

2016
Annual Report



**KEEP
GREELEY
MOVING**



OUR COMMITMENT



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The Greeley City Council and City staff would again like to express their most sincere gratitude for voters' positive support.

November of 2015 was a turning point for Greeley's streets when residents approved the Keep Greeley Moving 0.65% sales tax for street improvements, road capacity projects and concrete repair. The measure passed with a 57-43 percentage point margin. The tax has a seven year life which started January 1, 2016 and voters will undoubtedly have an opportunity to re-authorize the tax before it "sunssets" in December of 2022.

It was estimated that the tax would generate \$9.4 million in the first year. This amount combined with \$2.6 million from Food Tax revenue will provide roughly \$12 million annually for street projects. The graphic on the next page illustrates the annual

funding allocation for each of the four commitments in the Keep Greeley Moving program, and the following pages outline the details.

In fact, the Greeley economy outperformed expectations, thus the 2016 revenue was higher than the estimated \$9.4 million mentioned above. Due to TABOR regulations, we will need to ask voters if the City can retain the additional revenue to complete our commitments and potentially fund additional road and concrete projects.

With 36 miles of roads needing a complete asphalt overlay at a cost of \$23.6 million and an additional 45 miles on the verge of needing overlay work at a cost of \$28.8 million, it's obvious there are many street needs in our city. We are optimistic that the 0.65% sales tax will help us touch 60 miles each year with crack seal, seal coat, overlay or other needed treatments.



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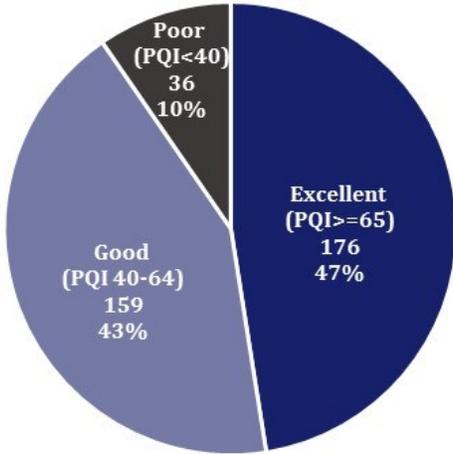


PAVEMENT QUALITY INDEX

The City of Greeley has the responsibility of maintaining 371 center lane miles (849 lane miles) of streets every year. Greeley's streets are rated on a 0-100 Pavement Quality Index (PQI), a nationally recognized pavement rating system. The City's goal is to have 90% of all Greeley's streets with a PQI of at least 65.

\$12,000,000
Annual Budget

PQI Conditions (in miles)



This pie chart identifies the percentage of streets in poor (<40), good (40-64) and excellent (65-100) condition. Currently only 176 miles or 47% of our streets have met our goal with a PQI above 65.

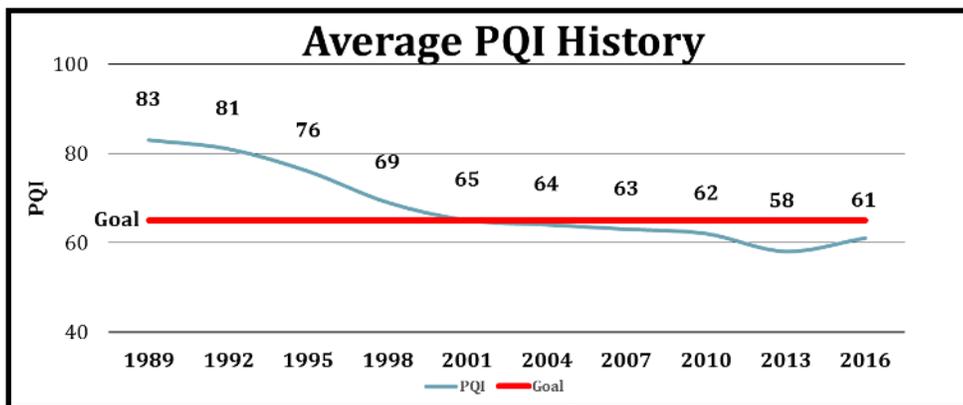
Over the past several years, the City has been able to significantly improve the condition of collector and arterial roads but has made little progress on local neighborhood streets. Below is a graph showing how our PQI has changed over the years. A major contributor to the decreasing PQI was a lack of dedicated funding. Additionally, our PQI decreased because a minimal amount was spent on local roads, which make up two-thirds of our roadway system.

