

Memorandum

To: Wellesley's School Building Committee, Permanent Building Committee & FMD
From: Jeff D'Amico
Date: August 29, 2019
Project: Hunnewell Elementary School
Subject: Swing Space for the Construction of the New Hunnewell School

Swing Space for the Construction of the New Hunnewell School

Introduction

As the new Hunnewell Elementary School will largely be constructed on the footprint of the old school, the School Building Committee was required to locate suitable temporary space for the students displaced by the construction. Over twenty different options were analyzed over the past two years, including in-depth analysis on three potential off-site locations. For a variety of reasons, only two options remain under consideration: Internal Swing Space (ISS) - using classroom capacity in some or all of the other elementary schools to commence immediately with the new Hunnewell school (completion 2023); and Late Hunnewell - completing the Hardy / Upham project first (completion 2024) and using the vacated school as swing space for construction of Hunnewell (completion 2026).

Approach to Education

Under either scenario, the educational program will be equivalent for all Wellesley school children.

Internal Swing Space: Based on current projections, the Wellesley Public Schools (WPS) expects space to be available in four to six of the remaining elementary schools in 2021, the planned start of construction. In order to foster cohesiveness, the plan would entail relocating a whole grade level to a dedicated school. Although WPS cannot currently definitively identify which schools will house which grades, it expects to be able to do so by the end of 2020, when final enrollment data is available. This will allow eight months of notice to the elementary school community. Under the ISS scenario, the Therapeutic Learning Center (TLC) program currently housed at Hunnewell would be supported in each of the host schools.

Late Hunnewell: Upon completion of the Hardy / Upham project, the Town would need to decide on one of two fundamental approaches (with variations that depend upon which school is replaced as determined in the H/U Feasibility Study.) Under the first scenario, redistricting would occur upon the completion of the new H/U school, such that use of the vacated school would require the addition of modular classrooms in order to accommodate the increased population. Under the second scenario,

redistricting would wait until completion of the new Hunnewell school so that modular classrooms would not be required. However, in order to accommodate the expected population in this scenario, both the old Hardy and Upham schools would need to remain in service meaning that one site would house two schools: the old school and the new school.

Projected Costs

The projected costs are \$3.3 to \$3.5 million for ISS and \$10 million to \$11 million for Late Hunnewell (based on escalation assumptions discussed below). **It is estimated that the premium for Late Hunnewell would cost approximately \$6.5 million (in 2019 dollars) more than Internal Swing Space.**

Internal Swing Space: The primary cost driver for Internal Swing Space is additional busing costs necessitated to endeavor to limit commute times to 38 minutes or less (the current maximum time). These costs total approximately \$1,430,000. The second major cost driver is expenses associated with maintaining a special needs program in each of the impacted schools known as the Therapeutic Learning Center (TLC). That program is currently housed exclusively at the Hunnewell school. The entire cost of ISS is itemized below in detail:

INTERNAL SWING SPACE COST DETAIL		
ITEM	COST	DESCRIPTION
Building Construction	\$ 100,000	New partitions, FFE and other small renovations
Site Work	\$ 150,000	Minor site modifications and striping at pickup/ drop off to accommodate added bus & parent drop off
Signage	\$ 50,000	Signage in district to provide way-finding
Police Details	\$ 100,000	Added police details until patterns have settled
Consultants - Architect	\$ 100,000	Bid documents for above
Consultants – Traffic	\$ 60,000	Possible additional traffic studies at sites
Consultant – OPM	\$ 30,000	Project management
Added Busing	\$1,430,000	Six (6) added buses and three (3) TLC vans – 2 years includes bus monitors and added before school program
TLC	\$ 800,000	Dedicated TLC teachers at each swing school –4 more staff members for 2 years
WPS Other Admin Cost	\$ 200,000	WPS contingency to address other misc. staffing costs, added vans or other items that may be needed as the detail of this option is developed further with staff, parents and the public for feedback.
Moving	\$ 150,000	Two moves - in and out of schools, interim move and storage containers
Misc. Admin	\$ 50,000	Possible costs for permitting and other miscellaneous costs
Contingency	\$ 280,000	8.5% of total budget
TOTAL	\$3,500,000	

Late Hunnewell: The primary cost driver for the Late Hunnewell is the increase in construction and demolition costs (inflation/escalation) for the Hunnewell project due to the three-year delay in the start of construction. Additionally, the cost for delaying the demolition of the existing school (either Hardy or Upham) that will be used for swing space, will likewise be subjected to increase due to escalation. *It should be noted that projecting construction inflation beyond one year is highly speculative. Construction inflation is far more volatile than consumer inflation, and most large consumers of construction (developers, universities, hospitals, public agencies, etc.) use various sources to try to predict that cost. One leading, local source is the Turner Construction Cost Index (TCCI), which is specific to the Boston market and utilizes several indicators to support its projection. Turner Construction is the 3rd largest Contractor in the country with a major presence in the Boston area market. The average of the TCCI for the Boston market over the past four years is 4.8%. We used 4.3% a number slightly under that average was used to project the increase for the Hunnewell school project of \$6.3 million – assuming it is delayed for three years to wait for the new school developed under the Upham feasibility study. Additionally, the two-year delay to the demolition of the vacated Hardy or Upham will increase that cost by \$1 million inclusive of site work premiums of maintaining two distinct school drop-offs on one site and some further escalation for demolition and abatement. It should be noted, however, that in July of 2019, TCCI revised its for 2019/20 escalation projection to a broad range of 5.3 to 6.8%. As we are projecting for a period of three years (delaying construction start of Hunnewell from 2021 to 2024 and demolition old Hardy or Upham from 2024 to 2026) we have used a number (4.3) below the historical average (4.8%) to account for a possible cyclical slowdown in the economy. However, if that slowdown does not occur or is relatively mild, **it is possible that inflation could actually amount to \$2 to 4 million more than we have projected.** If that were to materialize, the cost difference between Internal Swing Space and Late Hunnewell would expand to \$10 to 11 million. Based on the 4.3% escalation rate, the entire cost of Late Hunnewell is:*

LATE HUNNEWELL COST DETAIL		
ITEM	COST	DESCRIPTION
Escalation of Hunnewell	\$6,300,000	Based on current estimated construction cost of \$47M
Temporary Site work and Escalation of Delayed Demo of Hardy or Upham	\$1,000,000	This include \$650,000 in temporary site work premiums for temp roadways parking lots, signage, earthwork grading, etc. and about \$350,000 in escalation on the demolition cost
Consultant Fees	\$ 300,000	Two site plans – interim and final – will be developed, traffic report, permitting reviews,
Added Busing	\$ 900,000	Providing free bussing to all Hunnewell students to one or two schools.
Escalation of Soft Costs	\$1,400,000	A lower 3.9% escalation on estimated soft costs of \$11M
TOTAL	\$9,900,000	*If administration decides to redistrict before completion of Late Hunnewell– costs would increase by \$1,000,000 due to needed modulars