

DPW Director Travis Brown
Town Administrator Ryan McLane
Fiscal Year 2021-25



Summary

- The purpose of this report is to inform town officials and residents of the Hubbardston road maintenance plan for the next five fiscal years
- Town officials aggressively seek federal and state funding sources for road maintenance projects. This year, alternative funding sources will power the Gardner Road, Evergreen Bridget and Route 62 Culvert Projects.
- Annual road funds, commonly called Chapter 90, assist in the management of Hubbardston roads, but are not enough to maintain the 87 miles of town surfaces (80 miles paved)
- This year, Hubbardston will receive \$354,416 in Chapter 90 money from the state for road repairs.

Considerations

- The goal of the comprehensive road maintenance plan is to maximize limited resources through cost-effective pavement management
- The town is committed to using Chapter 90 funds for road maintenance only, a practice not always adhered to by small towns
- While the plan addresses problem areas, projects are “clustered” in order to save money when bidding paving projects. This may result in some “trouble roads” not being prioritized despite obvious need
- A reserve of Chapter 90 money is maintained each year as a best practice against unforeseen costs and problems

State-Funded Maintenance

- Town Center Project (\$4.3 million)
 - Estimated FY 2024 (subject to change)
- STRAP Grant – High Street (\$1 million)
 - Spring/Summer 2022
- STRAP Grant – New Templeton/Williamsville Roads (\$750k)
 - Spring/Summer 2024



