

BOARD OF SELECTMEN
Special Meeting/Workshop
MINUTES
November 16th, 2015
Slade Building

Members present: Daniel Galante, Chair
Raeanne Siegel, Vice Chair
Michael Stauder
Patrick Girouard

Members absent: Jeff Williams

Staff present: Anita Schiepers, Town Administrator; Jeannette Elsevier, Town Secretary, Tim Kilhart, Director DPW

Others present:

Meeting was called to order at 6:32 p.m. by D. Galante

True Green Tax Agreement

Motion: M. Stauder

2nd: R. Siegel

To authorize the chair to sign the signature page of the tax agreement between the Town and True Green (previously known as Seaboard Solar).

Vote: All in Favor

Contract Award for Architect

Motion: M. Stauder

2nd: R. Siegel

Move to accept the Town Administrators recommendation to contract Catlin and Petrovick for architectural services for the full design of the Senior Center and for the schematic design of the Public Safety Building; with Catlin subcontracting to the architectural firm of Dohham and Sweeney for Public Safety Building work.

Vote: All in Favor

Appointments

Motion: M. Stauder

2nd: P. Girouard

To waive the notification period for the hiring of Marie Melvin Board of Health and Conservation Committee Clerk.

Vote: All in Favor

Sand/Salt Ration Policy

Dan Galante, Chair, stated that the policy discussion, involving winter operations, was a workshop to review, compare previous years and evaluate the policy going forward. Mr. Galante asked Tim Kilhart, DPW Director, if there were any major differences of what is planned going forward versus what was done last year i.e.: the equipment used, sand and salt ratios etc. Mr. Kilhart began with the status on the trucks and/or vehicles, the stock amount of rock salt, treated salt and sand and the condition of the winter equipment. Mr. Kilhart then provided an overview of the previous calibrations that were used. He stated he had worked with a representative from Baystate Roads to develop the correct formula of the mix, and that in the upcoming year amount of salt wouldn't change but the amount of sand would be reduced. Mr. Kilhart stated that the salt calibrations of the sanders will be started once the Board decides on the ratios.

Ms. Scheipers questioned when to pretreat and when not to; stating it is important to establish a basic policy of road treatment. Mr. Kilhart stated that it would depend on the storm,

temperatures, the amount and type of snow. Mr. Kilhart commented that when using treated salt is has been recommended to perform a reverse route; starting with secondary roads (low traveled) then addressing the main roads. He also stated he will be using up the stores of old rock salt prior to using the new treated salt.

Ms. Scheipers summarized the discussion that it is in agreement to include in the snow policy:

- apply a 50/50 salt and sand ratio, by weight (using the previously purchased salt first)
- mix a 50/50 ratio of the treated salt separately and use dependent upon the storm
- perform a reverse treatment – treat low volume roads early and then leave the heavily traveled roads until just before the storm as the high volume of traffic disperses the treated salt and sand off the road too quickly
- may not be warranted to treat the low volume roads (dependent on the storm)
- to meet and re-evaluate the policy after 4 or 5 significant storms

Ms. Scheipers will create a draft copy of the policy and send it out to the board for edits.

Prioritize Chapter 90 Road Projects

Mr. Kilhart provided an overview of the three year plan for Chapter 90 expenditures and the Chapter 90 proposed work. Mr. Stauder suggested that Adams Road be included in the plan. The board was in agreement with the plan with the inclusion of Adams Road.

Motion: D. Galante

To adjourn the meeting at 8:21 p.m.

2nd: P. Girouard

Vote: All in Favor

Respectfully submitted,


Jeannette Elsevier
Town Secretary

Approved: *02/22/2016*

**Board of Selectmen
Special Meeting/Workshop
Slade Building
November 16, 2015
6:30 PM**

Agenda Items:

- 1. True Green Tax Agreement**
- 2. Contract Award for Architect**
- 2. Notice of Hiring Board of Health/ConsCom Clerk**
- 3. Sand/Salt Ration Policy**
- 4. Prioritize C90 road projects**
- 5. Public/Press Question & Answer**
- 6. Adjourn**

