

TOWN OF ALNA, MAINE

**ROAD REPAIR AND MAINTENANCE
PLAN**

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1 INTRODUCTION

This Road Management Plan is an update to the 2025 Road Management Plan, which was prepared as a collaboration between the Town of Alna’s Road Committee members Paul Crandall, Xavier Comas, Sherry Lyons, Tom Olcott, and Ed Pentaleri, and Road Commissioner, Michael Trask. Like the original, the purpose of this document is to provide the Town with an overview of existing road conditions, and a phased plan, including estimated costs, for repair and maintenance that should be performed on each road.

Section 1.1 below provides a high-level overview of the roads and culverts that the Town of Alna is responsible for maintaining.

Section 2 includes a tabular summary of the road maintenance and budget recommendations through 2028, along with a corresponding narrative description of those recommendations.

Section 3 presents the road-by-road assessment of conditions and the recommended maintenance and repairs that support the high-level recommendations made in Section 2, while Section 4 presents additional road inventory details.

It should be noted that after the heavy lift involved in generating the original catalogue and corresponding condition assessment of the town’s road inventory, the Road Committee took a break during 2025, only updating this report to reflect work completed during the year. With that effort complete and substantial progress made toward catching up on many years’ deferred maintenance of the town’s roads, it will be necessary and appropriate in 2026 to begin looking toward road maintenance beyond the 2028 horizon of the original 2025 Road Management Plan.

1.1 Road Inventory Overview

The Town of Alna has a total of 29.6 miles of public roads. Of these, the state of Maine is responsible for maintaining 15.7 miles, while the town is responsible for maintaining a total of approximately 13.9 miles. Approximately 8.6 miles of the roads that the town is responsible for maintaining are paved, while the remaining 5.4 miles are gravel. Table 1 describes the current MDOT-maintained inventory of roads in Alna. (Table data provided by MDOT Local Roads Center.)

TABLE 1
INVENTORY OF ALNA'S MUNICIPALLY MAINTAINED ROADS

Jurisdiction	Sec	Street Name	Type	Begin Node Description	End Node Desc	Section Length	Lane Miles
Payee Totals:						29.62	59.24
State Aid (MDOT)		HEAD TIDE HILL RD	Paved	TL Alna Whitefield	Int of HEAD TIDE HILL RD HEAD TIDE RD	1.51	3.02
		HEAD TIDE RD	Paved	Int of HEAD TIDE HILL RD HEAD TIDE RD	TL - Alna, Newcastle	1.76	3.52
		HEAD TIDE RD	Paved	Int of ALNA RD HEAD TIDE RD	Int of HEAD TIDE HILL RD HEAD TIDE RD	0.28	0.56
		ALNA RD	Paved	TL Alna Wiscasset	TL Alna Whitefield	6.55	13.10
		W ALNA RD	Paved	TL - Alna, Wiscasset	Int of ALNA RD W ALNA RD	4.90	9.80
	SHEEPSCOT RD	Paved	Int of ALNA RD SHEEPSCOT RD	TL Alna Newcastle	0.70	1.40	
State Aid Total						15.7	31.4
Town Ways (Municipal)	2.1	BAILEY RD	Partially Paved	TL ALNA-DRESDEN	TL Alna Whitefield	2.28	4.56
	2.2	COLPITT RD	Gravel	Int of COLPITT RD W ALNA RD	COLPITT RD,END	0.20	0.40
	2.3	CROSS RD	Paved	Int of CROSS RD W ALNA RD	Int of CROSS RD, SHEEPSCOT RD	1.66	3.32
	2.4	DOCK RD	Paved	Int of HEAD TIDE RD, DOCK RD	Int of ALNA RD DOCK RD	0.96	1.92
	2.5	DOCK RD (Dock Road Extension)	Paved	Int of HEAD TIDE RD DOCK RD	End of DOCK RD	0.06	0.12
	2.6	EGYPT RD	Paved	Int of EGYPT RD HEAD TIDE RD	TL Alna Jefferson	1.33	2.66
	2.7	GOLDEN RIDGE RD	Paved	Int of CROSS RD, GOLDEN RIDGE RD	Int of ALNA RD GOLDEN RIDGE RD	1.76	3.52
	2.8	HEAD TIDE CHURCH RD	Gravel	End of HEAD TIDE CHURCH RD	Int of HEAD TIDE CHURCH RD HEAD TIDE RD	0.09	0.18
	2.9	HOLLYWOOD BLVD	Partially Paved	Int of HEAD TIDE RD HOLLYWOOD BLVD	TL - Alna, Whitefield	1.42	2.84
	2.10	LOTHROP RD	Partially Paved	ALNA,LOTHROP RD,END	Int of LOTHROP RD W ALNA RD	0.91	1.82
	2.11	NELSON RD	Gravel	Int of DOCK RD, NELSON RD	End of NELSON RD	0.70	1.40
	2.12	N OLD SHEEPSCOT RD	Paved	Int of N OLD SHEEPSCOT RD SHEEPSCOT RD	End of N. OLD SHEEPSCOT RD	0.39	0.78
	2.13	OLD SHEEPSCOT RD	Gravel	TL Alna Wiscasset	End of OLD SHEEPSCOT RD	0.10	0.20
	2.14	RABBIT PATH RD	Paved	1501166 ALN,BAILEY RD,RABBIT PATH RD	Int of ALNA RD RABBIT PATH RD	1.50	3.00
Town Way Total						13.92	27.84

Road Inventory Table Headings and Labels

Jurisdiction: Describes which entity maintains the right-of-way (ROW) and has principal responsibility for maintaining the driving surface, ditches, culverts, and signage. *Note that the Town of Alna provides winter maintenance (plowing) for all listed roads.*

- **State Aid:** Designates MDOT-maintained roads.
- **Town Ways:** Designates municipally maintained roads.

Sec: Section number of this report corresponding to specified road segment

Street Name: Street Name (Local Name in parentheses, where applicable.)

Type: Describes whether road segment is “Paved,” “Gravel,” or “Partially Paved.”

Begin Node Description: Location of starting point for road segment. *Locations along road segments in this report are referenced to the beginning node for each road (not the beginning no.*

End Node Description: Location of ending point for road segment

Section Length: Length of road segment (miles)

Lane Miles: Total lane-miles within road segment (miles) for the specified road segment

Int: Intersection

TL: “Town Line.” (e.g., “TL Alna Whitefield” means “Town line between Alna and Whitefield.)

State Aid Total: Total “State Aid” road miles and lane miles.

Town Way Miles: Total “Town Way” road miles and lane miles

Payee Totals: Total road miles and lane miles within Alna (Sum of “State Aid Total” and “Town Way Total.”

Crossing under the municipally maintained roads in Alna are 74 cross culverts that pass from one side of a road to the other. There are also side culverts immediately adjacent to these roads, usually crossing under driveway entrances, 25 of which are included in the current inventory.¹ Together with roadside ditches, these culverts play an important role in maintaining the health of Alna’s roads by helping water to flow off the road surfaces and to stay out of the roadbeds.

¹ The inventory of side culverts, which typically carry water under driveway cuts located adjacent to municipally maintained roads, is not complete, as of February 2026.

