

Conversations With Jeffco

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Construction and Winter Seasons in Road & Bridge

Tuesday, July 14, 2015, 1:50:23 PM | Julie 

Larry Benshoof, Road & Bridge Director

comments open from July 14 until August 2



The Road & Bridge Division construction season is in full swing. Patching of failed asphalt and full scale asphalt overlays of our roadways may already be affecting some of you in your neighborhoods. Please use caution in our work zones and try to keep the speed down for your safety and the safety of our employees.

We precede the asphalt work with the removal and replacement of failed concrete sidewalk, curb & gutter and crosspans that meet our damage criteria.

In the areas of the county with unpaved roads, we re-grade the gravel roads that have sufficiently good material on them. We haul in new roadbase, or recycled asphalt basecourse, on the roads lacking material. That recycled asphalt basecourse comes from our paving projects that require rotomilling prior to the asphalt overlay. The use of recycled material saves upward of \$200,000 per year as opposed to buying new roadbase and helps to reduce dust.

You may wonder how we decide where to spend the limited funds that we have available for repair work each year. We maintain nearly 3,000 lane miles of paved roads and 700 lane miles of gravel roads in the unincorporated portion of Jeffco. In order to manage that size road network, we use an asset management system to evaluate current conditions on each segment of road. This system consists of data collection on the roads via a specially equipped van and then the loading of that information into the asset management program. Each segment of road is then given an overall condition index (OCI) rating from 1 – completely failed to 100 – brand new.

All of the ratings can then be mapped, analyzed and then used to group roads into the most efficient use of repair dollars in particular neighborhoods. The final step prior to actually scheduling any repairs is for us to drive each segment and verify that the information we have received is valid and that the road has been prioritized properly for the coming year's proposed repairs.

When performing the actual repair work, be it asphalt or concrete, I have found that a two pronged approach works best. We hire private contractors for larger projects where they can achieve high production rates and therefore give us the lowest prices. We use our own forces on the smaller jobs which would be very expensive to have done by a private contractor. This approach allows us to keep sufficient manpower productively employed during the 8-month construction season in order to provide an excellent snowplowing effort during the 4-month winter season.

Citizen surveys have indicated that a quick and efficient snow removal program is one of their highest priorities and the above approach allows Road & Bridge to deliver on those desires.

You can see the current schedule of projects for the Road & Bridge division on their [projects page](#).

Traffic Control Devices at Intersections

Thursday, May 21, 2015, 1:28:45 PM | Julie →

by Steve Durian, Transportation and Engineering Director
comments open from May 21 until June 9



Jefferson County's [Transportation and Engineering Division](#) is responsible for evaluating appropriate traffic control alternatives for intersections of roadways and driveways. Typical intersection traffic control used throughout the county includes stop signs, traffic signals, and roundabouts. The county's traffic engineers consider many factors including traffic volume, crash history, and pedestrian activity when determining the safest and most effective traffic control at intersections.

Stop Signs: Two-way stops are the most common traffic control used at intersections. Two-way stop sign controlled intersections occur where one intersecting roadway or driveway has significantly less traffic than the major street. Multi-way stop signs are used where moderate traffic volumes occur at an intersection and the volume of traffic at all approaches is more balanced.

- The advantages of stop signs is that they are the most efficient method of traffic control for traffic flow where lower traffic volumes are present and they are easier and less expensive to maintain.

- However, when the traffic volume is too great for a stop sign controlled intersection to operate efficiently or crash history indicates that a more controlled measure is needed, traffic engineers look to signalization or roundabouts.

Traffic Signals: Traffic signals become necessary when the delay to traffic would be too great for a stop sign controlled intersection or when a stop sign controlled intersection may cause a significant safety problem. Signalized intersections can vary in size from one travel lane in each direction to multiple lanes with two or more left-turn lanes.

- One advantage of signalizing intersections is that these intersections can operate more efficiently with larger volumes of traffic, especially where left-turning traffic volumes are heavy. Traffic signals can also decrease the incidences of major crashes and can assist pedestrians when crossing wide streets and busy intersections.
- There are several disadvantages to signalized intersections. One disadvantage is the higher operating cost. Another disadvantage is that minor rear-end crashes are more frequent at signalized intersections when compared to other types of intersections. A third disadvantage is that to achieve good traffic flow, signalized intersections cannot be spaced too closely to one another, thereby limiting the number of intersections that can be signalized along a roadway.

Roundabouts: Roundabouts are becoming more common throughout Jefferson County. Intersections controlled by roundabouts can handle higher traffic volumes than stop sign controlled intersections without many of the disadvantages of signalized intersections. Both signalized and stop sign controlled intersections have many conflicting crossing movements which can affect both the safety and efficiency of these types of intersections.

- With a roundabout, there are no left-turns and fewer conflicting or crossing movements resulting in improved traffic flow and decreased potential for severe crashes. Other advantages to roundabouts are that they can help control speeding and they are less costly to operate than signalized intersections.
- A disadvantage to roundabouts is that they require more land area to construct and therefore can be difficult to implement in developed areas where existing improvements limit available space. Roundabouts can also be confusing to drivers who are not accustomed to them or in the case of multi-lane roundabouts with inadequate advanced directional signage.

For more information about traffic safety and operations in Jefferson County, [contact the Transportation and Engineering Division](#) at 303-271-8495.

New Runway ... Who Pays for That?

Wednesday, January 28, 2015, 4:14:44 PM | Julie →

Jeanie Rossillion, Development & Transportation Director
comments open from Jan. 28 until Feb. 16



The Rocky Mountain Metropolitan Airport completed a runway improvement project of its primary 9,000 foot runway, 11L-29R. The runway was closed for 3 months while construction was completed. This project included runway mill and overlay, installation of a runway sub-drainage system, electrical, and new signage. Due to the change in magnetic azimuths the runway was re-designated to Runway 12L/30R and Runway 12R/30L. The total cost of the project is about \$9 Million Dollars.

Wow, a lot of money, right?! Let's break it down.... The Federal Aviation Administration (FAA) will fund 90%, 5% funded by State, and other 5% is funded at the local level by the Airport. The FAA has a program called the Airport Improvement Program (AIP) where grant monies are awarded for eligible projects that include improvements related to enhancing airport safety, capacity, security, and environmental concerns. The funds obligated for AIP are drawn from the Airport and Airway Trust Fund, which is financially supported by aviation passenger taxes, air cargo waybills, aviation fuel taxes, and other similar fees.

The State funds 5% of the project through the Colorado Discretionary Grant Program managed by the Colorado Division of Transportation – Aeronautics Division. 35% of Aviation fuel tax revenues collected in Colorado are used to serve the maintenance, capital equipment and development needs of Colorado's 74 public-use airports.

