

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:

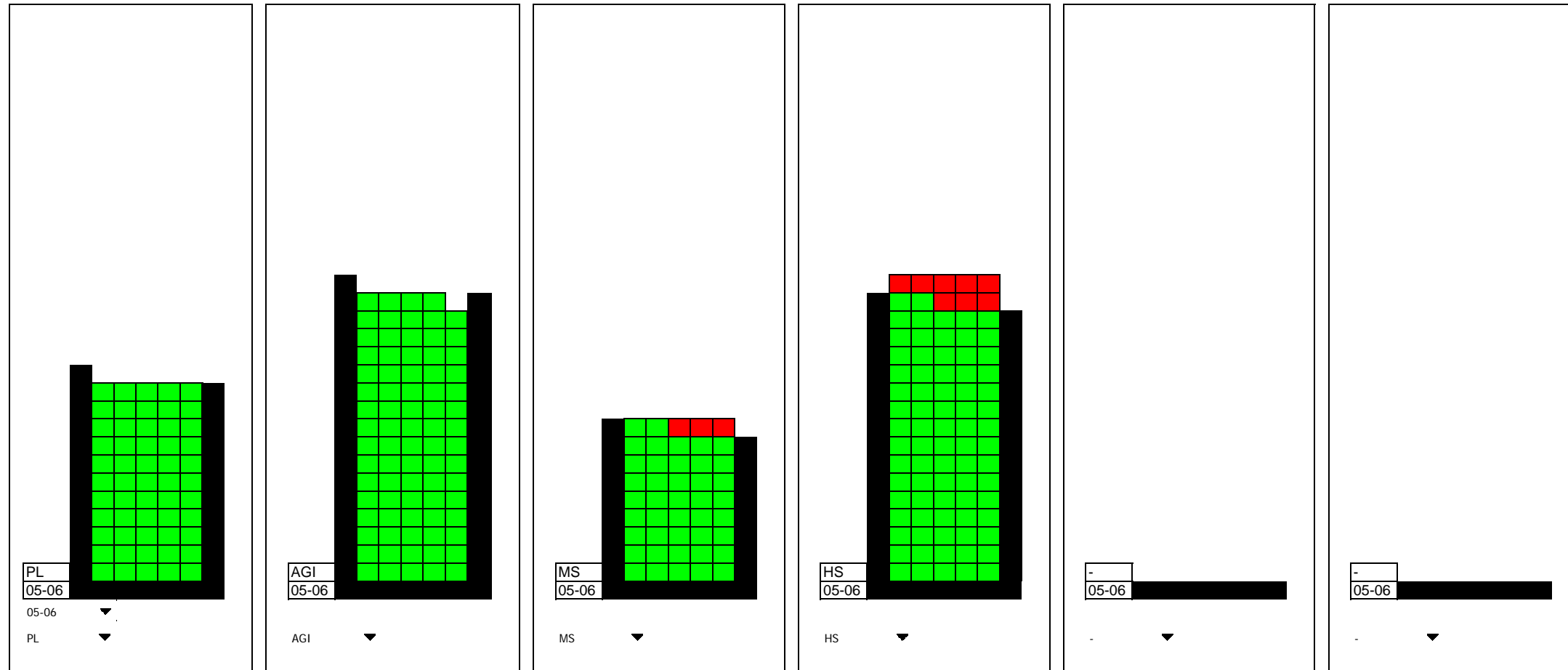
Additions on NS, High School portion, will be required sooner
Buildings are more full as we approach 2019
More likelihood of needing further space at all grade levels

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
1.01	06-07	319	388	399	402	388	456	429	449	476	450	421	455	389
1.02	07-08	355	388	422	425	439	422	492	474	460	521	440	418	431
1.03	08-09	337	430	421	449	465	479	456	543	485	504	508	437	394
1.04	09-10	340	409	467	448	490	508	518	504	555	531	492	504	413
1.05	10-11	343	413	444	497	488	534	549	573	516	607	519	489	477
1.06	11-12	347	417	448	473	541	532	578	608	586	565	593	515	463
1.07	12-13	350	421	453	477	515	589	576	639	623	669	551	590	487
1.08	13-14	353	424	457	482	519	561	636	637	653	719	652	548	557
1.09	14-15	356	428	461	486	524	566	606	703	652	730	702	649	517
1.10	15-16	360	432	465	491	529	571	612	670	718	721	713	697	614
1.10	16-17	360	432	465	491	529	571	612	670	679	787	696	702	653
1.10	17-18	360	432	465	491	529	571	612	670	679	743	760	685	658
1.10	18-19	360	432	465	491	529	571	612	670	679	743	717	748	642
1.10	19-20	360	432	465	491	529	571	612	670	679	743	717	706	701



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

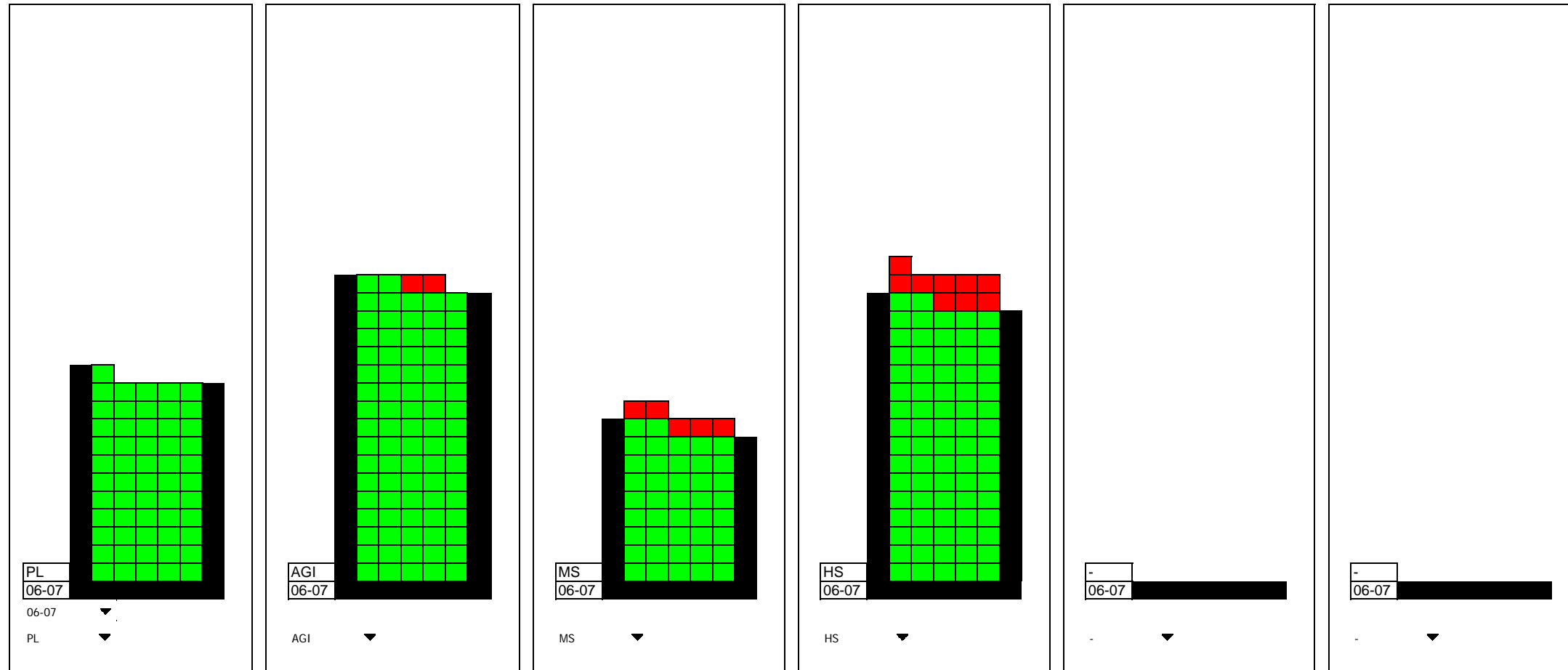
7	100%	452
8	100%	433
0	0%	0
0	0%	0
0	0%	0
0	0%	0