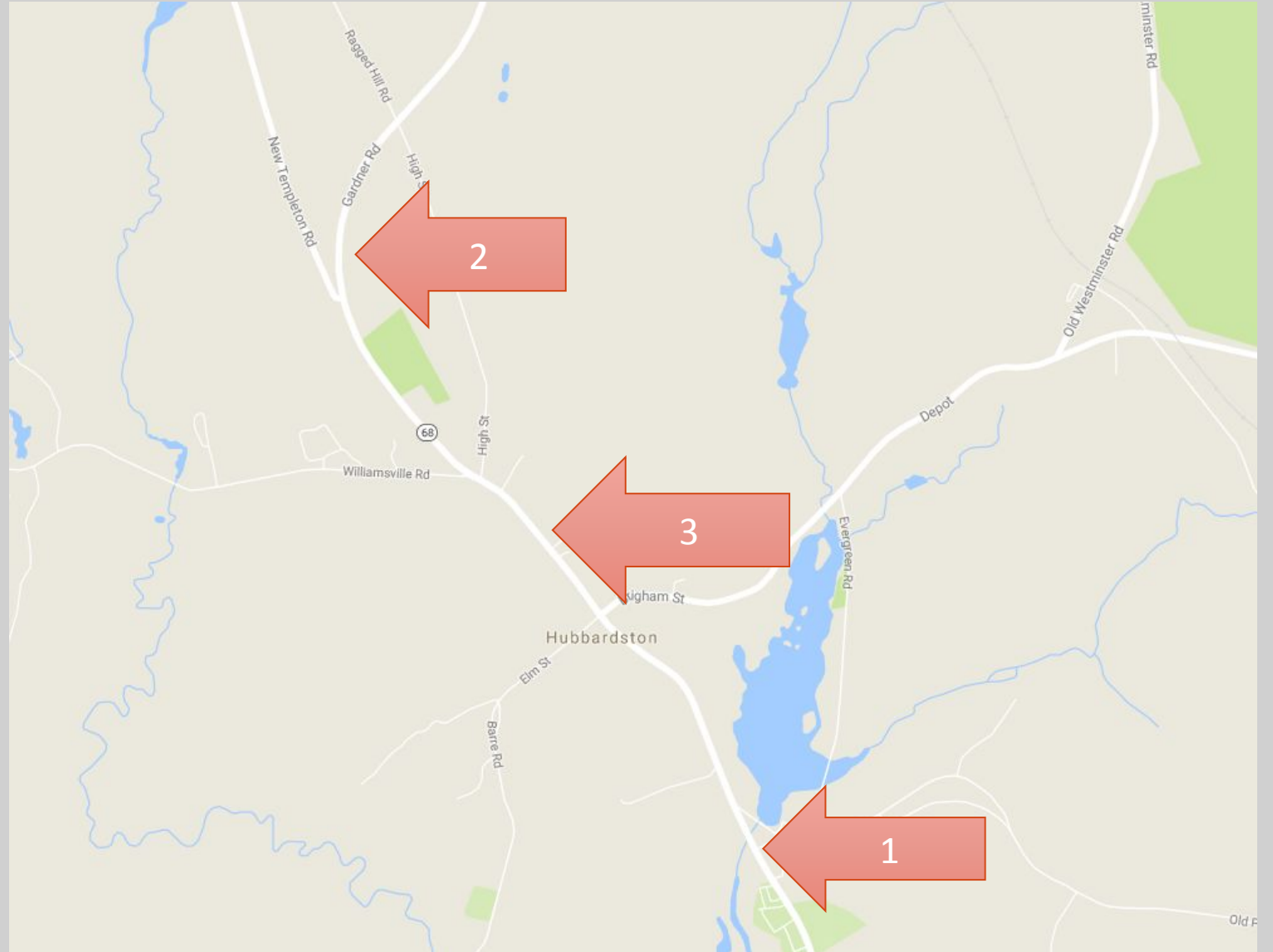
Route 68 Reconstruction Project

The Route 68 reconstruction project is three-part project:

1.) Rutland Line to Brigham St.
(completed 2018)

2.) Curtis Rec Field to Gardner Line
(Summer 2020)

3.) Town Center Project
(EST spring 2022-23)

