

# Keep Greeley Moving





*Public Works Director Joel Hemesath*

**G**reeley residents cast quite the vote of confidence in 2017 when voters approved the use of all funds from the Keep Greeley Moving (KGM) tax for roadway improvements. That includes revenues

received over previous projections.

Greeley Ballot Measure 2K provides an additional \$1 million per year for roads and the 77-to-23 percent approval validates residents' desires to improve city streets.

From Greeley City Council and City staff to residents: "thank you."

That allows 9 more miles of roads to be repaired and advances the already promised neighborhoods improvements by one year.

It is estimated the original KGM tax approved by voters plus the additional \$1 million from above-projected revenues will generate \$10.4 million annually. That estimated amount combined with \$2.6 million from Food Tax revenue generates \$13 million a year for street projects.

Keep Greeley Moving made commitments to four major areas: neighborhood roads, road widening, collector and arterial road overlay, and concrete maintenance.

The estimated \$13 million a year gets allocated as such:

- » \$6.8 million – neighborhood roads
- » \$3.6 million – road capacity and widening
- » \$1 million – collector and arterial road maintenance
- » \$1.6 million – concrete maintenance

With 27 miles of roads needing a complete asphalt overlay at a cost of \$16 million and an additional 41 miles on the verge of needing overlay work at a cost of \$21 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.

We may not have your street on the list just yet, but with the continued support of voters work continues and your road will likely see some needed improvements too.

For more information please go to [KeepGreeleyMoving.com](http://KeepGreeleyMoving.com).

**– Joel Hemesath, Public Works Director**

## Credits

Cover photo of 83rd Ave south of Hwy 34 Bypass by Public Works Pavement Management Coordinator Pat Hill



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# Keep Greeley Moving

## Funding Allocation

**\$13 M**  
Annual budget

Road Capacity  
& Widening

**\$3.6 M**

Collector & Arterial  
Road Maintenance

**\$1 M**

Neighborhood Roads

**\$6.8 M**

Concrete  
Maintenance

**\$1.6 M**

It is estimated that the KGM tax will generate \$10.4 million annually. That amount combined with \$2.6 million from Food Tax revenue provides about \$13 million a year for street projects.

The graphic illustrates the annual funding allocation for each of the four commitments in the KGM program, and the following pages outline the details of those commitments.

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our city. The 0.65% sales tax has helped us touch 60 miles each year with crack seal, seal coat, overlay or other needed treatments.

# Project highlight: 16th Street



**K**eept Greeley Moving completed the mill and overlay of 16th Street between 35th and 47th Avenues in late August, 2017.

That stretch of 16th Street hadn't undergone any work aside from routine maintenance in more than 15 years. The \$975,254 project took a deteriorated section of Greeley's roadway and gave drivers a band-new arterial road to enjoy.

The work started with the removal of 16th Street's old surface. Crews then leveled the road and put down a special fabric to serve as a water barrier before overlaying the road with a new, high-grade asphalt surface.

# Pavement Quality Index

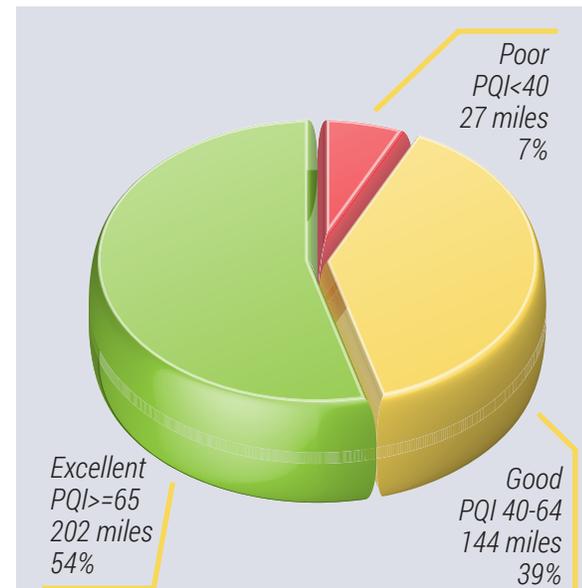
The City of Greeley is responsible for maintaining 373 miles – or 850 lane miles – of city streets every year.

These streets are rated on a 0-100 Pavement Quality Index (PQI) scale, a nationally recognized pavement rating system. City officials' goal is to have 90 percent of all Greeley's streets with a PQI of at least 65.

