



## TOWN BOARD WORK SESSION

September 16, 2013 – 6:00 P.M.

301 Walnut Street, Town Board Room, Windsor, CO 80550

The Town of Windsor will make reasonable accommodations for access to Town services, programs, and activities and will make special communication arrangements for persons with disabilities. Please call (970) 674-2400 by noon on the Thursday prior to the meeting to make arrangements.

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**GOAL of this Work Session is to have the Town Board receive information on topics of Town business from the Town Manager, Town Attorney and Town staff in order to exchange ideas and opinions regarding these topics.**

**Members of the public in attendance who have a question related to an agenda item are requested to allow the Town Board to discuss the topic and then be recognized by the Mayor prior to asking their question.**

### AGENDA

1. Larimer County Ballot Question – Linda Hoffman (15 minutes)
2. Residential 25 MPH discussion – K. Unger & I. McCargar (25 minutes)
3. Golf cart ordinance amendment – Metropolitan Districts – I. McCargar (5 minutes)
4. Jake brake ordinance/signage – K. Arnold, D. Wagner (5 minutes)  
*Documentation provided at meeting*
5. Pavement Management Overview – D. Wagner, C. Templeman (40 minutes)
6. Future meetings agenda

## **Larimer County Office Building in Loveland Ballot Issue**

- No new taxes. We will use existing sales tax funds which can only be used for 1997 voter-approved buildings, along with current reserves, rent and cost-savings. If do not build new we will deplete the sales tax fund, for continuous repair of the 6<sup>th</sup> Street building and trying to accommodate new technology without fixing our parking issue there.
- We prefer to stay downtown Loveland and are working local partners to see if we can make that happen. It is easier for citizens using our services to be downtown Loveland.
- Remodeling a 40+ year old building for today's technology is not only expensive but inefficient. Energy efficiencies can be built in saving tax dollars in the long term and creating a healthier, safer place to obtain services and work.
- Co-locating the County's Workforce Center (WFC) Loveland offices within the new building would not only add convenience for citizens but would make financial sense since the WFC would pay rent. We would also co-locate the Probation offices currently in Loveland along with the existing services: Motor Vehicle, Elections, Recording, Human Services, and Health.
- Parking is currently a major issue for residents seeking services in Loveland. Adequate parking would be available with the new building.
- Reduces traffic congestion by reducing traffic from Loveland to Fort Collins for CORE county services such as Motor Vehicle, Elections, Probation, Workforce Center, Human Services, and, Health.

**A SAMPLE RESOLUTION IN SUPPORT OF CONSTRUCTING A NEW COUNTY OFFICE BUILDING IN  
LOVELAND, COLORADO**

WHEREAS, On the 2013 general election ballot, Larimer County citizens will be asked to allow Larimer County to build a new County office building in Loveland, Colorado at no additional expense to the public; and

WHEREAS, the current building in Loveland is crowded, inefficient and ineffective for serving our citizens; and

WHEREAS, remodeling a forty year old building for today's needs is expensive, inefficient and is not the best use of our public dollars; and

WHEREAS, Larimer County will use existing accumulated sales tax and reserves to fund the new facility; and

WHEREAS, Larimer County will not impose any additional taxes to fund the new County office building; and

WHEREAS, the new county office building will be less expensive to operate and include adequate public parking; and

WHEREAS, providing core county services in Loveland such as Motor Vehicle, Employment, and Health and Human Services will reduce traffic congestion and provide conveniently located services for the public in southern Larimer County;

THEREFORE BE IT RESOLVED that \_\_\_\_\_ support the resolution to construct a new county office building in Loveland, Colorado



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## MEMORANDUM

**Date:** September 16, 2013  
**To:** Mayor and Town Board  
**Via:** Kelly Arnold, Town Manager  
**From:** Kelly Unger, Management Assistant & Ian McCargar, Town Attorney  
**Re:** Residential Speed Limits  
**Item #:** Work Session - 2

### **Discussion of Proposed Next Steps:**

At the Town Board work session on March 4<sup>th</sup> & June 3<sup>rd</sup>, the possibility of allowing Home Owner Associations (HOAs) to request 25 mph speed limits on local streets within their respective subdivision was proposed. Consensus on the Town Board was to direct staff to develop a petition method for HOA's to request 25 mph in the neighborhood. Staff has prepared a draft ordinance outlining the method for the HOA to request and implement 25 mph.

The Town Attorney has concluded that, in order to alter the 30 mph standard speed limit, adoption of an ordinance in the form attached and installation of new signs is required. The draft ordinance establishes a procedure to review the reduced speed limit request. Official action will be taken by resolution in each case.

### **Review Background:**

Staff has polled other municipalities for residential speed limit standards and the results are tabulated below.

- Fort Collins local streets - 25 mph; minor collectors 25-30; major collectors 30-35
- Loveland was 30 mph until adoption of a new standard a few years ago; now it is 25 mph
- Greeley local streets - 30 mph
- Johnstown local streets – 25 mph
- Milliken local streets – 25 mph

Police Department statistics:

Over the last 2 years there were 17 accidents involving cars vs. pedestrians, bikes or skateboards. In approximately 50% of those incidents the driver of the motor vehicle was not at fault.

In 2012, the Police Department wrote 2,651 citations for traffic offenses and gave out 3,827 warning tickets.

The speed trailer is used as an education tool and in 2012 it was operational from March until the end of September at 15 different locations. In 2013 it is anticipated to be used at 20-24 locations.

Model Traffic Code:

The Model Traffic Code, which is the basis for traffic laws within Windsor, states that the maximum speed in a residential district shall be 30 mph unless “*local authorities determine upon the basis of a traffic investigation or survey or upon the basis of appropriate design standards...that any speed specified or established as authorized under sections 1101 to 1104 is greater or less than is reasonable or safe under the road and traffic conditions...said authority shall determine and declare a reasonable and safe speed limit...which shall be effective when appropriate signs...are erected...*”.

