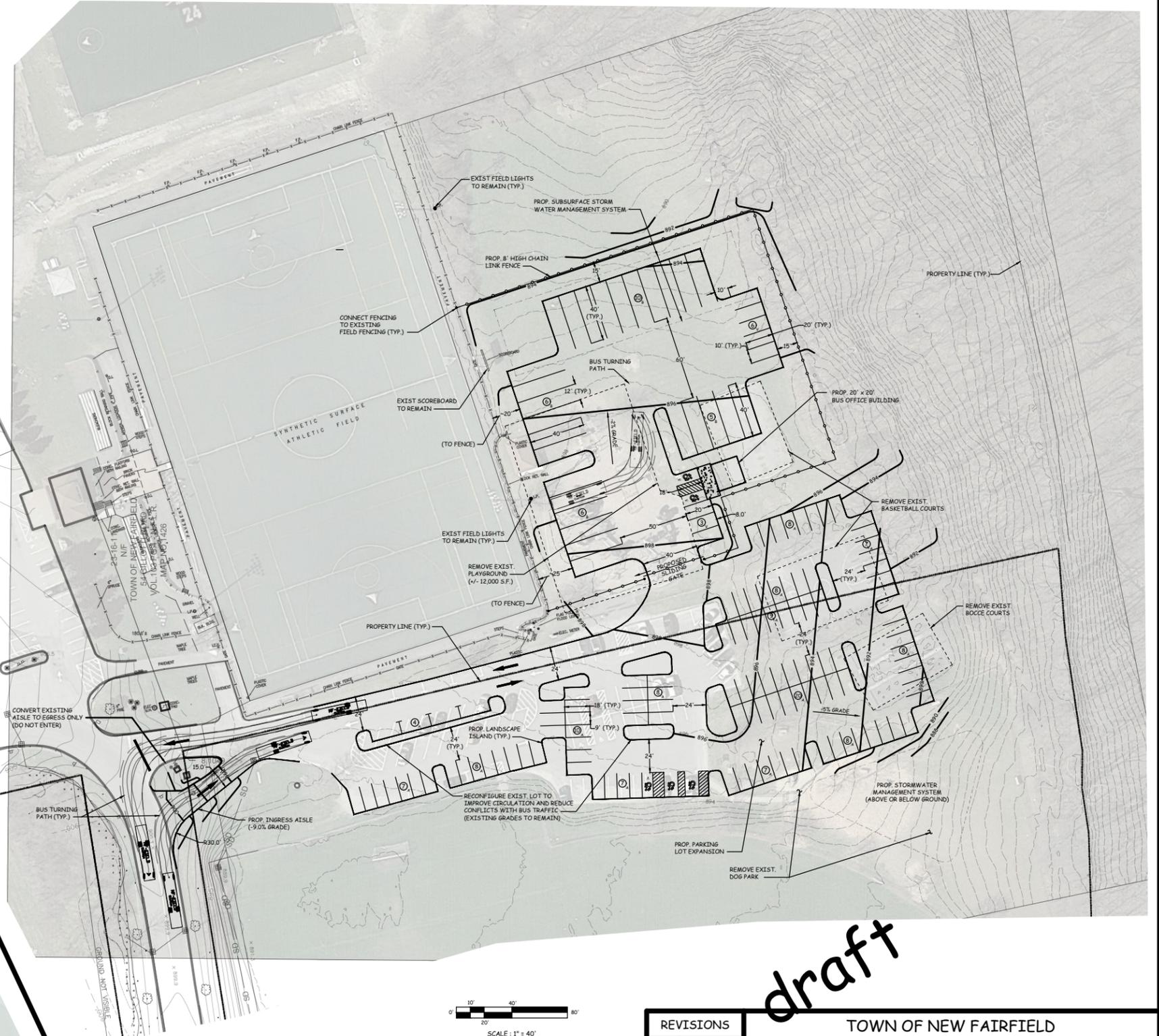
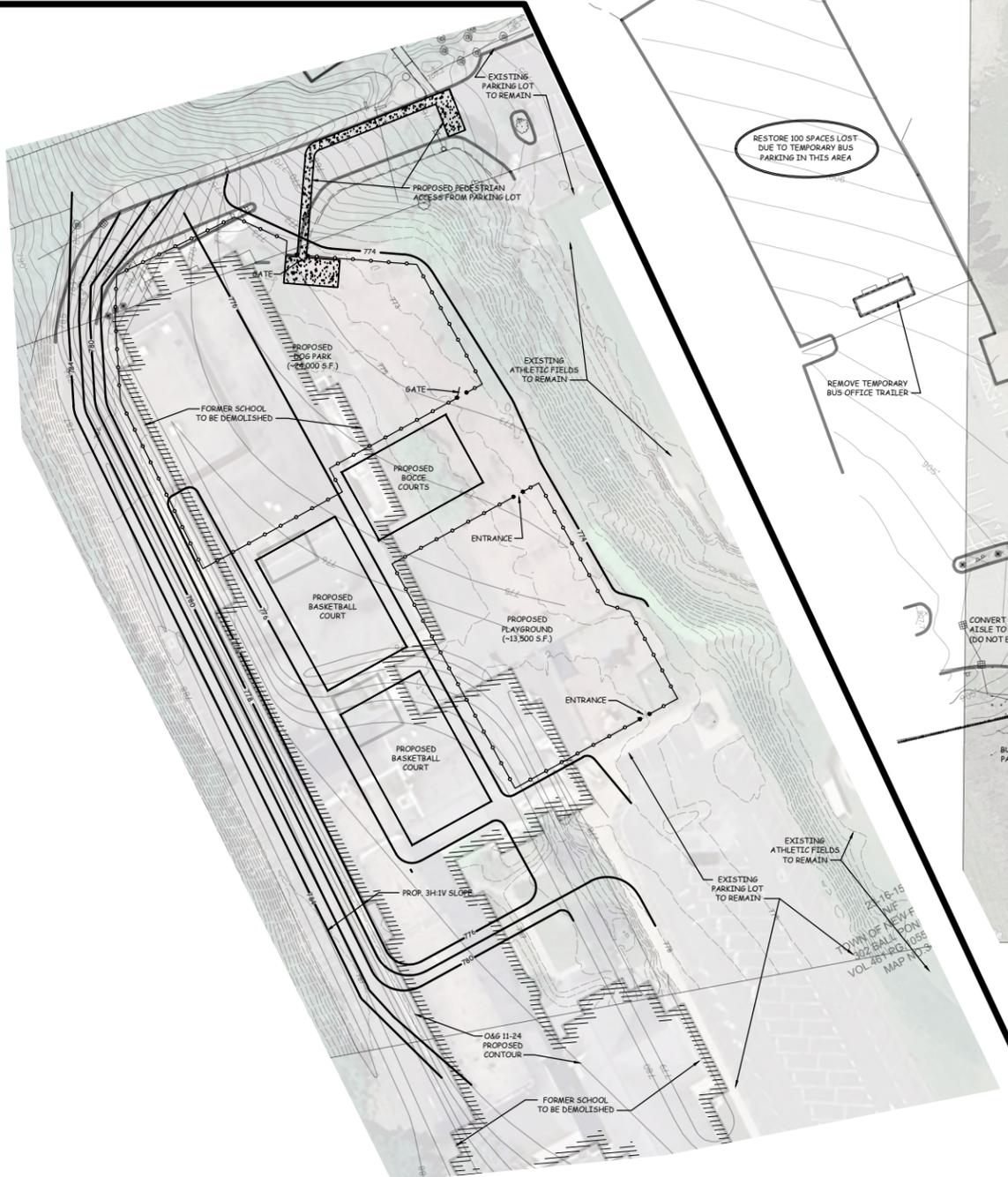
Parcel - G Preliminary Plan (PP03)

