

MSBA Module 3

Feasibility Study PDP

Mike Hargrove, ESL Department Head
hargrovem@worcesterschools.net

Steve Bucciaglia, History Department Head
bucciaglias@worcesterschools.net

Renah Razzaq, Math Department Head
razzaqrm@worcesterschools.net

Annette Cochran, ETA Department Head
cochrana@worcesterschools.net

ADMIN/GUIDANCE

Judy Fairful, Guidance Department Head
fairfullj@worcesterschools.net

Carolyn Waters, Instructional Coach
watersc@worcesterschools.net

PHYS ED

Michael Pageau
Email: Pageaum@worcesterschools.net

Meghan McDonald
Email: mcdonaldm@worcesterschools.net

Wendy Marshall, PE Teacher

SPECIAL EDUCATION

MUSIC/ART

Amie Nemes, Art Teacher
Email: nemesad@worcesterschools.net

FAMILY HEALTH CENTER

Sue Sleigh, SBHC Coordinator, Family Health Center of Worcester
Email: Susan.Sleigh@fhw.org

3.1.1 INTRODUCTION

B. Project Directory

3.3.2 EVALUATION OF EXISTING CONDITIONS

- A. Narrative Summary
- B. Supporting Documents

3.3.2 EVALUATION OF EXISTING CONDITIONS

A. Narrative Summary

Since the submission of the PDP in September 2019 there was further development of information, relative to the existing conditions, that will inform or impact the final evaluation of alternatives. This includes the following items:

- The City requested that the property lines for the Doherty Site, and the Alternate sites, Foley Stadium and Chandler Magnet school be advanced and marked in the field for the City, abutters and the interested advocacy groups review.
 - Doherty High school property line was researched and stakes set at the corners, the adjacent disc golf, exercise stations, pathways and other features were field located and shown on the base survey document published herein. The Park advocates have expressed concern, that the features noted are maintained, some are on land of the park, some on undeveloped land on the school parcel. Discussion on intent to maintain these features is covered in the site narrative discussion for option A-1.
 - For the Foley Stadium site, the City provided a recent survey and topographical document, and the property lines were reviewed, and are just outside of the existing fence surrounding the site.
 - For the Chandler Magnet site, the existing property line record survey, and other data from the City were used to mark the property lines in the field at the areas of the proposed work. This information is shown on the base survey document published herein.
- The City Solicitor has updated the Doherty High School property review memorandum that was published with the PDP, and is enclosed.
- For the alternate sites, in the PDP 3.1.4 A it was noted that further information on any restrictions would be reviewed, as these sites are not being forwarded for further study, no further information will be needed.
- Nitsch Engineering was requested as review the overall traffic at the Doherty and alternative sites, and is published herein. The City will need to address traffic concerns at the Foley Stadium Site, and the Chandler Magnet Site if those sites are selected. Likewise, at the Doherty High school site, pedestrian improvements are recommended.
- Lahlaf Geotechnical Consulting Inc. further reviewed the geotechnical data for the three sites, and their rapport is included, their findings were consistent with what was published in the PDP.

Below is a summary description of additional testing recommended for future phases:

- A geotechnical exploration program, including test pits/borings located the Doherty site as recommended by the geotechnical engineer and based on the District's Preferred Solution, is proposed during the SD phase. The soils in Worcester County have naturally occurring arsenic and the soils explorations will also include testing of the samples for arsenic content by the

teams LSP, and recommendations will be made (the PDP included a few tests from the site) (this is similar as had been done for the earlier City projects)

- LPA|A recommends additional testing for hazardous materials at concealed and/or inaccessible locations, mastic damp-proofing at exterior cavity wall assemblies, roofing systems, that were not analyzed during the previous hazardous materials assessment. This work should be performed during the Design Development phase, when the Construction Manager is retained and can coordinate the logistics, repairs.

3.3.2 EVALUATION OF EXISTING CONDITIONS

B. Supporting Documents

1. Doherty Site - Existing Conditions Survey

3.3.2 B. Existing Conditions, Civil Engineering & Landscape

1.0 INTRODUCTION

Nitsch Engineering has prepared this Existing Conditions Site Evaluation Report as part of a Massachusetts School Building Authority (MSBA) Module 3 - Feasibility Study for the redevelopment of Doherty Memorial High School in Worcester, MA. The report corresponds to the MSBA Module 3 Preferred Schematic Report (PSR) and focuses on elements that relate specifically to the site development aspects of the Feasibility Study, referencing MSBA Section 3.3.2 F.2. Evaluation of Existing Conditions (Site).

2.0 EVALUATION OF EXISTING CONDITIONS

2.1 General

Nitsch Engineering conducted an existing site conditions assessment for the Doherty Memorial High School to evaluate site features and characteristics that may affect site redevelopment alternatives. The assessment was based on record information provided to us by the City of Worcester, presented in the City of Worcester's graphic information system (GIS) database, presented in the Massachusetts Geographic Information System (GIS), on information obtained by visual site observations made on May 22, 2019 and July 22, 2019 by Nitsch Engineering personnel, and on an on-the-ground topographic survey (draft) completed by Nitsch Engineering.

The information provided by the City of Worcester related to the project site included but is not limited to the following documents:

- A land acquisition plan of the parcel dated February 1961 (WCRD Book 254, Plan 72);
- A Commonwealth of Massachusetts Supreme Judicial Court Decree dated March 8, 1961 (WCRD Book 4178, Page 415) defining use of the parcel for a school, referencing the above noted plan;
- Municipal utility records; and
- Assessor's parcel data.

2.2 Physical Characteristics

Location and Configuration

The subject site (Site) is located at 299 Highland Street in Worcester, MA. The associated parcel is listed as Worcester Assessor's Office Parcel Number 11-INX-00001 and includes approximately 20 acres and is owned by the City of Worcester School Department. The Site is situated on the south side of Highland Street, approximately 500' east of Newton Square and 400' west of the intersection of Highland Street and Park Avenue (MA state Routes 9/12/122A). The Site is bounded to the east, south, and west by the so-called "Newton Hill" portion of Elm Park. The Site is generally rectilinear, with an average width of approximately 635' (north / south), and an average length of 1,340' (east / west). The parcel frontage on highland Street is 1,342' +/-.

