

Current Status

Ongoing site selection process:

Ongoing studies of wetlands, bog turtles, and other PNDI requirements
Overall difficulties with wetlands, bog turtles, topography, agriculture restrictions, available land creating delays in picking a final site

Programming ongoing:

Reached consensus on certain aspects of shared school
others to be explored
MS to be team based
HS may have combination of team and departmental structure
Opportunity to revisit entire program, make changes that have been desired
Each decision in the new facility will be evaluated in the existing facilities
Site visits to four facilities occurred, continuing to gather data
Next step is administrative directions, followed up with detailed user meetings

Schedule:

Delays in acquiring land, procedural changes made necessary by jurisdictional agencies, indicates that 09 opening is not likely
Programming overlapping site investigations
Programming could take another 6-8 weeks

Conclusions:

3 Reasons to Build the New School (NS) at 2200:
Later opening, 2010, has more students to deal with than 09 opening did
Idea of equal campuses, requires two MS at 1000 each, and two HS at 1550, start new HS at 1200
Contingency on PEL projections will require 2200 seats to start
All three result in same requirement

Impact of 10% contingency is:

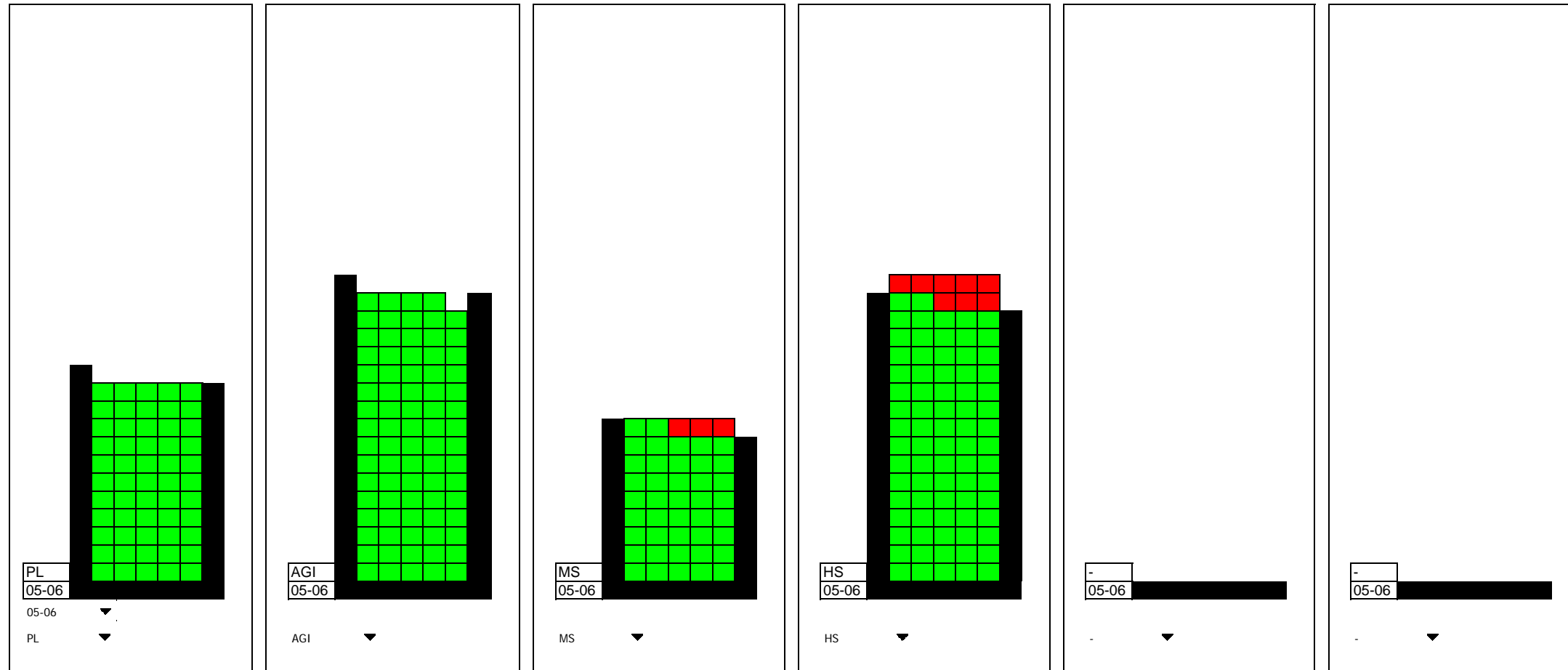
Additions on NS, High School portion, will be required sooner
Buildings are more full as we approach 2019
More likelihood of needing further space at all grade levels

Next Steps (In addition to ongoing work):

Looking at DAO expansion
Investigate EMS needs and options
Investigate AGHS needs and options

	PEL	K	1	2	3	4	5	6	7	8	9	10	11	12	
PEL EXHIBIT 1	'04-05	303	350	338	390	368	381	424	406	409	472	416	406	326	
	'05-06	319	366	377	356	419	397	407	465	411	432	457	410	382	
	'06-07	316	384	395	398	384	451	425	445	471	446	417	450	385	
	'07-08	348	380	414	417	430	414	482	465	451	511	431	410	423	
	'08-09	327	417	409	436	451	465	443	527	471	489	493	424	383	
	'09-10	327	393	449	431	471	488	498	485	534	511	473	485	397	
	'10-11	327	393	423	473	465	509	523	546	491	578	494	466	454	
	'11-12	327	393	423	446	510	502	545	574	553	533	559	486	437	
	'12-13	327	393	423	446	481	550	538	597	582	625	515	551	455	
	'13-14	327	393	423	446	481	519	589	590	605	666	604	507	516	
	'14-15	327	393	423	446	481	519	556	645	598	670	644	595	474	
	BEYOND	15-16	327	393	423	446	481	519	556	609	653	655	648	634	558
		16-17	327	393	423	446	481	519	556	609	617	715	633	638	594
		17-18	327	393	423	446	481	519	556	609	617	675	691	623	598
		18-19	327	Fixed Birth Rate			481	519	556	609	617	675	652	680	584
19-20		327	Fixed Birth Rate			481	519	556	609	617	675	652	642	637	
20-21		327	393	423	446	481	519	Extrapolated Data			652	642	602		
21-22		327	393	423	446	481	519	Extrapolated Data			652	642	602		
22-23		327	393	423	446	481	519	556	609	617	675	652	642	602	
23-24		327	393	423	446	481	519	556	609	617	675	652	642	602	
24-25		327	393	423	446	481	519	556	609	617	675	652	642	602	

PEL + 10% (APPLIED OVER TIME)														
FACTOR	YEAR	K	1	2	3	4	5	6	7	8	9	10	11	12
act	04-05	303	350	338	390	368	381	424	406	409	472	416	406	326
act	05-06	319	389	373	375	399	388	406	452	433	454	453	403	376
1.00	06-07	316	384	395	398	384	451	425	445	471	446	417	450	385
1.00	07-08	348	380	414	417	430	414	482	465	451	511	431	410	423
1.00	08-09	327	417	409	436	451	465	443	527	471	489	493	424	383
1.00	09-10	327	393	449	431	471	488	498	485	534	511	473	485	397
1.00	10-11	327	393	423	473	465	509	523	546	491	578	494	466	454
1.00	11-12	327	393	423	446	510	502	545	574	553	533	559	486	437
1.00	12-13	327	393	423	446	481	550	538	597	582	625	515	551	455
1.00	13-14	327	393	423	446	481	519	589	590	605	666	604	507	516
1.00	14-15	327	393	423	446	481	519	556	645	598	670	644	595	474
1.00	15-16	327	393	423	446	481	519	556	609	653	655	648	634	558
1.00	16-17	327	393	423	446	481	519	556	609	617	715	633	638	594
1.00	17-18	327	393	423	446	481	519	556	609	617	675	691	623	598
1.00	18-19	327	393	423	446	481	519	556	609	617	675	652	680	584
1.00	19-20	327	393	423	446	481	519	556	609	617	675	652	642	637



