



Town  
of **Truro**  
MASSACHUSETTS





17  
TOWN HALL ROAD

TOWN OF TRURO

DEPARTMENT OF  
PUBLIC WORKS



# Why Do We Need a New DPW Facility?

The public works facility has been on the Select Board's radar and part of the Select Board's Goals and Objectives for over 10 years. Beginning in 2018, the town submitted a Request for Quote (RFQ) for the feasibility study to move the project forward.

The current facility is not adequate to:

- Protect the fleet of vehicles that the taxpayers invest in
- Meet storage needs
- Provide safe, clean and appropriate workspaces, break spaces, and restrooms for the staff to complete their work
- Allow for efficiencies in the work of the department
- Allow for interdepartmental efficiencies
- Continue to invest taxpayer dollars into for repair and rehabilitation costs

A picture is worth a thousand words...







**BREAK ROOM**  
**MAIN GARAGE**





EXIT











NO WORKING









TRUCK CRAFT  
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MOJ 805

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EQUIP. CO., INC.

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**STAFF BATHROOM**











# Who Benefits from a New DPW Facility?

The Department—the men and women who serve our community and deserve to work in safe, suitable conditions that reflect and enhance the excellent service they provide to our community



YOU!—the citizens who are served by the Department of Public Works and who utilize services at Town buildings, beaches, and other Town-owned facilities; who depend on the department to clear roadways and respond to emergencies; who depend on the department to service the Town's equipment and vehicles, such as ambulances and police vehicles



# *How Did We Get Here?*

## Request for Quotes for Feasibility Study

2018: RFQ for Feasibility Study drafted by Public Works Director Jarrod Cabral and Assistant Town Manager Kelly Clark. It was later reviewed by Town Manager Darrin Tangeman and Town Council to ensure compliance with Massachusetts General Law. Applicants were asked to clearly demonstrate an understanding of the local community and its partners – Cape Cod National Seashore (CCNS), Department of Transportation (DOT), and Department of Environmental Protection (DEP), and the current layout of the existing facility to effectively determine the needs of the department.

### **The scope of services included:**

- Provide a program for the DPW.
- Provide an evaluation of the current facility and related building systems, as well as potential sites.
- Provide a concept plan for the project based on site selection.
- Provide an estimate of construction costs.



# *How Did We Get Here?*

## Request for Quotes for Feasibility Study

RFQ applicants were required to:

- ✓ Demonstrate a minimum of five years of experience in the design of public buildings in Massachusetts and possess a general understanding of the local environment, and its relationships with the CCNS, DOT, and DEP.
- ✓ Provide proof of a full architectural design (with a minimum of three DPW facilities in the past ten years), including one that was designed and constructed within the last five years. Additionally, the designer must have served as the construction manager.
- ✓ Possess knowledge and experience of legal requirements in Massachusetts public building projects.
- ✓ Obtain all current necessary licenses and registrations to qualify under Massachusetts General Law to perform the function of the designer of the project.



# How Did We Get Here?

## Request for Quotes for Feasibility Study

Once the RFQ process was underway a committee was formed to review the applicants and conduct interviews. The review committee consisted of DPW Director Jarrod Cabral, Assistant Town Manager Kelly Clark, Town Accountant Trudi Brazil, and Select Board members Kristen Reed and Bob Weinstein.

The applicant review process conformed with Massachusetts General Laws and consisted of the following:

*The Procurement Officer shall review each "Statement of Qualifications" to determine whether it meets the minimum requirements as set forth in the RFQ. Any application which fails to meet the minimum qualifications will be rejected as non-responsive. The Procurement Officer shall state in writing the reasons for disqualifying any designer/applicant.*

The feasibility study was completed in June 2019 and the town has conducted several public meetings with questions, comments, and cost updates. On March 8, 2023, Weston & Sampson provided the most updated cost analysis comparing the three sites under review - our current Town Hall Road site, the newly acquired Walsh property, and 340 Route 6. The next steps will include the finance department which will determine the best future financial path with the least amount of impact on taxpayers.