Zoning Conditions

The Site is located within the RS-7 Residential zoning district; single & two-family residential dwelling district with 7,000sf minimum lot size. The existing school use is allowed by right in this district. No portion of the Site appears to be located within other zoning districts, historic districts, or other overlay districts.

Easements and other Property Limitations

There do not appear to be any easements, rights of way, historic registrations, or other encumbrances related to use on the Site, based on City of Worcester Assessor's data. The parcel was formally part of Elm Park and was conveyed to the City of Worcester for school use in 1961, as defined by a Massachusetts Supreme Judicial Court Degree (WCRD Book 4178, Page 415) related to the use of the parcel by the City of Worcester for school use. Based on the documents provided to us by the City of Worcester, the existing site appears to be available for development.

Existing Development

Roughly 14 acres of the Site is developed with the existing Doherty Memorial High School, vehicle parking and access areas, pedestrian walks, and athletic/practice fields. The pavements and bituminous curbs in nearly all areas of the Site are in a deteriorated condition and exhibit signs of failure, including significant cracking, raveling, and extensive patching. The front access drive (see Site Access section below) is in somewhat better condition than the pavements in other areas.



**Picture 1: Pavement Deterioration
Upper Parking Lot**



**Picture 3: Pavement Deterioration
Upper Parking Lot**



**Picture 2: Pavement Deterioration
East Access Drive**



**Picture 4: Pavement Deterioration
Service / Loading Area**



**Picture 5: Pavement Deterioration
Service Area Access Drive**



**Picture 6: Pavement Deterioration
East Parking Lot**



**Picture 7: Pavement – Good Condition
Front Access Drive / Bus Loop**



**Picture 8: Pavement – Good Condition
Front Access Drive / Bus Loop**

Site Access and Parking

The Site is accessed by three curb cuts on the south side of Highland Street. The eastern-most curb cut provides access to a parking and service area immediately adjacent to the east side of the school building and to an upper parking lot on the southeast portion of the developed site and which borders the athletic/practice fields. The southerly end of the upper parking lot extends beyond the school parcel and into the remaining land of Elm Park. This portion of the parking lot is commonly shared by school users and by park users accessing Newton Hill trails. The second curb cut on the east side of the site is the entrance to the front access drive / bus loop on the north side (main entrances) of the school building. The bus loop intersects with the access drive to the service yard / loading area and exits the site at the western-most curb cut. See the Traffic and Circulation Assessment section of this report for more detailed information.

Pedestrians access the Site via sidewalks on Highland Street, and from unpaved trail connections to Elm Park (via Newton Hill). Sidewalks extend onto the Site from Highland Street at each of the three curb cuts. The Highland Street sidewalk is also connected to the bus loop by two walks with stairways. Internal pedestrian circulation is accommodated by paved walkways and steps. None of the pedestrian access pathways appear to comply with the American Disabilities Act (ADA) or the Massachusetts Architectural Access Board (AAB) requirements or specifications.

Topography

The Site has been developed in a tiered configuration in response to relatively steep topographic conditions. The first tier is elevated approximately 10-15 feet from Highland Street and the second tier is elevated roughly another 15 feet. The south side of the second tier represents the limit of the developed portion of the Site, around EL. 550-555 (30' up from EL. 520-525 at Highland Street). The undeveloped portion of the site to the south exhibits steep topography averaging 25%. The athletic/practice field on the east side of the site is generally coincident with the upper tier.

Tree cover and vegetation

Vegetation on the developed portion of the Site is completely cleared for lawn and turf, except for minor landscaped areas and several mature trees that remain from the pre-developed site. The undeveloped areas of the site are vegetated with mature tree growth (mixed deciduous and coniferous) and moderate to thick undergrowth.

Soils

Based on National Resources Conservation Service (NRCS) data, the soils on the southern (upper) portion of Site consist of Paxton soil and areas to the north are mapped as Hinckley-Urban Land Complex. Paxton soil consists of glacial till and typically exhibits a shallow restrictive layer that can result in a seasonal perched water table and is classified as a Hydrologic Soil Group (HSG) C soil with relatively low permeability. Hinkley soil is more well-drained and is classified as an HSG-A soil and does not exhibit shallow or perched groundwater conditions. It is unclear where the transition between these two soils lies on the Site, as the area between these two mapped soils has been developed for the school. In general, the soils are not likely to represent a significant development constraint in terms of bearing capacity, workability, groundwater management, or erosion. Although disturbance of the currently undeveloped southern slopes of the Site could result in seasonal high groundwater management needs. Nitsch Engineering noted during our site visit several areas between the two tiers for the school building where ledge was apparent at the ground surface.



Picture 9: Exposed Ledge (apparent)



Picture 10: Exposed Ledge (apparent)

Environmental Resources and Hydrology

There do not appear to be any wetland resource areas or other environmentally sensitive areas on or within close proximity to the Site. There are no rare species (NHESP designated) habitats, or vernal

pools on or directly adjacent to the Site. The Site is not within nor directly adjacent to any FEMA flood hazard areas.

2.3 Existing Site Utilities

Storm Drainage

The Site includes a conventional closed pipe runoff collection and conveyance system that consists of a series of catch basins and connecting structures and pipes. The on-site system conveys collected runoff generated by the developed areas of the Site, as well as the northerly face of Newton Hill, to the municipal surface drainage system in Highland Street. The municipal surface drain in Highland Street is an 18" pipe at a relatively flat 0.004ft/ft slope toward Newton Square to the west.

Nitsch Engineering is not aware of any reported deficiencies in the stormwater collection and conveyance system. However, it is unlikely that the system meets current municipal standards in terms of municipal or state stormwater quality management standards.

Sanitary Sewerage

Sanitary sewage generated by the existing school building is discharged via two separate connections to a 15" sanitary sewer main in Highland Street. Two series of pipes and structures that extend from the east and west ends of the existing building collect and convey sewage; both series connect to the Highland Street system with 8" diameter As is the adjacent surface drain, the sanitary sewer main is relatively flat with an average slope in the vicinity of the school of 0.003ft/ft, directly flow toward Newton Square to the west. Nitsch Engineering has not received record documents of the on-site sanitary sewer structures or pipe routing, but no deficiencies in terms of flow or capacity conditions have been reported. During our site visit we did not observe an exterior grease trap from the school kitchen.