Parcel - H Preliminary Plan (PP04)

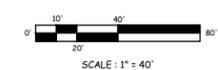


LEGEND	
	HANDICAPPED ACCESSIBLE PARKING SPACE
	PROP. TRAFFIC PATTERN
	PROP. FINISHED GRADE ELEVATION
	PROP. TOP OF PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	PROP. BUS PARKING SPACE COUNT
	PROP. VAN PARKING SPACE COUNT
	PROP. AUTO/EMPLOYEE PARKING SPACE COUNT

BUS LOT PARCEL (B) PARKING SUMMARY		
1)	BUS SPACES	27 SPACES
2)	VAN SPACES	9 SPACES
3)	AUTO (EMPLOYEE) SPACES	*40 SPACES
* INCLUDES 2 HANDICAPPED ACCESSIBLE INSIDE FENCE AND 38 IN SHARED LOT OUTSIDE FENCE.		
SUMMARY OF AVAILABLE PARKING:		
TEMP. LOT SPACES RETURNED	100 SPACES	
PROP. SPACES IN SHARED LOT	119 SPACES	
H.C. SPACES INSIDE BUS GATE	2 SPACES	
SUB TOTAL	221 SPACES	
LESS BUS EMPLOYEE PARKING	-40 SPACES	
NET AVAILABLE FOR HIGH SCHOOL	181 SPACES	



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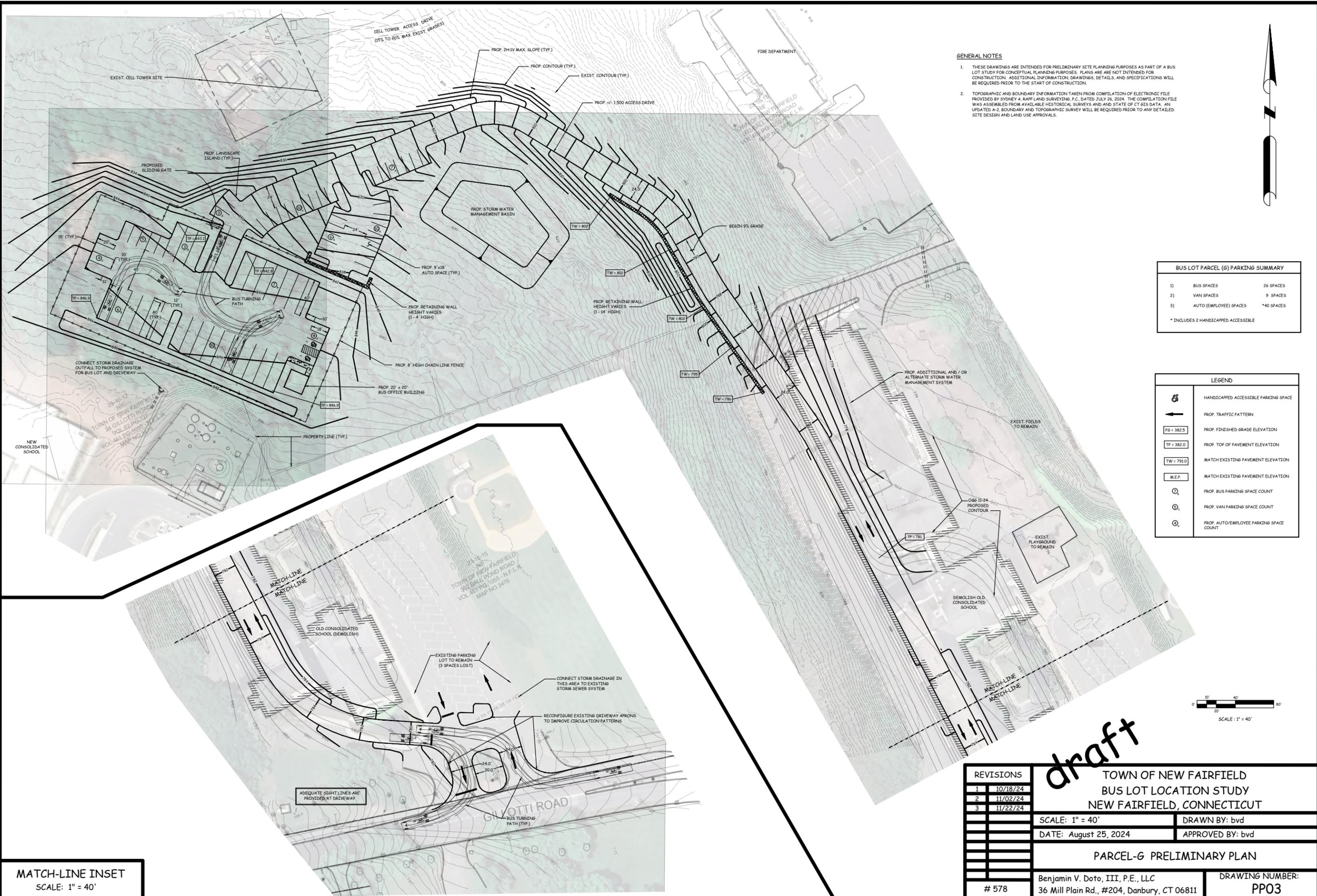


GENERAL NOTES

- THESE DRAWINGS ARE INTENDED FOR PRELIMINARY SITE PLANNING PURPOSES AS PART OF A BUS LOT STUDY FOR CONCEPTUAL PLANNING PURPOSES. PLANS ARE NOT INTENDED FOR CONSTRUCTION. ADDITIONAL INFORMATION, DRAWINGS, DETAILS, AND SPECIFICATIONS WILL BE REQUIRED PRIOR TO THE START OF CONSTRUCTION.
- TOPOGRAPHIC AND BOUNDARY INFORMATION TAKEN FROM COMPILATION OF ELECTRONIC FILE PROVIDED BY SYDNEY A. RAPP LAND SURVEYING, P.C., DATED JULY 26, 2024. THE COMPILATION FILE WAS ASSEMBLED FROM AVAILABLE HISTORICAL SURVEYS AND AND STATE OF CT GIS DATA. AN UPDATED #2 BOUNDARY AND TOPOGRAPHIC SURVEY WILL BE REQUIRED PRIOR TO ANY DETAILED SITE DESIGN AND LAND USE APPROVALS.

