

Public Safety Complex Feasibility Studies Williamsburg, MA

November 18, 2015

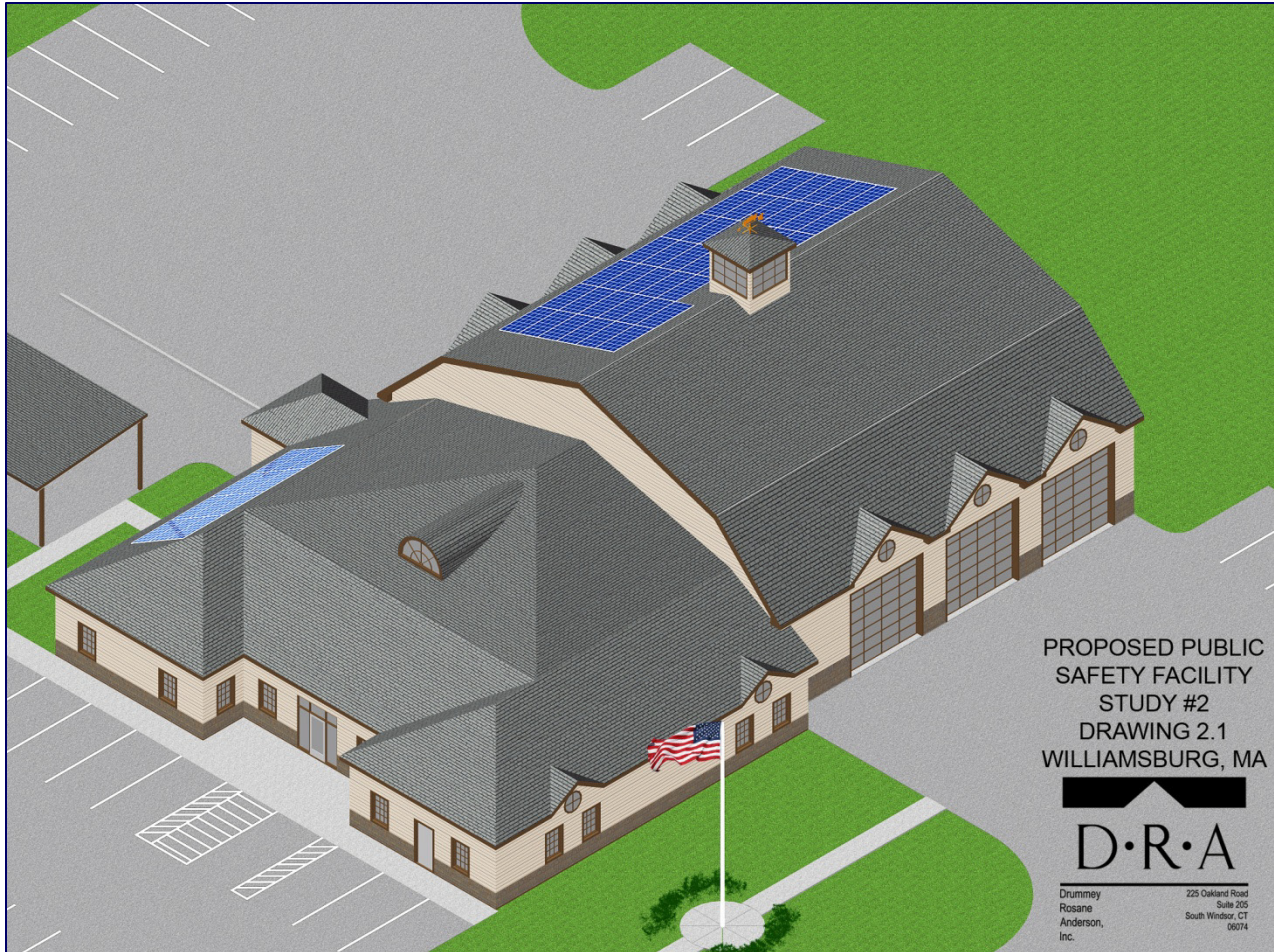




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1. EXECUTIVE SUMMARY

EXECUTIVE SUMMARY:

DRA was selected through a competitive RFQ process administered by the Town of Williamsburg for a "Study" for the new Public Safety Complex to house Police, Fire and EMS under one roof. The Town had identified three sites; namely Helen E. James lot, Mass Electric/National Grid lot and Town Offices lot, as possible locations for the facility.

Prior to the initial Kick-Off/Programming meeting, we started the process by providing the Owner/User Groups a detailed Programming Questionnaire based on our broad experience of similar projects. We encouraged them to fill out as much of the "questionnaire" as possible before coming to the meeting. Responses were received in a timely fashion.

During the Kick-Off/Programming meeting, using the responses to the "questionnaire" as a basis for further discussion, we were able to expand the scope of the discourse. We sought clarification on some of the responses and got a better feel for the type, size and number of spaces that the Public Safety Facility needs to satisfy the program requirements.

Our next step was to analyze all information and feedback received and translate these into a "Space Needs Analysis". Through a collaborative process with the Committee and the User Groups, we were able to pinpoint the space needs. This document became our foundation for developing design options for the project. We prepared three different floor plan options. The Committee and the User Groups selected one option for further development.

Concurrent with the efforts listed above, we started initial analysis of the three sites. We contacted various Boards and Commissions in Town inquiring about their jurisdiction over this project, application/review/approval process and any other feedback they could provide us to keep the project on the right track.

Since the Mass Electric/National Grid lot was one of the lots not owned by the Town, we thought it prudent to find out if and how this site can be acquired. We discovered that Mass Electric uses the site for their operational needs and therefore, it is not available for sale. Similarly the Town Offices lot was also ruled out after we did a test fit and concluded that it was not large enough.

The Committee requested our assistance and we provided site selection guidelines for other potential sites that might be available in Town. Several sites were identified but upon further investigations, turned out to be not suitable for a new Public Safety Facility. We also looked at the Town Highway Garage site and did a Test Fit. This site was also ruled out as being incompatible for the present uses with limited site area to fit a new Public Safety Facility. This left the James School site as the only option for the "Study".

After doing initial checking for zoning, wetlands requirements and flood plains restrictions, we prepared a composite map of the site with available site information. Using the Floor Plan that the Committee and the User Groups had selected, we started the design of various site layouts. Our site engineer, GZA Environmental, Inc., reviewed each option and provided their feedback. We came to the conclusion that despite restrictions on this site, it is feasible to build a 16,852 sq. ft. facility based on the "Space Needs Analysis" with adequate parking and vehicular traffic ways to satisfy both police and fire departments (See Drawings 1.1 and 1.2). Our next task was to work on the Statement of Probable Construction Cost. Adding soft costs to the construction cost, we determined the total Project Cost would be \$8,217,362. **This concluded Study No. 1.**

Once the cost figure circulated through the various circles in town, we got word back that the cost was "too much". In order to get a sense of what is not "too much" and what the Town would be willing to spend, the Committee decided to invite Town Leaders and pertinent public officials to a Public Meeting. The message that surfaced during this meeting was that Study No. 1 was too ambitious and does not reflect what the tax payers can afford or are willing to spend.

We all went back to the "drawing board" to develop a scaled back scheme. Both Police and Fire Departments were asked to come back with a revised needs based list of spaces. This list formed the basis for Study No. 2. In the meantime, we were also informed that the total project cost cannot exceed \$4,000,000. We did some number crunching and came to the conclusion that it might be possible to build a 10,000 sq. ft. Public Safety Facility within the dollar limit. We developed several schemes and after a number of design reviews, we were directed to revise our drawings into the following three options:

1. Base Bid Option including 6 double deep bays (See Drawing 2.1)
2. Base Bid + Alternate No. 1 with 8 double deep bays (See Drawing 2.2)
3. Base Bid + Alternate No. 2 with 6 double deep bays and free standing storage building (See Drawing 2.3)

It is our professional opinion that the scheme as shown on Drawing 2.1 can be built within the \$4M limit while the schemes shown on Drawings 2.2 and 2.3 will exceed the dollar limit. Estimates for all three options are included in this report.

The Building Committee at their September 30, 2015 meeting authorized DRA to proceed with Study No. 3. This study includes renovations to the entire building envelope of James School, total renovations of the lower level for the Police Department and a freestanding Fire Station on the adjoining open land. See Drawing 3.1 and associated cost estimate.

It is our expectation and professional belief using the information in this "Report", that the Town will be able to determine a course of action for a new Public Safety Facility.

2. APPROACH METHODOLOGY

APPROACH METHODOLOGY:

SELECTION PROCESS:

The Town of Williamsburg, MA selected Drumme Rosane Anderson, Inc. (DRA) through a competitive process to undertake a Feasibility Study of options for a new Public Safety Complex. The Town received proposals from the following five firms:

1. Caolo & Bieniek Associates, Inc.
2. Drumme Rosane Anderson, Inc. (DRA)
3. DiMarisini & Wolfe
4. Tecton Architects
5. Reinhardt Associates

The Selection Committee created a shortlist of the following three firms for interview:

1. Caolo & Bieniek Associates, Inc.
2. Drumme Rosane Anderson, Inc.
3. Reinhardt Associates

DRA was interviewed on November 14, 2014. The Williamsburg Public Safety Committee met on November 17 with the Board of Selectmen and recommended selection of DRA for the Study. We met with the Board of Selectmen on November 25 and negotiated a fee structure. Work commenced before the formal Agreement was signed based on mutual understanding. The formal Agreement was signed in January 2015.

APPROACH:

The RFQ issued by the Town of Williamsburg described the new Public Safety Complex to include Fire, Police and Emergency Management Departments. It further required the "Study" to include the analysis of the following sites as well as a determination of suitability for refurbishment and upgrade sites where existing Police and Fire Stations are located:

1. Helen E. James Lot, 16 Main Street, as primary choice
2. Mass Electric/National Grid lot, 77 Main Street, alternative site
3. Town Offices lot, 141 Main Street

The RFQ further stated that the "Study" shall include a recommendation for the size of the facility, feasibility of the proposed lots for suitability, a configuration of the facility for the most suitable lot and a cost estimate for construction.

We began the process on December 5, 2014 by providing the Owner/User Group a detailed Programming Questionnaire, which is based on our broad experience of similar projects. The questions were intended to encourage participants to reflect upon what they would like to see in their project. We encouraged them to fill out as much of the "questionnaire" as possible before the December 17, 2014 Kick-Off/Programming meeting. Responses were received in a timely fashion.

Using these responses as a basis for further discussion during the December 17th combined Kick-Off and Programming meeting, we were able to expand the scope of the discourse. We sought clarification on some of the responses and got a better feel for the type, size and number of spaces that the Public Safety Facility needs to have to satisfy the requirements of the User Groups. We also provided information on current design trends of comparable facilities elsewhere. Consensus was reached at this meeting that the "Study" will be based on both Police and Fire under one roof with some shared spaces.

Our next step was to analyze all information and feedback received from various stake holders and translate the information into a "Space Needs Analysis". This was provided to the Committee and User Groups for review, comments and to ensure that the list of spaces and sizes will satisfy their needs. After getting feedback and/or confirmation, we refined and fine-tuned the "Space Needs Analysis". This document became our foundation for developing design options for the project.

Concurrent with the efforts listed above, we began the initial analysis of the three sites. We contacted the various Boards and Commissions in Town inquiring about their jurisdiction over this project, application/review/approval process and any other feedback they can provide us to keep the project on the right track. The following describes how we analyzed each site and determined the most suitable one.

Mass Electric/National Grid Lot, 77 Main Street

Before beginning a study to determine the feasibility of locating the Public Safety Facility on the site, we thought it prudent to investigate the possibility of acquiring this property from the current Owners. We embarked on a two prong approach. We asked the Town to make contact with Mass Electric, and at the same time, had our site consultant GZA GeoEnvironmental, Inc. do the same. It took a concerted effort by both parties to locate the right office and the right person to provide information on this site and its availability for possible purchase by the Town of Williamsburg. After repeated attempts, GZA was successful in finding out from National Grid's Engineering and Real Estate Departments that Mass Electric continues to hold intact rights to a transmission corridor leading to the site. Furthermore, the site continues to provide them with a training area for communication and electric control house facilities. As a result, the site would not be a candidate for sale. The Town was also given a similar message from Mass Electric. The site was therefore removed from consideration. It must be noted that there is inadequate municipal water supply for this lot and no reasonable expectation of an adequate water supply in the near future.

Town Offices Lot, 141 Main Street

We did a "Test Fit" on this site with and without demolishing the existing Town Hall. In both scenarios, the site turned out to be of insufficient size for the intended purpose. As a result, it was decided mutually to take it out of consideration.

With two out of three possible sites out of consideration, the Committee requested our assistance for site selection guidelines for other possible sites in town. We provided the following guidelines:

1. Minimum 2 acres of reasonably level site without floodplain or other deed restrictions.
2. Sites with restrictions subject to further evaluation.
3. Must be served by municipal sewer and water.
4. Good sight lines on both sides at the street.
5. If not Town-owned, the Owner must be willing to sell.
6. Consideration should be given for future growth of the Town and growth/expansion of the facility.
7. Site proportions (triangular or irregularly-shaped parcels should be avoided, or be of larger size to address inefficiencies.
8. The location should be easily found and accessible to the public.
9. It may be desirable to have the facility centrally located, for convenience and for the image of community importance conveyed by a prominent location.
10. Avoid sites that may contain shallow ledge (bedrock).

This led to a search for possible available sites meeting the above criteria. The search resulted in a handful of potential sites. Consideration was given to Lashway Lot at 29 Main Street but it was ruled out because the site was flooded during storm Irene.

The shortcomings of sites where the existing police and fire stations are located are apparent. The sites are scattered in two different locations and are limited in lot areas. None of these sites therefore, are suitable candidates for locating a brand new Public Safety Facility. This left the James School site as the only option for the "Study".

