

Abington Frolio Middle School Project Working Session #14

Notes for Session: 7:30 AM, February 14, 2014

Attendees: Peter Schafer, Felicia Moschella, Rosanne Kurposka, Peter Serino, Nicole Rich, Jannette Leary, Kathy Bailey, Shawn Reilly, David Drew, Roger Boddie, Andrew Burbine, Paul Donovan, Craig Olsen, Troy Randall, Scott Dunlap, Mary Mahoney

Items:

1. Site Plan – The site plan is further refined and includes adjustments based on comments received at the last working session, Building Committee meeting and joint meeting of the Board of Selectmen/School Committee.
 - a) An option for a second emergency vehicle access point has been added to the east parking lot. This is a concept that will need to be reviewed further.
 - b) An area has been identified for reserved PreK parking that provides a direct path for parents to escort their children from the parking area to the PreK wing entry point.
 - c) Existing pedestrian and driveway access to Reilly field is identified with place holders for future coordination.
 - d) Vehicle circulation plans have been developed based on two options for traffic flow and control, including:
 - i. One way routing around the school with arrival only allowed at the west side of the site and departure only allowed to the east side of the site.
 - ii. Two way routing that provides separate entry and exit for each school population. The access roadway locate along the building academic wing serving the population with road turn back route place at drop off points for student arrival and departure. The plans also provide for direct access to parking facilities for each school population. The roadways from each school will also be continued to the back of the building to create a full access route around the building.

Discussion ensued regarding the circuitous route of the one way routing and concerns with High School drivers being routed through the Middle School roadway/parking areas to access their parking area with unanimous agreement that two way circulation with independent school traffic patterns was preferred. The importance of creating defined roadways to support vehicle flow and pedestrian safety was noted.

 - e) Bus circulation includes a defined path and separate queue area at the front of the school. As proposed the bus lane queue area will hold six buses in line and will be wide enough to stack buses to provide queue area for up to twelve buses. It was noted that the bus queue should be aligned to provide area for eight buses in line and that stacking buses is not preferred due to safety issues.
 - f) PreK access, parking and student arrival and departure was reviewed.
 - i. PreK has two sessions with projections of up to sixty children per session that results in four separate arrival/departure times – 8:00 to 8:15am, 10:45-10:55am, 11:30-11:40am, and 2:10-2:30pm. It was noted that session times may be adjusted to avoid conflict with High School release.
 - ii. PreK van transportation up to four vans and is provided for approximately 10 children. Drop off and Pick up requires a facility member remove the child from a car seat and

escort the child into school. There are times when the car seat must also be brought into the school. Curb side drop off and pick up is preferred.

- iii. Parent transport applies to approximately 50 parents for each of the two sessions. Parents typically park in a safe location to allow for the child to be removed from a car seat and escorted by the parent into the school. A parking area in close proximity to the PreK entry is preferred.

Discussion ensued regarding separation of student and staff parking areas and the separation needed for the PreK parent parking area to ensure control and safety.

2. Floor Plans:

- a. The Kitchen and Receiving Load areas have been adjusted and refined to coordinate the interconnection between the spaces based on input from District staff.
- b. The physical education area was also refined to better delineate individual spaces and refine the gym layouts to provide a 9,000 s.f. High School gym, 6,000 s. f. Middle School gym, and a 3,000 s. f. shared Alternate P.E. space for a Fitness Center. Included in the refinements was locating toilet facilities with a direct access from the fields that is separate from the Locker Rooms and other school spaces.

Peter Schafer noted that the access and control of the separate toilet rooms will need to be coordinated to ensure control and maintenance of the space.

- c. The Main Office, Guidance, and Medical Suite was refined based on discussions with the Principals of each school and District Administrators. The suite for each school is independent but the layouts are very similar to create continuity in administration services. The control features provided at the Main Entry based on the Suite positioning and layout was reviewed. As proposed someone entering the school following the set student arrival time would enter the main entry to an enclosed vestibule. The person would request entry from the Main Office. Staff in the main Office would have direct visibility and audio connection to the person in the vestibule and would permit entry to the Main Office only by control of the Main Office entry door latch.

3. General discussion ensued regarding the project budget and the importance of maintaining a consistent target value as established during the Feasibility Study as the building and site plans are further developed.
4. NEXT WORKING SESSION MEETING IS SCHEDULED ON **FRIDAY, FEBRUARY 28, 2014 AT 7:30 AM.**

To the best of my knowledge, these notes are a fair representation of the issues and items discussed at the meeting. Additional items or corrections should be brought to the attention of the writer.

Submitted by: M. Mahoney 2/14/14