



Pine Brook Hill Roads

Roads Committee Report

January 31, 2012 HOA Update

Two Initiatives in Process

- **Political Action**
- **Survey of Roads in PBH**

Political Action

Working with Other Subdivisions

- Interest in another County-wide ballot
- Niwot is planning a PID on the 2012 ballot
- Information on roads accepted by the County
 - In 1963 - 1972 for PBH: ‘ Approved for maintenance’
 - In 1966 for Crestview: ‘Approved with the understanding that all expenses involving necessary improvements for all utility services, paving, grading, landscaping, curbs, gutters, street lights, street signs and sidewalks shall be financed by others and not the County of Boulder.’

Political Action

- Alan Bourey working on a ruling from the **Attorney General's Office** - has drafted a proposal for the issue which a governmental official needs to submit.
- **Definitions of maintenance vs rehabilitation** or replacement used in cost accounting and the IRS code
 - Maintenance is clearly not replacement of old road surface anymore than replacing siding on a building with new siding is maintenance, rather costs for replacement must be capitalized and depreciated over time, just like a new asset.
 - Chip sealing and possibly milling & top coating might be considered maintenance, but it will be hard to make an argument that replacement is maintenance.

Political Action

Boulder City Council weighs \$24-per-household Annual Transportation Tax

http://www.dailycamera.com/boulder-county-news/ci_19814218?IADID=Search-www.dailycamera.com-www.dailycamera.com

- Recommended by a community task force
- Businesses would pay up to \$324/year
- Boulder's Transportation Dept. is short \$2.5 to \$3 million per year just to maintain streets & bridges at the current levels.
- The city has the legal authority to impose a maintenance fee
 - Previous city councils have not wanted to impose a tax without a vote
 - The current city council members generally support a tax measure

Survey of Roads in PBH

Detail Data

Detailed Road Assessment Status

Pine Brook Hills Road Quality Assesment - County Maintained PBH Roads									
Street (A-Z)	Section	County Assessment	PBH Roads Assessment	Community Challenge	Person(s) Reason	Ranking for Repair	Submitted for Maintenance		
								1	Very Poor
Balsam Lane	01	3	3	2	Peter K-S Cracking	05	15-Feb-12	2	Poor
Balsam Lane	02	3	4					3	Fair
Balsam Lane	03	3	4					4	Good
								5	Very Good
Linden Drive	01	4	4						
Linden Drive	02	4	3						
Linden Drive	03	2	2						
Linden Drive	04	2	2						
Linden Drive	05	2	2						
Linden Drive	06	2	2						
Linden Drive	07	2	3						
Linden Drive	08	2	3						
Linden Drive	09	3	3						
Linden Drive	10	2	2						
Linden Drive	11	2	2						
Linden Drive	12	3	3						
Linden Drive	13	2	2			17			
Linden Drive	14	2	2			12			

Survey of Roads in PBH

Rating System

Road Assessment Criteria

Pavement Surface Evaluation and Rating

PASER

Asphalt Roads

Manual

Transportation Information Center
 University of Wisconsin-Madison

	Surface rating	Visible distress*	General condition/ treatment measures
PBH #5	10 Excellent	None.	New construction.
	9 Excellent	None.	Recent overlay, like new.
PBH #4	8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
	7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
PBH #3	6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4" - 1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Show signs of aging. Sound structural condition. Could extend life with sealcoat.
	5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2").
PBH #2	4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
	3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
PBH #1	2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pavementization of old pavement is effective.
	1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.