REVISIONS		TOWN OF NEW FAIRFIELD BUS LOT LOCATION STUDY NEW FAIRFIELD, CONNECTICUT	
1	10/07/24	SCALE: 1" = 40'	DRAWN BY: bvd
2	11/04/24	DATE: August 31, 2024	APPROVED BY: bvd
3	11/22/24	PARCEL-B PRELIMINARY PLAN	
# 578		Benjamin V. Doto, III, P.E., LLC 36 Mill Plain Rd., #204, Danbury, CT 06811	DRAWING NUMBER: PPO2

OLD CONSOLIDATED SCHOOL INSET
SCALE: 1" = 40'



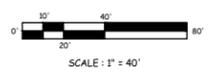
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BUS LOT PARCEL (G) PARKING SUMMARY	
1) BUS SPACES	26 SPACES
2) VAN SPACES	9 SPACES
3) AUTO (EMPLOYEE) SPACES	*40 SPACES
* INCLUDES 2 HANDICAPPED ACCESSIBLE	

LEGEND	
	HANDICAPPED ACCESSIBLE PARKING SPACE
	PROP. TRAFFIC PATTERN
	PROP. FINISHED GRADE ELEVATION
	PROP. TOP OF PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	PROP. BUS PARKING SPACE COUNT
	PROP. VAN PARKING SPACE COUNT
	PROP. AUTO/EMPLOYEE PARKING SPACE COUNT



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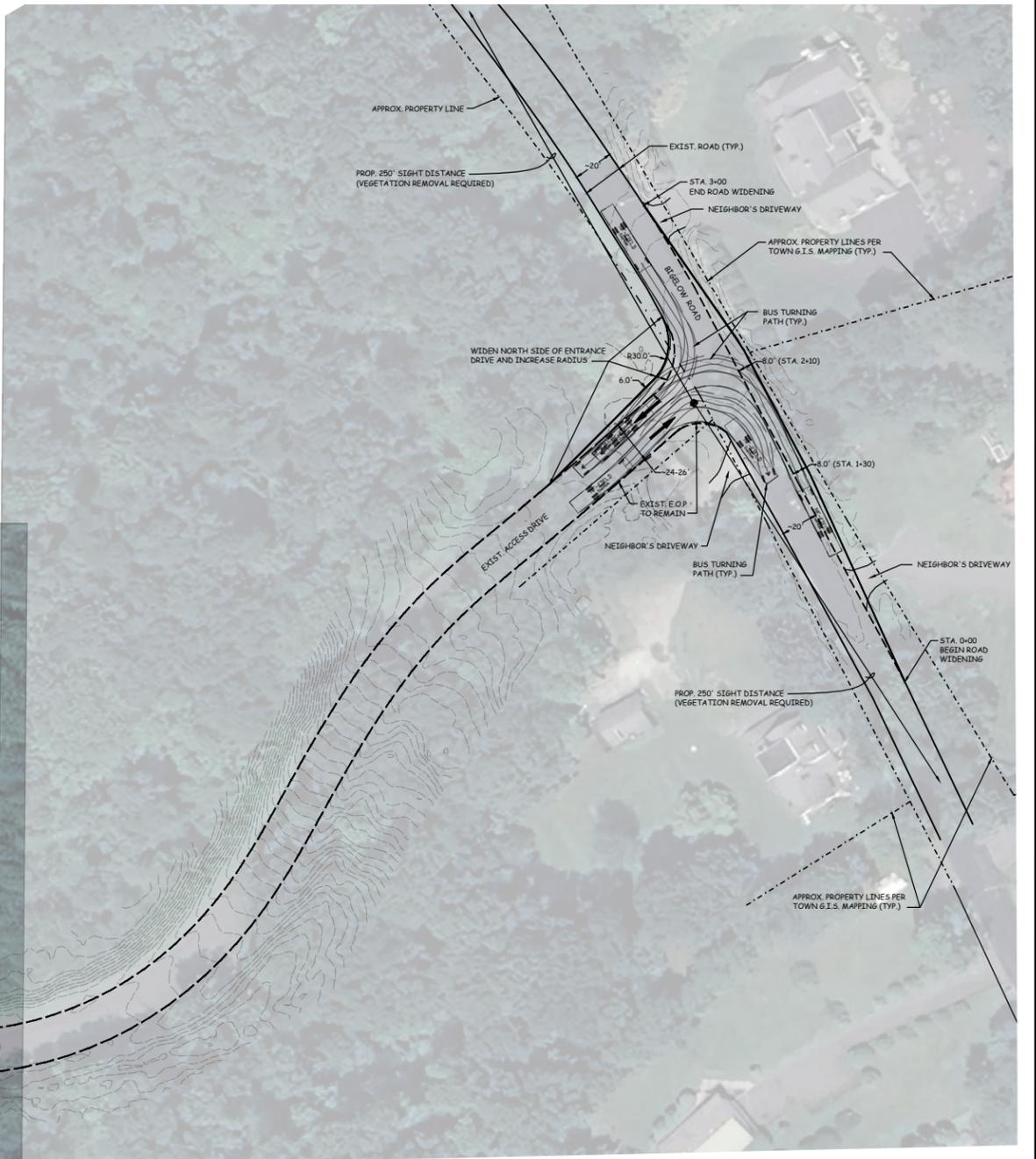
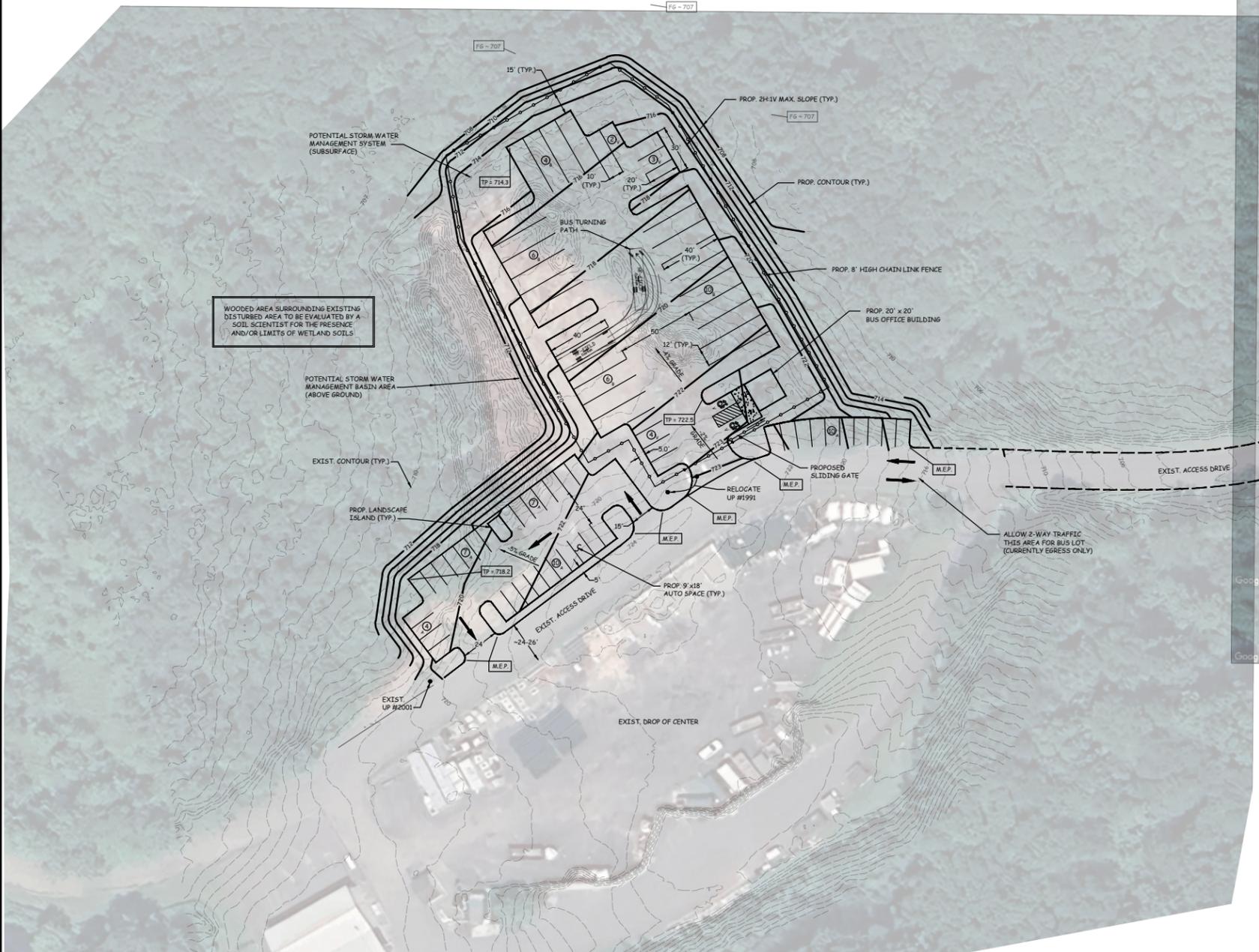
MATCH-LINE INSET
SCALE: 1" = 40'