In the early 2000s, the city's average PQI dropped below that goal. A lot of that has to do with road funding and minimal spending on the local road network. Around that time, Greeley staff managed to significantly improve the condition of the city's collector and arterial roads, but local roads make up two-thirds of the city's road system. With the declining condition of Greeley's local neighborhood roads, the city's PQI dropped.

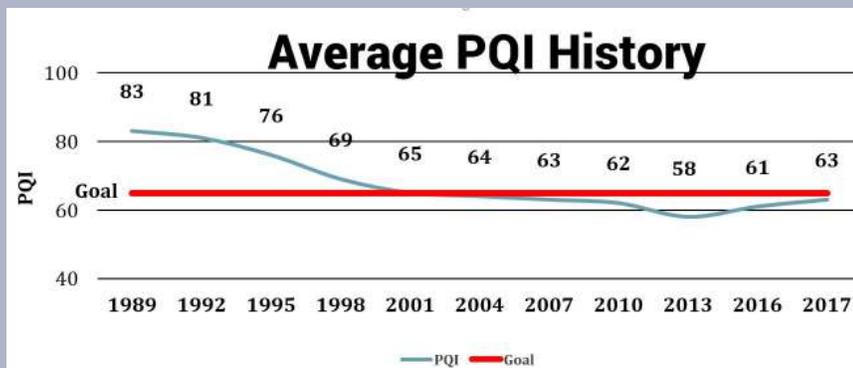
The increase in PQI from 58 in 2013 to 61 in 2016 was due in large part to an additional contribution averaging \$4 million annually from 2011 to 2015. Those one-time contributions from the general fund were made possible by higher severance and sales tax revenue due to a robust local economy and savings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

The Keep Greeley Moving campaign is committed to improving local roads. With the approval of the KGM 0.65 percent sales tax, city officials have funding through 2022 to improve local roads and improve the city's overall PQI.



This pie chart identifies the percentage of streets in poor (<40), good (40-64) and excellent (65-100) condition.

Currently only 198 miles or 53 percent of Greeley's streets have met the at-least-65-PQI goal.



This graph shows how Greeley's average PQI has changed in recent years.

The increase in PQI from 58 in 2013 to 61 in 2016 was due in large part to an additional contribution that averaged about \$4 million annually from 2011 to 2015.



# Program Overview

Each year, City staff analyze the condition of Greeley's streets and implement one of five maintenance programs funded in the City budget.

The annual program requires coordination with the City's internal water, sewer and stormwater utilities, in addition to cable, gas and power franchise utilities – so they can perform any planned construction or upgrades before pavement maintenance begins.

The five programs listed below are designed to replace or extend roads beyond their anticipated 20-year life.

Most of the programs operate on a three-year contract and will be re-bid in 2018. The cost of the first year of the program is usually lower and more competitive than the previous year.

## 2017 – Completed

## 2018 – Planned

### Overlay

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

\$4,679,428

7.97 miles

\$587,130 per mile

\$6,153,804

10.88 miles

\$565,607 per mile

### Chip Seal

Chip seal is a two-step process including an asphalt emulsion and then a layer of crushed rock. It waterproofs the existing surface and increases skid resistance. It can add 5-7 years to pavement life.

\$799,317

7.2 miles

\$111,016 per mile

\$1,049,360

10 miles

\$104,936 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 5-7 years to the pavement life.

\$146,856

5.62 miles

\$26,131 per mile

\$200,640

6.2 miles

\$32,361 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.

\$421,283

289,946 pounds

\$1.45 per pound

\$500,000

312,500 pounds

\$1.60 per pound

### Patching

When part of a road fails, but the street's overall condition is good, the poor-quality area gets removed and patched.

\$984,490

25,911 sq yds (half the size of a football field)

\$38 per sq yd

\$1,167,958

30,500 sq yds (the size of Lincoln Park)

\$38.29 per sq yd



# Road Capacity & Widening

Greeley's growing economic and cultural diversity has established the community as an economic hub. The presence of the University of Northern Colorado and Aims Community College creates an educational hub as well.

Those and other factors contribute to Greeley's past and anticipated growth. With the city's population expected to double in size by 2040,

more traffic is inevitable. To accommodate that growth, Greeley needs to increase roadway capacity.

When voters approved the Keep Greeley Moving tax in 2015, officials targeted three heavily-traveled roads in need of expansion. Those three road expansion projects will cost \$24 million.

