

## **Road Plan Committee Meeting Notice**

**The Road Plan Committee will hold a Meeting on Tuesday, November 15<sup>th</sup>, 2016  
At the Public Safety Building Ross Room 7:00pm.**

**First Order of Business: Call meeting to order**

**Second Order of Business: Approval of minutes ----- 5 minutes**

**Third Order of Business: Discuss All State Paving Site Visit (11/14/2016)----- 15 minutes**

**Fourth Order of Business: Report on the gravel assessment ----- 5 minutes**

**Fifth Order of Business: Selectmen request to incorporate Drainage – ----- 10 minutes**

Committee Ordinance changes  
Methodology to assess Ditches during survey  
Incorporation in Road Plan

**Fifth Order of Business: 2016 Road Plan ----- 35 minutes**

New Map.  
Gravel Recommendation.  
Optional Costs (Section 7 Unit Costs)  
Recommendations.

**Sixth Order of Business: Set next meeting date ----- 5 minutes**

Present Road Plan to Selectmen on 12/14/2016

**Seventh Order of Business: Other Business ----- 15 minutes**

-Herb Maine has asked that we consider a memo to the tax-acquired property committee  
-Doug Damon has asked that we consider the widening of Stone Wharf Road

**Adjourn Meeting-----**

# ROAD PLAN

## 2016



CHEBEAGUE ISLAND  
MAINE

## 1. Introduction

The road plan is updated annually by the town of Chebeague Island Road Committee (The Committee) with the aid of the Road Surface Management System (RSMS). RSMS is software created by the Maine Local Roads Center (MLRC) of the Maine Department of Transportation (MDOT). The goal of the plan is to methodically bring the quality of our road network up to a point where the entire network can be put into a regular, cost effective maintenance program. The Road Plan presents the findings of the Committee looking out 10 years and evaluating all island roads; approximately 10 miles of paved roads and 4 miles of gravel roads.

## 2. Elements of a Road Plan

### a. Repair Strategies

The Committee completed a road section condition survey on October 1, 2016 by driving the entire road network and completing survey forms. The results were entered into the RSMS which categorizes each section of surveyed road and provides possible repair/maintenance options for each type. A cost for each maintenance option is based on the length, width and RSMS category. The Committee determined the option to recommend and applied an ‘*island factor*’ of 30% to the RSMS cost where necessary.

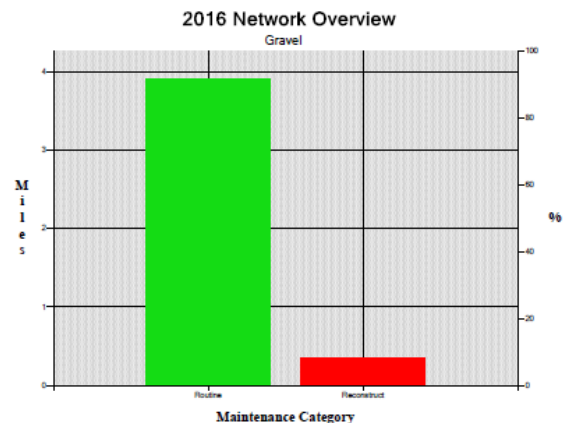
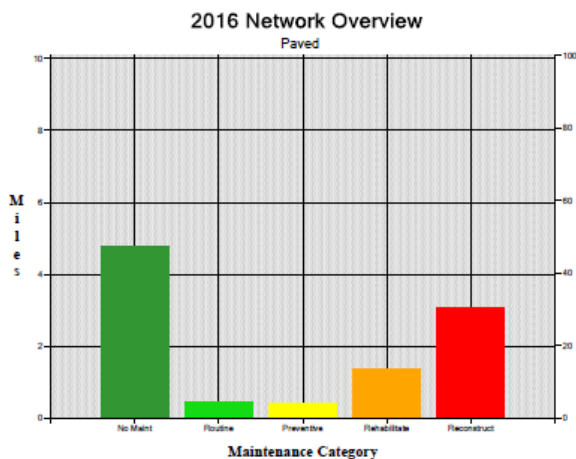
For planning purposes, the Committee assumes all road work is done within the existing footprint of the road.

In 2016 the Board of Selectmen asked the committee to include a discussion of the drainage for the planned work.

### b. Road Status

RSMS places each paved road segment in one of the following categories: Routine, Preventative, Rehabilitate, Reconstruct. Gravel roads only use Routine and Reconstruct.

The charts below show the results of the 2016 survey. They are very close to the 2015 survey because the chip sealing was done to protect the new cold mix. We gained longer life from the Cold Mix but no immediate improvement in the overall road network.



**c. Priorities**

Each road section is also characterized in terms of the traffic load and the importance of the road section. In determining the recommendations for this document the guiding principles used by the Committee in setting overall priorities are:

- Public Safety
- Optimal return on dollar investment (timing and preparation)
- Proximity to public services (importance and use)

**d. Budget**

An important purpose of this report is to give the Selectmen and Capital Plan Committee a target funding level for the next annual Town Meeting.

