

APPROVED MINUTES  
Town of Canton, Connecticut  
Permanent Municipal Building Committee  
Regular Meeting  
October 4, 2011

**1. Call to Order:** Peter Reynolds, Chairman, called the meeting to order at 7:05pm.

**2. Roll Call:**

Present: Peter Reynolds, Ron Dymicki, Karen Berry

Absent: David Madigan

Also Present: Jeff Shea, Project Administrator; Robert Skinner, Chief Administrative Officer; Richard Barlow, First Selectman; David Gilchrist, Selectman; Jonathan Webb, Board of Education; Edward Hoyt, Canton Schools Business Manager; Jim Galley, Fuss & O'Neill; Charlie Ollis, Fuss & O'Neill; Steve Seville, Fuss & O'Neill; Richard Curby, Kaestle Boos Associates; Jim Sperry, Kaestle Boos Associates; Philip Doyle, LADA, PC; Jeff Alberti, Weston & Sampson Engineers; Jennifer Johnson, Recording Clerk, members of the media and public

**3. Public Forum (Limited to 5 minutes per person on non-agenda items):** None

**4. Report on Coventry DPW Garage Project – Fuss & O'Neill:**

Jim Galley of Fuss & O'Neill provided an overview of the Coventry Highway Garage project. The town of Coventry worked on this project for 12 years, failed 2 referendums and had difficulty locating a site. The Coventry fleet consists of 10 6-wheel trucks, 6 pick-up trucks, a grader, 3 loaders and a backhoe. Their goal was to be able to house (or cover in the cold storage shed) as much equipment as possible.

Two years ago Coventry acquired 2 parcels of land and merged them to one. The land totals 14 acres with 2 roadways. Mr. Galley estimated the two parcels cost \$50,000 and \$60,000. Coventry used an RFQ process to solicit design-build bids, and the priority was budget. They publicly bid separate phases of the project, such as electrical, plumbing and paving.

The \$3.1 million budget included the building, site development, 5.5 acres of paving and the re-location of the current salt shed to be used as cold storage. The project is planned to be completed in November (one month early), and come in \$100,000 under budget. If Fuss & O'Neill goes over budget, they will cover the overage 100%. If the project comes in under budget, 75% of the remaining funds go back to the town and 25% stays with Fuss & O'Neill.

The final building design was 22,000 sq ft. A pre-engineered building was used. It contains 10 bays, a wash bay, 5,000 sq ft shop, 10,000 sq ft garage and 7,000 sq ft office and residential space. There is a mezzanine covering half the office and residential space. This is not included in the total square footage noted. Coventry

placed a high priority on energy efficiency when designing the building. They used LED exterior lights, waste oil boiler (to use oil from oil changes to heat the building), increased insulation, rain water collection to be used for street sweepers, and radiant heat in the floor of the shop area. As a result, they received a \$12,000 rebate from CL&P.

The total for the salt shed was \$750,000 including the site development. The building is a hybrid of wood and steel, with a capacity of 1700 tons. The cost of the building was \$160,000. It was noted that a similar salt shed is usually estimated at \$400,000.

The project installed about 2,000 ft of utilities at a cost of \$12,000. Mr. Galley noted this took the most time to complete, and advised that the request to CL&P should be one of the first items accomplished in the project. The garage utilized the public sewer, and Mr. Galley recommended this rather than a septic system. A well was drilled for water.

Mr. Galley noted that this was a very interactive and cooperative effort with the town. The DPW staff was consulted often about the design of the building. He also noted that Coventry did not install a fueling station or tanks, but may decide to do it in the future.

## **5. Referral of new capitol projects to the Committee:**

Mr. Skinner submitted a memo referring the Four Roofs and High School Track and Field Projects to the PMBC.

### **a. Replacement of roofs – 4 municipal structures.**

Richard Curby, Kaestle Boos Associates presented the roof study to the Committee. The four roofs inspected are the Community Center, the High School, the Intermediate School and Cherry Brook School. He advised that the majority of the roofs are built-up asphalt with a gravel surfacing. There is some shingle roofing on Cherry Brook School. The roofs average 20 years old. He noted poor waterproof performance, little to no pitch to the roofs, ponding water, no drainage, dried out seals and severe cracking of the asphalt due to missing gravel.

Mr. Curby noted the Community Center roof and the Canton Intermediate School roofs contain the most damage. He stated they are very soft and spongy, indicating water in lower layers, which will result in reduced insulation and possible mold and corrosion. He recommended that at least these two roofs are done, but advised that all four roofs are in great need of replacement, not patch repair. He also advised using tapered insulation to create a 1/4" – 1" per ft pitch. It was noted that code is 1/4" per ft, and that the current roofs are not to code.

Cost estimates for the High School, the Intermediate School and Cherry Brook School were provided in a report submitted to the Committee. Mr. Curby advised

he is working on the estimate for the Community Center, and will submit it when complete.

Mr. Barlow questioned why the Community Center has a flat roof, and asked if adding a peak roof. Mr. Curby advised that it is possible, but will likely double the cost estimate.