The increase in PQI from 58 in 2013 to 61 in 2016 was due in large part to an additional contribution averaging \$4 million annually from 2011 to 2015. These one-time contributions from the general fund were made possible by higher severance and sales tax revenue due to a robust local economy and savings that were realized by lower general fund expenditures.

Neighborhood Roads
\$1,330,000

Road Capacity—Widening
\$3,600,000

Collector/Arterial Road Maintenance
\$6,170,000



Concrete Maintenance
\$900,000



PROGRAM OVERVIEW

City staff analyzes the condition of Greeley's streets each year and implements one of five maintenance programs utilizing the funding provided in the City budget. This annual program is coordinated with the City's internal Water, Sewer and Stormwater utilities, as well as cable television, gas and power franchise utility companies to allow them to construct upgrades to their facilities prior to any pavement maintenance. By coordinating plans with these utility projects, the City avoids having recently resurfaced streets excavated, which could compromise the longevity of the new pavement surface.

The goal of the program is to "do the right maintenance at the right time." Below are the five programs, which are designed to replace or extend the roadway beyond its anticipated 20-year life.

Overlay

The pavement overlay program provides a new pavement surface on existing streets that have deteriorated to a condition that can't be repaired with general maintenance.

2016 (Completed)	2017 (Planned)
\$4,553,192	\$4,455,917
7.38 miles	7.1 miles
\$616,964 per mile	\$627,594 per mile

Chip Seal

A chip seal is a two-step process which includes an application of asphalt emulsion and then a layer of crushed rock to an existing asphalt surface. This is done to waterproof the existing surface and to increase skid resistance. This process can add 5 to 7 years to the pavement life.

2016 (Completed)	2017 (Planned)
\$781,303	\$875,000
9.9 miles	10.1 miles
\$78,919 per mile	\$86,634 per mile

Seal Coat

A thin layer of asphalt and water mixture is sprayed over the pavement. This is done to protect roads from UV light and can add an additional 5 to 7 years to the pavement life.

2016 (Completed)	2017 (Planned)
\$125,398	\$125,000
5.2 miles	5.1 miles
\$24,115 per mile	\$24,510 per mile

Crack Seal

Crack seal consists of sealing the cracks in the pavement with a sealing product to prevent moisture from seeping under the pavement and causing potholes and road failures.

2016 (Completed)	2017 (Planned)
\$324,675	\$500,000
19.5 miles	30 miles
\$16,650 per mile	\$16,667 per mile

Patching

When a portion of road has failed, but the street's overall condition is good, the area of poor quality is removed and replaced with an asphalt patch.

2016 (Completed)	2017 (Planned)
\$1,098,312	\$900,000
28,387 sq yds	22,140 sq yds
\$38.69 per sq yd	\$40.65 per sq yd



ROAD CAPACITY-WIDENING

The economic and cultural diversity of Greeley contributes to a quality of life that residents enjoy. Greeley is not only a regional economic hub, it is also an educational hub with institutions such as the University of Northern Colorado and Aims Community College. As a result, the City has experienced steady growth and economic prosperity over the years and is expected to continue to grow during the coming years. With growth comes the challenge of increasing roadway capacity by adding new lanes in order to reduce congestion on our most heavily traveled roads.

With the passage of the Keep Greeley Moving tax in 2015, three roads were identified as being heavily traveled and in need of expansion. The total for widening these roads will be right at \$24 million. Below is a summary of these three projects.

