SITE VISIT QUESTIONS

1. What was the primary driver that told you a project of this magnitude was needed?
   Everything in the station was cramped in some cases dangerous. Five apparatus were housed in four bays, the doors were 10 x 10, gear was hung on the walls with no more than a foot and a half between moving apparatus and the wall. The only storage room had been converted to serve as an office. Access to the meeting room area was primarily through the bays. It was an accident waiting to happen. That station had been constructed low budget in 1982.
2. What was your planning horizon for your project?
   Explain and demonstrate the need, receive Town approval to form a committee, Town Meeting 1998
   Committee meets, reviews need and options, comes up with a plan to double the footprint, adding two bays and more than doubling office and meeting space. Takes finding back to Town Meeting and receive authorization to find an architect and come back with plans, not sure of the number. 1999
   Review architectural proposals, hire one draw up concept and plans. Present Town Meeting 2000. Receive authorization to go out for proposals.
   Advertise, review proposals, select a contractor to recommend. Proposals ranged from $350,000 - $800,000
   Take recommendation to Town Meeting receive approval for recommended one, approximately $400,000 Receive approval 2001
   Station completed summer 0f 2002.
3. Was your project for Public Safety and/or Public Works?
   Public Safety
4. Was your project part of future town economic development?
   Not based on an Economic Development Plan, but it was designed to allow for municipal events
5. In what area of the discussions and planning did you involve outside consultants? (engineer, economic development planning, architect)
   See number 2
6. Did any of the consultants specialize in Public Safety?
   The architectural firm had done other fire stations and municipal buildings. It is probably a critical piece now
7. Are there any vendors to avoid?
   Not so much vendors but the process. We had no clerk of the work, it was overwhelming. We started with change work orders in the first week because of an old footing that was unearthed, After that things weren't to the point of contentious but they were very guarded. Our architectural firm, had final say over discrepancies and substitutions. Acting as the clerk of the work< I did not care for that.

8. Did any elements of the ISO (Insurance Services Office) rating impact any of your planning/decisions?
   It was considered but the station is very close to the center of the community. It was not a controlling factor. We have utilized automatic aid to address the few mileage concern areas in the Town.
9. How long did it take from the initial conception of the project to breaking ground?
   Forever, or so it seemed. See number 2
10. How were community members involved in the project? (committee of volunteers, multiple committees)
    It was a committee of five, the two citizen members did not support the project at all when they joined and were very vocal about it. But once they realized the seriousness of the need they were a big factor in rallying Town Support
11. Who chaired or facilitated the committee(s)? (resident or a paid facilitator?)
    The Chief was the chair of the committee, but once the architectural firm was hired most meetings were run by the architect.
12. How was the approval process for the project in your community?
    See section 2
13. How was the project funded? (bonds, grants, appropriation)
    Municipal Loan
14. Did you evaluate these services through regional partners?
    Nothing formal
15. With hindsight, what do you wish you had done differently?
    An area with living quarters, perhaps as a second floor on the addition. Or at least set the stage for it. AC was in the original plan but was taken out as a cost savings, we shouldn't have. A hose storage and gear washing are. In this day and age, I would add heat pumps and solar panels as well