**Relationship to Strategic Plan:**

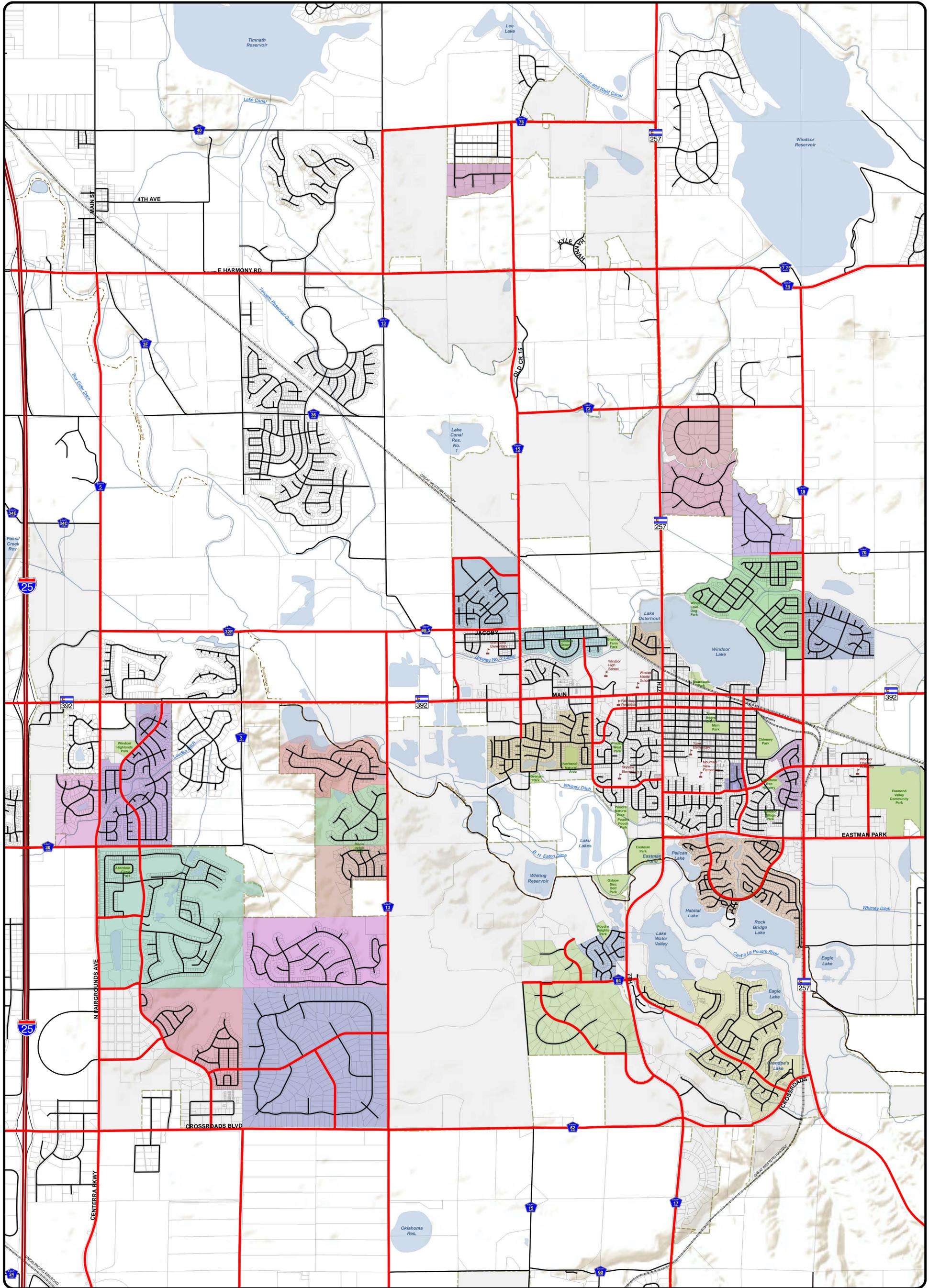
Goal 1.A. *Increase the safe and secure feeling of Windsor residents.*

**Recommendation:**

Review draft ordinance. If consensus by Board is to continue for public review and comment, then schedule the ordinance for a future Town Board meeting.

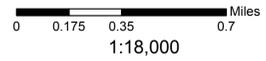
**Attachments:**

Collector and Arterial Street Map  
Draft Ordinance



# HOAs and Streets

 Collector & Arterial Streets ≥ 30 mph  Windsor Corporate Limits - 24.6 sqmi



This map was created for illustrative purposes only. Any repercussions from the misuse or misrepresentation of this map or its contents, whether intentional or not, are the sole responsibility of the user.  
 Updated: 5/13/2013  
 Created by: stometich  
 Created by: stometich  
 File: HOA(24x36-P)

TOWN OF WINDSOR, COLORADO

ORDINANCE NO. 2013 - \_\_\_\_\_

AN ORDINANCE AMENDING CHAPTER 8 OF THE WINDSOR MUNICIPAL CODE FOR THE PURPOSE OF ALLOWING GREATER NEIGHBORHOOD INVOLVEMENT IN THE SETTING OF SPEED LIMITS WITHIN RESIDENTIAL AREAS OF THE TOWN OF WINDSOR, COLORADO

WHEREAS, the Town of Windsor (“Town”) is a Colorado home rule municipality, with all powers and authority conferred under Colorado law; and

WHEREAS, the Town’s citizenry places high value on a safe and efficient system of transportation, both locally and regionally; and

WHEREAS, by its adoption of the Model Traffic Code, the Town has approved a Town-wide speed limit of 30 miles per hour (mph), except where otherwise posted; and

WHEREAS, in some residential neighborhoods, a speed limit of less than 30 mph is a safe and appropriate speed for conditions particular to such neighborhoods; and

WHEREAS, the Town Board, in consultation with the Chief of Police and the Director of Engineering, have identified certain neighborhoods within which reduced speed limits are seen as safe and appropriate, which neighborhoods are identified in the attached “Exhibit A”; and

WHEREAS, the Town Board recognizes that, pursuant to the Model Traffic Code, it has the authority to modify speed limits on purely-local streets through legislative action; and

WHEREAS, by the within Ordinance, the Town Board wishes to establish a procedure for legislative approval of reduced speed limits upon application, which approval will have the force and effect of law; and

WHEREAS, by its adoption of the within Ordinance, the Town Board believes that the safe and efficient movement of traffic will be promoted, and fair notice to drivers will be afforded.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN BOARD OF THE TOWN OF WINDSOR, COLORADO, AS FOLLOWS:

**Section 1.** Chapter 8 of the Windsor Municipal Code shall be amended by the addition of a new Article VIII, which shall read as follows:

## ARTICLE VIII NEIGHBORHOOD SPEED LIMITS

### Sec. 8-8-10. General Speed Limits Affirmed.

The authority of the Town to establish speed limits through adoption of the Model Traffic Code is hereby affirmed. Except as modified pursuant to this Article, all speed limits established by adoption of the Model Traffic Code shall remain in effect.

