

Town of Plymouth
BUILDING COMMITTEE MEETING
JUNE 8, 2023

The Chairman, David Peck called the Building Committee meeting to order at 6:30 P.M. Members present were David Malaguti, Luis Pizano, Thomas Fugazzi, Megan Marble, and Robert Morgan.
Absent: Eugene Blanchard, Tim Grandy, and Tom Finnegan.

Staff in attendance included: Neil Foley, Fire Chief; Adam Blaisdell, Schools; Sandy Strassel, Procurement Officer; Jackie Tobin, Administrative Assistant.

Guest in attendance: Rick Pomroy, Pomroy Associates.

Disclosure: These minutes are not verbatim – they are the secretary's interpretation of what took place at the meeting. – Open Meeting Law, G.L. c. 30A § 22.
All materials presented during this meeting are available in the Procurement Office.
Administrative Business – May include topics not reasonably anticipated by the Chair 48 hours in advance of the meeting.

Review and Approve Minutes

- May 4, 2023, meeting minutes reviewed. Motioned to approve by Dave Malaguti, 2nd Tim Fugazzi. Bob Morgan abstained, not present at the meeting. Unanimous approval.

Fire Station Updates:

(Update packet provided)

Station No. 2- Phase II

Rick Pomroy (RP): The apparatus bays are nearly completed; the painting will begin. We are looking at potentially changing the man doors, waiting for a quote. The roof trusses are up, the sheathing is complete; roofing is starting today (6/8/23). The 1st floor framing is nearly complete, the 2nd floor framing is starting today as well. The exterior air barrier will begin on June 12th, and the face brick will start around the same time. MEP roughs are beginning on June 14th. Things are getting busy we are starting to see a hard push on the interior finish.

The permanent electric service is installed, and the transformer is in place. We don't need the switchover quite yet; it will be strategic when it happens. We will be setting up a full coordination meeting with the electrical contractor before that happens.

Tight tank installation will begin next week, it's a big tank going on the easterly side of the facility. This will cause the shutdown of pretty much the entire east side. Once the tank is in, we will continue with the demo of the pavement and start the prep of the apparatus slab and get the binding pavement down. Once complete we will switch over to work on the west side.

All the equipment orders have been placed except for the exercise equipment. The final furniture meeting was held last week. We are looking to issue the PO in the first part of July for WB Mason.

Change order No. 6, PCO 34 is to swap out the 1.5" water meter to a 2". The facility is suffering from a flow issue. When they are filling the apparatus, they are finding a drop in pressure. If you recall in phase one, we had a new water line installed, during that time a loop was discussed. We obtained a cost estimate for that in phase one and the decision was not to go forward with it at that time. The water division directed us to replace the original 2" meter with a 1.5" and we have had a problem ever since. To move forward with the loop, we would be looking at \$40,000. We are going to replace the meter back to the 2". If a difference is not felt, then we will have to move forward with the loop. The total for change order No. 6 is \$11,154.76.

David Peck (DP): Before we go for the approval do you want to jump ahead to the overall project contingency remaining? I believe it will help us to be informed for further discussion.

RP: Project contingency with change order six and upgrades to traffic control, we have \$688,778.85 remaining.

DP: Approval of change order No. 6?

Dave Malaguti (DM): move it.

Tom Fugazzi (TFug): 2nd motion.

DP: Discussion? All in favor, approved.

RP: We do have on the table a discussion as far as lifts.

Neil Foley (NF): After speaking with that apparatus chief/master mechanic Ed Geller, about the 1975 lift that is original to the station. It is our understanding that the lift lacks safety features that more modern lifts come equipped with. It only locks when you bring it fully up, not during the lift being used. With the hydraulic pistons if one should fail, then you could potentially have one lowering while the other is still lifting and you must try to catch it before it topples over. We went ahead and obtained some pricing, there aren't many companies out there that do this kind of work, it is a local source. Two options either rehab or replace, brand new it would be about \$316,999 vs rehab of \$222,931, a lot less concrete work. It would basically be a whole replacement for the existing system as it stands right now, it would give brand new pistons in the ground as well as new safety features. Both options require a new three-phase electrical service. Ed Geller recommends going with the rehab over the replace. He feels the system works well and will continue to do so in the future. There is also a timeline issue if we go with brand new, there is excavation and a whole new area of the infrastructure, looking at 2+ months. The Rehab would total about two weeks.

RP: Part of the original planning was to have the mechanic's bay moved over to the new DPW facility. We were told the mechanics were moving out at which point we would decide what to do with the space, seeing as that plan is off the table. Had they moved to the DPW a whole new lift would have been built into that project.

TFug: This is something that would go through Seaver or would this be solely done through the town?

RP: This wouldn't go through Seaver.

TFug: Will we have to go to bid for this?