# How Did We Get Here?

## **Scope & Design Reasoning:**

The feasibility study scope of work and eventual proposed design was based on a space needs assessment and an operational analysis. The goal of the study was to develop an objective program of buildings and site features which are needed to cost effectively and efficiently support the services offered by the Department to the community. The study included inspecting existing facilities, identifying deficiencies, interviewing staff, identifying current and future needs, conducting a site selection analysis, developing conceptual alternatives, and preparing budget cost estimates for a new facility.

## **Space Needs Assessment:**

The Project Team prepared a space needs assessment to identify the current and future needs of the Department of Public Works. The assessment included analyzing current services offered to the community and current deficiencies in the facility which need to be corrected with the construction of a new facility. The assessment also included interviewing key staff to learn first-hand the operational issues with the existing buildings and site. The staff interviews were supplemented with support by the project team's knowledge of industry practices and familiarity with solutions which have been successfully implemented on recently constructed public works facilities.

## **Operation Analysis:**

The operational analysis was based on inspection of the existing facilities which are used to support the Department of Public Works' operations, and a determination of the functional inadequacies and space limitations of the existing buildings and site.



# Site Selection

Initial sites evaluated by Weston & Sampson:

- 24 Town Hall Road, current location - Current violation of DEP public water supply criteria; water source would need to come from Snow's Field; Snow's Field would need to be redesigned for use of two soccer fields, a soft ball field; and DEP would require protection for the Zone 1. Currently in a residential zone (pre-existing/nonconforming)
- 340 Route 6, neighboring parcel to the Police and Fire Departments – Requires 2/3 vote at Town meeting to amend the use of the parcel; existing waterline and septic can be utilized; centrally located; offers efficiencies between the three Departments. General business zoned. All other parcels are residential zoned or abut NPS property.
- 5 Town Dump Rd, Transfer Station – Site is regulated by DEP; no guarantee in a DEP permit for change of use. Is in the Seashore District. No guarantee in change of use; does not accommodate all facility needs.
- 104 Route 6, Dot site – Town does not own the site; site will not accommodate all facility needs due to size of site, environmental concerns due to use of salt and salt overflowing onto NPS property which may expose the town to liability. Is in the Seashore District; no guarantee in change of use.

The Town requested three additional sites to be evaluated:

- 100 Route 6, Jacks Gas - Town does not own the site; environmental concerns due to a fuel spill in the late 90s. May expose the town to liability and future expenses for potential environmental monitoring, is in the seashore district, no guarantee in change of use.
- The Walsh Property - Primarily a residential area; locating the DPW at this location is not supported by the Walsh Planning Committee.
- 2 Sand Pit Road, Noons Property - Town does not own the property; watermain will be needed.



# Why 340 Route 6?

- The Town owns the site
- Centrally located in Truro
- Located next to Public Safety Facility → more efficient response to emergency events and improved functionality between departments
- Quick access to Route 6
- Zoned for municipal use
- Can tie into existing watermain and upgrade septic system at 344 Route 6
- Efficiencies in maintaining vehicle fleets of police & fire and the proposed co-located fueling depot provides efficiencies to police & fire.
- Wash bay with containment system can be utilized by all three departments
- New generator can serve both 340 and 344 Route 6
- Siting the new facility at 340 Route 6 allows operations to continue at 24 Town Hall Road until new facility is move-in ready.
- No evidence of environmental concerns, covenant issues, habitat issues, contaminated water, or a buried gas tank.

The Truro  
Select Board  
voted  
unanimously in  
favor of siting  
the new public  
works facility  
at 340 Route  
6 at its June  
27, 2023  
meeting.

