

Highway Garage Study Group Report of Findings 2023-24

Charter (Article 2 of the 22 June 2023 Special Town Meeting):

To see if the Town of Temple will vote to establish a committee for the purpose of evaluating all options pertaining to the current highway department site, to include a feasibility study and cost analysis. The committee shall report its findings to the 2024 Town Meeting.

Passed - 181 Yes, 39 No



Our Process:


- ✓ What are the REQUIREMENTS of the Highway Department
 - ✓ What are the CAPABILITIES of the current site to meet those requirements.
 - ✓ What are the SHORTFALLS between those capabilities and requirements.
 - ✓ What OPTIONS exist to either eliminate shortfalls or improve site utility.
 - What is the COST-BENEFIT ANALYSIS for each of those options.
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- Work across the full Temple population to develop a RECOMMENDATION
 - Identify alternative FUNDING SOURCES for any recommended actions
 - Bring Warrant for those actions (if any) to a future TOWN MEETING

Requirements

To do their job, the Highway Department has to have the following:

- ❑ Four 20x40 Heated Bays for Sand/Salt Trucks and Loader
- ❑ One 20x40 Secure Storage Area for Grounds Maintenance Equipment
- ❑ Outside storage: Grader, Backhoe, Trailer, Plows, Wood Splitter, Brush Chipper...
- ❑ Materials storage to include: Salt Shed, Sand Pile, Gravel Pile
- ❑ Fuel Storage: 500 gal diesel with environmental containment

These Requirements were determined through:

- ❑ Multiple Rounds of Interviews with Highway Department Personnel
 - ❑ Conversations with Heavy Equipment Vendors
 - ❑ Conversations with other town Highway Departments
 - ❑ Research on Environmental Regulations, Safety Requirements, and Best Practices
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Capabilities and Shortfalls

- ❑ Current site evaluation included:
 - ❑ Multiple walkthroughs/inventories of existing facilities
 - ❑ Full survey of topography, soils, aquifers, boundaries, wetlands, structures, utilities, and restrictions for the current highway garage property
- ❑ Completion of Safety Analysis is on hold pending SWRPC Traffic Study
 - ❑ HGSG represented on the committee. Will be conducted in 2024.

Based on our detailed evaluation, the existing site and facilities meet all requirements of the Highway Department

What about growth?

- ❑ The Highway Garage Study Group takes no position on future growth projections – but we have *evaluated how much growth would be necessary to increase the facilities and equipment requirements* of the Highway Department.
 - ❑ The 33 miles of roadway are serviced by 2 trucks (16.5 miles/truck) in 2.5hrs
 - ❑ Adding homes on existing roadways does not impact winter storm service requirements
 - ❑ We have an additional 1 Ton truck in reserve if necessary
 - ❑ Adding another full truck would service an additional 16.5 miles of roadway
 - ❑ With existing 300' frontage zoning, that 16.5 miles of road would support up to **580 homes**
 - ❑ As of 2021 there were 522 total housing units in Temple
- ❑ Resource in critical need today is not equipment, but personnel to operate that equipment
 - ❑ DOT Requirement of 8 hours on, Minimum of 4 hours off cannot be maintained through an extended storm period
 - ❑ Putting a driver in the seat during the DOT rest time of the existing trucks would be the same as adding an additional truck and would service that same additional 16.5 miles or 580 homes.

*Options:

- ☐ Because we have determined that the existing site and facilities meet all requirements we have the possibility of doing nothing, Option 1:
- ☐ Based on our interviews, other towns facilities, and benefits expressed as reasons to relocate the Highway Department we have developed 3 other options that may prove to be attractive to the town.
 - ☐ Option 2: Build a new 2-bay heated building and remove the block building
 - ☐ Option 3: Build a new 2-bay, build a Grader Shed, remove the block building
 - ☐ Option 4: Build a new equipment and grader shed, remove the equipment shed and build a new 2-bay, remove the block building
- ☐ All of these options (including do nothing) could be augmented by the construction of a sand shed.

* Options are not locked in stone; these are concepts that are open to revision over the period of town engagement.

