

Town of Middlebury

Creek Road

Alternative Analysis

Alternative 1A – Road Open - Court St. to 3 Mile Bridge (Comprehensive Repairs)

Description: This alternative would have the road open from Court Street to 3 Mile Bridge Road. The Town would proactively stabilize the Creek bank in all areas where the road is within 25 feet of the river bank.

Pros

1. Maintains the public roadway for its entire historical length.
2. Provides historical access to abutting land owners.
3. Complies with State Statute for Road maintenance/access.
4. Provides Alternate Route to southwest portion of Town.

Cons

1. High expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).
2. Proactive repairs of all areas within 25 feet may not have all proved necessary.
3. Does not address seasonal flooding.
4. Potential future stream bank erosion.

Alternative 1B – Road Open - Court St. to 3 Mile Bridge (Phased Repairs)

Description: This alternative would have the road open from Court Street to 3 Mile Bridge Road. The Town would stabilize the Creek bank in all areas where the road is currently impacted and monitor/repair damage in the future.

Pros

1. Maintains the public roadway for its entire historical length.
2. Provides historical access to abutting land owners.
3. Complies with State Statute for Road maintenance/access.
4. Provides Alternate Route to southwest portion of Town.
5. Repairs Roadway on an **“as-needed”** basis.

Cons

1. High expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).
2. Substantial, regular (annual) repairs likely necessary.
3. Does not address seasonal flooding and road closures due to bank failure.

Alternative 2 – Road Open - **Court St. to Perrin's (Phased Repairs)**

Description: This alternative would have the road open from Court Street to Perrin's. Perrin's south to 3 Mile Bridge would be closed at the current gate locations. The Town would stabilize the Creek bank in all areas where the open sections of the road is currently impacted and monitor/repair damage in the future.

Pros

1. Maintains the public Roadway to the existing residences.
2. Partially complies with State Statute for Road maintenance/access.
3. Reduces cost by reducing length of Roadway.
4. **Repairs Roadway on an "as-needed" basis.**
5. Reduces Town annual gravel road maintenance expense.

Cons

1. High expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).
2. Abandons portion of the Roadway which requires the least investment.
3. Road closure not compliant with State Statute.
4. Downgrading southern portion of Roadway may be contested in courts.
5. Does not provides historical access to all abutting land owners.
6. Substantial, regular (annual) repairs likely necessary.
7. Creates a long dead end roadway.
8. Does not address seasonal flooding and road closures due to bank failure.

Alternative 3 – Road Open - **Court St. to Bingham's (New Private Drive to Perrin's)**

Description: This alternative would have the road open from Court Street to Bingham's. Bingham's south to 3 Mile Bridge would be closed. The Town would stabilize the Creek bank in all areas where the open sections of the road is currently impacted and monitor/repair damage in the future. **A new private drive would be constructed to Perrin's.**

Pros

1. Maintains the access to the existing residences.
2. Partially complies with State Statute for Road maintenance/access.
3. Reduces cost by reducing length of Roadway.
4. **Repairs Roadway on an "as-needed" basis.**
5. **Provides access to Perrin's above flood level.**
6. Reduces Town annual gravel road maintenance expense.

Cons

1. Reduced expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).

2. Road closure not compliant with State Statute.
3. Downgrading portion of Roadway may be contested in courts.
4. Does not provides historical access to all abutting land owners.
5. Regular (annual) repairs likely necessary.
6. Creates a dead end roadway and a long dead end drive.
7. Does not address seasonal flooding and road closures due to bank failure.
8. Requires access easement from abutting land owner.
9. Public investment in private drive construction and maintenance.

Alternative 4 – Road Open - **Court St. to Bingham’s, Perrin’s to 3 Mile Bridge (Phased Repairs), New Public Road – Star Point Drive to Perrin’s/Creek Road.**

Description: This alternative would have the road open from Court Street to Bingham’s. Bingham’s south to Perrin’s would be closed. A new public road would be constructed from Star Point Drive to Creek Road at Perrin’s. Perrin’s south to 3 Mile Bridge would be reopened. The Town would stabilize the Creek bank in all areas where the open sections of the road is currently impacted and monitor/repair damage in the future.

Pros

1. Maintains the public roadway for its entire historical length.
2. Provides access to abutting land owners.
3. Complies with State Statute for Road maintenance/access.
4. Provides Alternate Route to southwest portion of Town.
5. **Repairs Roadway on an “as-needed” basis.**

Cons

1. High expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).
2. Abandons portion of the Roadway which requires the most investment.
3. Provides access to all abutting land owners.
4. Substantial, regular (annual) repairs likely necessary.
5. Does not address seasonal flooding and road closures due to bank failure on the southern portion of the Roadway.
6. Requires an easement from abutting landowners.

