



Investing in the Future... *a necessary step*

Revised plan improves safety and convenience, lowers cost

An open letter from the citizen's committee

When voters in the Harpurville Central School District defeated a capital building project proposal this past February, it was clear that too many questions and concerns had gone unaddressed.

Equally clear was the fact that a much-needed improvement project could be made better by incorporating many of the ideas and changes revealed following that vote and by getting more residents directly involved in the process.

As residents and members of the Capital Project Committee, we are ever-more convinced of the need for this project and believe the proposal outlined in this newsletter will greatly enhance safety and convenience for our students, staff, parents and broader school community.

Some background:

Shortly after the February 24 defeat of the earlier project proposal, district officials appealed to the public for resident volunteers to form a capital project team. The names of those who came forward to give of their time and energy are listed at the end of this letter.

The newly formed Capital Project Committee worked with the architectural and design team consisting of Ashley McGraw Architects, Keplinger Freeman Associates, and Riordan Management Group. The team reviewed the entire scope of the project



and ultimately agreed to several enhancements and improvements to both the main campus traffic plan and the new transportation facility.

After many hours of study and review of the various design and layout options, the committee is unanimously recommending the district proceed with the revised and enhanced main campus plan and a down-sized off-site transportation facility proposal. The end result will be greater safety and convenience at a lower cost.

We urge all residents to review the proposal outlined in this newsletter and to attend the information sessions that have been scheduled.

We thank you in advance for your thoughtful participation in this important undertaking.

Sincerely,

The Capital Project Committee

- | | |
|------------------------|-----------------------|
| <i>Tracy Ayers</i> | <i>Steve Knapp</i> |
| <i>Michael Bennett</i> | <i>Joe McLaughlin</i> |
| <i>Jessica Byers</i> | <i>Mary Niles</i> |
| <i>Brian Culver</i> | <i>Josh Quick</i> |
| <i>Ross Culver</i> | <i>Michael Rullo</i> |
| <i>Marilyn Henry</i> | <i>Bernie Scott</i> |
| <i>Dave Johnson</i> | <i>Dave Warpus</i> |
| <i>Kevin Killmeier</i> | |

Public information sessions

Aug. 17	6 p.m.	Jr./Sr. High School Auditorium
Sept. 14	6 p.m.	Jr./Sr. High School Auditorium
Public Vote		
Sept. 29	1:30-8 p.m.	W. A. Olmsted

Safety First

The safety issues and other problems associated with our aging bus garage are well documented and known to all who visit our campus during the hours when students are arriving or leaving school: the “carefully choreographed chaos” conducted each day by a dedicated and well-trained crew of administrators and drivers is a delicate performance that has simply gone on too long.

For many years, residents, staff and administrators at Harpursville Central School District have debated what to do about a bus garage that has gradually outgrown its usefulness and increasingly posed a safety risk to all who need to navigate our campus, students especially.

After a thorough examination of the facility’s shortcomings and the options for addressing them, it was decided that the

old structure should be razed and that a new transportation facility should be erected off campus. After exploring options that included squeezing a new facility onto the existing campus, the Capital Project Committee has enthusiastically endorsed the off-campus proposal with several modifications that will improve efficiency and reduce cost. The changes include eliminating a proposed “community room,” reducing the number of non-essential parking spaces, and adding a second access point onto Route 7.

The revised bus garage replacement project would address three critical needs:

- Provide a modern, safe facility for the storage and maintenance of our transportation fleet and to house the staff that oversees it.
- Free up space on campus to provide adequate and thoughtfully designed parking for daytime and after-school activities
- Perhaps most importantly, create a safe environment for the many students, staff and other pedestrians who must move about our campus every day.



Tight quarters make drop-off and pick-up times a safety challenge for all involved

Phase 1 - Bus garage replacement

Simplified plan improves efficiency, saves cost

The Capital Project Committee, working with the architect and engineers, has recommended a series of enhancements to the new transportation center plan (highlighted below) while at the same time downsizing the project by eliminating the community room proposed in the earlier design. The enhanced proposal would:

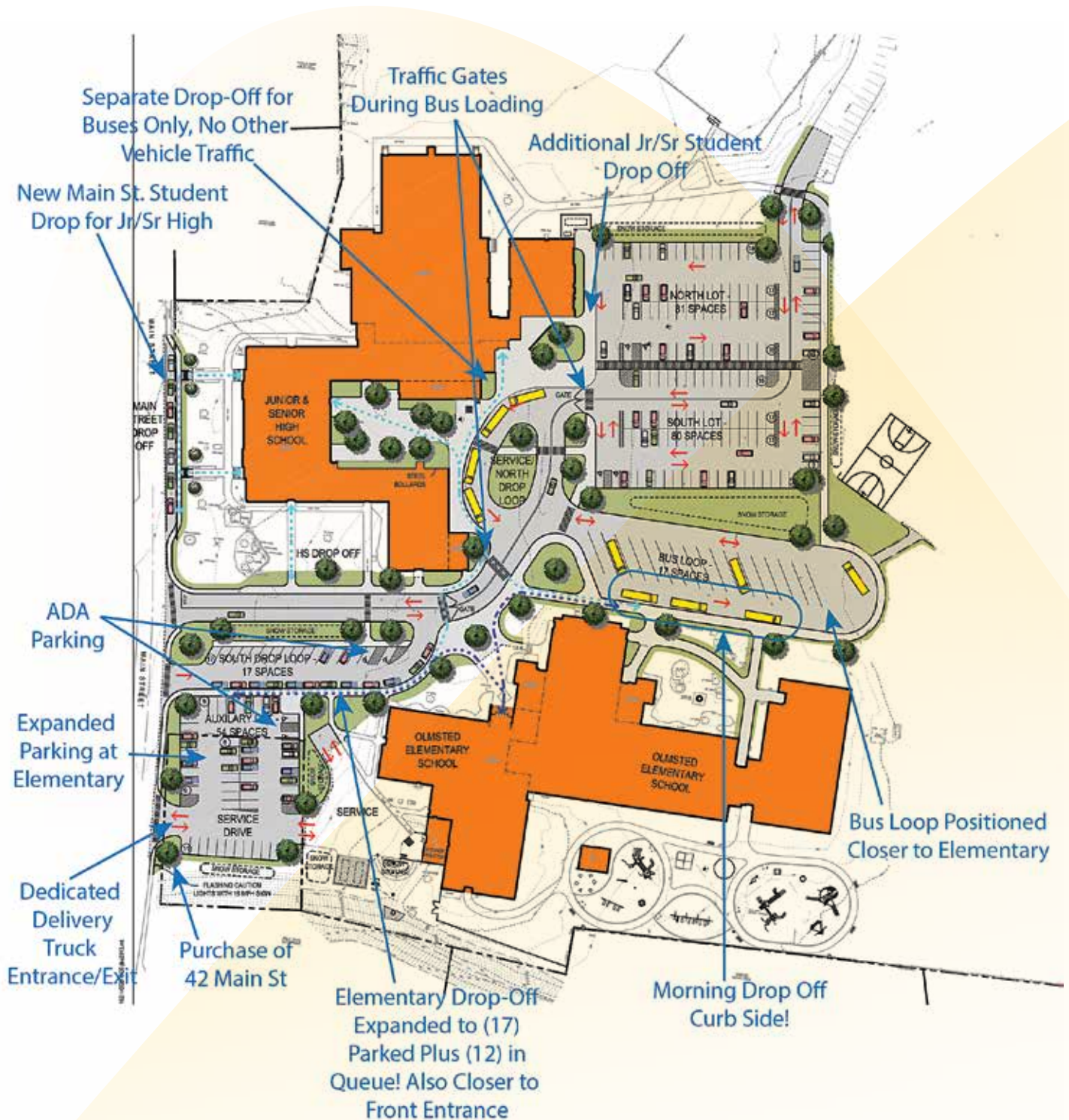
- Easy, safe access to NYS Route 7
- Added secondary access to NYS Route 7
- Land currently tax exempt
- Separate bus/car traffic pattern
- 15,000-gallon diesel fueling station
- Parking for 29 buses with fenced perimeter, full bus canopy and engine block plug-ins
- Parking for 34 cars
- Safe pedestrian access/movement
- Eliminate proposed Bates Road access
- Acreage available for future solar panel array

An overhead view of the proposed new bus facility along Route 7 near I-88 exit 6.



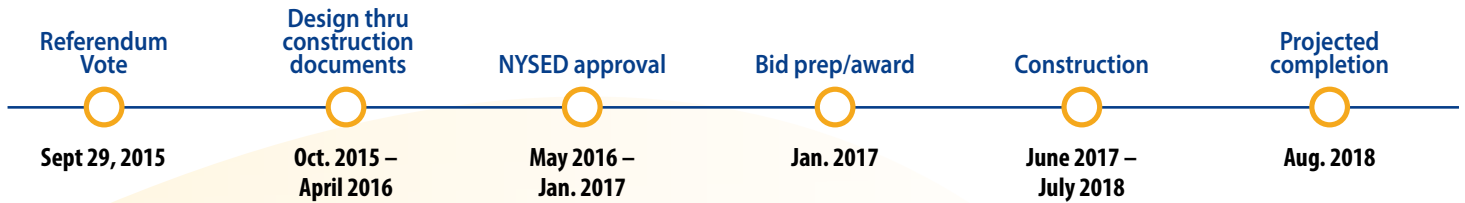
Phase 2: Main campus improvements

Working with the architect and engineers, the Capital Project Committee has recommended a series of enhancements to the main campus, most notably traffic flow and vehicle access changes designed to improve safety and convenience at all hours of the day, including weekends and nights, but especially during those critical student drop-off and pick-up times. The proposal will also upgrade parking and lighting for special events, adding a new layer of safety and security for all. Additionally, electrical service upgrades (replace/abate old asbestos wiring) and miscellaneous other work is planned at both the high school and elementary buildings.