Helen E. James Lot, 16 Main Street

We were informed early on that the Town would like to keep their options open for selling the school building for other Town use. If an interested buyer was found, the site would need to be subdivided into two lots; one with the school building large enough to meet zoning, and the other lot consisting of vacant land for the new Public Safety Facility. The Town has also created a separate "Repurposing Committee" to study the feasibility of reuse of James School and the Town Offices at 141 Main Street.

The former school building and surrounding town-owned land is located in "Village Mixed" Zone. The setback requirements are 40' front, 15' side and rear with 50% lot coverage. Municipal buildings are exempt from front setback, lot coverage and parking requirements. Side and rear setbacks do apply.

Since the Town did not want to get into the expense of a land survey for the purpose of the "Study", we relied on existing drawings and other information available for this site. GZA was able to piece together a site plan using available information. The Chair of the Water and Sewer Commission also assisted with information. Because of the proximity of the site to the nearby stream, additional local and State guidelines apply. Doing work within the 100-ft buffer is acceptable; however, conversion of pervious area (e.g., lawn, woods, etc.) to impervious (e.g., rooftops, parking lots) within the 200-ft Riverfront Area is limited by the Massachusetts Rivers Protection Act (1996) and the associated regulations at 310 CMR 10.58.

Once a composite of the site with pertinent information was compiled we started the test fit for various footprints for the proposed Public Safety Facility. GZA continued to look closely at the various site plans that we prepared and offered their review comments, such as the one listed below:

"The Massachusetts Rivers Protection Act, Chapter 258 of the Acts of 1996, protects nearly 9,000 miles of Massachusetts riverbanks - helping keep water clean, preserving wildlife habitat, and controlling flooding. The law creates a 200-foot riverfront area that extends on both sides of rivers and streams (in certain urban areas, the riverfront area is 25 feet). The riverfront area is a 200-foot wide corridor on each side of a perennial river or stream, measured from the mean annual high-water line of the river. A "River" is any natural flowing body of water that empties into any ocean, lake, or other river and that flows throughout the

year. The definition includes all perennial rivers, including streams and brooks that flow throughout the year.

The regulatory term “River” is defined in the Massachusetts Wetlands Protection regulations at 310 CMR 10.58 (2)(a) 1. The 16 Main Street parcel is bounded to the south by a small stream that meets the definition of a “River”; thus, Riverfront Area (RA) extends onto the 16 Main Street parcel for a distance of 200 feet from the mean annual high-water line of this stream. The following is a summary of the Riverfront Area (RA) issues relating to the proposed development at 16 Main Street, Williamsburg, MA:

GZA’s review of historic aerial photographs indicates that the proposed Project would qualify as “Redevelopment” under 310 CMR 10.58(5), since the Site has degraded RA (i.e., paved areas or areas lacking topsoil and vegetation) that existed on-Site on the date the Rivers Act was enacted (August 7, 1996). As a “Redevelopment” project, the proponent is allowed to “re-work” the existing degraded areas or propose additional impacts to the RA; however, the regulations state that restoration of degraded RA is required if the total work area within the RA will be greater than 10% of the total RA on the parcel. Generally, if the existing degraded RA is under 10%, the Proponent can propose work up to 10% without needing to provide restoration of the RA. In the case of the 16 Main Street Site, the existing degraded RA is already over 10%:

- Estimated total RA on Site = 82,500±SF
- Estimated existing degraded RA on Site= 30,450± SF
- % Degraded (existing) = 30,450 SF / 82,500 SF = 37%

Since the amount of existing degraded RA is greater than 10%, all new work within the RA will require restoration of existing degraded RA at a ratio of 1:1 on-Site, or at a ratio of 2:1 to restore existing degraded RA off-site [310 CMR 10.58(5)(f)]. Also, under 310 CMR 10.58(5)(g), if on-site restoration of non-degraded RA (i.e., lawn, gardens, agricultural fields—all commonly referred to as “disturbed” RA) is proposed, that restoration will be required at a 2:1 ratio.

Based upon DRA’s preliminary layout of proposed conditions, GZA’s GIS analysis to assess the existing degraded RA, and GZA’s understanding that none of the existing onsite degraded RA will be restored (i.e., all required RA restoration either on- or off-site will be at a 2:1 ratio), the proposed Project will likely require the following amount of RA restoration:

BASE PLAN (excludes future expansion)	
Estimated areal extent of all proposed work within RA =	33,900 SF
Estimated areal extent of the portion of proposed work within existing degraded RA =	6,070 SF
Resultant areal extent of the proposed work within non-degraded RA = (33,900-6,070) =	27,830 SF
Estimated required RA restoration at 2:1 ratio = (27,830 x 2) =	55,660 SF
Resultant non-degraded RA remaining after proposed work = (82,500-30,450-27,830) =	24,220 SF
Minimum required offsite RA restoration = (55,660-24,220) =	31,440 SF (0.72± ac)

BASE PLAN + FUTURE EXPANSION	
Estimated areal extent of all proposed work within RA =	37,600 SF
Estimated areal extent of proposed work in existing degraded RA =	7,040 SF
Resultant areal extent of the portion of proposed work within non-degraded RA = (37,600-7,040) =	30,560 SF
Estimated required RA restoration at 2:1 ratio = (30,560 x 2) =	61,120 SF
Resultant non-degraded RA remaining after proposed work = (82,500-30,450-30,560) =	21,490 SF
Minimum required offsite RA restoration = (61,120-21,490) =	39,630 SF (0.91±ac)

Note, the on-site conversion of lawn within existing non-degraded RA to a shrub or shrub & tree habitat would qualify as restoration, but a 2:1 restoration ratio would apply. Other acceptable restoration actions include removal of invasive species within the RA. (Typically, the entire area proposed for invasive species management, despite the density of actual managed invasive plants, is counted towards the restoration ratio. Meaning, if one proposes a 1,000 SF area for management but only 40% has invasive plants, it is customary that the entire 1,000 SF is accepted as a restoration area.) The proponent needs to be aware that any area proposed as restoration will thereafter be unavailable for future development and the Wetlands Protection regulations [310 CMR 10.58)(5)(h)] state that the Conservation Commission "... shall include a continuing condition...prohibiting further alteration...except as may be required to maintain the area in its restored or mitigated state." For example, if the restoration area is proposed to be a grassland habitat, the proponent can periodically manage the area by removing any woody vegetation growth in order to maintain the grassland characteristic of the restoration area."

Tom Jenkins from GZA who attended the Building Committee meeting on 2/26/2015 further clarified some of the site issues. The Building Committee Meeting minutes delineated his comments as stated below:

"Tom Jenkins stated that GZA has done a preliminary site study. The school brook qualifies as a river, so a 200 foot setback would be required; but since a building already exists on the site, we can go closer to the brook than 200 feet. As the currently proposed building is around 15,000 square feet in size, Tom said we would have to find a site along a river bank where 30,000 square feet had been degraded and then restore that area (if that area is offsite, two times the area that we are degrading would have to be restored, or if it was on-site, one times the area degraded would have to be restored). Japanese knotweed mitigation qualifies as restoration."

Based on the agreed upon "Space Needs Analysis", we prepared three floor plan options labeled Scheme A, B and C. These were presented to the Committee and User Groups on 1/29/2015. The consensus was to revise Scheme B. We received additional feedback by email after the meeting. We made the necessary revisions that both Departments thought would be needed to address their needs.

The process of revision continued off and on for several months. During this process, we attended regular Building Committee meetings and also met separately with representatives from police and fire departments with Building Committee Chairman present. Once the Committee and the User Groups were satisfied that the revised scheme meets their program needs, we requested that the floor plan be considered "frozen". This scheme, as depicted in Drawings 1.1 and 1.2 dated 10/8/2015, has four double deep apparatus bays and a gross footprint of 16,852 sq. ft.

Our next task was to prepare the Statement of Probable Construction Cost. It is always a challenge for the Design Professionals to establish a cost estimate during this phase due to the limited drawings and detailed technical information. However, we do understand that final construction cost must stay within the funds approved by the municipality. To improve the accuracy of our estimates based on Schematic Design, we use the following strategies:

1. Use the services of a professional cost estimating firm.
2. Have our major consultants prepare cost estimates for their portions of the work.
3. Compare costs with similar projects that we have completed in the last three years.
4. Obtain current construction cost information for similar projects from Cost Reporting Services and verify if our costs are in line with the current trend.

Having followed this process in many similar situations, we have established a solid track record of accurate cost estimating. We followed similar guidelines for this project. We provided on 3/24/2015 to the Building Committee the Statement of Probable Project Cost of \$8,217,362, which included construction cost and related soft costs. **This concluded Study No. 1.**

Once the cost figure circulated through town, we received word back from the Chairman that the cost was "too much". The obvious question then became – what is the amount that the Town is willing to spend and/or has the financial capacity to fund?

Soon after, we received the directive to commence Study No. 2. The directive from the Building Committee came in an email from the Chairman, indicating that at their 5/19/2015 meeting, the Committee decided to have DRA study the feasibility of two separate buildings, one for the police and one for the fire department at the town owned Highway Garage site. The email went on to indicate the "Repurposing Committee" is expecting their Final Report soon. This will provide the Public Safety Committee a better understanding of the fate of James School.

After receiving the directive, we felt it our professional obligation to point out the obvious flaw in the directive for Study No. 2. If the one building solution in Study No. 1 costs "too much", then the two building solution for Study No. 2 would cost even more. It did not appear to be a prudent use of our expertise on such an endeavor. Through email and phone call exchanges, we were able to convince the Committee that before undertaking Study No. 2, The Committee should get a sense from the Town Leaders as to what the Town is willing to spend on this project.

The meeting to address this issue took place on 7/22/2015 and was attended by the Building Committee, elected officials, town staff and general public. The message that surfaced during the meeting was that Study No. 1 was too ambitious and does not reflect what the tax payers can afford or are willing to spend. Subsequent to this meeting the Building Committee met to discuss their next course of action.

We all went back to the "drawing board" to develop a scaled back scheme. Both Police and Fire Departments were asked to come back with a revised needs based list of spaces. This list formed the basis for Study No. 2. In the meantime, we were also informed that the total project cost cannot exceed \$4,000,000. We did some number crunching and came to the conclusion that it might be possible to build a 10,000 sq. ft. Public Safety Facility within the dollar limit. We developed several schemes and after a number of design reviews we were directed to revise our drawings into the following three options:

1. Base Bid Option including 6 double deep bays (See Drawing 2.1)
2. Base Bid + Alternate No. 1 with 8 double deep bays (See Drawing 2.2)
3. Base Bid + Alternate No. 2 with 6 double deep bays and free standing storage building (See Drawing 2.3)

It is our professional opinion that the scheme as shown on Drawing 2.1 can be built within the \$4M limit while the schemes shown on Drawings 2.2 and 2.3 will exceed the dollar limit. Estimates for all three options are included in this report.

We also did a Test Fit to see if the Public Safety Facility would fit on the Highway Dept. site. It might be possible to shoehorn the building but the site was ruled out as being incompatible for locating a new Public Safety Building. It was determined that adding new police, fire and public traffic to an already busy vehicular traffic pattern by the highway department would be totally unmanageable and even dangerous.

The Committee at their September 30, 2015 meeting authorized DRA to proceed with Study No. 3. The study will include rehabilitation of the entire exterior envelope of the existing James School building including new roof, commercial grade energy efficient windows, restoration of exterior masonry, waterproofing of foundation walls and installation of curtain drain. Once the exterior building envelope is secure from the elements, the lower level of the building will go through a complete renovation for locating the Police Department. If the Town decides to renovate the second and third floors at a later date, our recommendation will be to close off these floors and provide minimal heat, ventilation, smoke detection and periodic inspection until such time when these floors are renovated.

The Lower Level has approximately 7,500 sq. ft. We plan to keep the existing entrance, stairs and elevator which can serve the entire building. Access to the building will be provided via an "ADA accessible route" from the parking area into the existing entrance on the west side of the building. ADA compliant access will be provided to the Police Department in the Lower Level utilizing the existing elevator. The adjoining existing stair will provide an alternate access to the Police Department Reception window with bullet resistant glass. A secure door will separate the Public Lobby from the rest of the Lower Level.

A new opening will be cut in the existing wall on the east side of the building for an overhead door leading to the Sally Port with adjoining Booking Area. Both of these rooms will be separated from the rest of the Police Department with detention type secure doors.

The renovation will consist of but not limited to new partitions, finishes, doors, sprinkler system, toilets, HVAC system, dehumidification, lighting and technology.

The other component of Study No. 3 is the new Fire Station on the adjoining open land. Using the Fire Department program of spaces from Study No. 2 we designed a freestanding building with six double deep drive-through bays.

Site design consists of repaving existing areas at James School for Police Department parking which can be expanded in the future when the second and third floors are renovated. The Fire Department will have a new access drive from Route 9 and new parking spaces. There will be a separate secure drive leading to the Sally Port at the Lower Level of James School.