Approximately 84% of the cross culverts are modern and highly durable ABS plastic. The remaining 16% are metal culverts that are much more susceptible to corrosion. Only about 64% of the side culverts that are presently included in the inventory are plastic. Table 2 and Table 3 show the number and type of cross culverts and catalogued side culverts on each road. Section 4 (the “Detailed Inventory”) includes tables that list the location, type, diameter, length, and condition of each of the culverts that have been included in the inventory.

Table 2
Cross Culverts

Road	Culvert Type		Total
	Metal Cross	Plastic Cross	
BAILEY RD	1	12	13
COLPITT RD		2	2
CROSS RD		11	11
DOCK RD		3	3
DOCK RD (Dock Road Extension)		1	1
EGYPT RD	4	3	7
GOLDEN RIDGE RD	2	1	3
HOLLYWOOD BLVD	2	7	9
LOTHROP RD		5	5
N OLD SHEEPSCOT RD		2	2
NELSON RD		4	4
OLD SHEEPSCOT RD		1	1
RABBIT PATH RD	3	10	13
Total	12	62	74

Table 3
Side Culverts Catalogued as of December 2025

Road	Culvert Type		Total
	Metal Side	Plastic Side	
CROSS RD	4	5	9
DOCK RD	3	6	9
DOCK RD (Dock Road Extension)		1	1
EGYPT RD	2	2	4
GOLDEN RIDGE RD		1	1
RABBIT PATH RD		1	1
Total	9	16	25

2 ROAD MAINTENANCE RECOMMENDATIONS AND BUDGET

The most important principle for maintaining roads – whether paved or gravel – is moving water off of them and keeping water out of them. The things that are needed to implement this principle are important, but not complicated:

- Ensure that roadside ditches are maintained and clear so that they can receive water that flows off the road and carry it away,
- Make sure that culvert pipes are adequately sized, sound, and clear of debris so that water in the ditches can easily flow under roads and driveways without soaking into roadbeds,
- Properly grade shoulders so that water from the road surface flows into ditches without being held up at the side of the road,
- Establish a proper crown on both paved and gravel roads so that water flows from the road surface into adjacent ditches, and
- Patch potholes and cracks in paved surfaces, and filling in low spots in paved and gravel roads so that water doesn't pool and soak into the road.

After many years of deferred maintenance, the detailed inventory and assessment of Alna's roads that the Road Committee conducted during 2024 showed that a significant investment would be required over the following several years to restore the ability of Alna's roads to function as described above. Ditches along long stretches of many roads had been filled in by winter plowing, sedimentation from runoff, and overgrown vegetation. We found many culvert pipes that were damaged, severely corroded, inadequately sized, or in need of being reset to prevent excessive pooling of water adjacent to road surfaces.

Likewise, we found that the gravel on many of our unpaved roads has been scraped away and not replaced after many years of seasonal grading and winter plowing, leaving the flat road base exposed with no crown. Finally, we found that the pavement in many areas had become distressed, with potholes, low spots that collect water, and cracks.

The recommendations that follow are data-driven, and based on a detailed and comprehensive inventory and assessment of Alna's roads. They are intended to address the shortcomings described above in a systematic and prioritized way that will slow the deterioration and restore the health of Alna's road infrastructure. Although following these recommendations would require a substantial investment over several years, we firmly believed that making this investment would minimize the expense of maintaining our roads over the long run, as it is far less expensive to maintain roads that are in good health than to repave or rebuild roads that have been poorly maintained or neglected altogether.

The recommendations are divided into two groups of activities: (a) annual maintenance tasks that are required at some level for all roads, and (b) non-recurring maintenance tasks that address specific deficiencies, such as replacing or resetting specific culverts, repaving specific roads or road segments, or adding signage.

Table 4 provides a top-level summary of the actual *annual* maintenance expenditures that were made during 2024 and 2025, as well as the expenditures that are currently recommended for 2026 through 2028.

Table 4
Actual and Recommended *Annual* Road Maintenance Investment
2024 through 2028

Year	2024	2025	2026	2027	2028
Grading	\$4,500	\$7,705	\$8,500	\$10,000	\$10,000
Ditching	\$25,449	\$35,613	\$35,000	\$30,000	\$30,000
Crack Sealing		\$0	\$0	\$5,000	\$5,000
Pothole Repair	\$8,524	\$2,314	\$4,000	\$4,000	\$4,000
Add Gravel	\$17,057	7,215*	\$30,000	\$30,000	\$25,000
Brush Cutting	\$16,907	\$14,691	\$15,000	\$15,000	\$5,000
Mowing	\$3,200	\$0	\$5,000	\$5,000	\$5,000
Culvert Clearing	\$5,752	\$2,000	\$3,000	\$3,000	\$3,000
Beaver Management		\$829	\$5,000	\$5,000	\$5,000
Recurring Total	\$81,389	\$70,368	\$105,500	\$107,000	\$92,000

* Note that \$20,000 in gravel previously paid for with ARPA funds was used in 2025, in addition to the \$7,215 reflected in this table that was purchased from the town's General Highways account.

Based on the inventory and conditions documented in Section 3, and consistent with the principles described above, Table 4 reflects a recommendation to make significant and sustained investments in ditching, as well as replenishing gravel, re-establishing the crown, and compacting the gravel on the town's unpaved roads. To be clear, to obtain the best value from the addition of gravel to these roads, this plan envisions adding gravel *only* in places where ditching and culverts have been maintained, repaired, or re-established adequately to prevent newly placed gravel from being quickly washed out. Brush cutting will be performed where it is needed most, both to remove vegetation from ditches and to improve sightlines for drivers using the roads. The budget anticipates that brush cutting expenditures can come down over time, as we catch up with maintenance that has been deferred over recent years.

In 2025, the contractor who has mowed the town's roads for many years was unable to do the job due to medical issues. Unfortunately, by the time it became clear that our usual contractor was not going to be able to do the job, we were unable to find a different contractor to do the work. After many years with no price increase from our previous contractor, we assume that it will cost more for the town to do roadside mowing than in past years.

Given the condition of many of the town's paved roads, this plan envisions that pothole repair, which started in 2024 will have to remain a priority until the paved segments in worst condition can be repaved.

Finally, it is worth noting that this plan includes a small allocation in 2025, consistent with past experience, for beaver management. In addition to the flooding that results when beavers have been allowed to complete the construction of their dams in the past, removal of these completed dams is expensive, while clearing culvert pipes clogged by beavers has resulted in inadvertent damage so severe as to require the culverts to be replaced (at a cost of \$10,387 in 2024). By more actively monitoring and interrupting dam construction as it started in 2024, however, it was possible not only to remove the dams more cost effectively, but to do so without risking damage to culvert pipes, and without incurring the cost of having beavers

trapped and removed. While the plan shown above budgets for beaver removal in 2026, the overall intent of this plan is to continue to avoid these expenses through the type of more proactive management that was successful in 2024.

Table 5 provides a top-level summary of the *non-recurring* maintenance expenditures that were made during 2024 and 2025, as well as the expenditures that are currently recommended for 2026 through 2027. (We are not yet able to project specific non-recurring maintenance expenses into 2028, but intend to extend these projections with the next annual update to this report.) Table 6 presents the same information, but in a different format, and with additional detail to indicate which specific roads these maintenance expenditures are recommended to be made.