Sandra Strassel (SS): No, Chief Foley found this company through Sourcwell. It's a cooperative bid so all the bidding is done.

Megan Marble (MM): What piece of equipment can't you service with the rehab?

NF: The tower and the ladder.

MM: Is that a major ordeal?

NF: All service work comes to this station. They can do most of the work by crawling underneath it, more time-consuming but it's only those trucks. All the others can be lifted at that facility. It's only three trucks total that would need alternatives.

DP: At some point this would have had to go to capital just with the safety issues. I encouraged Neil to talk to Lynne Barret and the Town Manager to get their endorsement on the project.

NF: They are both in support, by doing it now we avoid the capital project as well as the inflation that would come for waiting on the process.

MM: Why did Geller recommend rehabbing, just for the cost savings?

NF: No, the disruption to the shop. They would have to shut down for two months. Also, for the safety of the mechanics.

TFug: Do we wait on this or do it right now?

NF: I think we would time it for when we are cutting the floor for the waste line replacement. To coordinate the cutting and the concrete work.

DP: Any issues with a non Seaver sub working on it?

RP: I don't think so. Their work in the mechanic's bay was very limited.

TFug: What is the lead time for materials?

NF: I am currently waiting to hear the lead time, they didn't allude to anything extensive.

MM: Is the rehab short sighted at all?

NF: I thought about that as well if we should be going for the full lift. Really the functionality of the station, it's a difficult area to work within. All the lubrications gun and everything are already installed in that area, it is built for a mechanic's bay. If we ended up moving it, we would have to figure out extensions to basically rebuild the shop and move all the equipment. We think at some point, maybe 20 years from now at a new facility something more suitable. It's a balance.

DP: I think we should take a vote of support.

DM: So moved, I think it's important.

LP: I'll second.

DP: All in favor.

DM: Now that cuts the contingency down to \$400,000. Any concern with that?

RP: We talked about this last week; we are out of the ground I don't foresee any other surprises. Right now, we are putting the pieces back together, just assembly. Outside the man doors and the possible water loop I don't see anything else. I think we would be hard pressed to spend \$400,000 at this point. I think we will wait though June and then pull the trigger on it. I'm going to talk to Mark (architect) about it tomorrow, see his first reaction.

Station No. 5

RP: Notice of award has been issued. The contract bonds and certificates are complete. The commencement date is June 5th. Substantial completion date is October 2nd, 2024. The kickoff meeting is tomorrow (6/9/23) at 9 A.M. in Manomet. Seaver feels the completion can be quicker than what the town has provided.

They are talking about moving some of the phasing around. As soon as the trailer is done at Station No. 2, we will get it to Station No. 5. Dwayne will be working at both stations. Tom, another assistant at Seaver, will primarily be at 2. Bruce Hanna, our site manager, will be staying at station 2. Neil Provo will be full-time at Station 5. Neil is the second longest employee at our company, been involved with many important projects. I will send you over his resume.

Station No. 4 Update

RP: Mark is working on some schematics for excavation at this point so we can work on getting something together for the fall town meeting.

TFug: I think it was Derek that indicated that there is a need in South Plymouth for a part time town hall or even a police substation. Could Station 4 be that?

NF: It is something we can discuss. We did section off a part of the EOC just to give the Police a spot down in South Plymouth.

TFug: Seems like you could give them one floor and then give another floor to town hall offices.

NF: Over at the old station 4, we already have the property we already have the building. It needs a lot of work but it's worth thinking about.

Departmental Study

DP: I think overall we got a chance to read the report. I read the whole thing. It is a multiyear project, both physical things and staffing. The report is very thorough, very detailed but will take years.

NF: Yes. Three to ten years, there is a lot. I found the study overall fantastic.

DP: Even just the lifespan of the equipment, we are over on a few for the recommendation.

NF: On some, most of our front-line pieces are not in violation. The current problem is the build time for these apparatus. I went to fall town meeting last year for the ladder and the engine, we moved it up because it was an 18-to-24-month lead time. I spoke with our dealer the other day, they are now 30 months on a new engine, and the cost has increased 8%, just since last year.

DM: So, what used to be 20 years is now 15?

NF: No, it was always 20 years. What we would do is at 10 years the front-line pieces go out and get rehab depending on what they need. We would then try to get another good five years before we would put it in to reserve. Hold onto it in reserve until 20 years. Some other apparatus, the tanker and brush trucks we've held onto for a considerably longer amount of time, but they aren't the front-line pieces. Now we have an aged forest fire fleet, we must make some critical decisions on that. I found a manufacturer in Texas that can do it but, pricing on those isn't cheap. It's going to be an interesting few years. I had a discussion with Lynne Barrett the other day about these lead times. I need to restructure my ten-year capital plan.