REVISIONS		TOWN OF NEW FAIRFIELD BUS LOT LOCATION STUDY NEW FAIRFIELD, CONNECTICUT	
1	10/18/24	SCALE: 1" = 40'	DRAWN BY: bvd
2	11/02/24	DATE: August 25, 2024	APPROVED BY: bvd
3	11/22/24	PARCEL-G PRELIMINARY PLAN	
# 578		Benjamin V. Doto, III, P.E., LLC 36 Mill Plain Rd., #204, Danbury, CT 06811	DRAWING NUMBER: PPO3

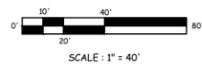


LEGEND	
	HANDICAPPED ACCESSIBLE PARKING SPACE
	PROP. TRAFFIC PATTERN
	PROP. FINISHED GRADE ELEVATION
	PROP. TOP OF PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	PROP. BUS PARKING SPACE COUNT
	PROP. VAN PARKING SPACE COUNT
	PROP. AUTO/EMPLOYEE PARKING SPACE COUNT

BUS LOT PARCEL (H) PARKING SUMMARY		
1)	BUS SPACES	26 SPACES
2)	VAN SPACES	9 SPACES
3)	AUTO (EMPLOYEE) SPACES	*40 SPACES
* INCLUDES 2 HANDICAPPED ACCESSIBLE		



- GENERAL NOTES**
1. THESE DRAWINGS ARE INTENDED FOR PRELIMINARY SITE PLANNING PURPOSES AS PART OF A BUS LOT STUDY FOR CONCEPTUAL PLANNING PURPOSES. PLANS ARE NOT INTENDED FOR CONSTRUCTION. ADDITIONAL INFORMATION, DRAWINGS, DETAILS, AND SPECIFICATIONS WILL BE REQUIRED PRIOR TO THE START OF CONSTRUCTION.
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REVISIONS		TOWN OF NEW FAIRFIELD BUS LOT LOCATION STUDY NEW FAIRFIELD, CONNECTICUT	
1	10/20/24	SCALE: 1" = 40'	DRAWN BY: bvd
2	11/04/24	DATE: September 4, 2024	APPROVED BY: bvd
3	11/25/24	PARCEL-H PRELIMINARY PLAN	
# 578	Benjamin V. Doto, III, P.E., LLC 36 Mill Plain Rd., #204, Danbury, CT 06811	DRAWING NUMBER: PP04	

draft

Town of New Fairfield
and
Board of Education

BUS LOT LOCATION STUDY PRESENTATION
Conceptual Planning and Estimating for Multiple Sites
January 23, 2025

PREPARED BY:

BENJAMIN V. DOTO, III, P.E.
CONSULTING CIVIL ENGINEER
36 MILL PLAIN ROAD, SUITE #204
DANBURY, CT 06811
(P) 203/743-3424
ben@dotocivil.com

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BENJAMIN V. DOTO, III, P.E., LLC
CONSULTING CIVIL ENGINEER

36 Mill Plain Road, Suite #204
DANBURY, CT 06811

PHONE: 203/743-3424
E-MAIL: ben@dotocivil.com

Benjamin V. Doto, III, P.E., LLC (the firm) is currently in its 26th year providing civil/site design and land use consulting services to a variety of clients for commercial, industrial, institutional, and residential projects in the greater Danbury area.

Services range from preliminary design / due diligence and conceptual plans, to detailed design for construction and land use purposes.