PL
05-06
1150
1081
94%

AGI
05-06
1650
1568
95%

MS
05-06
850
885
104%

HS
05-06
1550
1686
109%

-
05-06
0
0
0%

-
05-06
0
0
0%

5220
5220

K	100%	319
1	100%	389
2	100%	373
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	375
4	100%	399
5	100%	388
6	100%	406
0	0%	0
0	0%	0
0	0%	0

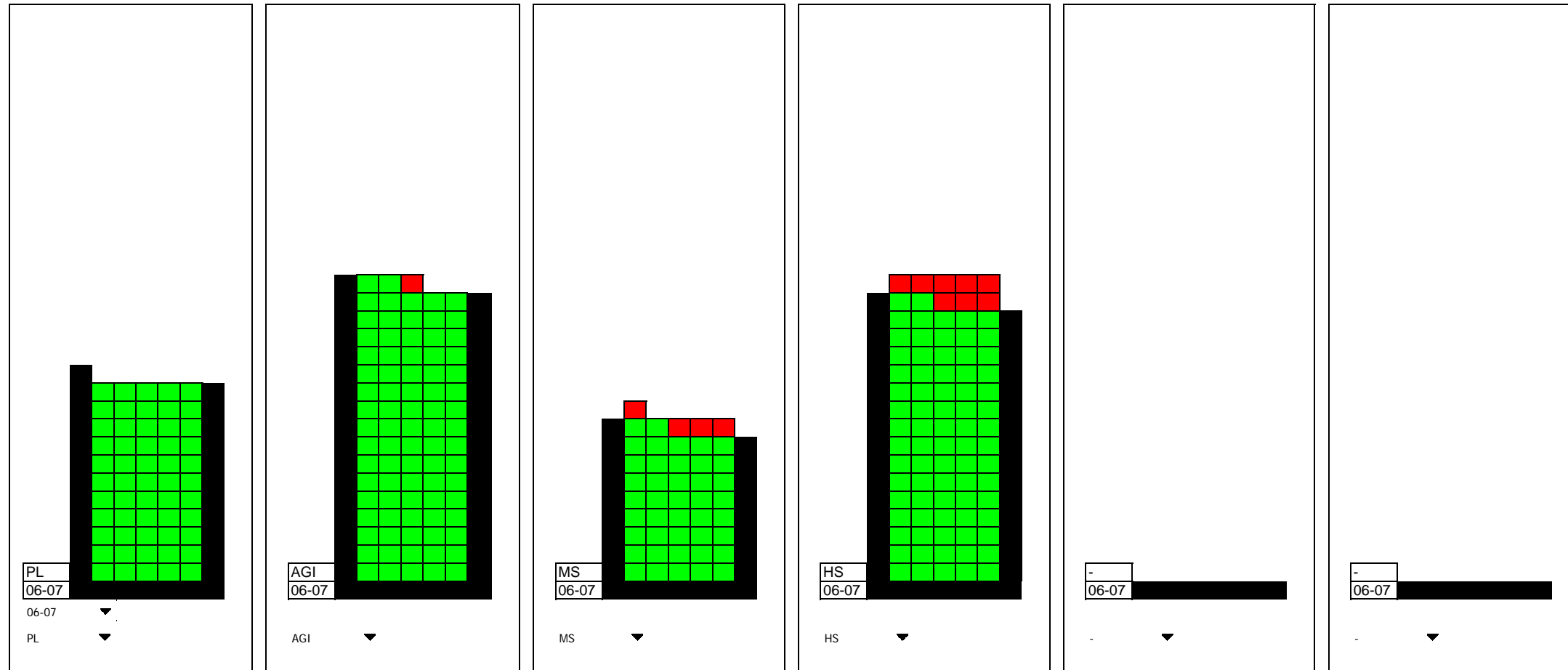
7	100%	452
8	100%	433
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	454
10	100%	453
11	100%	403
12	100%	376
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

Total Capacity	5200
Total Occupancy	5220
Spare Seats or (Overrun)	(20)



PL
06-07
1150
1095
95%

AGI
06-07
1650
1658
100%

MS
06-07
850
916
108%

HS
06-07
1550
1698
110%

-
06-07
0
0
0%

-
06-07
0
0
0%

5367
5367

K	100%	316
1	100%	384
2	100%	395
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	398
4	100%	384
5	100%	451
6	100%	425
0	0%	0
0	0%	0
0	0%	0

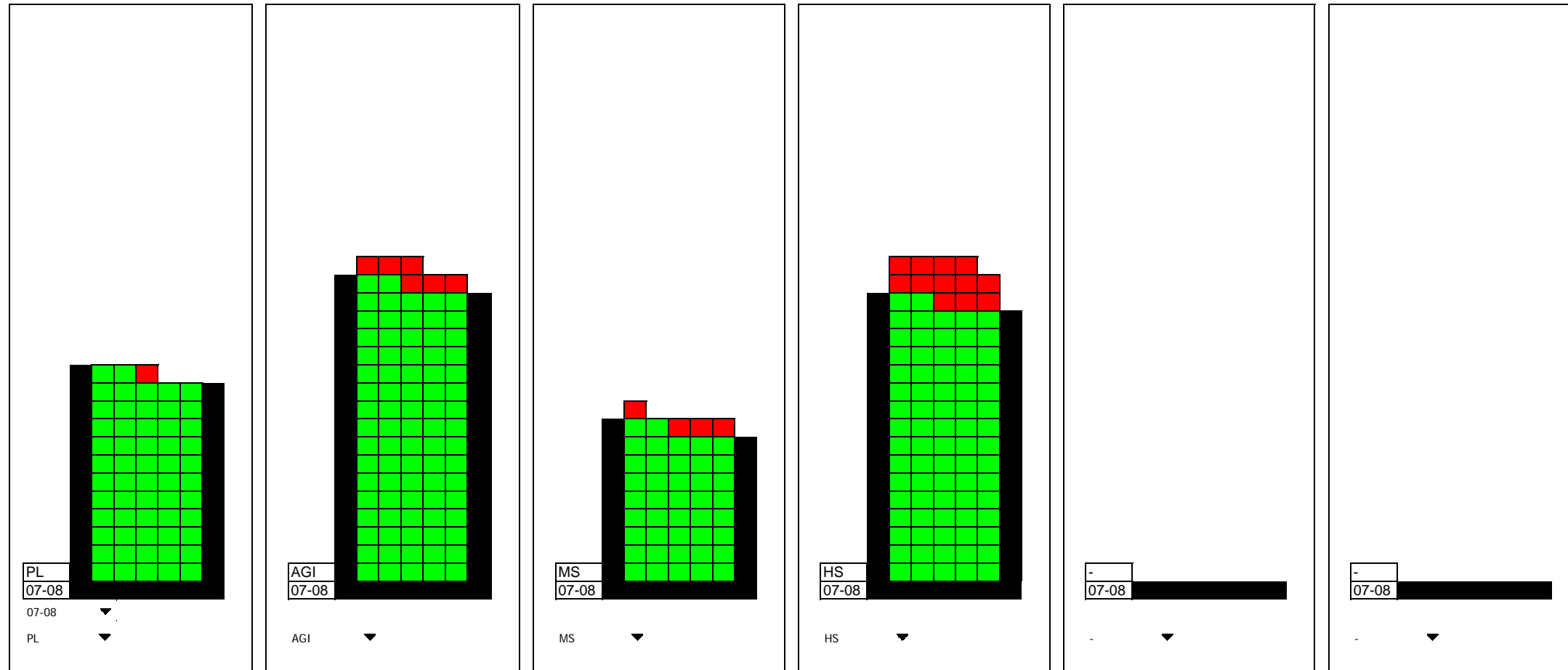
7	100%	445
8	100%	471
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	446
10	100%	417
11	100%	450
12	100%	385
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