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
1106
96%

AGI
06-07
1650
1675
102%

MS
06-07
850
925
109%

HS
06-07
1550
1715
111%

-
06-07
0
0
0%

-
06-07
0
0
0%

5421
5421

K	100%	319
1	100%	388
2	100%	399
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	402
4	100%	388
5	100%	456
6	100%	429
0	0%	0
0	0%	0
0	0%	0

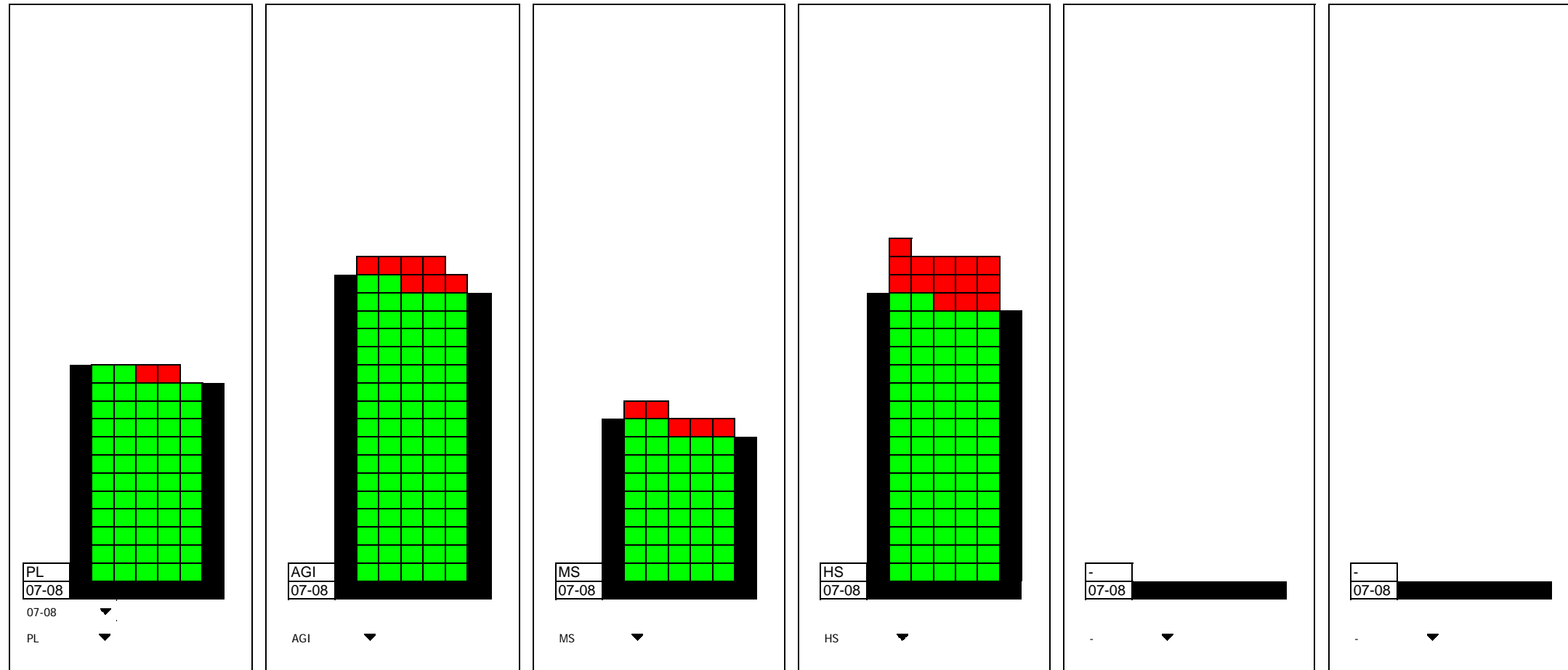
7	100%	449
8	100%	476
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	450
10	100%	421
11	100%	455
12	100%	389
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	5421
Spare Seats or (Overrun)	(221)



PL
07-08
1150
1165
101%

AGI
07-08
1650
1778
108%

MS
07-08
850
934
110%

HS
07-08
1550
1810
117%

-
07-08
0
0
0%

-
07-08
0
0
0%

5687
5687

K	100%	355
1	100%	388
2	100%	422
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	425
4	100%	439
5	100%	422
6	100%	492
0	0%	0
0	0%	0
0	0%	0

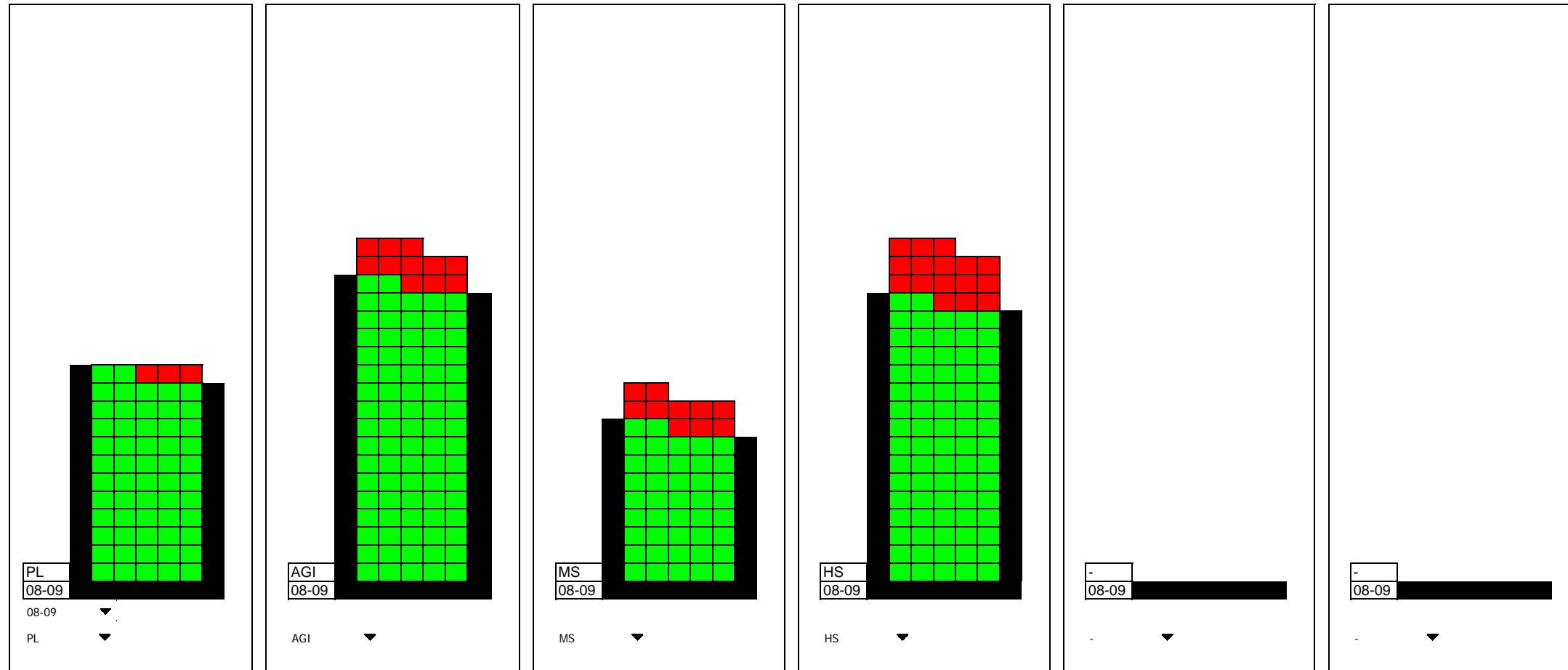
7	100%	474
8	100%	460
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	521
10	100%	440
11	100%	418
12	100%	431
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	5687
Spare Seats or (Overrun)	(487)