Table 5
Actual and Recommended *Non-Recurring* Road Maintenance Investment
2024 through 2027

Type of Repair/Maintenance	Year				Grand Total
	2024	2025	2026	2027	
Add Signage		\$1,272			\$1,272
Install Culvert		\$3,610	\$6,000	\$10,000	\$19,610
Maintenance Shim			\$37,000	\$10,000	\$47,000
Rebuild	0*				\$0
Repair Edge Cracking		\$2,000			\$2,000
Repair washout		\$500			\$500
Repave			\$17,000		\$17,000
Replace Culvert	\$25,759	\$3,761	\$21,000		\$50,520
Reset Culvert	\$2,196	\$7,374			\$9,570
Shim Pavement Above Culvert			\$900		\$900
Repair Culvert Erosion/Undercut		\$2,000			\$2,000
Grand Total	\$27,954	\$20,517	\$81,900	\$20,000	\$150,372372

** Note that although a 500-foot segment of the gravel portion of Bailey Road was rebuilt in 2024, this project was completed with ARPA funding, with \$0 of the cost being incurred against the General Highways budget.*

Consistent with the principles and priorities described at the beginning of this section, Table 5 reflects a substantial investment during 2024 into replacing the most damaged and severely corroded culverts, and resetting others as necessary to prevent excessive or undesirable pooling, a process that the plan shows as being substantially completed by the end of 2025.

The 2024 expenses shown in Table 6 include costs associated with replacing or resetting eight culverts on Hollywood Boulevard, and two 48-inch culverts on Rabbit Path Road.

Table 6
Actual and Recommended *Non-Recurring* Road Maintenance Investment Detail
2024 through 2027

2024 (Actual)	\$27,954
BAILEY RD	\$0
Rebuild	\$0
HOLLYWOOD BLVD	\$17,567
Replace Culvert	\$15,371
Reset Culvert	\$2,196
RABBIT PATH RD	\$10,387
Replace Culvert	\$10,387
2025 (Actual)	\$20,517
CROSS RD	\$4,397
Add Signage	\$636
Replace Culvert	\$3,761
DOCK RD (Dock Road Extension)	\$5,610
Install Culvert	\$3,610
Repair Culvert Erosion/Undercut	\$2,000
EGYPT RD	\$818
Add Signage	\$318
Repair washout	\$500
GOLDEN RIDGE RD	\$318
Add Signage	\$318
NELSON RD	\$7,374
Reset Culvert	\$7,374
RABBIT PATH RD	\$2,000
Repair Edge Cracking	\$2,000

** Note that although a 500-foot segment of the gravel portion of Bailey Road was rebuilt in 2024, this project was completed with ARPA funding, with \$0 of the cost being incurred against the General Highways budget.*

Table 6 (Continued)
Actual and Recommended *Non-Recurring* Road Maintenance Investment Detail
2024 through 2027

2026 (Recommended)	\$78,000
DOCK RD	\$27,000
Maintenance Shim	\$27,000
"DOCK RD (Dock Road Extension)"	\$17,000
Repave	\$17,000
EGYPT RD	\$5,600
Replace Culvert	\$5,000
Shim Pavement Above Culvert	\$600
GOLDEN RIDGE RD	\$16,300
Install Culvert	\$6,000
Maintenance Shim	\$10,000
Shim Pavement Above Culvert	\$300
HOLLYWOOD BLVD	\$4,000
Replace Culvert	\$4,000
RABBIT PATH RD	\$12,000
Replace Culvert	\$12,000
2027 (Recommended)	\$27,900
BAILEY RD	\$4,000
Install Culvert	\$4,000
CROSS RD	\$6,000
Install Culvert	\$6,000
GOLDEN RIDGE RD	\$10,000
Maintenance Shim	\$10,000
Grand Total	\$146,372

Also shown in Table 6, the recommended expenditures for 2026 include replacing a severely corroded metal culvert on Egypt Road located approximately 1,000 feet from the intersection with Head Tide Road (State Route 194). It also includes installing new culverts on Golden Ridge Road in conjunction with new ditching that, taken together, will prevent water from washing across the road just below the top of a hill; a situation that is particularly hazardous for vehicles cresting the hill when the water freezes during winter. The budget also anticipates replacement of the last two culvert pipes on Rabbit Path Road, near the CMP transmission corridor.

The most significant expenditures recommended for 2026 are repaving the Dock Road Extension, which is the most severely deteriorated segment of paved road in Alna, as well as “maintenance shims” on Dock and Golden Ridge Roads. The maintenance shim is a thin layer of pavement that fills depressions and covers cracks in the pavement. It is intended as a stopgap

measure that will slow the deterioration of the road surface until a more substantial repaving process is undertaken in the future. The plan shown here envisions completing a maintenance shim on the entire length of Dock Road and a portion of Golden Ridge Road. While it's unclear what length of the road the budget for the work on Golden Ridge Road will allow us to cover, the two segments in greatest need of this maintenance are (a) behind the fire department, from the intersection with Alna Road down to where the road crosses Culvert Pond, and (b) a short stretch on the hill near the driveway that used to be Angier Road.

Not shown in the table is work that is planned to repair damage to the portion of Rabbit Path Road between the intersection with Route 218 and the CMP cut that was caused by heavy equipment during construction of NECEC improvements within the CMP corridor in late 2024 and early 2025. These repairs, which will comprise a maintenance shim of the full length of this road segment, will be performed in 2026 with funding from CMP outside of Alna's General Highways budget.

The recommended budget for 2027 includes installation of a new culvert on Cross Road. The new culvert would be placed next to an existing culvert that has proven to be too small to accommodate the water from significant storm events. The inadequate size of the existing culvert results in significant flooding on the private property adjacent to the roadbed. Allowing water to stand for an extended time along the roadbed creates a risk that water might penetrate and potentially cause damage to the road; a risk that increases if it occurs at a time of freezing and thawing.

The budget for 2027 includes the installation of a side culvert in conjunction with improved ditching where water flowing from a driveway on Bailey Road near the walk-in entrance to Pinkham Pond flows across the road and toward Pinkham Pond. Like the situation described above, this flow of water across the road creates a hazard for motorists when the water freezes in winter. The 2027 budget also includes additional maintenance shims for Golden Ridge Road.

Finally, Table 7 shows actual total General Highways appropriations and expenditures for 2024, currently assumed and projected appropriation totals for 2025 through 2028, and corresponding "Local Road Assistance Payments" (LRAP) received annually from the state to subsidize municipal road maintenance.² The total spending shown in Table 7 is just the sum of the bottom-line figures from Tables 4 and 5. Most important in this table is the projected "Contingency/Savings Balance" that results from the total of the assumed revenues minus road maintenance recommendations described above.

² LRAP payments from the state can have substantial variations from year to year. In our first report, we assumed that future LRAP payments from the state would be flat near \$28,000 through 2028. The 2025 LRAP payment, however, was substantially larger, at more than \$38,000. Here we have elected to continue assuming LRAP payments of approximately \$28,000 in 2026 through 2028.