*While there may be abutters who are opponents of siting the DPW at 340 Route 6,  
this location best serves ALL residents.*

# What Will It Cost?

Town Meeting voters have two articles to consider:

## Article 3

\$35 million which includes the \$3.5 million for engineering and architectural costs and the construction costs

## Article 4

\$3.5 million for only engineering and architectural costs (NOT the construction costs)

- Peer Review Findings - Average cost per site - \$25,282,236  
(most recent bid openings NOT included in this calculation)
- Weston & Sampson - Average cost per site - \$34,674,084
- Weston & Sampson - Cost update from August 25<sup>th</sup> - \$34,364,120



# What Will It Cost?

## Town of Truro New Public Works Facility

DPW Project Cost Data						
Description	Size (SF)	Bid Date	Low Bid Price	Low Cost per SF	Average Bid Price	Avg Cost per SF
Wayland Public Works Facility	39,869	2014	\$ 8,877,000	\$ 223	\$ 10,519,754	\$ 264
Medford Public Works Facility	45,000	2014	\$ 12,186,000	\$ 271	\$ 12,340,333	\$ 274
<b>Bourne Public Works Facility</b>	39,040	2014	\$ 10,441,002	\$ 267	\$ 11,063,598	\$ 283
Norwood Public Works Facility	53,870	2014	\$ 14,902,289	\$ 277	\$ 15,437,343	\$ 287
Boylston Highway Facility	13,926	2015	\$ 3,364,000	\$ 242	\$ 3,935,419	\$ 283
Hopkinton Public Works Facility	42,410	2016	\$ 11,532,000	\$ 272	\$ 12,112,833	\$ 286
<b>Orleans Public Works Facility</b>	42,278	2017	\$ 11,774,000	\$ 278	\$ 12,833,834	\$ 304
Andover Municipal Services Facility	54,088	2017	\$ 16,049,000	\$ 297	\$ 18,413,675	\$ 340
Longmeadow Public Works Facility	44,858	2018	\$ 12,707,000	\$ 283	\$ 14,773,364	\$ 329
Rye Brook NY Public Works Facility	32,883	2018	\$ 11,193,943	\$ 340	\$ 13,184,654	\$ 401
Grafton DPW Facility	33,710	2018	\$ 11,713,205	\$ 347	\$ 12,399,201	\$ 368
Middleboro DPW Facility	34,000	2019	\$ 13,673,300	\$ 402	\$ 14,355,199	\$ 422
<b>Yarmouth DPW Facility</b>	37,990	2019	\$ 14,633,435	\$ 385	\$ 16,367,227	\$ 431
Burlington DPW Facility	66,200	2019	\$ 23,925,000	\$ 361	\$ 26,074,333	\$ 394
Holden DPW Facility	42,000	2020	\$ 14,519,200	\$ 346	\$ 15,780,624	\$ 376
Rockport DPW Facility	22,658	2021	\$ 12,550,000	\$ 554	\$ 13,799,954	\$ 609
Arlington DPW Facility (New/Reno)	75,050	2021	\$ 37,350,000	\$ 498	\$ 37,350,000	\$ 498
Marshfield DPW Facility	27,800	2021	\$ 11,070,841	\$ 398	\$ 11,517,899	\$ 414
Ardsley NY DPW Facility	32,540	2022	\$ 17,755,654	\$ 546	\$ 18,743,138	\$ 576
Rockport DPW Re-Bid	22,658	2022	\$ 17,540,800	\$ 774	\$ 17,540,800	\$ 774
Rockport Re-Bid II	20,260	2023	\$ 14,677,723	\$ 724	\$ 16,392,002	\$ 809
Tewksbury DPW	35,760	2023	\$ 23,297,000	\$ 651	\$ 27,331,382	\$ 764



# Why Is The Cost More than the Alternative Plan Being Floated Around?

The following costs were not included in the alternative group's plan (but were included in Weston & Sampson's cost estimates:

- Stretch Code requirements (7%)
- Soft costs
- Sprinklers required for over 5,000 sq ft if garaging vehicles
- Fire suppression pump system to support fire suppression pressure
- Redesign of Snow's Field to accommodate two soccer fields and ballfield
- Well development and study as recommended by Environmental Partners (Town's consultant) (\$62,000)
- Costs associated with easements if the well is sited on Conservation Trust property
- Garages will not be enclosed/ climate controlled.

