

Hubbardston Road Maintenance Plan

DPW Director Travis Brown
Fiscal Year 2020-24



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
- Annual road funds (commonly called Chapter 90 funds) assist in the management of Hubbardston roads, but are not enough to maintain the 87 miles of town roads (80 miles paved)
- This year, Hubbardston will receive \$355,135 in Chapter 90 money from the state for road repairs, a .04% decrease from last year

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 prioritized despite obvious need
- A small reserve of Chapter 90 money is maintained each year as a best practice against unforeseen costs and problems

State-Funded Maintenance

- Route 68 North (\$4 million)
 - Fall 2019 – Summer 2020
- Town Center Project (\$4.3 million)
 - Estimated FY 2024 (subject to change)
- STRAP Grant – Lombard Road (\$500k)
 - Spring/Summer 2021
- STRAP Grant – New Templeton/Williamsville Roads (\$750k)
 - Spring/Summer 2023



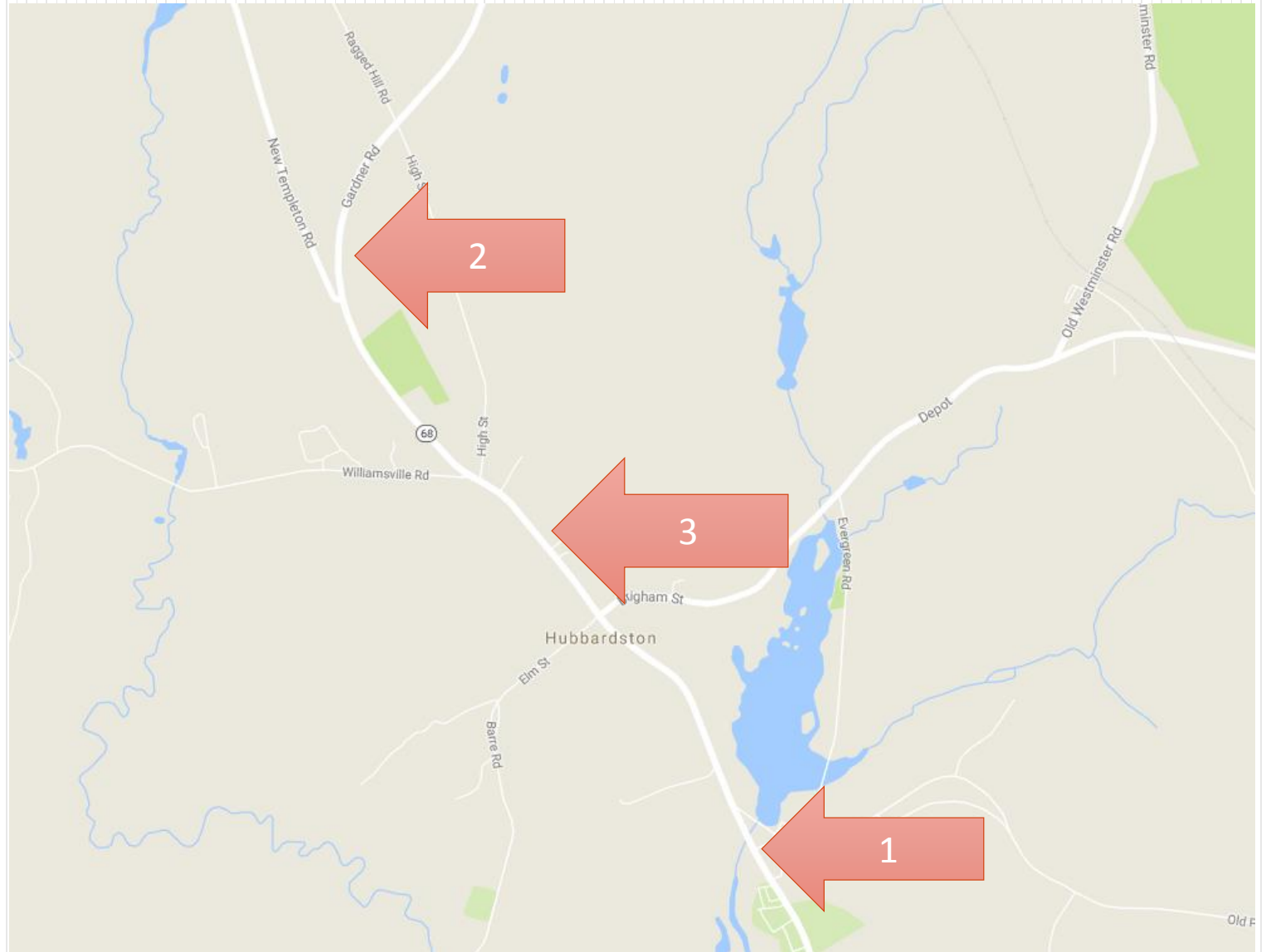
Route 68 Reconstruction Project

The Route 68 reconstruction project is three-part project:

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

2.) High St. to Gardner Line
(spring 2020)

3.) Town Center Project
(est spring 2024)

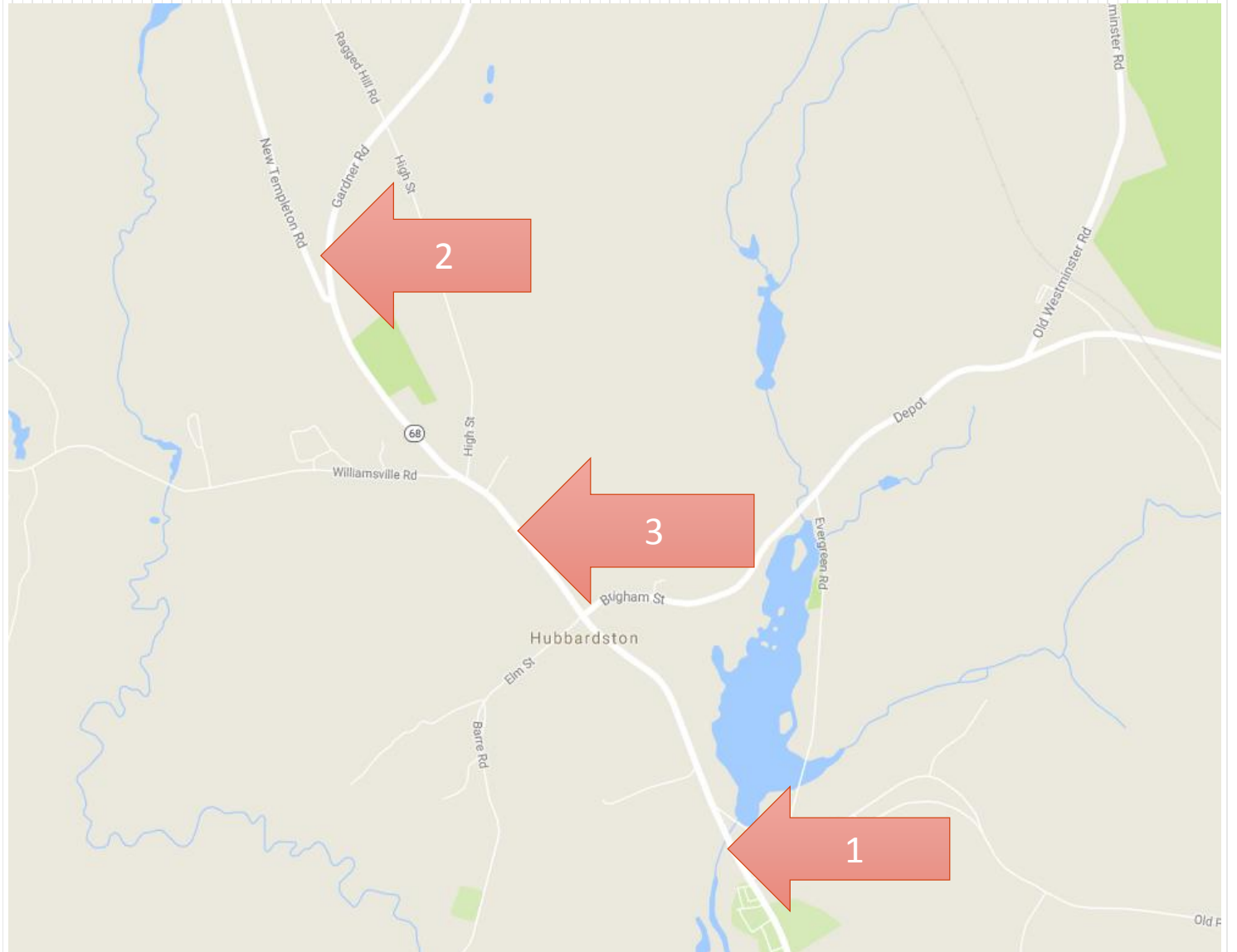


Route 68 Reconstruction Project – Phase 1

RUTLAND LINE TO BRIGHAM ST.