Total Capacity	5200
Total Occupancy	5367
Spare Seats or (Overrun)	(167)



PL
07-08
1150
1142
99%

AGI
07-08
1650
1743
106%

MS
07-08
850
916
108%

HS
07-08
1550
1775
115%

-
07-08
0
0
0%

-
07-08
0
0
0%

5576
5576

K	100%	348
1	100%	380
2	100%	414
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	417
4	100%	430
5	100%	414
6	100%	482
0	0%	0
0	0%	0
0	0%	0

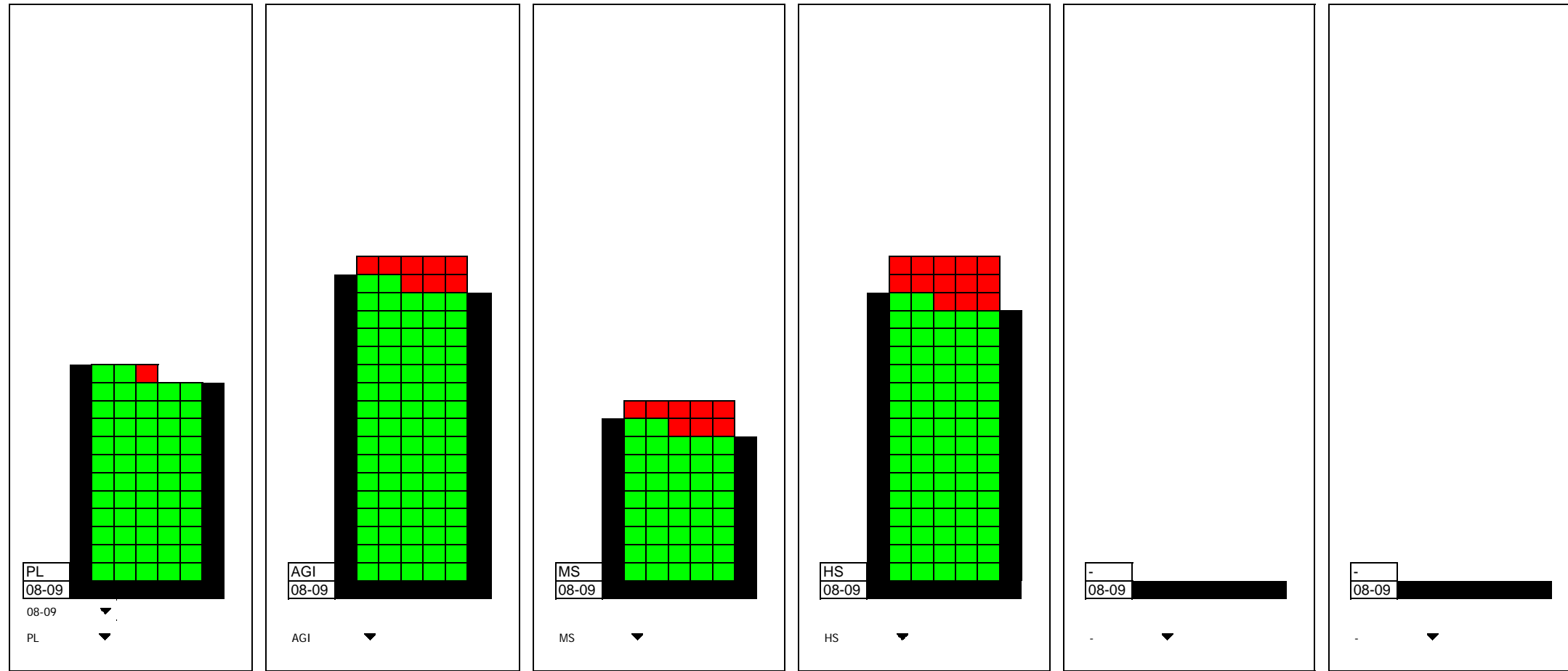
7	100%	465
8	100%	451
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	511
10	100%	431
11	100%	410
12	100%	423
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

Total Capacity	5200
Total Occupancy	5576
Spare Seats or (Overrun)	(376)



PL
08-09
1150
1153
100%

AGI
08-09
1650
1795
109%

MS
08-09
850
998
117%

HS
08-09
1550
1789
115%

-
08-09
0
0
0%

-
08-09
0
0
0%

5735
5735

K	100%	327
1	100%	417
2	100%	409
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	436
4	100%	451
5	100%	465
6	100%	443
0	0%	0
0	0%	0
0	0%	0

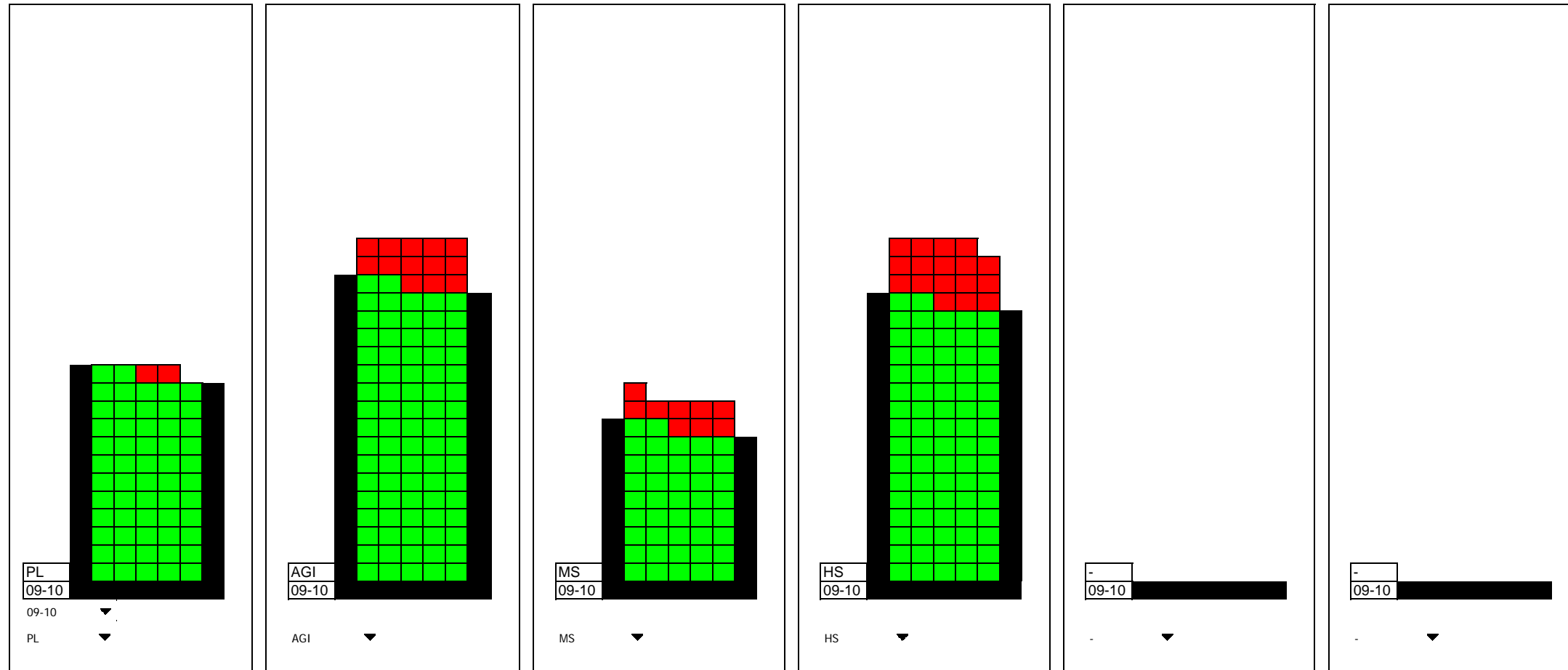
7	100%	527
8	100%	471
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	489
10	100%	493
11	100%	424
12	100%	383
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