Water

Record documents indicate that domestic water and fire protection services are provided to the Site via a 16" low-service water main in Highland Street. The water main was installed in 1894 and was cleaned and lined in 1986. Services from the main include a connection on the west side of the Site that provides water to three site hydrants, and a connection on the east side that provides water to three site hydrants and includes an on-site branch that connects to the school building. The east and west water services are not interconnected (not looped). The building domestic water service/meter is located on the south side / east end of the lower school building tier.

Natural Gas

A natural gas meter was observed in the same vicinity as the water service connection noted above, on the south side / east end of the lower school building tier. The gas service connection at Highland Street is near the eastern curb cut for the bus loop driveway. See narratives by the project Mechanical/Electric/Plumbing consultants for information on existing gas service conditions.

Electrical

Electrical service is provided to the Site via underground conduit. Service extends onto the site at a pad-mounted high voltage switch located to the east of the eastern-most site curb cut. Electric service extends from the switch to a pad-mounted transformer located at the east side of the lower school building tier, adjacent to the east parking lot. See narratives by the project Mechanical/Electric/Plumbing consultants for information on existing electric service conditions.

Telecom

See narratives by the project Mechanical/Electric/Plumbing consultants for information on existing tele-communications service conditions.

2.4 Traffic and Circulation

(See also Nitsch Engineering's Traffic Assessment Memorandum under Section 3.3.3.D.1.b.)

Nitsch Engineering conducted a site visit on May 22, 2019 to observe the existing traffic circulation and queue lengths on adjacent streets during drop-off and pick-up periods, as well as the parking utilization at the existing Doherty Memorial High School. Because this assessment focuses strictly on the issues above, traffic operations are secondary to the goals of the report and therefore we did not collect Automatic Traffic Recorder (ATR) counts or Turning Movement Counts (TMC) and an evaluation of roadway and intersection capacity analyses and traffic signal warrants was not performed. Nitsch Engineering observed the site circulation associated with the weekday morning drop-off, weekday afternoon pick-up, and general queue lengths around the school site. The observation occurred during sunny conditions with a temperature of 70 degrees.

Doherty Memorial High School Site Access and Egress

The school is accessed using three curb cuts on Highland Street. The eastern most curb cut provides access to the two main parking lots at the school. The other two curb cuts provide access to the main office, the visitor parking and a third parking lot. They also are used mainly for the bus drop-off and pick-up.

Doherty Memorial High School Traffic Circulation and Pick-up/Drop-off

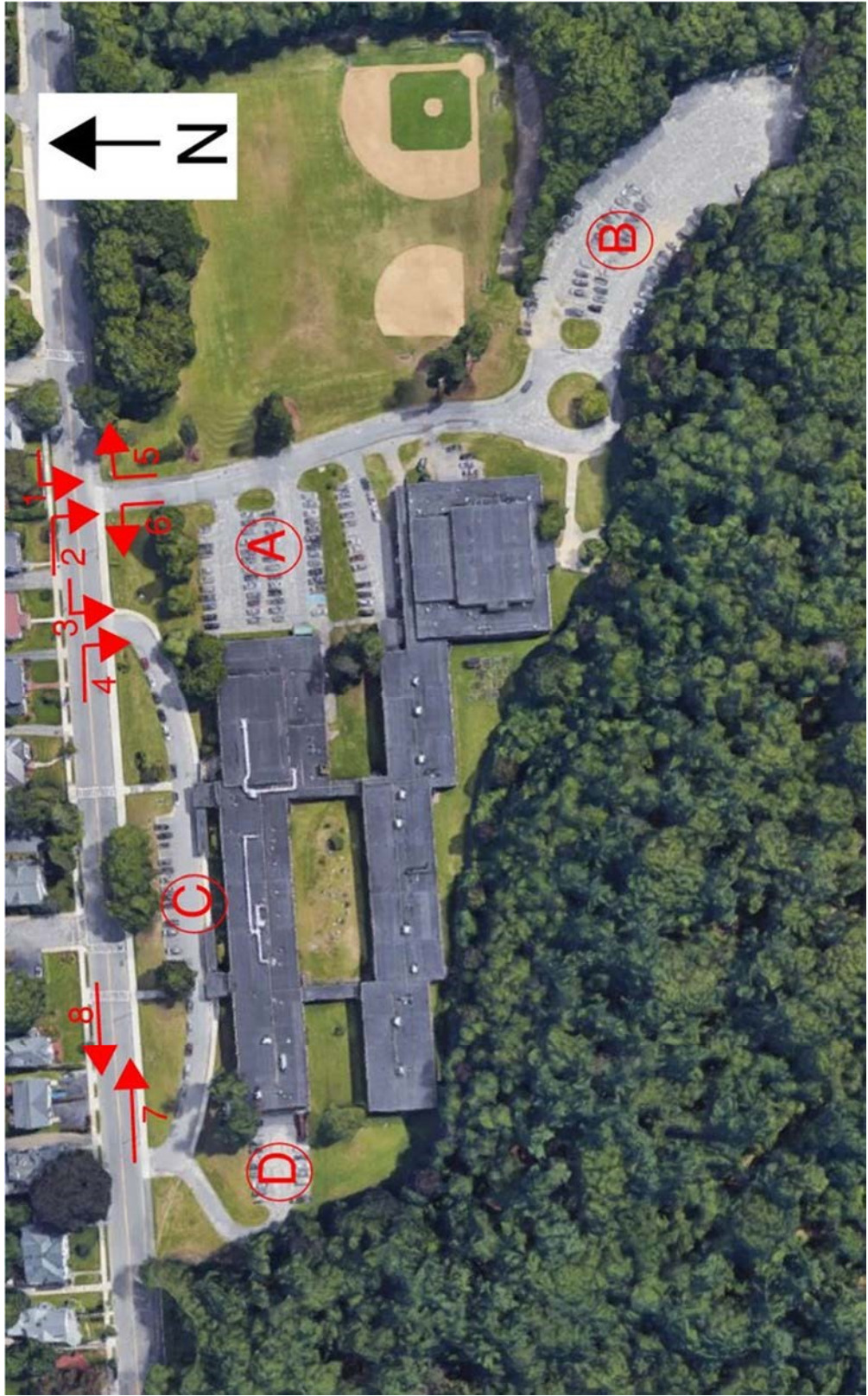
Please refer to the map that follows the Tables for actual count locations.