COMPLETED

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



Route 68 Reconstruction Project – Phase 2

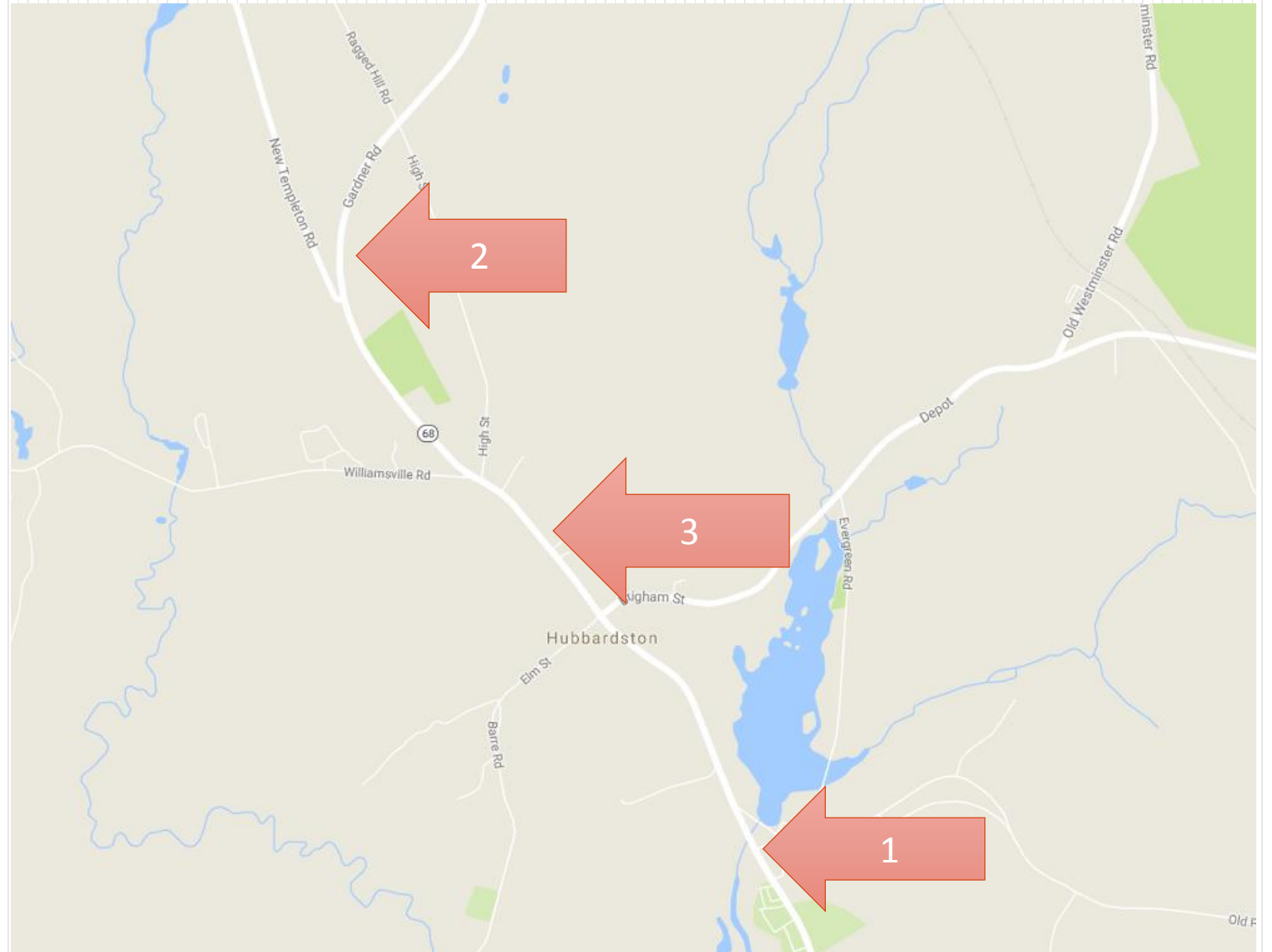
HIGH ST. TO GARDNER LINE

STARTS: Fall 2019

COMPLETES: Summer 2020

FUNDING: STIP

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



Route 68 Reconstruction Project – Phase 3

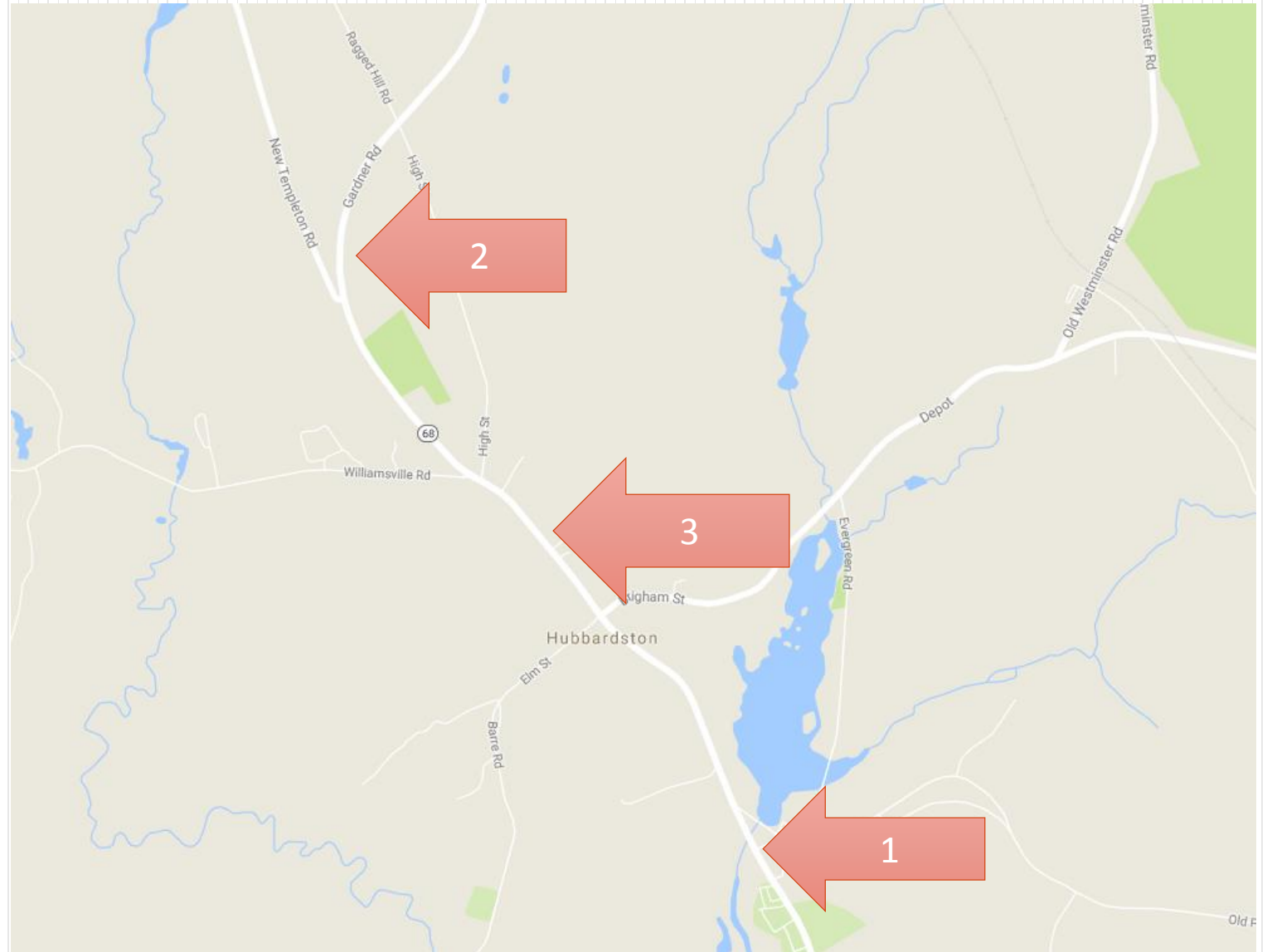
TOWN CENTER PROJECT

STARTS: Estimated to begin summer of 2024

COMPLETES: Estimated to complete summer 2024

FUNDING: STIP

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



MassWorks STRAP Grant – Summer 2021/23

- 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 \$500k grant to reconstruct Lombard Road 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

