



Prince George's County Public Schools

Transportation & Central Garage Assessment Summary



Project Overview

- Assessments
 - Analysis
 - Develop a
 - Strategic Plan
 - Concept Designs
 - Cost-to-Correct
 - Capital Improvement Plan
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Assessment

- Determine each site's
 - Current condition
 - Deficiencies
 - Ability to meet the current mission
 - Rating
 - Unsatisfactory – does not meet minimum Use & Occupancy
 - Very Poor – immediate action required
 - Poor - remedial action required
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Assessment Findings

- Unsatisfactory
 - Staff Offices & Lounges
 - Very Poor
 - Mechanic's Parts & Tools Buildings
 - Information Technology
 - Site Lighting & Electrical Distribution
 - Work Shelters
 - Maintenance Garages
 - Poor Condition
 - Site Fencing & Security
 - Surface Areas & Storm Drainage
 - Environmental
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Assessment Findings and Analysis

- RFP's Scenario
 - Six Sites
 - Strategically located
 - 233 busses each
 - Reality
 - Current lots have no expansion
 - Trip time & distance increases
 - More traffic congestion
 - Larger tracts more difficult to acquire
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Strategic Plan

- Prototype Designs
 - Design concepts were developed to meet the current mission requirements for PGCCPS. Design scenarios include:
 - – 59 Bus Lot Configuration
 - – 117 Bus lot Configuration
 - – 233 Bus Lot Configuration
 - Each configuration was developed based on industry standards and meetings with PGCCPS personnel
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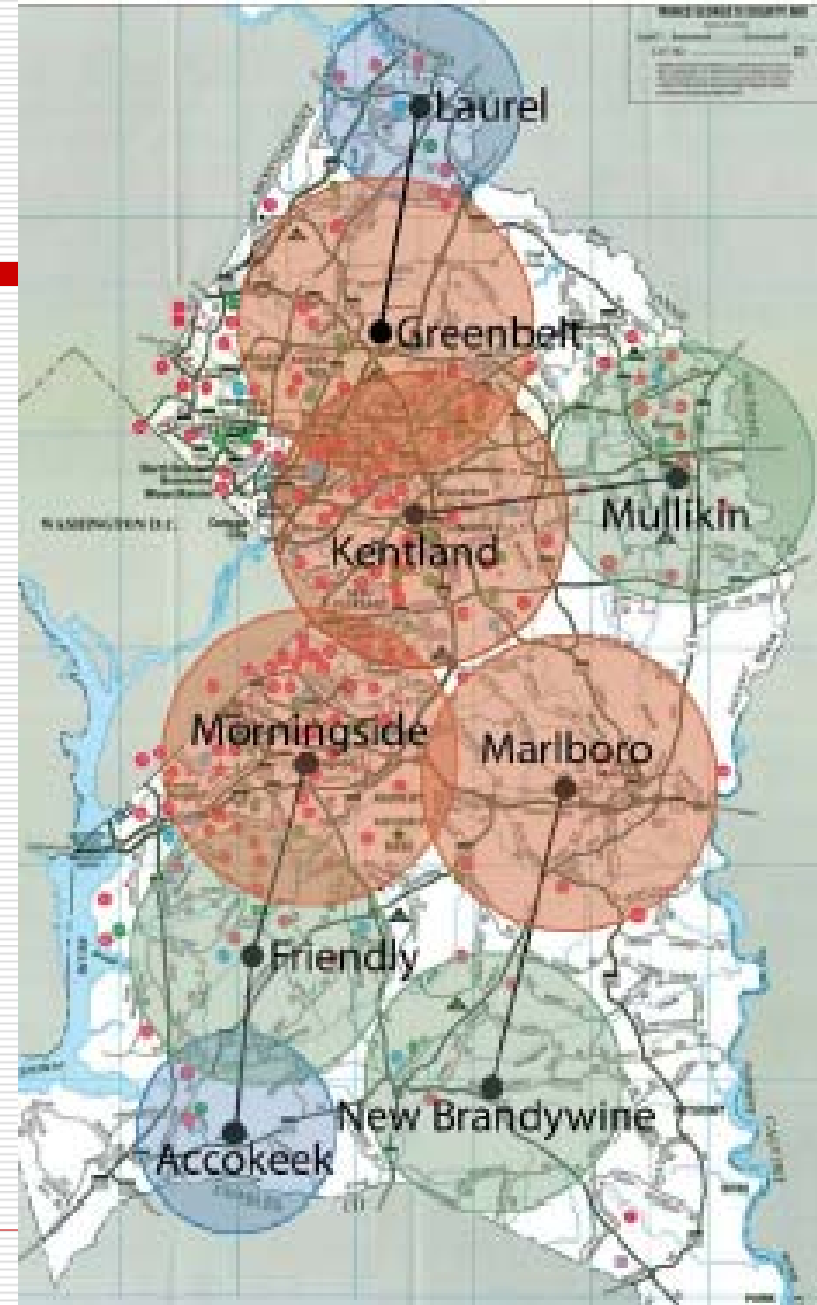
Strategic Plan & Recommendations

Configurations

Four (4) 233 busses, \$6.7m, 6.5 net ac
Greenbelt
Kentland (new)
Morningside (new)
Marlboro