Table 7
Overall Road Maintenance Budget Recommendation
2024 through 2028

Annual Highway Funding	2024	2025	2026	2027	2028
Town Appropriation	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000
State Local Road Assistance Payments (LRAP)	\$28,876	\$38,296	\$28,000	\$28,000	\$28,000
TOTAL FUNDS RAISED	\$153,876	\$163,296	\$153,000	\$153,000	\$153,000

Annual Highway Spending	2024	2025	2026	2027	2028
Total Estimated Annual \$	\$81,389	\$70,368	\$105,500	\$107,000	\$92,000
Total Estimated Non-Recurring \$	\$27,954	\$20,517	\$81,900	\$20,000	
GRAND TOTAL SPENDING	\$109,344	\$90,885	\$187,400	\$127,000	\$92,000

Contingency/Savings Balance	\$44,918	\$117,329	\$82,929	\$108,929	\$169,929
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By recommending total expenditures each year that are significantly smaller than the total funding, this budget allows the town to maintain a balance in the General Highways account that serves two important purposes: (a) ensuring that funds are available to cover reasonably foreseeable contingencies, like the expenses associated with winter storm cleanup, and (b) accruing funds that can be used to pay for larger projects over several years. Thus, Table 7 shows that the General Highways account currently has a balance sufficient to cover any reasonably foreseeable unplanned expense, and that the balance is expected to be sufficient to pay the \$54,000 cost currently estimated for repaving the Dock Road extension and completing the maintenance shims on the remainder of Dock Road and a portion of Golden Ridge Road in 2026 without the need for a special appropriation. It also shows the savings balance continuing to grow after the 2026 repaving and maintenance shim projects; savings growth that will be important as we come closer to the next major repaving project.

3 ROAD CONDITIONS AND RECOMMENDED REPAIR/MAINTENANCE ACTIVITIES

The detailed, road-by-road assessments and recommendations in this section provide the detailed basis for the budget and recommendations described in Section 2. The subsections that follow describe the general characteristics of each Town-maintained road, and include a description of road conditions and any needed maintenance or repairs. Repairs that should be performed during the year 2026 are printed in **bold type**.

Please also note that all distances and other dimensions shown are approximate. Any cost estimates contained herein are also approximate and are provided only as a guideline for planning.

3.1 Bailey Road (2.28 miles, 4.56 lane-miles, partially paved)

3.1.1 Bailey Road, Segment 1

~1.01 miles (5,333 ft) paved, from Dresden TL to intersection with Rabbit Path Road. Road is 18 feet wide at 2,184 ft, but narrower in many places closer to the TL.

Present Condition (February 2026):

	Description
Road Surface	Fair overall.
Ditches/Drainage	Fair condition, overall.
Culverts	All 7 culverts are in good condition, after replacing culverts at 3,635 and 5,168 in 2023. Culvert at 902 was partially clogged a/o April 2024. Side culvert needed at driveway access at 2,184 ft from TL, across from Pinkham Pond.
Vegetation	Both sides of the road need attention to open up sightlines from intersection to Dresden TL.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Keep up with routine crack sealing, particularly above cross culverts. Stay on top of potholes and edge cracking.	Ongoing.	Not separately priced.
Ditches/Drainage	Routine maintenance only.	Ongoing	Not separately priced.
Culverts	Install side culvert at driveway access at 2,184 ft from TL, across from Pinkham Pond.	2027	\$4,000
Vegetation	Open sightlines from intersection to Dresden TL. Otherwise, catch up on brush cutting as consistent with town-wide prioritization.	2026 2025-202?	Not separately priced. Not separately priced.
Other			

-

3.1.2 Bailey Road, Segment 2

~1.27 miles (6,706 ft) gravel, from intersection with Rabbit Path Road to Whitefield TL. 20 feet wide near intersection with Rabbit Path Road.

Present Condition (February 2026):

	Description
Road Surface	Mostly fair, except at the location of the 500-foot segment rebuilt in 2024, which is in good shape.
Ditches/Drainage	Significantly improved areas most in need during 2024. Good condition in and near the segment rebuilt in 2024.
Culverts	Four of the six culverts on this road segment (those at 6,339, 8,365, 9,255, and 9,620) are new (replaced in 2023 or 2024). Culvert 6,660 is in good condition. Plastic is broken at one end of culvert 8,347 but the damage does not adversely affect its performance.
Vegetation	Fair, overall. Needs attention in some places, but nothing urgent.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Need to add gravel and re-crown outside rebuilt segment as part of town-wide prioritization.	2025-2027	Not separately priced.
Ditches/Drainage	Catch up with further ditching and grading needs as part of town-wide prioritization.	2025-2027	Not separately priced.
Culverts	Monitor damaged culvert at 8,347. Routine maintenance otherwise.		
Vegetation	Catch up on brush cutting as consistent with town-wide prioritization.	2025-2027	Not separately priced.
Other			

3.2 Colpitt Road (0.20 miles, 0.40 lane-miles)

0.20 miles gravel, from intersection with W. Alna Road to end. 12-foot-wide gravel road at the end (868 ft).

Present Condition (February 2026):

	Description
Road Surface	Good condition.
Ditches/Drainage	Good ditches and drainage.
Culverts	Both good as of 10/16/2024.
Vegetation	Trees need to be limbed in some places.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Add gravel and re-crown as part of town-wide prioritization.	2025-2027	Not separately priced.
Ditches/Drainage	Catch up with ditching and grading needs as part of town-wide prioritization.	2025-2027	Not separately priced.
Culverts	Routine maintenance only.	Ongoing	N/A
Vegetation	Everything else to be completed consistent with town-wide prioritization.	Ongoing	Not separately priced.
Other			

3.3 Cross Road (1.66 miles, 3.32 lane-miles)

1.66 miles (8,765 ft) paved, from intersection with W. Alna Road to intersection with Sheepsfoot Road.

Present Condition (February 2026):

	Description
Road Surface	Good condition overall, following 2021 repaving and partial rebuild.
Ditches/Drainage	Good condition overall, following 2021 repaving and partial rebuild.
Culverts	The eleven cross culverts are in good condition overall, except that the 15-inch culvert at 2,365 (John Hanna property at 295 Cross Road) is undersized and inadequate to accommodate the flow for large storm events. Four of the nine side culverts on Cross Road are metal, and in poor condition. Side culverts at 455 (metal), 1,921, 3,712(metal), 5,460(metal), and 8,182(metal) are in poor condition and/or plugged.
Vegetation	Good condition, overall.
Other	Street sign needs to be repainted at intersection with Alna Road.

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Routine maintenance only.	Ongoing	N/A
Ditches/Drainage	Routine maintenance only.	Ongoing	N/A
Culverts	Add a cross culvert and increase the size of the existing cross culvert at 2,365. Maintain, repair, or replace side culverts at 455, 1,921, 3,712, 5,460, and 8,182 as necessary to maintain health of Cross Road itself.	TBD TBD	
Vegetation	Catch up on brush cutting as consistent with town-wide prioritization.	Ongoing	Not separately priced.
Other	Repainting sign post near intersection with Alna Road.	TBD	TBD

3.4 Dock Road (0.96 miles, 1.92 lane-miles)

0.96 miles (5,069 ft)³ paved to a uniform 22-foot width, from intersection with Head Tide Road to intersection with Alna Road.