Project timelines

Phase 1 - Bus Garage Schedule *



Phase 2 - Main Campus Schedule *

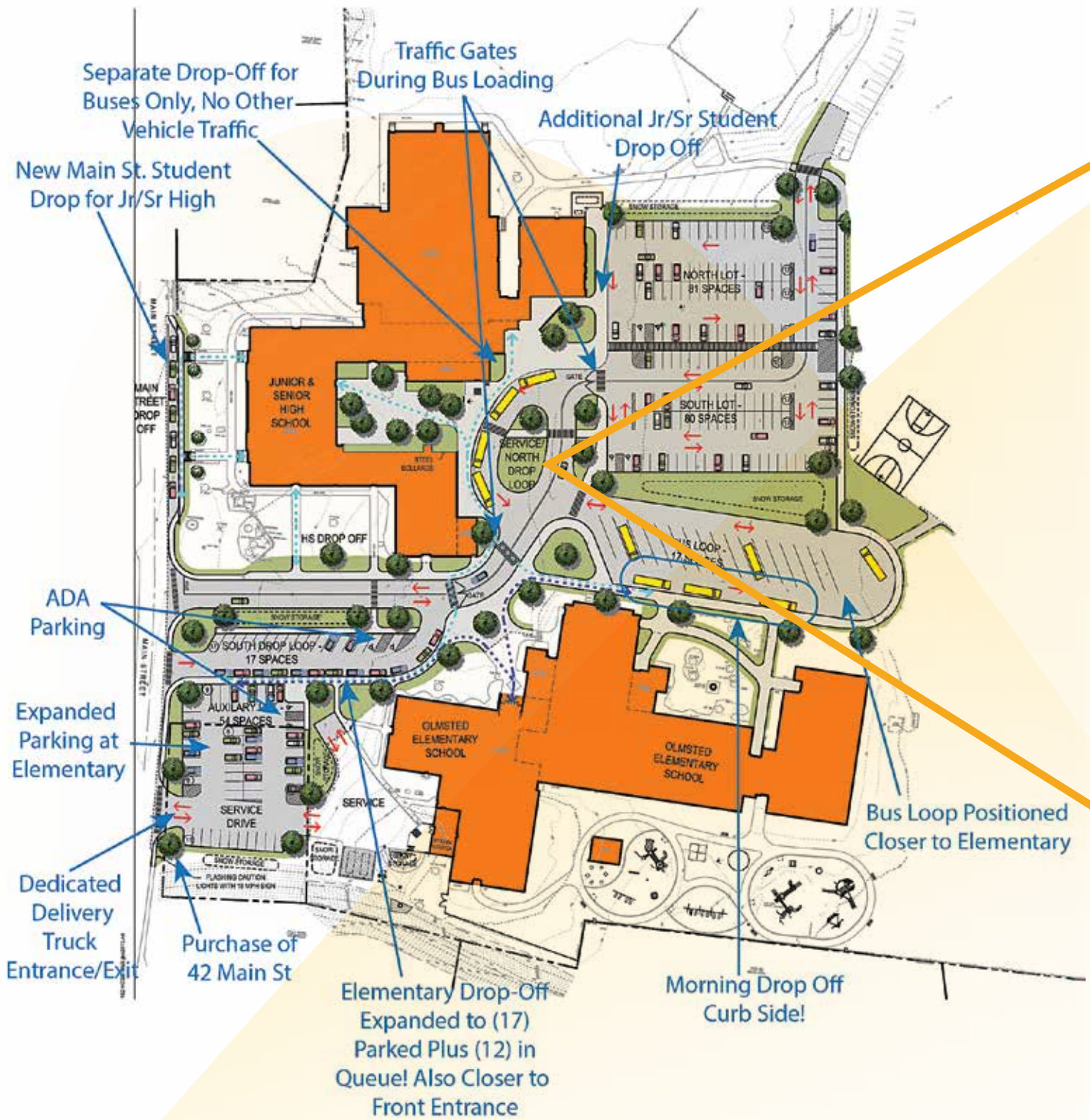


* **NOTE:** The timeline is a projection and subject to variables such as state approvals, product/material availability and weather conditions.