The Committee uses both costs from the RSMS software and whenever possible contractor estimates to arrive at a budget recommendation.

The Public Services department performs culvert replacement, ditching, patching and grading as part of its operating budget and they are not included in the 2016 road plan recommendations. Public Services will also be involved in preparing roads for the work recommended in this document.

The Public Services department manages the regular maintenance of the gravel roads and informs the committee of its plans. The committee has estimated gravel costs as delivered to the island for gravel roads. The materials will be included in capital recommendations but the labor and equipment to maintain the road has not been included or considered in this work.

**e. Paved Road Inventory – Annual Surface Work Groups (ASW)**

The Committee continues to work on the belief that the Town can raise funds in a single year to maintain or repair about one mile of paved road surface. Given the inventory of about 10 miles of paved road surface the Committee has developed 10 segments of approximately 1 mile each and labeled them ASW01 – ASW10. The numeric portion does not reflect a priority or expected order it is simply a label. This labeling is reflected in the RSMS naming conventions.

The table on the next page lists the road segments grouped by the RSMS status (based on the 2016 survey) and ordered by the ASW identifier.

The Committee estimates that typical paving projects would require approximately 400 cubic yards of gravel to backfill a mile of road shoulder after paving (using approximately 2 inches x 24 inches on both sides).

Town of Chebeague Island 2016 Road Plan

11/15/16

No Maint	From Road/Section	To Road/Section	Length (miles)	Import	Traffic	Drainage
ASW01 North Road 01	South Road (East)	Public Safety Bld	0.87	high	med-high	Good
ASW02 North Road 02	Public Safety Bld	School House	0.99	high	med-high	Good
ASW02 Transfer Station Road	North Road	Transfer Sta.	0.06	high	high	Good
ASW03 South Road	Chandler's Cove	.2 mi p school hse	1.00	high	medium	Good
ASW04 Littlefield Road	South Road	Island Commons	0.06	low	low	Good
ASW04 Roy Hill Road	South Road	Summa	0.03	low	medium	Good
ASW04 South Road	.2 mi p school hse	Crossman	0.50	medium	medium	Good
ASW06 John Small 01	South Road (West)	Below Crossman	0.77	med-high	med-high	Good
ASW08 Soule Road	South Road	Johnson's	0.06	low	low	Good
ASW09 Parking Lot School	7000 square feet		0.02	high	low-med	Good
ASW09 School House Rd	North Road	South Road	0.42	high	med-high	Good

4.78

**Routine**

ASW08 Bar Point Road	Division Point Rd	Cul du sac	0.16	low	low	Good
ASW08 Capps Road	South Road	Past C. Doughty	0.13	low	low	Good
ASW10 Stone Wharf Road	South Road	Stone Wharf	0.18	high	high	Good

0.47

**Preventive**

ASW01 Parking Public Safety Bldg	North Road	Public Safety Bld	0.08	high	low	Good
ASW06 John Small 02	Below Crossman	South Road (East)	0.18	med-high	med-high	Good
ASW10 Stone Wharf	Stone Wharf Road	Easterly Extent	0.13	high	high	Poor

0.39

**Rehabilitate**

ASW05 South Road	Roy Hill Rd	Inn	1.15	high	high	Good
ASW08 Old Cart Road	North Road	Cul du sac	0.20	low	low	Good

1.35

**Reconstruct**

ASW04 South Road	Crossman Rd	Roy Hill Rd	0.42	med-high	med-high	Good
ASW05 South Road	Inn	East Shore Rd	0.35	medium	low	Good
ASW07 Cottage Road	North Road	South Road	0.60	medium	low-med	Good
ASW07 North Road 03	School House	Cottage Road	0.57	low-med	low-med	Good
ASW08 Division Point Road	North	Division Point	0.36	low	low	Good
ASW09 Fenderson Road	South Road	J. Dought'y drive	0.19	low	low	Poor
ASW09 Firehouse Road	North Road	South Road	0.37	medium	medium	Poor
ASW10 Caso Bay Landing	Chandler's Cove	State Wharf	0.05	med-high	medium	Good
ASW10 Chandler Cove Road	South Road	Caso Bay Lndg Rd.	0.18	med-high	medium	Good

3.09

10.08

### f. Gravel Road Inventory - Annual Gravel Work Groups (AGW)

Each road was given a label “AGW01 – AGW15”. The island’s gravel roads tend to be shorter than the paved roads and the work performed on them is generally less complex. Public Services can provide nearly all of the basic maintenance.

The RSMS program uses two categories for road status: Routine and Reconstruct. The table below shows the gravel roads grouped by the status and by priority (based on public services report).