Additionally:

- Measurements of alternative group's plans differ from proposal (23,189 sq ft vs. 32,000 sq ft)
- No program/ space needs assessment completed with any public works staff or recreation staff
- No clear plan as to where Public Works will operate during demolition and construction
- Unclear if group's plans include renovating buildings and installing code-required ventilation and CO systems



# Why Is The Cost More than the Alternative Plan Being Floated Around?

Cost breakdown of contingency and soft costs:

- Architectural and engineering fees (design, bid, construction administration and oversight and special services)
- Owner's Project Manager (OPM) fees
- Furniture, Fixtures and Equipment (FFE)
- Communication/ low voltage system
- Temporary facilities
- Printing costs (inc. bid advertisement)
- Legal costs
- Utility back charges
- Commissioning
- Moving costs
- Construction test and inspections
- Contingencies

## FAQ

*What percent of the \$35 mil. Town Meeting request is "soft costs"?*  
Approximately 20%  
(\$6.9 mil)

## FAQ

*How much of the \$35 mil. Town Meeting request is "contingency"?*  
~\$2.2 mil for design contingency) and ~\$1.6 mil for construction contingency

*These costs ARE included in the Town's proposal. They are **NOT** included in the alternative group's plan.*

# Why Is The Cost More than the Alternative Plan Being Floated Around?

The work needed at Snow's Field that would result from the alternative group's plan would include the following:

- A natural Little League field from scratch: \$350-400k (includes fencing, dugouts, backstop, accessories, subsurface drainage, specialty soils, etc.)
- Refurbished existing natural grass rectangular fields: \$120k – \$180k.
- New irrigation (Little League field: \$45k and rectangular fields: \$45k-\$75k depending on the area)
- Perimeter asphalt walks: \$50k
- Revised asphalt parking lot: \$120k.
- Site stormwater: \$50k
- Misc site amenities: \$30k (benches, bleachers, signs, etc.)

*Prices provided by Town's landscape architects and are based on 2022 bid pricing.*



# Why Is The Cost More than the Alternative Plan Being Floated Around?

Outstanding questions or concerns about the alternative group's proposal:

The group stated they designed the building to for the property and took no tours or measurements of the existing facilities. Why wouldn't they design to fit the needs of the operation?

Did a third-party review the cost estimate the way the Town completed a peer review for its cost estimate?

How will the proposed infrared heating be installed without raising ceiling height?

If no inventory of rolling stock assets to determine facility square foot needs, review of any current height limitations that affect vehicle maintenance, or review of storage space limitations were completed, what informed the plans?

No site-specific wash-bay or tight tank

No estimate for a new generator; group recommends using an old generator to save \$70k

If no interviews of staff members were completed to understand the operations and operational deficiencies of existing buildings, what informed the plans?

The plan proposes to reuse soil. Is there an allotment of contingency dollars that would pay for the soil if soil cannot be reused?

No detail included for septic system cost, and no indicators that escalation costs, design contingency costs, and market and location escalation factors were included in the price tag.

The group is touting revenues associated with solar arrays. Is there data to support this and why would it preclude the proposed arrays from being installed at 340 Route 6?

What data supports the idea that there are energy savings associated with renovating the existing facilities?

The alternative group does NOT INCLUDE:

- Licensed civil professional engineer
- Professional land surveyor
- Licensed site professional

New proposed garages won't be enclosed.

It's unclear that any group members have a history of designing, engineering, preparing bid documents for, or otherwise worked on any public works facility in Massachusetts

No proposed drainage or associated costs included in the plans. Current plans would have water pool and drain into salt/sand barn, down the hill to Meeting House Road and onto proposed site for septic system.