Total Capacity	5200
Total Occupancy	5735
Spare Seats or (Overrun)	(535)



PL
09-10
1150
1169
102%

AGI
09-10
1650
1888
114%

MS
09-10
850
1019
120%

HS
09-10
1550
1866
120%

-
09-10
0
0
0%

-
09-10
0
0
0%

5942
5942

K	100%	327
1	100%	393
2	100%	449
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	431
4	100%	471
5	100%	488
6	100%	498
0	0%	0
0	0%	0
0	0%	0

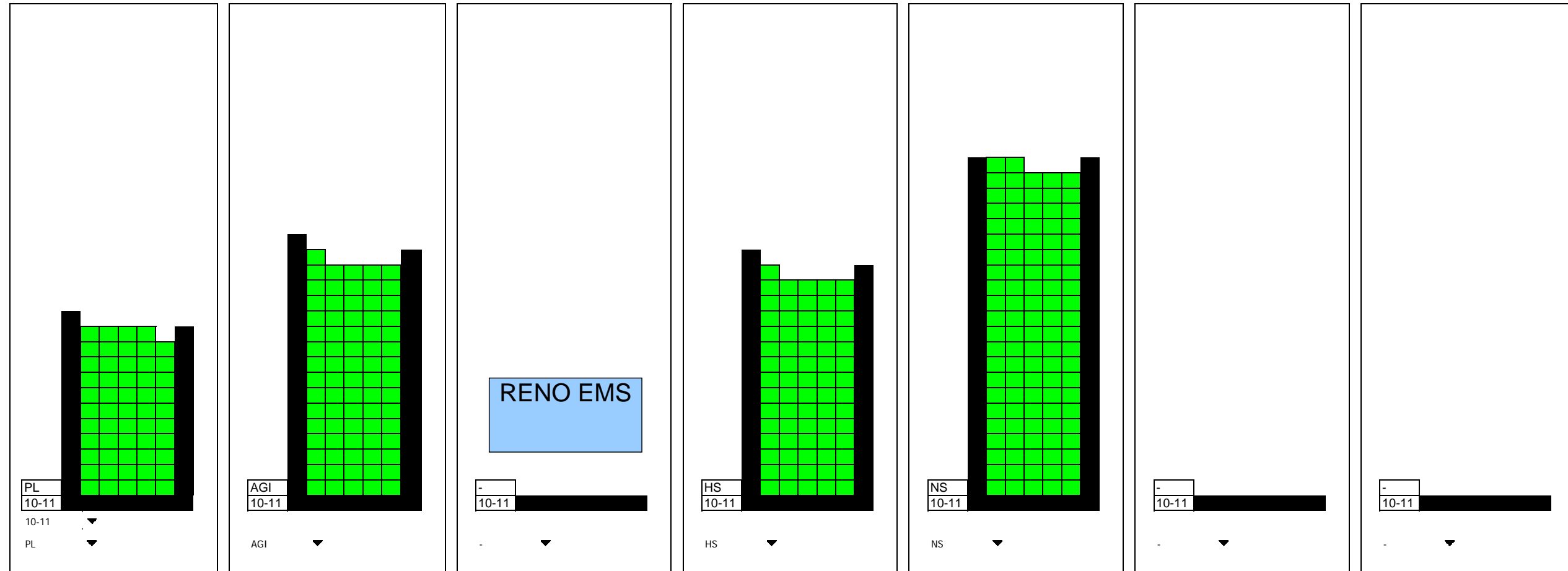
7	100%	485
8	100%	534
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	511
10	100%	473
11	100%	485
12	100%	397
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

Total Capacity	5200
Total Occupancy	5942
Spare Seats or (Overrun)	(742)



PL
10-11
1150
1074
93%

AGI
10-11
1650
1516
92%

-
10-11
0
0
0%

HS
10-11
1550
1414
91%

NS
10-11
2200
2138
97%

-
10-11
0
0
0%

-
10-11
0
0
0%

6142
6142

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	156
4	33%	153
5	33%	168
0	0%	0

1	67%	263
2	67%	283
3	67%	317
4	67%	312
5	67%	341
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

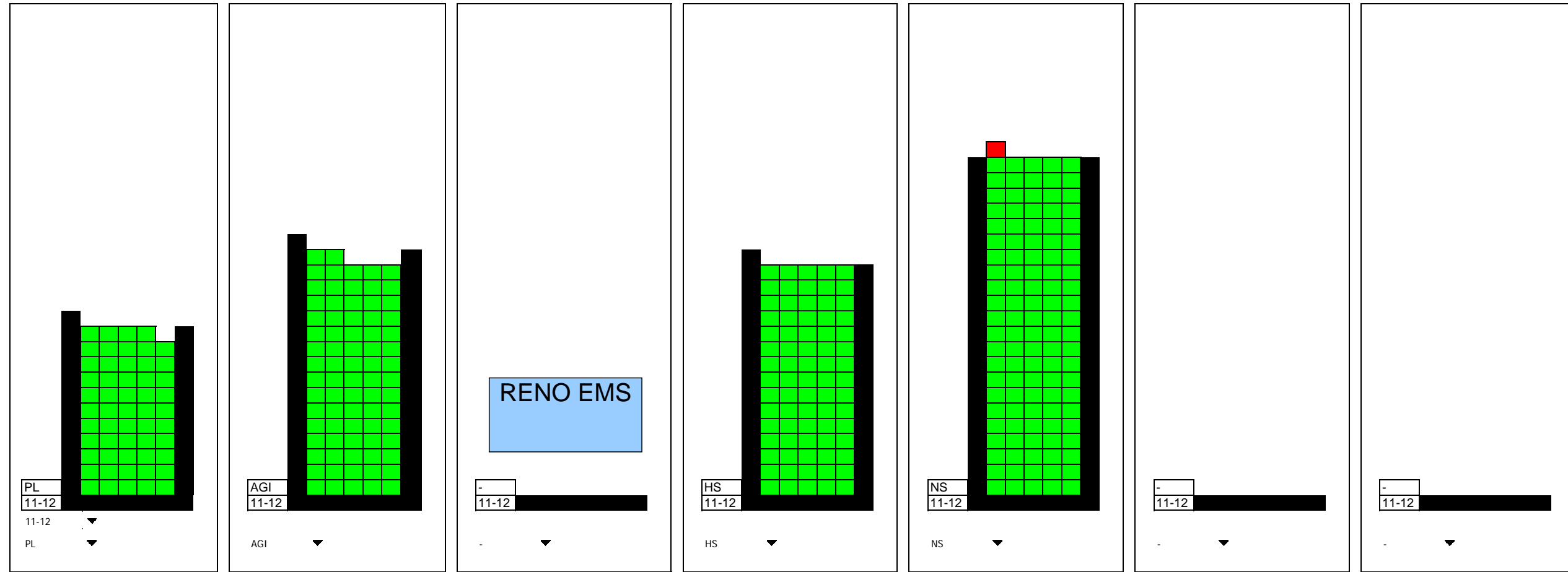
0	0%	0
10	100%	494
11	100%	466
12	100%	454
0	0%	0
0	0%	0
0	0%	0

