

Memo for Record 10 March 2023

Discussion topics for meeting with representatives of Larimer County Roads & Bridge Department and Larimer County Engineering Department.

- Mark McGee and Julie Rogers met with Justin Hersh, Rick Johnson and Matt Johnson on 9 March 2023 to discuss the options for road repair and paying for road repair. The questions below were used as an outline for discussion. Justin Hersh and Rick Johnson inspected the roads on 8 March in preparation for the meeting. A summary of the answers is provided inline below.

1. Repairs needed.

1.1. Is the summary map we prepared adequate definition of the areas needing repair?

A: Partially - the damage identified on Riverview Dr has increased. Larimer County would remove and replace a contiguous length of asphalt on the northbound side of Riverview Dr rather than trying to do a patchwork of repairs.

1.2. Repair of damaged areas as described in our review of the roads. Is a 4" repair recommended?

A: Yes - repairs should be performed on damaged sections, other than Riverview Dr, to slow deterioration. Larimer County can advise if the HOA decides to make some repairs.

1.3. Asphalt overlay. Is 2" the recommended overlay?

A: Depends on the current condition of roads. Adequate crown is absent from many roads. Increasing asphalt overlay at center and tapering to the edge would help provide a crown.

1.4. Anything else?

A: Dirt berm noted on most roads is holding water and increasing damage to the edge of roads. Grass and weeds should be killed with herbicide. Ditch water/ water encroachment may be contributing to road damage.

2. Self pay with county assist for overlay of asphalt.

2.1. Could we do this over the next five (or more) years?

A: Yes this could be coordinated.

2.2. Would we have to use county approved contractors?

A: County does not recommend contractors. County has sign off requirements that must be met before the 15% will be provided to the HOA after work is complete and inspected.

2.3. Does county have contractors they can recommend?

A: The county cannot recommend contractors. The county can identify contractors they have used or currently use.

2.4. Timeline/lead time for self pay with County 15%.

A: Submission of form is straight-forward and usually approved in a timely manner at the Road & Bridge Department. Note that reimbursement comes AFTER work complete and inspected.

3. Partial self pay. RGHOA pays for repair and requests lid/pid for asphalt overlay.

3.1. PID/LID pros/cons?

A: PID would be a permanent structure in place going forward. LID has high overhead and administrative costs and results in a bond/loan. Interest rates are

as high as 10%. A more detailed summary of pros and cons for PID/LID provided later in this summary.

3.2. Two years away for overlay paving based on next election date?

A: If a PID/LID is requested it can't be voted on until the NOV 2024 election cycle. Work would likely not start before spring of 2025.

3.3. Would this be a 20 year payback (levy) for a LID?

A: Generally, yes.

3.4. Would the LID be done as a levy or an equal assessment for each property?

A: LID would be an equal assessment on each property, like the LID we established for the sewer replacement project. A PID would be a mill levy that would be based on property tax valuation.

4. Examples/template County provided alludes to inspections/standards.

4.1. Can you elaborate about that so we are clear on what standard has to be met?

A: Sample template was provided. This sample document is what is used for the County participation of 15% of overlay costs when work is self funded. Note that county will also contribute 15% of cost for overlay if a PID/LID is chosen.

PID/LID Differences

A PID would establish a permanent mechanism for the county to collect funds both for near term repairs and set aside funds for future overlay work. This would prevent the surprise scenario where a big balloon in funding is necessary to perform asphalt overlay in the future. (The scenario we are now in.) If we choose to use a PID for funding now, anticipate several years of fairly costly assessments - because we have a backlog of work that needs to be performed. This could be spread out over several years to help lower any single year assessment, but keep in mind that the first few years of assessment will be fairly high. After the roads are brought back to a good condition, the assessment would be lowered to a rate that sets aside funds for overlay and repairs over a much longer period. The county would also resume routine chip seal and minor pothole repair at the County's expense. As noted a PID would be a mill levy based on the assessed value of each property.

A LID is essentially a bond mechanism to provide funds for the repairs needed. While a LID would lower the annual cost by amortizing over a longer period, the total cost is much higher because interest is paid and administrative costs are added. Most subdivisions like ours have chosen a PID and the County encourages the PID over a LID.

Other discussion.

Flat roads and drainage. Most roads have developed a silt/dirt berm at the edge that holds water near the edge of the roadway. This should be removed.

Irrigation. With our irrigation system being more or less on demand for most weeks of the irrigation season this results in saturation over the summer. Should consider asking groups of adjacent neighbors to consider irrigating on the same weekend. This would give the soils, particularly roadside ditches, time to dry between irrigation.

Grass/weed encroachment along road edges. Should be treated with herbicide.
Cannot overlay asphalt where active growth exists.

Mark McGee

River Glen HOA Road Committee