

# Kingsbury Plantation

## Board of Assessors/Road Commissioners

### 5 Year Plan: Roads

Original July 24, 2017; Updated May 25, 2020

#### Authors

- Original:
  - \* Tami Wederbrand, First Assessor and Board of Road Commissioners
- Contributing:
  - \* Tammy Bridges, Second Assessor and Board of Road Commissioners
  - \* Chris Russell, Third Assessor and Board of Road Commissioners
  - \* Walter Curtis, Road Commissioner Agent
  - \* James Morin, Road Commissioner

#### Overview

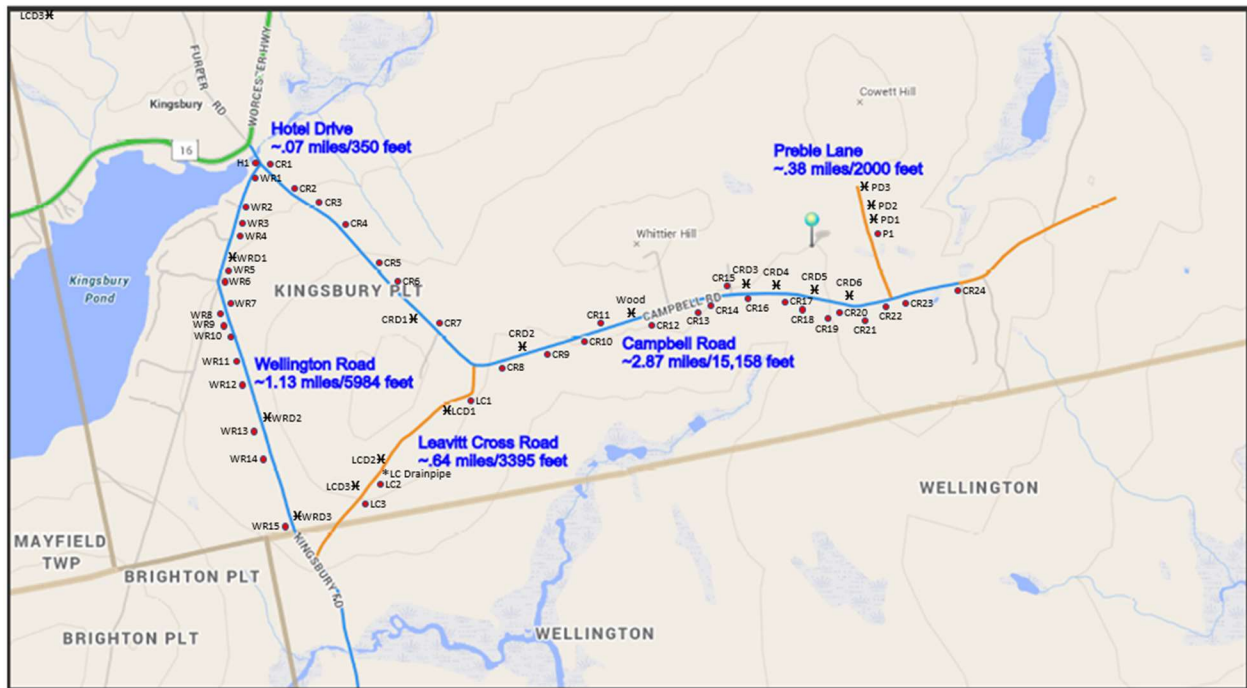
Kingsbury Plantation maintains 5 roads:

- **Campbell Road\***
  - \* Part of Campbell Road is closed for winter maintenance.
- **Hotel Drive\***
  - \* Hotel Drive is the only paved road maintained by the Plantation.
- **Leavitt Cross Road\***
  - \* Leavitt Cross Road is closed for winter maintenance.
- **Preble Lane\***
  - \* Preble Lane is closed for winter maintenance.
- **Wellington Road**

Kingsbury Plantation is also part of an interlocal agreement with Brighton Plantation and Somerset County (Mayfield). The three communities purchased and maintain a sand/salt shed in Brighton Plantation, and have a contract with Lawson Landscaping to handle the plowing and sanding. Kingsbury Plantation's financial responsibility covers the winter maintenance for part of Campbell Road, all of Wellington Road, and the Alton Worcester Highway (State Route 16).