Three (3) 117 busses, \$3.4m, 8.5 net ac
Friendly
Brandywine (new)
Mullikin

Three (3) 59 busses, \$2.7m, 5.5 net ac
Accokeek
Laurel
Ridgley (not shown)





Capital Improvement Plan

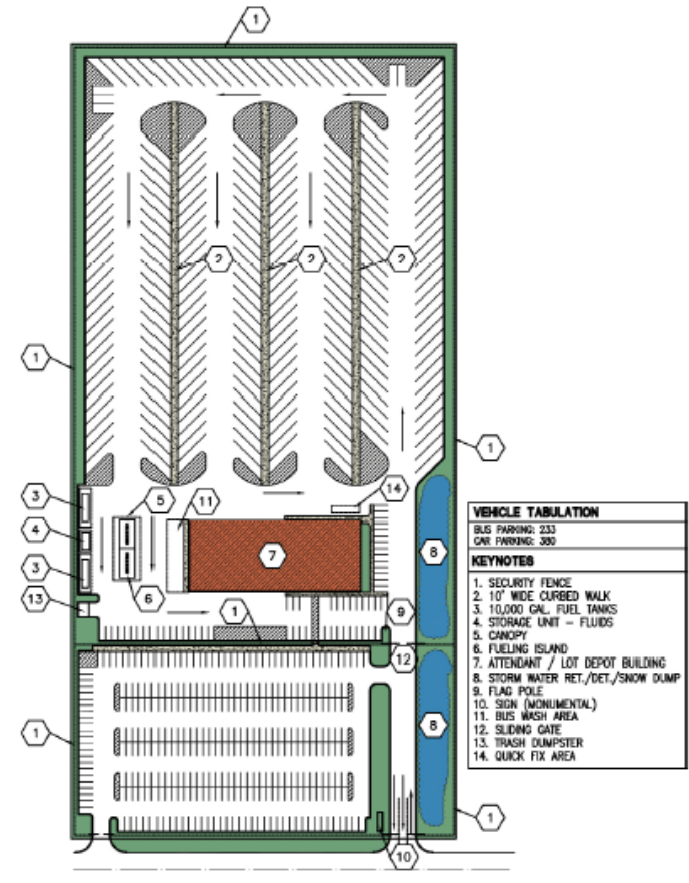
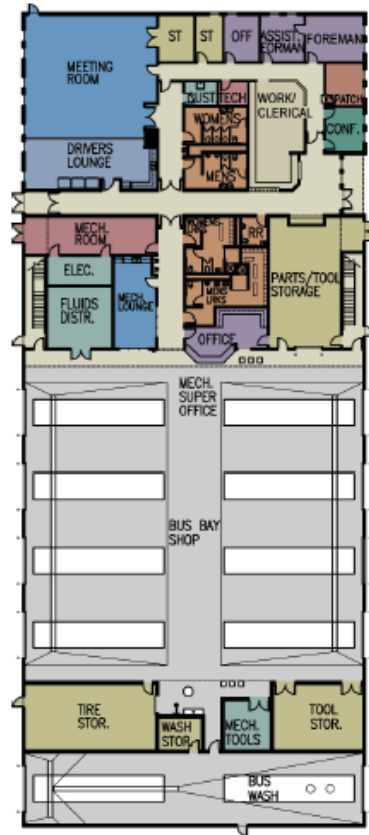
- Recommended funds (direct costs) required to remedy existing conditions at the lots and perform lot configurations
 - No Traffic Studies
 - No Soft Cost
 - No Land Cost
 - No population adjustments
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Capital Improvement Plan

Sample 233 Bus Lot

- Parking for Busses and Cars
- Enclosed & Heated Repair & Wash bays
- Lunch/Kitchen Areas
- Conference & Training





Capital Improvement Plan

Construction

Sequence 2

Marlboro
Brandywine

Kentland

Sequence 3

Greenbelt

Sequence 4

Friendly

Mullikin

Sequence 5

Laurel

PGCPS - Total CIP Cost Summary						
CIP Category	Sequence No 1	Sequence No 2	Sequence No 3	Sequence No 4	Sequence No 5	Total
Structures						
Roof	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interior Finish	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Exterior Finish	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HVAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Plumbing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Life / Safety	\$ 29,861	\$ 27,861	\$ 27,861	\$ -	\$ -	\$ 85,583
Site						
Construction	\$ -	\$ 6,584,465	\$ 6,135,841	\$ 4,484,146	\$ 1,793,448	\$ 18,997,901
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fencing / Security	\$ 434,227	\$ 33,608	\$ 33,608	\$ -	\$ -	\$ 501,443
Lighting	\$ 138,672	\$ 8,548	\$ 8,548	\$ -	\$ -	\$ 155,768
Environmental	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Surface	\$ -	\$ -	\$ 204,800	\$ -	\$ -	\$ 204,800
Kentland (233 prototype)	\$ -	\$ 4,342,392	\$ -	\$ -	\$ -	\$ 4,342,392
Morningside (233 prototype)	\$ -	\$ -	\$ 4,342,392	\$ -	\$ -	\$ 4,342,392
Total	\$ 602,260	\$ 10,956,674	\$ 10,752,650	\$ 4,484,146	\$ 1,793,448	\$ 28,629,179