Present Condition (February 2026):

	Description
Road Surface	<ul style="list-style-type: none"> Fair overall; borderline poor in some areas. The triangular area of Dock Road at the intersection with Alna Road (SR 218) does not drain, forming a large (~500 square foot) puddle after rain that becomes a dangerous ice sheet in winter. Potholes. Although the large pothole at 1,308 ft has been patched, the long-term solution should involve shimming the pavement to improve the crown of the road so that water flows off correctly.
Ditches/Drainage	<ul style="list-style-type: none"> Two ditches near bridge need maintenance. Right hand side, when driving south needs to be ditched from bridge to Alna Road.
Culverts	<p>All three of the plastic cross culverts are in good condition</p> <p>Three of the nine side culverts are metal, and two of these (1,363 and 2,045) are in poor condition, as is one of the plastic side culverts (1,603).</p>
Vegetation	Need brush cutting on right-hand side, when heading south.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	<ul style="list-style-type: none"> Plan to do a “maintenance shim” in 2026 prior to future repaving. Shim and re-crown to improve drainage at the intersection with Alna Road. Shim and re-crown above 24-inch cross culvert (2,486 ft), where large recurring pothole is located to improve drainage and prevent re-forming of pothole. 	<ul style="list-style-type: none"> 2026 2029 2026 	<p>\$27,000</p> <p>\$5,000</p> <p>TBD</p>
Ditches/Drainage	<ul style="list-style-type: none"> Two ditches near bridge Southbound RHS ditching Routine maintenance 	<p>2026</p> <p>2025 or 2026</p> <p>Ongoing</p>	Not separately priced.
Culverts	Maintain, repair, or replace side culverts at 1,363, 1,603, and 2,045 as necessary to maintain health of Dock Road itself.	TBD	
Vegetation	Catch up on brush cutting as consistent with town-wide prioritization. Focus on RHS brush cutting when driving south.	Ongoing, brush cutting should be targeted for 2026.	Not separately priced.
Other			

³ Note that this segment of Dock Road is only about 3,811 ft long, according to measurements in Google Earth, which is inconsistent with MDOT’s LRAP spreadsheet.

3.5 Dock Road Extension (0.06 miles, 0.12 lane-miles)

0.06 miles (317 ft)⁴ paved, from intersection with Head Tide Road to end. Pavement is 18 feet wide at the intersection with Head Tide Road (SR 194), but is reduced to 13 feet at the end.

Present Condition (February 2026):

	Description
Road Surface	Fair/poor after filling of major potholes in 2024. This is the worst of the paved road segments in Alna.
Ditches/Drainage	Sides need to be pulled in. All ditching needs to be completed before repaving.
Culverts	The single 18-inch plastic culvert on this road is perched, and the road was being undermined and eroded at the outfall in early 2024. Although this erosion was addressed in 2024, this culvert needs to be reset prior to repaving.
Vegetation	Small amount of brush cutting should be completed before repaving.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Needs to be repaved.	2026	\$17,000
Ditches/Drainage	Complete all ditching prior to repaving.	2025	Not separately priced.
Culverts	Ongoing maintenance only		
Vegetation	Complete brush cutting prior to repaving.	2025	Not separately priced.
Other			

3.6 Egypt Road (1.33 miles, 2.66 lane-miles)

1.33 miles (7,022 ft) paved to 21 ft wide, from intersection with Head Tide Road to Jefferson TL.

Present Condition (February 2026):

	Description
Road Surface	Generally good, overall. Shims or crack sealing are needed where asphalt has sunk above culverts at 3,535, 3,887, 5,851, and 6,243.
Ditches/Drainage	Some ditching needed on both sides, from Head Tide Road to top of hill.
Culverts	Four of the six culverts on this road are metal, the largest being the 10-foot culvert over Ben Brook that is soon to be replaced with a bridge. Four of the six culverts are in good condition, but the metal culvert at 1,051 is severely corroded. Plastic side culverts at 5,229 and 5,878 are in good condition, though the one at 5,229 needs to be cleared. Metal side culverts at 6,459 and 6,714 are in poor condition.
Vegetation	Brush cutting needed, especially along bridge guardrail. Also, from Egypt Road to top of hill, along left-hand side.
Other	

⁴ Note that this Dock Road Extension is only about 911 ft long, according to measurements in Google Earth, which is inconsistent with MDOT’s LRAP spreadsheet.

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Crack sealing above culverts at 3,535 & 3,887. Shim pavement above culverts at 5,851 and 6,243 in coordination with other paving.	2026	\$600
Ditches/Drainage	Ditching both sides from Head Tide Road to top of hill.	2026	Not separately priced.
Culverts	Replace metal culvert at 1,051	2026	\$5,000
	Install bridge to replace metal culvert at 4,892.	2027	\$0 from General Highways Acct (Grant funded)
	Maintain, repair, or replace side culverts at 6,459 and 6,714 as necessary to maintain health of Egypt Road itself.	TBD	
Vegetation	Brush cutting from Head Tide Road to top of hill on left hand side.	2026	Not separately priced.
	Some brush cutting performed in 2023, but additional brush cutting is still needed in several places; especially adjacent to guardrails along the crossing over Ben Brook.	2026	
Other			

3.7 Golden Ridge Road (1.76 miles, 3.52 lane-miles)

1.76 miles (9,293 ft) paved, from intersection with Cross Road to intersection with Alna Road. Road is 19 feet wide, beginning at Cross Road. It has transitioned to a 16-foot width by 1592 feet from the intersection with Cross Road, and is 17 feet wide at Culvert Pond (7,703 feet from start).

Present Condition (February 2026):

	Description
Road Surface	Fair to poor condition. Extensive cracking of road surface, especially between AVFD and Culvert Pond, and for several hundred feet from ~Angier Road to near top of hill. Edge of pavement is badly cracked at ~6,874.
Ditches/Drainage	Need to correct drainage at 6,023 (near driveway at 126 GRR) to prevent dangerous winter black-ice “glaciers” from forming just below the top of the hill, where they are not visible to northbound traffic.
Culverts	Need to install a cross culvert above 126 GRR in conjunction with new ditching noted above.
	Two of the three cross culverts on Golden Ridge Road are 72-inch culverts at the Culvert Pond crossing. Both are in good condition. The side culvert at Angier Road needs to be cleared as of June 2024.
Vegetation	Brush cutting performed in late 2023/early 2024.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Plan to do a “maintenance shim” of worst areas in 2026, as part of a sequence of such shims over 2 or more years, prior to repaving.	2026 & 2027	\$10,000 each, \$20,000 total
Ditches/Drainage	Ditching and riprap in coordination with culvert installation near driveway at 6,023.	2026	Included w/ culvert price below
Culverts	Install one 15 or 18-inch cross culvert above driveway.	2026, before maintenance shim.	\$6,000
Vegetation	Good condition. Routine maintenance only.	Ongoing	Not separately priced.
Other			

3.8 Head Tide Church Road (0.09 miles, 0.18 lane-miles)

0.09 miles (1,056 ft) gravel, from intersection with Head Tide Road to Jefferson TL.

