

1. Meeting Materials

Documents:

[2022.08.15 CAPITAL PLANNING COMMITTEE AGENDA \(PDF\).PDF](#)

[2022.08.15 2023 STREET MAINTENANCE RECOMMENDATION \(PDF\).PDF](#)

Town of Southborough, Massachusetts

Capital Planning Committee

Monday August 15th, 2022 7:30 PM

Virtual Zoom Meeting

May be watched or may participate in the meeting remotely with the meeting link at: <https://www.southboroughtown.com/remotemeetings>.

Pursuant to Chapter 20 of the Acts of 2021, An Act Relative to Extending Certain COVID-19 Measures Adopted During the State of Emergency, signed into law on June 16, 2021, this meeting will be conducted via remote participation. No in-person attendance by members of the public will be permitted.

Agenda (all items may have one or more votes taken to the extent action is required):

- I. Call Meeting to Order
- II. Approval of Meeting Minutes from August 10, 2022
- III. Vote on DPW recommendations for roads and/or sidewalks for consideration in road maintenance bid contract
- IV. Request for addition to Capital Plan - Fire/Police Shelter Relocation for radios
- V. Public Comment
- VI. Meeting Schedule
- VII. Other business that may properly come before the Committee
- VIII. Adjournment

Jason W. Malinowski, Chair

**TOWN OF SOUTHBOROUGH
DEPARTMENT OF PUBLIC WORKS**

**Tel: 508-485-1210
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**147 Cordaville Road
Southborough, MA 01772**



DATE: August 11, 2022

MEMORANDUM

TO: Southborough Capital Planning Committee
CC: Town of Southborough Board of Selectmen
Mark Purple, Town Administrator
FROM: Karen Galligan, DPW Superintendent
SUBJECT: DPW Paving Recommendation FY23

As you know, at your Wednesday, August 10th meeting, the Committee requested a prioritized roadway maintenance list.

The list that was discussed at the meeting was not in any prioritized order and included roads the DPW is watching based on how often we patch them or dig in them, roads that are on the fringe of being a priority for maintenance, roads that are a priority for maintenance and roads that actually need enough work that they don't fall into the maintenance category. Essentially, the list submitted, and discussed, is a working, running list of roads on the DPW's radar that have been given a maintenance, or in some cases project, plan and a cost associated with that plan. There are many other roads are on the radar, but their plan hasn't been developed yet, so there are no costs associated with them yet.

We did not specifically discuss pavement lifetime on Wednesday. However, a busy road in Southborough that is well drained and has a good base, should need maintenance, such as crack sealing within 7 to 10 years, and will likely need to have the top course of pavement removed and replaced within 19 to 25 years. Correctly built subdivision/neighborhood roads, should last longer. Crack sealing is done when the cracks are not prevalent and the road has no profile or cross section issues. Unfortunately, the Town does not crack seal as often as we should, generally due to allocating most funding to needed paving.

Road cross section issues, road profile issues, alligator cracking, wheel ruts, asphalt break through (to gravel) over a large area, and pot holes all contribute to determining when it's time to perform maintenance on a road. Road connectivity, maintenance work (such as pot hole filling and ability to scrape and treat the road for snow and ice) and construction being done on the road, also enter into the consideration.