6	100%	523
7	100%	546
8	100%	491
9	100%	578
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

Total Capacity	6550
Total Occupancy	6142
Spare Seats or (Overrun)	408



PL
11-12
1150
1078
94%

AGI
11-12
1650
1523
92%

-
11-12
0
0
0%

HS
11-12
1550
1482
96%

NS
11-12
2200
2205
100%

-
11-12
0
0
0%

-
11-12
0
0
0%

6288
6288

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	168
5	33%	166
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	342
5	67%	336
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

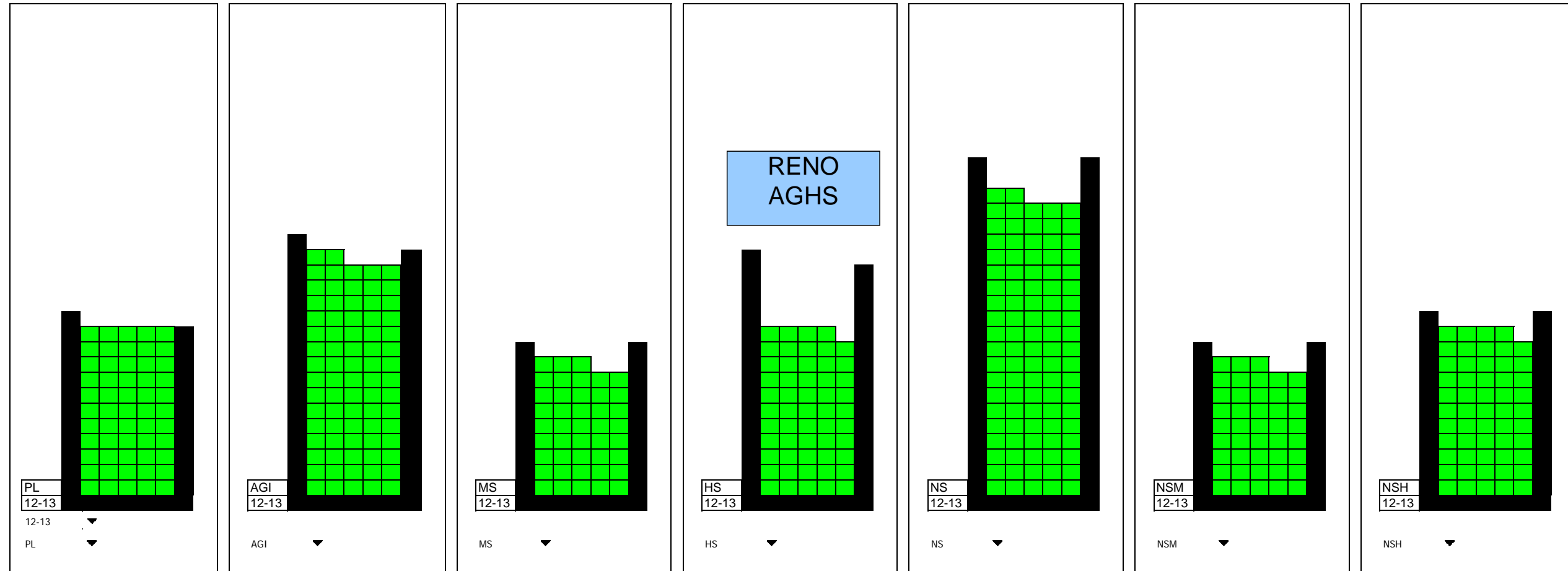
0	0%	0
10	100%	559
11	100%	486
12	100%	437
0	0%	0
0	0%	0
0	0%	0

6	100%	545
7	100%	574
8	100%	553
9	100%	533
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0
0	0%	0

Total Capacity	6550
Total Occupancy	6288
Spare Seats or (Overrun)	262



PL
12-13
1150
1085
94%

AGI
12-13
1650
1536
93%

MS
12-13
1000
859
86%

HS
12-13
1550
1075
69%

NS
12-13
2200
1934
88%

NSM
12-13
1000
859
86%

NSH
12-13
1200
1075
90%

6483
6489

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	182
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	369
0	0%	0
0	0%	0

6	50%	269
7	50%	299
8	50%	291
0	0%	0
0	0%	0
0	0%	0

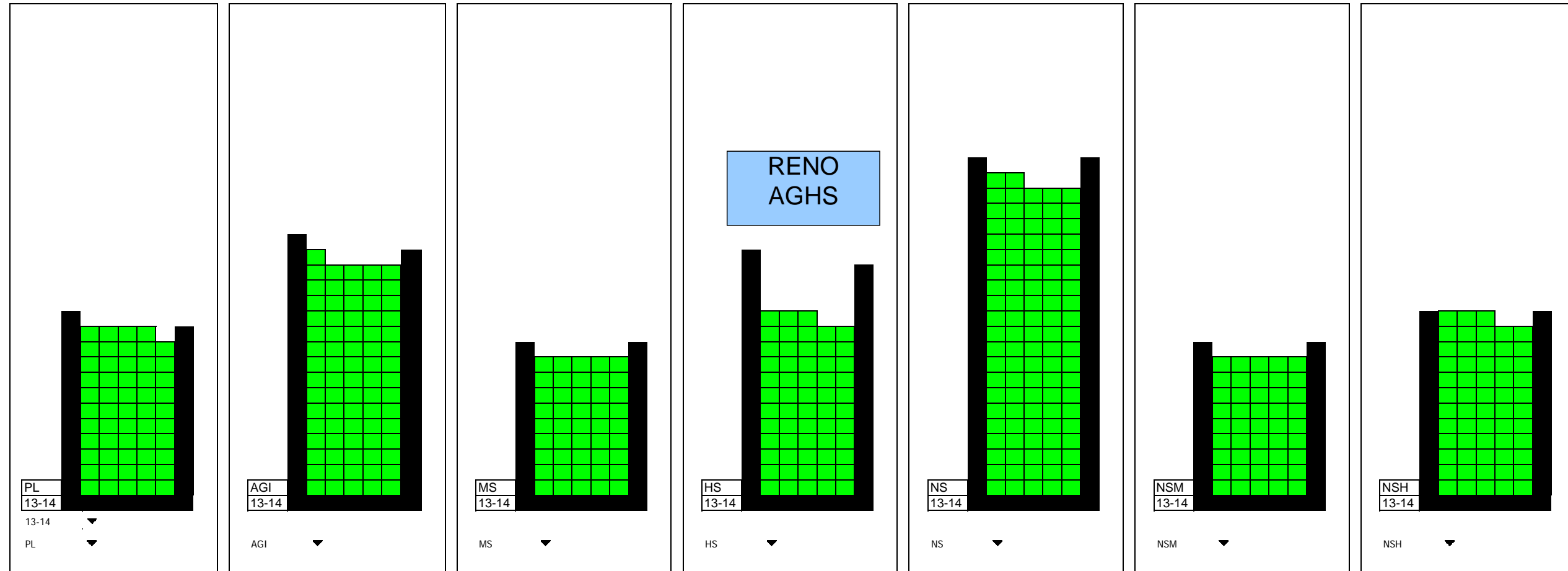
9	50%	313
10	50%	258
11	50%	276
12	50%	228
0	0%	0
0	0%	0
0	0%	0

6	50%	269
7	50%	299
8	50%	291
9	50%	313
10	50%	258
11	50%	276
12	50%	228

6	50%	269
7	50%	299
8	50%	291
0	0%	0
0	0%	0
0	0%	0

9	50%	313
10	50%	258
11	50%	276
12	50%	228
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6489
Spare Seats or (Overrun)	3261