Chair: Dan Galante

Posted: November 12, 2015 @ 2:05 PM

Revised: November 12, 2015 @ 2:50 PM

Truck Sand/Salt Spreader Settings

1993 Ford

- **Door Opening of 3 inches**
- **Auger Speed Setting of 5 at 18 MPH**

1997 Ford

- **Door Opening of 3 inches**
- **Auger Speed Setting of 4 at 18 MPH**

1998 Ford

- **Door Opening of 2 inches**
- **Auger Speed Setting of 3 at 18 MPH**

2004 Mack

- **Door Opening of 3 inches**
- **Auger Speed Setting of 3 at 18 MPH**

2009 Sterling

- **Door Opening of 2 inches**
- **Auger Speed Setting of 3 at 18 MPH**

2012 Freightliner

- **Door Opening of 2 ½ inches to the steel edge**
- **Auger Speed Setting of 2 at 18 MPH**

Truck Sand/Salt Calibration Steps

- 1. Set gate opening on dump body**
- 2. Count auger shaft revolutions for control settings 1 thru 6 for 1 minute at 1800 RPM each with truck loaded with sand/salt mixture and record on calibration chart**
- 3. With truck revved up to 1800 RPM collect the sand/salt mixture for 1 revolution of auger shaft and record weight on calibration chart**
- 4. Do calculations on calibration chart to get your estimated quantities for each setting and driving speed**
- 5. Adjust gate opening on dump body to change amount by either increasing or decreasing gate opening and then repeat steps 2 thru 4**

CALIBRATION CHART (US)

Sample from last winter

Agency: HUBBARDSTON DPW

Location: _____

Truck No: 1997 FORD

Spreader No: _____

Date: 10/30/14

By: TIM + TRAVIS

Gate Opening: 3" (inches)
(Hopper Type Spreaders)

DISCHARGE RATE (pounds discharged per mile)

Control Setting	DISCHARGE RATE (pounds discharged per mile)			TRAVEL SPEED AND COMPUTATION MULTIPLIER ()								
	A Shaft RPM (Loaded)	B Discharge per Revolution (pounds)	C Discharge per Minute (lb) (A x B)	5 mph (x 12.00)	10 mph (x 6.00)	15 mph (x 4.00)	20 mph (x 3.00)	25 mph (x 2.40)	30 mph (x 2.00)	35 mph (x 1.71)	40 mph (x 1.50)	45 mph (x 1.33)
1	1.75	25	44	525	263	176	131	106	-	-	-	-
2	4.5	25	113	1350	675	452	338	271	-	-	-	-
3	7	25	175	2100	1050	700	525	420	-	-	-	-
4	9.25	25	231	2775	1388	924	694	554	-	-	-	-
5	11.75	25	294	3525	1763	1176	881	706	-	-	-	-
6	13.5	25	338	4050	2025	1352	1013	811	-	-	-	-
7												
8												
9												
10												
11												

THE ACTUAL APPLICATION RATE (POUNDS PER LANE MILE) ON THE HIGHWAY IS THE DISCHARGE RATE DIVIDED BY THE NUMBER OF LANES BEING TREATED

SPREADER CALIBRATION PROCEDURE

Calibration is simply calculating the pounds per mile discharged for each control setting at various travel speeds by first counting the number of auger or conveyor shaft revolutions per minute, measuring the weight of salt discharged in one revolution, then multiply the two to obtain discharge per minute, and finally multiplying the discharge per minute by the time it takes to travel 1 mile. Most spreaders have multiple gate openings; so you must calibrate for specific gate openings.

Equipment needed:

1. Scale to weigh salt
2. Salt collection device
3. Marking device
4. Watch with second hand

Calibration steps:

1. Remove, by-pass or turn off spinner.
2. Warm truck's hydraulic oil to normal operating temperature with spreader system running.
3. Put partial load of salt on truck.
4. Mark shaft end of auger or conveyor.
5. Dump salt on auger.
6. Rev truck engine to operating RPM.
7. Count number of shaft revolutions per minute at each spreader control setting, record.
8. Collect salt discharged for one revolution, weigh it and deduct the weight of the container. (For greater accuracy, collect salt for several revolutions and divide by that number of revolutions to get the weight for one revolution.)
9. Multiply Column A by Column B to get Column C; then multiply Column C by the number of minutes to travel one mile () at various truck speeds to get pounds Discharged per mile.*