Options:

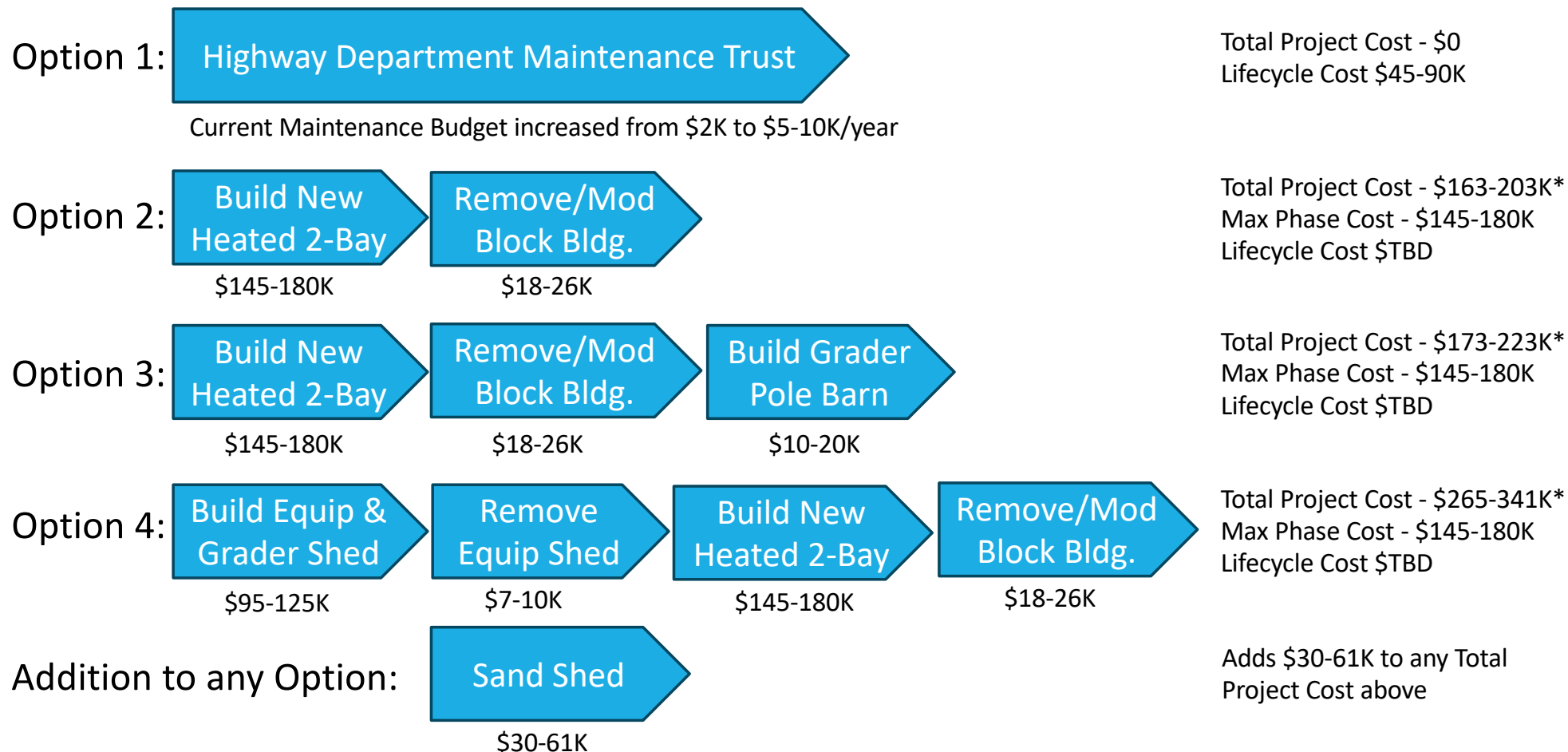
- ☐ The various options were constructed around the idea of providing the possibility of:
 - ☐ Phased implementation
 - ☐ Reduced maintenance costs
 - ☐ Heavy equipment lifetime extension
 - ☐ Improved parking for high attendance events in the town center

- ☐ Initial site concepts and 3-D renderings of the options are available for your viewing on the poster boards

Cost-Benefit Analysis

- ❑ All cost-benefit have been done in 2024 dollars – no attempt to project inflation/cost growth has been made. Near term project costs have been quantified but need to be extended through lifecycle (30+ years)
- ❑ Hard numbers, objective costs, have been obtained for construction/demolition materials and labor for each option. These costs include not only the building foundation and shell, but all electrical, plumbing, insulation, and HVAC as appropriate.
- ❑ We look forward to serving the town over the next year to complete the more subjective benefit analysis to determine the perceived value to the town of improved aesthetics, parking, etc.
- ❑ Our investigation into funding offsets has just begun. Initial contact with Senator Shaheen's office was promising in identifying the potential of grants for projects that improve on existing sites versus clearing new land

Project Costs and Time Phasing



* Total Project Cost could be offset by existing Garage Relocation Fund of >\$249K

Next Steps

With passage of Article 21 today we will:

- ❑ Continue our work and engage with the full cross section of Temple residents to quantify the towns preference and perceived value of each of the identified options and any other options that may come to light through this broad viewpoint
 - ❑ Further pursue and quantify funding sources that would reduce town taxation
 - ❑ Complete the Cost-Benefit Analysis based on this new data
 - ❑ Develop a recommended course of action based on town engagement and draft Warrant articles to support that course of action
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