PL
08-09
1150
1188
103%

AGI
08-09
1650
1849
112%

MS
08-09
850
1028
121%

HS
08-09
1550
1843
119%

-
08-09
0
0
0%

-
08-09
0
0
0%

5908
5908

K	100%	337
1	100%	430
2	100%	421
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	449
4	100%	465
5	100%	479
6	100%	456
0	0%	0
0	0%	0
0	0%	0

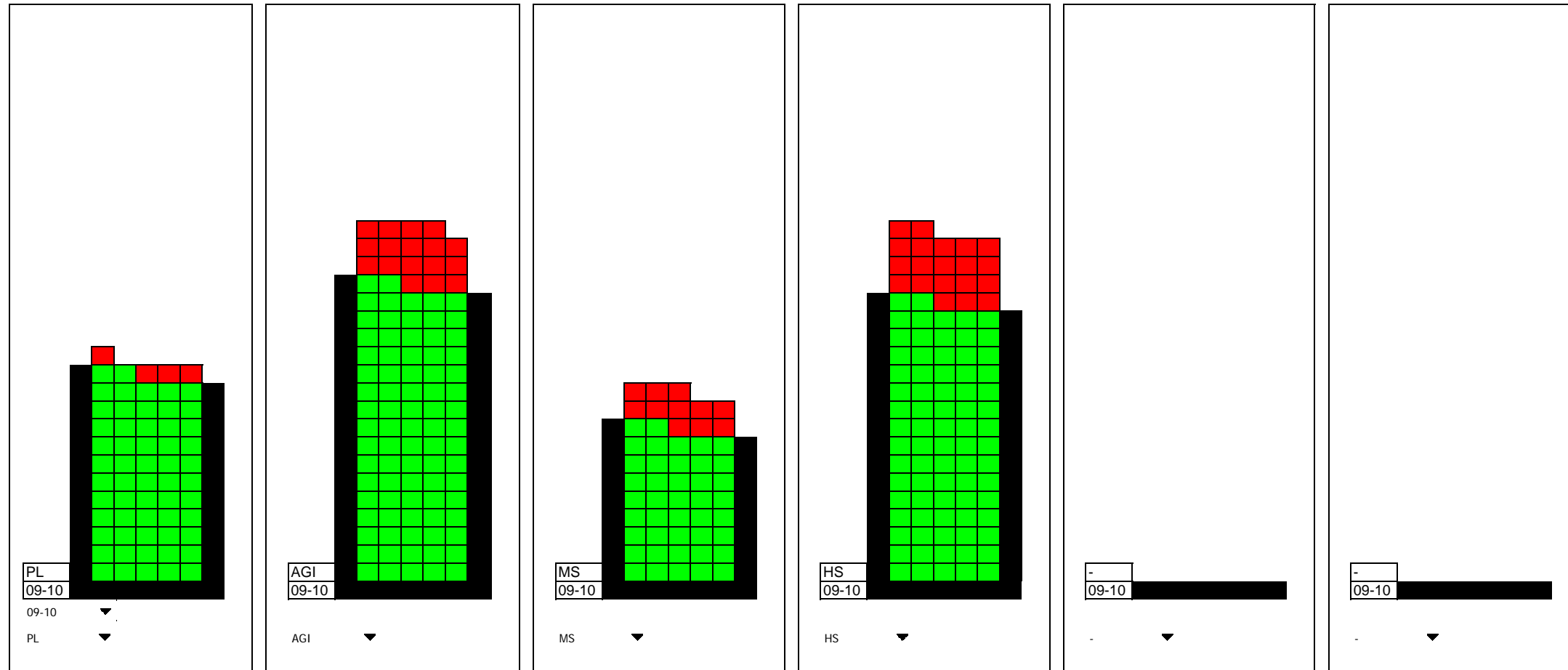
7	100%	543
8	100%	485
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	504
10	100%	508
11	100%	437
12	100%	394
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	5908
Spare Seats or (Overrun)	(708)



PL
09-10
1150
1216
106%

AGI
09-10
1650
1964
119%

MS
09-10
850
1059
125%

HS
09-10
1550
1940
125%

-
09-10
0
0
0%

-
09-10
0
0
0%

6179
6179

K	100%	340
1	100%	409
2	100%	467
0	0%	0
0	0%	0
0	0%	0
0	0%	0

3	100%	448
4	100%	490
5	100%	508
6	100%	518
0	0%	0
0	0%	0
0	0%	0

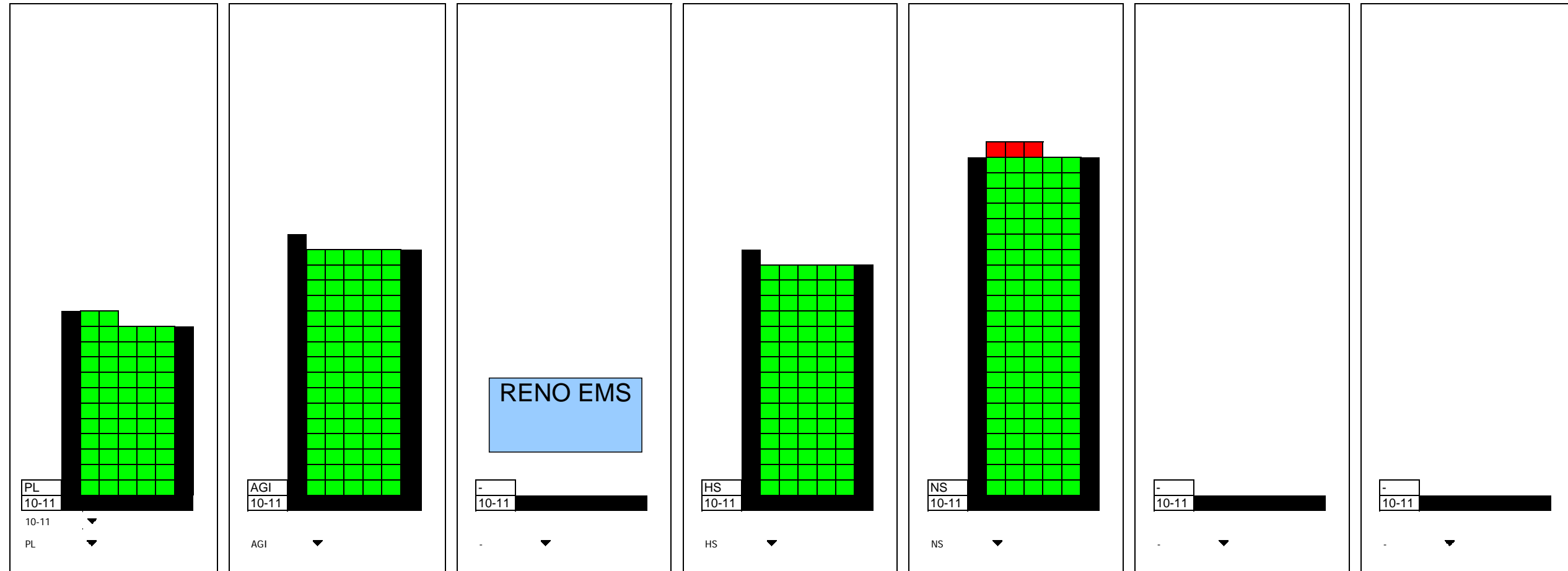
7	100%	504
8	100%	555
0	0%	0
0	0%	0
0	0%	0
0	0%	0