Table 1 – Doherty School Drop-Off Quantity

Time / Movement	1	2	3	4	5	6	7 (Drop-off)	8 (Drop-off)
6:45 AM 7:00 AM	35	13	16 (2 Buses)	18 (5 Buses)	5	0	18	45
7:00 AM 7:15 AM	85	28	43 (6 Buses)	13 (1 Bus)	26	0	0	8
7:15 AM 7:30 AM	43	17	23 (0 Bus)	12 (0 Bus)	16	0	14	8
7:30 AM 7:45 AM	5	1	7 (0 Bus)	4 (0 Bus)	2	0	0	2
TOTAL	168	59	87 (8 Buses)	41 (6 Buses)	49	0	32	63

Table 2 – Doherty School Pick-Up Quantity

Time / Movement	1	2	3	4	5	6	7 (Pickup)	8 (Pickup)
1:15 PM 1:30 PM	2	2	7 (6 Buses)	2 (0 Bus)	3	3	19	8
1:30 PM 1:45 PM	5	3	6 (2 Buses)	1 (0 Bus)	4	0	27	21
1:45 PM 2:00 PM	0	0	1 (0 Bus)	2 (0 Bus)	40	1	40	35
2:00 PM 2:15 PM	1	3	0 (0 Bus)	2 (0 Bus)	40	19	6	3
TOTAL	7	8	14 (8 Buses)	7 (0 Buses)	87	23	92	67



Traffic Circulation Count Location Map

Existing Morning Drop-off Circulation:

The Doherty Memorial High School traffic arrives at Highland Street from 6:45 AM through 7:45 AM. The parents arrive at Highland Street from east and west to drop-off their students along the curb on both sides of Highland Street. Buses arrive at the main entrance driveway through Highland Street to drop-off students from 6:45 AM through 7:15 AM. A total of fourteen buses drop off students at the school.

Existing Afternoon Pick-up Circulation:

The Doherty Memorial High School traffic arrives at Highland Street from 1:15 PM through 2:15 PM. The parents arrive at Highland Street from east and west and park along the curb on both sides of Highland Street and wait to pick-up their students. We observed queue lengths of approximately 900 feet on both sides of Highland Street during the afternoon pick-up time. Buses arrive at the main entrance driveway through Highland Street to pick-up students from 1:00 PM through 1:45 PM. A total of fourteen buses pick-up students at the school.

Doherty Memorial High School Parking Supply and Demand

Nitsch Engineering performed a parking supply and demand count on May 22, 2019. The utilization of the lots was taken at 9:30 AM.

Lot A (Faculty/Student)

- Total Spaces:84
- Occupied: 79
- Accessible: 1(empty)
- Note: 12 cars were parked illegally.
- Utilization: 107%

Lot B (Student)

- Total Spaces:131
- Occupied: 120
- Accessible: None
- Note: 5 cars were parked illegally, and 5 others were parked behind the building.
- Utilization: 99%

Lot C (Faculty/Staff)

- Total Spaces:16
- Occupied: 12
- Accessible: None
- Utilization: 75%

Lot D (Faculty/Staff)

- Total Spaces:18
- Occupied: 18
- Accessible: None
- Note: No pavement markings
- Utilization: 100%

2.5 Development Constraints

Certain physical characteristics of the Site represent development constraints and/or significant redevelopment cost factors including the following:

Pavements

Nearly all the bituminous pavement on the Site is in a poor/failing condition. Under any redevelopment scenario, all paved areas and curbs affected by the project are likely to require complete replacement, except for portions of the front access drive / bus loop.

Topography

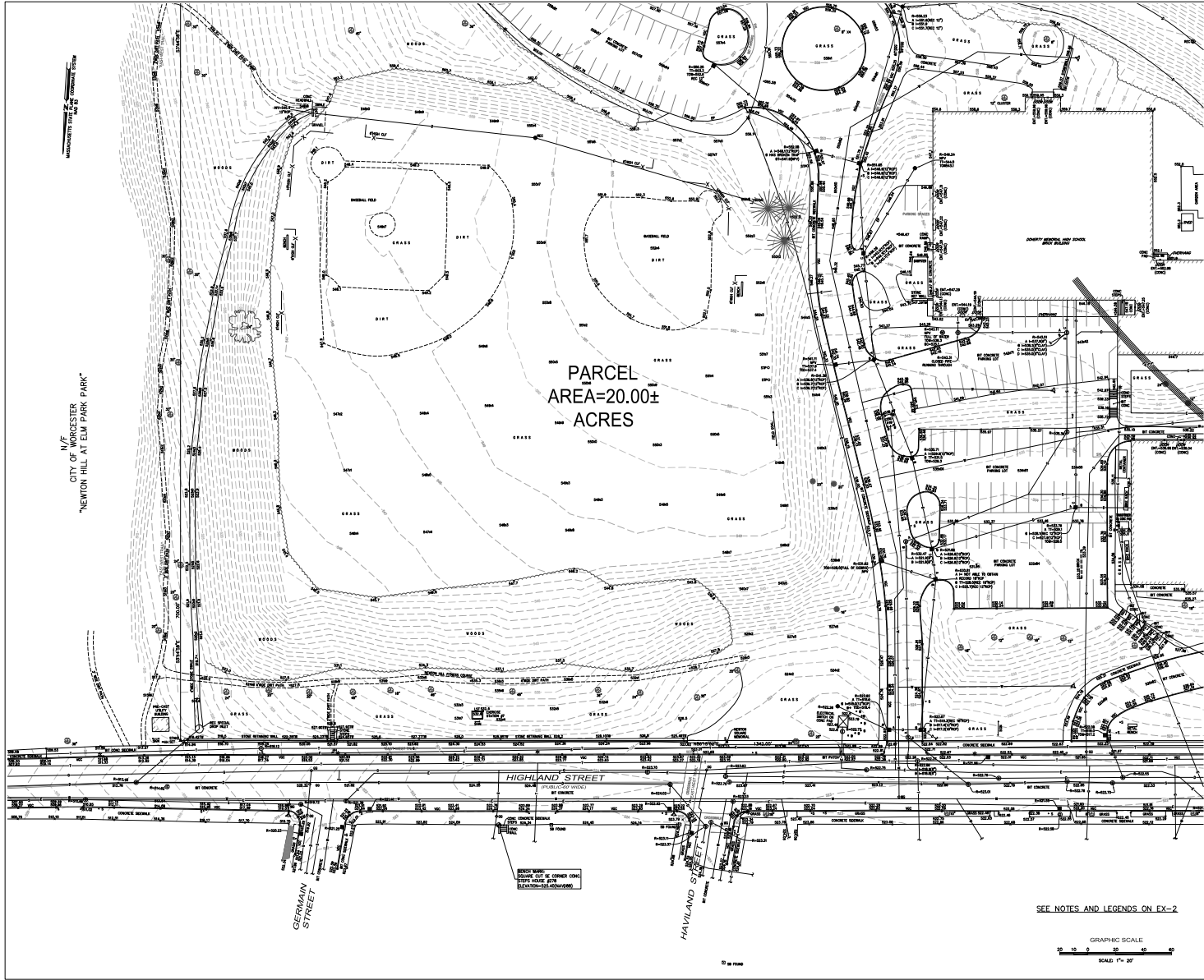
Any redevelopment or reuse scenario for the Site would need to consider the implications of the existing topography. Expansion of the currently developed portion of the Site will require extensive earth moving, probable retaining wall construction, and possible ledge removal.