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

Growth and development along west 20th Street from 71st Avenue to 83rd Avenue caused a need to upgrade the roadway from a two-lane county road to a four-lane arterial roadway with medians and turn lanes. The roadway was improved to meet the needs of the community and support the ongoing growth in the area.



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

In 2010, in conjunction with the Northgate King Soopers development, Greeley widened 71st Avenue from 10th to 12th Street to City standards. The existing Sheep Draw bridge near 12th Street is undersized for major flood water, and the roadway from 12th to 22nd Street is a rural two-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 and new sidewalks.



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

This two-lane rural road has limited right-turn lanes and no sidewalks or bike lanes. Although both sides of this regional corridor have been developed, this significant northern gateway remains in poor condition. The area has had requests for sidewalks several times throughout the years. This project will widen 35th Avenue from 4th to "F" Street and will add on-street bike lanes, curb, gutter, sidewalks, a traffic signal at "C" Street and landscaped medians.



# Collector and Arterial Road Commitments

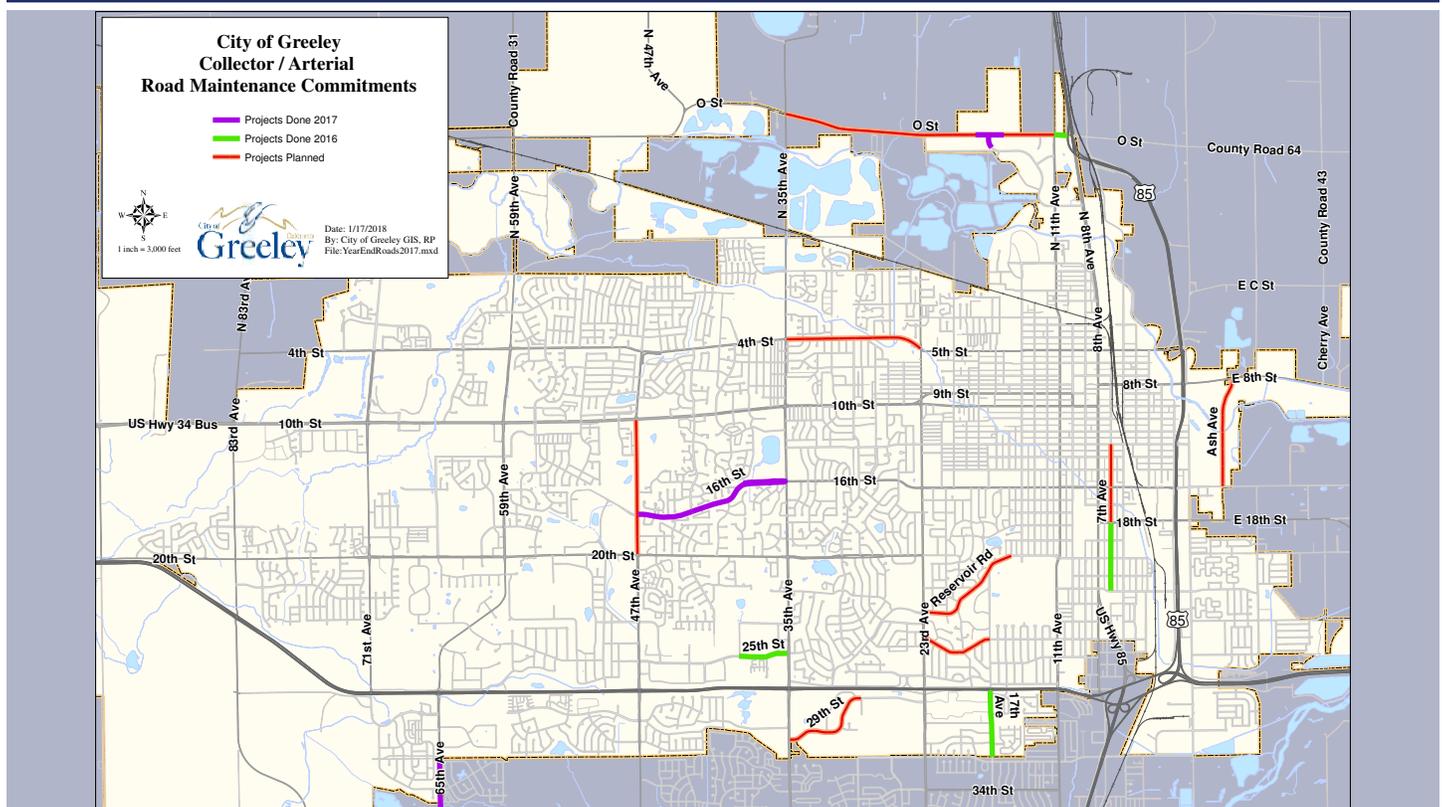
**K**eeP Greeley Moving originally identified 10 heavily-traveled collector and arterial roads needing a complete overlay.