9	100%	531
10	100%	492
11	100%	504
12	100%	413
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	6179
Spare Seats or (Overrun)	(979)



PL
10-11
1150
1127
98%

AGI
10-11
1650
1592
96%

-
10-11
0
0
0%

HS
10-11
1550
1485
96%

NS
10-11
2200
2245
102%

-
10-11
0
0
0%

-
10-11
0
0
0%

6449
6449

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

K	100%	343
1	33%	136
2	33%	147
3	33%	164
4	33%	161
5	33%	176
0	0%	0

1	67%	277
2	67%	297
3	67%	333
4	67%	327
5	67%	358
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

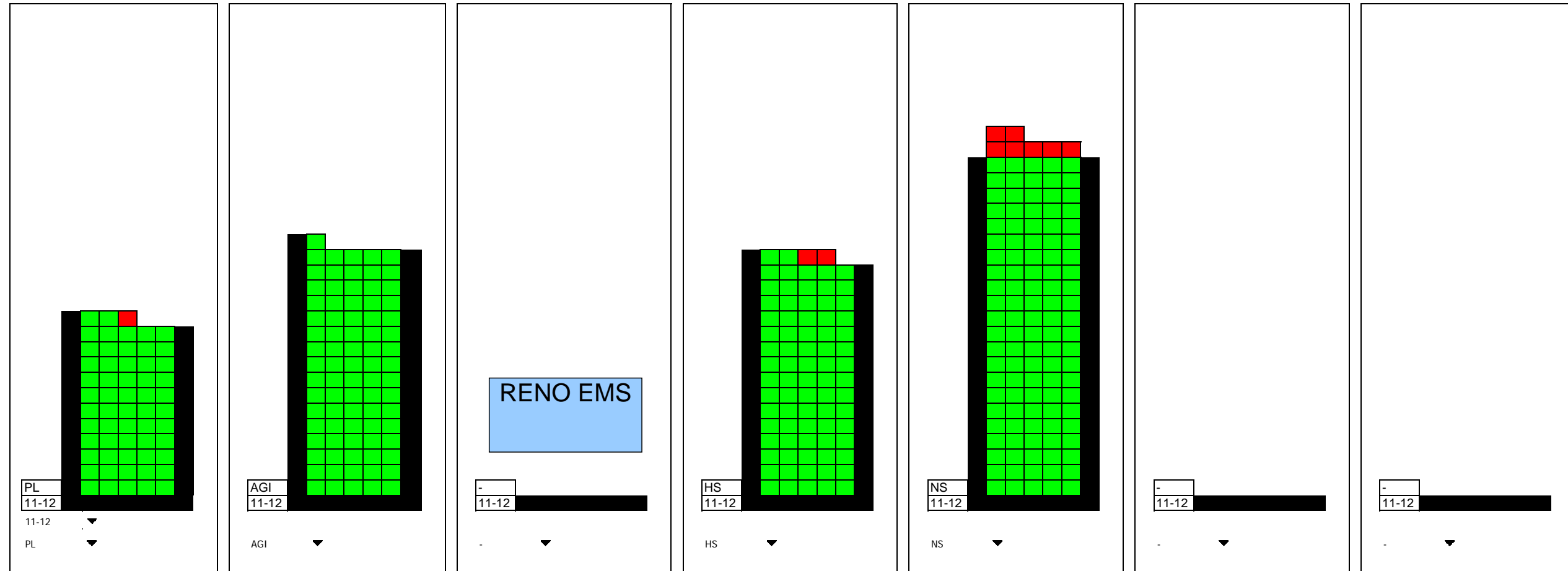
0	0%	0
10	100%	519
11	100%	489
12	100%	477
0	0%	0
0	0%	0
0	0%	0

6	100%	549
7	100%	573
8	100%	516
9	100%	607
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	6449
Spare Seats or (Overrun)	101



PL
11-12
1150
1144
99%

AGI
11-12
1650
1614
98%

-
11-12
0
0
0%

HS
11-12
1550
1571
101%

NS
11-12
2200
2337
106%

-
11-12
0
0
0%

-
11-12
0
0
0%

6666
6666

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

K	100%	347
1	33%	138
2	33%	148
3	33%	156
4	33%	179
5	33%	176
0	0%	0

1	67%	279
2	67%	300
3	67%	317
4	67%	362
5	67%	356
0	0%	0
0	0%	0

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

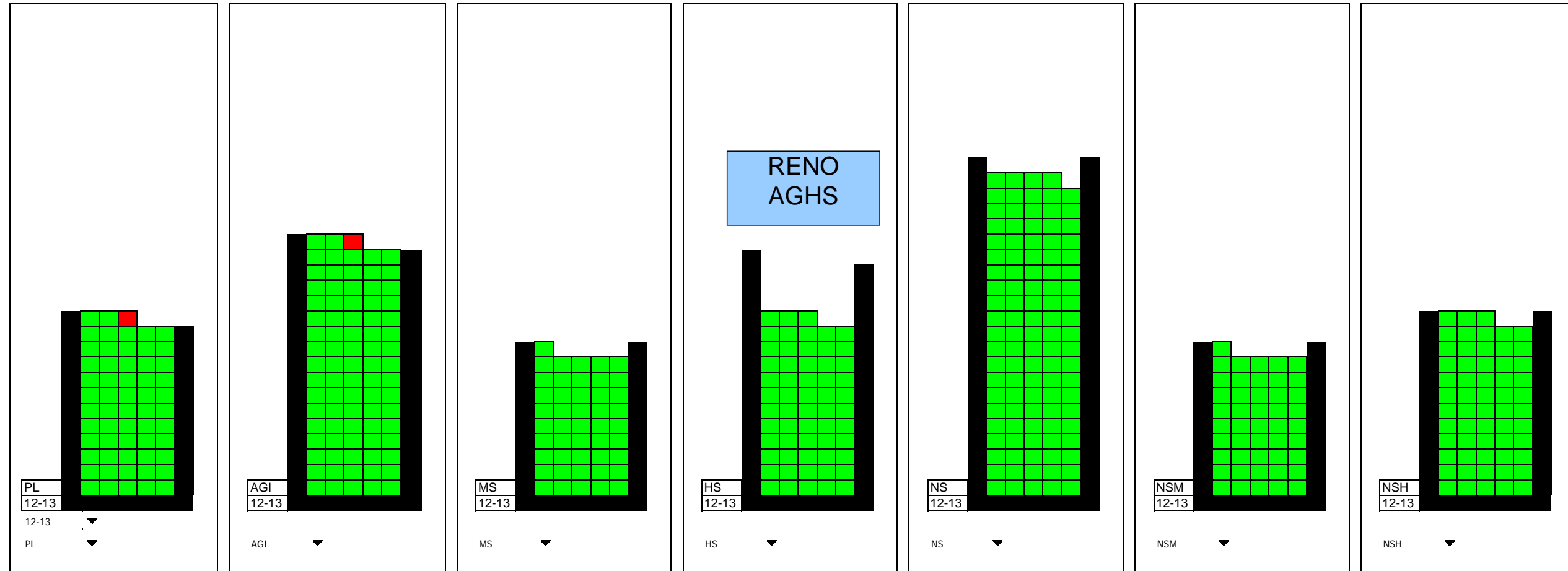
0	0%	0
10	100%	593
11	100%	515
12	100%	463
0	0%	0
0	0%	0
0	0%	0

