

Town of Barrington
Highway Department
PO Box 660
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Barrington, NH 03825



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BARRINGTON NH HIGHWAY DEPARTMENT

LONG TERM HEAVY EQUIPMENT

REPLACEMENT SCHEDULE

The combined short- and long-term Highway Department equipment replacement schedule is as follows:

- 2023 -Replace existing 2012 Ford F550 with a new F550 with plow, wing, and sander. Ordered and funded - \$ 139,495. Should be delivered before end of 2023.
- 2023 -Replace 2007 International plow truck with 2023 Western Star. Unit received and put into service July of 2023. Cost -\$180,000.
- 2023- Replace 2011 Chevrolet pickup truck with a 2022 Ford F550 truck with plow wing and sander. Unit received and put into service February of 2023. Cost- \$114,955.
- 2025 - Replace Road agent pickup truck with plow. (Estimated cost) \$90,000.
- 2026 – Replace 2011 International plow truck with new truck with plow, and wing. (Estimated cost) \$210,000.
- 2026- Replace 1986 John Deere Road grader. (Estimated cost \$320,000) This unit is 40 years old. We don't have the need for as much grading as we used to. We could probably contract out the work and save the expense of owning a very expensive, high maintenance machine.
- 2027 – Replace the old Komatsu loader with a new bigger loader with a quick mount reach mower attachment. (Estimated cost-\$325,000.) This would also allow us to replace the ever-problematic Challenger tractor /mower. The idea behind this replacement is that we get a better loader than what we have, get a better mower than what we have, and end up with our current front-line loader being a more dependable secondary unit.
- 2028 -Replace 2023 International plow truck with a new truck with plow, wing and sander. (Estimated cost-\$245,000.)
- 2029 – Replace 2018 Ford F550 plow truck with an identical unit. (Estimated cost-\$165,000.)
- 2032 – Replace 2018 John Deere backhoe. (Estimated cost - \$200,000.)
- 2035 – Replace 2020 Freightliner plow truck with new truck with plow, wing, and sander. (Estimated cost- \$250,000).
- 2036 – Replace 2021 Peterbilt plow truck with a new plow truck with plow, wing, and sander. (Estimated cost -\$260,000.)
- 2038 – Replace 2022 Ford F550 and replace with an identical unit. (Estimated cost-\$200,000.)
- 2038 -Replace 2023 Western Star truck with new truck with plow, wing, and sander. (Estimated cost -\$275,000)
- 2039 – Replace 2023 Ford F550 with an identical unit. (Estimated cost -\$210,000.)

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This is a high-level view of equipment replacement for planning purposes only. As time progresses, and observation shows that we can extend the life of any particular unit beyond its schedule, we are certainly at liberty to do that. I have all dump trucks both large and small on a 15-year rotation for the purpose of this schedule. Especially with the bigger trucks, we have been ordering the vehicles with more corrosion resistant parts which should serve well into the 20-year mark with proper care and maintenance. Plow trucks usually rust out before they wear out. We feel we can stay ahead of that by using more stainless-steel parts.

Estimated total equipment replacement cost through year 2039 on all equipment except those that have been purchased, or are funded to be purchased, and not planning to replace the grader is \$2,430,000. If we divide this figure by the 15 years in the replacement schedule, we come up with an overall yearly capital reserve need of \$162,000 per year. Unfortunately, this schedule is a bit loaded on the front end and will need more money than has currently been allocated. Last year I proposed that we put \$300,000 per year for three years into the capital reserve fund to help us get a jump on getting rid of some problem units. We ended up receiving \$200,000, which was better than the \$150,000 we had been getting, but that still doesn't close the gap especially when you consider the fact that we will be handed more roads to maintain in the next two years, and also will be facing the attrition of private contractors who will be retiring with no good forecast of replacements for them. I still think we need \$300,000 per year for three years, and then reassess where we are at that point. This whole exercise is based on the number of roads we are dealing with right now, which will change substantially in two years. This is the cost of a growing Town.

Respectfully submitted
Marc Moreau
Road Agent