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Proposed Roads Budget – FY 2021-22

Lamoine's roads continue to be in very decent shape. The Board of Selectmen has been diligent about allowing the Road Commissioner to arrange for road repairs as they come up, and the annual paving program along with some preventative maintenance in the form of crack sealing has kept the local roads from deteriorating to the point of no return.

The big question about the proposed budget is whether the town ought to repave any sections of roads during the next fiscal year, and if so, which ones.

Let me address some of the highlights of each section in effort to briefly explain the proposed budget.

Road Commissioner – My whopping salary is up $50 to $800/year. This may be a pretty good bargain still.

General Maintenance – This line was reduced by $350-dollars. The reason is that Roger Picard of Pavement Management Services has retired, so if we do paving, we'll be doing the bidding and contracting ourselves. That covered the contract and measuring fee by Mr. Picard.

Asa's Lane – This road is getting a little long in the tooth and needs some ditching on the top of the hill toward Walker Road. It's been 8-years since we surfaced the road, and some cracking has developed. We can probably get about 2-more years out of it. The proposed maintenance budget doubles from the current year to $4,000.

Walker Road – We crack sealed the road, and the southern portion (Mill to Walker) will need to be paved in about 2-years. The $1,000 increase is to repair any pot holes and shoulder issues that will arise before that happens.

Mill Road – We seem to have constant minor drainage repairs on Mill Road annually, especially in the more heavily populated Western end. The proposed budget is up $1,500 to address ditching/repairs.

Shore Road – The road is in great shape now, and it's also our longest municipal road in town. The $1,000 increase to $5,000 is still lower than the 5-year average. We've replaced / reset several culverts on the road.

Marlboro Beach Road – The proposed increase of $500 is based on the 5-year average of work we've done on this road. It's due to be repaved either this coming year or the year after depending on what's decided.

Maxwell & Lorimer Roads – Each Road is up $600. We have some ditching work to do on both in the coming year.

Parking Lots – This is cut in half to $750.00. We generally don't spend much on parking lots, but we probably should put some hot patch in the town hall lot this year.

Overall Maintenance – The overall road maintenance budget as proposed is up $5,350 or 8.69%.

Plowing Contract – Our contract with our snow plowing company (McMullen Landscape) is up 4.35%. The budgeted amount includes an escalator of 5% should the price of fuel and/or an inordinate number of storms require more plowing than usual.

Hydrant Plowing – This is up $100 to $900. Chief Smith plows the hydrants, and the price rose to $850 last fiscal year.

Total Winter Maintenance (snow) - Due to the contract price increase, this is up $5,350 or 4.24%.

Grand Total Maintenance – Between summer and winter maintenance, the proposed budget is up $10,300 or 5.43%

Paving – This is where the real questions come in.

In the cycle developed many years ago, the next roads to be paved would be Marlboro Beach, Maxwell and Lorimer Roads. All of those roads are still in decent shape, though they are showing some wear. The traffic volume (relatively) is not all that high, and there's very little heavy truck traffic on them.

Buttermilk Road (which I've plugged into the budget) was crack sealed during the previous fiscal year and touched up during the summer of 2020 on the western end of the road (from the Ellsworth line toward Jordan River Road). While the shape of the road is still solid, the surface has not held up all that well. The crack sealing generally helps with that. It is also our busiest local road, and attracts a fair amount of heavy trucks thanks to the proximity of the Versant Garage and Haslam Septic. We paved this section in 2015. Normally we expect to get 8-years out of a paving job. This would be only 6 years since the last paving.

With Buttermilk paved, the road budget still drops $15,650 or 4.45%.