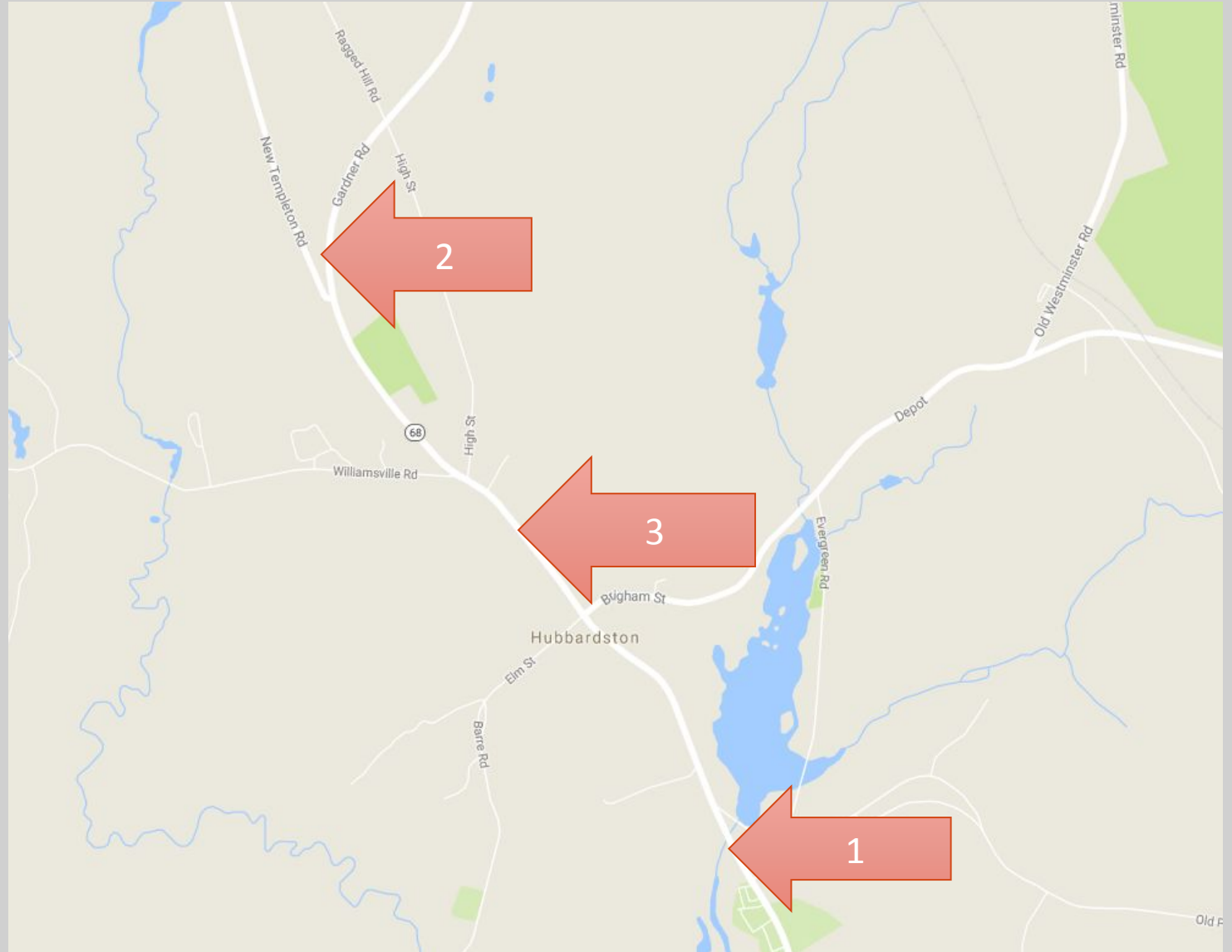


Route 68 Reconstruction Project – Phase 1

RUTLAND LINE TO BRIGHAM ST.