Stormwater Management System

Because the Site is subject to the City of Worcester Wetland Protection Bylaw, any substantial site construction would require compliance with the Massachusetts Department of Environmental Protection Stormwater Management Standards (per the requirements of the municipal bylaw regulations). As such, it is likely that upgrade and/or replacement of the most, if not all, of the existing drainage infrastructure will be required under most potential redevelopment scenarios.

Sanitary Sewer Service

Although no deficiencies have been reported, the service connection pipes appear to consist of vitrified clay pipes and should be video-inspected under any redevelopment scenario. Further, installation of an exterior grease trap will be required for new construction of the Site, and may be required for a renovation project, depending on the extent of the renovation. Should this system element be necessary for a renovation project, modification of the interior building plumbing system could be required to facilitate separation of kitchen sanitary waste piping.



LAWRENCE P. RYAN &
 ASSOCIATES ARCHITECTS
 180 Green Street, Suite 300
 Worcester, MA 01095
 508.751.2011
 www.lpaia.com
 ARCHITECT'S STAMP

CONSULTANT
 CONSULTANT'S STAMP



Worcester Public Schools
 20 Irving Street,
 Worcester, MA 01002

PROJECT
 Doherty Memorial High School

DRAWING TITLE
 COMPILED EXISTING CONDITIONS PLAN

LINDSEY MARR
 LMS
 10/11/11

20 10 0 10 20 30 40
 SCALE: 1" = 20'



EX-1

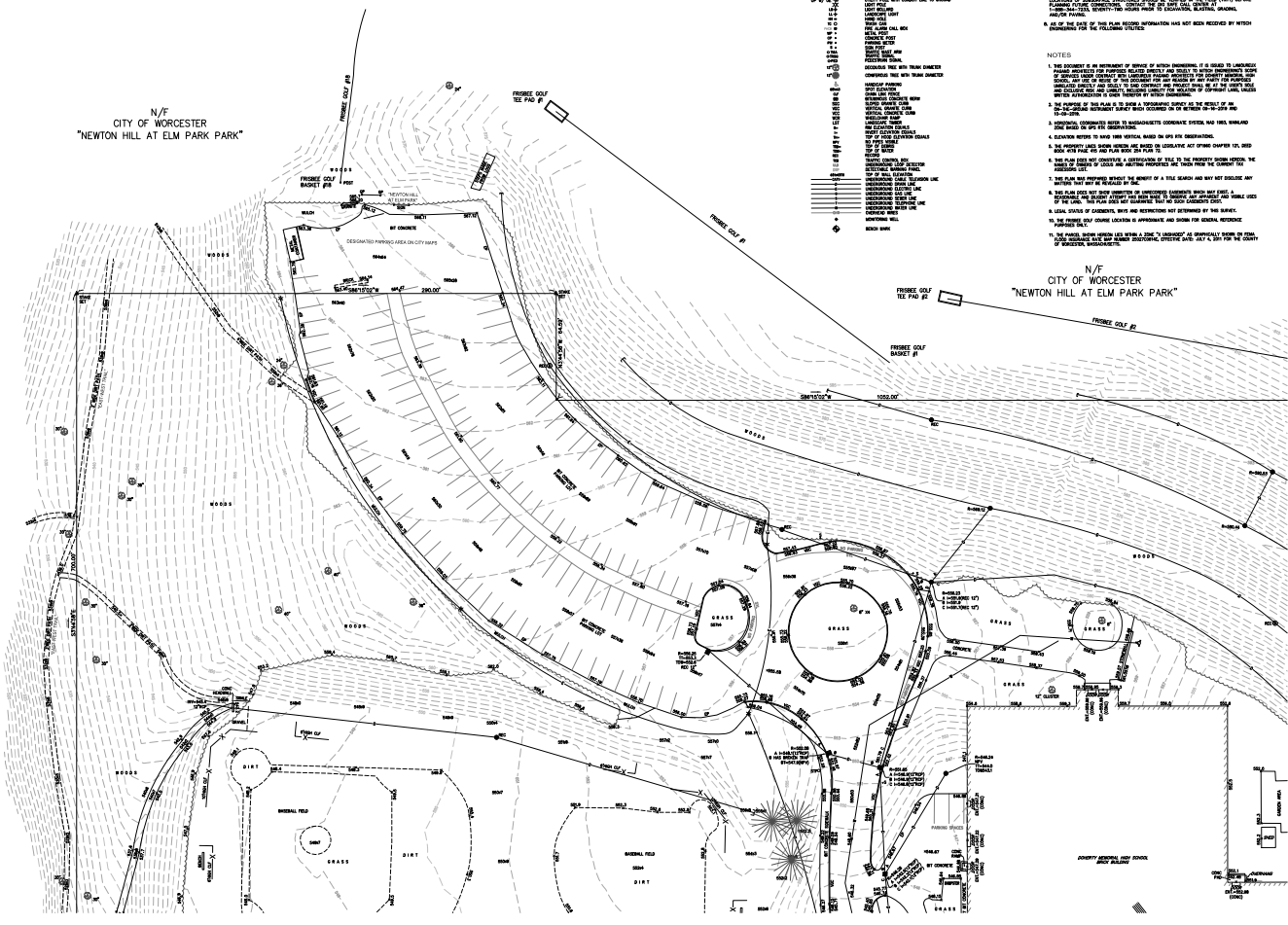
DATE	10/11/11
BY	LMS
CHECKED	PLM
DATE	11/11/11
BY	PLM
CHECKED	LMS
DATE	11/11/11
BY	LMS