The Board of Assessors served as the Board of Road Commissioners. At the 2017 Town Meeting, the Assessors recommended returning to an individual appointed Road Commissioner starting in 2018. The Board also recommended appointing a Road Commissioner Agent until the 2018 Town Meeting. Both motions carried, and a Road Commissioner is appointed each year by the Board of Assessors after Town Meeting.

## Kingsbury Plantation Roads and Culverts Map



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0.55 Miles  
1 inch = 0.49 miles

Date: 7/26/2017  
Time: 10:56:38 AM

### LEGEND

**Jurisdiction 4** State Aid Townway Summer Maint. Only Seasonal Parkway Freeways and Expressways 4  
State Highway Townway Townway Winter Maint. Only Other Interstate

## Culverts

- The Kingsbury Plantation Culvert Map\* and Culvert Archive\* were created in 2019 to track culvert needs and repairs. The goal is to track culvert longevity to improve installation practices and strategically budget repairs to culverts and roads.
- There are 44 road culverts, 14 driveway culverts and 1 drainpipe in Kingsbury Plantation:
  - 24 road culverts and 5 driveway culverts on Campbell Road
  - 1 road culvert on Hotel Road
  - 3 road culverts, 3 driveway culverts and 1 drainpipe on Leavitt Cross Road
  - 1 road culvert and 3 driveway culverts on Preble Road
  - 15 road culverts and 3 driveway culverts on Wellington Road
- The assessors made the decision in 2017 to use plastic for all replacement culverts:
  - Plastic culverts are less expensive.
  - Plastic culverts are not subject to the same rust and other maintenance issues as metal culverts.
  - Plastic culverts are easier to store, install, and manage.
- In 2019, the assessors worked with a new contractor (Lawson Landscape) to improve the installation procedure. Culverts are now installed with improved ditching and with compaction at several levels during installation to improve the longevity. Culverts installed using the previous method were failing after 1-3 years.

## **Ditching**

- Kingsbury Plantation has been adding deep ditches where feasible. Deep ditching has dramatically improved the roads throughout the year by decreasing the damage from frost and weather and improving drainage.
- In 2017, the assessors requested mats and/or ground cover be used after ditching to protect the road and ditches.
- In 2017, Kingsbury Plantation continued deep ditching the Wellington Road down to the intersection and began work on the Campbell Road.
- Kingsbury Plantation also benefits from the fill from the ditching—appropriate fill is taken to improve the Plantation lot.
- In 2017, the estimated costs for labor and equipment for 2-3 days was approximately \$3,320.
- In 2019, ditching was dramatically improved throughout the Plantation to avoid unnecessary damage to the road and improve drainage.
- In 2020, ditches will be monitored and maintained each week.

## **Grading**

- Old plans:
  - The Plantation had traditionally graded the roads twice/year—once in the spring and once in the fall.
  - Calcium was spread as needed, often by hand. As a result, dust was a major issue for landowners and the Plantation lost fine gravel.
  - Sections of the road were graded as needed, due to culverts, ditching, additional gravel, and damage.
  - The cost for the spring grading in 2017 was \$1,995.
- New plans:
  - In 2019, we improved the grading by adding rolling after grading and adding and activating calcium immediately after grading to reduce damage and dust/lost fine gravel and improve the road. The estimated cost for grading is \$1,800 and the estimated cost for calcium addition and activation is \$1,000.
  - The improvement to the road was dramatic—road surfaces were passable for months and dust was alleviated for weeks instead of days.
  - In 2020, the Plantation will continue the new method and will add a mid-season grade with calcium to reduce ATV damage, mitigate dust/lost fine gravel and improve the road.
- To control costs, the Plantation will use our rock rake and tractor to manage potholes and issues between grading, instead of relying on contractors.