The last 5% is paid from the operational revenues received by the Airport Division of Jefferson County. The Airport is owned and operated by Jefferson County, Colorado but operates as a self-sustaining entity with its own enterprise fund. The Airport's enterprise fund is primarily supported by revenues from lease agreements on Airport property, fuel flowage fees and fuel taxes from local airport users, and U.S. Customs aircraft clearance fees. Other than a general fund loans, the Airport's fund does NOT rely or utilize the County's fund dollars or tax revenues for any purpose. Further, Airport revenues, whether operational or grant funded, are also not used to supplement the County's general fund. The Airport continues to grow and rehabilitate itself through our own internal operations while providing a self-sufficient asset to the County through property and possessory taxes.

If you would like more information please see the following links below:

[Colorado Department of Transportation, Discretionary Aviation Grant Program web page](#)

[Federal Aviation Administration AIP Overview web page](#)

Snow Removal Procedures of the Road & Bridge Division

Thursday, December 04, 2014, 9:32:41 AM | Julie →

Larry Benshoof, Road & Bridge Director
comments open from Dec. 4 until Dec. 23



The following snow removal procedures remind our customers how we prioritize the roads we plow so they know what to expect when the snow flies. Remember to slow down and give our plows a wide berth for everyone's safety!

Overview

The Road and Bridge Division is currently responsible for snow removal on 2,924 lane miles of paved roads and 695 lane miles of gravel roads in the unincorporated areas of the County. One lane mile is a 10 foot wide section of road one mile long. State highways, private roads and newly constructed roads that have not been accepted by formal resolution of the Board of County Commissioners are not included.

Forecasting and Preparations

The Road and Bridge Division is on a twenty-four hour, early-warning alert system. Supervisors utilize local, national, and customized weather forecasts and databases in order to anticipate and be prepared for the intensity of storm forecasted. Equipment is made ready for sanding and plowing during normal working hours for a forecasted storm.

Each equipment operator is assigned a specific route for snow removal and sanding. Assignment of roads to a route is determined by area supervisors based on priority of the road as defined below and for the most efficient utilization of equipment. There are currently 82 designated snow routes in unincorporated Jefferson County.

Snow Removal Procedures

Plowing and sanding operations will take place in four phases during a storm. The order in which streets are plowed in each phase is based on the following definitions of priority:

- >>**Priority 1** - Main arterial streets that provide for high traffic volumes.
- >>**Priority 2** - Major subdivision collectors, school zones and school bus routes.
- >>**Priority 3** - Residential or other local roads that carry moderate to low traffic volumes.
- >>**Priority 4** - Cul-de-sacs or other dead-end roads carrying very low traffic volumes.

Phase I: Initial opening of all Priority 1 through 3 streets in that order. Severity of the storm may delay response time for Priority 3 streets due to the fact that initial opening of major arterial streets requires that multiple lanes be plowed in each direction.

Phase II: Plowing and sanding of problem roads having steep inclines, curves, bridges or overpasses. Widening of any Priority 1 through 3 streets deemed necessary. Repeat plowing of all streets initially opened as snow continues to accumulate.

Phase III: Removal of packed snow and ice on all Priority 1 through 3 streets where possible and deemed necessary as snowfall accumulation stops. Plowing and sanding operations on Priority 4 streets will take place as resource availability allows. It could be several days after the snowstorm has ended before Priority 4 streets are initially plowed. Intermittent sanding as necessary by road priority.

Phase IV: Storm event is over. Continuation of widening operations to improve safe travel and prepare for additional accumulation during subsequent storms.

Application of Traction Materials: Sanding of most roads is limited during heavy snowfall because the sand is quickly covered and then removed as additional plowing occurs. When applying sand, special attention is given to sections of the road network posing specific safety concerns. These include, but are not limited to, areas such as: school and hospital zones, police and fire stations, bridges and overpasses, turn lanes, acceleration or deceleration lanes, approaches to intersections that are stop sign or signal controlled, curves, steep grades, heavy traffic areas, areas of ice accumulation, speed bumps, and areas with other known problems.

Snow Removal Clarifications

>> **Driveways:** Driveway approaches affected during Phases I, II, and III are the responsibility of the property owner or resident to clear. When snow removal or widening in Phase IV is being carried out, driveways that were previously opened by the homeowner will not have additional snow plowed into them.

>> **Mailboxes and Fences:** Mailboxes, newspaper delivery boxes or fences installed alongside the traveled roadway are at the risk of the owner. If an operator strikes a mailbox with a plow, the operator will report it and we will repair it as soon as possible. Mailboxes and fences damaged by snow load during normal plowing operations are not the responsibility of the County. If a mailbox is struck by a plow, it will be replaced with a standard rural mailbox. Postal regulations require residents to clear snow in front of mailboxes to allow for mail delivery.

>> **Snow Pushed onto County Street or Right-of Way:** The practice of pushing or throwing snow or ice onto or across Jefferson County streets endangers the traveling public as well as county snowplow operators. Jefferson County residents as well as private contractors may receive a warning and/or summons for snow or ice pushed onto County streets and rights-of-way from sidewalks, driveways, parking lots, etc. Example: When breaking up ice from driveway or flow line of curb, do not throw it out into the street where it can be struck by a vehicle; we encourage citizens to blow and shovel snow and ice onto their grass.

>> **Vehicles Parked or Abandoned:** Streets on which vehicles have been abandoned or otherwise parked so as to restrict the safe and continuous operation of snow removal equipment may not be plowed until those vehicles are removed.

>> **Requests for Emergency Snow Removal:** All requests for emergency snowplowing should go to the Jefferson County Sheriff's Dept. If the request is valid, they will notify the Road & Bridge Division and we will respond as soon as possible.

Traffic Signal Timing

Monday, October 20, 2014, 11:58:01 AM | Julie →

by Derek Schuler, Jefferson County Traffic/Transportation Engineer
comments open from October 20 until November 8

What is traffic signal timing?

It is the technique which traffic engineers use to determine who has the right-of-way at a signalized intersection. Coordination with other traffic signals is considered so that traffic can travel along a major street without being stopped for a red light at every signal.

Challenges to Effective Traffic Signal Timing

Providing effective timing and coordination of traffic signals can be challenging as there are competing interests between minimizing stops along the main street and reducing side street delay. A coordinated system of signals includes timed vehicle releases from one signal to other signals in which platoons of vehicles travel through a series of signals without stopping. The following factors are important in developing a timing plan:

- **Cycle Length** – It is the total time to give both streets the right-of-way. It needs to be long enough to provide progression of traffic on the main street but not too long that side street traffic experiences unnecessary delay.
- **Left Turn Phases** – Adding left turn arrow indications at busy intersections allows motorists to make these turns easier and safer. However, these are extra phases that require longer cycle lengths and adds delay.
- **Intersection Spacing** – When signals are irregularly spaced, providing coordination of multiple signals becomes difficult (especially for both directions).
- **Pedestrians** – Many signals have push buttons to allow pedestrians adequate time to cross the street. When a pedestrian call is made, it often extends the side street time and poses challenges for maintaining coordination along the main street.

Did you know?

Traffic engineers with Jefferson County and the Denver Regional Council of Governments (DRCOG) are updating signal timing plans on several arterial street corridors. These include portions of Bowles Avenue, Kipling Parkway, and Ken Caryl Avenue. There has been a moderate increase in traffic volumes on these corridors and slightly higher cycle lengths will be implemented during certain time periods. A closer look at pedestrian crossing times and left turn phasing in certain areas was part of the effort to optimize these timings.