The following are some of the pros and cons of Study No.3:

PROS

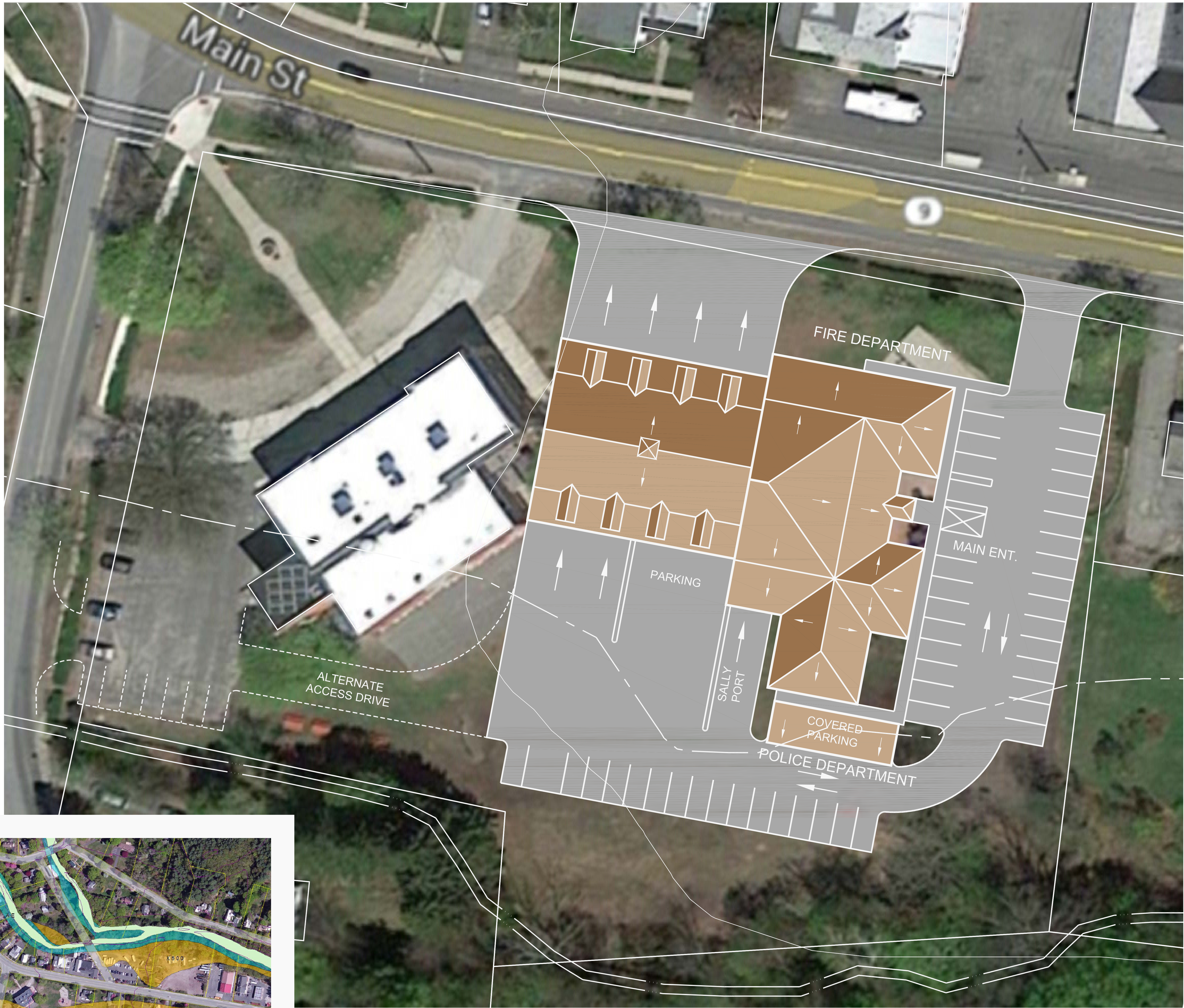
1. Total area for Police at James School is about 7,500 sq. ft. as compared to 2,500 sq. ft. in Study 2.
2. Moving the Police to James School reduces the footprint of the new Fire Station and thereby creates less site disturbance. Much more regulation friendly.
3. Moving the Police to James School will make the building suitable for other uses such as town offices.
4. Possible cost savings if the cost of total building envelope upgrade at James School is proportionately assigned to police and future use of the second and third floor.

CONS

1. Police will be partially below grade. Possible image issue.
2. Police and Fire not under one roof and not being able to share certain spaces.

Study No. 3 was presented to the Building Committee at their meeting on October 28, 2015. A question was raised as to why the new fire station cannot be added to the James School to save on bringing new electrical and water services to the freestanding fire station. We indicated that from a code compliance perspective, the James School and the freestanding fire stations are of different construction types requiring fire separation between the two, which could be costly. The Building Inspector present at the meeting concurred. In order to avoid the fire separation issue, the new fire station can be redesigned with compatible masonry construction which would be costlier than the current scheme. Furthermore, the angular relationship of the James School building to Route 9 will create complexity in locating the fire truck exit apron which should ideally be perpendicular to Route 9. The sight line from the apron as shown in the current Study-3 has good sight lines in both directions for the fire trucks. If the fire station is attached to the James School Building, the apron will move further west where sight lines will not be as good. An addition like this will also necessitate locating the sally port entrance back to west side which will require a slope-down drive with all the problems associated with such drives. It might be possible to connect the two buildings by an enclosed connector. However, without doing an actual study it will be difficult to establish feasibility and cost.

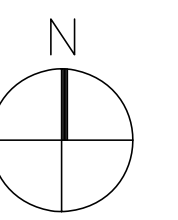
3. DESIGN SOLUTION – STUDY NO. 1



**WILLIAMSBURG
PUBLIC
SAFETY
FACILITY**

Williamsburg,
Massachusetts

KEY PLAN



**STUDY - 1
SITE PLAN**

Scale: 1"=20'
Drawn by: GEB
Job# 14027.00
Date: 10/8/15

1.1



FLOOR PLAN: SCHEME "D"
16,852 S.F.

- COMMON SPACE
- POLICE
- FIRE

D·R·A

Drumme
Rosane
Anderson,
Inc.

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Planning
Interior Design

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WILLIAMSBURG
PUBLIC
SAFETY
FACILITY

Williamsburg,
Massachusetts

KEY PLAN

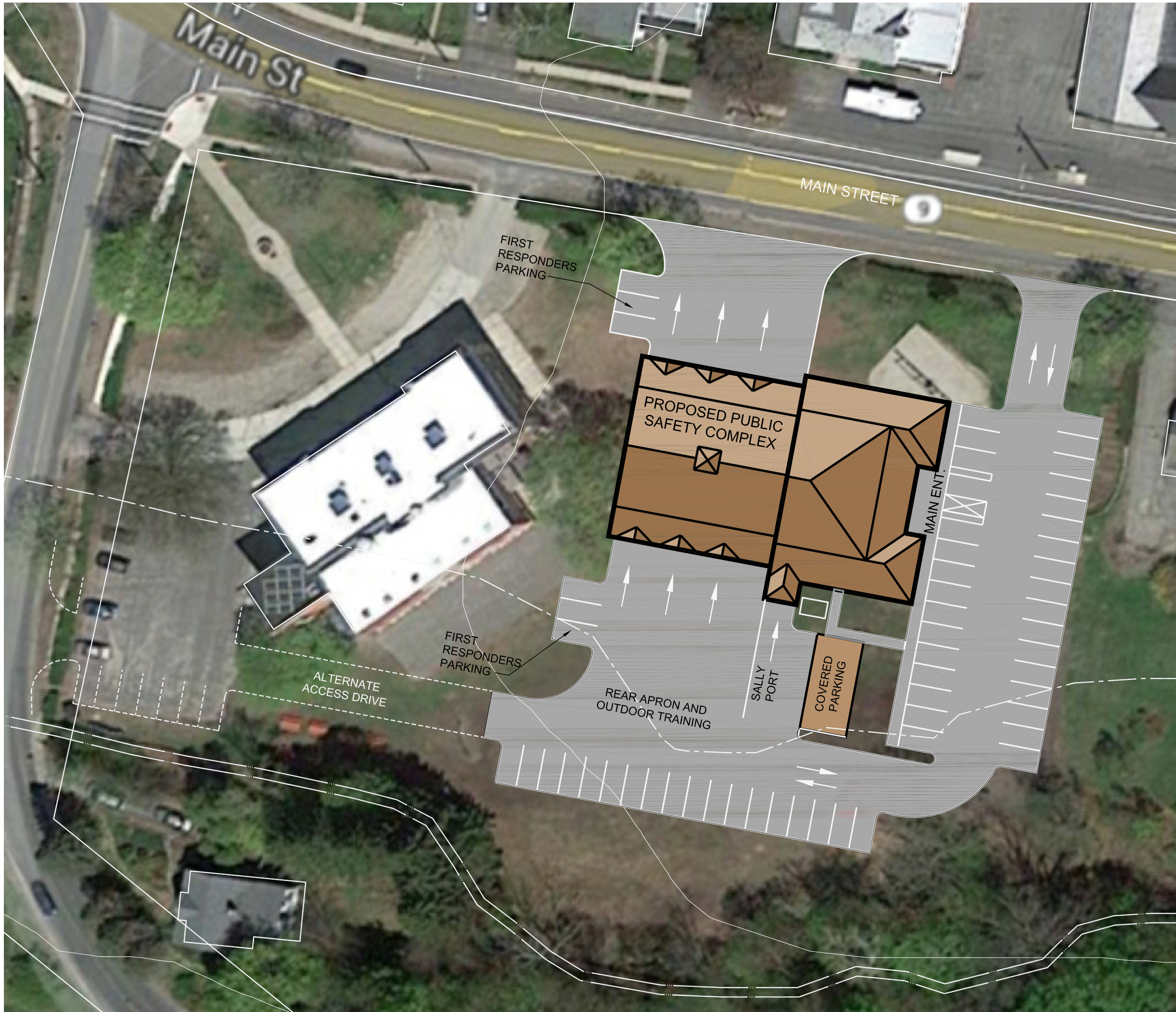
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STUDY - 1
FLOOR PLAN

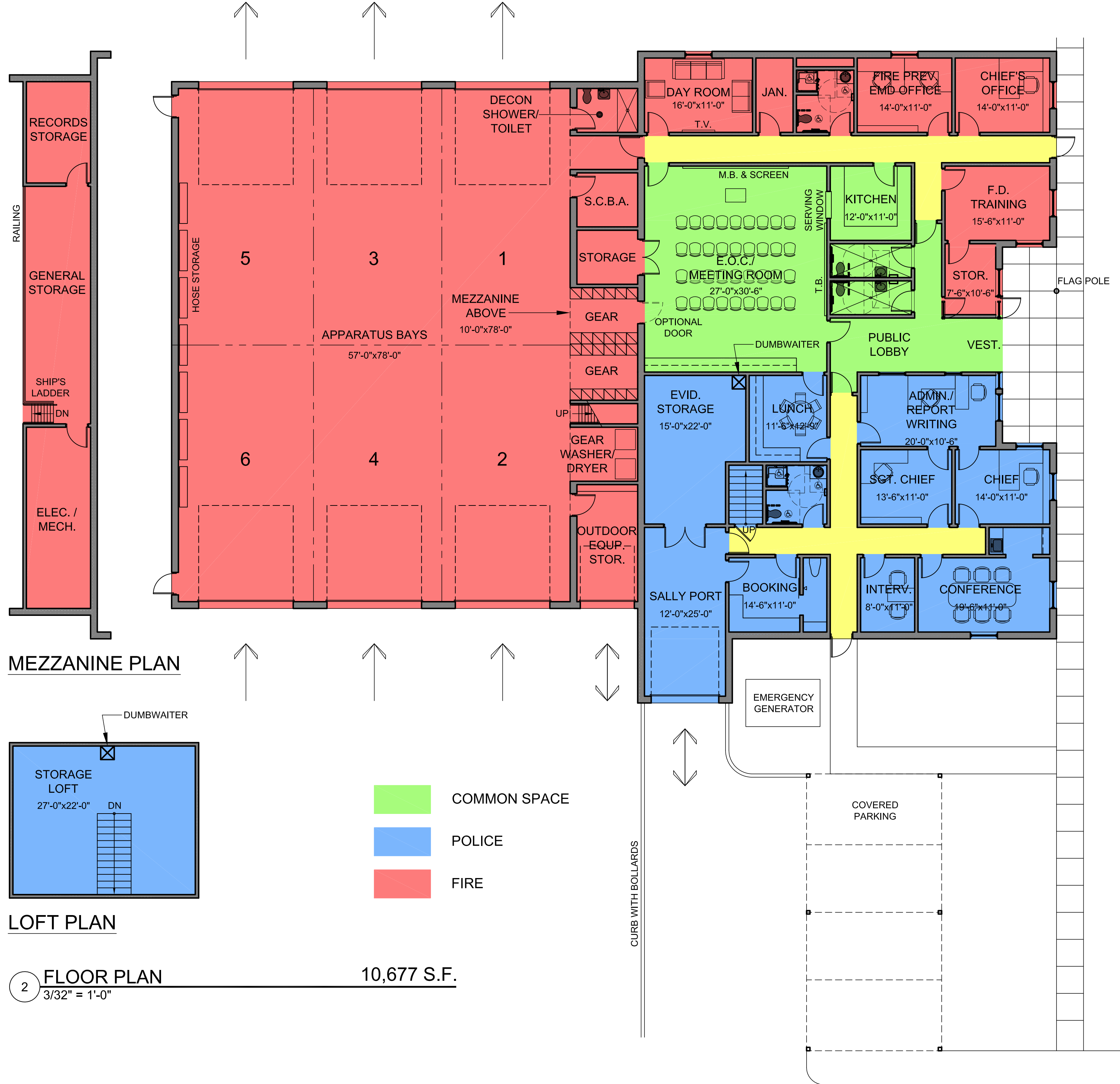
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1.2