6	100%	578
7	100%	608
8	100%	586
9	100%	565
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	6666
Spare Seats or (Overrun)	(116)



PL
12-13
1150
1159
101%

AGI
12-13
1650
1646
100%

MS
12-13
1000
920
92%

HS
12-13
1550
1150
74%

NS
12-13
2200
2070
94%

NSM
12-13
1000
920
92%

NSH
12-13
1200
1150
96%

6940
6945

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

K	100%	350
1	33%	139
2	33%	149
3	33%	157
4	33%	170
5	33%	194
0	0%	0

1	67%	282
2	67%	304
3	67%	320
4	67%	345
5	67%	395
0	0%	0
0	0%	0

6	50%	288
7	50%	320
8	50%	312
0	0%	0
0	0%	0
0	0%	0

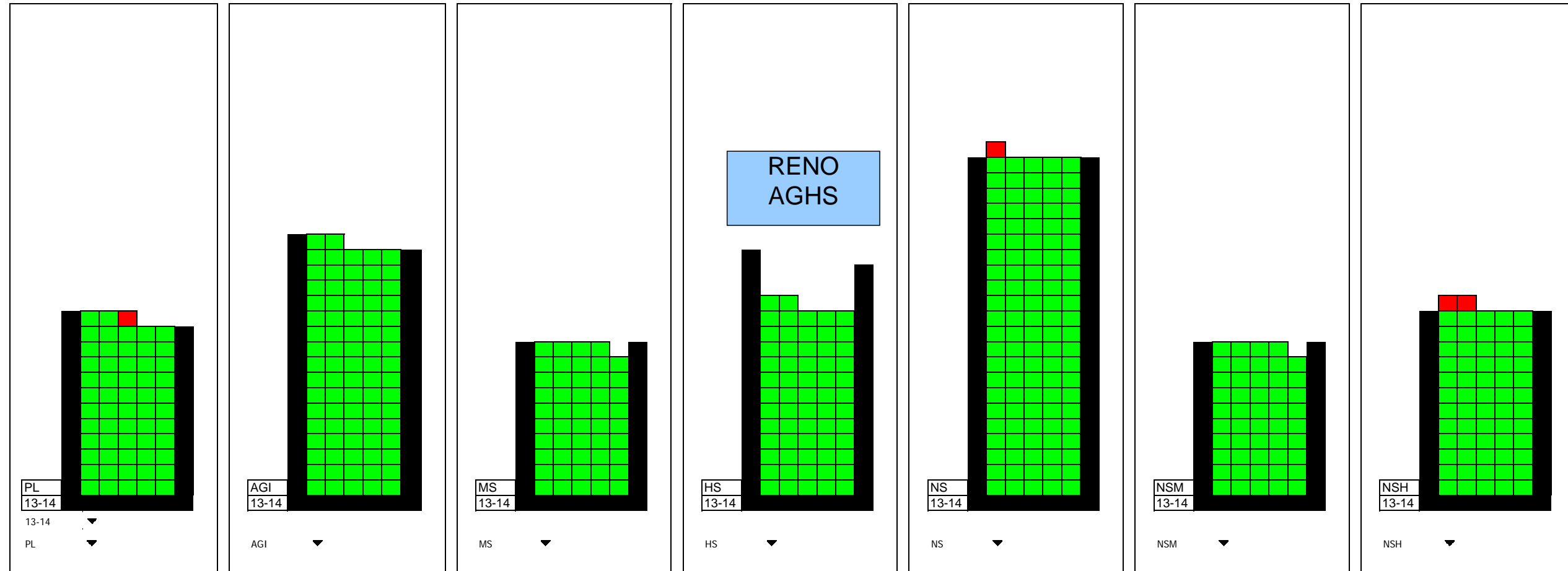
9	50%	335
10	50%	276
11	50%	295
12	50%	244
0	0%	0
0	0%	0
0	0%	0

6	50%	288
7	50%	320
8	50%	312
9	50%	335
10	50%	276
11	50%	295
12	50%	244

6	50%	288
7	50%	320
8	50%	312
0	0%	0
0	0%	0
0	0%	0

9	50%	335
10	50%	276
11	50%	295
12	50%	244
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	6945
Spare Seats or (Overrun)	2805



PL
13-14
1150
1159
101%

AGI
13-14
1650
1637
99%

MS
13-14
1000
964
96%

HS
13-14
1550
1239
80%

NS
13-14
2200
2203
100%

NSM
13-14
1000
964
96%

NSH
13-14
1200
1239
103%

7198
7202

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

K	100%	353
1	33%	140
2	33%	151
3	33%	159
4	33%	171
5	33%	185
0	0%	0

1	67%	284
2	67%	306
3	67%	323
4	67%	348
5	67%	376
0	0%	0
0	0%	0

6	50%	318
7	50%	319
8	50%	327
0	0%	0
0	0%	0
0	0%	0

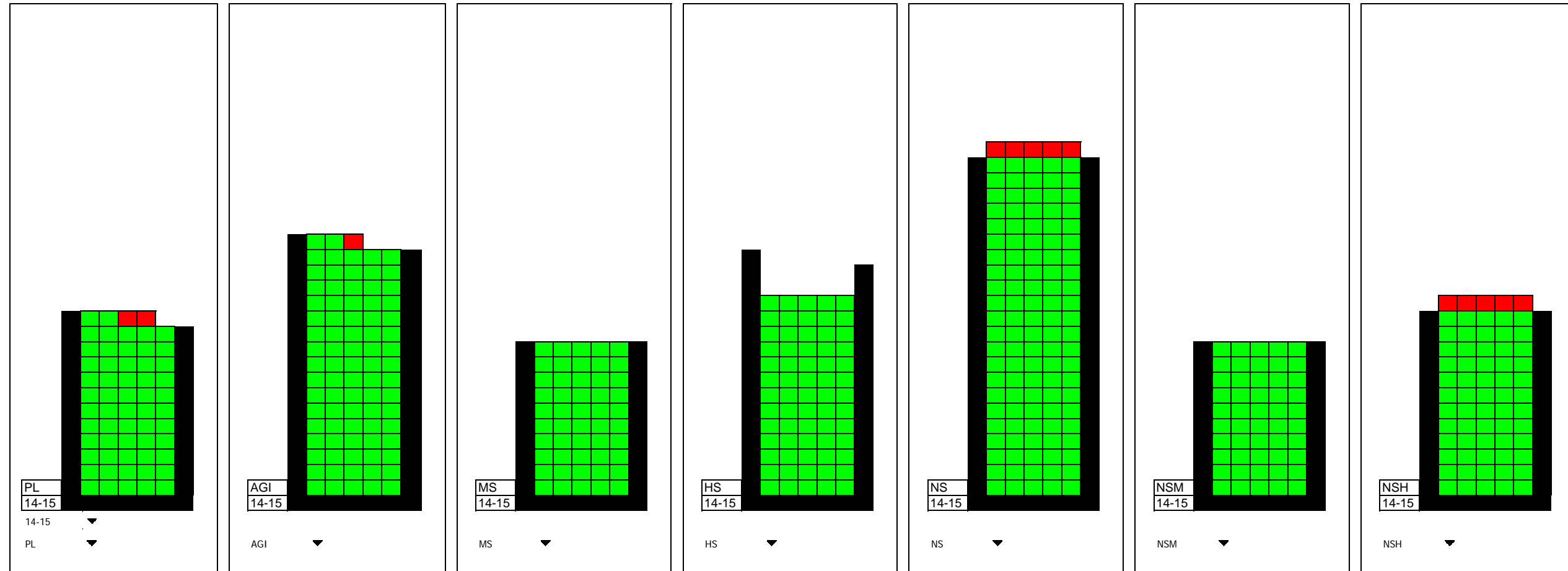
9	50%	360
10	50%	326
11	50%	274
12	50%	279
0	0%	0
0	0%	0
0	0%	0