<b>Routine</b>	<u>From Road/Section</u>	<u>To Road/Section</u>	<u>Length</u>	<u>Import</u>	<u>Traffic</u>	<u>Drainage</u>
AGW01 Bennets Cove Road-1	South Road	Shore	0.16	high	med-high	Good
AGW11 Roy Hill Road-1	North Road	South Road	0.65	low-med	medium	Good
AGW09 Littlefield Road-1	North Road	South Road	0.64	medium	medium	Good
AGW05 East Shore Drive-1	End of South Road	Cul du sac	0.26	low-med	low	Good
AGW08 Jenks Road-1	South Road	Shore	0.33	low-med	low	Good
AGW13 South Shore Drive-1	South Road	Cul du sac	0.23	low	low	Good
AGW06 Fenderson Road-1	End of paved secti	Cul du sac	0.20	low-med	low-med	Good
AGW12 Soule Road-1	End of paved secti	Shore	0.17	low-med	low	Good
AGW02 Capps Road-1	Capps end of pavin	Artist Point Road	0.14	low-med	low	Good
AGW10 Rose Point Road-1	John Small Road	Waldo Point Road	0.33	low-med	low	Good
AGW03 Charleston Road-1	John Small Road	Waldo Point Road	0.33	low	low	Good
AGW14 Waldo Point Road-1	Rose Point Road	Cul du sac	0.14	medium	low	Good
AGW04 Cordes Road-1	North Road	Cul du sac	0.33	low	low	Good

**3.91**

#### **Reconstruct**

AGW07 Indian Point Road-1	North Road	Cul du sac	0.27	medium	medium	Good
AGW15 Willow Street-1	South Road	Shore	0.08	low-med	low	Poor

**0.35**

**4.26**

The Committee estimates that it takes approximately 1,000 cubic yards of gravel to add 1” of gravel to a 1 mile by 20’ gravel road section.

A short town road exists between Central Landing and South Road that is no longer used to access the landing. The name of the road is Wharf Road.

# Chebeague Island Road Network

2017 Road Plan Status



## Legend

- ↑ Culverts
- Gravel Road Segments**
  - Unclassified
  - Reconstruct
  - Routine
- Paved Road Segments**
  - Unclassified
  - No Maintenance
  - Routine
  - Reventative
  - Rehabilitate
  - Reconstruct
  - 911 Roads

### 3. Summary of Recommendations from Public Services for gravel roads

The Public Services employees submitted a report to the Road Commissioner giving a detailed assessment of the gravel roads and guidance for labor, equipment and

1. Develop on-island gravel pits.
2. The current state of the gravel roads is good enough that the Town can perform all the required maintenance.
3. Fabricate a smaller (< 1”) screen to produce surface gravel from local materials.
4. Purchasing mainland gravel in bulk is the least expensive way to purchase it as well as truck and transport it to the island.
5. Use Calcium Chloride flake treatment on gravel roads for dust control once or twice per year depending on conditions.
6. Grade roads once or twice per year.
7. Continue to send Town employees to training offered by Maine Local Roads Center and continue to use them as a technical consulting resource.

### 4. Financial Status

Part of the RPC’s duties are to recommend financing options for the plan. To that end each year the RPC requests the current estimated balance of the undesignated fund balance and the balance of the paving reserve account (9050) from the treasurer.

On 10/07/2016 the treasurer estimated the fund balance at approximately \$380,000 which is **only slightly higher than the minimum** 8% of operations allowed by Selectmen’s policy. The paving reserve (9050) has a balance of approximately \$54,570.

### 5. Gravel Supply

Good quality gravel is important to building proper roadbeds. Many of the road segments that fall at the end of the priority list are in poor shape because the roadbeds are inadequate and will require additional gravel. The best example of this is Firehouse Road.

The Town has undertaken an engineering study to determine the potential gravel deposits available on Town owned property and what level of effort would be required to develop and use this as material to maintain our road system.

Based on estimates presented in sections 2e and 2f and the inventory dimensions the 10-year road plan would require approximately 47,000 cubic yards of gravel. Add another 20% to handle unanticipated use such as storm damage and maintenance of related infrastructure such as access to dry-hydrants and Stone Wharf Parking repairs we arrive at approximately 57,000 cubic yards of gravel to support this 10-year plan.



**6. Recommendations to the Board of Selectmen:**

**a. Capital Repair Projects for Calendar year 2016**

i. Paving Projects

Road Section	From Road/ Section	To Road/ Section	Length (mile)	Treatment	Est. Cost
<b>Routine</b>					
ASW08 Bar Point Road	Division Point Rd	Cul du sac	0.16	Chip Seal	
<b>Preventive</b>					
ASW06 John Small 02	Below Crossman	South Road (East)	0.18	Cold Mix Shim/Overlay	
<b>Rehabilitate</b>					
ASW05 South Road	Roy Hill Rd	Inn	1.15	Chip Seal	
<b>Reconstruct</b>					
ASW04 South Road	Crossman Rd	Roy Hill Rd	0.42	Cold Mix Shim/Overlay	
ASW09 Firehouse Road	North Road	South Road	0.37	?	

ii. Gravel

Preliminary assessment of Town owned properties indicate a possible source of gravel on the town owned parcel (I07 Lot 37) opposite the public safety building. A permitted gravel pit may be practical if this lot can be combined with other parcels, the quantity is sufficient and the quality is suitable for roadwork. The committee recommends that the Board undertake the following steps:

- Dig test Pits (This could happen immediately)
- Soil Test to determine quality and possible processing requirements
- Refine quantity estimate
- Notify Selectmen, Planning Board and other Town authorities of the project
- Combine and Reconfigure lot (requires Town Meeting)
- State and Local Permitting process
- Site Development

**b. Financing**

The Committee continues to recommend raising all funds required to implement this plan annually through taxes.