Directly following this effort, other signalized corridors in southeast Jefferson County will receive timing updates for compatibility. Implementation of the new timings is expected later this fall.

For more information about traffic signal timing in Jefferson County, contact the Transportation and Engineering Division at 303-271-8495.

Traffic Calming

Wednesday, May 14, 2014, 8:21:58 AM | Julie →

by Kevin French, Transportation and Engineering Director
comments open from May 14 until June 2



What is traffic calming?

Traffic calming is a method of reducing traffic speeds and improving safety through the use of engineering measures to change driver behavior. These measures include roadway narrowing, changes in street alignment, and other physical measures such as refuge islands, speed humps, and raised crosswalks.

Traffic Calming in Jefferson County

The Transportation and Engineering Division utilizes traffic calming measures, where appropriate, to reduce vehicles speeds in residential areas, discourage cut-through traffic, and improve safety. The following devices are used in Jefferson County:

- **Speed Bumps:** Speed bumps, also called speed humps, are rounded traffic calming devices that use vertical deflection to reduce vehicle speeds on residential streets. The county's speed bumps are 12 feet long, 3 inches tall, and span the width of the roadway. Speed bumps are installed in accordance with the county speed bump policy. Speed bumps are no longer installed in the mountain areas.

Examples: 10th Avenue, Carr Street

- **Speed Tables:** Speed tables are similar to speed bumps but are flat on top instead of rounded. When a speed table has a marked crosswalk on top, it is also called a raised crosswalk. Speed tables reduce vehicle speeds and improve pedestrian safety.

Example: Continental Divide Road

- **Pedestrian Refuge Islands:** Pedestrian refuge islands are raised islands located in the median area of a roadway with a gap to allow pedestrians to walk through. These islands provide a narrowing effect and improve pedestrian safety.

Example: Pierce Street south of Ken Caryl Avenue

- **Roundabouts:** Roundabouts are circular intersections that require traffic to travel counter-clockwise around a center island and are used on higher volume streets. Roundabouts can moderate traffic speeds and enhance safety.

Example: Belleview Avenue/Quincy Avenue intersection

Did you know?

All-way stop signs are not considered a traffic calming device. While many citizens request all-way stop signs in their neighborhood to slow cars down, unwarranted all-way stop signs can make an intersection less safe. Drivers on the major street will often begin to roll through or completely ignore the stop signs once they realize there is little cross-traffic. Those drivers who do stop may speed up after the stop to make up for lost time.

For more information about traffic calming in Jefferson County, contact the [Transportation and Engineering Division](#) at 303-271-8495.

Economic Impact of Rocky Mountain Metropolitan Airport in 2013

Thursday, January 09, 2014, 8:30:01 AM | Julie →

by Kenneth Maenpa, Airport Director

comments open from January 8 until January 27



The Rocky Mountain Metro Airport is a part of Jefferson County and located in Broomfield. Every year the Colorado Department of Transportation Aeronautics Division conducts a statewide economic impact study. The study includes Rocky Mountain Metro Airport's impact from on-airport activities (administration, operations and maintenance, and activities of airport tenants that provide aviation services or support airport customers), off-airport spending (by visitors that arrive in Colorado through Rocky Mountain Metro Airport) and various other impacts such as annual taxes.

The annual economic benefit includes the "multiplier effect" which captures the recycling of initial economic impacts in the economy, and spending associated with the airports operators, tenants, capital investment, air visitors, and non-aviation businesses that rely on cargo, support of additional jobs, and payroll and economic activity.

Below you can find the impacts:

Annual Airport Tenant and Capital Improvement Impact for the Rocky Mountain Metro Airport

	Initial	Multiplier Effect	Total
Jobs	835	1,082	1,917
Payroll	\$72,833,000	\$52,978,000	\$125,811,000
Output	\$226,669,000	\$155,955,000	\$382,623,000

Annual Visitor Economic Impact for the Rocky Mountain Metro Airport

	Initial	Multiplier Effect	Total
Jobs	541	212	753
Payroll	\$16,676,000	\$11,415,000	\$28,091
Output	\$46,468,000	\$31,415,000	\$77,883,000

Annual Tax Impacts of the Rocky Mountain Metro Airport

Local and State taxes linked to the operation of the airport total \$12.7 Million.

The Rocky Mountain Metro economic contribution to the communities it serves is \$460.5 Million in output and 2,670 jobs with an annual payroll of \$153.9 Million.

If you would like more information about the 2013 Economic Impact of Rocky Mountain Metro Airport, please visit the [CDOT Economic Impact Study page for RMMA](#).

If you would like more information about the 2013 economic impact of Colorado Airports, please visit [the CDOT Economic Impact Study of Colorado Airports webpage](#).

Winter Driving Tips

Thursday, November 21, 2013, 11:06:28 AM | Julie 

Larry Benshoof, Road & Bridge Director

comments open from November 21 until December 10



When the weather becomes snowy and icy, there are several things motorists should do to be safe.

1. It is incumbent on motorists to not overdrive the road conditions.
2. Motorists should ensure that their vehicles are roadworthy for adverse road conditions, have good snow tires and are in good operating condition mechanically.
3. Check weather and/or road conditions before venturing out.
4. It's always a good idea to let someone know where you are going, what route you plan to take and your expected arrival time. A follow-up phone call to make sure you made it to your destination is usually appreciated.
 - As a backup, if you do not arrive, law enforcement has a route to start looking.

It's also good to equip your car with the following items:

- Flashlight with extra batteries
- Flares or reflective triangles
- Jumper cables
- Cell phone with extra batteries
- General First Aid kit
- Rags or paper towels
- Gallon jug of water
- Non-perishable food items
- Blanket and extra set of clothes
- Winter formula window washer solvent
- Non-clumping kitty litter
- Ice-scraper, snow brush and snow shovel
- Tire chains
- Extra car fuses

[See the CDOT Winter Driving web page](#) for additional winter driving information. *Thanks to Captain Manwaring from the JCSO for contributing to this article.*

FasTracks West Line, Final Update

Thursday, May 16, 2013, 9:55:13 AM | Julie →

by Public Information

comments open from Febraury 21 until March 12



The new W Line, the first line of the FasTracks program —featuring 11 new stations, six Park-n-Rides, three Call-n-Rides and updated bus routes—took decades of planning, engineering and community outreach to complete. This is the final newsletter for the W Line, and the final shout out to say thank you to stakeholders, community members, businesses and local jurisdictions. Thank you for your time, patience and commitment to the success of the line.

W Line Grand Opening

Thank you to everyone who joined RTD in the Grand Opening weekend of the W Line. Nearly 5,000 patrons joined in on the festivities on Friday, April 26 and thousands more enjoyed the station parties along the line on Saturday, April 27. A special thank you goes out to our community members, stakeholders, and local jurisdictions who worked tirelessly to plan and organize their respective station parties along the line. We hope all enjoyed the event as much as we did and didn't get a sunburn!