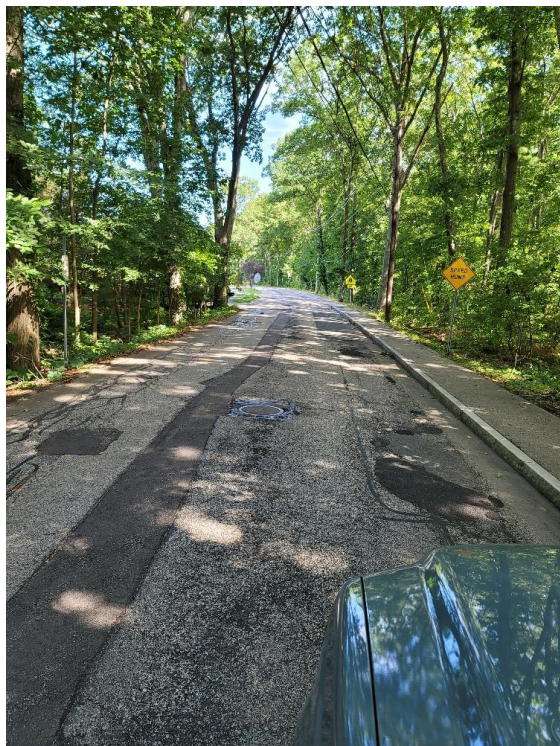
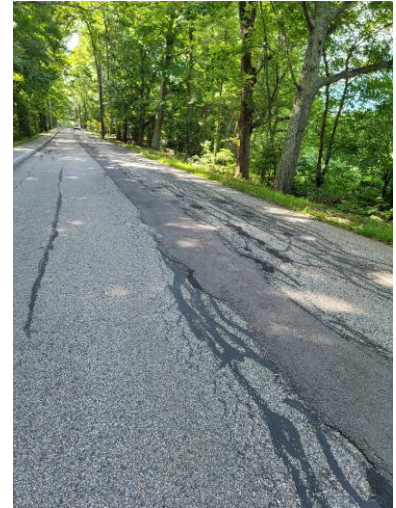
Based on the amount of money available for the work, road conditions and the value of the work recommended for the longevity of the new pavement; the list below is the contract that I would have bid this past spring – using our old process (these are in the order that I took pictures of them):

Parkerville Road North Side	\$175,000
Chestnut Hill Road	\$202,000
East Main, Winchester, Walker and Upland	\$175,000
William Onthank	\$390,000
Carolyn, Ted, Brookside	\$248,000
Parker, Cottage, Hammond, Old Cordaville	\$ 70,000
Harris Street	\$ 95,000
Total	\$1,355,000

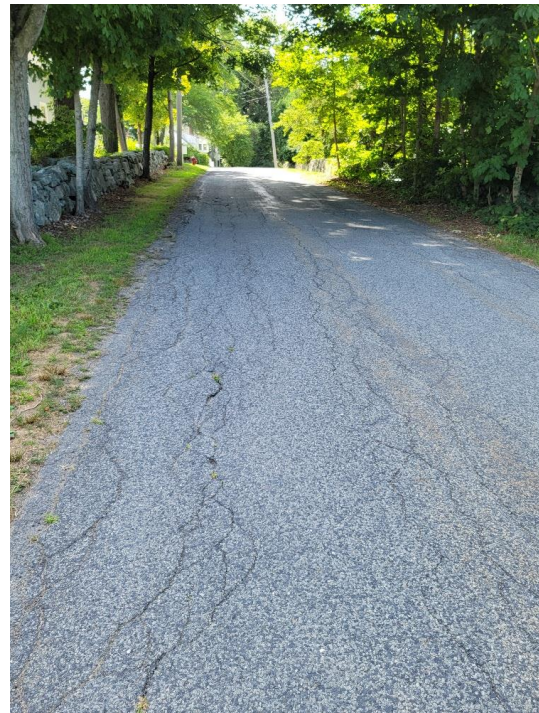
Also, if more money became available, or the bid came in much better than expected, I would add Davis and Ashley (\$182k) into the bid. Their condition is similar to the streets in the Carolyn /Ted and William Onthank neighborhoods.

Parkerville Road north side - The Town invested in this road with a reclaim, pave and sidewalk install project in 2003. This project was part of the School Safety Study performed when the Town was looking at building Trottier School. While the work in 2003 did not build a new road base, it did improve it. A mill and pave will renew the road surface and the work should last another 18-20 years with general maintenance.

The new gas trench is the best asphalt on the road. It is hard to find areas with good shape and little cracking:



Chestnut Hill Road (Main Street to Dairy Farm) - This road needs to be reclaimed. The Town leveled the ruts and chip sealed the road in 2001 or 2002. The road has needed paving, but it was delayed due to the construction of Dairy Farm Lane. During Planning Board hearings the Town said they would pave the section from Main Street to Dairy Farm when the subdivision was completed. There is no drainage on the road, it is hard to find a good section of asphalt, the cross section is totally out of shape. The road needs to be shaped. A reclaim and a pave on this road should last 19-25 years with some crack sealing in 7-10 years.