EX-1
 Copyright © 2011

ADJUSTMENTS SHALL BE TO COMMENT TEXT

PARK AVENUE

N/F CITY OF WORCESTER "NEWTON HILL AT ELM PARK PARK"



LEGEND

1" = 10'	1" = 20'	1" = 40'	1" = 80'	1" = 160'
1" = 320'	1" = 640'	1" = 1280'	1" = 2560'	1" = 5120'
1" = 10240'	1" = 20480'	1" = 40960'	1" = 81920'	1" = 163840'
1" = 327680'	1" = 655360'	1" = 1310720'	1" = 2621440'	1" = 5242880'
1" = 10485760'	1" = 20971520'	1" = 41943040'	1" = 83886080'	1" = 167772160'
1" = 335910400'	1" = 671820800'	1" = 1343641600'	1" = 2687283200'	1" = 5374566400'
1" = 17089920000'	1" = 34179840000'	1" = 68359680000'	1" = 136719360000'	1" = 273438720000'
1" = 1387193600000'	1" = 2774387200000'	1" = 5548774400000'	1" = 11097548800000'	1" = 22195097600000'
1" = 44651660800000'	1" = 89303321600000'	1" = 178606643200000'	1" = 357213286400000'	1" = 714426572800000'
1" = 2282667200000000'	1" = 4565334400000000'	1" = 9130668800000000'	1" = 18261337600000000'	1" = 36522675200000000'
1" = 184173400000000000'	1" = 368346800000000000'	1" = 736693600000000000'	1" = 1473387200000000000'	1" = 2946774400000000000'
1" = 23524860000000000000'	1" = 47049720000000000000'	1" = 94099440000000000000'	1" = 188198880000000000000'	1" = 376397760000000000000'
1" = 7500768000000000000000'	1" = 15001536000000000000000'	1" = 30003072000000000000000'	1" = 60006144000000000000000'	1" = 120012288000000000000000'
1" = 240037760000000000000000'	1" = 480075520000000000000000'	1" = 960151040000000000000000'	1" = 1920302080000000000000000'	1" = 3840604160000000000000000'
1" = 15363827200000000000000000'	1" = 30727654400000000000000000'	1" = 61455308800000000000000000'	1" = 122910617600000000000000000'	1" = 245821235200000000000000000'
1" = 789246336000000000000000000'	1" = 1578492672000000000000000000'	1" = 3156985344000000000000000000'	1" = 6313970688000000000000000000'	1" = 12627941376000000000000000000'
1" = 63423731000000000000000000000'	1" = 126847462000000000000000000000'	1" = 253694924000000000000000000000'	1" = 507389848000000000000000000000'	1" = 1014779696000000000000000000000'
1" = 8196528000000000000000000000000'	1" = 16393056000000000000000000000000'	1" = 32786112000000000000000000000000'	1" = 65572224000000000000000000000000'	1" = 131144448000000000000000000000000'
1" = 162288896000000000000000000000000'	1" = 324577792000000000000000000000000'	1" = 649155584000000000000000000000000'	1" = 1298311168000000000000000000000000'	1" = 2596622336000000000000000000000000'
1" = 5193247680000000000000000000000000'	1" = 10386495360000000000000000000000000'	1" = 20772990720000000000000000000000000'	1" = 41545981440000000000000000000000000'	1" = 83091962880000000000000000000000000'
1" = 166183925760000000000000000000000000'	1" = 332367851520000000000000000000000000'	1" = 664735703040000000000000000000000000'	1" = 1329471406080000000000000000000000000'	1" = 2658942812160000000000000000000000000'
1" = 10631696256000000000000000000000000000'	1" = 21263392512000000000000000000000000000'	1" = 42526785024000000000000000000000000000'	1" = 85053570048000000000000000000000000000'	1" = 170107140096000000000000000000000000000'
1" = 340214270080000000000000000000000000000'	1" = 680428540160000000000000000000000000000'	1" = 1360857080320000000000000000000000000000'	1" = 2721714160640000000000000000000000000000'	1" = 5443428321280000000000000000000000000000'
1" = 10886856642560000000000000000000000000000'	1" = 21773713285120000000000000000000000000000'	1" = 43547426570240000000000000000000000000000'	1" = 87094853140480000000000000000000000000000'	1" = 174189706280960000000000000000000000000000'
1" = 348599059904000000000000000000000000000000'	1" = 697198119808000000000000000000000000000000'	1" = 1394396397616000000000000000000000000000000'	1" = 2788792795232000000000000000000000000000000'	1" = 5577585590464000000000000000000000000000000'
1" = 14310342369280000000000000000000000000000000'	1" = 28620684738560000000000000000000000000000000'	1" = 572413694771200000000000000000000000000000000'	1" = 1144827389542400000000000000000000000000000000'	1" = 2289654779084800000000000000000000000000000000'
1" = 918758925496320000000000000000000000000000000'	1" = 1837517850992640000000000000000000000000000000'	1" = 3675035701985280000000000000000000000000000000'	1" = 7350071403970560000000000000000000000000000000'	1" = 14700142807941120000000000000000000000000000000'
1" = 46500714039705600000000000000000000000000000000'	1" = 930014280794112000000000000000000000000000000000'	1" = 1860028561588224000000000000000000000000000000000'	1" = 3720057123176448000000000000000000000000000000000'	1" = 7440114246352896000000000000000000000000000000000'
1" = 29700714039705600000000000000000000000000000000000'	1" = 59401428079411200000000000000000000000000000000000'	1" = 118802856158822400000000000000000000000000000000000'	1" = 237605712317644800000000000000000000000000000000000'	1" = 475211424635289600000000000000000000000000000000000'
1" = 1518028561588224000000000000000000000000000000000000'	1" = 3036057123176448000000000000000000000000000000000000'	1" = 6072114246352896000000000000000000000000000000000000'	1" = 12144228492705792000000000000000000000000000000000000'	1" = 24288456985411584000000000000000000000000000000000000'
1" = 15180285615882240000000000000000000000000000000000000'	1" = 30360571231764480000000000000000000000000000000000000'	1" = 60721142463528960000000000000000000000000000000000000'	1" = 121442284927057920000000000000000000000000000000000000'	1" = 242884569854115840000000000000000000000000000000000000'
1" = 151802856158822400000000000000000000000000000000000000'	1" = 303605712317644800000000000000000000000000000000000000'	1" = 607211424635289600000000000000000000000000000000000000'	1" = 1214422849270579200000000000000000000000000000000000000'	1" = 2428845698541158400000000000000000000000000000000000000'
1" = 1518028561588224000000000000000000000000000000000000000'	1" = 3036057123176448000000000000000000000000000000000000000'	1" = 6072114246352896000000000000000000000000000000000000000'	1" = 12144228492705792000000000000000000000000000000000000000'	1" = 24288456985411584000000000000000000000000000000000000000'