COMPLETED

WHAT: Two-inch mill and fill with
curbs and drainage
reconstruction



Route 68 Reconstruction Project – Phase 2

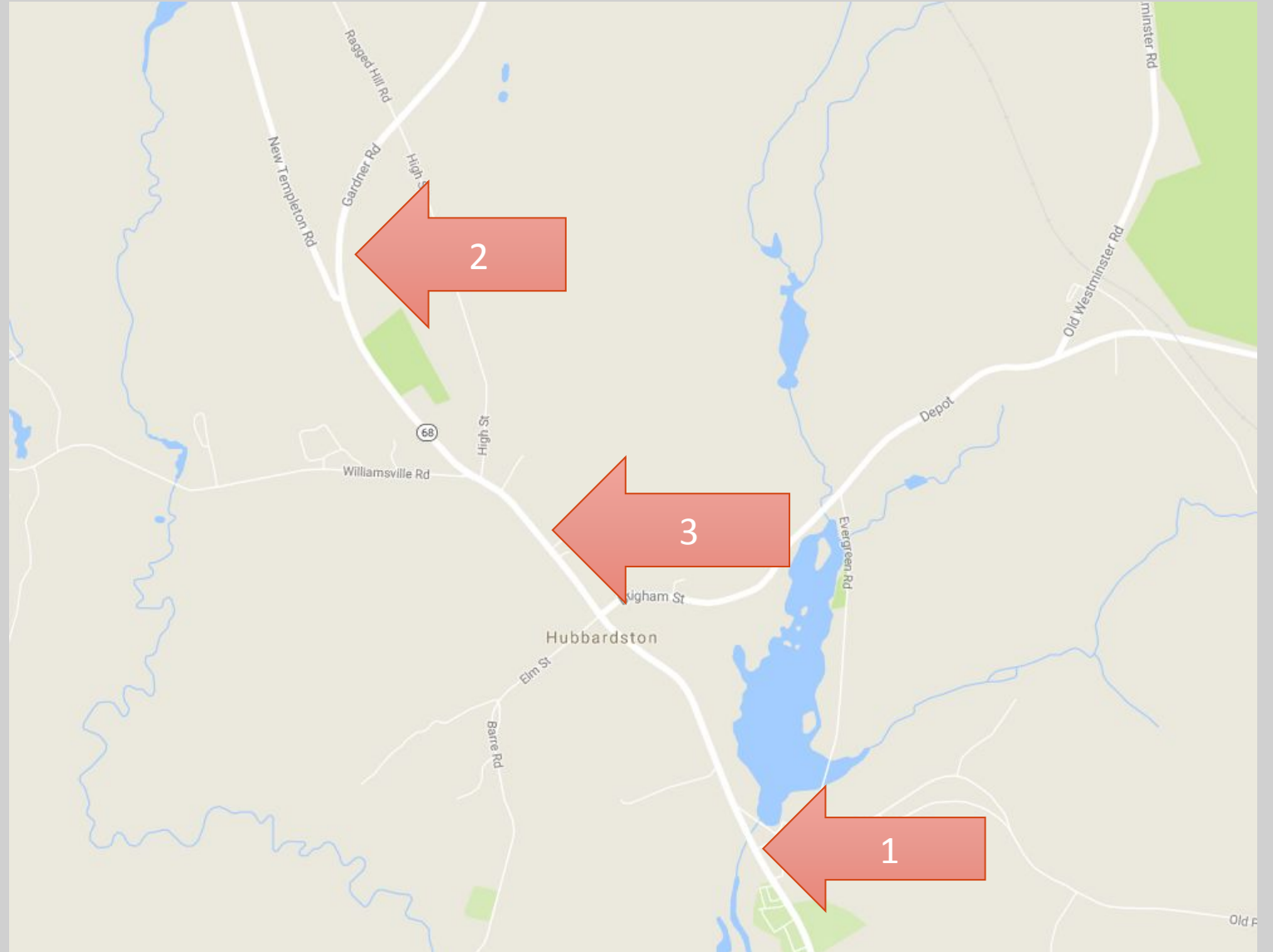
**CURTIS REC. FIELD TO
GARDNER LINE**

STARTS: Summer 2020

COMPLETES: Summer 2020

FUNDING: STIP

WHAT: Two inch mill and fill with
curbs and drainage
reconstruction



Route 68 Reconstruction Project – Phase 3

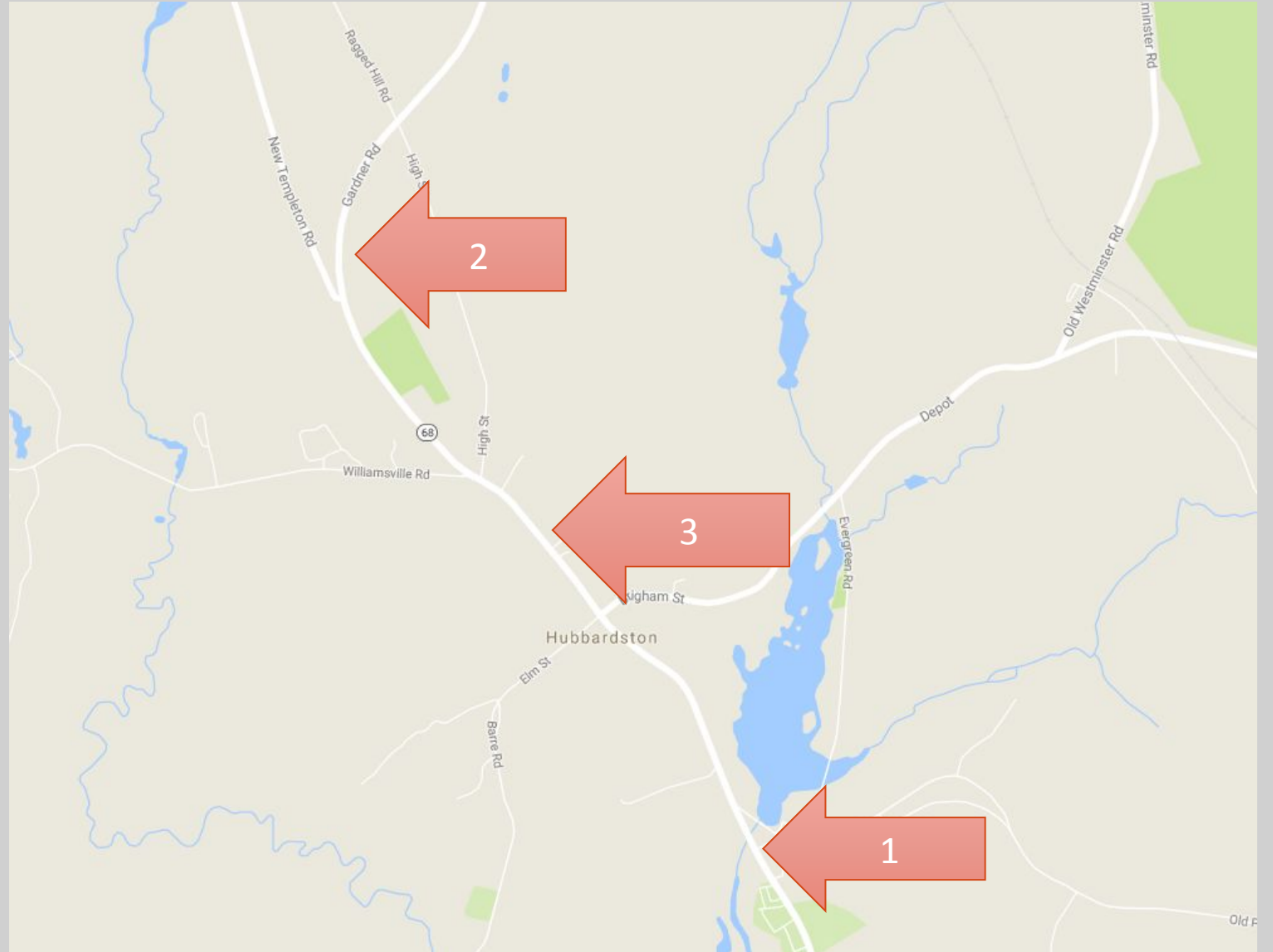
TOWN CENTER PROJECT

STARTS: Estimated to begin summer of 2023 (2022 possible)