PL
13-14
1150
1074
93%

AGI
13-14
1650
1515
92%

MS
13-14
1000
893
89%

HS
13-14
1550
1147
74%

NS
13-14
2200
2040
93%

NSM
13-14
1000
893
89%

NSH
13-14
1200
1147
96%

6666
6669

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	171
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	348
0	0%	0
0	0%	0

6	50%	295
7	50%	295
8	50%	303
0	0%	0
0	0%	0
0	0%	0

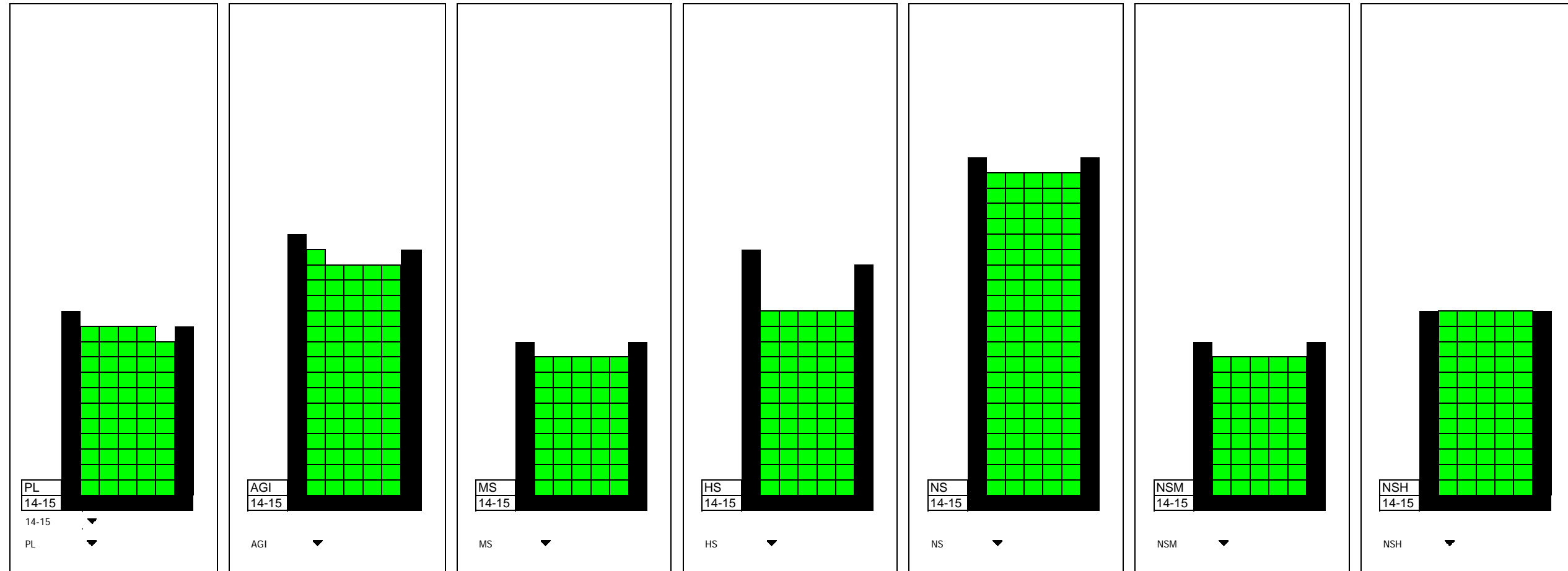
9	50%	333
10	50%	302
11	50%	254
12	50%	258
0	0%	0
0	0%	0
0	0%	0

6	50%	295
7	50%	295
8	50%	303
9	50%	333
10	50%	302
11	50%	254
12	50%	258

6	50%	295
7	50%	295
8	50%	303
0	0%	0
0	0%	0
0	0%	0

9	50%	333
10	50%	302
11	50%	254
12	50%	258
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6669
Spare Seats or (Overrun)	3081



PL
14-15
1150
1074
93%

AGI
14-15
1650
1515
92%

MS
14-15
1000
900
90%

HS
14-15
1550
1192
77%

NS
14-15
2200
2092
95%

NSM
14-15
1000
900
90%

NSH
14-15
1200
1192
99%

6771
6773

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	171
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	348
0	0%	0
0	0%	0

6	50%	278
7	50%	323
8	50%	299
0	0%	0
0	0%	0
0	0%	0

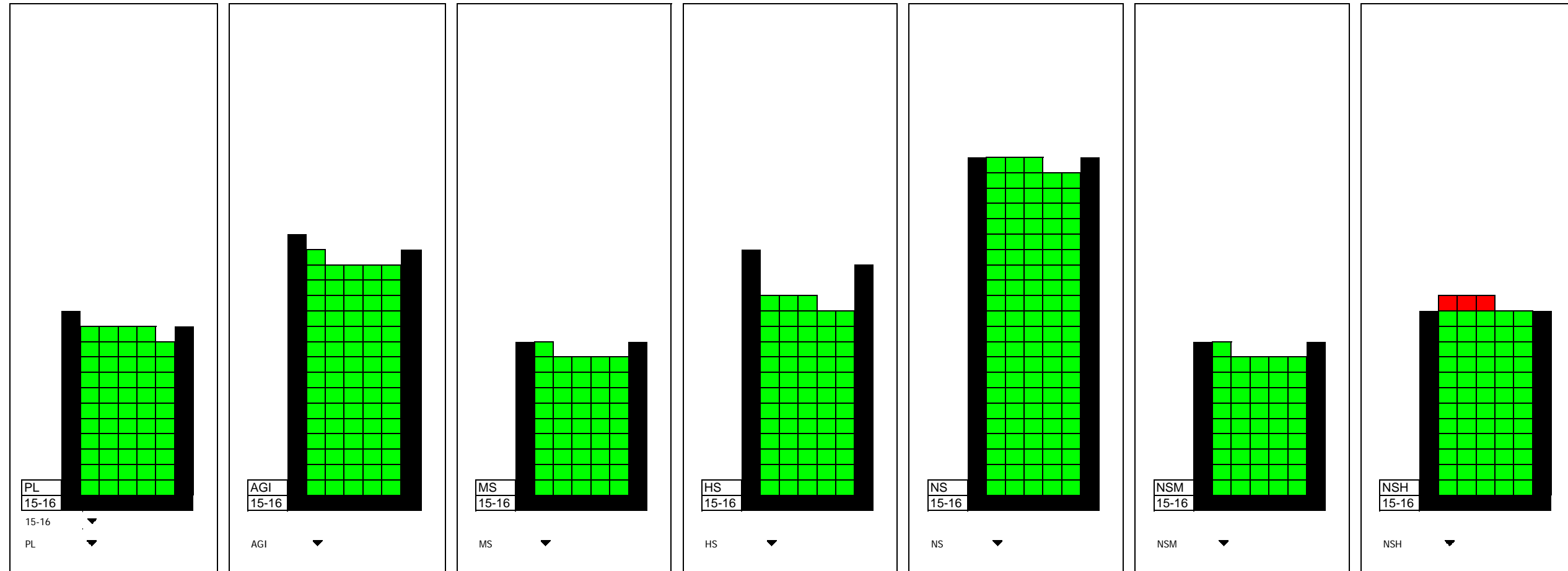
9	50%	335
10	50%	322
11	50%	298
12	50%	237
0	0%	0
0	0%	0
0	0%	0

6	50%	278
7	50%	323
8	50%	299
9	50%	335
10	50%	322
11	50%	298
12	50%	237

6	50%	278
7	50%	323
8	50%	299
0	0%	0
0	0%	0
0	0%	0

9	50%	335
10	50%	322
11	50%	298
12	50%	237
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6773
Spare Seats or (Overrun)	2977