1. Plan to allocate approximately \$175,000 each year for the paving capital account (9050) to implement this plan. Specific annual recommendations may vary.
2. Continue to raise funds in the operating budget to perform the pre-paving work of replacing culverts and the post-paving work of dressing the road shoulder of all newly paved roadways.
3. Supplement revenue raised through taxes each year with a transfer from the undesignated fund balance to the extent it can be done under the current fund balance policy.

**c. 2015-2016 Maintenance, Budget and Administrative Recommendations**

1. Request Town Meeting to raise \$ [redacted] in fiscal year 2016-2017 for the paving capital account (9050) and authorize spending up to \$ [redacted] for work

on the following Work Groups: ASW04, ASW05, ASW06 and ASW09 plus about a %10 contingency,

2. Direct the Town Administrator to solicit bids, secure contracts and make any other preparations to accomplish the work described in this plan,
3. Maintain the RSMS software and purchase upgrades as needed,
4. Request Town Meeting transfer \$0 from the undesignated fund balance to the paving capital account (9050)

**7. RSMS Road Network Maintenance Options**

The table below is the result of this year’s road survey and analysis. This table was produced by importing the output of the RSMS options report. The Committee determined that for each section it would choose a repair option in the middle of the option list (ordered by cost).

The tables below give some local estimates for maintaining gravel roads. These unit costs were entered into the RSMS software for gravel roads.

RSMS UNIT COST FOR GRAVEL ROAD MAINTENANCE  
Based on 2016 public services report

GRAVEL COST		CY	Plante	Dugas/CTC
Cost			\$ 2,016	\$ 796
<u>Truck Capacity</u>			36	18
\$/CU			\$ 56	\$ 44
Unit Length (ft)	5280			
Unit Width (ft)	20			
Unit Thickness (in)	2"	652	\$ 36,504	\$ 28,826
	4"	1,304	\$ 73,007	\$ 57,653
	6"	1,956	\$109,511	\$ 86,479
	8"	2,607	\$146,015	\$115,305
	10"	3,259	\$182,519	\$144,132
	12"	3,911	\$219,022	\$172,958

Project Unit Cost Estimates					
	Manhours <sup>1</sup>	Cost	Equipment	Gravel	Estimated Unit Cost for RSMS
Add gravel (up to 4")	40	\$1,000	\$2,163	\$72,800	\$75,963
Routine grading	4	\$100		\$0	\$100
Dust control	16	\$400		\$1,554	\$1,954
Add 12" base 3" surface	120	\$3,000		\$218,400	\$221,400
Culvert (each)	4	\$100	\$275	\$380	\$755
Ditching	88	\$2,200			

Note: 1) Labor cost is estimated at \$25/hour cost to the Town for planning purposes

# Costed Repair Options

**AGW01 Bennets Cove Road-1-1 [Gravel] From: South Road To: Shore (Length: 0.16mi., Width: 20.00ft.)**

<b>Surface Status: Routine-9</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 8
Routine grading (S)	\$ 16
Dust control (S)	\$ 320
1" of Gravel trucked to Chebeague (L)	\$ 2,880
2" of Gravel trucked to Chebeague (L)	\$ 5,760
4" of Gravel trucked to Chebeague (L)	\$ 11,520
Add gravel (up to 4") (S)	\$ 12,160
<b>Drainage Status: Good-9</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 176

**AGW02 Capps Road-1-1 [Gravel] From: Capps end of pavin To: Artist Point Road (Length: 0.14mi., Width: 20.00ft.)**

<b>Surface Status: Routine-3</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 5
Routine grading (S)	\$ 10
Dust control (S)	\$ 196
1" of Gravel trucked to Chebeague (L)	\$ 1,764
2" of Gravel trucked to Chebeague (L)	\$ 3,528
4" of Gravel trucked to Chebeague (L)	\$ 7,056
Add gravel (up to 4") (S)	\$ 7,448
<b>Drainage Status: Good-3</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 154

**AGW03 Charleston Road-1-1 [Gravel] From: John Small Road To: Waldo Point Road (Length: 0.33mi., Width: 20.00ft.)**

<b>Surface Status: Routine-2</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 10
Routine grading (S)	\$ 20
Dust control (S)	\$ 396
1" of Gravel trucked to Chebeague (L)	\$ 3,564
2" of Gravel trucked to Chebeague (L)	\$ 7,128
4" of Gravel trucked to Chebeague (L)	\$ 14,256
Add gravel (up to 4") (S)	\$ 15,048
<b>Drainage Status: Good-2</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 363