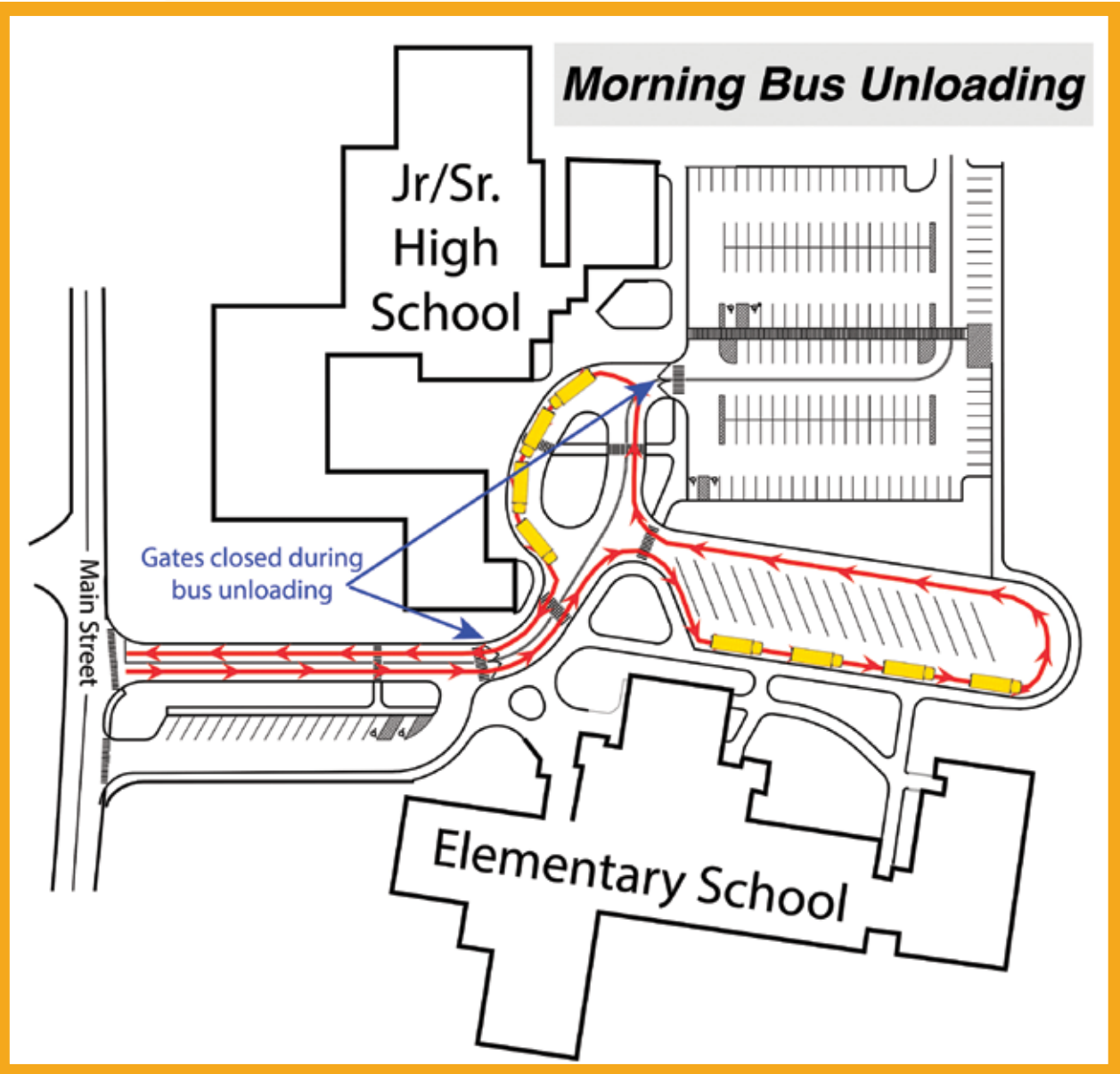


Electric service upgrades - The proposal includes plans to replace/abate old asbestos wiring at both the Jr./Sr. and elementary buildings along with miscellaneous other work.