20th Street: 74th to 83th Avenue—\$5,800,000

Due to growth and development on west 20th Street from 71st Avenue to 83rd Avenue, there was a need to upgrade this roadway from a two-lane county road section to a four lane arterial roadway with medians and turn lanes. This roadway was improved to meet the needs of the community and support the ongoing growth in the area. See page 6 for more on this project which was completed in 2016.

2016
Completed

2017-18

Fall 2017—Bridge
Spring 2018—Road

71st Avenue: 12th to 22nd Street—\$9,087,000

In 2010, 71st Avenue from 10th to 12th Street was widened to City standards (in conjunction with the development of King Soopers in the Northgate development). The existing Sheep Draw bridge near 12th Street; however, is still undersized for major flood water, and the roadway from 12th to 22nd Street is a rural 2-lane paved road in deteriorating condition. The corridor is primarily developed with residences on both sides, and the poor condition of the road warrants its improvement, along with new sidewalks.

35th Avenue: 4th to "F" Street—\$9,080,000

The existing roadway is a two lane rural paved road with limited right turn lanes and no sidewalks or bike lanes. And even though both sides of this regional corridor carrying traffic in and out of Greeley has been developed, the road itself is in poor condition. Sidewalks along this corridor have been requested several times over the years. The project will widen 35th Avenue from 4th to "F" Street. This new arterial section will include on-street bike lanes, curb, gutter and sidewalks, a traffic signal at "C" Street and landscaped medians.

2019-21
Upcoming



20th Street: 74th Avenue to 83rd Avenue

The City of Greeley was proud to announce the opening of the 20th Street Improvement Project in November of 2016, three weeks ahead of schedule. The project widened 20th Street from a two lane county road to four lanes and added turn lanes from 74th to 83rd Avenue. Additional improvements included: LED street lighting, detached sidewalks, curb and gutter, storm sewers, buffered bike lanes, and raised center medians. Vehicle sight distance was also improved by lowering the hill at the 82nd Avenue intersection and filling in almost 10 feet between the hills to smooth out the ride on this arterial road east of 82nd Avenue.

This \$5.8 million project is the largest road project in physical size and dollars ever undertaken by the City of Greeley on one transportation project.