**AGW04 Cordes Road-1-1 [Gravel] From: North Road To: Cul du sac (Length: 0.33mi., Width: 10.00ft.)**

<b>Surface Status: Routine-2</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 8
Routine grading (S)	\$ 17
Dust control (S)	\$ 330
1" of Gravel trucked to Chebeague (L)	\$ 2,970
2" of Gravel trucked to Chebeague (L)	\$ 5,940
4" of Gravel trucked to Chebeague (L)	\$ 11,880
Add gravel (up to 4") (S)	\$ 12,540
<b>Drainage Status: Good-2</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 363

# Costed Repair Options

**AGW05 East Shore Drive-1-1 [Gravel] From: End of South Road To: Cul du sac (Length: 0.26mi., Width:**

<b>Surface Status: Routine-3</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 13
Routine grading (S)	\$ 26
Dust control (S)	\$ 520
1" of Gravel trucked to Chebeague (L)	\$ 4,680
2" of Gravel trucked to Chebeague (L)	\$ 9,360
4" of Gravel trucked to Chebeague (L)	\$ 18,720
Add gravel (up to 4") (S)	\$ 19,760
<b>Drainage Status: Good-3</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 286

**AGW06 Fenderson Road-1-1 [Gravel] From: End of paved secti To: Cul du sac (Length: 0.20mi., Width:**

<b>Surface Status: Routine-4</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 7
Routine grading (S)	\$ 14
Dust control (S)	\$ 280
1" of Gravel trucked to Chebeague (L)	\$ 2,520
2" of Gravel trucked to Chebeague (L)	\$ 5,040
4" of Gravel trucked to Chebeague (L)	\$ 10,080
Add gravel (up to 4") (S)	\$ 10,640
<b>Drainage Status: Good-4</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 220

**AGW07 Indian Point Road-1-1 [Gravel] From: North Road To: Cul du sac (Length: 0.27mi., Width: 20.00ft.)**

<b>Surface Status: Reconstruct-6</b>	<u>Estimated Cost</u>
8" of Gravel trucked to Chebeague (L)	\$ 39,420
12" of Gravel trucked to Chebeague (L)	\$ 59,130
Add 12" gravel to base, 3" to surface (S)	\$ 59,400
<b>Drainage Status: Good-6</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 297

**AGW08 Jenks Road-1-1 [Gravel] From: South Road To: Shore (Length: 0.33mi., Width: 20.00ft.)**

<b>Surface Status: Routine-3</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 17
Routine grading (S)	\$ 33
Dust control (S)	\$ 660
1" of Gravel trucked to Chebeague (L)	\$ 5,940
2" of Gravel trucked to Chebeague (L)	\$ 11,880
4" of Gravel trucked to Chebeague (L)	\$ 23,760
Add gravel (up to 4") (S)	\$ 25,080
<b>Drainage Status: Good-3</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 363

# Costed Repair Options

**AGW09 Littlefield Road-1-1 [Gravel] From: North Road To: South Road (Length: 0.64mi., Width: 15.00ft.)**

<b>Surface Status: Routine-6</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 24
Routine grading (S)	\$ 48
Dust control (S)	\$ 960
1" of Gravel trucked to Chebeague (L)	\$ 8,640
2" of Gravel trucked to Chebeague (L)	\$ 17,280
4" of Gravel trucked to Chebeague (L)	\$ 34,560
Add gravel (up to 4") (S)	\$ 36,480
<b>Drainage Status: Good-6</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 704

**AGW10 Rose Point Road-1-1 [Gravel] From: John Small Road To: Waldo Point Road (Length: 0.33mi.,**

<b>Surface Status: Routine-3</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 15
Routine grading (S)	\$ 30
Dust control (S)	\$ 594
1" of Gravel trucked to Chebeague (L)	\$ 5,346
2" of Gravel trucked to Chebeague (L)	\$ 10,692
4" of Gravel trucked to Chebeague (L)	\$ 21,384
Add gravel (up to 4") (S)	\$ 22,572
<b>Drainage Status: Good-3</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 363

**AGW11 Roy Hill Road-1-1 [Gravel] From: North Road To: South Road (Length: 0.65mi., Width: 20.00ft.)**

<b>Surface Status: Routine-5</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 33
Routine grading (S)	\$ 65
Dust control (S)	\$ 1,300
1" of Gravel trucked to Chebeague (L)	\$ 11,700
2" of Gravel trucked to Chebeague (L)	\$ 23,400
4" of Gravel trucked to Chebeague (L)	\$ 46,800
Add gravel (up to 4") (S)	\$ 49,400
<b>Drainage Status: Good-5</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 715

**AGW12 Soule Road-1-1 [Gravel] From: End of paved secti To: Shore (Length: 0.17mi., Width: 19.00ft.)**

<b>Surface Status: Routine-3</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 8
Routine grading (S)	\$ 16
Dust control (S)	\$ 323
1" of Gravel trucked to Chebeague (L)	\$ 2,907
2" of Gravel trucked to Chebeague (L)	\$ 5,814
4" of Gravel trucked to Chebeague (L)	\$ 11,628
Add gravel (up to 4") (S)	\$ 12,274
<b>Drainage Status: Good-3</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 187