## **Gravel**

- The Plantation adds gravel by plan and as needed to maintain and improve Campbell, Wellington, Leavitt, and Preble roads.
- Specific plans for gravel are included under each road.

## **Trees**

- In 2017, the Board of Road Commissioners/Assessors created and began executing a plan to remove dead and potentially hazardous trees.

- Step 1: Each year, the Road Commissioner and Assessor(s) identify trees that need removal with spray paint.
- Step 2: A letter is sent to landowners with a deadline—landowners are asked to respond if they have any concerns regarding the marked trees and if they would like the wood removed.
- Step 3: Marked trees are cut and the wood is left for the landowner unless they request removal. Brush is cut at the same time and chipped on site.
- Step 4: Dangerous tree removal is completed by contracted, licensed foresters. When available, Thomas Douglas Logging has worked with the plantation work during and following local winter cuts, allowing the plantation to save money since the equipment and yard were on site, and complete the work while the roads are frozen to alleviate damage.
- In addition to the planned cut and brushing, many people helped trim, cut, and remove dead trees and brush as needed throughout the year. Thank you to: Tammy and Jeff Bridges, Walter Curtis, Martie Furber, Al Grant, Jim Morin, Wade Drake, Errol Nightingale, Chris and Cathy Russell, Tami Wederbrand, and all residents, landowners and friends of Kingsbury that help throughout the year.

## 2017 Plans

- **Grading**
  - The Spring grading for all roads cost was \$1,995.
  - Fall grading of Campbell Road cost was \$595.
- **Culverts**
  - In 2017, the Plantation replaced 6 culverts: two 15-inch culverts and four 12-inch culverts.
- **Safety Equipment**
  - Kingsbury Plantation is dedicated to promoting safety and ensuring the safety of residents, travelers, and laborers. In 2017, the Plantation updated safety equipment—purchasing:
    - Road warning and hazard signs
    - Personal safety equipment, including vests, jackets, and other safety apparel
    - Safety cones.
- **Campbell Road**
  - **Ditching**
    - Deep Ditching is now in place for part of Campbell Road.
    - Deep Ditching was improved near the Wellington Road intersection.
    - In 2017, Kingsbury began adding mats after deep ditching.
    - An engineering plan for erosion is needed to mitigate water and vehicle damage that is causing washboarding and potholes near the Wellington Road intersection.
  - **Gravel**
    - \$173 of Gravel was added to repair washboard and potholes issues in fall 2017.
    - The Road Commissioners requested additional gravel in 2017 that was not completed. They plan dramatic improvements in 2018.