PL
15-16
1150
1074
93%

AGI
15-16
1650
1515
92%

MS
15-16
1000
910
91%

HS
15-16
1550
1248
81%

NS
15-16
2200
2158
98%

NSM
15-16
1000
910
91%

NSH
15-16
1200
1248
104%

6902
6905

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	171
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	348
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	327
0	0%	0
0	0%	0
0	0%	0

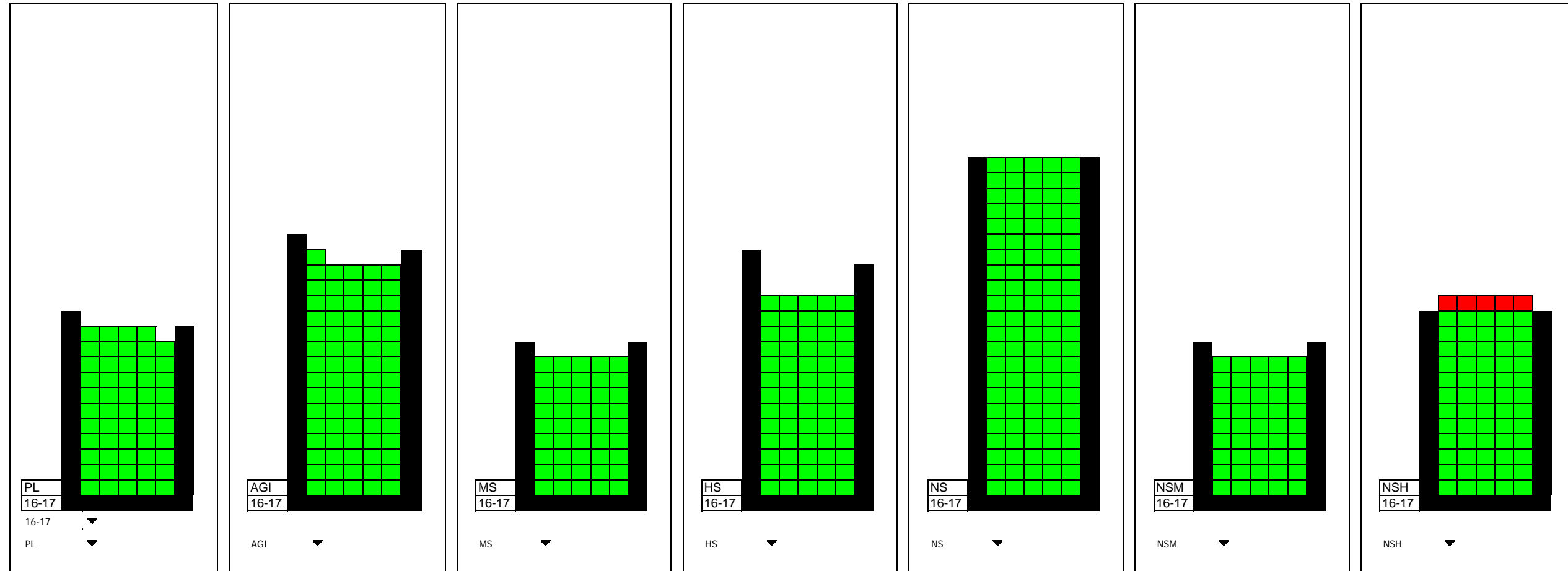
9	50%	328
10	50%	324
11	50%	317
12	50%	279
0	0%	0
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	327
9	50%	328
10	50%	324
11	50%	317
12	50%	279

6	50%	278
7	50%	305
8	50%	327
0	0%	0
0	0%	0
0	0%	0

9	50%	328
10	50%	324
11	50%	317
12	50%	279
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6905
Spare Seats or (Overrun)	2845



PL
16-17
1150
1074
93%

AGI
16-17
1650
1515
92%

MS
16-17
1000
892
89%

HS
16-17
1550
1291
83%

NS
16-17
2200
2183
99%

NSM
16-17
1000
892
89%

NSH
16-17
1200
1291
108%

6951
6955

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	171
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	348
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

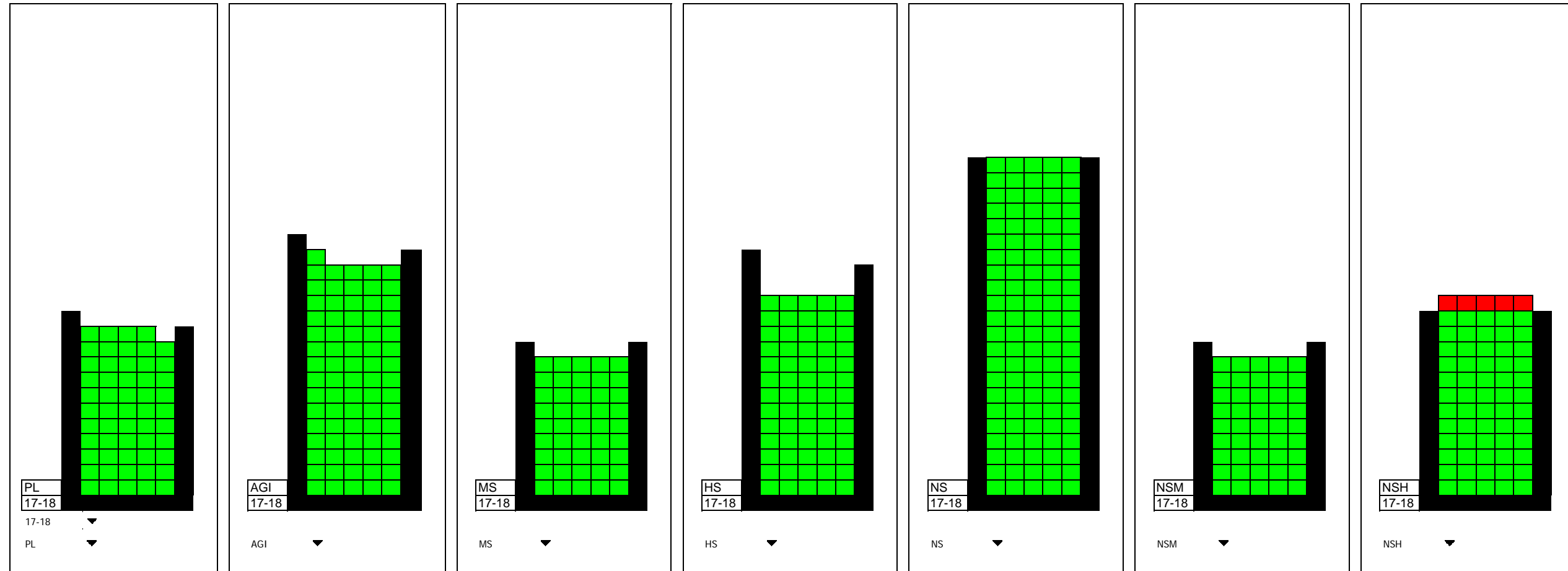
9	50%	358
10	50%	317
11	50%	319
12	50%	297
0	0%	0
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
9	50%	358
10	50%	317
11	50%	319
12	50%	297

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

9	50%	358
10	50%	317
11	50%	319
12	50%	297
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6955
Spare Seats or (Overrun)	2795



PL
17-18
1150
1074
93%

AGI
17-18
1650
1515
92%

MS
17-18
1000
892
89%

HS
17-18
1550
1295
84%

NS
17-18
2200
2187
99%

NSM
17-18
1000
892
89%

NSH
17-18
1200
1295
108%

6958
6963

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	171
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	348
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