Present Condition (February 2026):

	Description
Road Surface	Good condition.
Ditches/Drainage	Good condition.
Culverts	None.
Vegetation	Branches of hemlock tree are too low over road.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Routine maintenance only.		Not separately priced.
Ditches/Drainage	Catch up with ditching and grading needs as part of town-wide prioritization.	2025-2027	Not separately priced.
Culverts			
Vegetation	Limb up hemlock tree.	2027	
Other			

3.9 Hollywood Boulevard (1.42 miles, 2.84 lane-miles, partially paved)

3.9.1 Hollywood Boulevard, Segment 1

~0.43 miles (2,288 ft) paved, from Head Tide Road to ~640 Hollywood Boulevard

Present Condition (February 2026):

	Description
Road Surface	Fair to good condition, overall.
Ditches/Drainage	Both sides from Head Tide Road, going up the hill need ditching.
Culverts	Metal culvert near intersection needs to be replaced.
Vegetation	Need brush cutting on left-hand side, going up the hill, and on right-hand side after 640 Hollywood Boulevard..
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Routine maintenance only.		
Ditches/Drainage	Catch up with ditching and grading needs as part of town-wide prioritization.	2025-2027	Not separately priced.
Culverts	Replace metal culvert near intersection.	2026	\$4000
Vegetation	Brush cutting on left-hand side, going up the hill, and on right-hand side after 640 Hollywood Boulevard.	2025	Not separately priced.
Other			

3.9.2 Hollywood Boulevard, Segment 2

~0.99 miles (5,210 ft) gravel, from ~640 Hollywood Boulevard to Whitefield TL

Present Condition (February 2026):

	Description
Road Surface	Fair, overall. Gravel has been lost to plowing and grading over many years without being replaced or properly re-crowned.
Ditches/Drainage	Significant ditch maintenance required.
Culverts	All 8 culverts were replaced in 2024. Culvert at 4,620 could not be set as low as desired because of Tidewater cables beneath culvert.
Vegetation	Overall fair, though brush cutting is still needed in some places.
Other	Some storm cleanup still needed. Budget/plan for disposal of ditching materials.

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Pull in sides, and add gravel and re-crown as part of town-wide prioritization, and in coordination with ditching and grading improvements.	2025-2027	Not separately priced.
Ditches/Drainage	Catch up with ditching and grading needs as part of town-wide prioritization.	2025-2027	Not separately priced.
Culverts	Routine maintenance only.	Ongoing	Not separately priced.
Vegetation	Routine maintenance only.	Ongoing	Not separately priced.
Other			

3.10 Lothrop Road (0.91 miles, 1.82 lane-miles, partially paved)

3.10.1 Lothrop Road, Segment 1

~0.63 miles (2,288 ft) gravel, from start (at dead end) to location between 55 and 56 Lothrop Road. Road width is ~18 to 20 feet (TBC).

Present Condition (February 2026):

	Description
Road Surface	Fair, overall. Good from CMP cut to pavement. Elsewhere, however, gravel has been lost to plowing and grading over many years without being replaced or properly re-crowned.
Ditches/Drainage	Needs ditching on both sides, especially from CMP cut to end.
Culverts	There are three 48-inch culverts, and one 24-inch culvert on this road segment; all are plastic, and in good condition. Culverts from CMP cut to pavement need to be cleaned out as of February 2025.
Vegetation	Fair condition, overall.
Other	Some storm cleanup still needed.

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Add ~450 yards of gravel and re-crown as part of town-wide prioritization, and in coordination with ditching and grading improvements.	2025-2027	Not separately priced.
Ditches/Drainage	Catch up with ditching and grading needs as part of town-wide prioritization.	2025-2027	Not separately priced.
Culverts	Routine maintenance otherwise.	Ongoing	Not separately priced.
Vegetation	Routine maintenance only.	Ongoing	Not separately priced.
Other			

3.10.2 Lothrop Road, Segment 2

~0.28 miles (1,478 ft) paved, from location between 55 and 56 Lothrop Road to intersection with W. Alna Road. Road width is ~18 to 20 feet (TBC).

Present Condition (February 2026):

	Description
Road Surface	Good. Small amount of crack sealing would be good for transverse cracks.
Ditches/Drainage	Good overall.
Culverts	Only a single 24-inch plastic culvert on this road segment, in good condition.
Vegetation	Good overall.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Monitor. Consider minor crack sealing.		
Ditches/Drainage	Routine maintenance only.	Ongoing.	Not separately priced.
Culverts	Routine maintenance only.	Ongoing.	Not separately priced.
Vegetation	Routine maintenance only.	Ongoing.	Not separately priced.
Other			

3.11 Nelson Road (0.70 miles, 1.40 lane-miles)

0.70 miles (3,696 ft) gravel, from intersection with Dock Road to end. 19 ft wide at intersection with Dock Road. 16 ft wide at end.

Present Condition (February 2026):

	Description
Road Surface	Fair, overall. Gravel has been lost to plowing and grading over many years without being replaced or properly re-crowned.
Ditches/Drainage	Fair, overall.
Culverts	Cross culvert at the intersection with Dock Road is mostly blocked on the downhill side, and needs to be cleaned out. Culverts at 319 and 704 need to be reset.
Vegetation	Good, overall.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Routine maintenance only	Ongoing	Not separately priced.
Ditches/Drainage	Routine maintenance only	Ongoing	Not separately priced.
Culverts	Routine maintenance only	Ongoing	Not separately priced.
Vegetation	Routine maintenance only.	Ongoing	Not separately priced.
Other			

3.12 N. Old Sheepscot Road (0.39 miles, 0.78 lane-miles)

0.39 miles (2,059 ft) paved, from intersection with Sheepscot Road to end. 14 to 15 feet wide.

Present Condition (February 2026):

	Description
Road Surface	Good condition, overall.
Ditches/Drainage	Need to add some sort of ditching or culvert or berm to prevent water from washing down from Old County Road and eroding alongside N. Old Sheepscot Road.
Culverts	There are only two culverts on this road. Both are plastic and in good condition.
Vegetation	Needs routine annual mowing.
Other	Need to move road sign so that it can be seen.

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Routine maintenance only.	Ongoing	
Ditches/Drainage	Address drainage/erosion at junction with Hidu Lane and Old County Road.	2026-2027	TBD. Use \$ from N. Old Sheepscot Road account.
Culverts	Routine maintenance only.	Ongoing	Not separately priced.
Vegetation	Routine maintenance only.	Ongoing	Not separately priced.
Other	Relocate the road sign so that it can be more easily read by vehicles traveling along Sheepscot Road.	2026	\$200. Use \$ from N. Old Sheepscot Road account.

3.13 (South) Old Sheepscot Road (0.10 miles, 0.20 lane-miles)

0.10 miles (528 ft), 16-ft wide gravel, from Wiscasset TL to end.

Present Condition (February 2026):

	Description
Road Surface	Fair, overall. Gravel has been lost to plowing and grading over many years without being replaced or properly re-crowned.
Ditches/Drainage	Fair condition, overall.
Culverts	One 12-inch x 30-ft plastic culvert (26), partially blocked, but good condition otherwise.
Vegetation	Good condition.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Add gravel and re-crown as part of town-wide prioritization, and in coordination with ditching and grading improvements.	2025-2027	Not separately priced.
Ditches/Drainage	Routine maintenance only.	Ongoing	Not separately priced.
Culverts	Routine maintenance only.	Ongoing	Not separately priced.

			priced.
Vegetation	Routine maintenance only.	Ongoing	Not separately priced.
Other			

3.14 Rabbit Path Road (1.50 miles, 3.00 lane-miles)

1.50 miles (7,920 ft) paved, from intersection with Bailey Road to intersection with Alna Road. 16 feet wide at 1,113 feet from start.