- **January 2017 Actual Condition:** The condition of the road in January 2017 was acceptable—though there were potholes, subpar ditches, and several culverts needed to be replaced, the road was passable. January through July 2017, we experienced issues and lost gravel due to runoff and drainage on the hill near the Wellington Road intersection. Fall 2017, serious issues of washboarding and potholes occurred again near the Wellington Road intersection, and between Leavitt and Preble.
- **December 2017 Projected and Actual Condition:** The road was projected to be very good in December 2017. Due to the deferred gravel, the actual condition of the road at the end of 2017 was good.
- **Hotel Drive**
  - In 2017, Hotel Drive was re-paved to protect the excellent work done when the road was rebuilt. The goal was to avoid further damage to the road and protect the road and bridge.
  - The actual cost of the work by Fine Line Paving was: \$9,450.
  - **January 2017 Actual Condition:** The condition of the road in January 2017 was subpar due to potholes and crumbling asphalt.
  - **December 2017 Projected and Actual Condition:** Both the projected and actual condition of the road at the end of 2017 was excellent, due to the work completed in June 2017.
- **Leavitt Cross Road**
  - **Culverts**
    - No Culverts Replaced in 2017
  - **Ditching**
    - No Deep Ditching is in place, in part due to the insufficient gravel.
  - **Gravel**
    - Substantial gravel is needed to improve the subpar condition of the road. The work was planned in 2017, but not completed.
  - **January 2017 Actual Condition:** Since Leavitt Cross Road is closed for winter maintenance, the condition of the road is measured when the snow clears. The condition of the road near the Wellington town line in Spring 2017 is subpar—the road is down to ledge and needs gravel.
  - **December 2017 Projected and Actual Condition:** The condition of the road at the end of 2017 was projected to be very good. The actual condition was subpar, since the work planned in 2017 was not completed. Gravel and ditching are critical needs for 2018.
- **Preble Lane**
  - **Culverts**
    - No Culverts Replaced in 2017
  - **Ditching**
    - Ditching is in place as needed.
    - No additional Deep Ditching was planned or needed in 2017.
  - **Gravel**
    - No gravel was projected or needed in 2017.
  - **January 2017 Actual Condition:** Since Preble Lane is closed for winter maintenance, the condition of the road is measured when the snow clears. The condition of the road in Spring 2017 is very good.
  - **December 2017 Projected and Actual Condition:** Both the projected and actual condition of the road at the end of 2017 was very good.

- **Wellington Road**
  - **Ditching**
    - Deep Ditching was added in 2017 from 75 Wellington Road to the Campbell Road intersection and is now in place for most of Wellington Road.
    - In 2017, Kingsbury began adding mats after ditching.
    - The Deep Ditching has dramatically improved the drainage and condition of the road and will be maintained moving forward.
  - **Gravel**
    - Substantial gravel (approximately \$32,000) was added to Wellington Road in 2017.
    - Lessons were learned during the gravel work—two changes will be made to all future gravel work:
      - The roads were not immediately graded. Loose, uneven gravel caused potentially hazardous driving conditions. Moving forward, roads will be immediately graded following addition of gravel.
      - Calcium chloride was not added immediately following addition of gravel or grading. Dusty conditions caused potentially hazardous driving conditions and an unpleasant environment for camp owners. Moving forward, calcium chloride will be added immediately following addition of gravel/grading to alleviate dust and improve the road surface.
  - **January 2017 Actual Condition:** The condition of the road in January 2017 was acceptable—though there were potholes, subpar ditches, and several culverts needed to be replaced, the road was passable throughout the winter and spring.
  - **December 2017 Projected and Actual Condition:** Both the projected and actual condition of the road at the end of 2017 was very good, thanks to the replaced culverts, deep ditching, and added gravel.

## 2018 Plans

- **Grading**
  - The Assessors graded roads in the Spring and Fall 2018.
  - The cost for the Spring grading (\$1,615) and gravel (\$1,920) was \$3,535.00
- **Culverts**
  - In 2018, the Plantation replaced approximately 4 culverts.
- **Equipment**
  - Kingsbury Plantation is dedicated to promoting safety and ensuring the safety of residents, travelers, and laborers. After dramatically upgrading the quantity and quality of equipment in 2017, the Plantation projects that it will only need personal safety equipment and equipment and signs for the new garage.
  - The Plantation purchased a tractor in 2018 to ensure we can quickly resolve issues and emergencies, better maintain roads without relying on expensive equipment rentals, and proactively avoid potential hazards.