In-house design services include site and drainage design, parking and loading layouts, vehicle turning movement analyses, septic system design, and water and sewer main design.

The firm has well established relationships with other design professionals, used on an as needed basis, to assist with landscape design, traffic studies, wetland studies, structural engineering, and cost estimating.

Sample Area Projects List:

- Colonial Subaru auto dealership and storage lot, Danbury, CT;
- Colonial Mazda auto dealership and storage lot, Danbury, CT;
- Ingersoll Automotive dealership, car wash, maintenance shop and storage lot, Danbury, CT;
- Bruce Bennet Nissan & Infiniti site and building redevelopment and storage lot, Danbury, CT;
- Brewster Subaru site selection feasibility study, Brewster, NY;
- Caraluzzi's Markets and Caraluzzi's Wine & Spirits, Bethel & Danbury, CT;
- **School Bus Terminal (S.T.A.), fueling station, maintenance garage and office/break room for school bus lot (105 buses), Triangle Street, Danbury, CT;**
- Park Avenue Early Childhood Center/Head Start site development, Danbury, CT;
- ALDI site and loading dock design, Plumtrees Plaza, Danbury CT;
- Plumtrees Plaza State D.O.T. related parking lot and Newtown Rd. driveway redesign, Danbury, CT;
- Berkshire Shopping Center loading dock redesigns for TJ Maxx, HomeGoods, & Goodwill, Danbury, CT;
- Starbucks (2), Berkshire Shopping Center & North St., Danbury, CT;
- Ridgewood Country Club clubhouse improvements, site upgrades, and parking lot redesign, Danbury, CT;
- MIX 40 Strip Center and patio redevelopment, Mill Plain Road, Danbury, CT;
- Dolan Plaza Shopping Center Improvements, Bethel, CT;
- Shell Gas Station, 203 Greenwood Avenue, Bethel, CT;
- Transitional Crisis Housing Facility, Rose Hill Ave., Danbury, CT;
- Vespucci Recreational Center Expansion, Christopher Columbus Ave., Danbury, CT;
- Airport Hangars (2 projects), DXR Aviation Center & Wings Airpark, Danbury Airport;
- American Pavement Spec. maintenance facility and equipment storage lot, Danbury, CT;
- Fuel Cell Energy power plant and site development, Triangle St., Danbury, CT;
- Shelter Rock Business Center industrial site expansion, Shelter Rock Lane, Danbury, CT;
- South Street Self Storage & CubeSmart Self Storage, Danbury, CT;
- Diamond Self Storage, Bethel, CT;
- Kellogg Hardwoods Inc. sawmill and site development, Bethel, CT;
- Medical Office and site development, 39-41 Hospital Avenue, Danbury, CT;
- Waterbury Fed. Teachers Credit Union, Federal Road, Danbury, CT;
- Keystone Place Assisted Living, Wooster Heights, Danbury, CT;
- Mayfair Square Townhouses, Saw Mill Road, Danbury, CT;
- Town Line Commons Apartments, South Street, Danbury, CT;
- The Summit at Bethel housing development, Summit Road, Bethel, CT;
- The Grand Apartments, Grand Street, Bethel, CT; and
- Single Family lot developments, drainage design, and septic design (throughout Fairfield County).

Danbury Bus Lot - before



Danbury Bus Lot - after



PARCELS EVALUATED

- Parcel - A: Former Consolidated School Site,
302 Ball Pond Road
- Parcel - B: High School/Middle School Campus,
54 Gillotti Road
- Parcel - G: Cell Tower/New Consolidated School,
302 Ball Pond Road & 24 Gillotti Road
- Parcel - H: Town of New Fairfield Drop off
Center, 33 Bigelow Road

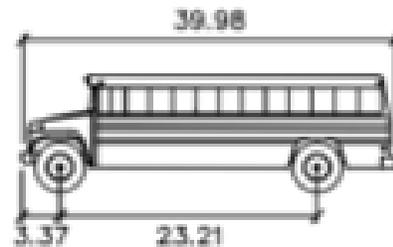
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DESIGN CRITERIA FOR BUS LOT

- Lot should hold 26 full size buses and 9 vans;
- Bus lot fenced with an 8' high chain link fence installed to allow for the storage of snow without damaging the fence;
- The bus lot should have a motorized gate;
- The bus lot office is a 400 s.f. permanent building (not a trailer);
- The bus lot should be lighted and include security cameras;
- Bus parking spaces should be sized based on industry standards and the aisle width shall be sized to be able to accommodate anticipated bus traffic in the lot and bus maneuvering for parking and dispatching;
- 40 parking spaces should be provided for staff as close to the lot as possible;
- Staff parking should be located outside of the bus lot fenced area to minimize the secured lot area;
- Conceptual plans shall be at minimum 2' contours to determine extent of cuts, fills and required grading;
- Evaluate sight lines at driveway and roadway intersection;
- Determine likely connections for electricity and communications;
- Evaluate water service connection (new well vs. existing connection);
- Evaluate septic system connection (new septic vs. existing connection);
- Evaluate likely stormwater connection or discharge points and locations of potential detention systems;
- Determine permitting requirements;
- Prepare a cut and fill analysis and use to estimate earthwork costs;
- Estimate length of construction;
- Consider minimum landscaping requirements for use in cost estimating;
- Evaluation and resolution of on-site traffic and pedestrian circulation conflicts with bus traffic, best methods to separate and safeguard;
- Evaluate the benefit of relocating existing site amenities to be able to effectively and efficiently develop a bus lot; and
- Address site specific design issues as identified during development of plans.

DRAFT

NEW FAIRFIELD BUS TEMPLATE



New Fairfield School Bus

	feet
Width	: 7.83
Track	: 7.83
Lock to Lock Time	: 6.0
Steering Angle	: 41.0

NOTE: DIMENSIONS BASED ON FIELD MEASUREMENTS TAKEN ON 9/1/22 AND INFORMATION PROVIDED BY THOMAS BUILT BUSES

Exhibit 1 (from RFP)
Parcel - A



Parcel - A: Former Consolidated School Site

Pros

- Central location;
- Proximity to fueling;
- Historical bus use of site (former school);
- Limited earthwork;
- Minimal tree clearing;
- Existing parking lots in place;
- Reuse of water and storm drainage connections available; and
- Cost (lowest of all 4 sites).

Cons

- Likely neighborhood and public opposition;
- Potentially long & difficult approval process;
- Restricts future recreational expansions on-site; and
- Aesthetic concerns in “center” of Town.

