

Steering Committee Meeting Report

Date: October 30, 2008
Project: 2008 Dexter Community Schools Bond, Phase 1 Projects
Owner: Dexter Community Schools
A/E#: 2466.39 PF
Location: Copeland Administration Bldg. **Time:** 3:00 p.m.

Attendees:

Larry Cobler
Ron Darr
Dick Lundy
Rob Glass
Mary Marshall
Sharon Raschke
Matt Maciag
Dave LaFerle
Bob Poor
Kit Moran
Greg Schantz
Ben Schneider
Gabe Alvey
Bob McGraw

Representing:

DCS/School Board Member
DCS/School Board Member
DCS/School Board Member
DCS/Superintendent
DCS/Asst. Supt.
DCS/Executive Director of Finance
DCS/Technology Director
DCS/Director of Building & Grounds
DCS/Transportation Director
DCS/HS Principal
TD Club / Community Member
Granger Construction
Kingscott
Kingscott

Discussion:

The following represents our understanding of the information presented and decisions accepted during the above dated meeting. All additions, corrections and clarifications are to be submitted to Kingscott within (5) days of receipt.

Previous Steering Committee Meeting Minutes of September 5, 2008 were distributed previously and no changes were brought forward by attendees.

Item No. 1: Budget/Estimate Formatting

There was general discussion about the format / reporting of Project Budget information. It was suggested that the format used in the 1998 Bond be used as the base model for the 2008 Bond, making adjustments only as needed for improved clarification or simplicity.

The Team discussed, and agreed on, the critical importance of tracking and reporting All Project Costs – Construction Manager “managed” funds as well as DCS “managed” funds so that the financial status of the Project would be known and monitored by all parties (DCS, Granger, and Kingscott). This will increase the likelihood of keeping the Overall Project Under Budget.

DCS clarified that the Contingency Fund is a DCS “managed” fund, even though Granger is tracking the fund under the Construction Manager “managed” portion of the Budget.

Item No. 2: High School Estimate

The High School Project Estimate was reviewed. The Design Development (DD) Estimate shows the Project Construction Cost is Under Budget by approximately \$318,000. Granger reminded the Committee that information for Security and Technology are lagging so the Cost Estimate is based on the Bond Budget for those items. Granger and Kingscott believe the Budgets for both items are adequate for the anticipated scope of work. Consultants will be providing more detail for these items over the next couple months.

Item No. 3: Transportation Estimate

The Transportation Project Estimate was reviewed. The Design Development (DD) Estimate shows the Project Construction Budget is Over Budget by approximately \$914,000. This was anticipated (although not to this degree) as both Kingscott and Granger indicated at previous meetings that the scope of the project was exceeding what was outlined in the Bond Application Scope of Work. The Sitework is approximately \$320,000 Over Budget and the Building is approximately \$594,000 Over Budget.

A number of factors are impacting the Sitework – materials costs (asphalt and concrete for instance) have risen dramatically since the Bond Budget was developed, and the amount of overall development of the Site is more involved than originally envisioned.

The Building is impacted by Additional Program Requests – primarily an Enclosed Wash Bay, Enclosed Storage Room (to replace trailers), Larger Meeting Room, and Remodeling of the Toilet Rooms in the Existing Bus Maintenance Building.

It is clear the Project Scope will need to be reduced significantly to bring it back into budget, or additional funds will need to be provided, or a combination of the two.

A couple of suggestions were made for sources of possible additional funds. It might be possible to reduce the number of Buses originally planned to be purchased. This would be due to longer bus life as a result of paving the Bus Parking and Washing the Buses more often and more thoroughly. Some of the dollars allocated for Bus Purchase could then be shifted to Construction. Additionally, the Contingency for the Project is larger than typical for a project this size, because the Contingency calculation included the large budget for buses. It is possible that dollars could be shifted from Contingency to Construction.

Item No. 4: Transportation Project – Schedule Decision

In light of the budget concerns for the Transportation Project, and the suggestion that the District could save significant operational dollars if the Transportation Facility was more centrally located, it was decided to place the Project on Temporary Hold. This will allow time to determine the best direction for proceeding with the project.

As a result, the Transportation Project will be pulled from the Phase 1 Schedule for Bidding and Construction. At this point in time, the Transportation Project will proceed on its own schedule, independent of the other Phase 1 and Phase 2 Projects. A specific

timeline for the Transportation Project, including dates for Bidding and Construction, has not yet been developed.

Item No. 5: High School Locker Room

Kingscott presented the latest concepts for addressing the conflicts between Pool Users and Athletic/PE Users. The Concept was to “divide” the Shower and Toilet Rooms in half for both the Boys and Girls Locker Rooms. This will allow for access to Showers by Pool Users of both genders separate from PE or Athletic Users. To allow for required emergency egress from the Girls and Boys Locker Rooms, a second door (emergency exit only) directly to the outside will need to be installed. On the Boys side this will also require a ramped walkway be constructed from this exit to grade. To minimize cost, the walkway is proposed to be open to the weather (not enclosed); it will have a 12’ high retaining wall (with a railing on top) at the exit door end which will gradually reduce down to about 6” where it meets the ground.

Concern was expressed about this area becoming a safety/security problem with students as well as a maintenance headache to keep clear of snow and debris.

Instead of remodeling the Existing Locker Rooms, it was suggested that consideration be given to constructing a Pool Locker Room Addition for Men and Women – small separate locker rooms. Kingscott and Granger provided a “best guess” estimate that this would require 800-1000 square feet and approximately \$350,000 +/- to build. This is believed to be equal to the cost of remodeling the Existing Locker Rooms.

Note: During the meeting it was thought that the cost of the Locker Room Addition would be equal to the cost of modifying the Existing Locker Rooms and constructing the Walkway. Subsequent to the meeting, Granger has verified that the cost to build the Addition for Pool Locker Rooms (\$350,000 +/-) would be about \$100,000 more than the cost to remodel the Existing Locker Rooms.

Kingscott will develop a Concept for the Pool Locker Room Addition and its location for review at the next meeting. The Concept needs to allow for the possibility of a Future Auxiliary Gym Addition.

Item No. 6: Campus Connector/Bus Loop

Kingscott provided an update to the Committee on the Campus Connector/Bus Loop project based on the meeting with Staff earlier that day. Kingscott will be exploring Concept (#10) which provides a Bus Drop/Bus Pick-up for Bates and a Bus Drop/Bus Pick-up for Wylie, both located behind each building and accessed from Dan Hoey. This will allow for separation of buses from cars at both Bates and Wylie. Cornerstone Bus Drop/Pick-up will remain as is.

Item No. 7: Creekside Storage Building

Kingscott updated the Committee on the Creekside Storage Building Meeting held earlier that day.

Item No. 8: Press Box / Bleachers

Kingscott apprised the Committee that they will be seeking approval of the Design for the Bleachers and Press Box at a meeting with Staff and Boosters later that day.

Other Items:

Next Meeting will be November 13 at 3:00 at Copeland.

Respectfully Submitted,

KINGSCOTT

A handwritten signature in black ink, appearing to read "Bob McGraw", with a long horizontal flourish extending to the right.

Bob McGraw
Principal