- The Plantation plans on building a garage to safely store and maintain town equipment used to maintain the roads.
- **Campbell Road**
  - **Culverts**
    - Number 2018 Culverts: 2
  - **Ditching**
    - Some ditching was done in key sections.
    - The erosion and ditching issues near the Wellington Road intersection needs an improvement plan.
  - **Gravel**
    - Gravel was added in sections from Wellington Road to Preble Road. Unfortunately, we received substandard gravel. The contractor was asked to remediate, and simply mixed the new gravel with the gravel from the ditch. We experienced serious washboard issues as a result. In addition, the contractor did not add calcium after immediately adding gravel or grading, so we lost substantial fine gravel as dust.
  - **Spring 2018 Condition:** The improved ditching, replaced culverts, and gravel reduced some damage during the winter storms and spring mud season, but the spring condition was not good—we continue to face dramatic erosion issues on the hill, and needed to add substantial gravel in several sections.
  - **December 2018 Condition:** Due to extensive work completed in 2018, the condition of the road at the end of 2018 was projected to be very good. Unfortunately, due to the substandard gravel, the actual condition was only acceptable. We need to do substantial brush work, ditching, erosion mitigation, culvert replacement, and add gravel to several sections of the road.
- **Hotel Drive**
  - **Spring 2018 Condition:** Since the road was improved in 2017, the condition in Spring 2018 was excellent.
  - **December 2018 Condition:** The condition of the road at the end of 2018 was excellent.
- **Leavitt Cross Road**
  - **Culverts**
    - Number 2018 Culverts: 2 Culverts were added in 2018
  - **Ditching**
    - Ditching was added where appropriate in 2018.
  - **Gravel**
    - Substantial gravel was needed to improve the condition of the road—several parts of the road are down to ledge. On the sections where the road was down to ledge, mats were added under the gravel to improve the road.
  - **Spring 2018 Condition:** Since Leavitt Cross Road is closed for winter maintenance, the condition of the road is measured when the snow clears. Since the work requested in 2017 was not completed, the condition was poor.
  - **December 2018 Condition:** Due to substantial work planned in 2018, the condition of the road at the end of 2018 was good.

- **Preble Lane**
  - **Culverts**
    - No Culverts were projected or needed in 2018
  - **Ditching**
    - Ditching is in place as needed.
    - No additional Deep Ditching was planned or needed in 2018.
  - **Gravel**
    - No gravel is projected for 2018.
  - **Spring 2018 Condition:** Since Preble Lane is closed for winter maintenance, the condition of the road is measured when the snow clears. The condition of the road in Spring 2018 was good.
  - **December 2018 Condition:** The condition of the road at the end of 2018 was good.
- **Wellington Road**
  - **Culverts**
    - Number 2018 Culverts: 0
  - **Ditching**
    - Deep Ditching is in place for most of Wellington Road.
    - Deep Ditching will be maintained in 2018.
  - **Gravel**
    - Gravel should only be needed to maintain current condition, and/or repair potholes.
  - **Spring 2018 Condition:** The extensive ditching, maintained culverts, and added gravel reduced the damage during the winter and mud season.
  - **December 2018 Condition:** With maintenance on potholes and grading, the condition was good throughout the year, and very good going in December 2018.

## 2019 Plans

- **Grading / Calcium**
  - The Assessors graded twice in 2019, once in the Spring and once in the Fall.
  - The estimated cost for each grading is \$1,800 (15 hours).
  - After the first grading, the roads were wet, calcium flakes spread, and activated with an estimated cost of water truck, 2 men, spreader \$1,000.
  - We had some old calcium on hand and ordered 2 pallets of calcium, almost one pallet remained at the end of the year.
- **Culverts:**
  - In 2019, the Plantation removed or replaced 18 culverts, with an estimated cost of: \$1,500-2,800 for each culvert. Culverts were installed using a new method which includes compacting to improve the road and lifespan of the culvert, and measurements and information was recorded in the archive. Remaining culverts were cleaned and ditched.
- **Equipment**
  - The Plantation fixed the rock rake in Spring 2019 and used it throughout the year to reduce costs for grading and to improve the roads.
  - The Plantation purchased a new chipper in Spring 2019 to take care of deferred and new brushwork needed on all roads. The chipper saved money