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Exhibit 2 (from RFP)
Parcel - B



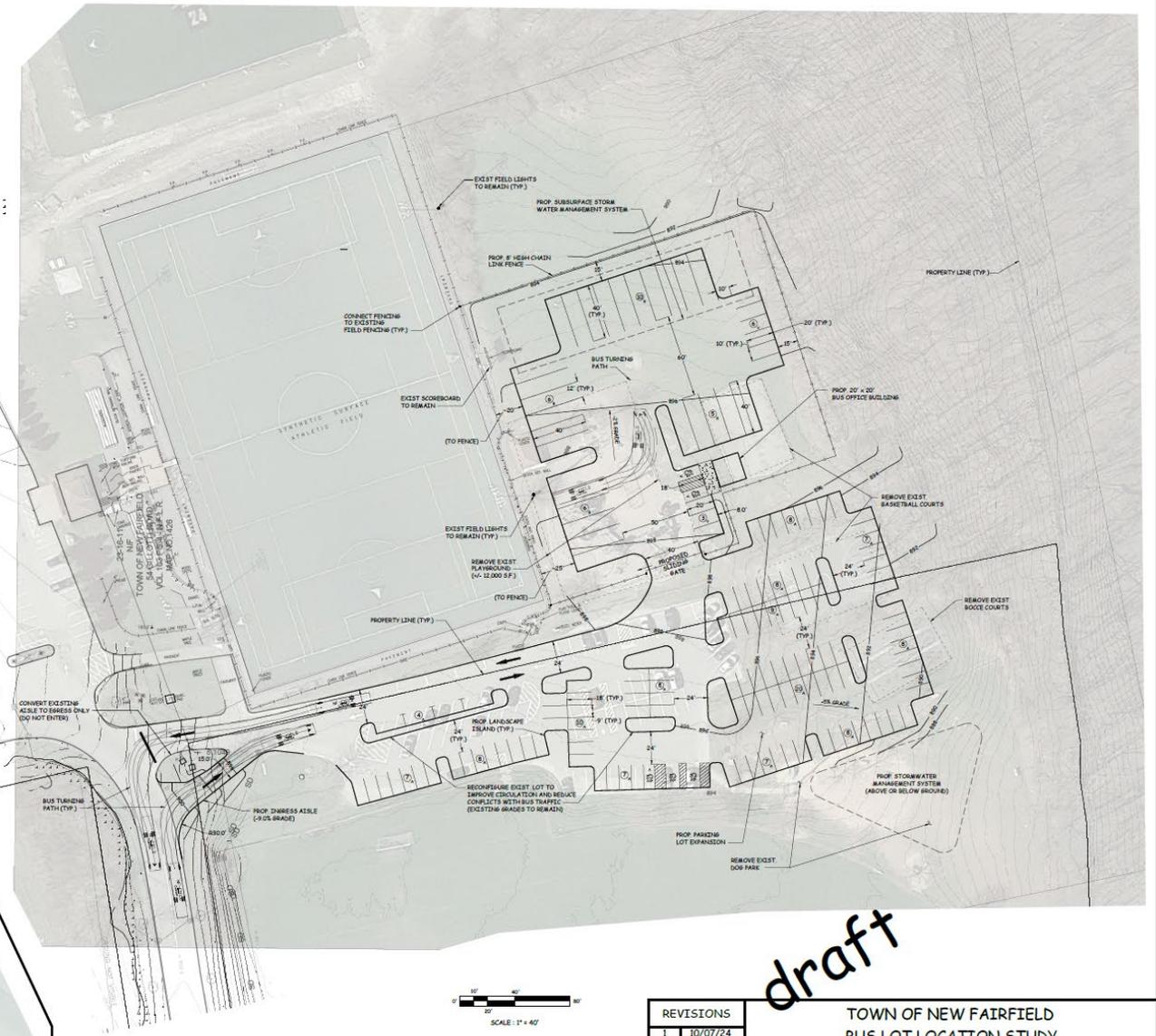


LEGEND	
	HANDICAPPED ACCESSIBLE PARKING SPACE
	PROP. TRAFFIC PATTERN
	PROP. FINISHED GRADE ELEVATION
	PROP. TOP OF PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	PROP. BUS PARKING SPACE COUNT
	PROP. VAN PARKING SPACE COUNT
	PROP. AUTO/EMPLOYEE PARKING SPACE COUNT

BUS LOT PARCEL (B) PARKING SUMMARY		
1)	BUS SPACES	27 SPACES
2)	VAN SPACES	9 SPACES
3)	AUTO (EMPLOYEE) SPACES	40 SPACES
*INCLUDES 2 HANDICAPPED ACCESSIBLE INSIDE FENCE AND 38 IN SHARED LOT OUTSIDE FENCE.		
SUMMARY OF AVAILABLE PARKING:		
TEMP. LOT SPACES RETURNED	100 SPACES	
PROP. SPACES IN SHARED LOT	119 SPACES	
H.C. SPACES INSIDE BUS GATE	2 SPACES	
SUB TOTAL	221 SPACES	
LESS BUS EMPLOYEE PARKING	-40 SPACES	
NET AVAILABLE FOR HIGH SCHOOL	181 SPACES	



OLD CONSOLIDATED SCHOOL INSET
SCALE: 1" = 40'



GENERAL NOTES

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REVISIONS	
1	10/07/24
2	11/04/24
3	11/22/24

draft

TOWN OF NEW FAIRFIELD BUS LOT LOCATION STUDY NEW FAIRFIELD, CONNECTICUT	
SCALE: 1" = 40'	DRAWN BY: bvd
DATE: August 31, 2024	APPROVED BY: bvd
PARCEL-B PRELIMINARY PLAN	
Benjamin V. Doto, III, P.E., LLC	DRAWING NUMBER:
36 Mill Plain Rd., #204, Danbury, CT 06811	PPO2

578

Parcel - B: High School / Middle School Campus

Pros

- Existing bus lot site (temporary);
- Central location;
- Proximity to fueling;
- Moderate earthwork;
- Minimal tree clearing;
- Gain of 45 parking spaces when bus lot closed;
- Permanent removal of non-school recreational activities from campus (basketball courts, bocce courts, playground, and dog park);
- Wetlands approval not required; and
- Excellent (and safest) driveway entrance/exit.

Cons

- Costs to remove and relocate basketball courts, bocce courts, playground, and dog park. These relocations, if implemented, make this site the highest cost of all 4 sites.
- Potential for public opposition removing and/or relocating basketball courts, bocce courts, playground, and dog park.

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Exhibit 3 from (RFP)
Parcel - G



Parcel - G: Cell Tower / New Consolidated School

Pros

- Concealed and private setting;
- Access to water and sewer;
- Central location;
- Proximity to fueling; and
- Ability to adapt driveway to serve cell tower in future.