Present Condition (February 2026):

	Description
Road Surface	Fair condition, overall. Re-pitch road near 2,175 to drain water in the opposite direction. Damage (mainly edge cracking) at power-line cut (4,980) (9/10/24 observation).
Ditches/Drainage	Need to re-establish a box-cut ditch on right-hand side, from 218 to first driveway. Add new ditches from there to top of hill. Routine ditch maintenance for the remainder of the road.
Culverts	Three of the 14 culverts on Rabbit Path Road are metal. Two 48-inch culverts at ~2,175 were replaced in 2024. Metal cross culverts at 2,531 and 2,990 are old, but the one at 2,990 is still serviceable. Culvert at 6,365 appears to be damaged, and may be crushed (9/10/24 observation). The last two culverts on the road, located at 6,365 and 6,851 are damaged and not functioning correctly.
Vegetation	Good overall.
Other	

Recommended Maintenance/Repairs:

	Description	Target Date	Estimated Cost
Road Surface	Re-pitch road near 2,175.	TBD	TBD
Ditches/Drainage	Re-establish box-cut ditch on right-hand side, from 218 to first driveway.	2026	Not separately priced.
	Add new ditches from first driveway above 218 to top of hill.	2026	Not separately priced.
	Catch up with any further ditching and grading needs as part of town-wide prioritization.	2025-2027	Not separately priced.
Culverts	Replace culverts at 2,531, 6,365, and 6,851.	2026	\$12,000
Vegetation	Routine maintenance only.	Ongoing	Not separately priced.
Other	Add stop warning sign and/or T-intersection warning near top of hill.	2026	\$200

4 Detailed Inventory

4.1 Bailey Road

4.1.1 Ditches

4.1.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
0	Plastic	Cross	24	32	Good, but creates transverse crack in pavement.	8/27/24
902	Plastic	Cross	18	28	Good, but creates transverse crack in pavement. Partially clogged.	8/27/24
1,215	Plastic	Cross	18	32	Good, but creates transverse crack in pavement.	8/27/24
2,024	Plastic	Cross	24	44	Good, but creates transverse crack in pavement.	8/27/24
3,635	Plastic	Cross	18	40	Good, recently replaced.	8/27/24
4,507	Metal	Cross	18	36	Good, but creates transverse crack in pavement.	8/27/24
5,168	Plastic	Cross	18	36	Good, recently replaced	8/27/24
6,339	Plastic	Cross	18	36	New, good condition	8/14/24
6,660	Plastic	Cross	48	35	Good	8/14/24
8,347	Plastic	Cross	48	31	Plastic is broken at one end, but without adverse performance impact	8/14/24
8,365	Plastic	Cross	18	40	New	8/14/24
9,255	Plastic	Cross	18	33	Good	8/14/24
9,620	Plastic	Cross	18	33	Good	8/14/24

4.1.3 Signage

4.1.4 Other

4.2 Colpitt Road

4.2.1 Ditches

4.2.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
0	Plastic	Cross	18	41	Good	10/16/2024
801	Plastic	Cross	12	29	Good	10/16/2024

4.2.3 Signage

4.2.4 Other

4.3 **Cross Road**

4.3.1 Ditches

4.3.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
455	Metal	Side	12	30	Severely corroded and collapsed @ 336 Cross Road	6/28/24
523	Plastic	Side	15	20	Good. Replaced in 2025.	2025
728	Plastic	Side	15	29	New, good condition @ 307 Cross Road	6/28/24
1,002	Plastic	Side	15	20	Good (confirm after snow)	6/28/24
1,464	Plastic	Cross	24	40	(Didn't collect photos.)	6/28/24
1,921	Plastic	Side	10	21	Very poor condition, mostly blocked	6/28/24
2,365	Plastic	Cross	15	37	Good condition, but severely undersized.	6/28/24
3,177	Plastic	Side	15	20	214 Cross Road	6/28/24
3,499	Plastic	Cross	24	40	New, good condition	6/28/24
3,712	Metal	Side	12	24	Plugged	6/28/24
4,141	Plastic	Cross	15	30	Good condition	6/28/24
4,179	Plastic	Cross	18	40	Good condition	6/28/24
4,668	Plastic	Cross	24	40	Good condition	6/28/24
5,108	Plastic	Cross	18	40	Good condition	6/28/24
5,460	Metal	Side	12	30	Mostly plugged	6/28/24
5,961	Plastic	Cross	36	40	One of 3 @WW&F, good condition	6/28/24
5,965	Plastic	Cross	36	40	One of 3 @WW&F, good condition	6/28/24
5,969	Plastic	Cross	36	40	One of 3 @WW&F, good condition	6/28/24
7,754	Plastic	Cross	18	50	Good condition. Photos are on GRR placemark 0.	6/28/24
8,182	Metal	Side	18	12	Poor condition, mostly plugged	6/28/24

4.3.3 Signage

The road sign near the intersection with Alna Road needs to be repainted.

4.3.4 Other

4.4 **Dock Road**

4.4.1 Ditches

- Need to clean vegetation out of ditches along most of the length of the road. Need to clean out side culverts and deepen ditches above and below the Nelson Road cross-culvert, and several side

culverts, including those at 1,363 (91 Dock Road), 2,045 (71 Dock Road), 2,982 (33 Dock Road), and 3,356 (21 Dock Road).

4.4.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
140	Plastic	Side	10	20	Needs to be cleaned out, but good overall (Located at 151 Dock Road.)	6/29/24
386	Plastic	Side	12	24	Needs to be cleaned out, but good overall (Located at 134 Dock Road.)	6/29/24
478	Plastic	Side	12	57	Needs to be cleaned out, but good overall (Located at 135 Dock Road.)	6/29/24
555	Plastic	Cross	18	37	Partially blocked, but good overall. Pavement has sunk and is cracked where this culvert crosses the road.	6/29/24
678	Metal	Side	15	24	Good (Located at 126 Dock Road.)	6/29/24
1,363	Metal	Side	15	20	Poor condition, corroded, and completely blocked at the lower end (Located at 91 Dock Road.)	6/29/24
1,603	Metal	Side	12	34	Poor condition, corroded and blocked.	6/29/24
2,045	Plastic	Side	15	21	Very poor. Raised above ground, and badly damaged (Located at 71 Dock Road.)	6/29/24
2,486	Plastic	Cross	24	35	Good (One of two adjacent.)	6/29/24
2,489	Plastic	Cross	24	35	Good (One of two adjacent.)	6/29/24
2,982	Plastic	Side	12	34	Partially blocked, but good overall (Located at 33 Dock Road.)	6/29/24
3,356	Plastic	Side	10	27	Partially blocked, but good overall (Located at 21 Dock Road.)	6/29/24

4.4.3 Signage

4.4.4 Other

4.5 Dock Road Extension

4.5.1 Ditches

4.5.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
512	Plastic	Cross	18	20	Good. Previous problems corrected in 2025 by ditching improvements.	2025
675	Plastic	Side	15	20	New side culvert installed across Pixie Lauer's driveway.	2025