COMPLETES: Estimated to complete summer 2023

FUNDING: STIP

WHAT: Full service project to include road work, sidewalks, multi-use lane and additional signage



MassWorks STRAP Grant – Summer 2021/22

- Every year the town is able to apply for a competitive Massworks STRAP Grant. These grants are essential for larger town road projects and are generally used for projects exceeding Chapter 90 capabilities
- This year, the DPW is applying for a \$1 million grant to reconstruct High Street and surrounding area projects
- Potential future STRAP Grant targets include New Templeton and Williamsville Road
- These grants represent 1-3 years worth of Hubbardston Chapter 90 funds

High Street



Chapter 90 Road Maintenance Plan

- This plan is projected over five years to give residents an idea of timing and costs for necessary road maintenance projects
- The plan assumes current level of Chapter 90 funding
- The plan assumes the introduction of annual capital
- Projects are “grouped” in order to limit paving mobilization costs and make more attractive projects for potential bidders



Completed FY21 Chapter 90 Plan

- Total paving project – 2.28 miles, \$431,742.17
- Flagg Road
- Hale Road Extension
- Williamsville Road
- Mount Jefferson Road
- Mount Jefferson Road



FY21 Chapter 90 Road Project

The Flagg Road, Hale Road Extension, Mount Jefferson and Williamsville Road Paving Project provided much needed resurfacing and maintenance to one of the more troubled surface areas in town. Additionally, the town maintained

Total Feet Paved: 12,017' (2.28m)
Cost \$431,742.17

Total Feet of Restorative Maintenance: 23,654.4' (4.48m)
Cost \$70,658.50

Total Project: 35,671.4' (6.76m)
Total Cost \$502,400.67



Proposed FY2021 Chapter 90 Road Plan



Completed FY21 Chapter 90 Projects (Maintenance)

- New Templeton Road

- Hale Road

- Healdville Road

- Old Princeton

- Total maintained surface of 4.48 miles, total cost \$70,658.50



Proposed FY22 Chapter 90 Plan



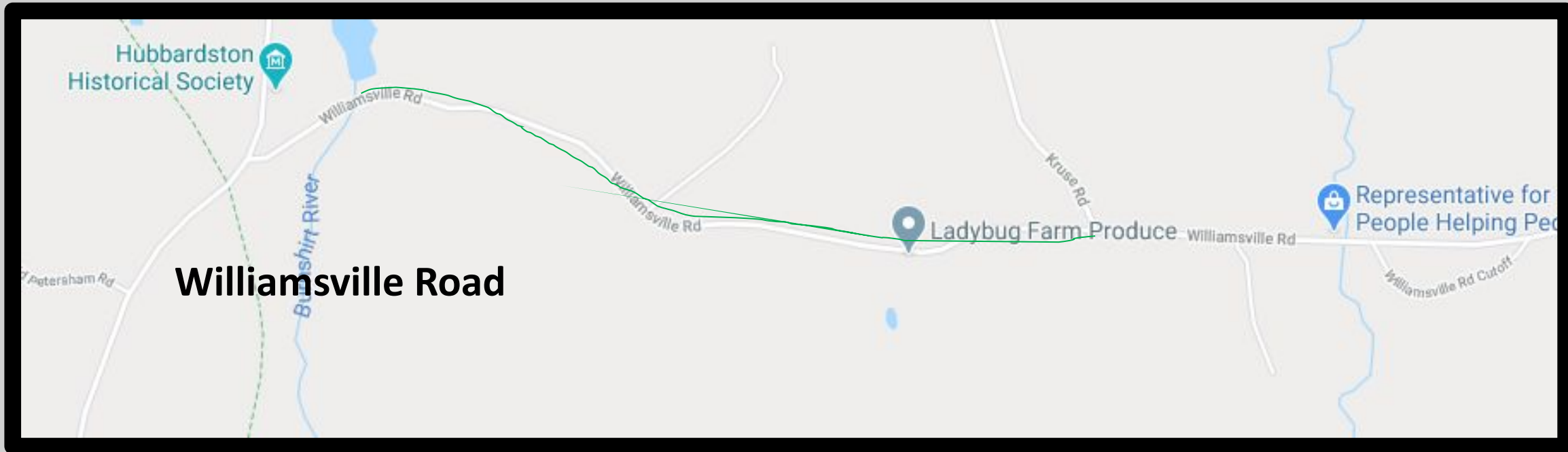
- Williamsville Road*
 - Estimated \$300k, reclaim and pave 4 inches of hot mix asphalt with berm and tack coat from Kruse Rd. to the bridge at pole #149. This project cost includes basin work.
- Road Maintenance (4.2 miles)**
 - Estimated \$62.3k, adds restorative seal with sand mix in order to extend road life 5-7 years. These roads will include Cross Street, New Templeton Road (Cross to Templeton), Ragged Hill Road, Old Princeton Road (newer) and George Howard Road
- Simonds Hill Road ***
 - Estimated \$108k, 20% crumb rubber application on the entire Road with a 1" hot mix asphalt leveling coat.
- Ed Clark Road
 - Estimated \$41k, 20% crumb rubber application from Rt.62 to Simonds Hill Rd. and reclaim with 3" hot mix asphalt from Simonds Hill Rd. intersection to the last house.

