

Comprehensive Road Plan for Glastonbury

www.glastonbury.freeforums.net

In late 2015 Chris Williams and I carefully recorded road mileages in North Glastonbury. Charlene Murphy added valuable historical information. Many landowners analyzed copy, offered suggestions and further improved the plan.

Below are the highlights of the evolving Glastonbury Comprehensive Road Plan. Full details with graphs, explanatory copy, photographs and easy to follow calculations are at: www.glastonbury.freeforums.net/thread/118/comprehensive-road-plan-work-progress.

- Exact road mileages are presented for all of North and South Glastonbury roads.
- The concept of platted roads vs. sub-division roads is discussed.
- Park County gravel and paved road standards are depicted with helpful graphics.
- Gravel and paved road wear problems are presented with photos. Wash boarding, crack seal failure, pot holes, clogged drainage ditches, erosion and more are thoughtfully presented so the reader may understand underlying causes of maintenance issues.
- Glastonbury has a private road system – what does that mean? How did that come about and what does the future hold?
- Three Visions are presented for the Glastonbury private road system.
 - 1) Bring all platted roads to Park County Standards.
 - 2) Bring some roads to Park County Standards.
 - 3) Only maintain roads to keep them in their present condition.
- How much will it cost? Detailed, easy to follow calculations are presented that are based on historical costs of maintaining and improving Glastonbury roads.
- Cost calculations are included for the North Glastonbury paved loop. Three options are presented; allow it to return to a gravel road, replace the loop with a county standard gravel road and replace the loop with a county standard paved road.
- How do we pay for this? Is the GLA an efficient way to collect, account for and disburse funds? Two options are considered; GLA assessments and a state and county program called an RID or RSID.
- How much will yearly assessments rise for each option? Is it less expensive to have the County perform road work and collect payment via increased property taxes? These questions and more are answered on the Forum.
- A new paved loop road for North Glastonbury could cost each Glastonbury landowner as little as \$135.09 per year for 20 years.
- All Glastonbury gravel roads could be brought up to Park County standards for \$267.57 per year for 20 years.
- A more economical approach for gravel roads is to bring the heavily traveled ones up to County Standards and simply add 3-4 inches of road mix to the more lightly traveled secondary roads. That would cost as little as \$85.88 per year for 20 years.
- Many, many landowners live on sub-division roads which are not maintained or plowed by the GLA. They must pay full assessments yet receive less than full service. Now they can be included and receive regular road maintenance. Our initial road plan calculations only cover platted roads but an RSID could easily include sub-division roads.
- Some large tracts of land that abut GLA roads are privately owned and NOT part of the GLA. Although these landowners can use our roads to access their properties they do not pay assessments. An RSID could include them and would require that they help pay for road improvements that effect their property.
- All readers are encouraged to visit the Forum, study the plan, leave comments and questions. The GLA Board is encouraged to include a Forum link and plan information in the next mailing or newsletter.
- *"None of us is as smart as all of us".*