4.5.3 Signage

4.5.4 Other

4.6 Egypt Road

4.6.1 Ditches

4.6.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
1,051	Metal	Cross	15	30	Poor. Galvanized (NE end) and aluminum (SE end). Bottom of galvanized portion is rotted out.	12/14/24
3,534	Metal	Cross	15	32	Good, but creates transverse crack in pavement. Road 18 feet wide at this point.	7/26/24
3,887	Metal	Cross	15	32	Good, but creates transverse crack in pavement.	7/26/24
4,892	Metal	Cross	120	30	Inside has some erosion and corrosion. 16-inch-wide wash-out on down-stream side should be filled.	7/26/24
5,229	Plastic	Side	~12 (?)	30 (?)	Covered with logs on uphill side, and blocked on downhill side	7/26/24
5,851	Plastic	Cross	18	30	Sunken pavement over culvert	7/26/24
5,878	Plastic	Side	12	20	Good	7/26/24
6,243	Plastic	Cross	24	30	Good, but creates transverse crack in pavement. Sunken pavement above culvert should be shimmed.	7/26/24
6,459	Metal	Side	15	25	Mostly blocked at downhill end.	7/26/24
6,714	Metal	Side	12	30	Open at one end, but completely blocked at the other.	7/26/24

4.6.3 Signage

New stop sign at intersection with Head Tide Road installed in 2025.

4.6.4 Other

4.7 Golden Ridge Road

4.7.1 Ditches

Location (ft)	Condition	Date
6,874	Ditching needed. Edge cracking along paved surface.	6/12/24

4.7.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
0	Plastic	Cross	18	50	This culvert actually crosses Sheepscoot Road.	6/12/24
5,207	Plastic	Cross	18	30	Asphalt is sunken. Partially plugged.	6/12/24
6,023 (126 GRR)	--	--	--		Road is 14 feet wide. Need ditching along driveway, as well as ~50 feet of side culvert under upper branch of driveway, additional ditching between upper and lower driveway branches, and ~35 feet of side culvert under lower branch of driveway.	6/12/24
6,718	Plastic	Side	15	32	Side culvert under driveway for 99 Angier Road. Partially plugged.	6/12/24
7,703	Metal	Cross	72	~30	Both culverts in good condition.	6/12/24
7,710	Metal	Cross	72	~30	Road is 17 feet wide at this location.	6/12/24

4.7.3 Signage

Added stop sign at intersection with Cross Road in 2025.

4.7.4 Other

4.8 Head Tide Church Road

4.8.1 Ditches

4.8.2 Culverts

None.

4.8.3 Signage

Road sign newly installed in 2022 is in good condition.

4.8.4 Other

4.9 Hollywood Boulevard

4.9.1 Ditches

4.9.2 Culverts

Location (ft)	Type	Cross/Side	Diameter (in)	Length	Condition	Date
~0	Metal	Cross	15	30	Near Intersection w/194	
2437	Plastic	Cross	18	30	Replaced old metal 2024	12/14/24
3825	Plastic	Cross	15	30	Replaced 2024	12/14/24
4080	Plastic	Cross	18	30	Replaced 2024	12/14/24
4620	Plastic	Cross	15	35	Replaced 2024. (Tidewater wires prevent setting it lower.)	12/14/24
6112	Plastic	Cross	15	28	Replaced old metal 2024	12/14/24
6626	Plastic	Cross	15	31		5/30/24
7090	Plastic	Cross	10	30		5/30/24
7305	Plastic	Cross	18	30	Replaced old metal 2024	5/30/24

4.9.3 Signage

4.9.4 Other

4.10 Lothrop Road

4.10.1 Ditches

4.10.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
2,138	Plastic	Cross	48	30 (TBC)	Three four-foot diameter plastic culverts in good condition.	7/25/24
2,143	Plastic	Cross	48	30 (TBC)	Three four-foot diameter plastic culverts in good condition.	7/25/24
2,148	Plastic	Cross	48	30 (TBC)	Three four-foot diameter plastic culverts in good condition.	7/25/24
2,477	Plastic	Cross	24	30 (TBC)	Good	7/25/24
3,772	Plastic	Cross	24	30 (TBC)	Good	7/25/24

4.10.3 Signage

Stop sign and road sign at the intersection with W. Alna Road are in good condition.

4.10.4 Other

CMP cut is located 2,659 ft from start.

Pavement starts at 3,140 ft, and ends at W. Alna Road at 4,547 ft.⁵

4.11 Nelson Road

4.11.1 Ditches

4.11.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
0	Plastic	Cross	16	40	Mostly blocked on downhill side	6/29/24
319	Plastic	Cross	15	24	Good. Replaced/reset 2025.	2025
704	Plastic	Cross	18	24	Good. Replaced/reset 2025.	2025
1,033	Plastic	Cross	18	24	Good	10/2/24

4.11.3 Signage

4.11.4 Other

4.12 (South) Old Sheepscot Road

4.12.1 Ditches

4.12.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
26	Plastic	Cross	12	30	Partly blocked	7/17/24

4.12.3 Signage

4.12.4 Other

4.13 North Old Sheepscot Road

4.13.1 Ditches

4.13.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
357	Plastic	Cross	20	25	New	7/17/24
838	Plastic	Cross	20	35	New	7/27/24

4.13.3 Signage

Road sign is not located as close as it should be to the intersection, making it difficult to read from vehicles traveling on Sheepscot Road.

4.13.4 Other

⁵ Note that these distances do not match what is in the MDOT spreadsheet.

4.14 **Rabbit Path Road**

4.14.1 Ditches

4.14.2 Culverts

Location (ft)	Type	Cross / Side	Diameter (in)	Length (ft)	Condition	Date
80	Plastic	Cross	18	30	Good, but creates transverse cracks in pavement.	9/10/24
262	Plastic	Cross	18	30	Good, but partially clogged, and creates transverse cracks in pavement.	9/10/24
1,113	Plastic	Cross	18	30	Good, but creates transverse cracks in pavement.	9/10/24
1,317	Metal	Cross	20	33	Good, but partially clogged, and creates transverse cracks in pavement.	9/10/24
2,173	Plastic	Cross	42	40	New (one of a pair). Great condition.	9/10/24
2,177	Plastic	Cross	42	40	New (one of a pair) Great condition.	9/10/24
2,531	Metal	Cross	20	31	Old, about 12 inches rotted out at each end, causing transverse cracks in pavement.	9/10/24
2,990	Metal	Cross	16	26	Old, partially blocked at uphill end, causing transverse cracks in pavement.	9/10/24
3,338	Plastic	Cross	24	37	Fairly new, partially clogged, causing transverse cracks in pavement.	9/10/24
5,692	Plastic	Cross	24	44	Good condition (one of two)	9/10/24
5,694	Plastic	Cross	24	44	Good condition (one of two)	9/10/24
5,973	Plastic	Cross	24	44	Good condition, but causes transverse cracks in pavement.	9/10/24
6,364	Plastic	Cross	18	35	Appears to be damaged (possibly crushed)	9/10/24
6,851	Plastic	Cross	15	40	Needs to be replaced.	

4.14.3 Signage

Need to add stop warning sign and/or a T-intersection warning near top of hill.

4.14.4 Other