### Sec. 8-8-20. Modification of Speed Limits; procedure.

- (1) **Any HOA or metropolitan district** within a neighborhood or subdivision may apply for a reduction of the applicable speed limit upon local and minor collector streets within a neighborhood or subdivision as identified in the attached Exhibit A. The following procedural requirements shall apply:
  - a. **Application.** The Town Manager shall make available an application form by which a person or persons may request consideration of speed limit modification under this Article. At a minimum, the form shall identify the applicant and shall contain room for the applicant to identify streets, or portions thereof, for which speed limit modification is sought under this Article. The application shall be accompanied by a **fee set by the Town Board**, which fee shall be approved by Resolution and shall remain in effect unless and until modified by further Town Board Resolution. No application shall be accepted or processed if any of the streets, or portions thereof, have been the subject of a prior application filed pursuant to this Article. Nothing herein shall be construed to prevent the amendment of an application for speed limit modification pursuant to this Article, so long as all requirements of this Article are met with respect to such amendment(s).
  - b. **Entire neighborhoods only.** The approval of a speed limit modification pursuant to this Article shall apply to all streets within the neighborhood for which approval is issued. The Town Board shall not have the authority to approve speed limit modifications for only a portion of the streets within a particular neighborhood.
  - c. **Police Department and Engineering Department Review.** Upon receipt of a completed application and payment of the required fee, both the Police Department and Engineering Department shall undertake a review of the application. Upon completion of such reviews, the Chief of Police (or designee) shall prepare a written report for presentation to the Town Board, which report

shall describe any concerns for public safety, traffic circulation or any other matter affecting the public interest.

- d. **Town Board review and action; notification.** Upon completion of all staff-level reviews, the application shall be referred to the Town Board at a regular or special meeting. Prior to such meeting, notice of the proposed speed limit modification shall be conspicuously posted along all streets for which speed limit modification is sought. Such notice shall include the time, date and location of the Town Board meeting at which the application is scheduled for review. In the event Town Board action on the application is postponed for any reason, no further notification or posting under this Article shall be required.
- (2) **Town Board review and action; formal action required.** Prior to taking any action on an application filed pursuant to this Article, the Town Board shall conduct a public hearing at which staff comments, recommendations and public input are considered. Any speed limit modification approved pursuant to this Article shall be in the form of a Resolution approved by a majority of Town Board members participating in the action. The Town Board shall have legislative discretion in this regard, and any determination of the Town Board under this Article shall be deemed final legislative action.
  - (3) **Posting of modified speed limits.** Upon Town Board approval of any Resolution approving a speed limit modification pursuant to this Article, the Town shall post signage containing the approved modified speed limit along all routes affected thereby. The number, location and other characteristics of such signage shall be determined in cooperation by the Police Department, Engineering Department and Public Works Department. No speed limit modification approved pursuant to this Article shall be effective until the posting of signage is completed under this subsection.

**Sec. 8-8-30. Limitations.** No speed limit modification approved pursuant to this Article shall increase any speed limit otherwise in effect at the time. No speed limit modification approved pursuant to this Article shall decrease any speed limit to less than 25 miles per hour. No speed limit modification pursuant to this Article shall affect any speed limit in effect on any street not shown as eligible in Exhibit A.

[signature blanks for first reading & second reading]

DISCUSSION DRAFT, AMENDMENT TO WINDSOR MUNICIPAL CODE § 8-6-20 (b) (2)  
RE: PETITION REQUIREMENTS FOR GOLF CAR PERMITS

**Sec. 8-6-20. Operation of golf cars authorized.**

- (a) Except as authorized and as provided by the terms of this Article, the operation of golf cars within the Town shall be unlawful.
- (b) The operation of golf cars shall be permitted only pursuant to the following requirements:
  - (1) Permits for the operation of a golf car upon Town streets shall be issued only for particular neighborhoods and subdivisions, and only by resolution of the Town Board.
  - (2) Any person wishing to seek Town Board permission for operation of a golf car upon Town streets within a particular neighborhood or subdivision shall first obtain the written consent of **either** the homeowners' association within the neighborhood or subdivision, **or metropolitan district whose service area includes** the applicable neighborhood or subdivision, or the written approval in the form of a signed petition from a majority of the residents within the applicable neighborhood or subdivision.



**Date:** September 16, 2013  
**To:** Mayor and Town Board  
**Via:** Kelly Arnold, Town Manager  
**From:** Curtis Templeman, Civil Engineer  
**Re:** Pavement Management Report – 2013  
**Item #** Work Session - 5

## Introduction

This report contains information regarding the amount of pavement the Town maintains, the current condition of this pavement, and future pavement conditions based on varying budget amounts to be put toward maintenance.

The Town, with the help from Borstad Consulting Services, LLC, implemented the MicroPAVER program in 2007. In 2009, the Town Engineering staff began performing the field inspections, putting the data into the MicroPAVER program, analyzing the data, and determining the construction needs throughout the Town.

## Pavement Inventory

In 2013, the Town had 126 miles of paved streets, over the past year the Town has added 1.6 miles of paved streets due to annexations, subdivision development, private to public street conversions, and improved centerline length information. Table 1 compares the 2012 inventory information to the 2013 inventory information.

**Table 1  
Inventory Information**

Street Classification	2012 Inventory		2013 Inventory		Change	
	Length (Miles)	Area (sqft)	Length (Miles)	Area (sqft)	Length (Miles)	Area (sqft)
<b>Arterial</b>	22.3	5,676,504	24.1	6,030,142	1.8	353,638
<b>Collector</b>	28.8	6,406,488	29.5	6,514,225	0.7	107,737
<b>Local</b>	73.3	15,199,829	72.4	15,300,849	-0.9	101,020
<b>Total</b>	<b>124.4</b>	<b>27,282,821</b>	<b>126.0</b>	<b>27,845,216</b>	<b>1.6</b>	<b>562,395</b>

Viewing the Town's roadway as an asset with a value of \$3 per square foot, the value of the Town's pavement is just over \$83 million, up \$1.7 million since 2012.

## Today's Pavement Condition

The Pavement Condition Index (PCI) is the default condition index for the MicroPAVER program. The PCI is a numerical index, ranging from 0 for a failed pavement to 100 for a pavement in perfect condition. Calculation of the PCI is based on the results of a visual condition survey in which distress type, severity, and quantity are identified. It was developed to provide an index of the pavement's structural integrity and surface operational condition.

The overall weighted PCI average for the Town's streets is currently 79.3, which is approximately 0.1 points below the PCI overall weighted average from 2012. The current PCI weighted averages for each of the street classifications are shown in Chart 1.