4. DESIGN SOLUTIONS – STUDY NO. 2



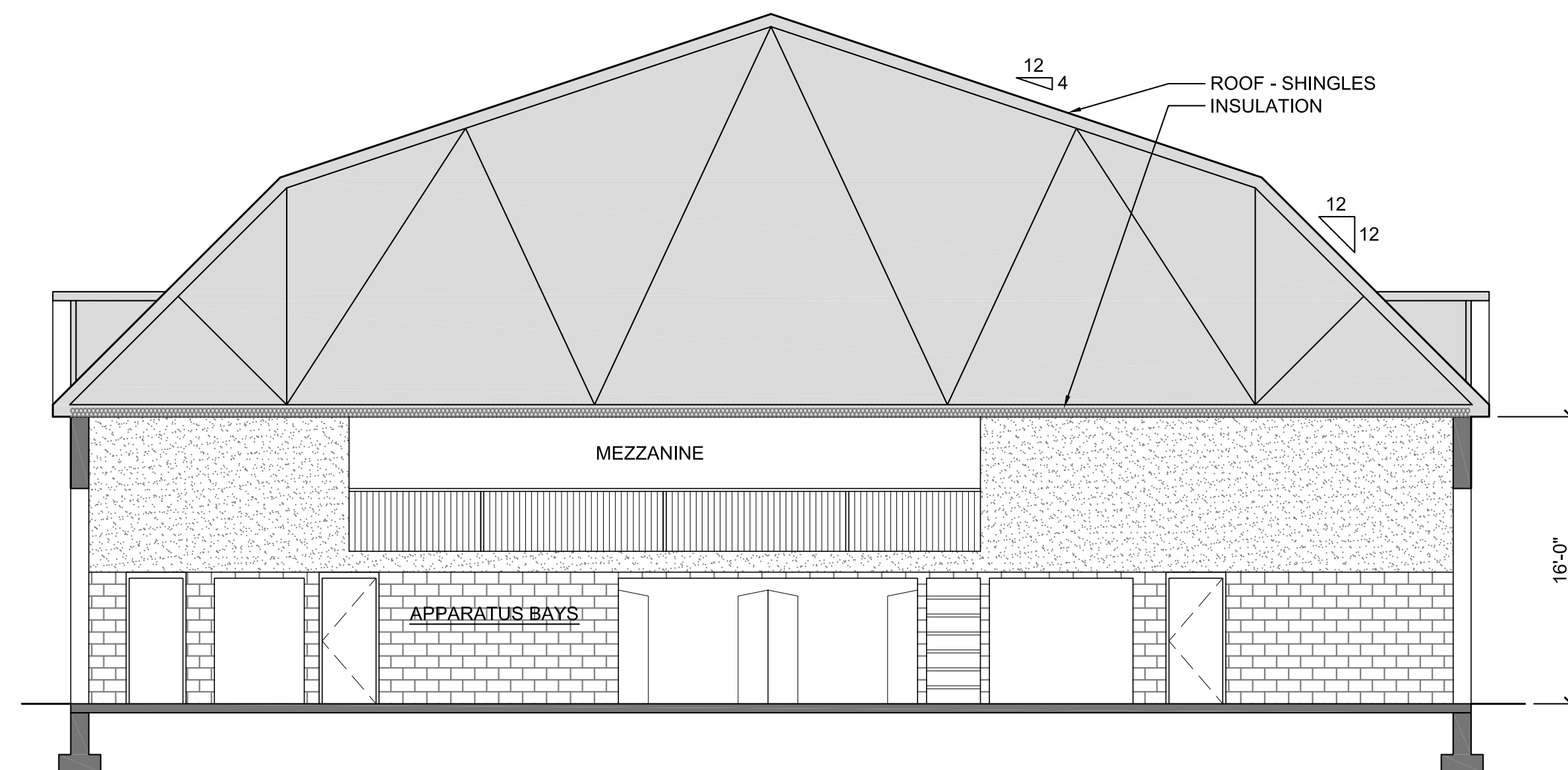
1 SITE PLAN
1:40



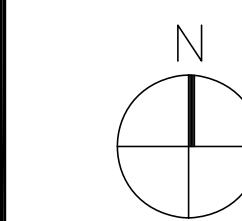
2 FLOOR PLAN
3/32" = 1'-0"