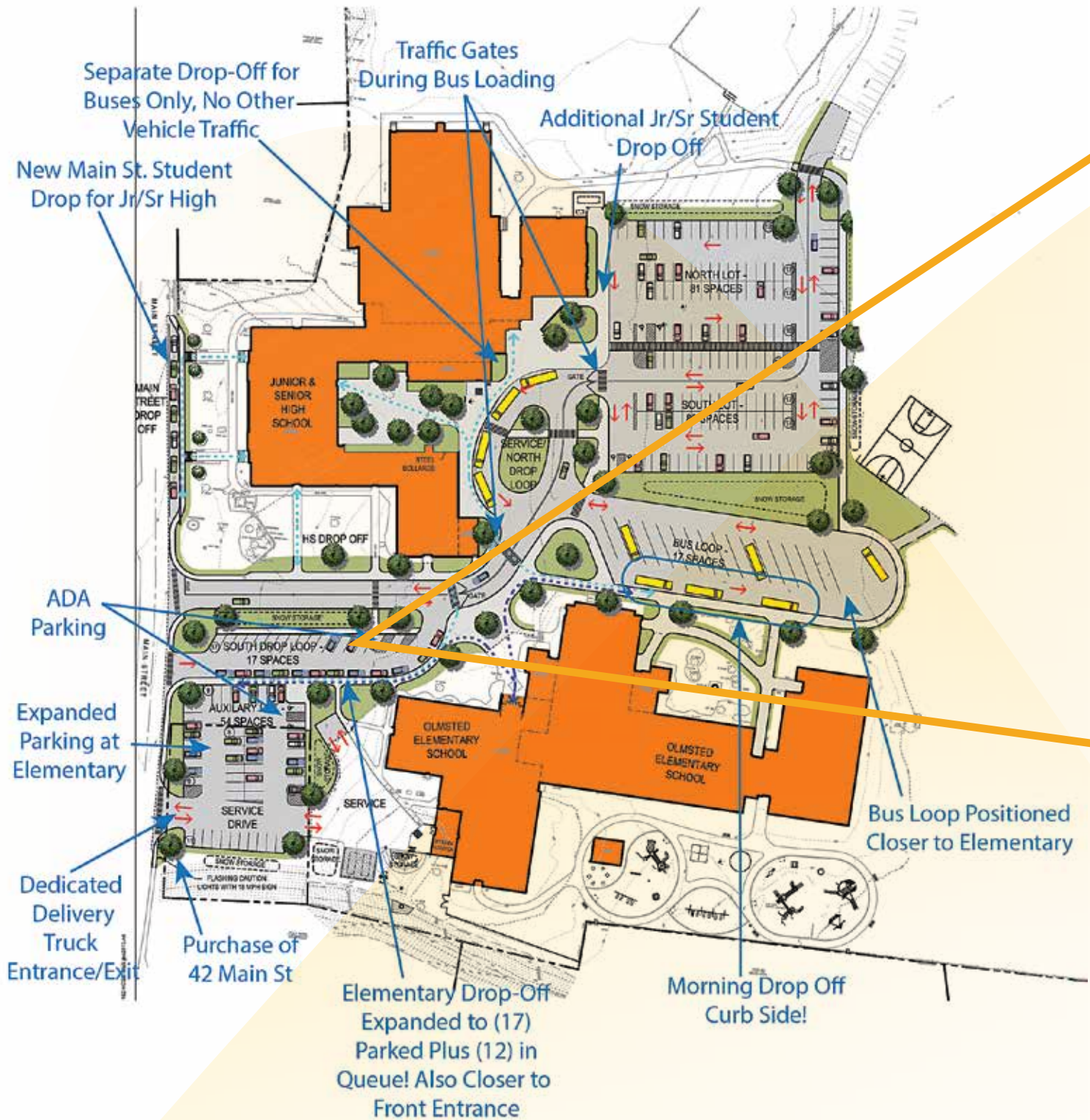
Enhanced main bus drop-off/pick-up plan



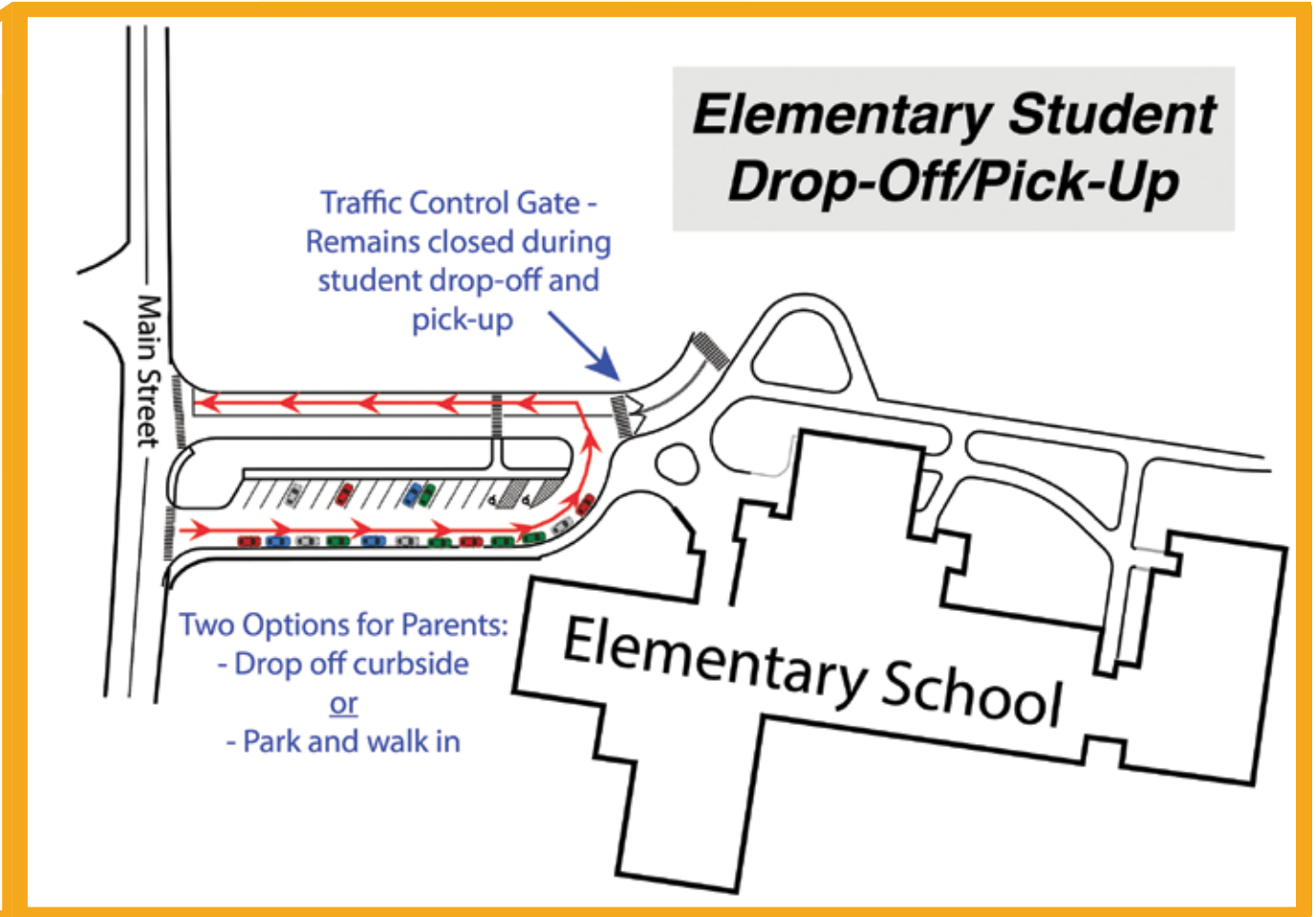
Enhanced main bus drop-off/pick-up plan