UTILITY INFORMATION STATEMENT

1. THE INFORMATION CONTAINED HEREIN IS BASED ON FIELD SURVEY DATA AND RECORD DRAWINGS AND IS NOT GUARANTEED BY THE ARCHITECT. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
2. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
3. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE DISCOVERED.
4. THE EXISTENCE OF ANY UTILITIES/STRUCTURES IS AN ASSUMPTION. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
5. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
6. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
7. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
8. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
9. ALL OF THE UTILITIES SHOWN ON THIS PLAN HAVE BEEN FIELD VERIFIED BY THE ARCHITECT.

NOTES

1. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
2. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
3. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
4. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
5. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
6. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
7. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
8. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.
9. THE ARCHITECT HAS CONDUCTED VISUAL INSPECTIONS OF THE UTILITIES SHOWN ON THIS PLAN AND HAS FOUND THEM TO BE CORRECT. THE ARCHITECT HAS NOT CONDUCTED ANY OTHER INVESTIGATION OF THE UTILITIES SHOWN ON THIS PLAN.

LPAIA
LAWOURDUX REGAN
ASSOCIATES ARCHITECTS
100 Green Street, Suite 300
Worcester, MA 01605
508.753.2031
www.lpaia.com

ARCHITECT'S STAMP

CONSULTANT'S STAMP

Worcester Public Schools
20 Irving Street,
Worcester, MA 01602

PROJECT

Doherty Memorial High School

200 High Street, Worcester, MA 01602

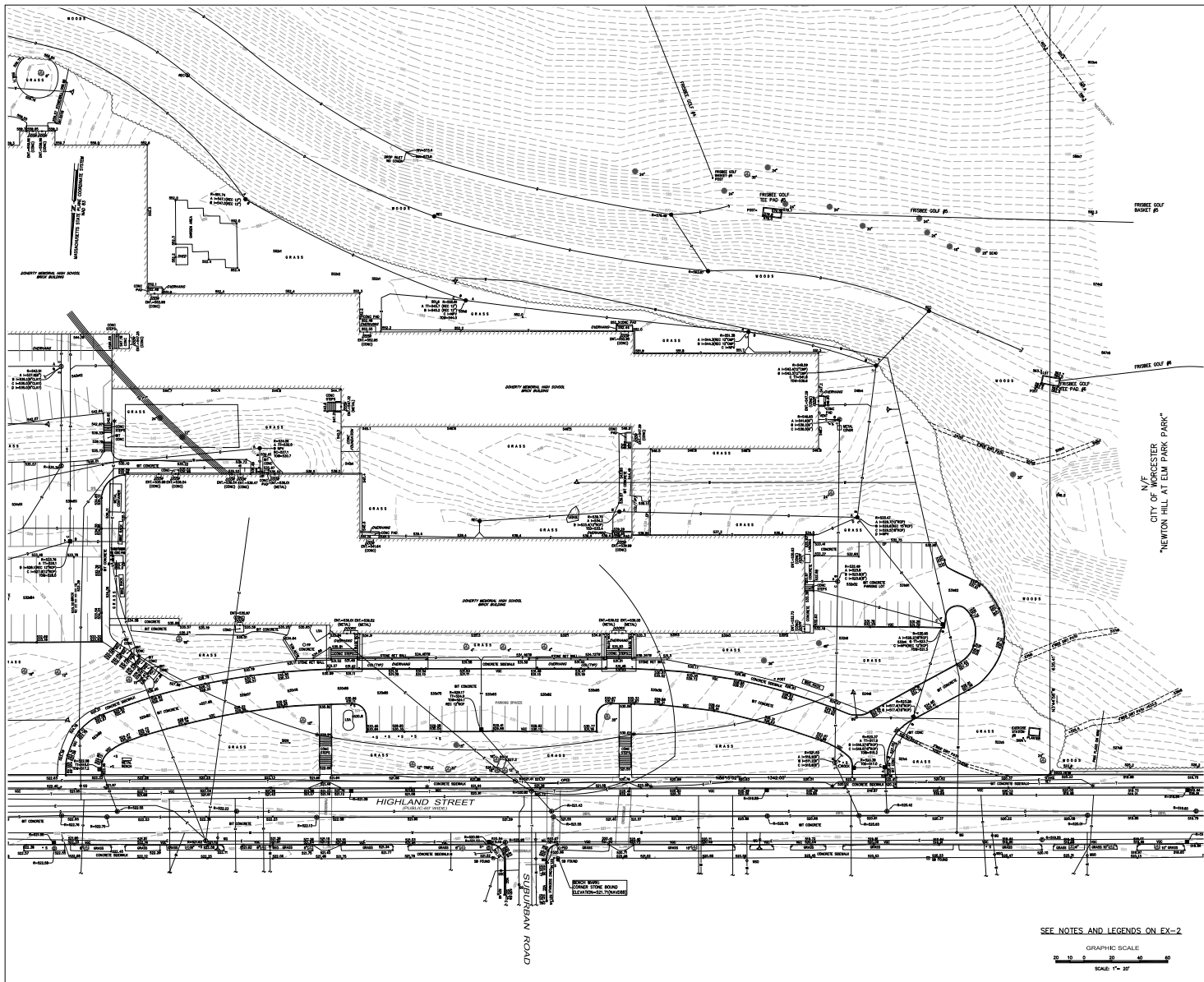
DRAWING TITLE

COMPILED EXISTING CONDITIONS PLAN

GRAPHIC SCALE
SCALE 1" = 20'