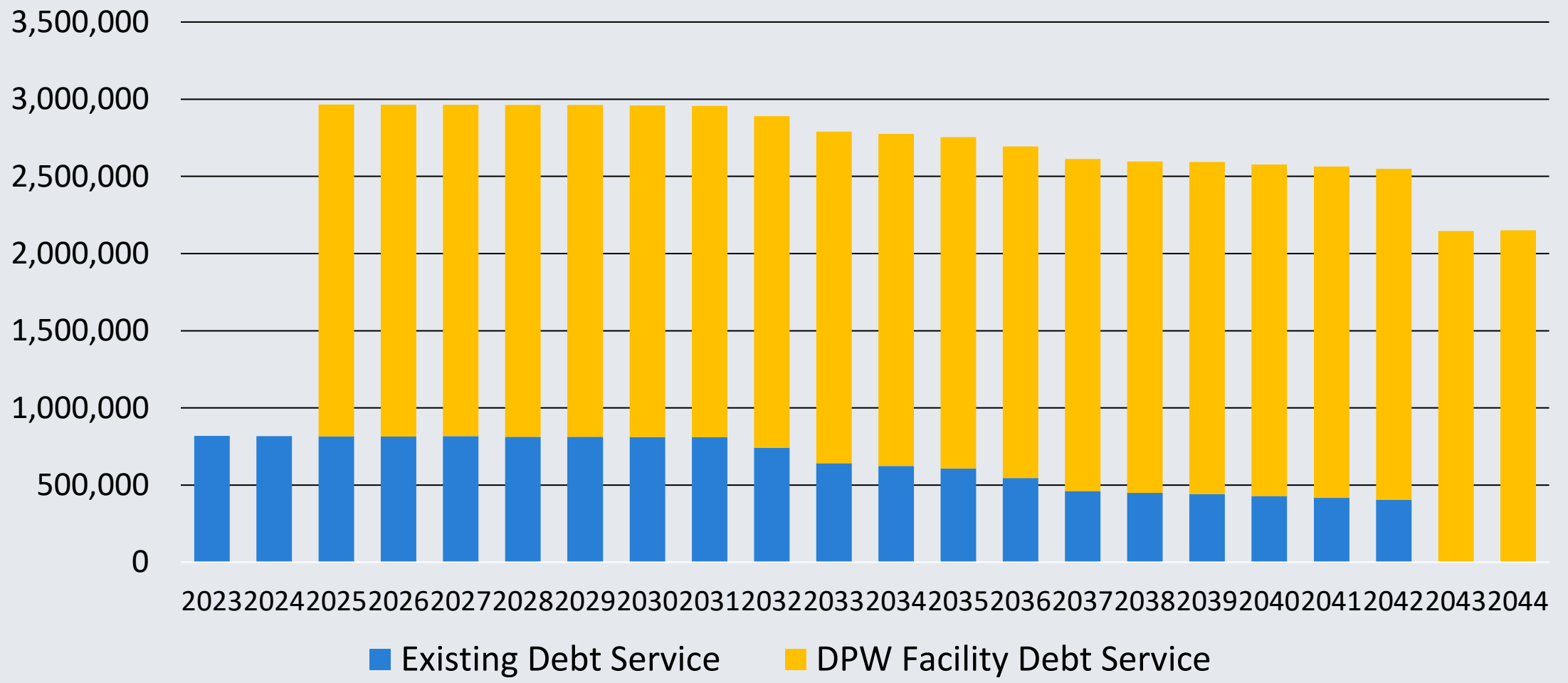
Proposal includes brine tanks with salt. Has the group considered how this change/ impacts operations?

The alternative group has no liability insurance or bonding.