Cons

- Long access drive & significant paved surfaces;
- Topography;
- Need for retaining walls;
- Significant tree clearing;
- Large storm drainage system required;
- Extensive earthwork;
- Potential for public and neighborhood opposition due to driveway access on Gillotti Road / former Consolidated School site;
- Restricts future recreational expansion at former Consolidated School; and
- Cost (2nd highest of all 4 sites)

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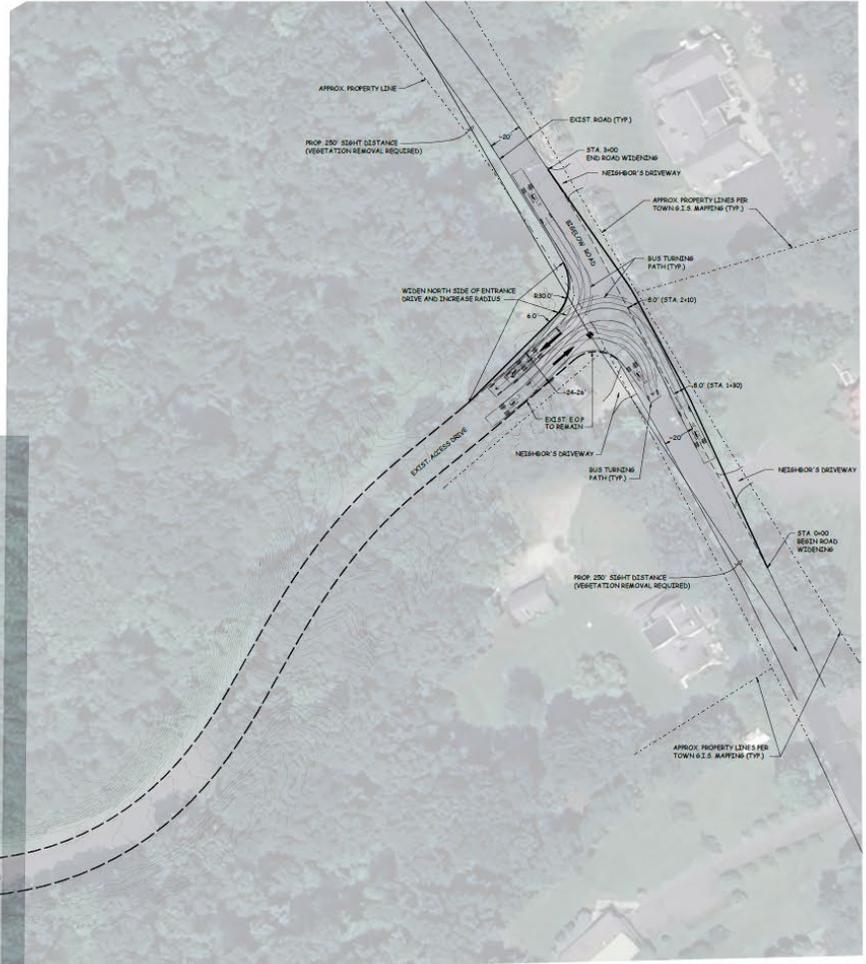
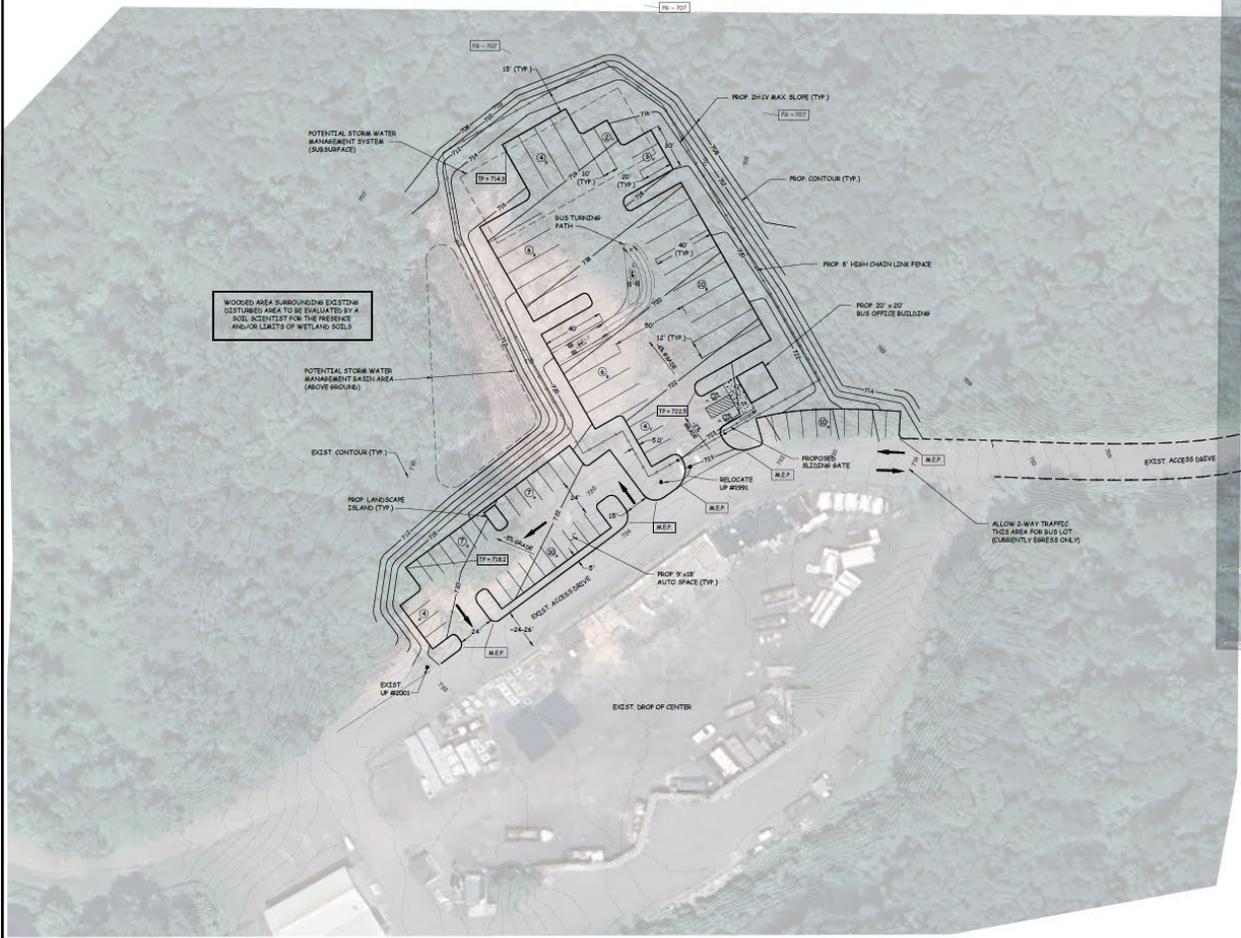
Exhibit 4 from (RFP)
Parcel - H