If you would like to share any stories, pictures, or feedback about the event, please submit to Lindsey Smith at lindsey.smith@rtd-denver.com. We would love to hear from you! To see highlights from the weekend, please visit our [Flickr webpage](#).

Community Outreach

The success of the W Line is a testament to the dedication, patience, and communication put forth from the community, businesses and local jurisdictions. Through this coordination, RTD built community relations to ensure safety, keep the public informed, and minimize construction impacts throughout the project. The outreach efforts were impressive and include the following:

- Organized 142 public presentations, including "Safety Roadshows" (photo above).
- Held more than 600 external meetings at schools, neighborhood associations, senior centers, government offices and other locations.
- Distributed nearly 15,200 informational door hangers/fliers about construction, safety, tree removal and other issues.
- Sent more than 51,000 email blasts describing construction impacts.
- Coordinated nearly 100 public tours for the media, residents, businesses, elected officials and other stakeholders.

- Disseminated more than 8,000 fact sheets detailing best safety practices, environmental impacts and business access.
- Wrote more than 60 news releases with project overviews, goals, timelines and expected impacts.
- Delivered a monthly e-newsletter to more than 5,000 subscribers for the past 84 months – since June 2006.
- Fielded more than 5,200 public comments.
- Curated a database of 10,531 individuals who requested W Line updates.

Construction Update

Work continues on the Sheridan Garage and will be complete by early summer. Crews will work to finalize the remaining items including:

- o Complete elevator installation
- o Complete painting scope of work
- o Continue landscaping
- o Continue installation of security
- o Signalization of the 10th Ave. and Sheridan Blvd. intersection
- o Curb, gutter and asphalt constructed on 10th Ave & Ames St.

There may still also be a few construction items that will take place, and we will keep you informed via email notices and the [website](#).

Final Farewell

We appreciate your support and understanding during the construction of this monumental project and hope we provided accurate and timely information during this time. To submit comments/inquiries or for service information regarding light rail, buses, or the addition of the call-n-Rides, please call 303-299-6000 or visit [RTD's new and enhanced website](#). It has been our pleasure to work with each and every one of you, and we wish you the best!

Information contained in this post adapted from the FasTracks newsletter.

Rocky Mountain Metro Airport 2013 Projects

Thursday, May 02, 2013, 2:49:19 PM | Julie →

by Kenneth Maenpa, Airport Director
comments open from April 20 until May 9



For the past couple of years, Rocky Mountain Metro Airport (RMMA) has been busy with planning and design

for the projects occurring this year.

The need to extend the Runway Safety Area (RSA) on the west end of Runway 11L/29R is driven by the FAA design requirements for the type of aircraft that operate at RMMA. This requirement is 1,000 feet of safety area beyond the runway end, and currently, the RSA is 600 feet in length. In 2006, the U.S. Department of Transportation Appropriations Act required operators of all airports nation-wide that are federally funded and obligated, to comply with FAA regulatory requirements for RSA's by September 30, 2015.

The project will consist of two phases. The first phase commenced this past fall and involves the relocation of the intersection at Highway 128 and Interlocken Loop. This intersection will move to the northwest to allow for the full expansion of the RSA. The second phase of the project will involve earthwork and relocation of the airport navigational aids, which will begin in this summer.



FasTracks West Line, February Update

Thursday, February 21, 2013, 8:51:29 AM | Julie →

by Public Information

comments open from Febraury 21 until March 12



Tick-tock, tick-tock. As time inches closer to opening day on April 26, RTD is rapidly checking items off the to-do list. By the end of February, integrated testing will be complete. At the beginning of March, RTD will officially own the line and operational testing will begin. By mid-March all artwork on the line will be commissioned and in fabrication.

2011 Quality of Life Study

RTD released its sixth annual FasTracks Quality of Life Study. The report focuses on the effect the FasTrack program has in areas where there is service, along with areas where current and scheduled construction is taking place.

A few key discoveries from the study found that the number of FasTracks directly-supported jobs increased 11 percent from 2005 to 2011, the taxable retail sales for RTD increased 0.7 percent from 2010 and overall ridership increased 0.4 percent.

Further, the report showed light rail times remain five minutes faster than drive time on the Southeast and Southwest lines, the use of Park-n-Rides remained consistent, and RTD provides 31 percent of destinations with high-frequency transit options.

RTD is constantly looking to improve the district and offer the best transit service in the country. For further information or to view the 2011 Quality of Life Report please visit our [RTD website](#).

Artwork commissions on the West Line

West Line began the process of commissioning public art for the light rail passenger stations in October. By mid-March, artists for all designated locations will be selected. In a three-part series, we will feature a brief biography of each artist commissioned on the West Line.

- >> Jose Antonio Aguirre will lend his color pallet to Knox Station
- >> John Rogers will put a creative twist at the Lakewood•Wadsworth Station
- >> Mike Squared Mosaics will add a unique, cultured perspective to the Garrison Station
- >> Benjamin Ball and Gaston Nogues are working on a creative piece for Jeffco-Golden Station

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

Snow Removal Procedures

Tuesday, February 19, 2013, 3:36:56 PM | Julie 

Larry Benshoof, Road & Bridge Director

comments open from February 19 until March 10



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are initially plowed. Intermittent sanding as necessary by road priority.

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>> **Requests for Emergency Snow Removal:** All requests for emergency snowplowing should go to the Jefferson County Sheriff's Dept. If the request is valid, they will notify the Road & Bridge Division and we will respond as soon as possible.

Public Meeting on the 32nd Ave Widening Project

Wednesday, January 23, 2013, 8:52:27 AM | Julie →

by Public Information

comments open from January 23 until February 11

The City of Wheat Ridge is partnering with Jefferson County to widen a portion of 32nd Avenue--Braun Court to Wright Court. Construction on this project is scheduled to start on January 24, 2013.

What: Public Meeting for 32nd Avenue Widening, from Braun Ct to Wright Ct.

When: January 23, 2013; starting at 5:00 pm

Where: Applewood Shopping Center, Former Old Chicago building, lower level – located at 3258 Youngfield Street, Wheat Ridge CO 80033

Who: Presented by Concrete Works of Colorado, general contractor

Purpose: Present scope of work and schedule of roadway construction

Get more information about the meeting on the [City of Wheat Ridge website](#).

FasTracks West Line, January Update

Wednesday, January 16, 2013, 4:45:16 PM | Julie →

by Public Information

comments open from January 16 until February 4



In less than four months and counting the much anticipated West Rail Line will open to the public—the first rail line to open under RTD's FasTracks program. But until then, integrated testing continues as the West Rail Line works toward safety certification.

What's in a Name?

The rail line to the west has been called West Corridor, West Rail Line, West Line, W Line, and W Rail. Which is the correct name? Technically, all are right. Materials referring to the line as West Corridor were produced as early as 1978 (in early studies) and as late as 2011 (well into construction). At that time the name changed to West Rail Line. However, as we move into operation, most people refer to the lines by their letter designation.