As the program gained extra funding, officials identified additional sections of road – 28th Street and an additional section of 25th Street – increasing the number of projects and bringing the projected cost to a total of \$7,258,443.

The first four projects were completed in 2016 and 2017 after voters approved the Keep Greeley Moving Tax.

In 2018, crews will overlay Reservoir Road and 28th Street.

Status	Project	Cost
✓ 2016	17th Avenue: 34 Bypass to City Limits	\$424,265
✓ 2016	7th Avenue: 18th to 22nd Street – phase 1	\$337,633
✓ 2016	25th Street: 35th to 38th Avenue	\$496,177
✓ 2017	16th Street: 35th to 47th Avenue	\$975,253
2018	Reservoir Rd: 15th to 23rd Avenue	\$718,000
2018	28th Street: Reservoir Rd to 27th Street	\$254,525
2019	47th Ave: 10th to 20th Street	\$1,167,695
2020	"O" Street: 25th to 35th Avenue	\$494,425
2020	25th Street: 23rd to 17th Avenue	\$300,000
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
2022	Ash Avenue: 8th to 16th Street	\$419,980



# Neighborhood Improvements

While developing the Keep Greeley Moving program, Greeley officials identified eight neighborhoods with the worst road conditions. With the approval of the Keep Greeley Moving program, those neighborhoods are getting the attention and work they need.

In 2017, more overlay work was completed – highlighted on the map below – throughout the eight neighborhoods. In the map below, roads in red will be completed in future years. In 2018, neighborhood improvement work will primarily

focus on the Rolling Hills Neighborhood and downtown.

Although the Greeley crews will overlay about 37 miles of neighborhood roads during a seven-year period, the city has far greater needs. Of the 234 miles of local roads in Greeley, more than 63 miles need a complete overlay. As funds become available, additional streets will be added to the list.

37 miles will be overlaid in eight neighborhoods in 7 years.