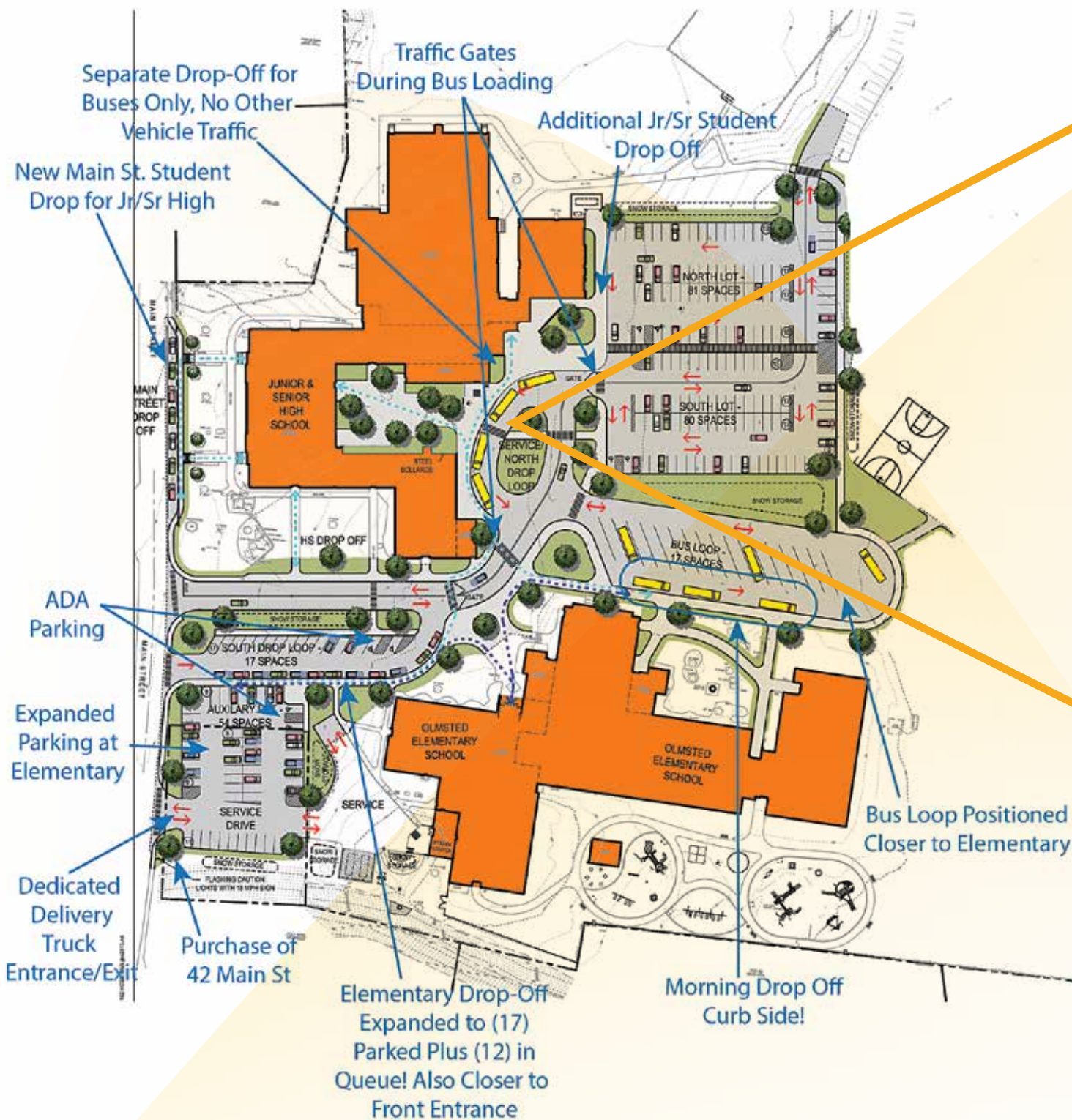
Enhanced elementary student drop-off/ pick-up plan



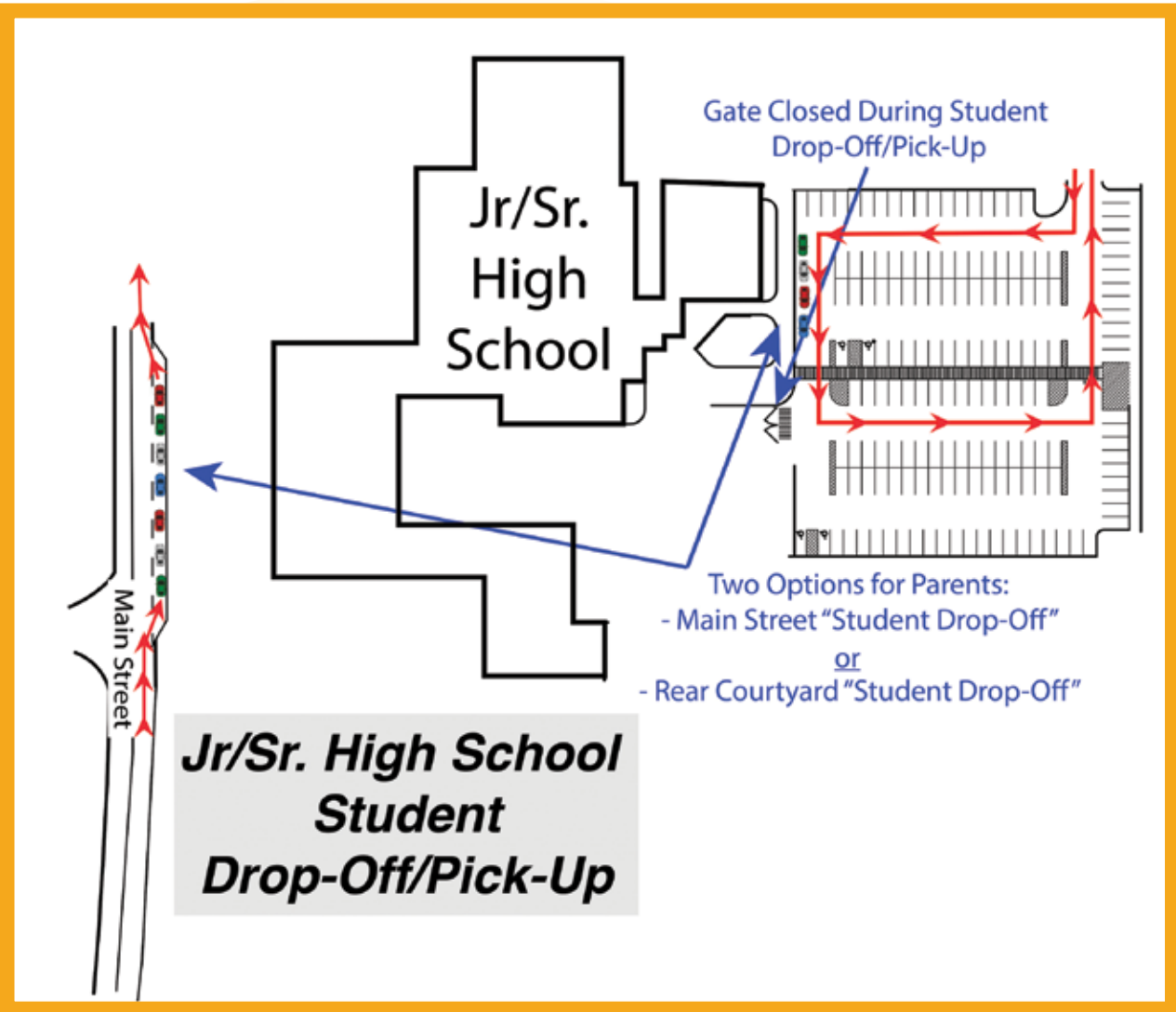
Enhanced elementary student drop-off/ pick-up plan



