

REPORT OF THE HIGHWAY DEPARTMENT

In the year 2005, the Highway Department's budget was significantly reduced. This resulted in many changes in both staffing and planned projects. Two, of five, full-time members were laid off and several maintenance projects were tabled. The "long-term" effect of deferring maintenance to the town's infrastructure is enormous. In the most recent review of the town's infrastructure in combination with normal life expectancies of the various items, it was found that approximately \$300,000.00 should be spent annually on maintenance. This would allow for replacement of old drainage systems, pavement surfaces and so on, that have reached, and in many cases exceeded, their life expectancies. This year's reduction in funding has not only resulted in a smaller crew, but has further reduced the approximate \$15,000.00 available for maintenance. At this time, there are drainage systems that have failed and need to be replaced, while others have deteriorated to the point that their failure will be in the near future. The maintenance of our infrastructure, including deficiencies with our bridges, is the town's responsibility and our failure to fund it will have catastrophic effects in years to come.

Fortunately, there is some good news to report. Although State-Aid received from Chapter 90 allotments to the town cannot be used for general maintenance, it can be used for specific projects. This money was used in 2005 to fund all expenses associated with paving projects on Allen Crest, Greenleaf Drive, Samble Lane, Old Orchard Road, Middlefield Road, Deerfield Road, and Isaac Bradway Road.

As you are all aware, on October 15, 2005, Hampden suffered considerable damage, both public and private, as a result of extensive rain and local flooding. Sections of Main Street, Ames Road, Rock-a-Dundee Road, and Glendale Road were badly damaged. Repairs to these roads took nearly a month to complete and expenditures totaled nearly \$70,000.00. I have completed all the necessary filings with Federal Emergency Management Agency, and expect the town to receive reimbursement in the near future. Also, as a result of that flooding there was an unfortunate slope failure that occurred downhill of Glendale Road, along the bank of East Brook. This failure could eventually jeopardize the stability of Glendale Road, resulting in road closure and a larger repair. I am currently seeking funding through FEMA's "Public Assistance for Hazard Mitigation" program to correct this situation. This project has an estimated cost of \$125,000.00.

Maintenance projects such as street sweeping, patching and trimming roads of brush, along with the repair and maintenance of our equipment was completed. Catch basin cleaning and the cleaning of ditches were done on a limited basis due to increased rental and disposal costs. A total of eight collapsed catch

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basins were re-built on Wilbraham Road, Somers Road, Main Street and Forest Hills Road. We painted all concrete guardrail posts and installed a small area of sub-drainage on Forest Hills Road.

There were a total of 21 winter storms in 2005. As always, the members of the Highway Department worked long hours to clear the roads and make them safe for traffic. Supplemental workers that come in and help us with winter storms are more valuable now than ever, given the reduced staff. To that end, I would like to thank Albert Rosati and Matthew Frederick who are no longer with the department. These two men served the town well for many years and I wish them both the best in their new careers. The remaining members of the Highway Department are; Patrick Markham, Robert Richards and John Ouellette. Supplemental workers used on a regular basis are Harold House and Jason Walbridge. I would like to thank them all for their service, support and cooperation.

Sincerely,

Dana S. Pixley
Highway Superintendent