**Chart 1  
Pavement Condition Index  
Street Classification (2013)**

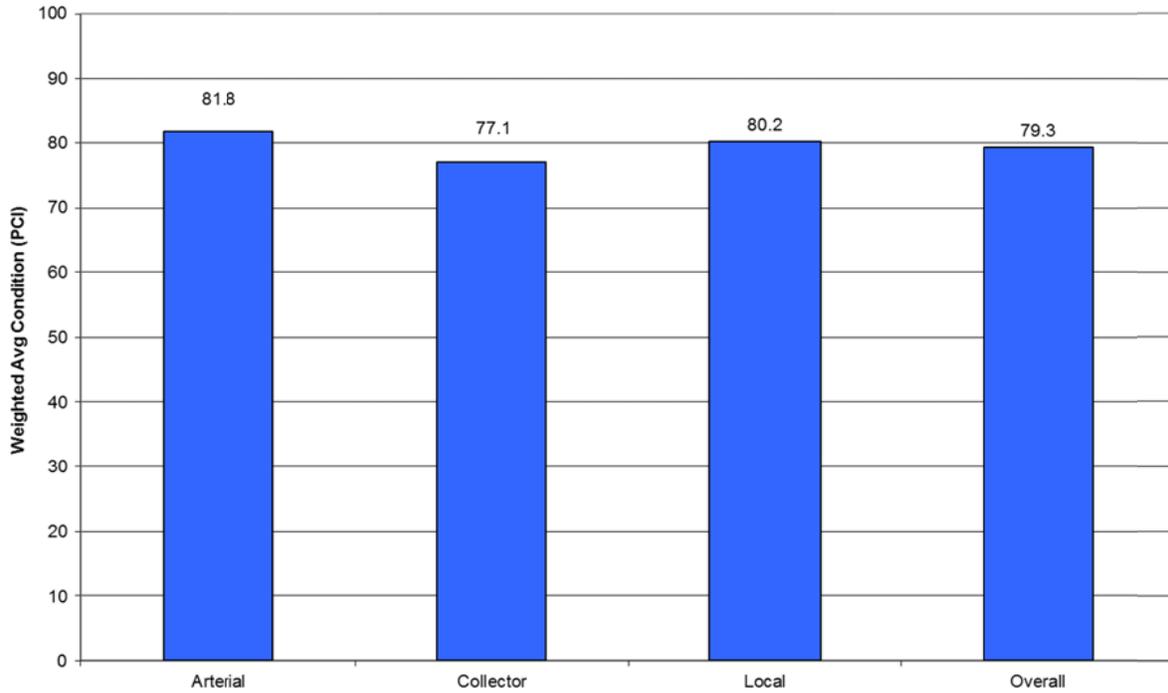
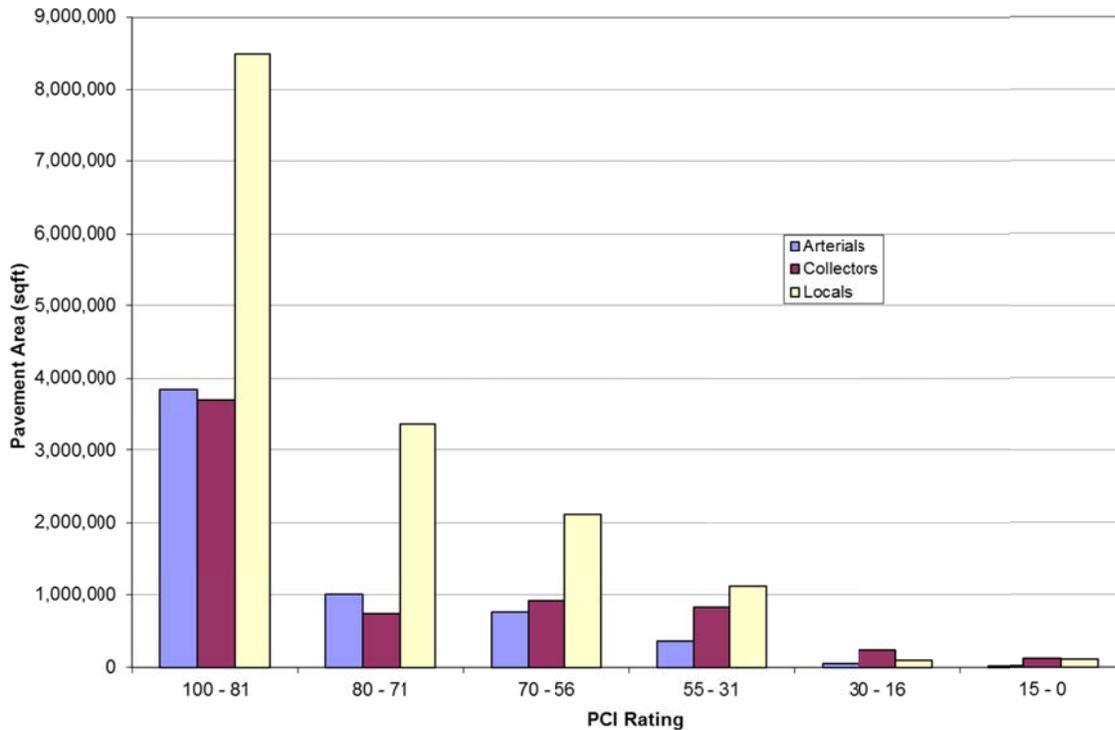