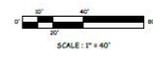
LEGEND	
	HANDICAPPED ACCESSIBLE PARKING SPACE
	PROP. TRAFFIC PATTERN
	PROP. FINISHED GRADE ELEVATION
	PROP. TOP OF PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	MATCH EXISTING PAVEMENT ELEVATION
	PROP. BUS PARKING SPACE COUNT
	PROP. VAN PARKING SPACE COUNT
	PROP. AUTO/EMPLOYEE PARKING SPACE COUNT

BUS LOT PARCEL (H) PARKING SUMMARY			
1)	BUS SPACES	24 SPACES	
2)	VAN SPACES	9 SPACES	
3)	AUTO (EMPLOYEE) SPACES	*40 SPACES	
* INCLUDES 2 HANDICAPPED ACCESSIBLE			



GENERAL NOTES

1. THESE DRAWINGS ARE INTENDED FOR PRELIMINARY SITE PLANNING PURPOSES AS PART OF A BUS LOT STUDY FOR CONCEPTUAL PLANNING PURPOSES. PLANS ARE NOT INTENDED FOR CONSTRUCTION. ADDITIONAL INFORMATION, DRAWINGS, DETAILS, AND SPECIFICATIONS WILL BE REQUIRED PRIOR TO THE START OF CONSTRUCTION.
2. TOPOGRAPHIC AND BOUNDARY INFORMATION TAKEN FROM COMPILED OF ELECTRONIC FILE PROVIDED BY SPINNEY & BARR LAND SURVEYING, P.C. DATED JULY 26, 2024. THE COMPILED FILE WAS ASSEMBLED FROM AVAILABLE HISTORICAL SURVEY AND STATE OF CT GIS DATA. AN UPDATED A-2 BOUNDARY AND TOPOGRAPHIC SURVEY WILL BE REQUIRED PRIOR TO ANY DETAILED SITE DESIGN AND LAND USE APPROVALS.



REVISIONS		TOWN OF NEW FAIRFIELD BUS LOT LOCATION STUDY NEW FAIRFIELD, CONNECTICUT	
1	10/20/24	SCALE: 1" = 40'	DRAWN BY: bvd
2	11/04/24	DATE: September 4, 2024	APPROVED BY: bvd
3	11/25/24	PARCEL-H PRELIMINARY PLAN	
		Benjamin V. Doto, III, P.E., LLC	DRAWING NUMBER: PP04
# 578	36 Mill Plain Rd., #204, Danbury, CT 06811		

Parcel - H: Town of New Fairfield Drop off Center

Pros

- Concealed and private setting;
- No disruptions to existing school or recreational sites; and
- Cost (2nd lowest of all 4 sites).

Cons

- Remote location (1.5 miles from Gillotti Road);
- Distance to fueling;
- Removal of leaf/brush drop-off area;
- 300' of road widening at entrance is necessary;
- Bigelow Road is narrow and winding;
- Additional daily bus and employee trips added to Bigelow and Ball Pond Roads;
- Daily travel distance increased for busses and employees;
- Significant earthwork required;
- Potential for direct wetland impacts (further investigation recommended); and
- Potential for public and neighborhood opposition due to additional bus and employee vehicle trips being added to Bigelow Road and Ball Pond Road.

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New Fairfield Bus Lot Estimating Worksheet

Date: 1/18/2025 with Escalation to Summer 2026

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bvd

	Parcel - A	Parcel - B	Parcel - G	Parcel - H
	Consolidated Site	HS Site By Rec. Area	Cell Tower Site	Drop Off Site
<u>HARD COSTS</u>				
Clearing - Grubbing - Strip Topsoil	\$22,138	\$51,843	\$109,936	\$42,634
Demolition	\$0	\$45,600	\$0	\$0
Excavation - Cuts to Fills	\$20,340	\$8,292	\$52,404	\$420
Export Fill	\$0	\$76,428	\$0	\$0
Import Fill	\$51,504	\$0	\$161,640	\$152,376
Retaining Walls	\$0	\$0	\$145,800	\$0
Sediment and Erosion Control	\$9,532	\$3,702	\$15,126	\$4,224
Pvmt./Base/Curbing/Walks/Striping	\$377,029	\$598,954	\$607,485	\$306,072
Storm Water Management	\$228,367	\$219,287	\$366,106	\$185,766
Fencing and Gates	\$101,304	\$84,288	\$101,712	\$93,950
Lawns and Grasses	\$40,531	\$26,578	\$76,411	\$22,923
Landscaping	\$9,600	\$32,640	\$20,160	\$19,200
Signage	\$10,800	\$10,800	\$10,800	\$10,800
Site Lighting	\$125,928	\$93,720	\$93,192	\$84,612
Security	\$12,000	\$12,000	\$12,000	\$12,000
Power and Distribution	\$27,600	\$30,840	\$23,820	\$22,860
Water Distribution / Well	\$9,600	\$18,720	\$8,880	\$23,400
Septic / Septic Connection	\$21,600	\$19,200	\$20,880	\$20,400
Subtotal Hard Costs	\$1,067,873	\$1,332,892	\$1,826,352	\$1,001,637
<u>SOFT COSTS</u>				
Utility Fees	\$5,000	\$5,000	\$5,000	\$5,000
Permitting	\$20,000	\$20,000	\$20,000	\$20,000
Design Fees	\$70,000	\$70,000	\$82,000	\$70,000
Management Fees	\$60,000	\$70,000	\$70,000	\$70,000
Contingency	\$150,000	\$150,000	\$150,000	\$150,000
Subtotal Soft Costs	\$305,000	\$315,000	\$327,000	\$315,000
<u>NON-ELIGIBLE COSTS</u>				
Bus Office Bldg.	\$200,000	\$200,000	\$200,000	\$200,000
Relocated Recreational Items	\$0	\$838,607	\$0	\$0
Road Widening	\$0	\$0	\$0	\$100,873
Work in R.O.W. (aprons, etc.)	\$25,000	\$0	\$25,000	\$0
Subtotal Non-Elig. Costs	\$225,000	\$1,038,607	\$225,000	\$300,873
TOTAL	\$1,597,873	\$2,686,499	\$2,378,352	\$1,617,510
<u>ESCALATION - (7% per year)</u>				
Summer of 2026 (1.5 years = 10.5%)	\$167,777	\$282,082	\$249,727	\$169,839
GRAND TOTAL	\$1,765,650	\$2,968,581	\$2,628,079	\$1,787,349