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Vehicle Replacement Schedule for Budget year 2022.

Short Term

The following is a current replacement plan for several highway department vehicles.

- The 2011 pickup truck is starting to show some severe rust issues that are going to become yearly inspection problems going forward. Rather than replace it in kind, we would be better served by replacing it with a heavy one ton with a v-plow, wing and sander. The trend towards subdivisions with tighter cul-de-sacs makes a strong argument to move in this direction. The bigger trucks just can't get around them. The extra money spent on the one ton would be way overshadowed by the increase in capability over just a pickup truck. The estimated cost to obtain this truck would be \$130,000 with sander and appropriate suspension upgrades, and a stainless-steel dump body.
- The next vehicle in need of replacing would be the 2007 International. It has severe corrosion issues, even into the wiring. Body is very rusted. It is suggested we maintain the same trend toward building the truck with as many corrosion resistant parts as possible, as we have done with the last two units purchased. We also have to begin the ordering process on this soon, because the wait time to receive this truck could be

over a year. We would keep our existing sander, but outfit the truck with ground speed material control. The estimated cost of this replacement unit would be \$170,000.00.

- The third vehicle to be replaced at some point is the 2012 Ford one ton. This one should be able to go to 2023 with any luck. At that point it should be replaced with another heavy one ton with v plow wing and sander. Projected cost in 2023 would be \$140,000.

Due to climate change, and not getting the huge snow amounts that we used to, the equipment trend is going to be towards smaller, more agile plow trucks especially in the downtown area, which in the next few years will only get more congested. We will have enough bigger units to handle the occasional blockbuster storm, if need be, but the average storms now are very little snow depth, and more ice and snow turn to rain. This is the reasoning behind having a total of three one-ton trucks.

Long Term

Beyond the previous 2022/2023 replacement schedule, the long-term equipment replacement schedule is as follows:

- **2024** -Replace Road Agent pickup truck. Estimated cost \$85,000.
- **2025**- Replace John Deere grader. Could try to locate a low hour used unit, or run current machine to whatever component failure makes no economic sense to repair, then look at engaging an outside contractor to do the grading on an on-call basis. Estimated machine replacement cost \$300,000.
- **2026**- Replace 2011 International plow truck. Estimated replacement cost \$180,000.
- **2027**-Replace spare Komatsu loader with a size larger machine to be front line machine. Current 444k would become spare machine. Estimated replacement cost \$250,000.
- **2028**-Replace 2013 International plow truck. Estimated replacement cost; \$ 185,000.
- **2029**-Replace 2018 Ford F550 one ton truck. Estimated replacement cost \$ 140,000.
- **2035**-Replace 2020 Freightliner plow truck. Estimated replacement cost \$200,000.
- **2036**-Replace 2021 Peterbilt plow truck; Estimated replacement cost \$ 210,000.

Estimated total equipment replacement cost thru year 2036 is \$1,950,000. This is a high level view of equipment replacement intervals for planning purposes only. As time progresses, and observation shows we can extend the service life of any unit beyond this schedule, we are certainly at liberty to do that. Our hope is that with the vehicles that we are starting to bring in with more rust resistant parts, we can extend the useful life of these vehicles beyond 15 years to 20 years or more. The historic reasons for trading plow equipment is not so much major component failure, but corrosion issues, which we are trying to mitigate.

Respectfully,
Marc Moreau
Road Agent