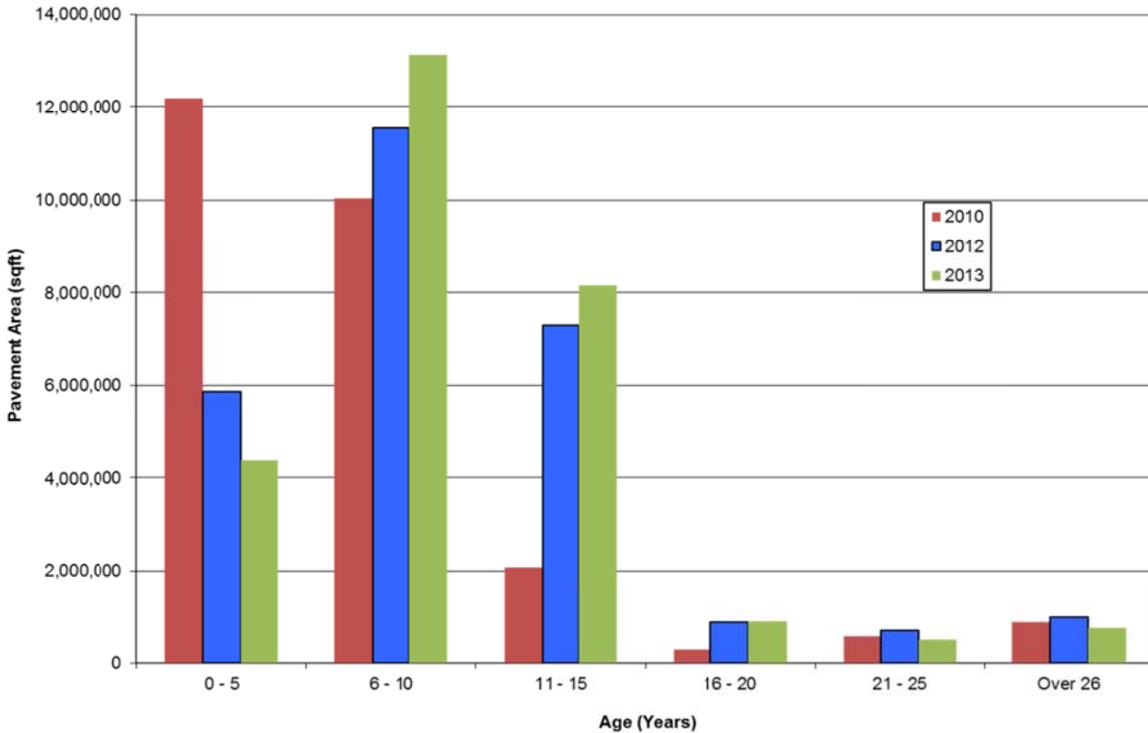
Chart 2 breaks down the amount of roadway in each PCI level based on the roadway classification. The Town currently has very few streets, approximately 11.3%, that are currently below the Critical PCI (PCI ≤ 55); this is up from 10.3% in 2012.

**Chart 2  
Pavement Condition Index (2013)**



The primary reason for having a relatively high PCI rating is the age of the streets. Approximately 63% of the Town's streets have been constructed, reconstructed, or overlaid in the past 10 years; this percentage is down from 64% in 2012. Chart 3 shows the amount of pavement in each age category for the Town's roadway system. Comparing the 2010 and 2012 ages to the 2013 ages, a significant shift in the age of the Town's pavement has begun.

**Chart 3  
Roadway Age**

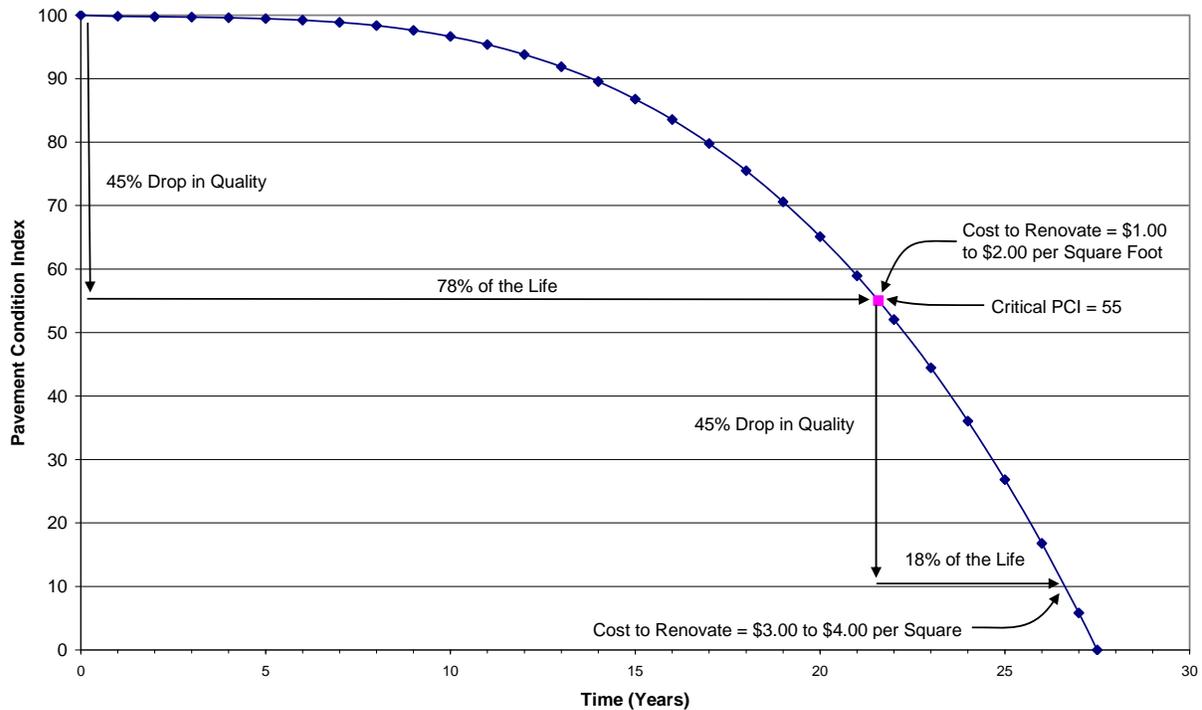


## Pavement Life Cycle

The MicroPAVER program was developed by the US Army Corps of Engineers to provide an objective method of evaluating pavement condition. As the data from the field inspections is put into the MicroPAVER program, the program evaluates this data and assigns a PCI value to each roadway section(s). This PCI value is plotted versus the age of the pavement to develop a curve for that roadway section; this curve is known as a Deterioration Curve. Chart 4 is an example of a typical Deterioration Curve for asphalt pavement. Generally, pavement will deteriorate 45% over the first 78% of its life cycle (19.5 – 23.4 years, assuming the full life cycle for pavement is 25 – 30 years), this point is called the Critical PCI value or point, because the next 45% of pavement deterioration will occur in 18% of its life cycle (4.5 – 5.4 years), over four times faster than the first 45%.

Also, the cost to renovate the pavement below the Critical PCI will cost approximately 2 to 2.5 times more than the cost to renovate the pavement above the Critical PCI. The MicroPAVER program can utilize varying budget levels (determined by the program operator) to maintain the pavement PCI above the Critical PCI. Once the PCI of a roadway section drops below this Critical PCI the program will no longer perform work to that roadway section, unless the budget amount is significant, so that section would eventually reach a failed PCI value (0 PCI).