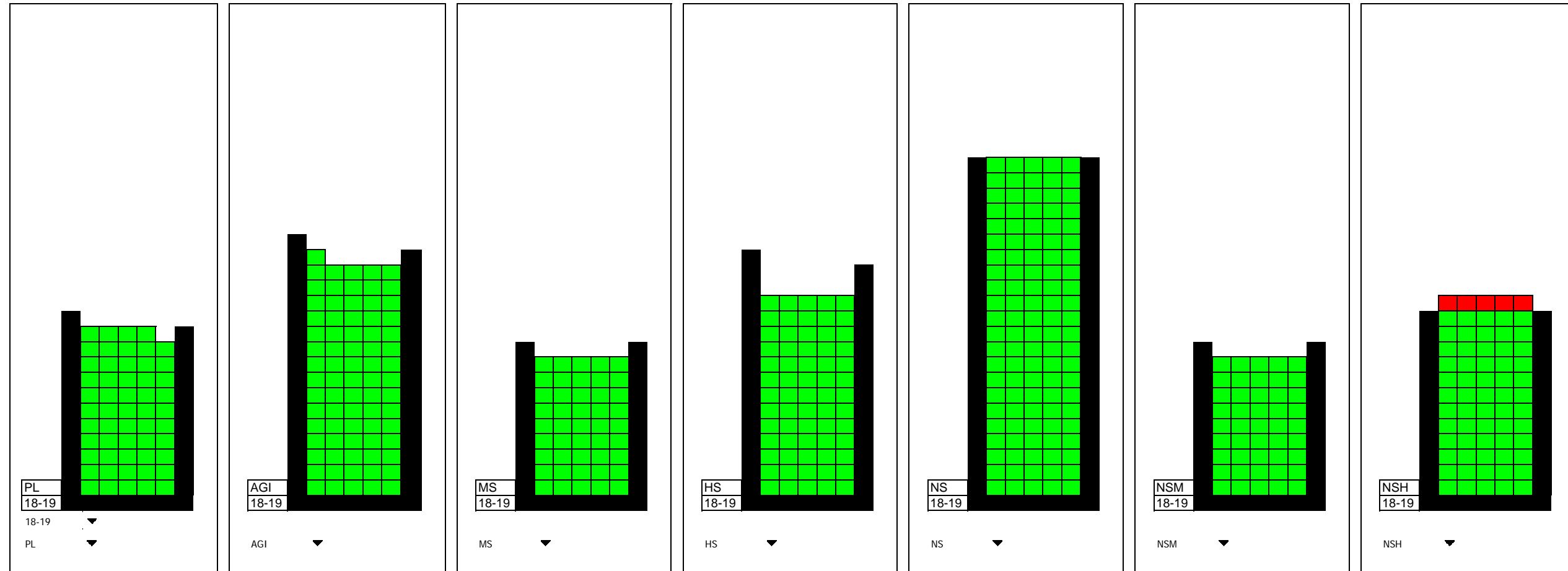
9	50%	338
10	50%	346
11	50%	312
12	50%	299
0	0%	0
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
9	50%	338
10	50%	346
11	50%	312
12	50%	299

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

9	50%	338
10	50%	346
11	50%	312
12	50%	299
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6963
Spare Seats or (Overrun)	2787



PL
18-19
1150
1074
93%

AGI
18-19
1650
1515
92%

MS
18-19
1000
892
89%

HS
18-19
1550
1296
84%

NS
18-19
2200
2188
99%

NSM
18-19
1000
892
89%

NSH
18-19
1200
1296
108%

6962
6965

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	171
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	348
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

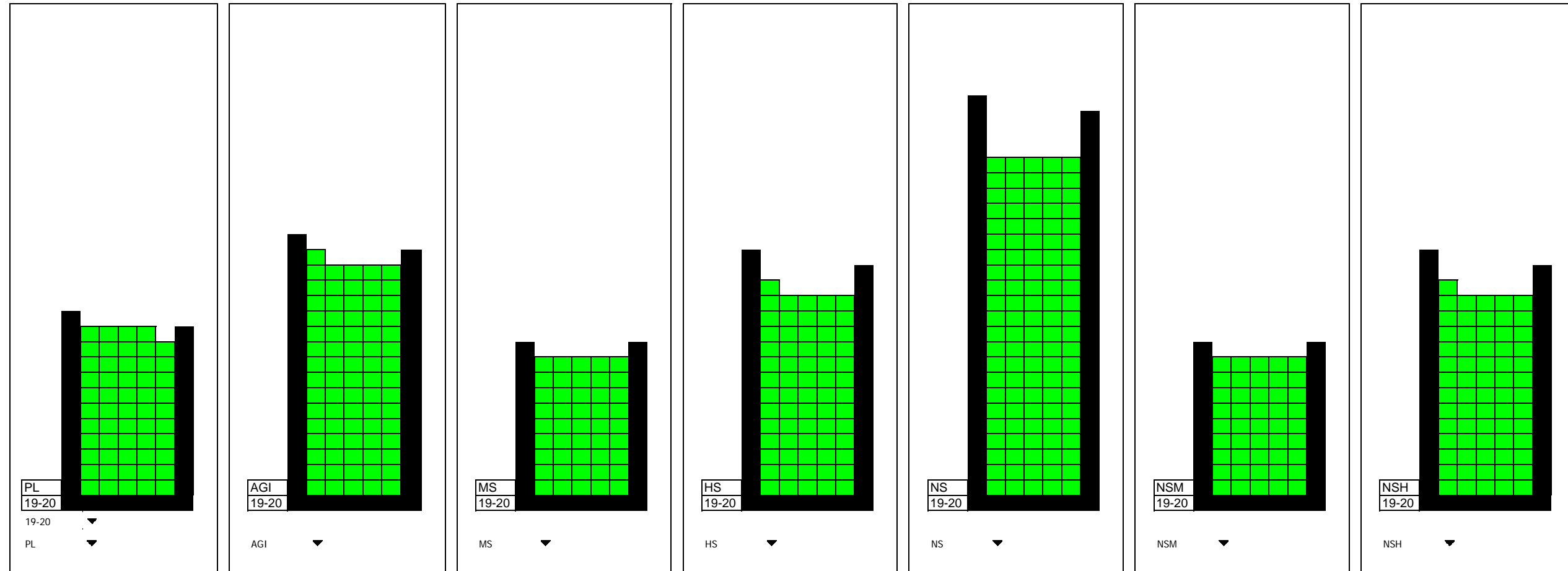
9	50%	338
10	50%	326
11	50%	340
12	50%	292
0	0%	0
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
9	50%	338
10	50%	326
11	50%	340
12	50%	292

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

9	50%	338
10	50%	326
11	50%	340
12	50%	292
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6965
Spare Seats or (Overrun)	2785



PL
19-20
1150
1074
93%

AGI
19-20
1650
1515
92%

MS
19-20
1000
892
89%

HS
19-20
1550
1304
84%

NS
19-20
2550
2196
86%

NSM
19-20
1000
892
89%

NSH
19-20
1550
1304
84%

6977
6981

These two images represent the two "components" of the NS

K	100%	327
1	33%	130
2	33%	140
3	33%	147
4	33%	159
5	33%	171
0	0%	0

1	67%	263
2	67%	283
3	67%	299
4	67%	322
5	67%	348
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

9	50%	338
10	50%	326
11	50%	321
12	50%	319
0	0%	0
0	0%	0
0	0%	0

6	50%	278
7	50%	305
8	50%	309
9	50%	338
10	50%	326
11	50%	321
12	50%	319

6	50%	278
7	50%	305
8	50%	309
0	0%	0
0	0%	0
0	0%	0

9	50%	338
10	50%	326
11	50%	321
12	50%	319
0	0%	0
0	0%	0
0	0%	0

Total Capacity	10450
Total Occupancy	6981
Spare Seats or (Overrun)	3469