Enhanced Jr/Sr student drop-off/pick-up plan



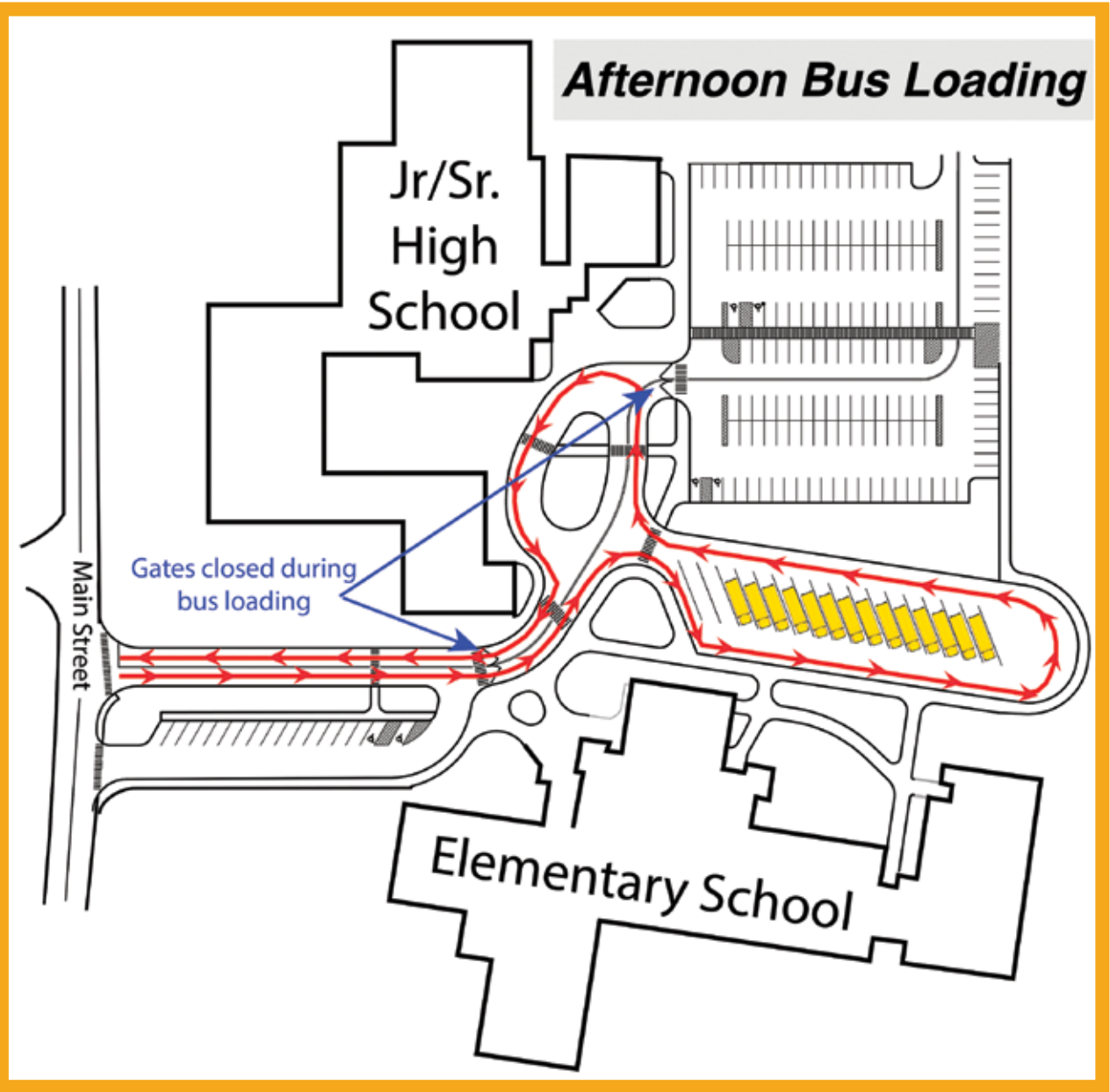
Enhanced Jr/Sr student drop-off/pick-up plan



Enhanced afternoon bus loading plan



Enhanced afternoon bus loading plan



Land purchases required for the project

To provide the space necessary to accommodate the improvements recommended as part of this capital project, the district proposes to purchase four parcels of property, each at a cost based on fair market value.