# Costed Repair Options

**AGW13 South Shore Drive-1-1 [Gravel] From: South Road To: Cul du sac (Length: 0.23mi., Width: 18.00ft.)**

<b>Surface Status: Routine-2</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 10
Routine grading (S)	\$ 21
Dust control (S)	\$ 414
1" of Gravel trucked to Chebeague (L)	\$ 3,726
2" of Gravel trucked to Chebeague (L)	\$ 7,452
4" of Gravel trucked to Chebeague (L)	\$ 14,904
Add gravel (up to 4") (S)	\$ 15,732
<b>Drainage Status: Good-2</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 253

**AGW14 Waldo Point Road-1-1 [Gravel] From: Rose Point Road To: Cul du sac (Length: 0.14mi., Width: 18.00ft.)**

<b>Surface Status: Routine-4</b>	<u>Estimated Cost</u>
Spot grading/blading (S)	\$ 6
Routine grading (S)	\$ 13
Dust control (S)	\$ 252
1" of Gravel trucked to Chebeague (L)	\$ 2,268
2" of Gravel trucked to Chebeague (L)	\$ 4,536
4" of Gravel trucked to Chebeague (L)	\$ 9,072
Add gravel (up to 4") (S)	\$ 9,576
<b>Drainage Status: Good-4</b>	<u>Estimated Cost</u>
Minor ditching (S)	\$ 154

**AGW15 Willow Street-1-1 [Gravel] From: South Road To: Shore (Length: 0.08mi., Width: 18.00ft.)**

<b>Surface Status: Reconstruct-3</b>	<u>Estimated Cost</u>
8" of Gravel trucked to Chebeague (L)	\$ 10,512
12" of Gravel trucked to Chebeague (L)	\$ 15,768
Add 12" gravel to base, 3" to surface (S)	\$ 15,840
<b>Drainage Status: Poor-3</b>	<u>Estimated Cost</u>
Culverts (S)	\$ 60
Ditching (S)	\$ 176

**ASW01 Parking Public Safety Bldg-1 [Paved] From: North Road To: Public Safety Bld (Length: 0.08mi., Width: 18.00ft.)**

<b>Surface Status: Preventive-6</b>	<u>Estimated Cost</u>
Sand seal (S)	\$ 1,968
Chip seal (latex modified) (S)	\$ 3,075
Thin (3/4 - 1") overlay (S)	\$ 4,920
Shim with 1" overlay (S)	\$ 7,995
Thick (> 1") overlay (S)	\$ 8,856
Overlay w/ 2" cold mix, top w/ 1" HMA (S)	\$ 14,391
Mill and Fill 1.25" (S)	\$ 15,375

**ASW04 South Road-3 [Paved] From: Crossman Rd To: Roy Hill Rd (Length: 0.42mi., Width: 20.00ft.)**

<b>Surface Status: Reconstruct-8</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 8,400
18" new 9.5mm gravel, 2" binder, 1" surface (S)	\$ 94,500
24" new gravel, 2" binder, 2" surface (S)	\$ 126,000

# Costed Repair Options

**ASW05 South Road-4 [Paved] From: Roy Hill Rd To: Inn (Length: 1.15mi., Width: 20.00ft.)**

<b>Surface Status: Rehabilitate-10</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 23,000
Shim w/ 2" overlay (S)	\$ 149,500
Reclaim incl 6-8" base, 2" binder, 1.5" surface (S)	\$ 230,000
PM RAP reclamation (S)	\$ 281,750
Reclaim incl 6-8" base, stabilized, 2" binder, 1.5" surface	\$ 281,750

**ASW05 South Road-5 [Paved] From: Inn To: East Shore Rd (Length: 0.35mi., Width: 20.00ft.)**

<b>Surface Status: Reconstruct-4</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 7,000
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 78,750
24" new gravel, 2" binder, 2" surface (S)	\$ 105,000

**ASW06 John Small 02-2 [Paved] From: Below Crossman To: South Road (East) (Length: 0.18mi., Width: 20.00ft.)**

<b>Surface Status: Preventive-8</b>	<u>Estimated Cost</u>
Sand seal (S)	\$ 2,736
Chip seal (latex modified) (S)	\$ 4,275
Thin (3/4 - 1") overlay (S)	\$ 6,840
Shim with 1" overlay (S)	\$ 11,115
Thick (> 1") overlay (S)	\$ 12,312
Overlay w/ 2" cold mix, top w/ 1" HMA (S)	\$ 20,007
Mill and Fill 1.25" (S)	\$ 21,375

**ASW07 Cottage Road-1 [Paved] From: North Road To: South Road (Length: 0.60mi., Width: 18.00ft.)**

<b>Surface Status: Reconstruct-5</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 10,800
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 121,500
24" new gravel, 2" binder, 2" surface (S)	\$ 162,000

**ASW07 North Road 03-3 [Paved] From: School House To: Cottage Road (Length: 0.57mi., Width: 21.00ft.)**

<b>Surface Status: Reconstruct-4</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 11,970
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 134,663
24" new gravel, 2" binder, 2" surface (S)	\$ 179,550