- by avoiding rental of equipment, reducing labor, and allowing us to use the chips on Plantation lots.
  - The Plantation purchased a leaf blower to maintain the improved ditches and repaired/replaced culverts.
- **Key intersection issues:**
  - **Campbell/Wellington Road**
    - We planned to address the issue in 2019 by improving the grade of Campbell Hill to mitigate erosion, improving the ditching and culverts on both Campbell and Wellington Road, using a compactor and calcium to mitigate water and ATV damage, and adding RAP + compaction + calcium. Ditching and improving the grade was completed and the RAP was purchased. Installation of the RAP was postponed to 2020.
  - **Campbell/Leavitt Cross Road**
    - We are experiencing tire and water damage at the intersection and addressed the issues with improved culvert and ditching to reduce erosion and by compacting the road and activating calcium to reduce vehicle damage and dust.
- **Campbell Road**
  - **Culverts**
    - Number 2019 Culverts: 7 road culverts and 2 driveway culverts were replaced in 2019. 1 road culvert was removed—the culvert had failed and was unnecessary based on the location. Enhanced ditching and replacement of the nearby culvert has improved the road, and the Plantation saved the money needed for replacing failing culvert and future maintenance.
  - **Ditching**
    - Substantial ditch work was completed in 2019—improved ditching is now in place from the Wellington Road intersection to the Preble Road.
  - **Brush:**
    - Extensive brush work was completed throughout Campbell Road.
  - **Gravel**
    - Gravel was added throughout Campbell Road to overcome the substandard gravel, as needed during culvert replacement and repair, and as needed to problem areas.
  - **Spring 2019 Condition:** Due to extensive work completed in 2018, the condition of the road at the end of 2018 was projected to be very good. Unfortunately, we received substandard gravel and had culverts incorrectly installed and the actual condition was only acceptable. We experienced sinkholes, potholes, and serious erosion issues that needed to be addressed in 2019.
  - **December 2019 Condition:** The condition of the road at the end of 2019 was very good. The section of the road between Sidell and Preble will need repair in 2020, and the RAP will need to be installed.
- **Hotel Drive**
  - **Spring 2019 Condition:** Since the road was improved in 2017, the condition in Spring 2019 was projected to be very good and was very good.
  - **December 2019 Condition:** The condition of the road at the end of 2019 was projected to be good and was good. A few cracks have appeared, which

will be addressed in 2020. The bridge is deteriorating and needs to be addressed with the state.

- **Leavitt Cross Road**

- **Culverts**

- One driveway culvert was replaced in 2019 and the drainpipe ditch and drainage was improved.

- **Ditching**

- Ditching was maintained in the sections where gravel and ditching was added in 2018.

- **Spring 2019 Condition:** Since Leavitt Cross Road is closed for winter maintenance, the Spring condition of the road was very good.

- **December 2019 Condition:** The condition of the road at the end of 2019 was good.

- **Preble Lane**

- **Culverts**

- No culverts were replaced in 2019

- **Ditching**

- Ditching is in place as needed.
- Ditching leading to Preble from Campbell was dramatically approved 2019, with consultation and approval from landowners (Sidell and Patterson).

- **Gravel**

- Minimal gravel is needed to repair potholes in 2019.

- **Spring 2019 Condition:** The condition of the road in Spring 2019 was good.

- **December 2019 Condition:** The condition road at the end of 2019 was good.

- **Wellington Road**

- **Culverts**

- Number 2019 Culverts: 5 road culverts were replaced in 2019. 1 road culvert and 1 driveway culvert were removed.

- **Ditching**

- Deep Ditching was improved along most of Wellington Road in 2019.

- **Gravel**

- Gravel was added as needed to improve sinkholes and potholes due to spring erosion issues caused by dams placed in the ditches and around culverts. Gravel was also added during installation, removal, and repair of culverts.

- A large rock that caused issues throughout the year was removed and should improve the future condition of the surrounding road.