In this case, it is the W Line, similar to the C, D, E, F and H Lines. Officially deemed the “W” Rail (pictured above), the line takes on a new identity that you will begin to see more and more leading up to and through Opening Day. The upcoming 6th Avenue bridge lighting event is the first time you will see this new identity, but certainly not the last.

West Rail Line Bicycle Lockers

The West Rail Line is set to open April 26, 2013 and bicycle lockers will be available for lease at the following new stations: Decatur-Federal, Sheridan, Lakewood-Wadsworth, Oak, and Jeffco-Golden. You can put your name on the waiting list for a locker at one of these locations by calling the Civic Center Station customer service desk at 303-299-2288. Lockers are currently available with no waiting at the existing Federal Center Station. Bicycle lockers cost \$30 for a six-month renewable lease with a one-time padlock fee of \$20. An RTD-issued padlock must be used on these bike lockers. First time renters will need to turn in a lease agreement in person at the Boulder Transit Center, Civic Center Station, or Market Street Station. Lease agreements are available at each of these customer service locations.

RTD Introduces Smart Cards

The wait is over. On January 1, RTD introduced a whole new way to ride for CollegePass and EcoPass customers. The first phase of RTD’s smart card rollout brings several benefits, including unlimited rides on regular bus and light rail with just one tap every time you ride. Through mid-January, RTD had smart card ambassadors at light rail stations during rush-hour to demonstrate how to use the new cards. Later in 2013 RTD will convert all fares and passes to smart card technology with the introduction of the MyRide card for the general public.

Additionally, beginning with the opening of the West Rail Line, RTD is working toward making riding even more convenient on all lines by installing the capability for patrons to purchase rides with credit cards. Visit our [website](#) for more details on the smart card.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

Fast Tracks, West Line December Update

Tuesday, December 18, 2012, 1:17:31 PM | Julie →

by Public Information

comments open from December 18 until January 6



As opening day draws near, there is still much to be done along the West Rail Line—including safety outreach, testing, and completing construction on both the Sheridan and Lakewood-Wadsworth parking garages.

6th Avenue Bridge Lights Up

On January 23, 2013, RTD will host a ceremonial lighting of the 6th Avenue Bridge. Join us for this exciting event as the switch is pulled and the bridge is illuminated for the first time.

The 6th Avenue Bridge, designed by David Evans and Associates and built by Denver Transit Construction Group's subcontractor Edward Kraemer and Sons, will be lit by LED lights that are attached to the 44 cables that span the bridge. Once lit, the lights will remain on, making this signature bridge even more spectacular. This ceremony marks the end of construction activities and signifies the start of testing, as well as serves as the start of the countdown to Grand Opening of the West Rail Line, scheduled on April 26, 2013. Watch your email for more details on the ceremony.

Civil and System Construction is Complete. Why Aren't we Open?

Even though the vast majority of construction is complete on the West Rail Line, there are three phases of testing that need to be complete to ensure safe and reliable operations of the system prior to opening.

Static or Local Testing is currently taking place where individual elements or groups of elements are tested. This ensures that each crossing gate, each signal, every emergency telephone, etc all are working as designed. The functionality of each of these elements and hundreds more need to all be safety certified prior to carrying passengers.

Integrated Testing will begin in early January, where a light rail vehicle is brought out to make sure that all the systems work together throughout the corridor. For example, as a vehicle approaches a crossing, does the light rail signal system interface properly with the traffic signal system and initiate the crossing gate sequence to operate properly for the train approaching, or if there is another train on the track ahead, does the light rail signal caution the train to proceed slowly or stop. All these elements are tested from early January to the end of February.

Operator Training and Schedule Testing is the final phase. At that point, the line is turned over to RTD operations, where light rail supervisors and operators are trained to operate the West Rail Line – which is different than other lines RTD currently has in operations, due to the large number of at-grade crossings. After the operators are trained and know the line – over a 3-4 week period – the schedules will be tested to make sure they operate as written. After staff is trained on the line – in late March to early April, trains will run on the actual schedule as if we were carrying passengers. For the final week to 10 days prior to opening, we integrate

the West Rail trains into the existing system through the Central Platte Valley, taking all West Rail trains into Union Station. Since trains from the Southeast and Southwest also run along there, the test will be to make sure that the timing works as planned.

Opening a light rail line is not like a highway that can open as soon as construction is complete. Even though the next few months seem like a long time for us to wait, the systems and operations group are hard at work under tight deadlines to open on April 26, 2013!

Safety Reminder

The West Rail Line wants to remind you to BE SAFE near all construction and light rail activity. Soon you will begin to see light rail trains operating along the line for testing so it is important to take all necessary precautions at the crossings and along the tracks to make sure that you remain safe. Below are important safety tips for you and your family to remember when you are near the light rail tracks:

- Stop, look both ways, and listen before crossing and railroad tracks. The trains are very quiet and can approach from both directions.
- Never play near or on the light rail tracks. Switches on the tracks move automatically and can cause injury. You would also be breaking the law by trespassing.
- Before crossing light rail tracks, make sure the crossing gates are all the way up and that there are no flashing lights or sounding bells.
- Keep yourself and all objects away from the wires overhead.
- Get off your bike, scooter, or skateboard before you cross the tracks. Your wheels can get caught in the tracks.
- Always PAY ATTENTION. Do not let your cell phones, headphones, texting, or game-playing divert your attention.
- Never chase a moving train.

We urge everyone to stay away from the tracks, overhead wires, and all elements of the light rail system as we start into the testing phases for the West Rail Line prior to opening to the public on April 26, 2013.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

FasTracks, West Line November Update

Monday, November 19, 2012, 9:27:30 AM | Julie →

by Public Information

comments open from Nov. 19 until Dec. 8



As construction winds down, other aspects of the West Rail Line are gearing up and racing full speed ahead as we head toward opening on April 26, 2013. Testing is underway and will continue through spring of 2013; selection of artists for the line is progressing quickly; and construction on the Sheridan and Lakewood•Wadsworth garages is on-going.

Final Train Schedules Set

Over the past few months, RTD service planners have been holding public meetings and realigning bus schedules to mesh with light rail service on the West Line when it starts up next April. Another important element to the service planning is how often the trains will run.

Since 2003, RTD has been planning on trains every 5 minutes during rush hours (6 to 9 a.m. and 4 to 7 p.m.) between downtown and the Federal Center. Taking into account a number of elements, the service has been adjusted to every 7.5 minutes during rush hours.

- Instead of two car trains, three car trains will be used so capacity of the rail line remains the same.
- We are able to carry the same number of passengers, with fewer impacts to the community and still provide excellent service.
- Service between the Federal Center and Jefferson County Government Center will remain at 15 minute intervals, both in rush hour and throughout the day.
- Late night service throughout the line will be every 30 minutes.

Public Art Update

In October, the West Rail Line began the process of commissioning artists to design public art for the West Rail Line. An art selection committee – made up of artists, art administrators and community representatives – was formed to select artists for each of the stations along the line.

