

Alternative 8.1 – Perform interim repairs to the road in order to open to thru traffic in a safe condition. Obtain easements and/or land acquisition such that within 5 years there is alternative access available to property owners.

Description: This alternative would include interim improvements, maintenance and monitoring for the road to open from Court Street to 3 Mile Bridge Road. Improvements could be a combination of guardrails and minor realignments within the right of way. The interim goal is to prolong use of the road while being fiscally responsible with town funds. When the next time there is a major event causing damage or failure to the road, there is a plan to reclassify portions.

Pros

1. Town would fulfill statutory responsibility for maintain class 3 road and provides.
2. Opening road will alleviate the stress of the closed road, ease tensions and allow time to negotiate with landowners.
3. Developing long-term plan to minimize future expenditures to maintain the road.
4. Assist landowners with securing alternative access to their properties in a collaborative process.
5. Acquisition of certain lands may allow relocation of road in areas with minimal costs; furthering use of the road by the Town.

Cons

1. Ultimately, if the road was reclassified you may lose thru traffic capabilities.
2. Unknown present worth costs and time frame for when the road may need to be reclassified.

Present Worth Costs

Outstanding Questions

1. What does “modest” repairs mean? Where is the line between “modest” repairs and road closure? What triggers “road closure, abandonment, reclassification”?
2. What is the cost appetite? Where do we draw the line in how much we are willing to invest in the road?
3. Discussion with state agencies regarding permitting requirements. What might be required for remediation for an abandoned/class 4 hydrologically connected roadway? Would we have some future expense if the road was abandoned but continued to erode into the Creek? Reviewing permitting requirements for alternative accesses.
4. A big part of this alternative is identifying continuation of work to be done, who does the work, the ultimate goals and timeline for the work.

Steps Forward

1. Work with stakeholders to determine reasonable improvements to be made at various sections such that public works and emergency services both agree that the road is safe to open to thru traffic.
2. Permit appropriate scope of improvements and bid/contract repairs.
3. Collaborate with landowners to secure necessary easements/acquisitions to provide alternative access.
4. Seek additional stakeholder input on future uses of the river frontage for recreational purposes and access considerations.