EX-2

Copyright © 2014



CPAIA
 LAMOURoux PAGANo
 ASSOCIATES ARCHITECTS
 180 Grove Street, Suite 208
 Worcester, MA 01095
 508.751.2031
 www.cpaia.com
 ARCHITECT'S STAMP

CONSULTANT
 CONSULTANT'S STAMP

OWNER
 Worcester Public Schools
 20 Irving Street,
 Worcester, MA 01002
 PROJECT
 Project Status

Doherty Memorial
 High School
 200 High Hill Drive, Northwood MA 01062
 DRAWING TITLE
 COMPILED
 EXISTING
 CONDITIONS
 PLAN

Location Map

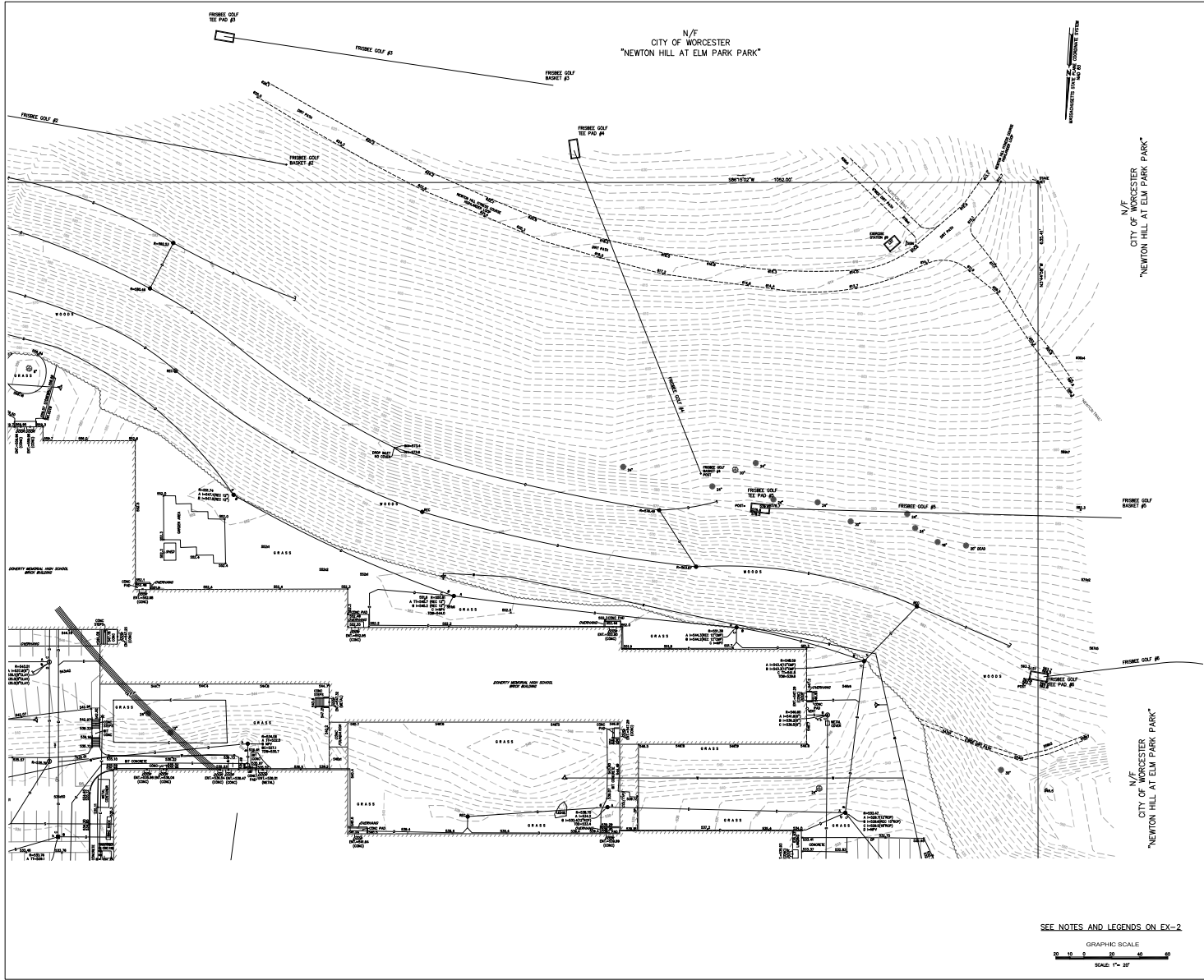
Map Plan

REVISIONS

NO.	DATE	BY	CHKD.
1	10/14/2011	CPAIA	CPAIA
2	11/02/2011	CPAIA	CPAIA
3	11/02/2011	CPAIA	CPAIA
4	11/02/2011	CPAIA	CPAIA
5	11/02/2011	CPAIA	CPAIA

SEE NOTES AND LEGENDS ON EX-2
 GRAPHIC SCALE
 SCALE 1" = 30'

EX-3
 Copyright © 2011



N/E
CITY OF WORCESTER
"NEWTON HILL AT ELM PARK PARK"

N/E
CITY OF WORCESTER
"NEWTON HILL AT ELM PARK PARK"

N/E
CITY OF WORCESTER
"NEWTON HILL AT ELM PARK PARK"

SEE NOTES AND LEGENDS ON EX-2
GRAPHIC SCALE
SCALE 1" = 20'

LPAIA
LAMOURGUX RAGANO
ASSOCIATES ARCHITECTS
100 One Street, Suite 300
Worcester, MA 01095
508.751.2031
www.lpaia.com

ARCHITECT'S STAMP

CONSULTANT

CONSULTANT'S STAMP

OWNER

Worcester Public Schools
20 Irving Street,
Worcester, MA 01090

PROJECT

Doherty Memorial
High School

200 High Street, Worcester, MA 01090

DRAWING TITLE

COMPILED
EXISTING
CONDITIONS
PLAN

Location Map

Map Plan

DATE:	08/14/2013
DESIGNER:	TYLER
DRAWN:	RY
CHECKED:	RY
SCALE:	AS SHOWN
DATE:	08/14/2013

EX-4

Copyright © 2013