**Chart 4  
Pavement Life Cycle  
Deterioration Curve**



As you can see in Chart 4, it is crucial from a financial standpoint to maintain the Town’s roadway system above the Critical PCI. In addition, with a relatively young roadway system, the Town will begin to see more roadways approaching the Critical PCI over the next 5 to 10 years, in fact, the Town has seen an increase of streets below the critical PCI from 94 in 2010 to 119 in 2012. There are a number of maintenance procedures that can be utilized to extend the pavement life and maintain a healthy PCI value. Table 2 shows some maintenance procedures the Town has utilized or will be utilizing in the future for streets that have PCI values above the Critical PCI.

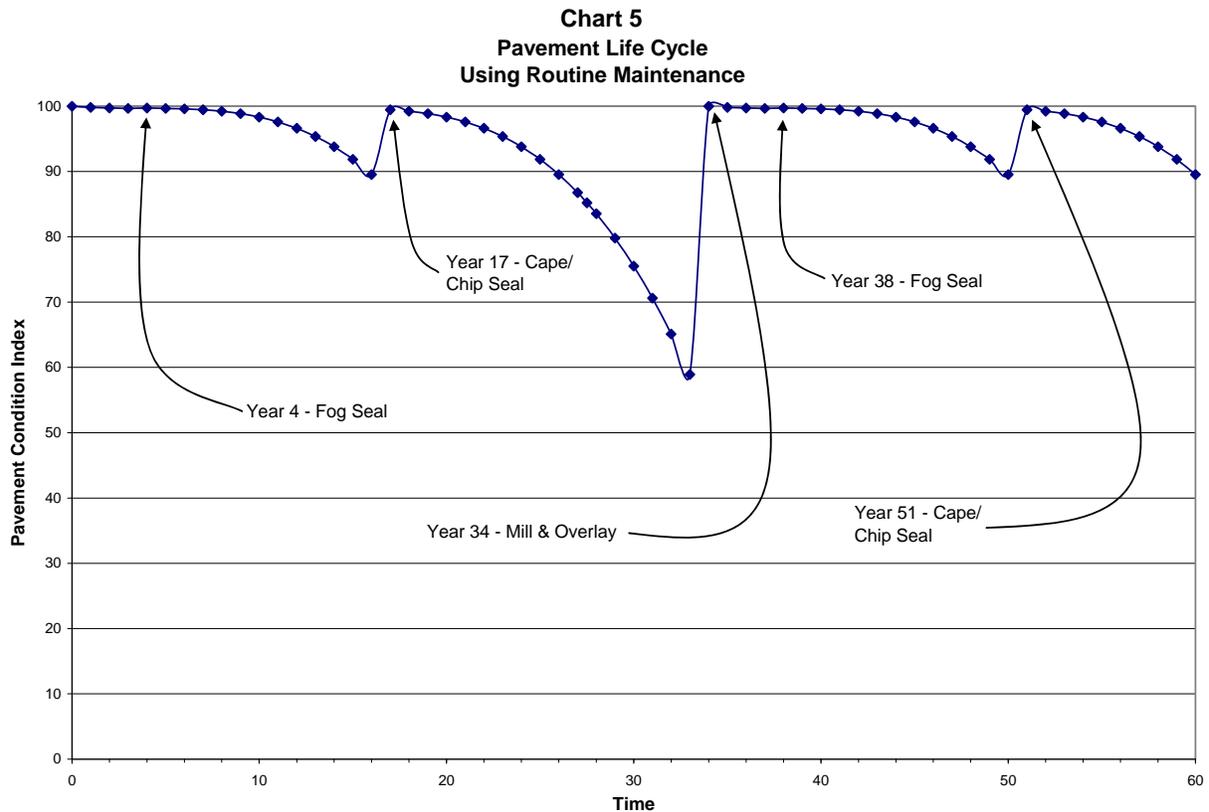
**Table 2  
Pavement Management Maintenance Procedures  
(PCI Value > Critical PCI)**

Maintenance Procedure	Roadway Classification	Typical Cost (\$/ft <sup>2</sup> )	Increase in Pavement Life (Years)
<b>Crack Repair/Crack Sealing</b>	All	\$0.025	Not Defined
<b>Fog Seal</b>	Locals	\$0.10	2 to 5
<b>Slurry Seal</b>	Locals	\$0.35	4 to 6
<b>Chip Seal</b>	Arterials & Collectors	\$0.49	8 to 10
<b>Cape Seal</b>	Locals	\$0.69	8 to 10
<b>2" Mill &amp; Overlay</b>	All	\$2.25	12 to 15

Notes:

- The cost to pulverize and reconstruct 3<sup>rd</sup> Street (PCI = 48) between Walnut Street and Elm Street in 2010, was approximately \$3.60 per square foot. The cost for the full reconstruction of Foothills Court (PCI = 4) in 2009 was approximately \$4.60 per square foot
- Crack Repair/Crack Sealing – Is the process of using hot rubberized asphalt to fill cracks in the asphalt
- Fog Seal - A fog seal is an application of asphalt emulsion sprayed onto a pavement surface with or without a sand cover. The emulsion is diluted to the proper consistency in order to get complete coverage on the roadway but not be too thick to cause a slippery surface.
- Slurry Seal - A slurry seal is a mixture of quick setting asphalt emulsion, fine aggregate, mineral filler, additive, and water. The ingredients are carefully measured and combined on the project site and spread with a squeegee device.
- Chip Seal - A chip seal is an application of asphalt followed by an aggregate cover. The asphalt is usually applied as hot asphalt cement or emulsified asphalt. After the aggregate is swept an application of fog seal is applied.
- Cape Seal - A cape seal is an application of a chip seal followed by a slurry seal.
- 2" Mill & Overlay – Is the process of milling the top 2" layer of the pavement surface and overlaying a new asphalt surface

Once a maintenance procedure is completed on a roadway section, the procedure type is put into the MicroPAVER program for that roadway section. The MicroPAVER program calculates a new PCI for that roadway section and updates the pavement life cycle. Chart 5 is an ideal example of a pavement life cycle of a street that is maintained utilizing some of the above maintenance procedures.