Alternative 5 – Road Open - **Court St. to Bingham’s, Discontinue Road Bingham’s to 3 Mile Bridge**

Description: This alternative would have the road open from Court Street to Bingham’s. Bingham’s south to 3 Mile Bridge would be closed. The Town would stabilize the Creek bank in all areas where the open sections of the road is currently impacted and monitor/repair damage in the future. No provisions for access to Perrin’s.

Pros

1. Lowest capital and maintenance expenses.
2. **Repairs remaining Roadway on an "as-needed" basis.**
3. Reduces Town annual gravel road maintenance expense.

Cons

1. Reduced expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).
2. Road closure not compliant with State Statute.
3. Downgrading portion of Roadway may be contested in courts.
4. Does not provides historical access to all residences or abutting land owners.
5. Regular (annual) repairs likely necessary.
6. Creates a dead end roadway.

Alternative 6 – Road Open - **Court St. to Bingham's, Perrin's to 3 Mile Bridge (Phased Repairs) Discontinue Road Bingham's to Perrin's**

Description: This alternative would have the road open from Court Street to Bingham's. Bingham's south to Perrin's would be closed. Perrin's south to 3 Mile Bridge would be reopened. The Town would stabilize the Creek bank in all areas where the open sections of the road is currently impacted and monitor/repair damage in the future. Perrin's access is south to 3 Mile Bridge.

Pros

1. Maintains the public Roadway to the existing residences.
2. Partially complies with State Statute for Road maintenance/access.
3. Reduces cost by not repairing most expensive section of Roadway.
4. **Repairs remaining Roadway on an "as-needed" basis.**
5. Reduces Town annual gravel road maintenance expense.

Cons

1. High expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).
2. Requires resident to travel long southern route to access town center to the north.
3. Downgrading northern portion of Roadway may be contested in courts.
4. Provide historical access to all abutting land owners.
5. Substantial, regular (annual) repairs likely necessary.
6. Creates a long dead end roadway.
7. Does not address seasonal flooding and road closures due to bank failure.

Alternative 7 – Relocate Roadway

Description: This alternative would have the road open from Court Street to 3 Mile Bridge Road. The Town would relocate the road in all areas where the road is currently impacted and monitor/relocate additional areas in the future.

Pros

1. Maintains the public roadway for its entire historical length.
2. Provides historical access to abutting land owners.
3. Complies with State Statute for Road maintenance/access.
4. Reduces damage from future stream bank erosion.
5. Provides Alternate Route to southwest portion of Town.

Cons

1. High expense for a limited use roadway. (Cost per Vehicle Trip, Cost per Property Owner).
2. Proactive addresses of all areas within 25 feet may not have all proved necessary.
3. Likely will not address seasonal flooding (fill in flood plain).
4. Wetland impacts may not be permissible.
5. Will likely require Stormwater Treatment and permitting increasing costs.
6. Requires Road rights of way from multiple property owners.

Alternative 8 – Install guard rails per plan, open road, maintain as need and monitor

Description: This alternative would have the road open from Court Street to 3 Mile Bridge Road. The Town would install guardrails in all areas where the road is currently impacted, reducing the roadway to single lane, and monitor/repair damage in the future.

Pros

1. Lease Cost Alternative.
2. Maintains the public roadway for its entire historical length.
3. Provides historical access to abutting land owners.
4. Complies with State Statute for Road maintenance/access.
5. Provides Alternate Route to southwest portion of Town.

Cons

1. Does not address continued stream bank erosion and roadway degradation.
2. Substantial, regular (annual) repairs necessary.
3. Does not address seasonal flooding and road closures due to bank failure.
4. Questions of safety and liability need to be addressed.

Alternative 9 – **Discontinue Road from end of pavement, north of Bingham’s to 3 Mile Bridge Road.**

Description: This alternative would convert the road from the end of pavement to 3 Mile Bridge to a Recreational Trail. Provide private drives to Bingham’s (via Basinview Road) and Perrin’s (via Star Point Drive).

Pros

1. This would allow access year round to landowners above floodplain,
2. Continue to have a recreational area along Otter Creek,
3. Reduces Town annual gravel road maintenance expense.
4. Provides access to residences outside of flood plain.

Cons

1. Requires easements from Abutting Land Owner(s).
2. Public Investment on private land for drives.
3. Road closure not compliant with State Statute.
4. Downgrading portion of Roadway may be contested in courts.
5. Does not provides historical access to all abutting land owners.
6. Creates a dead end roadway.