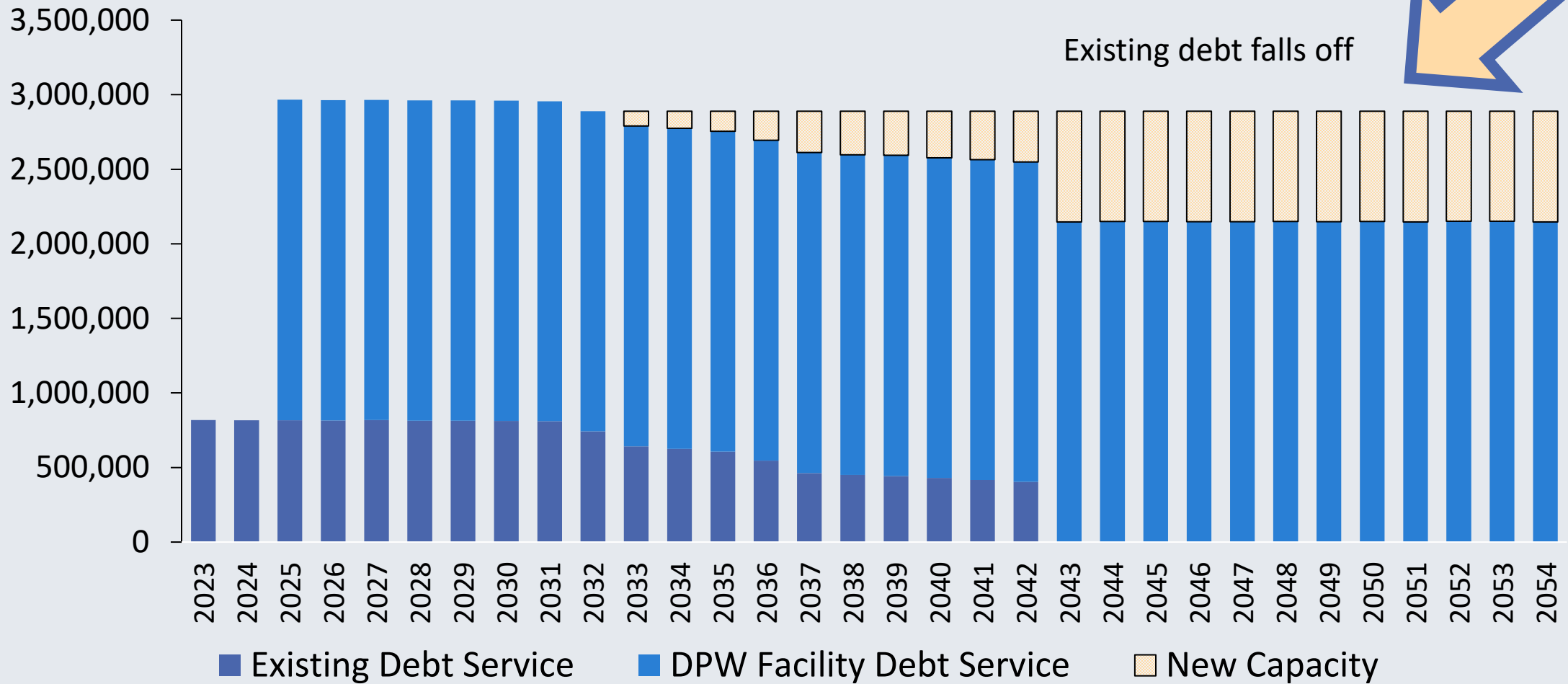
# *How Does Debt Service Work?*



# Projected Debt Service FY23 - FY45



# Projected Debt Service FY23 - FY54





Average Residential Value  
Assessed at  
**\$1,042,804**

Average Property Tax Bill  
(without ResX)  
**\$6,444**

DPW Facility Would Add:  
**\$613 per year**  
*(\$429 with ResEx)*



# So What's The Plan?

## 2023 STM Article 2

Authorizes Use of 340 Route 6

## 2023 STM Article 3

If also approved at the 2023 STE Ballot:  
Authorizes the Borrowing to Fund  
Entire Project

### Timeline:

Engineering & Architectural starts  
immediately and is completed in 9 months  
Building begins immediately after without  
the need for additional Town Meeting/  
ballot votes.

From funding approval to completion of  
new facility: 26 months\*

\*Depending on bidder availability

## 2023 STM Article 4

If also approved at the 2023 STE Ballot:  
Authorizes the Borrowing to Fund **Just**  
Engineering & Architectural

### Timeline:

Engineering & Architectural starts  
immediately and is completed in 9 months  
Voters consider another borrowing  
authorization article for construction at the  
2024 Town Meeting and 2024 Town  
Election Ballot

From funding approval to completion of  
new facility: 26 months\*

\*Depending on bidder availability