Lombard



Williamsville



Chapter 90 Road Maintenance Plan

- Projected over five years to give residents and idea of time and costs for 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 FY19 Chapter 90 Projects

- New Westminster Road
- Adams Road
- Prentiss Hill Road

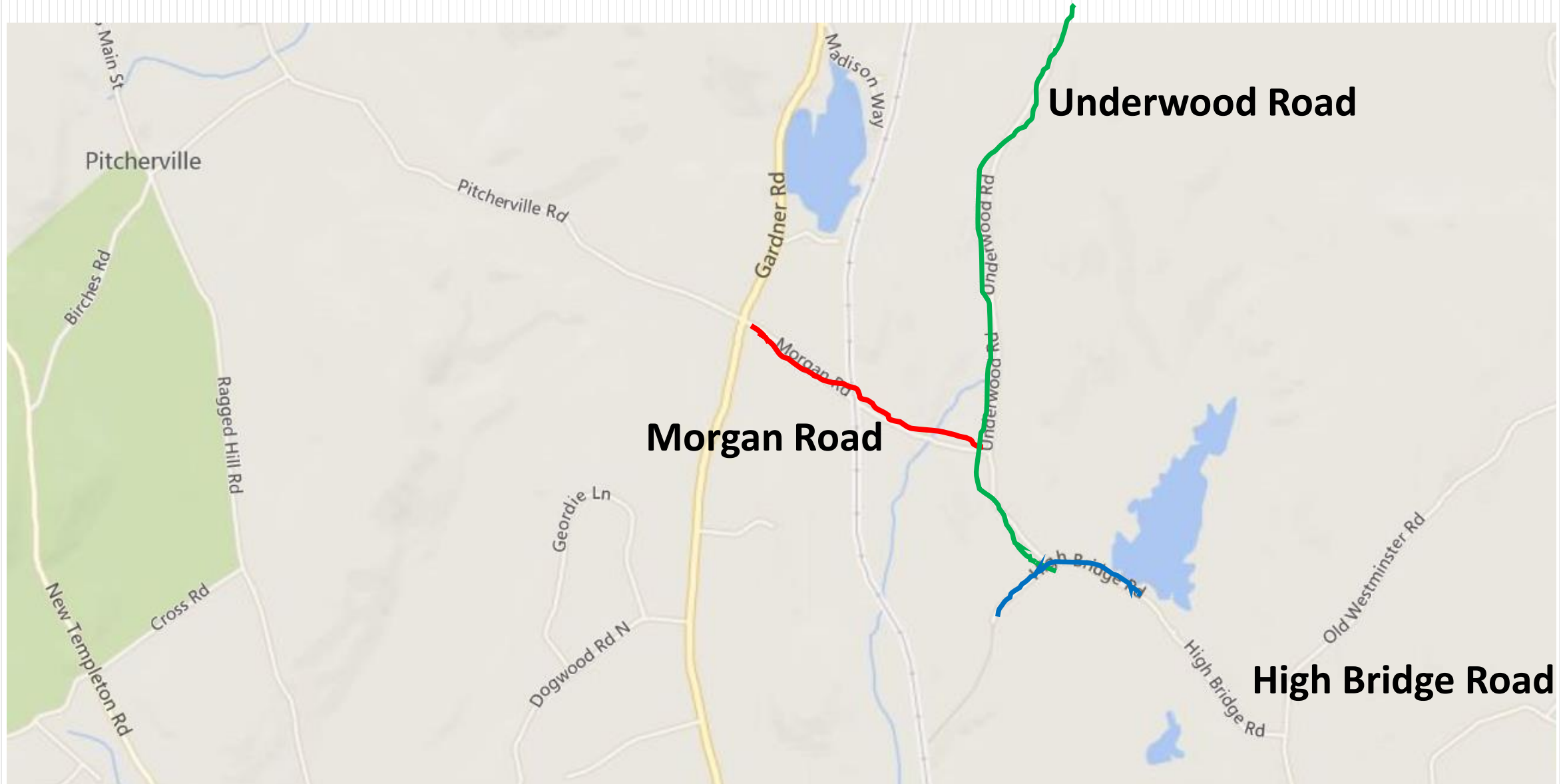


Proposed FY2020 Chapter 90 Plan

- High Bridge Road
 - Estimated \$120k for reclaim with CaCl, fine grading and 3 inches of HMA with tack coat and hard pack shoulders from the new section at the pond to the dirt section of the road
- Morgan Road
 - Estimated \$130k for reclaim with CaCl, fine grading and 3 inches of HMA with tack coat and hard pack shoulders from High Bridge Road to the tracks
- Morgan Road
 - Estimated \$20k for 20% crumb rubber chip seal application from rail road tracks to Rt. 68
- Underwood Road
 - Estimated \$53k for 20% crumb rubber chip seal application for the entire road
- Cracksealing
 - Estimated \$50k for Morgan, Underwood, Ragged Hill, Kruse and Root Roads



Proposed FY2020 Chapter 90 Road Plan



Morgan Road



High Bridge Road



Proposed FY21 Chapter 90 Plan

- Flagg Road
 - Estimated \$198k, full road
- Hale Road Extension
 - Estimated \$80k, full road
- Williamsville Road
 - Estimated \$80k, Hale Road Ext. to Mount Jefferson Road
- Mount Jefferson Road
 - Estimated \$50k, from Williamsville Road to Flagg Road
- Mount Jefferson Road
 - Estimated \$50k, from House #98 to fire pond



Proposed FY2021 Chapter 90 Road Plan



Flagg Road



Williamsville Road



Proposed FY22 Chapter 90 Plan

- Elm Street
 - Estimated \$75k, full road
- Brigham Street
 - Estimated \$170k, Main Street to bridge with berm
- Brigham Street
 - Estimated \$170k, bridge to New Westminster Road
- Crack Sealing
 - Estimated 60k
- Barre Road
 - Estimated \$72k, from Twin Hill Road to Elm Street
- Barre Road Cut Off
 - Estimated \$8k, from Twin Hill Road to Elm Street
- Parsons Road
 - Estimated \$20k, full road