* Change Williamsville Road from 3" to 4" of pavement to have the surface last longer

** Adding maintenance plan to rejuvenate roads that are starting to decline

***Simonds Hill removed from the plan due to costs and no additional funding in capital plan

Proposed FY2022 Chapter 90 Road Maintenance Plan



Proposed FY23 Chapter 90 Plan

- Thompson Road

- Estimated \$237k, reclaim and pave with 3 inches of hot-mix asphalt, add berm

- Kruse Road

- Estimated \$204k, reclaim and pave with 2 inches of hot-mix asphalt, add berm

- Root Road

- Estimated \$83k, full road



***The previous FY23 plan included Brigham and Elm Streets with additional associated work (with additional funding). This plan was flipped with Thompson and Kruse Road projects to accommodate the STIP Bridge Replacement – Williamsville Road Bridge. It also allows another year for the Town Center Project to complete.

Proposed FY2023 Chapter 90 Road Plan



Thompson Road



Kruse Road



Proposed FY24 Chapter 90 Plan

- Elm Street

- Estimated \$100k, reclaim and pave 4 inches of hot mix asphalt to the entire road w/basin work.

- Brigham Street

- Estimated \$193k, reclaim and pave 4 inches of hot mix asphalt from Main St. to the bridge with berm and basin work.

- Brigham Street

- Estimated \$50k, 20% crumb rubber from the bridge to New Westminster Rd.