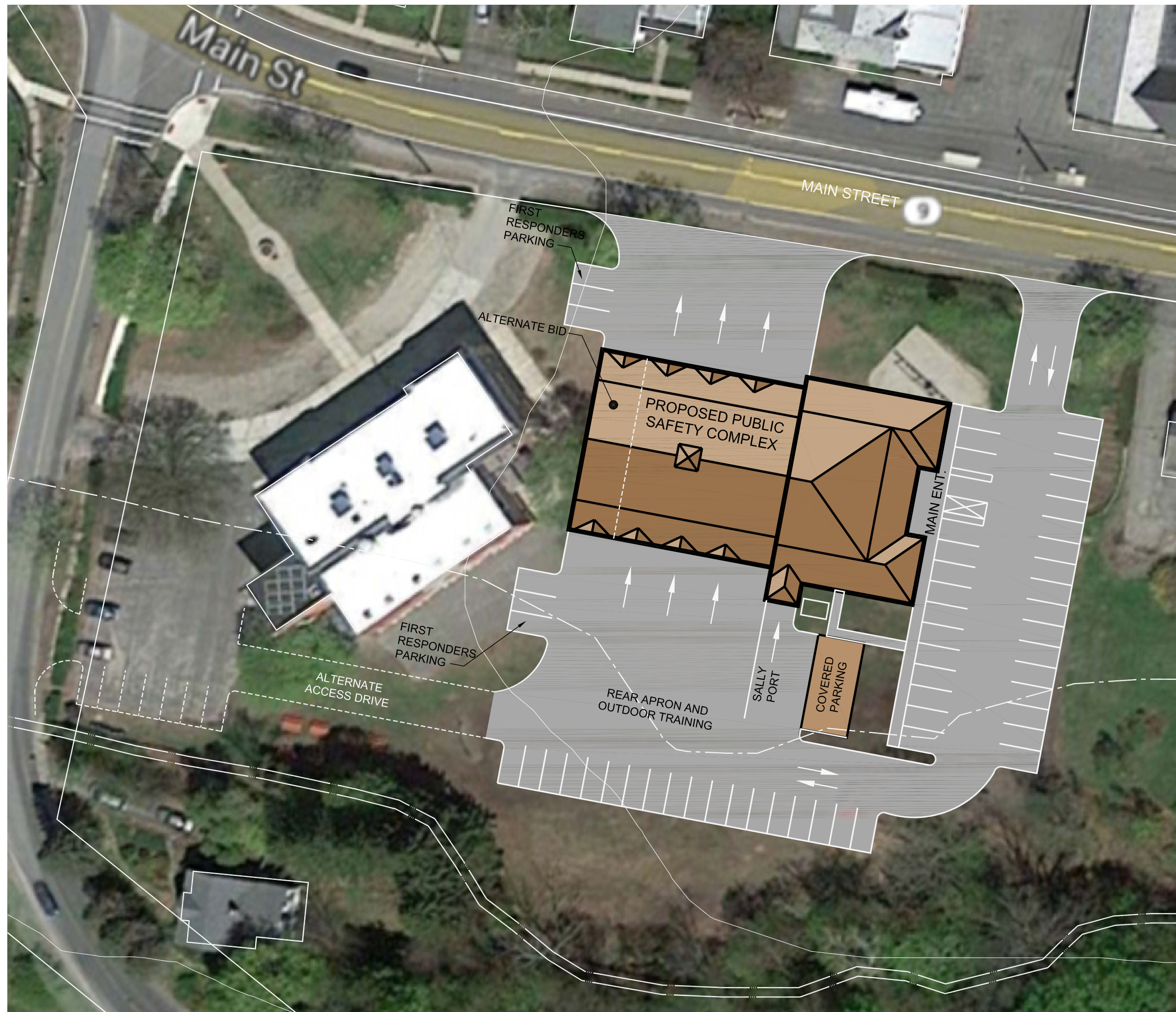


3 NORTH ELEVATION (STREET VIEW)
1/8" = 1'-0"

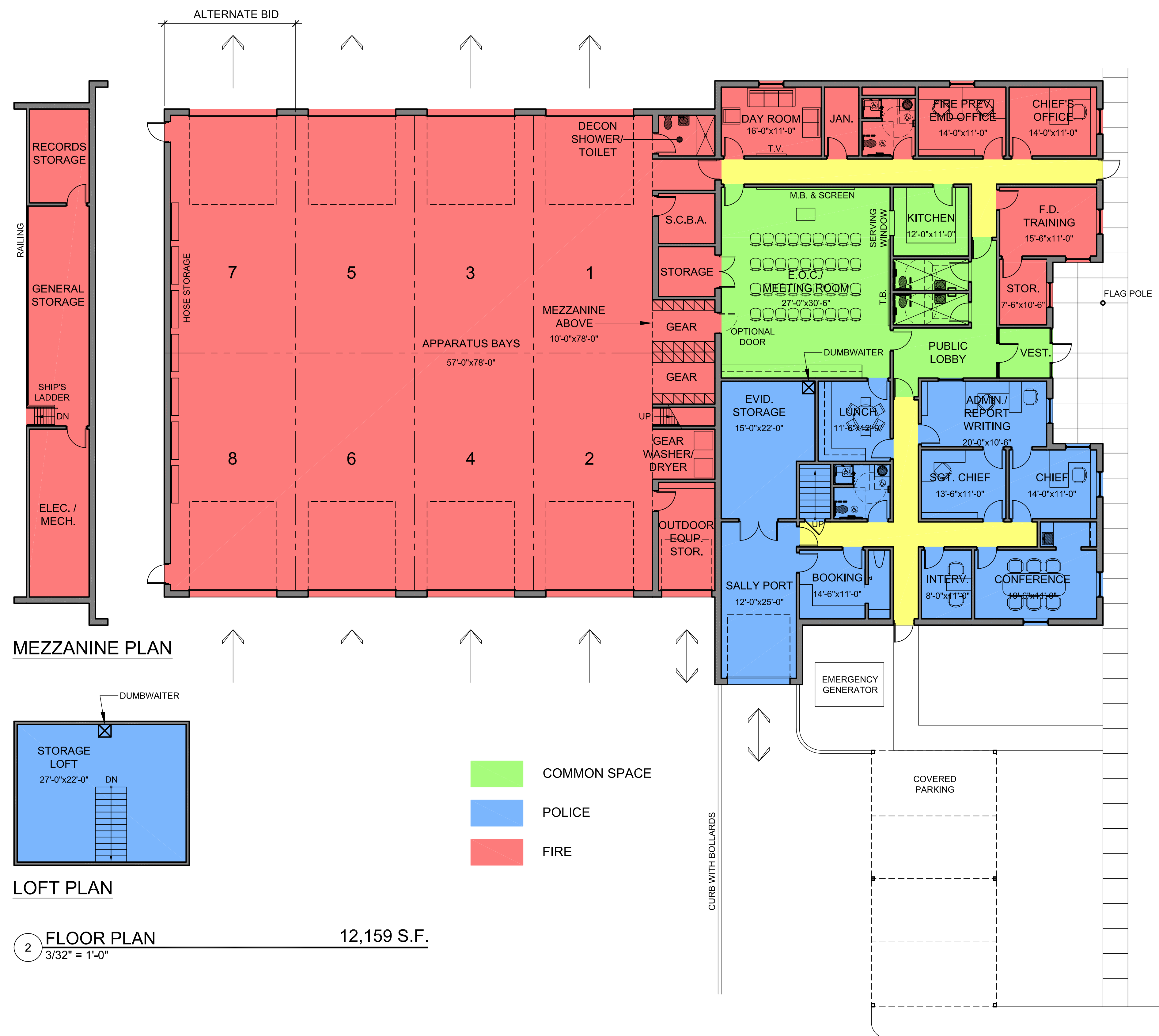


4 APPARATUS BAY SECTION
1/8" = 1'-0"

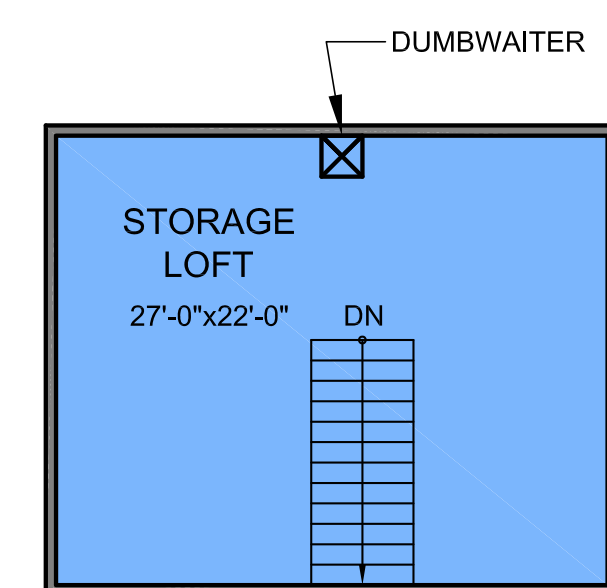




1 SITE PLAN
1:40



MEZZANINE PLAN

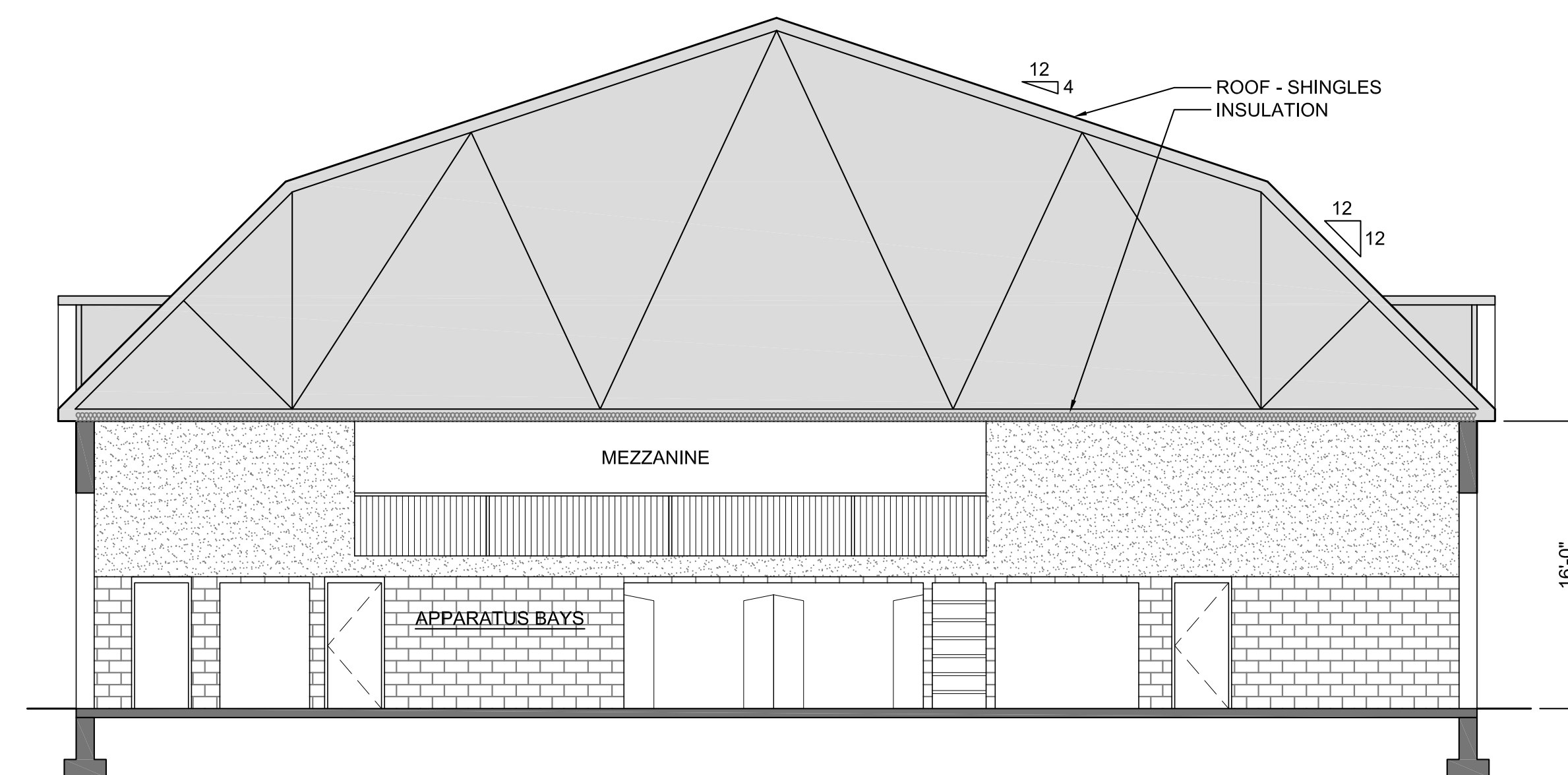


LOFT PLAN

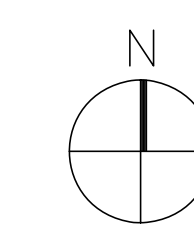
2 FLOOR PLAN
3/32" = 1'-0" 12,159 S.F.

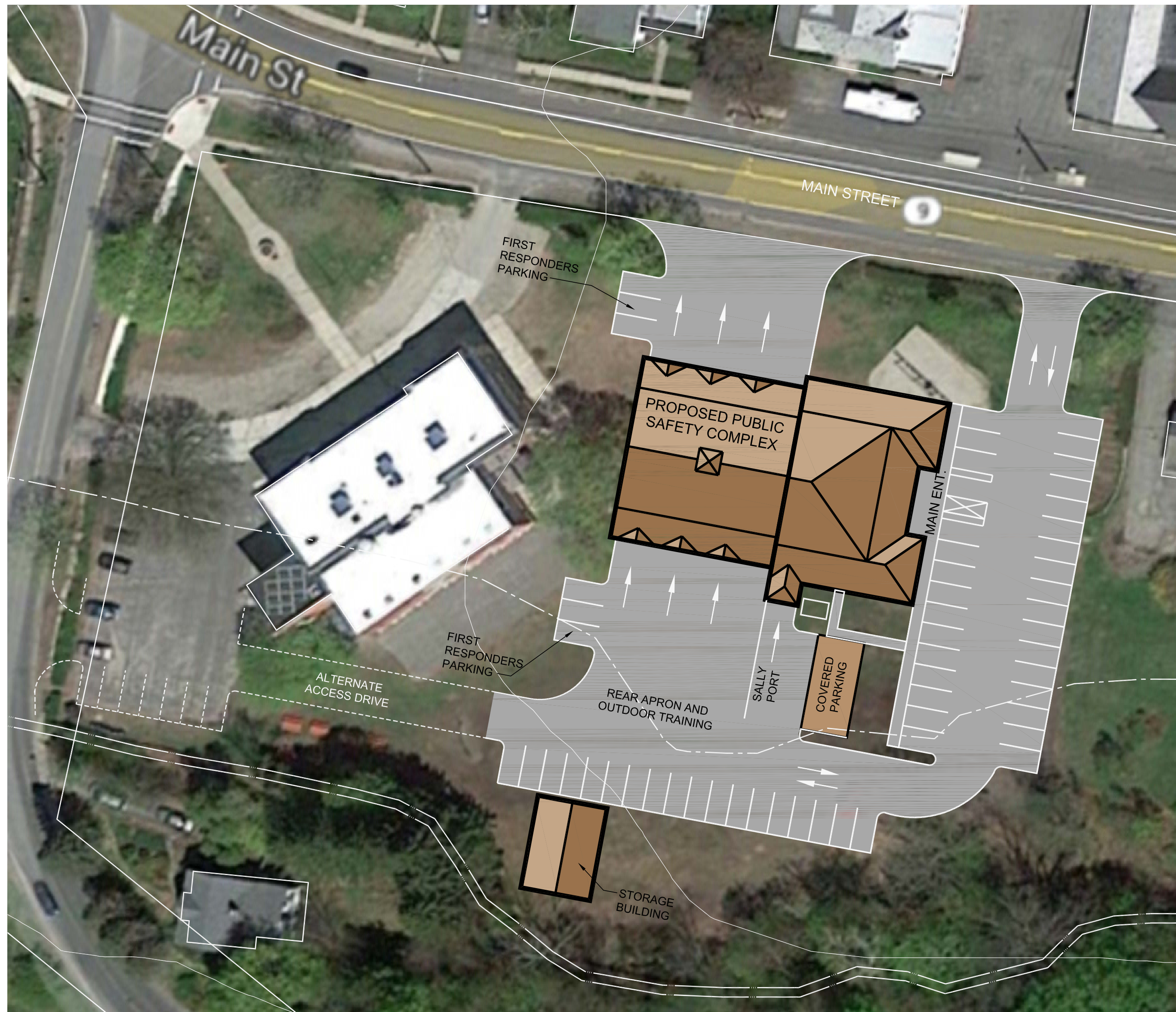


3 NORTH ELEVATION (STREET VIEW)
1/8" = 1'-0"

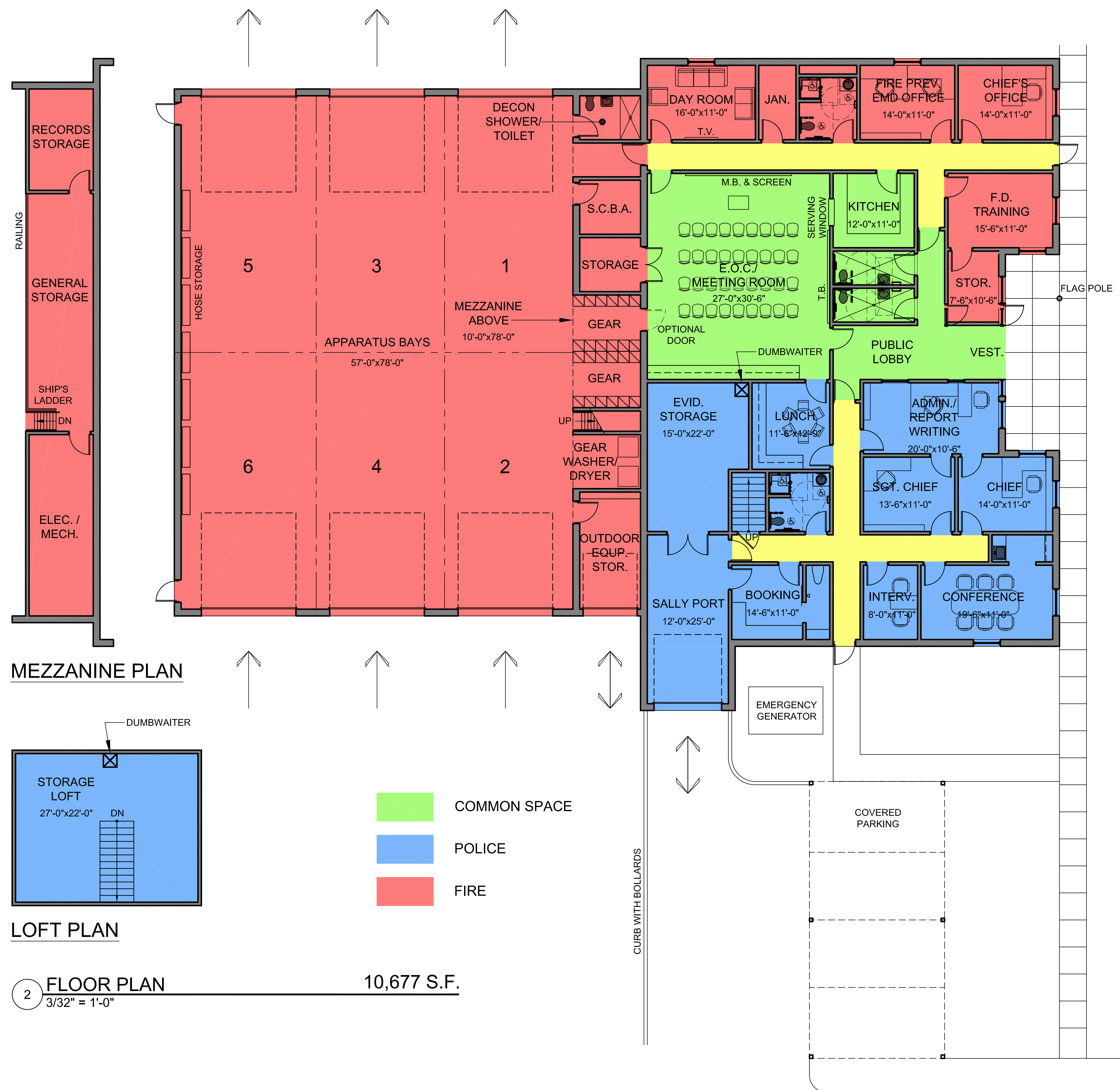


4 APPARATUS BAY SECTION
1/8" = 1'-0"





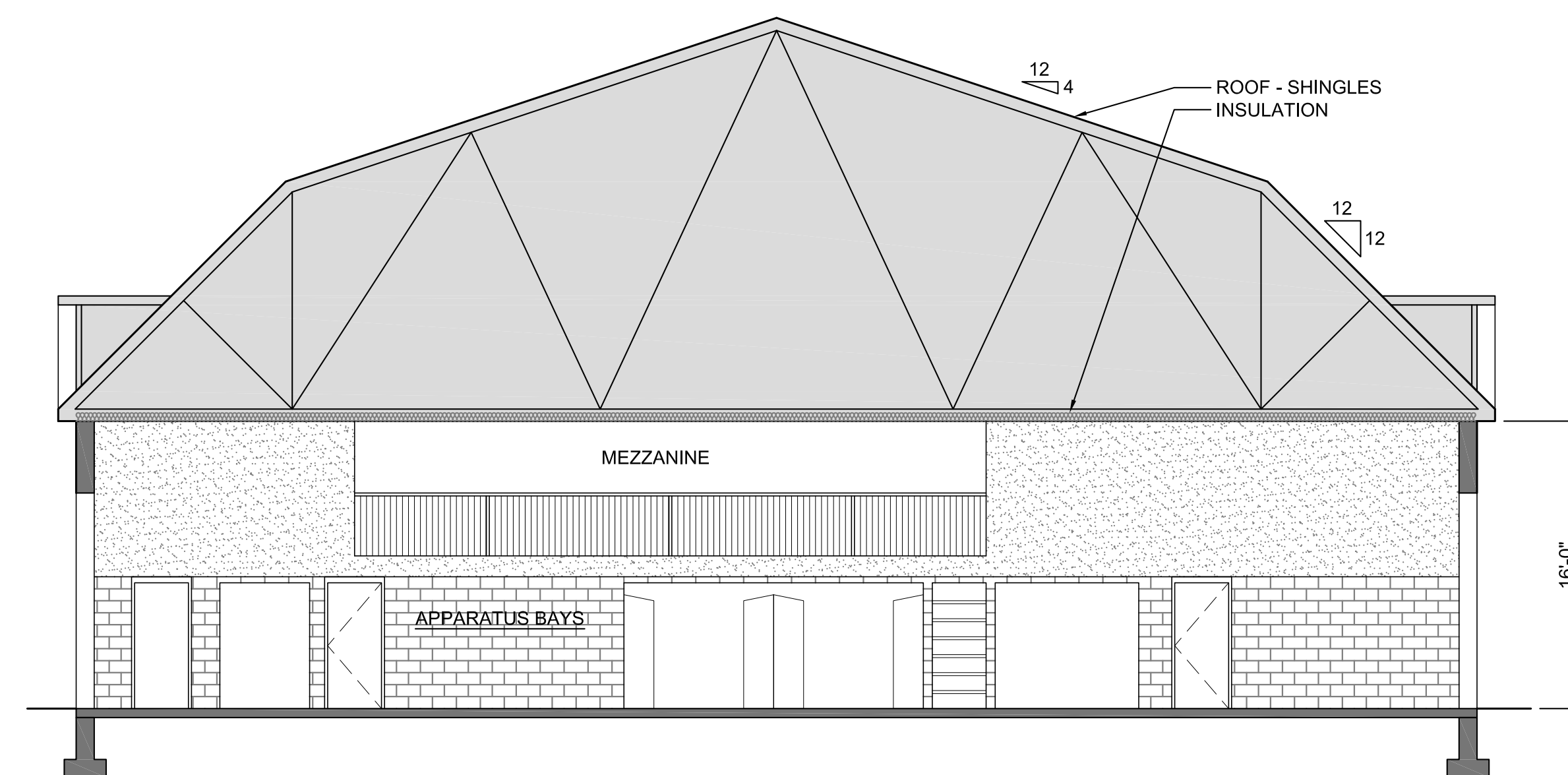
1 SITE PLAN
1:40



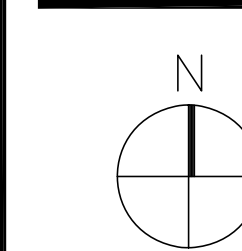
2 FLOOR PLAN
3/32" = 1'-0" 10,677 S.F.