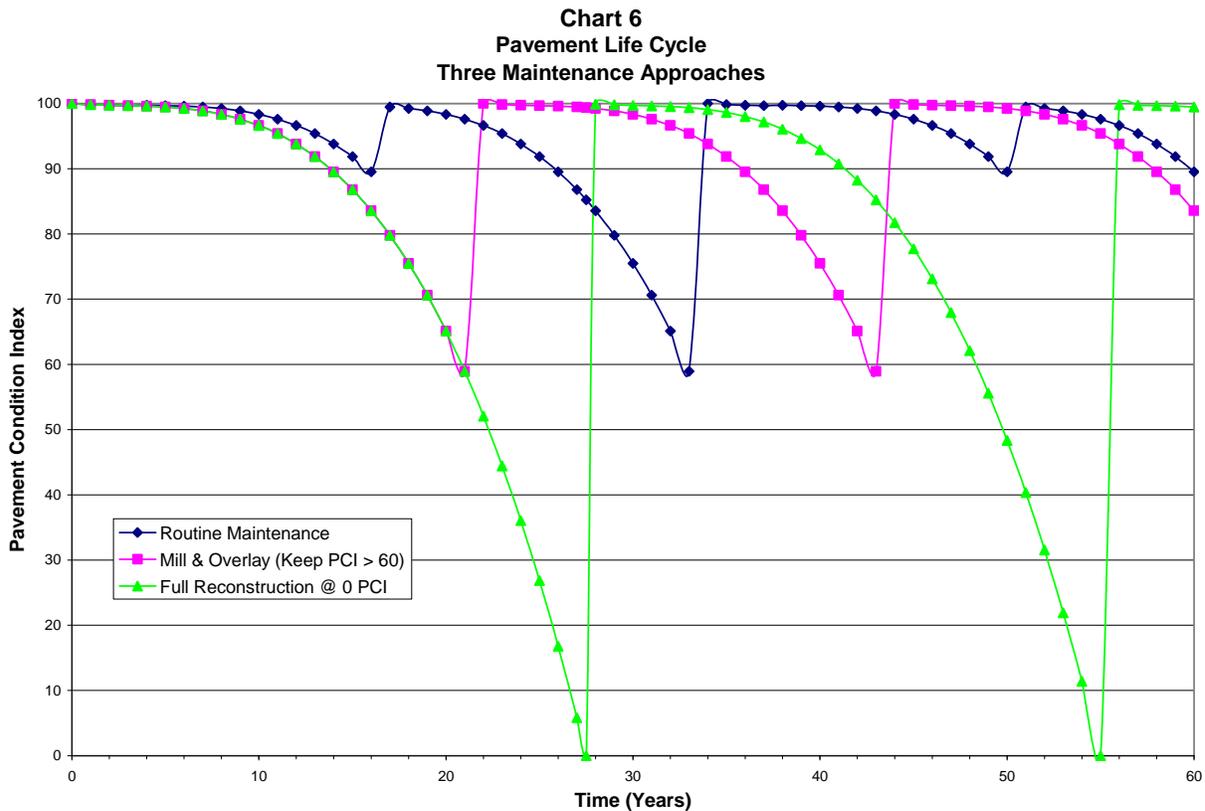


There are a number of different approaches to maintaining the Town's roadway system, all ranging in expense and results. Table 3 examines three typical approaches to maintaining a roadway section over a period of time, in this case that period was defined as 60 years (approximately two life cycles); these examples use the same Deterioration Curve equation and assumes an increase in life based on the type of work completed as defined in Table 2. Whenever the street is overlaid and/or reconstructed the PCI value resets to 100. The cost in this table is based on a local street cross-section by one mile in length (177,760 sqft) and assumes an annual inflation rate of 3%.

**Table 3  
Maintenance Approaches – 60 Year Period**

Maintenance Approach	Number of Years Above the Critical PCI (55)	Average PCI	Cost for a 60 Year Period
<b>Routine Maintenance</b>	60	94.01	\$ 1,027,453
<b>Mill &amp; Overlay (Keep PCI &gt; 60)</b>	60	91.32	\$ 1,131,976
<b>Full Reconstruct @ 0 PCI</b>	49	80.76	\$ 2,892,511

In Chart 6, the Deterioration Curves for these three maintenance approaches are shown. Note the amount of time each of the approaches are the higher ranked street (Routine Maintenance = 33 years, Mill & Overlay = 14 years, & Full Reconstruct = 11 years; the first 3 years the streets are all ranked the same).



### Future Pavement Conditions

Another valuable feature of the MicroPAVER program is the Maintenance & Repair Planner or M & R Plan. This feature is where the Deterioration Curves and the current and future budgets come together to develop a maintenance plan. This feature takes a hypothetical budget (controlled by the operator), evaluates the current PCI of the streets, and outputs a maintenance plan to utilize the budget in the most efficient manner possible. The one drawback of this program is the outputted maintenance plan tends to bounce around from one block of a street to another block on a different street in a different part of Town. From a construction mobilization cost point of view, this is not very cost efficient and having a checker board of blocks completed would not be very pleasing to the eye. With this understanding the Town evaluates this plan and decides to work on the street(s) that will have the highest benefit from the work with the most efficient cost. The Town uses this information to develop the 5-year Roadway Improvement Plan.

The M & R Plan will also take a budgeted amount and project it over time to evaluate the future condition of the Town's streets. For example, utilizing this feature, a base budget amount of \$1,000,000 (\$50,000 for concrete repairs, \$50,000 for crack repair, \$150,000 for chip seal, and \$750,000 for overlay) was