The committee has selected artists for the three stations so far and continues to work toward having artists on board for all stations. The majority of the artwork won't be installed by opening day, but is expected to all be in place by the end of 2013.

Artists selected to date include:

- Jose Antonio Aguirre, who will lend his color pallet to Knox Station;
- John Rogers, who will put a creative twist on the Lakewood•Wadsworth Station; and
- Mike Squared Mosaics, who will add a unique perspective to the Garrison Station.
- The final artist for the Jeffo-Golden Station will be selected at by the end of November.
- The next series of commissions include Sheridan, Lamar, Red Rocks College, and the Kipling Bridge followed

by the rest of the stations.

Artwork is a great way to show off a community, make stations memorable and unique and deter graffiti. Challenges in public artwork include making sure that each piece is durable and easily maintainable, that it can withstand 100 degree temperature fluctuations and intense sun, all the while reflecting each community.

Safety Roadshow Recap

The Safety Roadshows were a great success. The West Rail PI team, in conjunction with the City of Lakewood, Operation Lifesaver and West Metro Fire visited elementary schools in Lakewood within four blocks of the rail line to demonstrate fundamental pedestrian and bicycle safety. In addition, RTD and Operation Lifesaver reached out to two more schools in Denver. The roadshows in Lakewood were part of the "Safe Routes to School" grant that Lakewood received for pedestrian safety training and education programs for schools near the West Rail Line.

RTD provided a mock light rail grade crossing complete with flashing lights, moving gates and ringing bells to demonstrate how to safely cross the tracks, Operation Lifesaver provided general train safety information, the City of Lakewood demonstrated how to use hand signals when riding a bike, and West Metro fire demonstrated how to properly fit and wear a helmet.

The elementary schools included in the program were Eiber, Molholm, Jeffco Open, St.Bernadette, Cowell, and Fairview reaching nearly 2,000 students. School outreach will continue next spring prior to the West Rail Line opening

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

FasTracks, West Line October Update

Tuesday, October 16, 2012, 9:50:00 AM | Julie →

by Public Information

comments open from October 16 until November 4



October's crisp and dry air has kept construction on the West Rail Line moving forward. Crews are keeping busy and daily progress is visible.

SAFETY ROAD SHOWS

The West Rail PI Team has been on the road reaching out to local elementary schools on fundamental pedestrian and bicycle safety. In August 2012, the City of Lakewood received a "Safe Routes to School" grant from CDOT for safety education. RTD and Lakewood developed the "Safety Road Shows" in conjunction with Operation Lifesaver, Bicycle Colorado and West Metro Fire District as a major element of the grant.

The road shows promote the basic, but most important message to "Stop, Look and Listen" before crossing rail tracks or roadways. Through a forward-thinking approach, RTD developed a mock automated rail crossing for hands-on training that includes flashing lights, bells and moving gates. Other exhibits include a helmet fitting station, bicycle hand signal training and rail safety education. Thus far, the road show has stopped at, Molholm Elementary and St. Bernadette's school. A visit to Jeffco Open School and Eiber Elementary are scheduled later this month.

In addition, RTD will be taking the road show to Fairview and Cowell elementary schools in Denver before the end of the year. If your group is interested in a safety presentation, please [contact us](#) to schedule a presentation.

PARKING STRUCTURES

Sheridan

By the looks of the Sheridan Boulevard and 10th Avenue site, it is apparent West Rail Line construction crews are knee deep into the parking structure south of the station. On the administrative side, the project has secured roughly 90 percent of its subcontractors and is on-track to meet or exceed the goal of 51 percent of the work performed by Small Business Enterprise (SBE) firms.

Construction activities will continue to accelerate throughout the fall and winter as crews tackle the bulk of forming and pouring concrete for the foundation and eventually move toward constructing the elevated decks. On and off-site electrical, plumbing and fire/sprinkler-related work are also on the agenda during this time.

Part and parcel of any construction activities during this time of year, construction crews are anticipating inclement weather and taking appropriate measures to ensure winter conditions do not negatively impact the construction schedule. Due to the demanding nature of the West Rail Line schedule, no delays in the construction schedule are possible. In the event of a major snow event, any working hours missed will be made up with night and weekend work for the duration of the project.

Lakewood•Wadsworth

The Lakewood•Wadsworth parking structure continues to come together as crews continue with the "finishing touches" of the garage. Crews continue painting and installing interior lights for the structure and the sprinkler/fire suppression system work is currently complete. The next major interior element of the parking structure will include installation of steel for the stairs and elevators, and pouring concrete for the stairs.

The exterior facade of the garage is moving into the final stages as installation of the architectural "spandrels" are completed and crews move into preparations for installing the "curtain wall," which includes the glass window "storefront" of the building and the metal mesh panels.

CONSTRUCTION UPDATE

Civil construction (DTCG)

- West Rail crews are working on a few remaining activities on the Colfax, Sheridan and Consolidated Mainline bridges.
- Storm water drainage work at North Avenue, Sheridan Boulevard and Zuni Street will continue through October.
- Crews will continue to install elevators, stairs and railings at most of the West Rail Line stations.
- Irrigation and landscape work continues at all stations and along roadway shoulders.
- Construction activities along the bike paths will be completed in October.

Systems construction (BBRI)

- Overhead Catenary punchlist
- Electrical testing at Traction-powered substations
- Signals system punchlist
- Preparing for integrated testing

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

Roundabout Construction at Jefferson County Government Center

Friday, October 05, 2012, 8:59:02 AM | Julie →

by Public Information

comments open from October 4 until October 23

The contractor will be repairing curb and gutter and performing additional concrete/slab work on the roundabout at the Johnson Road entrance of the Jefferson County Government Center. A detour and flaggers will be in place to direct two-way traffic to the west side lane of Jefferson County Parkway. **The detour is expected to last until Friday, October 12.**

Parking at the court-side parking lot will be open. It is suggested to enter from the north side - Jefferson County Parkway via Johnson Road. Exiting traffic will be permitted to exit Jefferson County Parkway heading north.

Please drive safely through this area and be prepared for staged equipment, materials, and workers. Contact Mark Winnen or Dixie Shear at Jefferson County with questions, 303-271-8495.



FasTracks, West Line Update

Tuesday, July 24, 2012, 10:43:46 AM | Julie →

by Public Information

comments open from July 24 until August 12



With the groundbreaking of the Sheridan Station Parking Garage, all elements of the West Rail Line are now under some type of construction.

Safety Reminder

With school out and more people walking in the neighborhoods, it's important to remember to stay away from construction and the light rail system in general. Observe and follow all warning signs to prevent accidents and warn your children to do the same. Stay off the light rail tracks, unless you are crossing at an intersection. Remote switch testing and on-going switch operations can cause serious injuries for pedestrians on the trackway, even without a train coming.

Construction is almost complete, but safety hazards will remain as the light rail system is powered and testing of all systems is conducted later this year. Following that phase, light rail trains will begin running on the tracks, and gates at the crossings will begin to move - presenting a new set of hazards. Remember the basics - STOP, LOOK and LISTEN. They will serve you well in the future as West Rail Operations is introduced into the community.