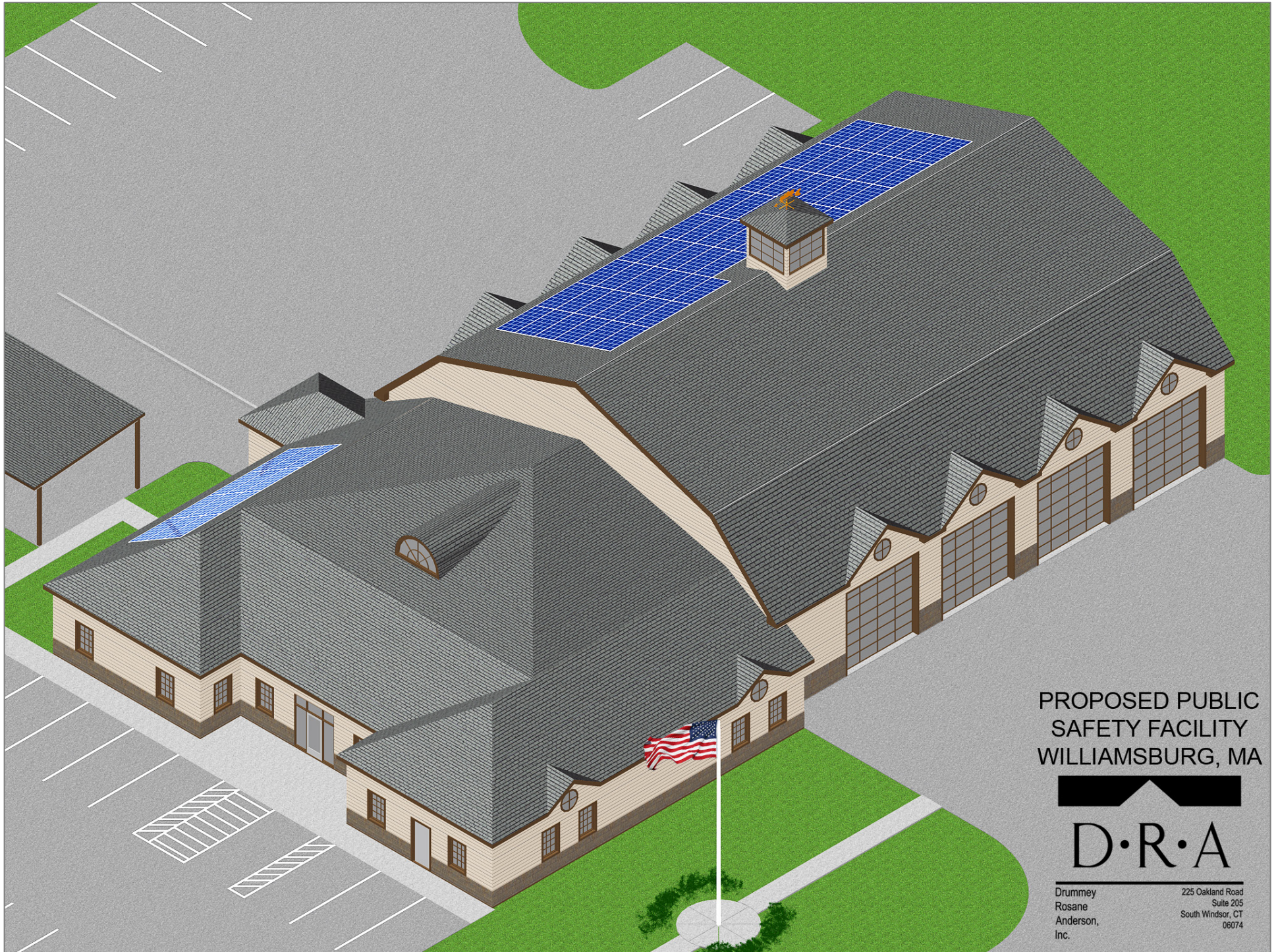


3 NORTH ELEVATION (STREET VIEW)
1/8" = 1'-0"



4 APPARATUS BAY SECTION
1/8" = 1'-0"





PROPOSED PUBLIC
SAFETY FACILITY
WILLIAMSBURG, MA



Drumme
Rosane
Anderson,
Inc.

225 Oakland Road
Suite 205
South Windsor, CT
06074

5. DESIGN SOLUTIONS – STUDY NO. 3

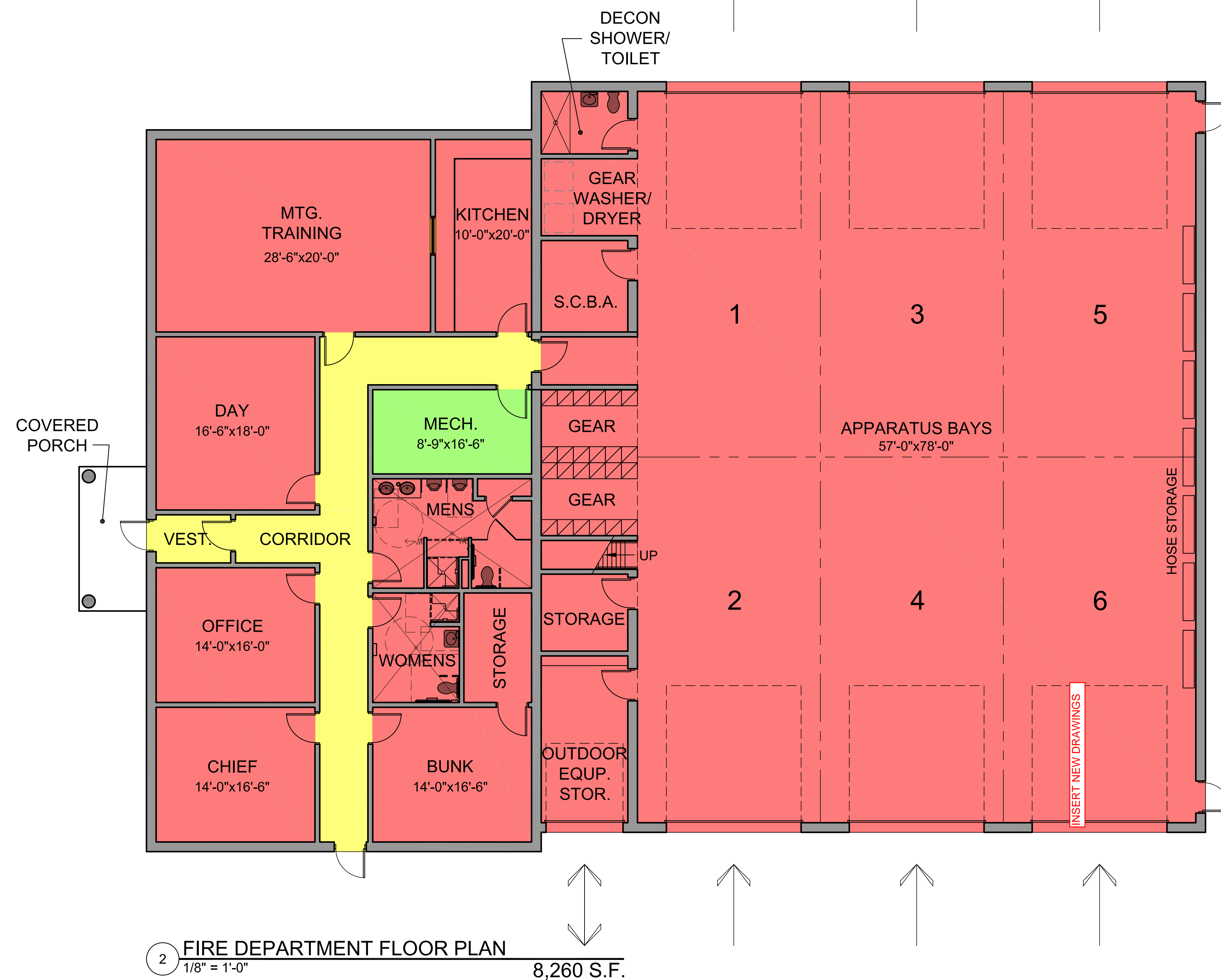
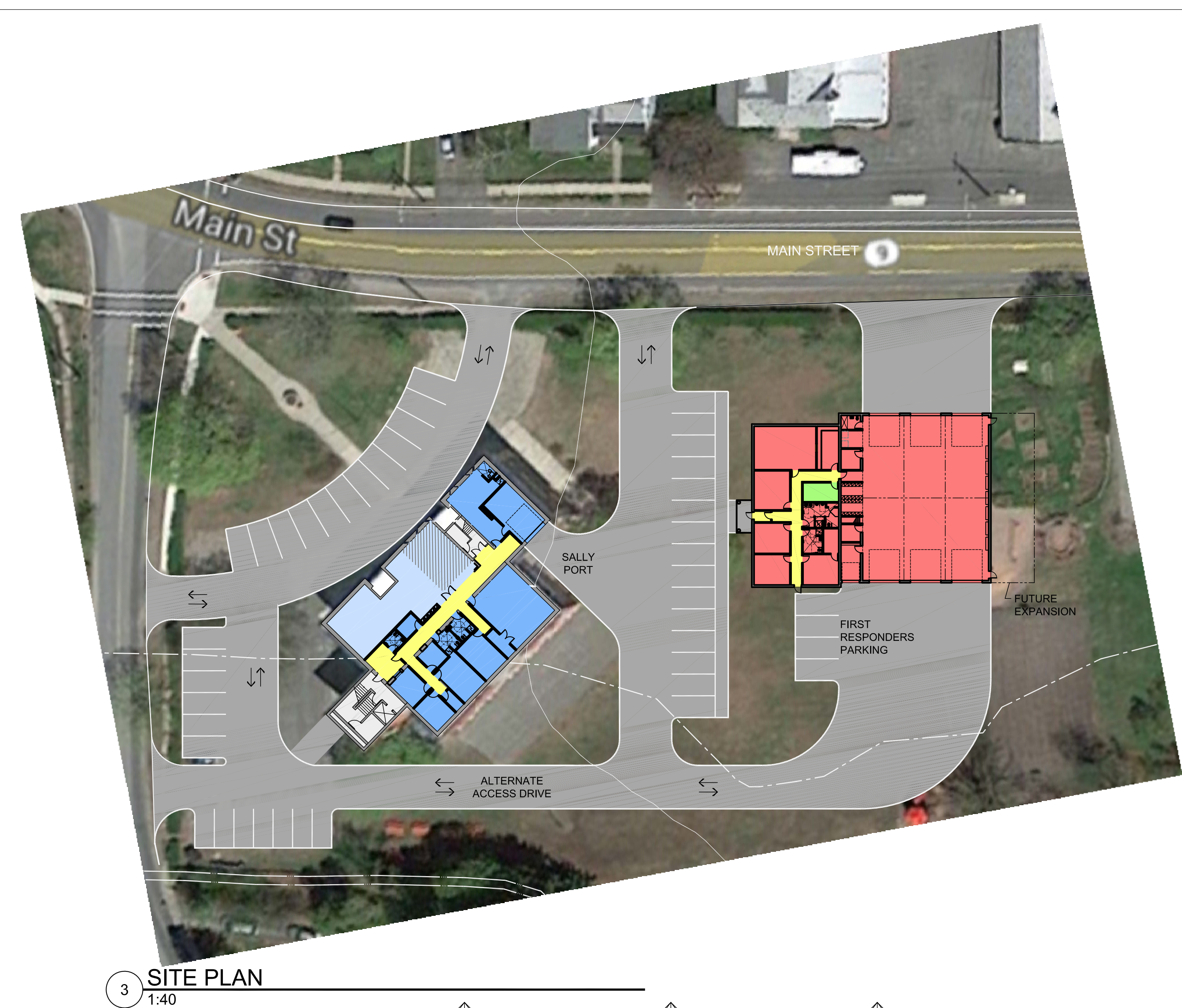


1 POLICE DEPARTMENT FLOOR PLAN
1/8" = 1'-0"

NET FINISHED AREA: 4,286 S.F.

NET SEMI-FINISHED AREA: 2,446 S.F.

