

Conclusions

The Going-to-the-Sun Road is in dire need of rehabilitation. Unless funding can be dramatically increased for rehabilitation and maintenance, the Road will continue to deteriorate, visitor safety will be compromised, and the potential for catastrophic failures will increase. The cost and time for rehabilitation, operations, and maintenance will continue to escalate until corrective action is taken.

The rehabilitation of the Road will be a substantial effort and will definitely have an impact. The alternatives for the rehabilitation of the Road represent a range of costs, schedules, and visitor impacts that can be used to develop an overall plan for rehabilitation. Selection of the most appropriate visitor management, transportation, and socioeconomic strategies needs to occur in concert with the rehabilitation alternative selected to control the impact.

Recommendations

Throughout the study, specific areas of rehabilitation are identified and solutions are recommended. A summary of our recommendations is as follows:

- Visitor safety issues exist and need to be addressed as soon as possible with respect to localized slope stability.
- The deterioration of the roadway, drainage features, retaining walls, and guard-walls continues. This deterioration needs to be slowed or stopped as soon as possible. It is critical to improve drainage now to slow the deterioration. Additional funding is strongly recommended for drainage improvements in the next few years until an overall rehabilitation plan can be implemented.

Chapter 6: Conclusions and Recommendations

- Annual maintenance funding must be increased substantially to protect the Road from further deterioration and to protect the capital investment once the Road is rehabilitated.
- In addition to the critical retaining wall design and rehabilitation projects underway, designs for the most critical areas must advance as soon as possible to assure that rehabilitation efforts will be cost effective and within the criteria established for the rehabilitation. Rehabilitation design criteria must include historic, cultural, and environmental considerations, as well as strategies for visitor management. We recommend that during the remaining process of developing the EIS, design plans for rehabilitation of priority sites continue, with the goal of having design plans ready as funding becomes available. We recommend that additional funding be appropriated as soon as practical to design and rehabilitate the priority sites with an emphasis on safety and prevention of further deterioration.
- The site recommendations suggested in this study were made without the benefit of subsurface geotechnical information and site-specific hydrology information. The recommendations are conceptual in nature, primarily generated to provide a feasible solution and a magnitude of the rehabilitation effort in terms of cost and schedule. It is recommended that geotechnical monitoring instrumentation be installed at the sites recommended in the study, and that subsurface investigation and a localized hydrology study be conducted during preliminary design to determine the final design for each of the sites.
- As the overall rehabilitation effort may not get underway for a few years, it is recommended that, in addition to the items mentioned above, certain pre-rehabilitation efforts be implemented as soon as possible. These include the collection and stockpiling of rocks suitable for wall rehabilitation, increased collection of plant seeds for landscaping, pre-qualification of contractors, and the development of a comprehensive Going-to-the-Sun Road Design Standards Manual that consolidates the historic, cultural, environmental, and visitor use requirements into the design criteria and typical plans for the rehabilitation.