**ASW08 Bar Point Road-1 [Paved] From: Division Point Rd To: Cul du sac (Length: 0.16mi., Width: 20.00ft.)**

<b>Surface Status: Routine-2</b>	<u>Estimated Cost</u>
Patching (S)	\$ 160
Crack seal (S)	\$ 1,600
ChipSeal (2015 All States quote) (L)	\$ 6,720
Chip Seal double application (2015 All States quote) (L)	\$ 9,600

**ASW08 Capps Road-1 [Paved] From: South Road To: Past C. Doughty (Length: 0.13mi., Width: 18.00ft.)**

<b>Surface Status: Routine-2</b>	<u>Estimated Cost</u>
Patching (S)	\$ 117
Crack seal (S)	\$ 1,170
ChipSeal (2015 All States quote) (L)	\$ 4,914
Chip Seal double application (2015 All States quote) (L)	\$ 7,020

# Costed Repair Options

**ASW08 Division Point Road-1 [Paved] From: North To: Division Point (Length: 0.36mi., Width: 20.00ft.)**

<b>Surface Status: Reconstruct-2</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 7,200
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 81,000
24" new gravel, 2" binder, 2" surface (S)	\$ 108,000

**ASW08 Old Cart Road-1 [Paved] From: North Road To: Cul du sac (Length: 0.20mi., Width: 21.00ft.)**

<b>Surface Status: Rehabilitate-2</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 4,200
Shim w/ 2" overlay (S)	\$ 27,300
Reclaim incl 6-8" base, 2" binder, 1.5" surface (S)	\$ 42,000
Reclaim incl 6-8" base, stabilized, 2" binder, 1.5" surface	\$ 51,450
PM RAP reclamation (S)	\$ 51,450

**ASW09 Fenderson Road-1 [Paved] From: South Road To: J. Dought'y drive (Length: 0.19mi., Width:**

<b>Surface Status: Reconstruct-2</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 2,660
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 29,925
24" new gravel, 2" binder, 2" surface (S)	\$ 39,900

<b>Drainage Status: Poor-2</b>	<u>Estimated Cost</u>
Grade shoulders (S)	\$ 190
Replace/New culverts (S)	\$ 190
Ditching (S)	\$ 950

**ASW09 Firehouse Road-1 [Paved] From: North Road To: South Road (Length: 0.37mi., Width: 19.00ft.)**

<b>Surface Status: Reconstruct-6</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 7,030
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 79,088
24" new gravel, 2" binder, 2" surface (S)	\$ 105,450

<b>Drainage Status: Poor-6</b>	<u>Estimated Cost</u>
Grade shoulders (S)	\$ 370
Replace/New culverts (S)	\$ 370
Ditching (S)	\$ 1,850

**ASW10 Caso Bay Landing-1 [Paved] From: Chandler's Cove Rd To: State Wharf (Length: 0.05mi., Width:**

<b>Surface Status: Reconstruct-7</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 950
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 10,688
24" new gravel, 2" binder, 2" surface (S)	\$ 14,250

**ASW10 Chandler Cove Road-1 [Paved] From: South Road To: Caso Bay Lndg Rd. (Length: 0.18mi., Width:**

<b>Surface Status: Reconstruct-7</b>	<u>Estimated Cost</u>
Reclaim pavement, revert to gravel (S)	\$ 3,420
18" new 9.5mm gravel, 2" binder, 1"surface (S)	\$ 38,475
24" new gravel, 2" binder, 2" surface (S)	\$ 51,300



# Costed Repair Options

**ASW10 Stone Wharf Road-1 [Paved] From: South Road To: Stone Wharf (Length: 0.18mi., Width: 22.00ft.)**

**Surface Status: Routine-10**

	<u>Estimated Cost</u>
Patching (S)	\$ 198
Crack seal (S)	\$ 1,980
ChipSeal (2015 All States quote) (L)	\$ 8,316
Chip Seal double application (2015 All States quote) (L)	\$ 11,880

**ASW10 Stone Wharf-1 [Paved] From: Stone Wharf Road To: Easterly Extent (Length: 0.13mi., Width:**

**Surface Status: Preventive-10**

	<u>Estimated Cost</u>
Sand seal (S)	\$ 3,144
Chip seal (latex modified) (S)	\$ 4,913
Thin (3/4 - 1") overlay (S)	\$ 7,860
Shim with 1" overlay (S)	\$ 12,773
Thick (> 1") overlay (S)	\$ 14,148
Overlay w/ 2" cold mix, top w/ 1" HMA (S)	\$ 22,991
Mill and Fill 1.25" (S)	\$ 24,563

**Drainage Status: Poor-10**

	<u>Estimated Cost</u>
Grade shoulders (S)	\$ 131
Replace/New culverts (S)	\$ 131
Ditching (S)	\$ 655

# **ROAD PLAN COMMITTEE ORDINANCE**

**of the Town of Chebeague Island  
MAINE**

Adopted by the Board of Selectmen:  
Effective:

Attest:

\_\_\_\_\_  
Town Clerk

Seal:

SECTION 101. TITLE

This Ordinance shall be known as and may be cited as the “Road Plan Committee ordinance in the Town of Chebeague Island, Maine,” and shall be referred to herein as “this Ordinance” or “this chapter”.