OVERALL GROSS AREA: 7,480 S.F. (BASED ON STUDY BY COLLIERS INTERNATIONAL)



2 FIRE DEPARTMENT FLOOR PLAN
1/8" = 1'-0" 8,260 S.F.

WILLIAMSBURG
PUBLIC
SAFETY
FACILITY

Williamsburg,
Massachusetts

KEY PLAN

STUDY - 3
BASE BID

Scale: AS NOTED
 Drawn by: GEB
 Job# 14027.00
 Date: 11/16/15

Job# 14027.00

Job# 14027.00

Date: 11/16/15

3.1

**6. STATEMENT OF PROBABLE PROJECT
COST – STUDY NO. 1**



**Drumme
y
Rosane
Anderson
Inc.**

225 Oakland Road
Studio 205
South Windsor, CT
06074

Planning
Architecture
Interior Design
e-mail:
website:

860-644-8300 PHONE
860-644-8301 FAX
info@draws.com
www.DRAarchitects.com

March 24, 2015

WILLIAMSBURG PUBLIC SAFETY FACILITY
STATEMENT OF PROBABLE CONSTRUCTION COST
Gross Area: 16,852 S.F. excluding covered parking

1.	Construction Cost @ \$375/S.F. x 16,852	\$6,319,500
2.	Design/Construction Contingency 20%	1,263,900
3.	Survey, Test Boring, Design Fees 7.5%	473,962
4.	Furniture and Equipment Allowance	150,000
5.	Miscellaneous Expenses	10,000
<u>TOTAL PROJECT COST</u>		<u>\$8,217,362</u>

**7. STATEMENT OF PROBABLE PROJECT
COST – STUDY NO. 2**

STATEMENT OF PROBABLE CONSTRUCTION COST:
WILLIAMSBURG PUBLIC SAFETY FACILITY STUDY NO. 2 (DRAWING 2.1)
Area: 10,677 sq. ft.

DIVISION	DESCRIPTION	COST
2	Selective Demolition	\$ 5,000
3	Concrete	240,000
4	Masonry (Interior walls apparatus bay)	60,000
5	Metals	340,000
6	Wood & Plastic	70,000
7	Moisture Protection	225,000
8	Openings	170,000
9	Finishes	230,000
10	Specialties	50,000
11	Equipment	6,000
14	Conveying Equipment	8,000
12	Furnishings	8,000
21	Fire Suppression	75,000
22	Plumbing	228,000
23	HVAC	460,000
26	Electrical Including Emergency Generator	275,000
31-33	Site	750,000
TOTAL ESTIMATED CONSTRUCTION COST		\$3,200,000
COST PER SQUARE FOOT		\$300

NOTES:

1. Above cost is based on current dollars. Add 4% escalation/per year starting Jan. 2016.
2. Above cost is based on Prevailing Wage Rates.
3. Above cost does not include site environmental cleanup, if any.
4. Above cost does not include covered parking.
5. Above cost is based on water and sewer hookup under Route 9 within site frontage.
6. Above cost is based on electrical hookup from existing pole at Route 9 within site frontage.
7. Above cost does not include any legal and/or bonding cost, if any.

STATEMENT OF PROBABLE PROJECT COST BASED ON NOT TO EXCEED \$4,000,000:

1. Construction Cost 80% of Total Cost	\$3,200,000
2. Soft Costs Including Contingency, FF&E, Design, Engineering, Survey, Test Boring, Bid Advertising/Printing and OPM	800,000
3. TOTAL PROJECT COST	\$4,000,000

STATEMENT OF PROBABLE CONSTRUCTION COST:
WILLIAMSBURG PUBLIC SAFETY FACILITY STUDY NO. 2 (DRAWING 2.2)
Area: 12,159 sq. ft.

DIVISION	DESCRIPTION	COST
2	Selective Demolition	\$ 5,000
3	Concrete	275,000
4	Masonry (Interior walls apparatus bay)	80,000
5	Metals	390,000
6	Wood & Plastic	70,000
7	Moisture Protection	256,000
8	Openings	195,000
9	Finishes	260,000
10	Specialties	50,000
11	Equipment	6,000
14	Conveying Equipment	8,000
12	Furnishings	10,000
21	Fire Suppression	85,000
22	Plumbing	260,000
23	HVAC	520,000
26	Electrical Including Emergency Generator	315,000
31-33	Site	860,000
TOTAL ESTIMATED CONSTRUCTION COST		\$3,645,000
COST PER SQUARE FOOT		\$300

NOTES:

1. Above cost is based on current dollars. Add 4% escalation/per year starting Jan. 2016.
2. Above cost is based on Prevailing Wage Rates.
3. Above cost does not include site environmental cleanup, if any.
4. Above cost does not include covered parking.
5. Above cost is based on water and sewer hookup under Route 9 within site frontage.
6. Above cost is based on electrical hookup from existing pole at Route 9 within site frontage.
7. Above cost does not include any legal and/or bonding cost, if any.

STATEMENT OF PROBABLE PROJECT COST

1. Construction Cost 80% of Total Cost	\$3,645,000
2. Soft Costs Including Contingency, FF&E, Design, Engineering, Survey, Test Boring, Bid Advertising/Printing and OPM	900,000
3. TOTAL PROJECT COST	\$4,545,000

STATEMENT OF PROBABLE CONSTRUCTION COST:
WILLIAMSBURG PUBLIC SAFETY FACILITY STUDY NO. 2 (DRAWING 2.3)
Area: 10,677 sq. ft. + Freestanding Metal Building 40' x 40'

DIVISION	DESCRIPTION	COST
2	Selective Demolition	\$ 5,000
3	Concrete	240,000
4	Masonry (Interior walls apparatus bay)	60,000
5	Metals	340,000
6	Wood & Plastic	70,000
7	Moisture Protection	225,000
8	Openings	170,000
9	Finishes	230,000
10	Specialties	50,000
11	Equipment	6,000
14	Conveying Equipment	8,000
12	Furnishings	8,000
21	Fire Suppression	75,000
22	Plumbing	228,000
23	HVAC	460,000
26	Electrical Including Emergency Generator	275,000
31-33	Site	750,000
TOTAL ESTIMATED CONSTRUCTION COST		\$3,200,000
COST PER SQUARE FOOT		\$300
FREESTANDING METAL BUILDING		\$250,000
GRAND TOTAL		\$3,450,000

NOTES:

- Above cost is based on current dollars. Add 4% escalation/per year starting Jan. 2016.
- Above cost is based on Prevailing Wage Rates.
- Above cost does not include site environmental cleanup, if any.
- Above cost does not include covered parking.
- Above cost is based on water and sewer hookup under Route 9 within site frontage.
- Above cost is based on electrical hookup from existing pole at Route 9 within site frontage.
- Above cost does not include any legal and/or bonding cost, if any.

STATEMENT OF PROBABLE PROJECT COST:

1. Construction Cost 80% of Total Cost	\$3,450,000
2. Soft Costs Including Contingency, FF&E, Design, Engineering, Survey, Test Boring, Bid Advertising/Printing and OPM	900,000
3. TOTAL PROJECT COST	\$4,350,000

**8. STATEMENT OF PROBABLE PROJECT
COST – STUDY NO. 3**

STATEMENT OF PROBABLE CONSTRUCTION COST: STUDY NO. 3 (DRAWING 3.1)
WILLIAMSBURG FIRE DEPARTMENT (NEW BUILDING) - Area 8,260 sq. ft.

DIV.	DESCRIPTION	COST IN \$
2	Selective Demolition	\$ 5,000
3	Concrete	195,000
4	Masonry (Interior walls apparatus bay)	60,000
5	Metals	276,000
6	Wood & Plastic	70,000
7	Moisture Protection	183,000
8	Openings	140,000
9	Finishes	186,000
10	Specialties	40,000
11	Equipment	6,000
12	Furnishings	8,000
21	Fire Suppression	60,000
22	Plumbing	185,000
23	HVAC	370,000
26	Electrical Including Emergency Generator	223,000
31-33	Site	600,000
	TOTAL ESTIMATED CONSTRUCTION COST	\$2,607,000
	COST PER SQUARE FOOT	\$315

STATEMENT OF PROBABLE CONSTRUCTION COST: STUDY NO. 3
WILLIAMSBURG POLICE DEPARTMENT (RENOVATIONS LOWER LEVEL JAMES SCHOOL)

A	Full Renovations Police Department- Basement Level \$200 x 4,285 sq. ft. net	\$857,000
B	Partial Renovations Police Department- Basement Level \$50 x 2,446 sq. ft. net	\$122,300
C	TOTAL ESTIMATED CONSTRUCTION COST	\$979,300

NOTES:

1. Above cost is based on current dollars. Add 4% escalation/per year starting Jan. 2016.
2. Above cost is based on Prevailing Wage Rates.
3. Above cost does not include hazmat abatement at James School and site environmental cleanup, if any.
4. Above cost does not include covered parking.
5. Above cost is based on water and sewer hookup (with adequate pressure for a sprinkler system) under Route 9 within site frontage.
6. Above cost is based on electrical hookup from existing pole at Route 9 within site frontage.
7. Above cost does not include any legal and/or bonding cost, if any.

STATEMENT OF PROBABLE PROJECT COST

1.	TOTAL ESTIMATED CONSTRUCTION COST FIRE DEPARTMENT	\$2,607,000
2	TOTAL ESTIMATED CONSTRUCTION COST POLICE DEPT. L. LEVEL JAMES SCHOOL	\$979,300
3	BUILDING RENOVATIONS JAMES SCHOOL	
3A	New Roof - \$25 X 7,480 sq. ft. = \$187,000	
3B	Re-point and Repair Exterior Walls - \$30 x 15,000 sq. ft. = \$450,000	
3C	New Doors and Windows = \$250,000	
3D	Temporary Heat and Security 2nd and 3rd Floors = \$50,000	
3E	New Paving at James School = \$150,000	
3F	Renovate Elevator and Two Stairs to Meet Code = \$75,000	
3G	Excavation and Waterproofing of Foundation Walls/Footing = \$125,000	
3H	Installation of Curtain Drain to Daylight = \$75,000	
3J	TOTAL ESTIMATED CONSTRUCTION COST (Sum of lines 3A through 3J)	\$1,362,000
4	TOTAL COMBINED CONSTRUCTION COSTS (Sum of lines 1, 2 and 3)	\$4,948,300
5	GRAND TOTAL INCLUDING SOFT COSTS (20% of line 4 = \$989,660)	\$5,937,960

9. OUTLINE SPECIFICATIONS

OUTLINE SPECIFICATIONS WILLIAMSBURG PUBLIC SAFETY FACILITY

DIVISION 01 – GENERAL REQUIREMENTS		
010000	GENERAL REQUIREMENTS / GENERAL CONDITIONS	By General Contractor or CM based on AIA or Owner provided Documents
011000	SUMMARY	The work consists of new building and related site work as shown on Drawings
012100	ALLOWANCES / CONTINGENCIES	<ol style="list-style-type: none"> 1. New Electric Service \$ TBD 2. New Telephone Service \$ TBD 3. New Cable T.V. Service \$ TBD 4. New Water Service \$ TBD 5. New Sewer Connection \$ TBD
012200	UNIT PRICES	<ol style="list-style-type: none"> 1. Poured in Place Concrete \$/CY 2. Rock if Encountered \$/CY 3. Structural Fill In Place \$/CY 4. Gravel Fill in Place \$/CY
012300	ALTERNATES	TBD
012600	CONTRACT MODIFICATION PROCEDURES	By General Contractor or CM based on AIA or Owner provided Documents
012900	PAYMENT PROCEDURES	By General Contractor or CM based on AIA or Owner provided Documents
013100	PROJECT MANAGEMENT & COORDINATION	By General Contractor or CM based on AIA or Owner provided Documents
013300	SUBMITTAL PROCEDURES	By General Contractor or CM based on AIA or Owner provided Documents
015000	TEMPORARY FACILITIES AND CONTROLS	By General Contractor or CM based on AIA or Owner provided Documents
017329	CUTTING & PATCHING	By General Contractor or CM based on AIA or Owner provided Documents to accommodate new construction as shown
017419	CONSTRUCTION WASTE MANAGEMENT & DISPOSAL	By General Contractor or CM based on AIA or Owner provided Documents
017700	CLOSEOUT PROCEDURES	By General Contractor or CM based on AIA or Owner provided Documents
017823	OPERATION & MAINTENANCE DATA	By General Contractor or CM based on AIA or Owner provided Documents
017839	PROJECT RECORD DOCUMENTS	By General Contractor or CM based on AIA or Owner provided Documents
017900	DEMONSTRATION & TRAINING	By General Contractor or CM based on AIA or Owner provided Documents
DIVISION 02 – EXISTING CONDITIONS		
024119	SELECTIVE DEMOLITION	Existing plays-cape and other miscellaneous structures

OUTLINE SPECIFICATIONS WILLIAMSBURG PUBLIC SAFETY FACILITY

DIVISION 03 – CONCRETE

033000	CAST-IN PLACE CONCRETE Footings, Foundation Wall & Slab	<ul style="list-style-type: none"> • 3,500 psi For Slabs • 3,000 psi for Footings and Walls • Vapor Retarder 0.01 perm after conditioning and Class "A"
033053	MISC. CAST-IN-PLACE CONCRETE	<ul style="list-style-type: none"> • 3,500 psi • 4,000 psi Site Concrete
035300	CONCRETE COATING (Exposed to view foundation walls)	Thorocoat Fine, Coarse, Tex and Heavy Tex as manufactured by Degussa Building Systems (BASF)
	MOISTURE TEST CONC. SLAB	ASTM F-1869 or F-2170. Three tests min. for 1000 SQ. FT. One additional test for addl. 1000 SQ. FT. or fraction thereof

DIVISION 04 – MASONRY

042000	UNIT MASONRY	<p>BRICKS: ASTM C-216, Grade SW, Type FSB, 8000 psi Modular</p> <p>CMU: Light Weight 95-100 lbs/cu.ft. ASTM C-90, Light Weight, 1,900 psi as manufactured by Westbrook</p> <p>DECORATIVE CMU: ASTM C-90 Splitface with Dry-Block W. R. Grace, Light Weight, 105 lbs/cf, 3050 psi, as manufactured by Westbrook</p> <p>MORTAR: For Decorative CMU and Face Bricks Colored Pre-blended cement lime as manufactured by Lehigh</p> <p>MORTAR ADDITIVE: Dry-Block</p> <p>CAVITY WALL INSUL: Factory Cut 16"x96" Extruded Polystyrene Boards, Thickness As Shown</p> <p>REINFORCING: Ties, Anchors, Hohmann & Barnard</p> <p>CAVITY DRAINAGE: "TOTALFLASH" by Mortar Net USA, Ltd.</p>
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DIVISION 05 – METALS