*example : at Control Setting 2, w/ a shaft RPM of 3, a discharge of 18 lbs. per revolution and a speed of 20 ml/hr, the computation is: 3 x 18 x 3.00 = 162 lb/ml. NC

CALIBRATION OF AUTOMATIC CONTROLS

Automatic controls may be calibrated using the following steps:

1. Remove, by-pass or turn of spinner.
2. Set control on given number.
3. Tie sack or heavy canvas under spreader discharge area.
4. Mark specific distance on a highway or other paved area, such as 1000 ft. .
5. Drive that distance with spreader operating.
6. Weigh salt collected.
7. Mullply weight of salt by 5.28 (in case of 1000 ft.).

Answer will be salt discharged per mile which remains constant regardless of speed, but calibration must be done for each control setting. Some automatic control manufacturers have "simulators" which eliminate need for on-road operation for calibration.

3 Year Plan for Chapter 90 Expenditures

The town receives \$361,498. per year or \$1,084,494 for the next 3 years.

\$1,084,494.

-\$187,951. to do full depth reclamation and 3 inches of new hot mix asphalt including hard pack and tack coat on Old Princeton Rd. – want to schedule for FY 2017 – area to be done on Old Princeton Rd. is from Simond Hill Rd. to George Howard Rd.

-\$38,108. to do full depth reclamation and 3 inches of new hot mix asphalt including hard pack and tack coat on George Howard Rd. – want to schedule for FY 2017 – area to be done is from Old Princeton Rd. to Railroad tracks and only grind up the pavement from the Railroad tracks to end of the road converting it to a gravel road

\$858,435.

-\$241,894. to pave 5 roads in Pine Crest area including: Cheyenne Dr., Muskogee Ave., Seminole Ave., Shawnee Way and Iroquois Ave. with leveling coat and 1 ½” overlay – want to schedule for FY 2018

-\$68,402. to crack seal Rt. 62 and Barre Rd. – want to schedule for FY 2018

\$548,139.

-\$211,410. to do 2 inch mill and fill with hot mix asphalt on New Westminster Rd. – want to schedule for FY 2019 – area to be done is from Mare Meadow Ln. to Westminster Town Line

\$336,729. unused Chapter 90 funds

This is all based on the Town receiving its share of a 200 million dollars per year Chapter 90 distribution.

Chapter 90 Proposed Work

Proposed FY 2016 Chapter 90 Work

- **\$384,345.29** remaining balance of Chapter 90 funds
- **\$50,000.00** to be used to buy hard pack gravel to be used on dirt roads
- **\$334,345.29** remaining balance
- **\$5,494.48** to be used for two 36" LED Solar Stop Signs on Route 62/68 intersection with DPW to install
- **\$328,850.81** remaining balance
- **\$165,000.00** for Healdville Rd. bridge
- **\$100,000.00** for Old Westminster Rd. project
- **\$63,850.81** remaining balance to be saved for future work

Estimated Cost for Future Roadwork

- **Old Princeton Rd.** - \$187,942.74 for FDR, 3" HMA, hard pack and tack coat
- **George Howard Rd.** - \$38,108.10 for FDR, 3" HMA, hard pack and tack coat which includes FDR only beyond railroad tracks out to last house
- **Old Westminster Rd. and Depot Rd.** - \$1,000,000.00 for FDR, 3" HMA, hard pack and tack coat from Brigham St. to Westminster Town Line
- **New Templeton Rd.** - \$192,972.44 for 2" milling and up to 2 ½" HMA and tack coat from near first swamp to Cross Rd.
- **New Westminster Rd.** - \$211,410.18 for 2" milling and up to 2 ½" HMA and tack coat

There is no costs factored in for culvert pipes or Police Details if required.

Hubbardston Road Repair Classification

Crack Sealing - 

HMA Mill and Fill - 

Full Depth Reclamation - 

Hard Pack Graveling - 

20% Crumb Rubber Only - 

HMA Leveling Coat and 20% Crumb Rubber - 

HMA Leveling Coat and 1 1/2" HMA Top Coat - 

Nothing Needs to be Done - 



MLS

REALTY ASSOC., INC.

100 WEST BOYLSTON STREET
HUBBARDSTON, MA 01583

5272 FAX: (508) 835-2026

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