**b. Canton High School - Installation of track, field, and parking lot improvements.**

Ed Hoyt, Canton Schools Business Manager, began the track, field and parking lot discussion by advising the Committee that a study done several years ago resulted in a recommendation for a track and field. In reviewing this project, the High School parking lot became a concern. He believes the parking lot has 1-2 years remaining.

Jonathan Webb of the Board of Education advised the Committee that there is a dire need for a new parking lot.

Jim Sperry of Kaestle Boos Associates presented the study. He noted that currently the High School has one entrance and is a small site. He proposed adding another driveway to the site as a possible separate exit from the High School, or to separate school buses and residential traffic. He advised a parking and traffic study will be conducted.

Mr. Sperry suggested creating a separate two lane exit. He advised that there is a tennis court under the student parking lot. He suggested possibly adding parking closer to Bowden field for sporting events. He provided an estimate of \$800,000 to address the parking lot concerns. A proposal has been submitted to the Board of Education.

Philip Doyle of LADA, PC reviewed possible location of the track and field with the Committee. A study was presented to the Board of Education with five possible sites at the High School and Mills Pond Park. He recommended placing the track and field where the student parking lot and DeSimmas field are currently located. He noted that using this location is the only option that will not result in a loss of a currently used field. DeSimmas field is only used for football practice, not games. He noted concerns such as a lack of access to the High School and costs. He also recommended adding an estimated 100 parking spaces when renovating the parking lot.

**6. Review, discussion, recommendation and/or approval of site design, design budget, construction budget, financing, scheduling, site selection process, public presentation, land use applications, State & Federal permitting, and such other matters as may pertain to the Highway Garage Replacement Project:**

Jeff Alberti, Weston & Sampson Engineers, reviewed the site plan at 5 Cherry Brook Road with the Committee. He advised that the estimated cost to cut and fill the site is \$700,000. This includes 3,100 cu yds of fill and the removal of 4,000 cu yds of ledge. He advised that the ledge can be crushed and used as fill on site, and that the blasting of the ledge can be done in 2 weeks.

Mr. Alberti suggested placing the salt shed at the lower point of the site. This would reduce the fill requirements.

Mr. Alberti stated that the fee for an independent cost estimate is \$6,000.

Mr. Alberti provided the following feedback to the Fuss & O'Neill presentation:

- The Coventry garage cost \$182/sq ft, and he is currently working on a project that is \$174/sq ft.
- Fueling tanks and station are not included.
- 14 acres is a large site.
- Canton's budget includes \$1.5 million of contingency costs.
- During the design-build process, some decision making control can be lost.
- Mr. Alberti's recent bids have been 10-15% below his estimates.

Jeff Shea reviewed a meeting with the Barkhamsted DPW, also attended by Robert Skinner. He stated that Barkhamsted's budget for the DPW garage is \$2 million. Mr. Shea noted Barkhamsted has 47 miles of road, and Canton has 72 miles of road to maintain. The site is 8 acres. The building is planned to be complete in December. Barkhamsted used an RFQ process to select a design-build vendor. The project was awarded to Borghesi for \$1.6 million.

Mr. Shea noted the plan includes a 3,000 sq ft office, which is smaller than what Canton requires, and a 1700 sq ft community room for public use. The 12 bay garage is 9,000 sq ft, including a wash bay. A hoop and fabric building will be used for the salt shed. This has an estimated 15 year life. The site includes a fueling station and tanks. Radiant floor heating will be used for the entire garage. There are not utilities on site and no wash water treatment is included in the plan. It was noted that because the building is less than 12,000 sq ft, a fire suppression system is not required.

Gary Dodson, 109 Torrington Ave, asked if there are any other sites being considered for the DPW garage. Mr. Reynolds responded that the Committee has not been presented with any other options.

**7. Discussion of 5 Cherry Brook Road:** Discussed with previous item

**8. Review and approval of invoices and budget:**

MOTION: Ms. Berry moved to approve invoice # 400194 for \$11,616.62 and invoice 401188 for \$2,499.98. Mr. Dymicki seconded.

VOTE: Reynolds-YES, Dymicki-YES, Berry-YES

**9. Chairman's Report:**

Mr. Reynolds requested the balance remaining and an explanation of remaining funds for the STEEP grant. Mr. Shea responded the remaining balance is approximately \$175,000, and he agreed to bring a detailed spreadsheet of the available funds to the November 1, 2011 meeting. Mr. Skinner advised that an extension may be able to be requested before the grant expires on March 20, 2012.

**10. Staff report:**

Mr. Skinner discussed a possible additional site for the DPW garage. The owner of the site has requested its location is not made public. Mr. Skinner stated that it is a flat parcel of land near the New Hartford border. He questioned if the next step is to compare this site to the 5 Cherry Brook Road site. The Committee agreed, and requested Mr. Alberti investigate the additional site. Mr. Skinner noted the DOT will have to decide if more curb cuts on Rt 44 will be allowed at this site. It was noted there are not utilities on the site. The current parcel is 20-22 acres, but it is possible to divide the lot, and purchase less.

**11. Review and approval of minutes:**

MOTION: Ms. Berry moved to approve the September 6, 2011 minutes as amended.

VOTE: Reynolds-YES, Dymicki-YES, Berry-YES

**12. Adjournment:** Mr. Reynolds adjourned the meeting at 10:00pm.