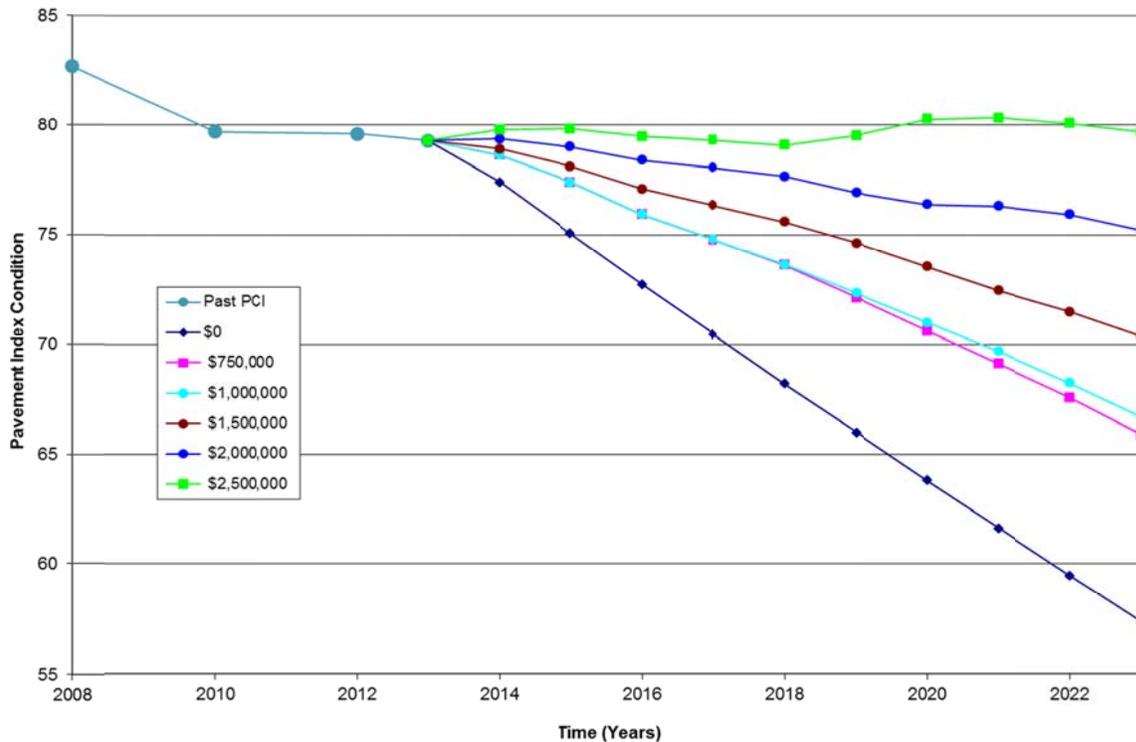
projected over the next 10 years. The resulting overall weighted PCI average showed a steady decline over this period to a value of 66.7. An example of a street in Windsor with a PCI of 67 is Birch Street from 13<sup>th</sup> Street to Mulberry Drive. Table 4 list the PCI levels with examples of streets that currently have that PCI level. A couple other items to note are the number of street sections that have a PCI rating below 55 (Critical PCI) increases from 129 to 237 and the number of street sections with a 0 PCI rating increases from 4 to 34 over this ten year period.

**Table 4**  
**PCI - Street Sample**

Pavement Condition Index	Street	From	To
0	River West Drive	Meander Road	Cul-de-Sac (West)
10	Canyon Court	Garden Drive	Cul-de-Sac (North)
20	Tuckaway Court	3 <sup>rd</sup> Street	Cul-de-Sac (West)
30	Weld County Road 19	Greeley #2 Canal	Weld County Road 70
40	1 <sup>st</sup> Street	Walnut Street	Elm Street
50	Hemlock Drive	7 <sup>th</sup> Street	Canyon Drive
55	Walnut Street	State Highway 257	Chimney Park Drive
60	Walnut Street	10 <sup>th</sup> Street	Cottonwood Drive
70	3 <sup>rd</sup> Street	Walnut Street	Main Street
75	New Liberty Road	Vineyard Drive (East)	Vineyard Drive (West)
80	15 <sup>th</sup> Street	Jacoby Road	Windshire Drive
85	7 <sup>th</sup> Street	New Liberty Road	Kestrel Drive
90	Weld County Road 13	State Highway 392	Poudre River Bridge
95	Weld County Road 17	Crossroads Boulevard	Weld County Road 60

In addition to the \$1.0 million scenario, annual expenditures of \$0, \$0.75 million, \$1.5 million, \$2.0 million, and \$2.5 million were projected over the same period. As expected the 2023 overall weighted average increases as the budget amounts are increased. Chart 7 shows the past weighted average and the overall weighted average curves for each of the budget amounts.

**Chart 7**  
**Pavement Condition Index Curves - Weighted Average**  
**Varying Budgets**



## Pavement Condition Index of Surrounding Municipalities

In 2011 the Town's Pavement Management Consultant, Ted Borstad, provided the data in the following table concerning PCI's in other jurisdictions.

Municipality	Current PCI	PCI Range
Larimer County	72	70 – 75 <sup>1</sup>
Laramie, WY	71	70 – 82 <sup>2</sup>
City of Alamosa	84	71-84 <sup>3</sup>
City of Loveland <sup>4</sup>	88	
Cody, WY	84 <sup>5</sup>	

Notes:

1. PCI Range over the past 10 years
2. PCI Range over the past 20 years
3. PCI Range over the past 5 years. Alamosa's goal is to maintain an average PCI value of 80.
4. Loveland's goal is to maintain an average PCI value of 80.
5. Mr. Borstad began inspecting Cody's street in the summer of 2010. Mr. Borstad mentioned Cody chip seals their streets on a seven year cycle, so it is very difficult to see any structural distress.

### **Relationship to Strategic Plan:**

Promote, Manage, and Facilitate an Effective Transportation System with Town and the Northern Colorado Region.

### **Attachments:**



## FUTURE TOWN BOARD MEETINGS

Work Sessions & Regular Meetings will be held in the Board Chambers unless otherwise noted.

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September 23, 2013 6:00 p.m.	Town Board Work Session Update and discussion regarding annexation of enclaves (unincorporated properties surrounded by the Town) – S. Ballstadt Update and discussion regarding research into Accessory Dwelling Unit (ADU) regulations – S. Ballstadt
September 23, 2013 7:00 p.m.	Town Board Meeting
September 30, 2013	Fifth Monday
October 7, 2013 6:00 p.m.	Town Board Work Session CRC – Expansion Center Operations & Rate Structure
October 14, 2013 5:30 p.m./First floor conference room	Board/Manager/Attorney Monthly Meeting Review of redistricting information - Tentative
October 14, 2013 7:00 p.m.	Town Board Meeting
October 21, 2013 6:00 p.m.	Town Board Work Session CRC – Financing & Potential Resources to Construct Expansion Center
October 28, 2013 6:00 p.m.	Town Board Work Session Joint meeting with DDA/review of DDA budget
October 28, 2013 7:00 p.m.	Town Board Meeting
November 4, 2013 6:00 p.m.	Town Board Work Session CRC – Wrap Up Discussion & Determine Future
November 11, 2013	Veteran’s Day – Town Hall closed
November 12, 2013 (Tuesday) 5:30 p.m.	Board/Manager/Attorney Monthly Meeting
November 12, 2013 (Tuesday) 7:00 p.m.	Town Board Meeting Kern Board Meeting
November 18, 2013 6:00 p.m.	Town Board Work Session
November 25, 2013 6:00 p.m.	Town Board Work Session
November 25, 2013 7:00 p.m.	Town Board Meeting

### Additional Events

October 3, 2013	CML Fall District Meeting – Estes Park; attending Vazquez, Adams
October 12, 2013	Budget work session

### Future Work Session Topics

None.