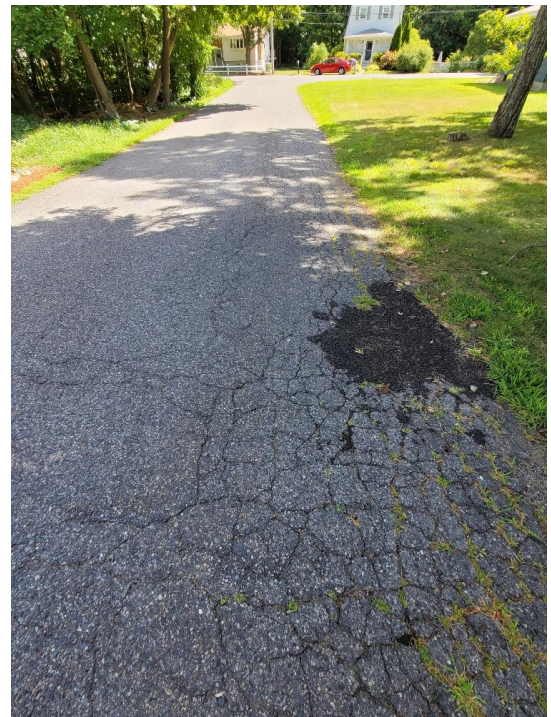


East Main, Winchester, Walker and Upland – This older, downtown neighborhood has not been addressed with new pavement in at least 20 years, it isn't clear when it had been done previously, it may have been chip sealed at some point. Winchester has spots that are at gravel. All the streets have alligator cracking, multiple patches and not much good pavement. Milling and paving the neighborhood, with some extra leveling on Winchester Street and East Main Street should keep the smaller neighborhood roads in decent condition for 20-22 years and East Main Street sturdy for 18-20.

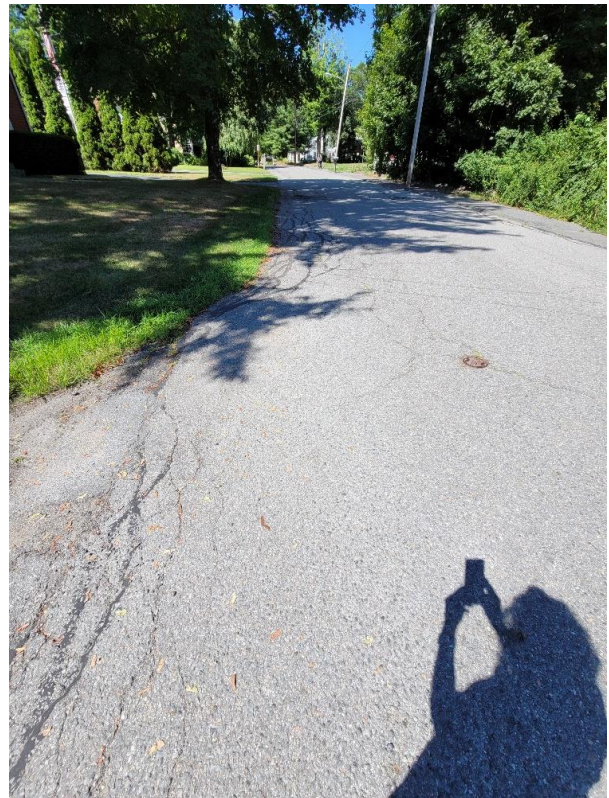
Winchester



Upland



Walker



East Main



William Onthank – This neighborhood became a public way in 2008. The project was unfinished and the Town used the remaining bond money to attempt to finish the road. Rutting, cracks, profile and cross section issues, areas of peeled asphalt and pot holes characterize this street. This is a 55 and over neighborhood. Correcting the issues on this street by reclaiming the road and paving it should bring it to the construction standards expected when the project was proposed. The project should last 20-25 years with some crack sealing in 7-10 years.



Carolyn Terrace, Ted Lane, Brookside Road – Carolyn and Ted were accepted by the Town in 1968 and 1973 respectively. Brookside was accepted in 2004. No significant work has been done on these roads since 2000, we don't have good records earlier than that year. The roads are out of shape, cracked, full of trenches, and generally more cracked than whole.



Harris Drive – This road has deteriorated significantly over the past 5 years. It has areas with significant pavement issues.



Parker, Cottage, Hammond, Old Cordaville – This neighborhood is an older neighborhood that has significant cracking, potholes, shape issues and generally poor pavement.