**Cascade Park**  
24 Streets

**Clayton**  
9 Streets

**Cranford**  
11 Streets

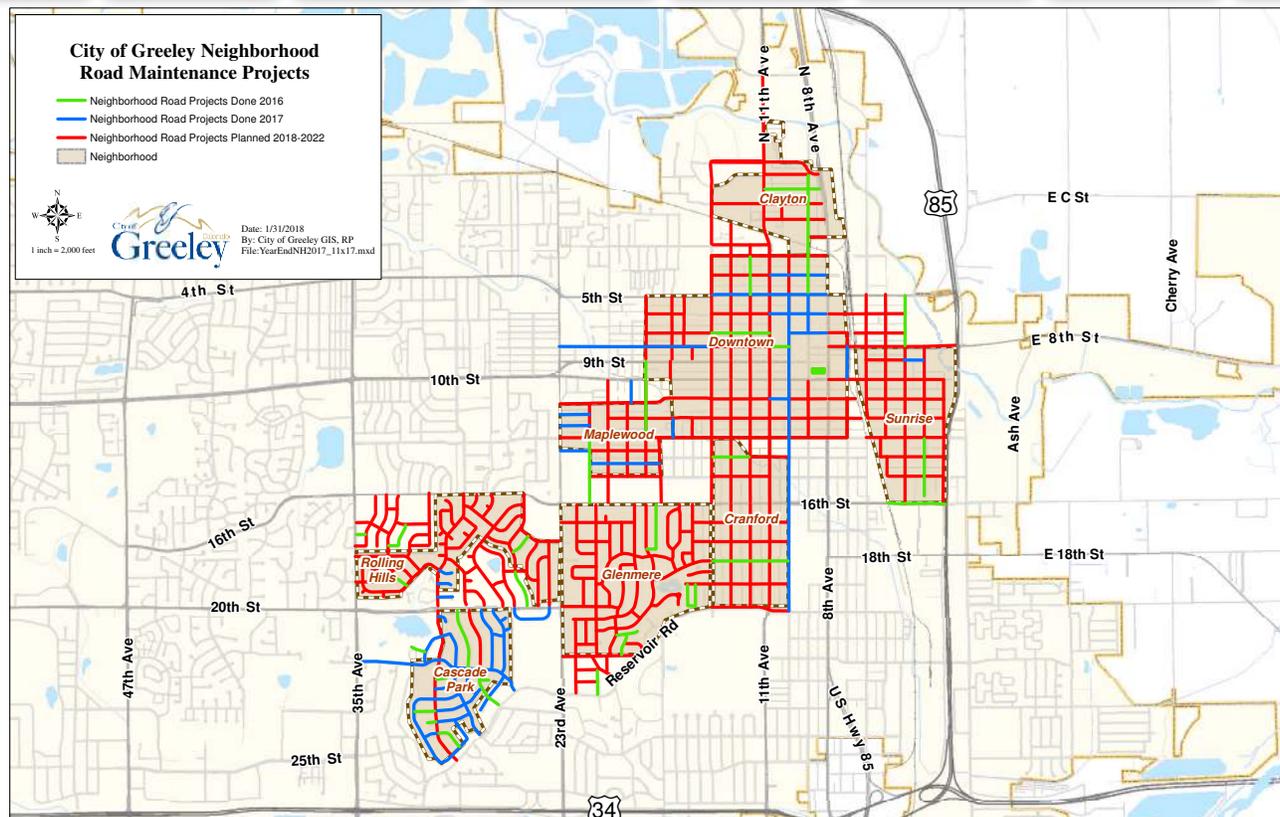
**Downtown**  
28 Streets

**Glenmere**  
25 Streets

**Maplewood**  
10 Streets

**Rolling Hills**  
39 Streets

**Sunrise**  
25 Streets





# Concrete Improvements

As part of the Keep Greeley Moving 0.65% sales tax, the City of Greeley took responsibility for maintaining 700 miles of curb, gutter and sidewalk.

The concrete program has three 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 website requests, residents can call and speak directly with a staff member. Requests began coming in for repairs in December of 2015 and currently the Concrete Maintenance staff has 238 outstanding requests totaling a \$1.5 million backlog. In Keep Greeley Moving neighborhoods there is a 27-mile, \$10 million backlog of needed concrete work. Staff also began taking a complete inventory of concrete throughout Greeley to determine the city's overall needs.

In early 2016 Concrete Maintenance staff identified the condition of all ramps in Greeley.

Of the 6,319 ramps, 849 or 13.4 percent were ADA compliant. In 2017 that number increased to about 15 percent.

In 2017 concrete maintenance programs replaced:

- 115 ADA Ramps at approximately \$3,000 each
- 8,070 linear feet of sidewalk (on streets overlayed in 2016 and in neighborhoods identified in the Keep Greeley Moving program)

In 2018, concrete maintenance programs will include work in the Downtown, Maplewood, 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 more than 1,500 cross pans with an estimated 35 percent in need of repair.

Additionally, the City will hire a concrete saw cutting contractor in 2018 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?

[www.KeepGreeleyMoving.com](http://www.KeepGreeleyMoving.com)

(970) 350-9881

## Concrete Hazards

The Concrete Maintenance Program inspects, schedules, and repairs displaced or damaged concrete sidewalks and curbs in Greeley's right-of-way. The sidewalk work helps reduce trips and falls due to deteriorating and aging sidewalks, aprons, and access ramps. The curb work helps ensure proper water flow to the storm drain system

Trip hazards, usually displaced or damaged concrete, can be temporarily 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 go to [KeepGreeleyMoving.com](http://KeepGreeleyMoving.com) or call (970) 350-9881.



# Upcoming for 2018

## 2018 Overlay Program

- 1 28th St.- Reservoir Rd to 27th St.
- 2 Reservoir Rd. - 23rd to 14th Ave.
- 3 Rolling Hills Neighborhood
- 4 3rd St. - 8th to 11th Ave.
- 5 12th St. - 7th Ave. to railroad
- 6 12th St. - 11th to 18th Ave.
- 7 13th Ave. - 9th to 10th St.
- 8 15th Ave. - 12th to 13th St.

Each year staff review the Keep Greeley Moving plan in order to determine the most appropriate project and determine the most efficient timing. Utility construction, maintenance, or the reassessment of existing road conditions can cause the rescheduling of street maintenance.