6	50%	318
7	50%	319
8	50%	327
9	50%	360
10	50%	326
11	50%	274
12	50%	279

6	50%	318
7	50%	319
8	50%	327
0	0%	0
0	0%	0
0	0%	0

9	50%	360
10	50%	326
11	50%	274
12	50%	279
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	7202
Spare Seats or (Overrun)	2548



PL
14-15
1150
1169
102%

AGI
14-15
1650
1652
100%

MS
14-15
1000
981
98%

HS
14-15
1550
1300
84%

NS
14-15
2200
2281
104%

NSM
14-15
1000
981
98%

NSH
14-15
1200
1300
108%

7380
7383

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

K	100%	356
1	33%	141
2	33%	152
3	33%	160
4	33%	173
5	33%	187
0	0%	0

1	67%	287
2	67%	309
3	67%	326
4	67%	351
5	67%	379
0	0%	0
0	0%	0

6	50%	303
7	50%	352
8	50%	326
0	0%	0
0	0%	0
0	0%	0

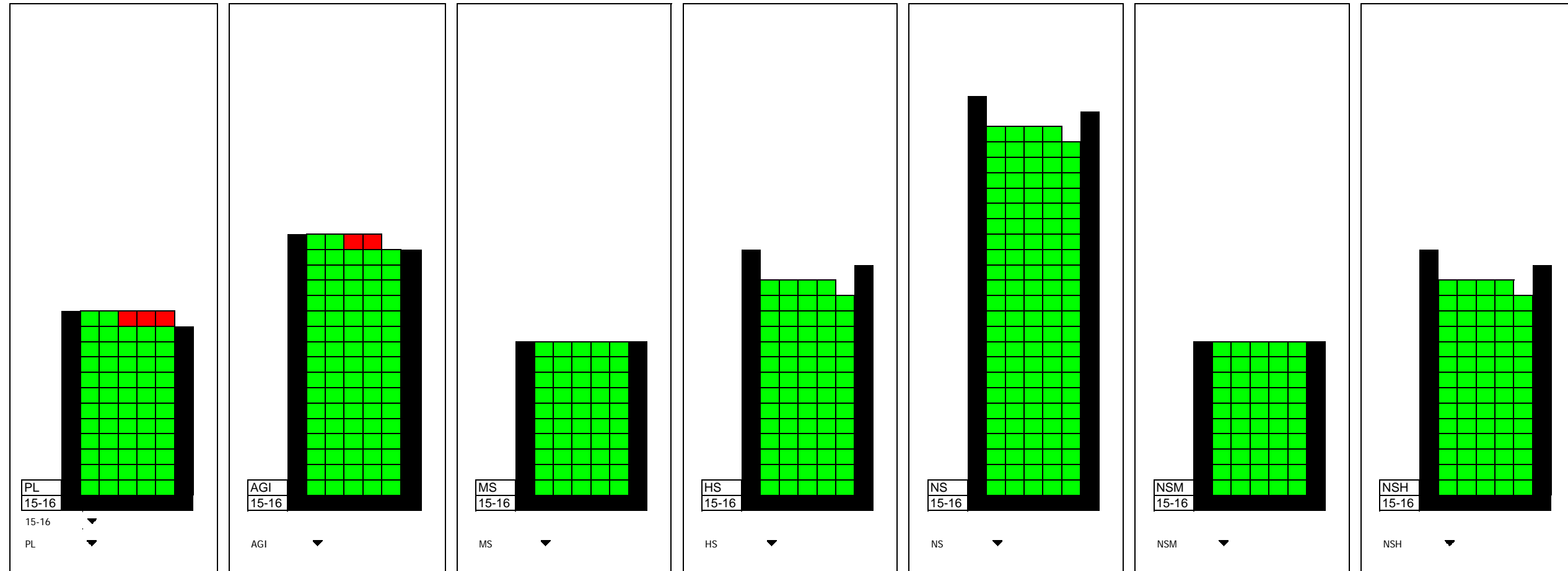
9	50%	365
10	50%	351
11	50%	325
12	50%	259
0	0%	0
0	0%	0
0	0%	0

6	50%	303
7	50%	352
8	50%	326
9	50%	365
10	50%	351
11	50%	325
12	50%	259

6	50%	303
7	50%	352
8	50%	326
0	0%	0
0	0%	0
0	0%	0

9	50%	365
10	50%	351
11	50%	325
12	50%	259
0	0%	0
0	0%	0
0	0%	0

Total Capacity	9750
Total Occupancy	7383
Spare Seats or (Overrun)	2367



PL
15-16
1150
1181
103%

AGI
15-16
1650
1667
101%

MS
15-16
1000
1000
100%

HS
15-16
1550
1374
89%

NS
15-16
2550
2374
93%

NSM
15-16
1000
1000
100%

NSH
15-16
1550
1374
89%

7593
7596

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

K	100%	360
1	33%	143
2	33%	153
3	33%	162
4	33%	175
5	33%	188
0	0%	0

1	67%	289
2	67%	312
3	67%	329
4	67%	354
5	67%	383
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	359
0	0%	0
0	0%	0
0	0%	0