Proposed FY2022 Chapter 90 Road Plan



Brigham Street



Barre Road



Barre Road Cut Off



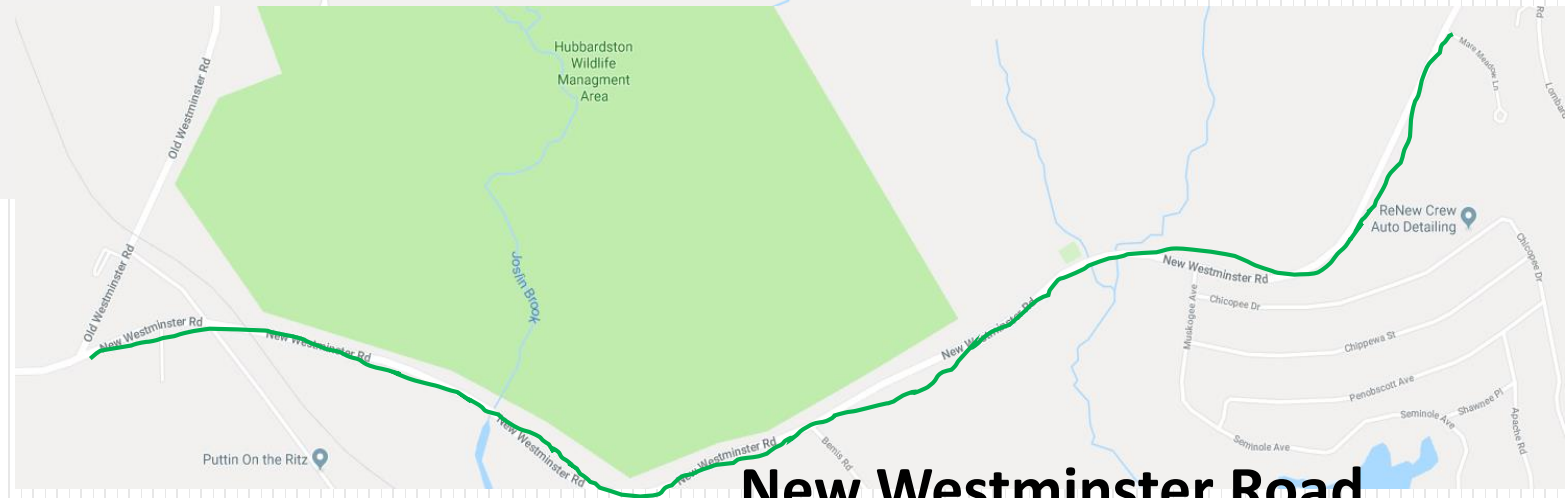
Parsons

Proposed FY23 Chapter 90 Plan

- Williamsville Road
 - Estimated \$230k, Kruse Road to bridge at pole #149
- New Westminster Road
 - Estimated \$62k, Mare Meadow Lane to Brigham Street
- Simond Hill Road
 - Estimated \$57k, full road
- Evergreen Road
 - Estimated \$46k, full road
- Ed Clark Road
 - Estimated \$26k, full road
- Crack Sealing
 - Estimated \$35k



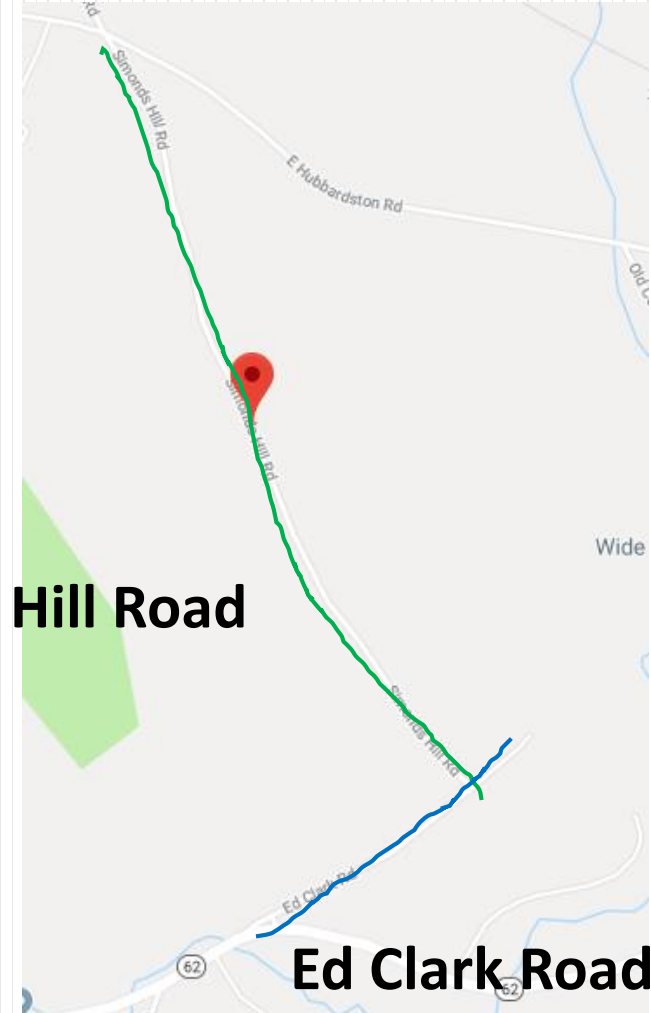
Proposed FY2023 Chapter 90 Road Plan



Proposed FY2023 Chapter 90 Road Plan



Evergreen Road



Simond Hill Road

Ed Clark Road

Simond Hill Road



Ed Clark Road

Proposed FY24 Chapter 90 Plan

- Thompson Road
 - Estimated \$195k, full road
- Kruse Road
 - Estimated \$129k, full road
- Root Road
 - Estimated \$77k, full road
- Crack Sealing
 - Estimated \$50k



Proposed FY2024 Chapter 90 Road Plan



Root Road (to end)

Thompson Road

Kruse Road

Thompson Road



Kruse Road



Beyond 2024

- Pitcherville Road (\$212k)
- Birches Road (\$65k)
- Ragged Hill Road (\$9k)
- Healdville (\$85k)
- Cross (\$50k)
- Bickford, Tahanto, Forest (\$70k)



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