- Barre Road

- Estimated \$77k, from Twin Hill Road to Elm Street

- Barre Road Cut Off

- Estimated \$11k, from Twin Hill Road to Elm Street

- Parsons Road

- Estimated \$24k, full road



Proposed FY2024 Chapter 90 Road Plan



Brigham Street



Barre Road Cutoff



Parsons Road

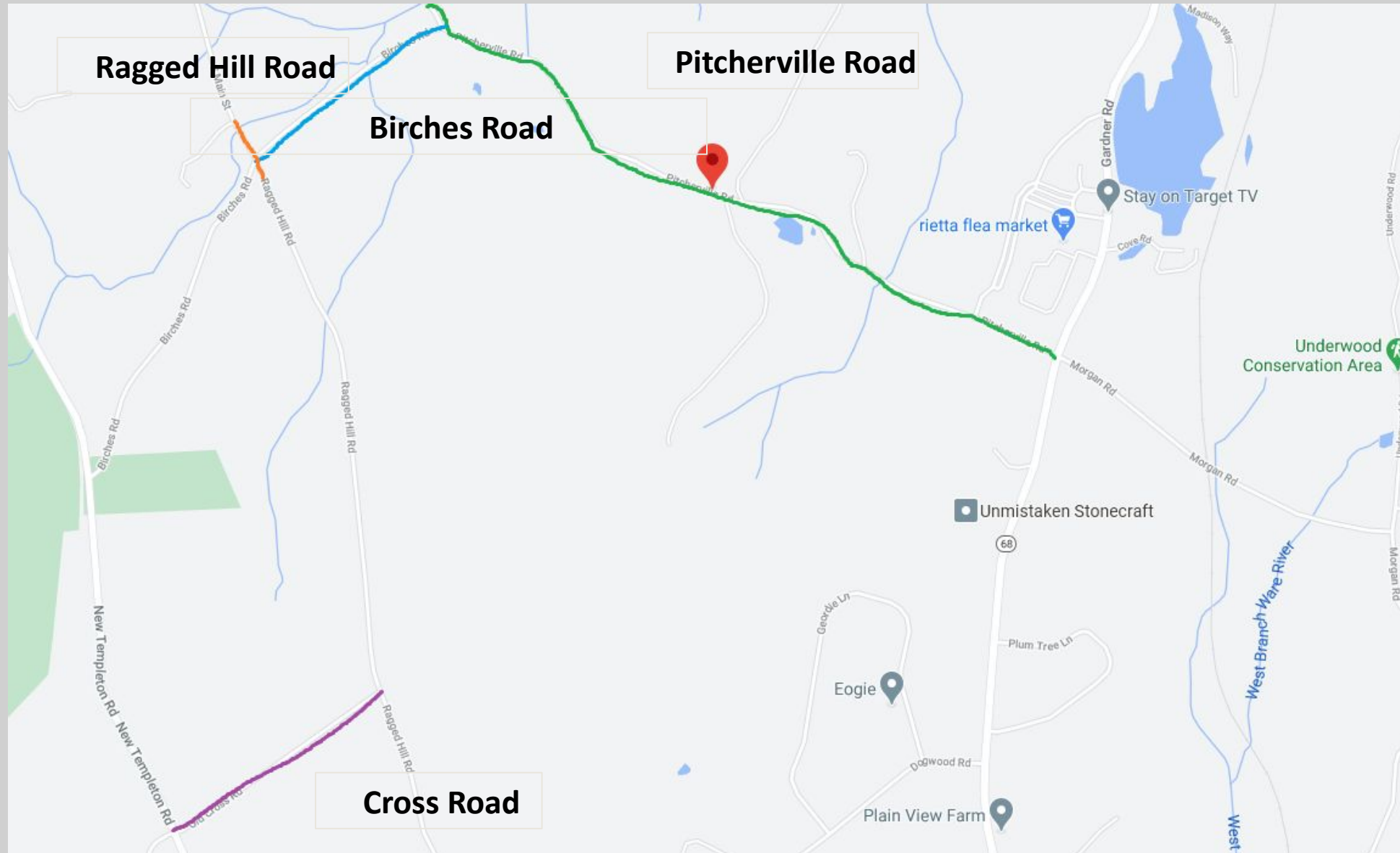


Proposed FY25 Chapter 90 Plan

- Pitcherville Road
 - Estimated \$231k, full road
- Birches Road
 - Estimated \$94k, (paved section, add berm)
- Cross Road
 - Estimated \$106k, (New Templeton to Ragged Hill)
- Ragged Hill Road
 - Estimated \$11k, (Birches to Templeton Line)