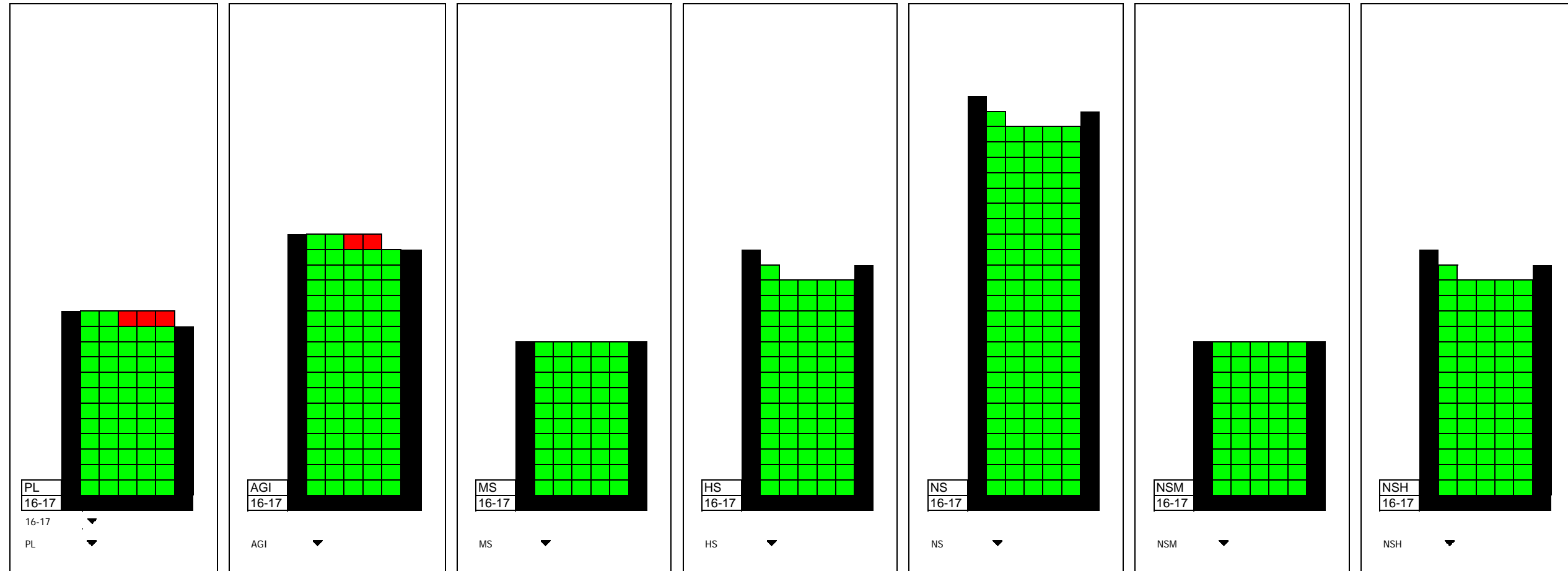
9	50%	361
10	50%	357
11	50%	349
12	50%	307
0	0%	0
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	359
9	50%	361
10	50%	357
11	50%	349
12	50%	307

6	50%	306
7	50%	335
8	50%	359
0	0%	0
0	0%	0
0	0%	0

9	50%	361
10	50%	357
11	50%	349
12	50%	307
0	0%	0
0	0%	0
0	0%	0

Total Capacity	10450
Total Occupancy	7596
Spare Seats or (Overrun)	2854



PL
16-17
1150
1181
103%

AGI
16-17
1650
1667
101%

MS
16-17
1000
981
98%

HS
16-17
1550
1420
92%

NS
16-17
2550
2401
94%

NSM
16-17
1000
981
98%

NSH
16-17
1550
1420
92%

7647
7650

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

K	100%	360
1	33%	143
2	33%	153
3	33%	162
4	33%	175
5	33%	188
0	0%	0

1	67%	289
2	67%	312
3	67%	329
4	67%	354
5	67%	383
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

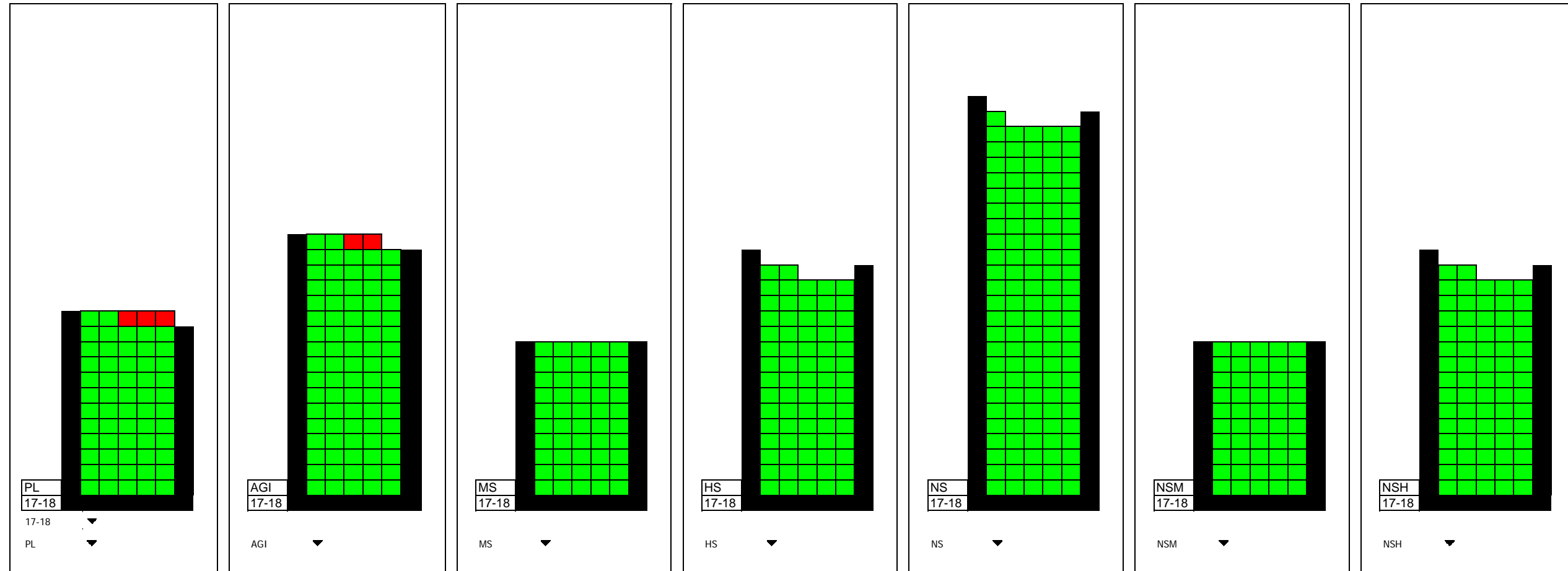
9	50%	394
10	50%	348
11	50%	351
12	50%	327
0	0%	0
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
9	50%	394
10	50%	348
11	50%	351
12	50%	327

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

9	50%	394
10	50%	348
11	50%	351
12	50%	327
0	0%	0
0	0%	0
0	0%	0

Total Capacity	10450
Total Occupancy	7650
Spare Seats or (Overrun)	2800



PL
17-18
1150
1181
103%

AGI
17-18
1650
1667
101%

MS
17-18
1000
981
98%

HS
17-18
1550
1424
92%

NS
17-18
2550
2405
94%

NSM
17-18
1000
981
98%

NSH
17-18
1550
1424
92%

7655
7658

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

K	100%	360
1	33%	143
2	33%	153
3	33%	162
4	33%	175
5	33%	188
0	0%	0

1	67%	289
2	67%	312
3	67%	329
4	67%	354
5	67%	383
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