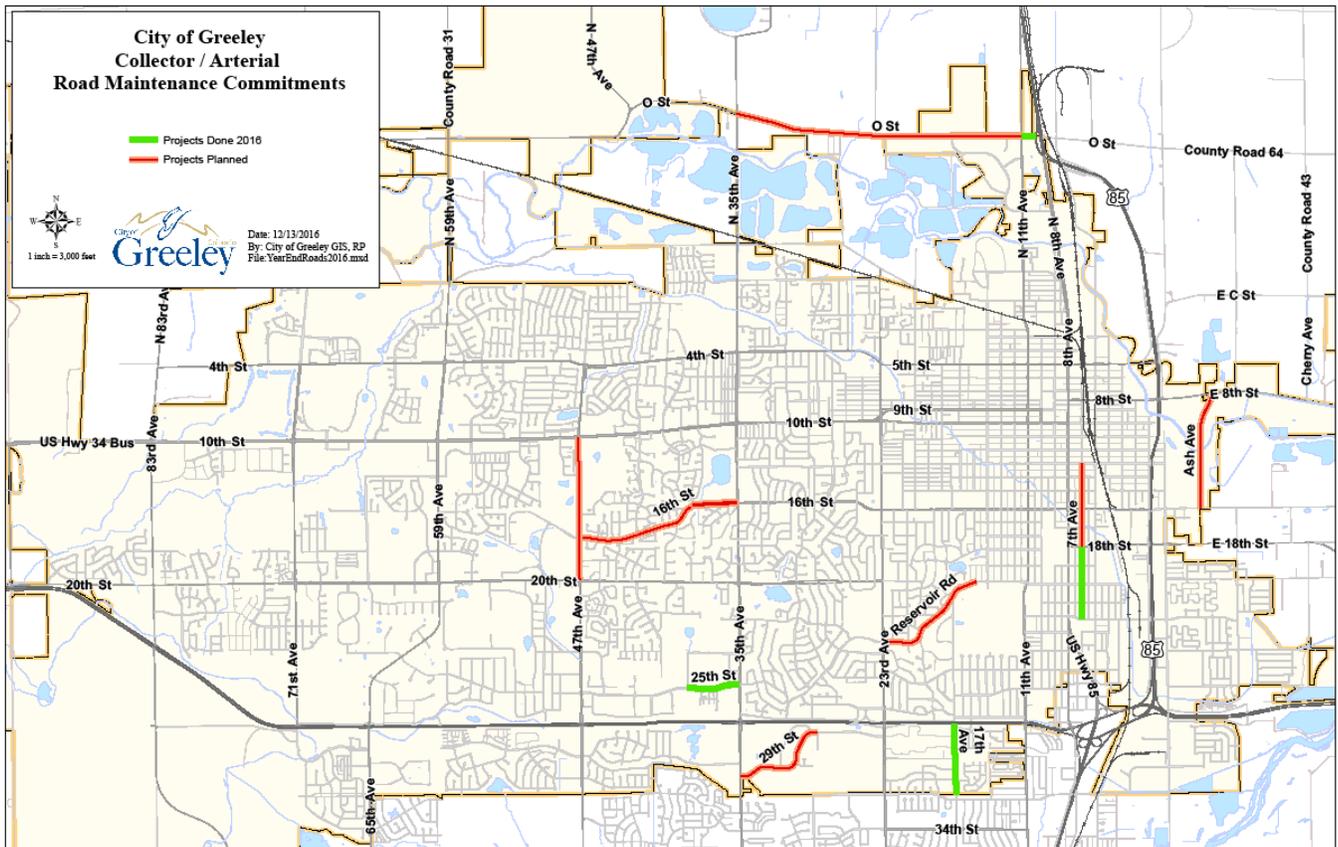


COLLECTOR/ARTERIAL ROAD COMMITMENTS

As part of the Keep Greeley Moving program, 10 collector/arterial roads were identified as being heavily traveled and in greatest need of overlay. These 10 projects, totaling \$8,405,000, are listed on the table to the right with the first three projects being completed in 2016. The map below has completed roads highlighted in green and future overlay projects highlighted in red.

During the summer of 2017, 16th Street will be paved from 47th Avenue to 35th Avenue. This will include a major asphalt overlay with new striping, taking three weeks to complete.

PROMISED ROADS—\$8,405,000			
Status/Year	Road	Cost	
✓	2016	17th Avenue: 34 Bypass to City Limits	\$424,265
✓	2016	7th Avenue: 18th to 22nd Street phase 1 (phase 2 will be completed in 2021)	\$337,633
✓	2016	25th Street: 35th to 38th Avenue	\$496,177
	2017	16th Street: 35th to 47th Avenue	\$1,158,327
	2018	Ash Avenue - 8th to 16th Street	\$419,980
	2018	Reservoir Rd - 15th to 23rd Avenue	\$757,500
	2019	47th Ave - 10th to 20th Street	\$1,167,695
	2020	"O" Street - 25th to 35th Avenue	\$494,425
	2021	29th Street - 35th to 27th Avenue	\$635,250
	2021	7th Avenue - 13th to 18th Street — phase 2	\$270,240
	2022	4th Street - 23rd to 35th Avenue	\$765,000





