

PERMANENT PUBLIC BUILDING COMMITTEE

TOWN OF NEEDHAM

MINUTES OF MEETING

Date: August 28, 2023		Time: 7:30 PM	Location: Zoom
Attendance			
PPBC Members:	Present: Stuart Chandler, Richard Creem, George Kent, Gene Voloshin (all remote)		
	Absent: Lynne Deninger, Roy Schifilliti, Irwin Silverstein		
BDCD Staff:	Hank Haff (Director), Ken Sargent (Senior Project Manager)		
User Representatives:	Barry Dulong	Bldg. Maint. Dir., RTU Replacement, DPW & CATH Study Rep.	
	Anne Gulati	School Finance Director, Emery Grover, SMP & RTU Replacement Rep.	
	Michael Greis	School Committee, Emery Grover & SMP Rep.	
Other Attendees:	Michele Rogers	Dore & Whittier Architects	
	Michael Richard	Weston & Sampson Engineers	
	Jamay Li	Weston & Sampson Engineers	
Minutes prepared by:		Kathryn Copley	Administrative Specialist

This meeting was posted on the Town web site on August 20, 2023, as a:

Remote Meeting on Zoom Cloud Meetings

Meeting ID # 88414728107

<https://us02web.zoom.us/j/88414728107>

A. Approval of Minutes

The Committee reviewed the minutes from the August 14, 2023 PPBC meeting. Mr. Chandler made a motion that the Committee approve the minutes as presented. Mr. Kent seconded the motion. The motion was then voted upon and approved 4 yeas - 0 nays - 0 abstain.

B. RTU Replacement at Broadmeadow and Eliot Schools

Anne Gulati (School Finance Director), Barry Dulong (DPW), and Hank Haff (BDCD) attended the meeting remotely.

Mr. Haff reported that on August 17th the filed sub bids were received. Five bids from electrical contractors were received and none for built up roofing. The roofing body of work will be done under the HVAC prime contractor. On August 24th, two bids from prequalified HVAC prime contractors were received.

The bids were as follows:

<u>Company</u>	<u>Base Bid</u>	<u>Add Alt #1</u>	<u>Total bid Amt.</u>
CAM HVAC & Construction Inc.	\$3,217,000	\$427,000	\$3,644,000
Enterprise Equipment Co., Inc.	\$2,941,435	\$397,000	\$3,338,435

The bid from Enterprise Equipment Co. Inc. (EEC). including the add alternate #1 is below the CD cost estimate. Mr. Haff recommended that the Committee go forward with EEC and accept the add alternate. GGD Consulting Engineers have worked with them in the past with good results. Mr. Dulong is working with them at the High School.

All the prequalified vendors have had experience of this magnitude of work although not necessarily as the prime contractor. They appreciated the fact that the project is starting now to allow for the long lead order time on the equipment.

Mr. Kent made a motion that the Committee approve Enterprise Equipment Co., Inc. as the low bidder, to include the base bid and add alternate #1 in the amount of \$3,338,435. Mr. Creem seconded the motion. The motion was then voted upon and approved unanimously - 6 yeas - 0 nays - 0 abstain.

Mr. Chandler made a motion that the Committee approve the following invoice for payment:
GGD Consulting Engineers July Services \$ 12,690.00
Mr. Kent seconded the motion. The motion was then voted upon and approved unanimously - 6 yeas - 0 nays - 0 abstain.

Mr. Chandler made a motion that the Committee approve the following invoice for payment:
Hill International, Inc. July Services \$ 8,755.00
NV5 July/August Services \$ 308.17
Mr. Creem seconded the motion. The motion was then voted upon and approved unanimously - 6 yeas - 0 nays - 0 abstain.

Documents: Agenda, Bid tabulations

C. School Master Plan Study

Michael Greis (School Committee), Anne Gulati (School Finance Director), Michele Rogers (D&W) and Hank Haff (BDCD) attended the meeting remotely.

Mr. Haff reported that the MSBA has informed the Town that the Pollard School has been selected for an MSBA Senior Study on October 4, 2023. A technical review team from the MSBA will tour the building to assess its systems, overcrowding and facility issues. The MSBA received over 60 SOI's and a Senior Study is an important next step, but no guarantee that the building will be accepted into the MSBA program. Last year only 8 to 10 schools were invited into the Eligibility Period.

Several people from the Pollard staff, School Department, Building Maintenance Dept., Building Design & Construction Dept, and related elected committee members will be involved. Mr. Kent indicated he would be interested in participating. Ms. Gulati will discuss with Dan Gutekanst who should attend.

The last cost estimate numbers were done in December 2022, and these will need to be updated. It is hoped that supply chain issues are leveling out construction cost escalation.

It looks like either the Master Plan Option C or Option D pathway will be followed. The Town Boards will have to decide how to proceed. The project will be on the School Committees next agenda on September 5th and at the September 11th PPBC meeting.

Documents: December 2022 Timeline/Cost estimates

D. DPW Complex Feasibility Study

Barry Dulong (DPW), Michael Richard, Jamay Li (Weston & Sampson), and Hank Haff (BDCD) attended the meeting remotely.

Mr. Richard reported on the progress of the project. 470 Dedham Avenue experienced a flooding event on August 8th during an unprecedented rain event that overwhelmed the reservoir and town storm water system. The building had approximately 2 inches of water on the ground floor of the building.