42 Main Street (0.6 acres)

The property at 42 Main Street will be used to create much-needed parking and a dedicated service drive to the elementary school loading dock, thereby channelling delivery vehicles away from student drop-off and pick-up areas.

90 Main Street (1.2 acres)

The property at 90 Main Street will be used to centralize maintenance operations and replace the valuable square footage of storage/work space that the maintenance department will be losing when the old bus garage is demolished (see photos below). A fenced and gated area behind the feed store will provide safety and security for seasonal equipment as well as a consolidated storage location. Interior spaces will accommodate parts and material inventory and provide a work area for maintenance operations. A gravel lot will provide additional parking for softball games.

NYSDOT property (16.5 acres)

Town of Colesville (0.2 acres)

The state Department of Transportation and Town of Colesville properties will become the site of the district's new transportation facility. See pages 2 and 3 for details.



Performing routine maintenance/repairs in one of the current bus garage bays



Equipment that is currently stored in the bus garage

Financial summary

HCS D Proposed 2017 Capital Project

Description	Project Cost	Estimated Local Share Per Year	Capital Reserve	Estimated Impact Per \$1,000 Full Value Property	Estimated Impact Per \$50,000 Full Value Property
Previous Referendum	\$15,099,150	\$114,905	\$499,000	\$0.43	\$21.54
Current Proposal	\$14,639,542	\$103,493	\$499,000	\$0.39	\$19.50
Basic STAR credit					\$8.00
Enhanced STAR credit					\$0.00

Note: The Harpursville Central School District's state aid ratio is 92%, which means 92 cents out of every dollar will be reimbursed by the State Education Department.

Project Cost Estimates

Description	2015 Hard Costs
OES and Jr/Sr High campus Master Plan - Inclusive of enhanced traffic flow, paving, subbase, sidewalks, curbs, LED site lighting, storm water drainage, traffic gates, security cameras, landscaping, signage and other misc. work	\$2,000,254
New electric service at OES and Jr/Sr High - Abate old asbestos wiring	\$405,000
Land purchases:	District to purchase all lands at fair market value (FMV) (Budgeting \$264,000 for this line item)
● 42 Main St - For OES parking and dedicated truck entrance to elementary loading dock	
● 90 Main St - Utilize existing structure to centralize district maintenance and facilitate storage of parts and materials currently stored in the old bus garage	
● NYS DOT land (16.5 acres) and small Town of Colesville parcel (0.2 acres) for construction of new transportation center	
Demolition:	\$290,000
● 42 Main Street	
● Old bus garage - Inclusive of asbestos abatement, trucking, landfill fees, recycling where possible, and associated back fill	
Site work - (new bus garage location) Inclusive of site clearing, earth work, trucking, paving, subbase, fencing, LED site lighting, utilities, gates, etc.	\$1,334,691
Storm water retention	\$200,000
Fueling station - Inclusive of 15,000 gallon diesel tank, fuel dispensers, canopy, fuel management system, lighting, and security cameras	\$403,000
Full bus canopy - To keep winter snow from stock piling on top of each bus, eliminates roadway safety hazard	\$826,359
Retrofit - 27 buses with full bus heaters	\$100,000
Downsized - Transportation building (no community room)	\$4,125,750
Sub-total 2015 hard costs	\$9,949,054
10% construction contingency	\$994,905
Prorate costs to 2017 construction year	\$875,517
Soft costs (legal, bonds, bond counsel, financial advisor, architect, engineers, cm, builder's risk and other insurance, testing, compaction, welding inspection, concrete, paving thickness, abatement monitoring, printing, temporary utilities, field trailer, misc. storage, perc tests, soil borings, soil testing, proctor, survey, title, title insurance, land transaction fees, environmental site assessment, abatement survey, and other misc. costs).	\$2,820,066
Total Referendum	\$14,639,542



Harpursville Central School District

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CAPITAL PROJECT



Public information meetings are scheduled for
6 p.m. Aug. 17 and **Sept. 14** at the high school auditorium.

The **public vote** is **1:30-8 p.m. Sept. 29**
at the **W. A. Olmsted Elementary School**.

Voting information

Harpursville Central School District residents are asked to vote on two proposals required to proceed with this project:

- Proposition #1 – Authorization to proceed with the \$14,639,542 capital project.
- Proposition #2 – Authorization to use \$499,000 from the district’s capital reserve to help pay for the project.

Absentee ballots

Residents unable to vote in person can contact the district office to receive an absentee ballot.

Voter eligibility

To be eligible to vote, you must be:

- A U.S. citizen
- At least 18 years of age
- A district resident for at least 30 days