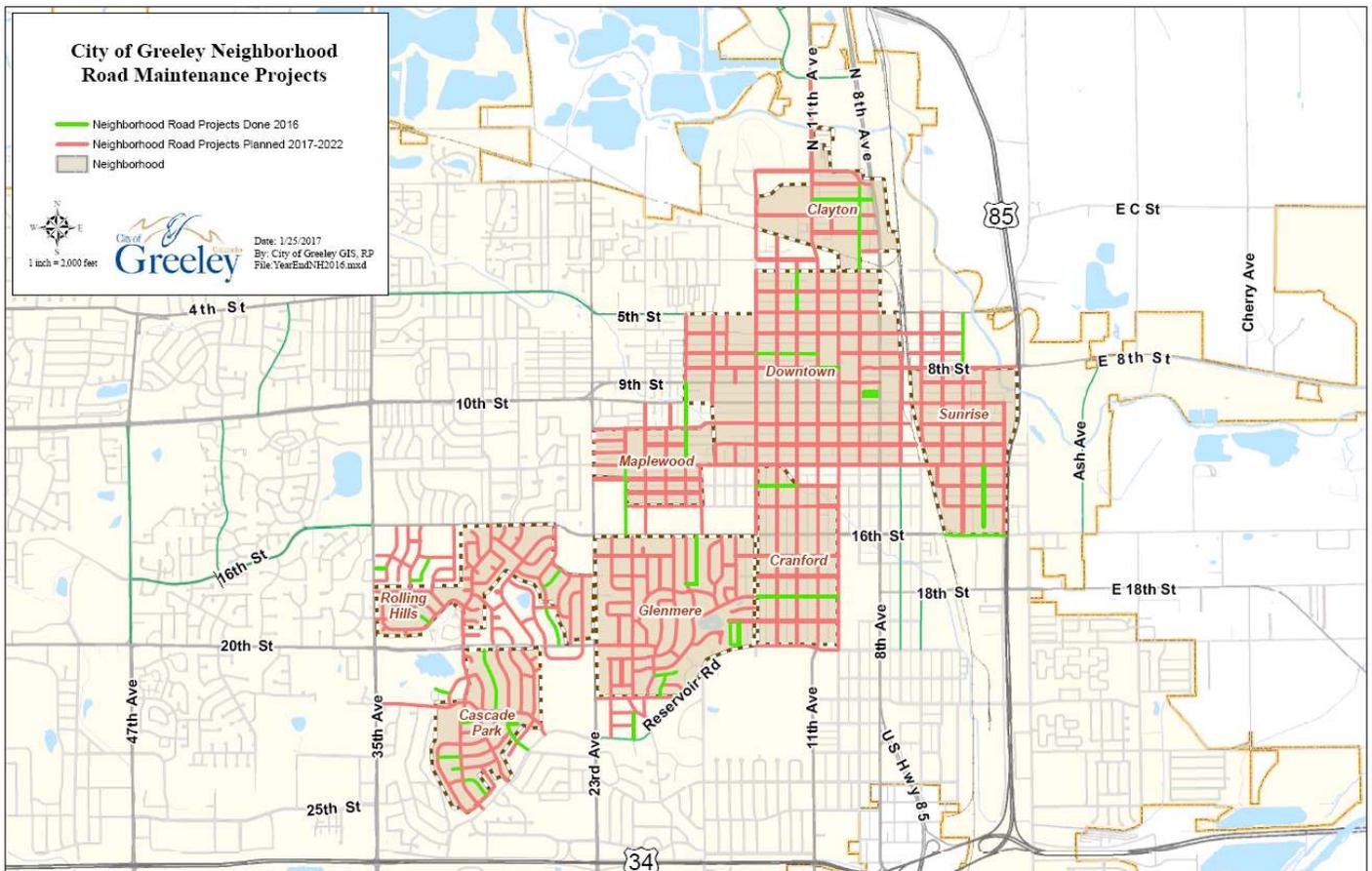
NEIGHBORHOOD IMPROVEMENTS

During the process of developing the Keep Greeley Moving program, eight neighborhoods were identified as having the worst road conditions and in greatest need of overlay. These eight neighborhoods are listed here and can also be seen on the map below.

In 2016, overlay work was completed on our worst roads (highlighted on the map in green) throughout the eight neighborhoods. Roads in red will be completed in future years. The primary focus in 2017 will be downtown and in the Sunrise neighborhood.

Although the City will be overlaying approximately 11 miles over a seven year period, Greeley's needs are much greater. Of the 234 miles of local roads in Greeley, over 63 miles in total are in need of a total overlay. As additional funds become available, additional streets in need of maintenance will be added to the list.