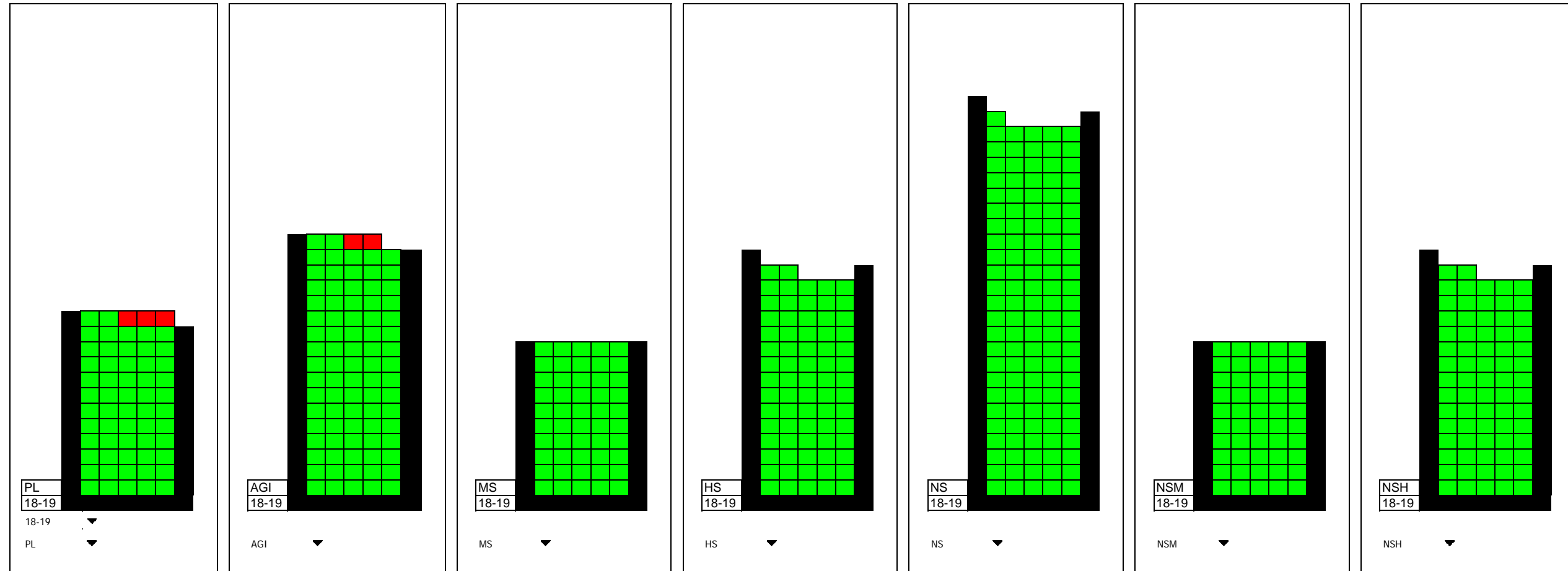
9	50%	372
10	50%	380
11	50%	343
12	50%	329
0	0%	0
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
9	50%	372
10	50%	380
11	50%	343
12	50%	329

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

9	50%	372
10	50%	380
11	50%	343
12	50%	329
0	0%	0
0	0%	0
0	0%	0

Total Capacity	10450
Total Occupancy	7658
Spare Seats or (Overrun)	2792



PL
18-19
1150
1181
103%

AGI
18-19
1650
1667
101%

MS
18-19
1000
981
98%

HS
18-19
1550
1426
92%

NS
18-19
2550
2407
94%

NSM
18-19
1000
981
98%

NSH
18-19
1550
1426
92%

7659
7662

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

K	100%	360
1	33%	143
2	33%	153
3	33%	162
4	33%	175
5	33%	188
0	0%	0

1	67%	289
2	67%	312
3	67%	329
4	67%	354
5	67%	383
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

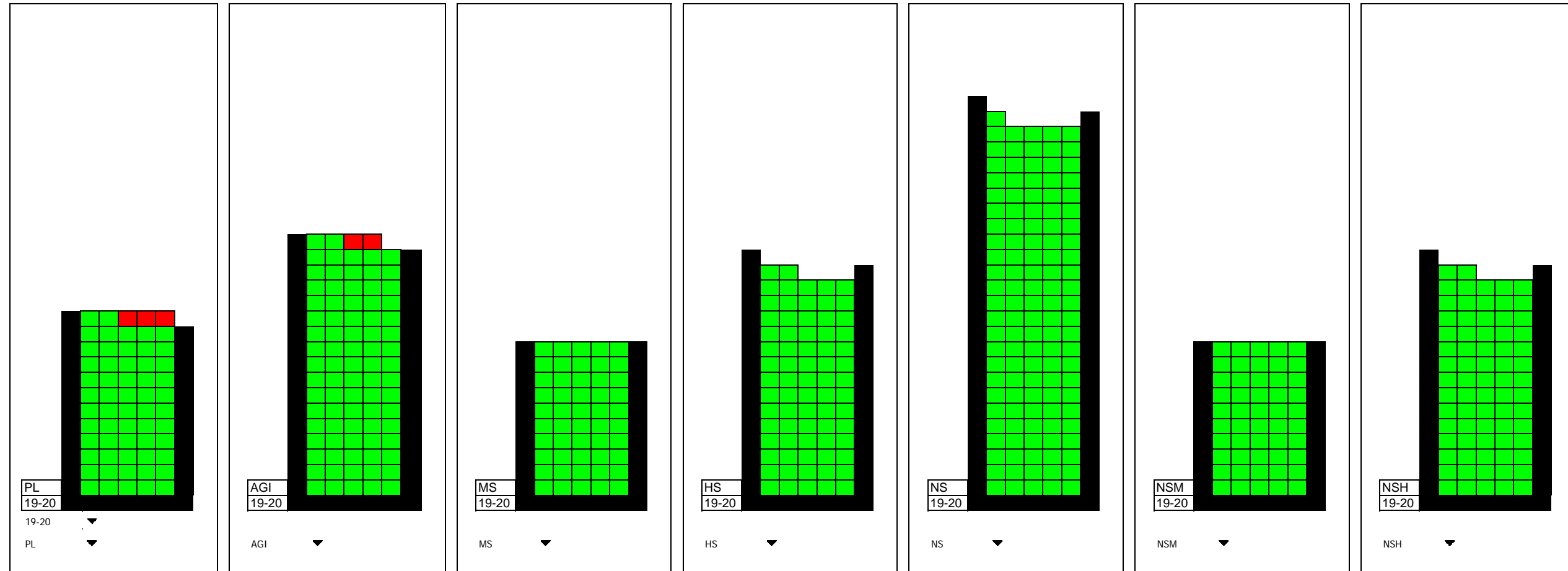
9	50%	372
10	50%	359
11	50%	374
12	50%	321
0	0%	0
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
9	50%	372
10	50%	359
11	50%	374
12	50%	321

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

9	50%	372
10	50%	359
11	50%	374
12	50%	321
0	0%	0
0	0%	0
0	0%	0

Total Capacity	10450
Total Occupancy	7662
Spare Seats or (Overrun)	2788



PL
19-20
1150
1181
103%

AGI
19-20
1650
1667
101%

MS
19-20
1000
981
98%

HS
19-20
1550
1435
93%

NS
19-20
2550
2416
95%

NSM
19-20
1000
981
98%

NSH
19-20
1550
1435
93%

7676
7680

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

K	100%	360
1	33%	143
2	33%	153
3	33%	162
4	33%	175
5	33%	188
0	0%	0

1	67%	289
2	67%	312
3	67%	329
4	67%	354
5	67%	383
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

9	50%	372
10	50%	359
11	50%	353
12	50%	351
0	0%	0
0	0%	0
0	0%	0

6	50%	306
7	50%	335
8	50%	340
9	50%	372
10	50%	359
11	50%	353
12	50%	351

6	50%	306
7	50%	335
8	50%	340
0	0%	0
0	0%	0
0	0%	0

9	50%	372
10	50%	359
11	50%	353
12	50%	351
0	0%	0
0	0%	0
0	0%	0

Total Capacity	10450
Total Occupancy	7680
Spare Seats or (Overrun)	2770