Proposed FY2025 Chapter 90 Road Plan



Pitcherville Road



Birches Road

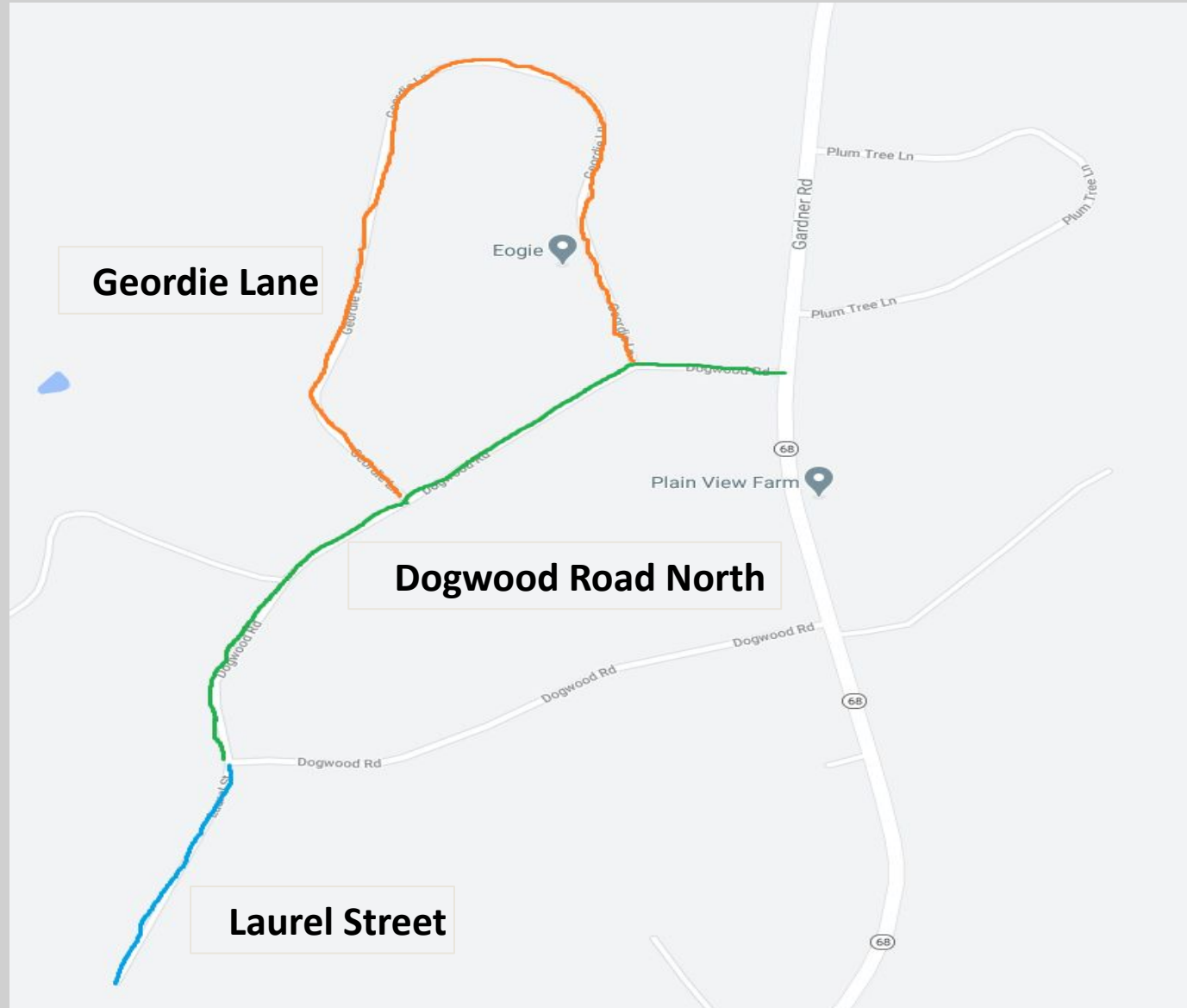


Proposed FY26 Chapter 90 Plan

- Dogwood Road North
 - Full-depth reclamation, berms and drainage
- Laurel Street
 - Full-depth reclamation, berms and drainage
- Geordie Lane
 - Full-depth reclamation, berms and drainage
- Simonds Hill Road
 - Full-depth reclamation, berms and drainage
- Ed Clarke Road
 - Full-depth reclamation, berms and drainage



Add FY26 Map – all roads



Dogwood Road North



Laurel Street



Beyond 2026

- Bickford, Tahanto, Forest, Brookside Drive
- Dogwood South with basins
- Old Princeton Road Cutoff
- Old Princeton Road
- Ed Clark Rd.
- Simonds Hill Rd.

** This is not in priority order*



Ongoing Road Maintenance Projects

- **DIRT ROAD GRADING:**

- The DPW grades town dirt roads twice annually, once at the conclusion of the winter season and once in preparation for plowing season

- **POT HOLE REPAIR:**

- The DPW systematically addresses town pot holes, focusing on known road issues and responding to community concerns when possible

- **CRACK SEALING:**

- In order to prevent damage to road bases, the DPW bids out crack sealing annually. Crack sealing extends road life in a cost-effective manner. The funding for this important road maintenance measure comes from Chapter 90 funds.

- **LINE PAINTING:**

- The DPW spends more than \$30,000 annually to update road lines and markings

Crack Sealing – New Westminster (Example)



Final Considerations

- While there is much work necessary to complete the comprehensive road plan, the DPW is attempting to maximize local revenues by bundling projects and leverage state and federal grants
- Connectivity is an important goal of the comprehensive road plan, attempting to finish quadrants of Hubbardston roads to minimize costs
- The comprehensive road plan will be updated annually prior to the budget season conclusion to facilitate funding discussions