

Our approach is to apply the right treatment at the right time to keep roads safe and minimize future repair costs. Proper maintenance management is to repair streets that are in reasonably good condition by applying lower cost treatments to preserve the road for many more years while also selecting streets that are in poorer condition for more extensive rehabilitation efforts. It is important to not only work on the worst streets but to also preserve the good streets we already have!

Along with treating the asphalt surface, we also repair curb, gutter, and sidewalks posing a safety concern or causing destruction to the road. More information on street treatments can be found on our website at fcgov.com/street-treatments.

WE’LL DO OUR PART

- ✓ Maintain street level of service “B” or better
- ✓ Repair over 100 lane miles of road and sidewalk per year
- ✓ Maintain safe travel through work zones and minimize construction impacts
- ✓ Keep you informed

YOU DO YOUR PART

- ✓ Trim your trees and shrubs
- ✓ Look for and obey “No Parking” signs and flaggers
- ✓ Drive safely in work zones and use alternate routes
- ✓ Be prepared for delays
- ✓ Stay informed fcgov.com/smp



As a community,

we all depend on the local transportation network to get around, whether it's to work, school, or the store. The condition of the pavement and sidewalks we all share is an important factor in getting where we need to go — in a car, on a bike, or as a pedestrian. The City of Fort Collins' Street Maintenance Program is committed to maintaining a great transportation network!

This winter or early spring, you'll see us out repairing streets. This newsletter informs you of upcoming repairs, tells you what to expect, and shares how you can find out more!

QUESTIONS?

City Streets Department
fcgov.com/smp
970-221-6615

REPORT A POTHOLE

970-221-6614
fcgov.com/AccessFortCollins

CURRENT ROAD CONSTRUCTION

fcgov.com/fctrip

FOLLOW US ON TWITTER!

[@fortcollinsgov](https://twitter.com/fortcollinsgov)

Auxiliary aids and services are available for persons with disabilities. V/TDD: 711 18-19373



PO Box 580
Fort Collins, CO 80522

WORD ON THE STREET



A STREET NEAR YOU IS
SCHEDULED FOR REPAIRS IN 2018



WHAT YOU NEED TO KNOW

HOW DO I KNOW IF REPAIRS ARE PLANNED FOR MY STREET?

Only residents and owners near or on streets selected for repairs will receive this newsletter. Our website has a map outlining what maintenance treatment your street will receive and other information such as the scheduled dates of work. Please visit fcgov.com/smp or call 970-221-6615. You will receive a notice on your door 5–7 days in advance of each construction phase impacting your street.

ARE YOU DEVELOPING OR REDEVELOPING A PROPERTY?

If you own undeveloped property, or plan to develop your property adjacent to one of the streets scheduled for the Street Maintenance Program (SMP), please contact Tom Knostman, Pavement Engineer at 970-221-6576.



WHAT IF MY TREE/SHRUB BRANCHES ARE IN THE WAY?

Private trees and shrubs that encroach on the public right-of-way need to be trimmed back by the property owner far enough to allow upcoming maintenance work to occur without interference. City code directs clearance to be 8 feet above sidewalk and 14 feet over street surfaces. Branches, stems, shrubs or other plants must be pruned back a minimum of 6 inches behind sidewalk.

If not in compliance, the City will deliver a notice of violation through the Code Compliance Program. If an owner does not respond within the time frame given, a private contractor may perform the work and the property owner charged for pruning plus administrative fees. The City is not responsible for any damage resulting from failure to follow these requirements.

Is there a tree in the landscape strip between the sidewalk and the curb in front of your home? If so, you do not need to trim it! The City Forestry Division will manage all right-of-way tree pruning to meet City code at no cost to you. However, the City does not provide insect, disease or fertilization services. If you have questions of ownership or public right-of-way, please contact Forestry by calling 970-221-6660.

SHOULD I OBEY THE “NO PARKING” SIGNS?

Yes! “No Parking” signs are posted at least 24 hours in advance of the actual parking restriction. It is very important to read the entire sign carefully to identify the dates when the “No Parking” restriction applies, such as “9/8–9/10.” “No Parking” signs will also state the phase of the work such as “Concrete Repair.”

Typical working hours are weekdays from 7 a.m. to 6 p.m., however work may occur outside these times or on the weekend to expedite the work. Please read and obey the parking restrictions posted on your street to prevent your car from being towed.

Your cooperation in observing any “No Parking” sign is key to the overall success of the repair. Thank you for your cooperation and patience as we improve your street.

WHAT ARE THE PHASES OF STREET CONSTRUCTION?

Every project has its own unique operations but they typically proceed in this order:

1. Utility repairs (if needed)
2. Concrete curb, gutter and sidewalk repairs (immediately followed by temporary asphalt patching)
3. Road surface prep work as needed (i.e. permanent asphalt patching, milling, crack sealing)
4. Planned street treatment (i.e. asphalt overlay, or surface treatment)

The whole process occurs in phases since each step is performed by a specialized contractor or City streets crew. Typically, concrete prep work will occur the year before the final street treatment is completed. Some projects

also experience delays and are moved to following years due to other construction needs (utility line replacements, development projects, etc.), weather, or budget constraints.

We will do our best to inform you of any scheduled construction projects. Depending on the project, we use many tools like door-to-door fliers, website updates (fcgov.com/smp), and Nextdoor posts. You may also contact us directly for further information at 970-221-6615.



HOW DO I GET A “DRIVE APPROACH” OR “CURB CUT” TO MY DRIVEWAY?

A drive approach (curb cut) is a sloped sidewalk that connects your driveway to the street.

If you are interested in installing a drive approach, there are a few things you need to know. The homeowner is fully responsible for obtaining a permit for a new curb cut or drive approach from the City Engineering Department. Permitting must be done prior to the start of our construction efforts to prevent delays in our schedule. Permits need to be issued well in advance.

The cost of the installation beyond the repairs done by the Streets Department is the homeowner’s responsibility. For instance, the City may only repair a portion of damaged sidewalk in front of your driveway, meaning you would be responsible for the rest of the installation if you wanted to install a drive approach. Drive approaches could cost you \$2,500 or more and the cost may be impacted by additional variables such as the type of sidewalk and grade changes.

New drive approaches must meet the Americans with Disabilities Act (ADA) requirements. Depending on the circumstances to meet these requirements, property owners may need to give the City additional public right-of-way in front of their home. Homeowners would be responsible for the fees and surveying costs required.

If you’re interested, please apply for a “Sidewalk and Drive Approach Permit” through City Engineering. You can obtain a permit by contacting Engineering at 970-221-6605 or by downloading an application at fcgov.com/engineering.

HOW ARE REPAIRS FUNDED?

There are 1,197 lane miles of roadway in Fort Collins and up to 120 of those miles are included in the Street Maintenance Program (SMP) this season. Each year the Streets Department is allocated money to spend on maintaining our large network of roads to ensure safe and efficient travel. The Street Maintenance Program is largely funded by the voter approved 1/4-cent Street Maintenance Sales Tax and the “Keep Fort Collins Great” (KFCG) tax measure.

HOW IS A STREET SELECTED FOR REPAIR?

The City’s Street Maintenance Program evaluates streets through an inventory and inspection process to determine the extent of pavement problems. From this analysis, the type of treatment is determined. These treatments range from less costly surface treatments to seal out water to more costly full road reconstruction efforts.