Tour de FasTracks - West Rail Ride

As construction of the West Rail Line draws to a close, the project team is planning the first of many celebration events. Tour de FasTracks-West Rail Ride, will be held on Saturday, September 15, 2012. The family friendly bicycle event will kick-off at Oak Station and end at the Decatur-Federal Station. There will also be an option for more advanced cyclists to begin at the Jefferson County Government Center-Golden Station. Participants will enjoy a fun-filled activity center and BBQ at the end of the ride.

Join us and experience the newest bike paths while getting to know the terrain of the future West Rail Line. RTD will be handing out operation and safety information and our stakeholders will be manning stations with information relative to their jurisdictions.

Parking Structures

Lakewood-Wadsworth

Work on the Lakewood-Wadsworth parking structure is quickly approaching the one-third completion mark, and the project is moving along nicely as utility efforts continue and concrete and steel are placed on levels above the ground floor. In addition to the main structure, crews are now addressing the electrical, security and storage rooms and the components for the stairs and elevators. Swinerton Builders is happy to boast an accident-free record for the project and 167 employees have completed safety orientation. We look forward to a continuation of the already successful efforts on this structure.

Sheridan

On the bright and sunny morning of Friday, June 29, Mayors Michael B. Hancock and Bob Murphy of Denver and Lakewood respectively, RTD Board members Matt Cohen and Angie Malpiede along with Swinerton representatives, other elected officials and area partners welcomed residents and stakeholders to commemorate the beginning of construction activities for the Sheridan Station Parking Structure. Phil Washington, General Manager of RTD, was on hand to remind the crowd of the significant economic investment the Sheridan Parking Structure and West Rail Line represent. \$295 million have been contributed to the local economy and more than 600 jobs have been produced throughout construction of the West Rail Line. Praise was also given to VP of Swinerton Builders Colorado, Scott Conrad, who committed to exceeding the 51 percent Small Business Enterprise participation goal for the project. Debra Bustos, Director of Real Estate for the Urban Land Conservancy, highlighted the larger effect such a significant investment can make to the shape and character of the community. Calling it a "catalyst investment," she proposed this site has the opportunity to leverage development of additional amenities in the area and provide access to jobs for untold numbers of families and residents.

The building permit for the Sheridan Garage was recently issued by the City and County of Denver and construction efforts can now begin. Earthwork, drilling and forming caissons as well as utility improvement

efforts will begin in earnest the first week of August, and you will soon see visible progress on this site.

Construction Update – Area 1 (Jeffco Government Center to Federal Center)

Current and Ongoing Activities

Current and Ongoing Activities

- Final activities at the Jefferson County Government Center include demolishing the temporary construction access and completing roadwork near the entrance to the facility.
- Road construction at Ulysses Street is complete and Ulysses Street north of 6th Avenue is open. Installation of the guardrail along 6th Avenue in this area will begin soon.
- Work continues on Union Boulevard between 6th Avenue and 4th Avenue and the on and off ramps of 6th Avenue at Union Boulevard. Lane closures on the ramps and Union Boulevard may be in place during daytime hours.
- Final irrigation and landscape work continues in Area 1.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

Help Jeffco's Beauty Shine -- Adopt-a-Highway!

Thursday, July 12, 2012, 11:25:05 AM | Julie →

Larry Benshoof, Road & Bridge Director

comments open from July 12 until July 31



Across the State, thousands of volunteers clean adopted stretches of highway. They have taken responsibility for their environment and become part of one of the most effective community volunteer efforts nationwide!

Who can adopt a highway?

Churches, scout groups, employee and retired employee associations, non-profit organizations, service clubs ... any group that takes pride in Jeffco.

Adopting groups are proud of their contribution to their community and confident their efforts are increasing public awareness about litter control.

How does the program work?

This program consists of a volunteer group picking litter off the right-of-way of a section of road they have

adopted.

- >> That section of road is approximately two miles in length.
- >> There are two pickups required each year with a two-year commitment.
- >> Orange safety vests, trash bags and trash bag pickup are provided by Jefferson County.
- >> Warning signs alert motorists when a litter pick-up is in progress.
- >> Permanent signs are placed on the right-of-way indicating the name of the adopting group.

If you are interested in adopting a stretch of highway in Jefferson County, please visit the [Road and Bridge website](#) to view the list of available segments.

Contact Heather Rhode at (303) 271-5220 for more information on this fun and rewarding program!

FasTracks, West Line June Update

Tuesday, June 26, 2012, 1:14:09 PM | Julie →

by Public Information

comments open from June 15 until July 4



The countdown has begun. RTD will open the West Rail Line to the public on April 26, 2013, eight months ahead of the originally scheduled opening date. The first FasTracks project to be completed, the West Rail Line is part of RTD's current \$4.2 billion investment in the region. Presently, 50 miles of new rail line are in construction or under contract to begin construction.

The West Rail Line is approximately 93 percent complete. Major construction will be finalized later this summer, followed by completion of the signals and communications system in late 2012. Construction on the Wadsworth and Sheridan parking structures will continue through early March 2013, and RTD Light Rail Operations will conduct final testing and operator training through the spring of 2013. Watch the countdown to opening day on the [West Rail Line website](#).

West Rail Line Bike Event

The "Name the Bike Event" contest concluded on Friday, June 8. With more than 100 submissions, there were too many creative names to pick just one. Roll out the bike bells and toot your horn for the official name of the bike event— "Tour de FasTracks – West Rail Ride!" Thank you to John Golly for submitting "Tour de FasTracks" and Jennifer Wieczorek for submitting "West Rail Ride."

Not only do we have an official name for the event, we also have a date set. Mark your calendars for September 8, 2012. The designated route will kick-off at Oak Station and end at Decatur•Federal Station. However, for the more intermediate and advanced cyclists, there will be an option to begin at the Jefferson County Government Center•Golden Station. Tour de FasTracks – West Rail Ride will be a leisurely ride on some of the newly constructed bike paths along the West Rail Line.

Construction Update - Area 1 (Jeffco Government Center to Federal Center)

Current and Ongoing Activities

- Drainage work at Ulysses Street is complete and road construction is underway. Ulysses Street will be closed between 6th Avenue and just south of Mt. Vernon Road until the new roadway is fully constructed.
- Work continues on Union Boulevard between 6th Avenue and 4th Avenue; and the on and off ramps of 6th Avenue at Union Boulevard. Lane closures on the ramps and Union Boulevard may be in place during daytime hours.
- Final irrigation and landscape work continues in Area 1.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

Overhead Street Lights – Help Do Your Part

Friday, June 01, 2012, 9:56:31 AM | Julie →

by Maria D'Andrea, P.E., Traffic/Transportation Engineer
comments open from June 1 until June 20

Jefferson County pays to maintain and provide power to approximately 700 overhead street lights. The majority of these are located on arterial streets such as Kipling Parkway or Bowles Avenue. Lights are maintained by Xcel Energy, Intermountain Rural Electric Association (IREA) or, if related to an intersection with a highway or freeway, the Colorado Department of Transportation (CDOT).