In 2018, Keep Greeley Moving will focus its efforts on the Rolling Hills neighborhood, Downtown Greeley, 28th Street and Reservoir Road.

## COMING SOON

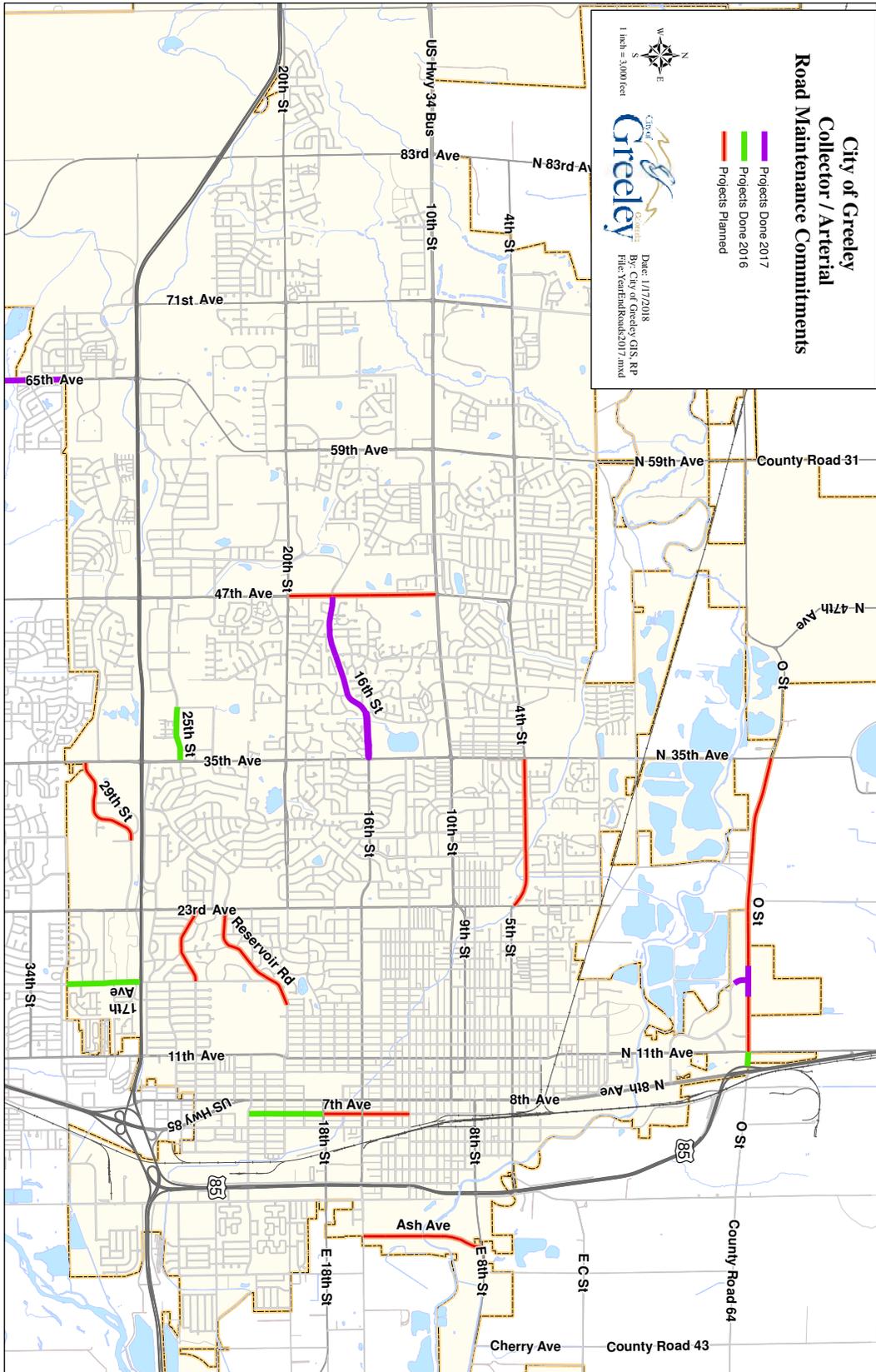
71st Avenue: 12th to 22nd Street



Work on this \$9 million project to widen 71st Avenue in order to increase the road's capacity will begin this year.

# Appendix A:

# Collector and Arterial Commitments



# Appendix B: Neighborhood Road Maintenance