11 miles will be overlayed in eight neighborhoods over 7 years





CONCRETE IMPROVEMENTS

As part of the new 0.65% sales tax, the City of Greeley took responsibility for maintaining 700 miles of curb, gutter and sidewalk. This program has 3 essential functions: ADA ramp repairs,



general right-of-way concrete repairs, and neighborhood complaint repairs. In 2016 the City developed a website enabling residents to register an online request for concrete repair. Along with the website, they can call in and speak directly with a staff member. Requests began coming in for repairs in December of 2015 and to date the Concrete Maintenance staff has received over 369 requests which has created a \$1,763,000 backlog. Staff is also working to inventory concrete throughout the entire City to determine the overall needs.

Additionally, in early 2016 Concrete Maintenance staff identified the condition of ramps all ramps in Greeley. Of the 6,319 ramps, 849 or 13.4% are ADA compliant, and 5,470 are non-ADA compliant. Improvements to these are ongoing.

In 2016 concrete maintenance programs replaced:

- ◇ 171 ADA Ramps at approximately \$2,500 each
- ◇ 16 cross pans (concrete gutter across a road) at approximately \$5,000 each
- ◇ 12,360 linear feet of sidewalk (on streets overlayed in 2016 and in neighborhoods identified in the Keep Greeley Moving program)

In 2017 concrete maintenance programs will include work in the Downtown, Glenmere, Cranford, and Rolling Hills neighborhoods. Concrete repair will also occur on streets being overlayed to bring sidewalks and ramps up to ADA compliance. Currently throughout the entire city there are over 1,500 cross pans with an estimated 25% in need of repair. Additionally, the City will hire a concrete saw cutting contractor in 2017 to remedy minor trip hazards throughout neighborhoods, thus allowing for repairs at about a quarter of the cost of a full replacement.

Need to request a repair?



KeepGreeleyMoving.com

970-350-9881

Concrete Hazards

The Concrete Maintenance Program inspects, schedules, and repairs displaced or damaged concrete sidewalks within the City right-of-way. This program is intended to prevent trip and fall incidents due to the deterioration of aging sidewalks, aprons, and access ramps. Curb and gutters are also inspected and repaired as part of the program to ensure proper water flow to the storm drain system.

Displaced or damaged concrete may be temporarily repaired to remove an immediate trip hazard. Trip hazards are repaired by grinding the lifted area. If a sidewalk or apron has too high of a vertical displacement (usually above 1.5 inches), it will be temporarily repaired with a concrete or asphalt patch. After an area is temporarily repaired, it is evaluated and added to the appropriate program for replacement. If you see or know of a hazard, please contact the City at KeepGreeleyMoving.com or 970-350-9881.



UPCOMING FOR 2017

An annual review of the Keep Greeley Moving plan is conducted to determine appropriate projects and efficient timing. For example, changes due to outside utility work or a reassessment of existing conditions can lead to rescheduling the timing of street maintenance. The focus of our neighborhood projects in 2017 will be in the Downtown and Cascade Park neighborhoods.

2017 OVERLAY PROGRAM—\$4,455,917	
1	16th St - 35th Ave to 47th Ave
2	6th Ave - 18th St to 22nd St
3	23rd Ave - 27th St to HWY34 Bridge
4	4th St - 11th Ave to 8th Ave
5	7th St - 10th Ave to 8th Ave
6	6th St - 11th Ave to 8th Ave
7	9th Ave - 5th St to 7th St
8	10th Ave - 6th St to 7th St
9	28th Ave - 22nd St to 28th Ave
10	25th St - 28th Ave to 29th Ave
11	22nd St Ln - 28th Ave to 27th Ave Ct
12	23rd St - 28th Ave to 27th Ave Ct
13	27th Ave Ct - 28th Ave to Cul-de-sac
14	22nd St - Reservoir Rd to 35th Ave
15	28th Ave - 28th Ave to Cul-de-sac



We're on the web!
KeepGreeleyMoving.com