- **Spring 2019 Condition:** We experienced serious erosion issues and sinkholes on Wellington Road due to dams placed in the ditches and around culverts. Dams were removed and ditches and culverts were improved in 2019.

- **December 2019 Condition:** The condition of the road at the end of 2019 was very good.

## 2020 Plans

- **Grading**
  - The Assessors plan to grade in the Spring, Mid-Summer, and Early Fall 2020.
  - The estimated cost for each grading + calcium is \$3,000.
- **Culverts**
  - In 2020, the Plantation plans to replace 5 road culverts and 1 driveway culvert. The estimated cost for installation is \$3,000 for each culvert.
  - We will only need to purchase 1 driveway culvert
- **Materials: Gravel and RAP**
  - Gravel: We estimate 700-1000 yards of Campbell and Wellington Roads will need gravel work in 2020, with an estimated cost of \$24,000 (including gravel, transportation and installation). We estimate extensive gravel with fabric foundation will be needed on Campbell Road near Preble Road to replace the substandard gravel.
  - RAP:
    - We purchased the RAP in 2019, estimated at 800' long, 24' wide and 6" deep to improve the issues at the intersection of Wellington and Campbell.
    - In 2020, we need to install the RAP after the culverts are replaced. No special maintenance is anticipated. We will monitor the wear to consider using RAP in other problem areas.
- **Ditching**
  - We estimate 3 days of ditching on all roads (primarily Wellington Road and Leavitt). The cost is \$3,000/day (\$9,000 total).
  - Ditches will be maintained by the Plantation road crew, with all branches, trees and limbs to be removed from ditches as needed, and leaves to be removed from pipes and outlets and 50-100 feet from the ditches around the culvert.
- **Brushing and Chipping**
  - Due to extensive brush work completed in 2019, we anticipate minor brush and chipping to complete the work and as needed to maintain the work.
- **Campbell Road**
  - **Culverts**
    - Number 2020 Culverts: Estimate 3
  - **Ditching**
    - Deep Ditching should be in place as needed along most of the road.
    - Deep Ditching needs a maintenance plan created and executed throughout the year.
  - **Gravel**
    - RAP needs to be installed and gravel is needed near Preble. Additional fine gravel may be needed between Wellington/Leavitt to maintain condition. Approximate amount of gravel and location to be estimated January/Spring 2020.
  - **Spring 2020 Condition:** Improved ditching, replaced culverts, erosion work, and added gravel reduced the winter and spring damage from frost, storms, and mud season. The condition was very good, with the exception of the Preble Road area.

- **December 2020 Projected Condition:** The condition of the road at the end of 2020 is projected to be very good.
- **Hotel Drive**
  - **Culverts:** The Hotel Drive culvert needs to be replaced in 2020.
  - **Spring 2020 Actual Condition:** Since the road was improved in 2017, the condition in Spring 2020 is projected to be good.
  - **Spring 2020 Projected Condition:** The condition of the road at the end of 2020 is projected to be good.
- **Leavitt Cross Road**
  - **Culverts**
    - No Culverts are projected for 2020
  - **Ditching**
    - Ditching will be improved and maintained in the sections where gravel and ditching 2018.
  - **Gravel**
    - Gravel may be needed to maintain the road.
  - **Spring 2020 Condition:** The condition was good.
  - **December 2020 Projected Condition:** The condition of the road at the end of 2020 is projected to be good.
- **Preble Lane**
  - **Culverts**
    - 1 Culvert will need to be cleaned in 2020.
  - **Ditching**
    - Ditching needs to be maintained in 2020.
  - **Gravel**
    - Some gravel will be needed to fix potholes in 2020.
  - **Spring 2020 Condition:** The condition of the road in Spring 2020 was good.
  - **December 2020 Projected Condition:** The condition of the road at the end of 2020 is projected to be good after planned gravel and culvert work during the year.
- **Wellington Road**
  - **Culverts**
    - Number 2020 Culverts: Estimate 1 road culverts and 1 driveway culvert
  - **Ditching**
    - Deep Ditching is in place for most of Wellington Road.
    - Deep Ditching will be maintained in 2020.
  - **Gravel**
    - RAP needs to be installed to alleviate washboarding and potholes caused by ATV and erosion issues.
    - We needed emergency gravel Spring 2020 to repair erosion issues from a blocked, incorrectly installed driveway culvert (WD3). The culvert will be replaced with a larger, lowered culvert in 2020 to solve the problem and avoid future damage.
    - Gravel is needed to maintain the road. Amount of gravel and location to be determined in after critical work is completed Spring 2020.
  - **Spring 2020 Condition:** Extensive ditching, replaced culverts, and added gravel reduced the winter and spring storm and frost damage. The condition was very good.

