

Article 13

The DPW Project

This document provides an overview of Article 13, the DPW Project. An architect's rendering is also included in the overview.

- **Why do this project – Operational Issues**
 - Employee health and safety risk from exposure to vehicle exhaust fumes, heat and cold and humidity
 - Need for proper clean-up and restroom facilities for DPW workers and bus drivers
 - Office for bus scheduler
 - Not enough space to store all vehicles inside
 - EPA requirement to wash vehicles inside with water recapture and oil separator
 - Need for safe and efficient space to repair vehicles
 - Future need to repair school vehicles for a cost savings, as opposed to paying outside vendors
- **What are the costs**
 - Not to exceed cost of \$3.9M, using existing 12,000 sq. ft. building as unheated storage to accommodate all DPW equipment, saving the cost to tear-down and re-construct a totally new facility that is not necessary. Project includes a dedicated vehicle wash bay and a repair bay. Footings for a future repair bay will be placed for future expansion to repair school vehicles when funds are available. The proposed project addresses all the operational needs above and enables the use of the existing, 40-year-old building for at least another 10 years with virtually no additional capital expenditure.
 - The Permanent Building Committee has been studying the deficiencies at the facility since 2016. Their recommendation to the Town is the most cost-effective way to address these issues in both the short and long term. Their members voted unanimously to approve this project. The Board of Selectmen voted unanimously to support this project at their meeting on April 17th.
- **Cost comparisons**
 - Medfield DPW building constructed in 2012 at a cost of \$11M (\$12.6M in current dollars at 2% escalation)
 - Medway DPW building currently underway at a cost of \$11M
- **If not approved - Costs**
 - \$202,000 to install and lease temporary trailers for two years. This option was NOT recommended by the Permanent Building Committee. The trailers do not provide for the needs of the operations and are only a temporary, stop-gap attempt at as solution to a portion of the issues.
 - Project needs do not go away, but are delayed up to two years at an additional cost escalation

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- **How it will be funded and what it will cost the taxpayers**
 - Based upon the current proposal the Project will have no impact to the tax bills. Debt payments on the project will be funded through the debt budget within the current Prop 2-1/2 Levy Cap. The Project's estimated annual impact to the General Fund Debt Budget for FY21 is \$87K. \$51K is scheduled to roll off the current Debt Schedule in FY21, resulting in a net increase in the Debt Budget of \$36K.
 - The project impact to the Water/Sewer rates will be determined by the Water and Sewer Commission. It is estimated that the typical residential quarterly water bill will increase by 5% in FY20 the typical quarterly residential sewer bill will not change. Should the Water and Sewer Commission decide to apply Retained Earnings already set aside for capital improvements to this project then the estimated increase would be reduced accordingly.
 - The DPW's current Certified Retained Earnings are Water \$591,574 and Sewer \$578,226.
- **New Construction Summary**
 - Staff Wing
 - Approximately 2,200 sq. ft. structure will provide break restrooms, showers, locker rooms, break areas, and offices for DPW workers and bus drivers.
 - Modular design will reduce construction cost and schedule.
 - Truck Wash & Mechanical Bay
 - Approximately 2,900 sq. ft. structure will include a drive-through truck wash and mechanical bay, each of which will be large enough to wash and maintain the Town's largest vehicles.
 - Truck Wash & Mechanical bay will have a self-contained internal drainage system to minimize impacts to adjacent wetlands.
 - Design will accommodate future expansion for a dedicated bus mechanical bay, and construction will include foundations for the future bay.
 - Existing Metal Garage
 - Existing offices and restrooms in the existing metal garage will be demolished and the structure will be converted into unheated storage space.
 - Sitework
 - Improvements to the site layout will provide improved vehicle circulation, more efficient site functionality, and new landscape areas.
 - Sitework includes site grading, improvements to stormwater management, new pavement, and utilities to service the new structures.