054000	COLD-FORMED METAL FRAMING (CFMF)	<p>Deflection L-600 Maximum</p> <p>Minimum 6" wide and 16 Gauge</p> <p>16" O.C. Maximum</p> <p>Services of Structural Engineer registered to practice in CT by G.C.</p> <p>\$2,000,000 Professional Liability Insurance</p>
055000	METAL FABRICATIONS	<p>LOOSE LINTELS: ASTM A-36/A-36M with 25% Recycled content, Exterior Galv., Interior Prime Painted, Min. 8" Bearing Both Sides</p> <p>METAL LADDERS: Submit Shop Drawings</p> <p>METAL BOLLARDS: Sch 40 Steel Pipe</p> <p>SHIP'S LADDER Aluminum Model ACL-201 by ACL Industries, Inc.</p>

OUTLINE SPECIFICATIONS WILLIAMSBURG PUBLIC SAFETY FACILITY

DIVISION 06 – WOOD, PLASTICS AND COMPOSITES

061000	ROUGH CARPENTRY	Hem Fir Pressure Treated Wood. MCQ Micronized Copper Quaternary does not require barrier tape or stainless steel nails.
061600	ROOF & WALL SHEATHING	Plywood or OSB A-C Plywood shall be Exposure 1 with Exterior Glue
062000	FINISH CARPENTRY	Plastic Laminate Casework, Counter and Window Sills Single source responsibility for fabrication and installation AWI QCP Certified. HPDL Laminate Type 107 (HGS) for Vertical and Horizontal Surfaces HPDL Laminate Type 350 (HGP) for radius edge and post forming

DIVISION 07 – THERMAL AND MOISTURE PROTECTION

072100	THERMAL INSULATION	Non-Urea Formaldehyde Fiberglass Batt Sound Insulation USG Thermo-Fiber Creased Foundation Walls Extruded Polystyrene, ASTM C-578
	SOUND ATTENUATION BLANKET	SAFB 2.5 pcf density 1 ½" to 6" thick by Thermafiber
072700	AIR/VAPOR BARRIER LIQUID SPRAY-APPLIED Do not use vapor permeable	Perm-A-Barrier Liquid By W.R. ASTM E-2357 Grace or Barriseal by Carlisle (CBH) Specify tape, primer and adhesive.
073113	ASPHALT SHINGLES	GAF Timberline Ultra HD GAF Weather Stopper Golden Pledge Limited Warranty installed by GAF Factory Certified Master Elite Weather Stopper Roofing Contractor
074633	VINYL SIDING & SHAKES	Monogram 46L Double 4" Rough Cedar Clapboard Cedar Impressions Double 7" Straight Edge Rough Shakes Soffit: Beaded Triple 2" with Cove Mouldings CertainTeed
076200	SHEET METAL FLASHING AND TRIM	Open Valleys & Step Flashing 16 oz Non-Lead Coated Copper Drip Edge, Gutters and Downspouts .032" Alum. Fabricate all shapes and forms with unpainted metal. Paint after fabrication, bending, grinding and welding is complete.
078413	PENETRATION FIRESTOPPING	3M to meet UL Requirements
079200	JOINT SEALANTS	Low Modulus Silicone Sealants: 1. SPECTRUM 1 BY TREMCO 2. SCS 2000 SILPRUF BY GE 3. DOW CORNING 795 4. 890 BY PECORA

OUTLINE SPECIFICATIONS WILLIAMSBURG PUBLIC SAFETY FACILITY

DIVISION 08 – OPENINGS

081113	HOLLOW METAL DOORS AND FRAMES	16 ga galvanized exterior and 16 gauge primed interior Exterior: Remove all existing doors and frames and replace with new doors and frames for all new and existing openings. Interior: Remove all existing doors and frames and provide new frames for all new and existing openings.
081416	FLUSH WOOD DOORS	Solid core 5-ply architectural factory finished, Weyerhaeuser Interior: All doors
083113	ACCESS DOORS AND FRAMES	UF-5000 by Acudor.
084113	ALUMUMINUM FRAMED ENTRANCE & STOREFRONTS	Kawneer Isoglaze 450T with 1" Insul. Glass Units Kawneer 1600 and EFCO 5600 "Thermally Improved" EFCO: System 5600 2 ½" w/ Duracast Fiberglass Pressure Plate Kawneer 1600 UT (Ultra Thermal) New Improved YKK 45XT Dual Thermal Barrier
083613	ALUMINUM SECTIONAL DOORS	Series 520 with insulated glass OVERHEAD DOOR CORPORATION:
084113	ALUMINUM DOORS WIDE STILE	EFCO D518 DuraStile available in 2", 2 ¼" and 2 ½" thickness
085113	ALUMINUM WINDOWS	<u>Single Hung:</u> EFCO Model 3460/3475 PEERLESS Model 4130 WASAU Model 3100 <u>Fixed:</u> EFCO Model 3903 PEERLESS Model 4160 WASAU Model 3100
087100	DOOR HARDWARE	Hinges: 4 ½"x4 ½" five knuckles standard wt. or heavy wt. full mortise for doors 36" wide or less x 1 ¾" thick, Finish 630 Locks & Latch Sets: Sargent 8200 Series LW1L Design Finis Door Closer: Sargent 351 Series, Finish 689 Exit Devices: Sargent Door Stops & Holders: Sargent 590 Series, Finish 626 Electromagnetic Holders: Rixon 998 Series, Tri Voltage, Finish 689 Wall Stops: Rockwood 409 Series Finish 626 or 630 Floor Stops: Rockwood 440 or 442, Finish 626 or 630 Automatic Wall Holder: Ives WS45(X) Finish 626 or 630 Kick Plates: 18 Ga Aluminum Beveled Edges Finish 630 Flush Bolt: Pair Glynn Johnson FB30/40 Series, Fin. 626 Manual Flush Bolt: Rockwood 555/550, Finish 626 Weatherstripping: Pemko 303APKTST, Sweep 315CN, Meeting Stile 18061CP for pair doors

OUTLINE SPECIFICATIONS WILLIAMSBURG PUBLIC SAFETY FACILITY

		<p>Silencers: Rockwood 608</p> <p>Finish: Brushed Chr. 626</p>
088000	GLAZING	<p>¼" laminated glass in Rated Doors and Where Required By Code</p> <p>1" Insulated Tempered Unit at Exterior Glass Doors</p> <p><u>Triple Silver Low E:</u> MSVD Coated ¼" Solarban 70 XL Annealed+1/2" air space Black (SIL) by Oldcastle</p> <p>Bullet Resistant Glazing</p>
088300	MIRRORS	18"x36" at each lavatory
089000	LOUVERS AND VENTS	Aluminum fixed blade drainable louvers by Airolite or an approved equal
DIVISION 09 – FINISHES		
092216	NON-STRUCTURAL FRAMING	Viper-Stud 0.02" thick as manufactured by Marino-Ware
092900	GYPSUM BOARD/SHEATHING	<p>DensArmor Plus High Performance Interior Panels meeting ASTM D-6329-98 for antimicrobial protection by Georgia Pacific with Fiberglass Taped Joints</p> <p>Tile Backer: Dense Shield by GP</p> <p>½" Dens-Glass Gold by G-P Gypsum with Glass Mesh Joint Tape</p>
093000	TILING	<p>2"x2" unglazed ceramic mosaic floor tile by American Olean or an approved equal</p> <p>12"x12" Cliff Point by DalTile</p> <p>Laticrete Thinset 317 with 333 Super Flexible Additive</p> <p>Laticrete SpectraLOCK PRO Premium Grout (Stain resistant)</p>
095113	ACOUSTICAL PANEL CEILINGS	<p><u>Armstrong World Industries or an approved equal:</u></p> <p><u>TILES:</u></p> <ol style="list-style-type: none"> 1. Dune Fine Texture Beveled or Angled Tegular 2. Clean Room Mylar VL (Kitchen) <p><u>SUSPENSION</u></p> <ol style="list-style-type: none"> 1. Interlude XL Dimensional Tee (Fancy) 2. Prelude XL (Basic)
096513	RESILIENT BASE	<p>4" High, Coils, 0.125" Thick, ASTM F 1861, Type TS Rubber Vulcanized Thermoset, Group 1 Solid Homogenous BY Johnsonite</p> <p>Magellan Adhesive for slabs with moisture</p>
096500	RESILIENT FLOORING	<p>Summary: Include moisture testing and mitigation.</p> <p>Standard Excelon by Armstrong and Essentials by Mannington are comparably priced.</p>
096816	SHEET CARPETING	<p>28 Oz. Solution Dyed Nylon Commercial Carpet Glued Down Application Shaw.</p> <p>Magellan Adhesive for slabs with moisture</p>
099100	PAINTING Specify Extra Materials	One coat primer with two coats of finish per Room Finish Schedule, PPG Manor Hall or an approved equal

OUTLINE SPECIFICATIONS

WILLIAMSBURG PUBLIC SAFETY FACILITY

		<u>CMU Walls:</u> One coat block filler: Sherwin Williams Kem Cati-Coat HS Epoxy 2 coats epoxy emul. Coating: Sherwin Williams Armor-Tile HS Polyester Epoxy <u>Door Frames:</u> One coat primer: Sherwin Williams Kem Kromic Universal Metal Primer 2 coats finish: Sherwin Williams Duration Home Interior Latex Satin
DIVISION 10 – SPECIALTIES		
101400	SIGNAGE	1. Exterior Signs 2. Lighted Signs 3. Cast Metal Letters 4. Plaque 5. Interior Panel Signs: Provide smooth sign panel surfaces constructed to remain flat under installed conditions within a tolerance of plus or minus 1/16 inch measured diagonally from corner to corner, complying with the following requirements: <ul style="list-style-type: none"> a. Laminated, Sandblasted Polymer: Raised graphics with Braille 1/32 inch above surface with contrasting colors as selected by Architect from manufacturer's full range and laminated to acrylic back. b. Edge Condition: Beveled. c. Corner Condition: Rounded to radius indicated. d. Mounting: Unframed. Wall mounted with two-face tape and adhesive. e. Lettering Style: Gill Sans upper case or other sans serif or simple serif letterforms. f. Color: As selected by Architect from manufacturer's full range. g. Tactile Characters: Characters and Grade 2 Braille raised 1/32 inch above surface with contrasting colors. h. Thickness: 1/8 inch. 6. Blank back-plate if mounted on clear glass 7. Additional Directional Signs 8. Accessible Building Sign at Main Entrance ADA compliant at all doors
102113	TOILET COMPARTMENTS	Overhead braced and floor anchored baked enamel metal by Global or an approved equal High Density Polyethylene (HDPE) Texture "EX" by Scranton Products Series EX by Scranton Products
102226	OPERABLE PARTITION	Acousti-Seal 932 Operable Partition by Modernfold, Inc., manually operated paired flat panels, top supported with operable floor seals, STC-47
102800	TOILET ACCESSORIES	<u>Bobrick or an approved equal:</u> T.T. Holder: B-2888

OUTLINE SPECIFICATIONS

WILLIAMSBURG PUBLIC SAFETY FACILITY

		Paper Towel Holder: B-262 Liquid Soap Dispenser: B-2112 Counter Mounted Soap Dis. B-824 with 6V AC Adapter Swing Up Grab Bars: B-4998 Straight Grab Bars: B-490 (1 ¼" satin) Straight Grab Bars: B-6106 (1 ½" satin) Mirror Unit: B-165 Disposal Unit: B-43644 Coat Hooks B-2116 Shower Curtain Rod B-6047 Shower Curtain 204-2 or 204-3 Shower Curtain Hooks 204-1 Towel Bar B-205 Shower Seat B-518 <u>World Dryer:</u> SMARTdri High Efficiency
104413	FIRE EXTINGUISHER CABINETS	Cameo Series by Larsen or an approved equal
105113	METAL LOCKERS	Shower Area: 12"x12"x72" Penco "All Welded" Gear Lockers: 20"x20"x74" Geargrid Evidence Lockers
107500	FLAGPOLES	Gearless self-locking direct drive winch with 6 tumbler cylinder lock and revolving non-fouling interior halyard bronze finish Model EC35 IH by Eder Flag, Oak Creek, WI.
DIVISION 11 – EQUIPMENT		
113100	RESIDENTIAL EQUIPMENT	Range, Range Hood, Refrigerator and Dishwasher
114000	FOOD SERVICE EQUIPMENT	NFPA Complying Commercial Kitchen Hood Installed 2-Compartment Sink: Advanced Tabco 93-42-48-36R Faucet: Advanced Tabco K-461 Lever Waste: T&S Brass B-3940 Pre-Rinse Unit: T&S Brass B-0133-B Pre-Rinse Accessory: T&S Brass B-0156 Disposer: InSinkErator SS-50 Dispose Control: InSinkErator MRS-6 Dishtable Sorting Shelf: Advanced Tabco DT-6R-48 Range: Vulcan Hart 60-SS-6B-24G-N Restaurant Hood: CaptiveAire 4824ND-2-PSF-F Electrical System: CaptiveAire 21111002 220V/1PH, W/ 1 Exhaust Fan, 1 Supply Fan, Exhaust in Fire Dishwasher: Whirlpool DU1055XTVS Hood Suppression: Ansul Refrigerator: Whirlpool GB2FHDXWS
115213	PROJECTION SCREEN	Motorized 10'x10' or Smartboard

<p>OUTLINE SPECIFICATIONS WILLIAMSBURG PUBLIC SAFETY FACILITY</p>

<p>DIVISION 12 – FURNISHINGS</p>		
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122113	WINDOW TREATMENT	Window Blinds or Shades
128413	FLOOR MAT	DESIGNSTEP pattern DURATION as manufactured by Construction Specialties or an approved equal.