The updated options were reviewed with preliminary hard construction cost estimates. Option 4 was added which includes an addition to the Jack Cogswell Building (JCB). In all four Options the DPW Administration and Engineering remain at 500 Dedham Ave. with minor renovations, Building Maintenance remains at the Daley Building site with a renovated or new building, and the RTS facility remains at its current location with renovations. The four Options study relocating some of the DPW divisions to other sites in town and demolishing the existing 1950's DPW building at 470 Dedham Ave and constructing new facilities on that site.

Option 1 Highway, Water, Sewer & Drains, Parks & Forestry and Fleet Maintenance are consolidated at 470 Dedham Avenue. Construction would be done in one or two phases requiring temporary relocation of the facilities to JCB, Hillside and other facilities. Then demolition and new construction would occur and DPW functions would return to a new modernized building at 470 Dedham Avenue.

Benefits include most operations would be consolidated and be most efficient. The challenges are it is a tight site, temporary facilities at alternate sites, filling and replication of some wetlands and utilizing some land in the School Committee jurisdiction. Phasing construction on this site is difficult therefore financing of the total project may be required.

Option 2 – Campus - utilizing Parcel 74 and 470 Dedham Ave. Water, Sewer & Drains and Fleet Maintenance remain at 470 Dedham Avenue, and Highway and Parks & Forestry are at Parcel 74. Construction would be in several phases. First constructing a new Highway and Parks & Forest facility at Parcel 74 and then moving them into the facility. Fleet Maintenance and Water, Sewer & Drains would be temporarily relocated to Parcel 74 during construction of 470 Dedham Avenue and finally moving them back into the new 470 Dedham Ave. facility.

The benefits include more site area at 470 Dedham Ave., better drainage, and traffic patterns than Option 1 and grading at Parcel 74 can substantially screen the new facility. The

challenges include the introduction of a new site not previously a part of Public Works (Parcel 74) and a large amount of sitework.

Option 3 Campus – Hillside & 470 Dedham Ave.- proposes that Highway and Parks & Forestry are relocated to a new facility at the Hillside School and Water, Sewer & Drains and Fleet Maintenance move out temporarily and return to a new facility at 470 Dedham Avenue. Construction would be in several phases. First demolition of the existing Hillside school and construction of a new facility at that location for Highway and Parks & Forestry and moving them into the Hillside facility. Temporarily relocating Fleet Maintenance and Water Sewer & Drains to Hillside and JCB, then construction of a new facility at 470 Dedham Ave. and then move Fleet Maintenance and Water Sewer & Drains back into 470 Dedham Avenue.

The benefits include more site area than the consolidated option. The challenges include the introduction of a new site not previously a part of Public Works (Hillside), large amount of site work and retaining walls, remediation of existing contamination at the Hillside site, elimination of playing fields at Hillside, release of the site by the School Committee and finally demolition of the existing school.

Option 4- Campus – Jack Cogswell Building addition and 470 Dedham Ave. proposes that Fleet Maintenance moves to an addition to the Jack Cogswell Building, Water, Sewer & Drains, Highway and Parks & Forestry would remain at 470 Dedham Avenue and construction would occur in several phases on that site. The new JCB addition would be constructed with a higher clearance for the vehicle lifts. The remaining JCB bays would continue to serve as seasonal storage.

The benefits include consolidation of three divisions at 470 Dedham Avenue and more site area than the consolidated option, allowing phased construction and repurposing of the 6-bay garage. The challenges include site grading and bedrock at the Cogswell Building site. A sewer main connection would be required for the Cogswell Building site.

Estimated Present-day Hard Construction Costs				
Site Location	Option 1 Consolidated	Option 2 Campus (Parcel 74)	Option 3 Campus (Hillside)	Option 4 Campus (Cogswell)
470 Dedham Ave	\$42,550,000	\$ 31,390,000	\$ 31,390,000	\$ 40,080,000
500 Dedham Ave Reno.	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Daley Bldg Renovations	\$ 4,760,000	\$ 4,760,000	\$ 4,760,000	\$ 4,760,000
RTS renovations	\$ 8,550,000	\$ 8,550,000	\$ 8,550,000	\$ 8,550,000
Parcel 74	\$ -	\$ 17,920,000	\$ -	\$ -
Hillside School	\$ -		\$ 19,240,000	\$ -
Cogswell Building addition	\$ -		\$ -	\$ 14,910,000
Total	\$56,360,000	\$ 63,120,000	\$ 64,440,000	\$ 68,800,000
Notes:				
1- For Daley Building new construction add \$4,580,000				
2- Estimate reflect 2024 sf construction costs only. All soft costs & escalation must be added once phasing plan is defined				
3- Soft Costs typically add between 25%- 30% of Consturction costs				

To use Parcel 74, Town meeting and State legislative approval would be required and perhaps include a jurisdictional land swap.

The next steps are to identify a preferred scenario, finalize the report, and prepare a project schedule. This information will be presented to the Select Board on September 12. The DPW is leaning towards Option 4.

Documents: Presentation

E. Adjournment

The meeting was adjourned at 9:11 PM.

The next PPBC meeting is scheduled for Monday, September 11, 2023, at 7:30 PM, on Zoom Cloud Meetings.

These minutes are intended to convey the content of the discussions at the Committee meeting. If no comments are received by the next meeting, they will go to file as part of the permanent Committee record.