- **December 2020 Projected Condition:** The condition of the road at the end of 2020 is projected to be very good.

## 2021 Plans

- **Grading**
  - The Assessors plan to grade in the Spring, Summer, and Fall 2021.
  - The estimated cost for each grading is: \$3,000.
- **Culverts**
  - In 2021, the Plantation plans to replace 7 culverts.
- **Campbell Road**
  - **Culverts**
    - Number 2021 Culverts: Estimate 2
  - **Ditching**
    - Deep Ditching should be in place as needed along most of the road.
    - Deep Ditching may need improvement from Wellington to Leavitt.
  - **Gravel**
    - Gravel should be needed to maintain the road. Amount of gravel and location to be determined in Fall 2020/Spring 2021.
  - **Spring 2021 Projected Condition:** We hope that improved ditching, replaced culverts, and added gravel will reduce the damage during future winters and storms. The projected condition is very good.
  - **December 2021 Projected Condition:** The condition of the road at the end of 2021 is projected to be very good.
- **Hotel Drive**
  - **Spring 2021 Actual Condition:** Since the road was improved in 2017, the condition in Spring 2021 is projected to be good.
  - **December 2021 Projected Condition:** The condition of the road at the end of 2021 is projected to be good. The condition should be monitored, with budgeting to improve the road within 5 years.
- **Leavitt Cross Road**
  - **Culverts**
    - No Culverts are projected for 2021
  - **Ditching**
    - Deep Ditching will be maintained in the sections where gravel and ditching was added in 2018.
  - **Gravel**
    - Gravel may be needed to maintain the road. Amount of gravel and location to be determined in Fall 2020/Spring 2021.
  - **Spring 2021 Projected Condition:** Since Leavitt Cross Road is closed for winter maintenance, the condition of the road is measured when the snow clears. We hope that added gravel and ditching will reduce the damage during future winters and storms. The projected condition is good.
  - **December 2021 Projected Condition:** The condition of the road at the end of 2021 is projected to be good.
- **Preble Lane**
  - **Culverts**
    - No Culverts are projected for 2021

- **Ditching**
  - Ditching from 2020 will be maintained in 2021.
- **Gravel**
  - No gravel is projected to be needed in 2021.
- **Spring 2021 Projected Condition:** Since Preble Lane is closed for winter maintenance, the condition of the road is measured when the snow clears. The condition of the road in Spring 2021 is projected to be very good.
- **December 2021 Projected Condition:** The condition road at the end of 2021 is projected to be very good.
- **Wellington Road**
  - **Culverts**
    - Number 2021 Culverts: Estimate 5
  - **Ditching**
    - Deep Ditching is in place for most of Wellington Road.
    - Deep Ditching will be maintained in 2021.
  - **Gravel**
    - Gravel may be needed to maintain the road. Amount of gravel and location to be determined in Fall 2020/Spring 2021.
  - **Spring 2021 Projected Condition:** We hope that extensive ditching, maintained culverts, and added gravel will reduce the damage during future winters and storms. The projected condition is very good.
  - **December 2021 Projected Condition:** The condition of the road at the end of 2021 is projected to be very good.