SECTION 102. PURPOSE AND AUTHORITY

The purpose of this Ordinance is to establish a standing committee in the Town of Chebeague Island, Maine to be known as the Road Plan Committee and shall be referred to herein as “the Committee”. This Ordinance is adopted pursuant to 30-A M.R.S.A. § 3001.

SECTION 103. ORGANIZATION AND ADMINISTRATION

- a) **Membership.** The Committee shall consist of three to five members who shall be appointed by the municipal officers. No technical experience is required but members must commit to understanding MDOT guidance.
- b) **Appointment.** The Committee shall be appointed by the Board of Selectmen and serve at the Board’s pleasure.
- c) **Term.** Members shall serve for staggered terms of 3 years.
- d) **Chairman.** The Committee shall elect a Chairman from among its members. The Chairman shall call meetings as required by this Ordinance, or as necessary or when so requested by a majority of members or the municipal officers. The Chairman shall preside at all meetings.
- e) **Secretary.** The Committee shall elect a Secretary. The Secretary shall maintain a record of all proceedings including all correspondence of the Committee and regularly submit the records to the Town Clerk.
- f) **Notice.** All meetings shall be held in a public place and scheduled through the Town Administrator who shall provide reasonable notice. The committee may also convene in a vehicle for the purpose of conducting a road survey as prescribed in this Ordinance. Road survey tasks do not require notice but the dates, participants and collected data must be documented in the Road Plan.
- g) **Quorum.** A quorum necessary to conduct business shall consist of at least a majority of members. Road survey tasks require full committee participation.
- h) The **municipal officers and town staff** shall cooperate with and provide the Committee with such information as may be reasonably necessary and available to enable it to carry out its duties under this Ordinance. The town staff shall also provide assistance updating electronic records as necessary.
- i) All meetings and records shall be subject to the Maine Freedom of Access Act, 1 M.R.S.A. Sections 401-410.

SECTION 104. DUTIES OF THE COMMITTEE

- a) Evaluate the Town’s Road system and submit an updated Road Plan to the Board of Selectmen by the first regular Selectmen’s meeting in December of each year.

- b) The Road Commissioner shall review and submit the plan to the Board of Selectmen at the first scheduled budget meeting for capital planning with a recommendation that takes the plan into consideration.

**SECTION 105. ROAD PLAN**

- a) The primary purpose of the Road Plan is to establish a network wide maintenance plan to perpetually maintain all town roads in the most cost effective use of capital and operational resources. The plan should assist the Town in the following:
  - 1. Inventory all Town ways,
  - 2. Survey the road system using Maine DOT methodologies,
  - 3. Keep all road surfaces in good repair to minimize maintenance costs,
  - 4. Recommend work for town to undertake in the next construction season,
  - 5. Identify drainage problems and potential solutions for the recommended work areas,
  - 6. Recommend financing to support the recommendations.

**SECTION 106. AUTHORITY OF THE COMMITTEE**

The Committee's authority shall be advisory only. The Board of Selectmen may use any or all parts of the Road Plan at their discretion.

**SECTION 107. AMENDMENTS**

This Ordinance may be amended by the municipal officers or Town Meeting at any properly noticed meeting.

**SECTION 108. SEVERABILITY**

In the event any portion of this Ordinance is declared invalid by a court of competent jurisdiction, the remaining portions shall continue in full force and effect.

# DRAFT 11/15/2016

## Memorandum

To: Tax-Acquire Property Committee  
From: Herb Maine (Road Plan Committee chair)  
Cc: Town Administrator  
RE: Communication regarding Road Commissioner and Gravel Assessment  
Date: 11/15/2016

The Road Plan Committee (RPC) Met on Tuesday, November 15<sup>th</sup>, 2016 to develop the 2017 Road Plan and requested that I contact the Tax-acquired Property Committee. The RPC was tasked last year to assess the need for gravel to support the road plan and recommend sources for the gravel.

The RPC is aware of the tax-acquired property at I07 Lot 37 on North Road and our understanding is that you are currently evaluating the use or disposal of the property in order to make a recommendation to the Board of Selectmen.

The purpose of this memo is to inform you that the Road Committee has had preliminary reports from Sevee & Maher Engineers, Inc., who is assisting the Town in the on-island gravel assessment, that Lot 37 probably contains significant gravel deposits that could be used in the maintenance of the 14 miles of paved and gravel roads in our road network. It also may be the only Town property that has this characteristic.

It is our hope that you will consider this information in your evaluation and recommend that the Town Retain the property for Town Purposes.

Our draft Road plan is posted on the Town website (See Section 6 for our recommendations). We are planning to present the plan to the Board of Selectmen at their 12/14/2016 meeting. Please feel free to contact me if you would like more information.