DP: Another part of the study mentions current Station 1 location should be considered as a satellite station. Longer term where headquarters is, training big push in the study for training at a future facility.

NF: If you look at the graphic with the circles for coverage areas it's in the teens, we have seven stations. I see a station eight in our future to be within four-minute response times.

DP: The report has something like 38 recommendations. Training is mentioned 5 to 10 times out of those 38.

Invoices and Change Order submitted for approval:

Vendor	Invoice Number	Amount	Approvals
Saccoccio & Associates	21002-24	\$11,361.41	Luis Pizano motioned to approve, Tom Fugazzi 2 nd the motion, unanimous approval.
Pomroy Associates	PFDSR-024	\$21,225.00	Tom Fugazzi motioned to approve, Luis Pizano 2 nd the motion, unanimous approval.
Axiom	20238	\$1,213.25	Dave Malaguti motioned to approve, Bob Morgan 2 nd the motion, unanimous approval
Bell Traffic Signal	11629	\$3,980.00	Tom Fugazzi motioned to approve, Dave Malaguti 2 nd the motion, unanimous approval.
Seaver Construction, Inc.	Application No.10	\$451,266.00	Luis Pizano motioned to approve, Dave Malaguti 2 nd the motion, unanimous approval.
Eversource	Service change Station No. 5	Up to \$60,985.00	Tom Fugazzi motioned to approve, Dave Malaguti 2 nd the motion, unanimous approval.

Schools:

Adam Blaisdell (AB): Christina Renaud is leaving, her last day will be July 7th, we are very sad to see her go. She has accomplished quite a bit in her three years. We currently have the position posted, hoping to interview next week. We have a lot of projects happening this summer, not just the roofs. If we do not find someone to start quickly, we are assuming we won't. The beginning of august at the earliest. We are planning on contracting someone to oversee the projects if that is the case. That is what we are working on.

As far as the roofs no changes, starting as soon as school gets out for June 19th.

DP: I've been asking for on-site meetings. They have now been set for Wednesday's at 10:30. I'm not sure which Wednesday it kicks off on. I will try to attend.

Luis Pizano (LP): The start date for the meetings is June 20th. There is a meeting next Wednesday, (6/14) I will find out for sure when the on-site meetings will start.

TFug: Are we going to have one person for all three jobs? Does someone need to be present at all times?

DP: In a perfect world we should. With Christina not here we need trained eyes to sit in and listen.

AB: Hopefully that will happen based upon if we are able to hire the person we want.

DP: I would also like to talk about the grant application status.

AB: We are in a hold currently. The feedback we got was positive, the only negative comment is our socioeconomic status in Plymouth. There isn't anything we can do about that. The other aspect that hurt us surprisingly was our bond status, we have a good standing.

DP: Our requests for this grant do they exceed the available money?

AB: 81 million is the total, we went a little over 15 million. Hoping to hear the results at the end of June. If we get rejected completely, there is a piece called the governor supplemental budget for some roof and solar projects. At that point we can downgrade until we see another grant. It's just a waiting game right now. Hopeful to have more information by the next meeting.

Invoices submitted for approval:

Vendor	Invoice Number	Amount	Approvals
Colliers	0000852306	\$6,398.60	Tom Fugazzi motioned to approve, Luis Pizano 2 nd the motion, unanimous approval
Colliers	0000842454	\$1,607.68	Tom Fugazzi motioned to approve, Luis Pizano 2 nd the motion, unanimous approval.
TSKP Studio	21902-19	\$2,999.99	Dave Malaguti motioned to approve, Tom Fugazzi 2 nd the motion, unanimous approval.
TSKP Studio	210801-19	\$3,384.61	Dave Malaguti motioned to approve, Tom Fugazzi 2 nd the motion, unanimous approval.
TSKP Studio	210703-19	\$2,999.99	Tom Fugazzi motioned to approve, Luis Pizano 2 nd the motion, unanimous approval.
TSKP Studio	210902-20	\$3,000.00	Tom Fugazzi motioned to approve, Dave Malaguti 2 nd the motion, unanimous approval.
TSKP Studio	210703-20	\$3,000.00,	Tom Fugazzi motioned to approve, Luis Pizano 2 nd the motion, unanimous approval.
TSKP Studio	210801-20	\$7,538.49	Dave Malaguti motioned to approve, Bob Morgan 2 nd the motion, unanimous approval.

Miscellaneous

DP: June 20th the Selectboard is appointing/reappointing committee members. Tom Fugazzi and Dave Malaguti have applied not sure if anyone else has. I am going to suggest reorganization at our July meeting.

Next Meeting July 20, 2023, at 6:30 pm

Adjourn 7:43 P.M.

Respectfully,

Jackie Tobin

Administrative Assistant – Procurement

Minutes approved July 20, 2023