Xcel Energy and IREA charge the county a monthly flat fee for each overhead street light (depending on the wattage). This fee is charged regardless of whether the light is operating or not. Street lights in neighborhoods are typically paid for by the area Home Owner's Association (HOA) under similar arrangements.

You can help the county by reporting streetlight outages in your neighborhood. Before calling or going on-line, you'll need some basic information.

- Location of the light: for example, NW corner of Simms Street and Marlowe Avenue
- Type of malfunction: is the light burnt out, blinking or malfunctioning in some other way
- For Xcel Energy, each of their light poles has a Facility Tag on it. This is typically a small plaque or sticker of black letters/numbers on a yellow background. Writing this number down and reporting it helps Xcel to respond more quickly to the problem. If there is no Facility Tag, write down the address of the nearest property.

Knowing which company to contact depends on the location of the street light. A general guide you can follow is:

- **Xcel Energy**

- o If the light is located north of US 285 and/or east of C-470: call 1-800-895-4999 (Prompt 3)

- **OR**

- o You can report online using [Xcel's street light outage form](#).

- **IREA**

- o If the light is located south of US 285 and west of C-470 or in the areas along I-70 on the western edge of the County, call 303-688-3100.

- **CDOT**

- o For street lights at interchanges or along freeways such as C-470, I-70, US 285, SH 93, etc., call 303-757-9367.

Services of Addressing Section Critical to Jefferson County

Wednesday, April 25, 2012, 2:38:41 PM | Julie →

by John Wolforth, Planning and Zoning Director

comments open from April 24 until May 13



One of the functions of the [Jefferson County Planning and Zoning Division](#) is to provide addressing services for all of Jefferson County. The Addressing Section's services are critical not only for citizens but for local jurisdictions, departments and emergency responders. The Addressing Section is responsible for assigning, maintaining and approving all addresses, street and road names in Jefferson County. The assignments are to ensure the health, safety and welfare of the citizens of Jefferson County.

One of the most important aspects and importance of proper addressing in the county is how closely the Addressing Section works with emergency services. All areas of the Sheriff's Department use the address database. It is important for court documentation, warrants, arrests and investigations. We also work with local emergency responders and fire districts within Jefferson County. When responding to emergencies it is important that responders are able to quickly and efficiently locate citizens to provide services based on the accuracy of their addresses. We are constantly working with citizens, fire districts, emergency responders and other departments in the county to properly assign addresses county-wide. This may include naming roads that were previously unnamed, assigning new addresses when homes are built, changing addresses as appropriate when they do not meet current standards for assigning addresses and more.

In addition to the services you receive from emergency responders, an address can provide assistance in other

aspects of business and personal interactions with other departments and divisions when trying to identify a property.

FasTracks, West Line April Update

Wednesday, April 18, 2012, 9:49:24 AM | Julie →

by Public Information

comments open from April 18 until May 7



While the driest March on record kept our foliage thirsting for water, it certainly benefited crews working on the West Rail Line. Construction activities geared up earlier than expected and the summer-like temperatures led to uninterrupted work flow.

First Light Rail car passes through West Rail Line

RTD began initial clearance testing on the line on March 22 as crews used a unimog (similar to a rail tugboat) to pull a light rail vehicle along the whole alignment. The pull took one and a half days to traverse the entire line and back; beginning just south of the newly relocated Auraria West Station in downtown Denver and ending at the Jefferson County Government Center before turning around and heading back downtown.

This initial test confirmed clearances between the vehicle and surrounding elements of the rail line including; bridges, tunnels, soundwalls, fencing, poles and station platforms along the alignment. RTD will continue intermittent tests along the West Rail Line until it opens in May of 2013.

Sheridan parking structure

Design of the 800-space parking structure at 10th Avenue and Sheridan Boulevard is approximately 60 percent complete, with a target construction start date in June 2012. Swinerton Builders anticipates grading will occur on the site for approximately two weeks, followed by foundation work slated to start in mid-June. The structure will be cast-in-place concrete and use aluminum storefront framing and glass to create a contemporary architectural look.

Pedestrian safety recommendations

A light rail pedestrian accident in Utah spurred heightened awareness for light rail crossing safety across the nation. The Federal Transit Administration has asked transit agencies, including RTD, to review all at-grade crossings and make recommendations for pedestrian safety enhancements.

A committee, made up of members from many RTD departments, was created and a series of recommended changes were developed. Multiple West Rail Line grade crossings have potential changes based on this recent safety review. Changes to any grade crossing will require the approval of the PUC (Public Utilities Commission) prior to being implemented. Following are the recommended changes:

- Fencing will be extended between the soundwalls and signal masts at Pierce, Teller, Carr, Garrison, Independence, and Oak.
- Bollards will be placed between the soundwall and signal masts at Pierce, Teller, Carr, and Estes.
- Either the signal mast will be moved behind the sidewalk or a swing gate will be placed between the signal and soundwall at Carr.
- Swing gates between the signal and soundwall will be placed at Estes, Independence, and Oak.
- Track panels that currently extend past the preferred walkway will be removed at Garrison and Independence.
- 100 feet of soundwall will be removed on the southwest corner at Independence as well as a 24/7 speed restriction of 20 mph at that same intersection.
- Lastly, "No trespassing" signs will be placed at each corner of all grade crossings.

Once these recommendations are approved by the PUC, they will be implemented, which is scheduled to happen prior to the opening of the West Rail Line.

Public meeting dates set for proposed bus routes along the West Rail Line

When a new light rail line opens, it also affects the surrounding bus service. It is important to eliminate duplicate service to the rail line while still preserving options for our customers. The draft plans for bus route changes that will take affect when the West Rail Line opens have been developed and will be presented at a series of public meetings. For more information on [public hearing dates](#) visit the West Rail website.

Construction Update – Area 1 (Jeffco Government Center to Federal Center?)

Current and Ongoing Activities

- Bike path work, including final fabrication, paving and railing installation continues at the Jefferson County Golden Station-Government Center.
- Drainage work and road reconstruction along Ulysses Street could begin later this week, requiring the closure of Ulysses Street between 6th Avenue and Mt. Vernon Road. Crews could be in the area for up to four weeks.
- West Rail crews continue work on Union Boulevard and the on and off ramps of 6th Avenue. Lane closures on the ramps and along 6th Avenue may be in place during daytime hours.
- Work along the frontage road near Red Rocks Station will continue through the month of April.
- Final irrigation and landscape work continues in Area 1.

You can view some [photographs of the building process of both the Golden-Government Center parking garage and station](#) on the RTD FasTracks, West Rail Line website.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

FasTracks, West Line March Update

Thursday, March 15, 2012, 2:25:33 PM | Julie →

by Public Information

comments open from March 15 until April 3



The sun is shining on the West Rail Line as civil activities on the project resume in full force. Final roadway improvements will traverse the line this spring and summer and garage construction at Sheridan and Wadsworth will rise from the ground.

West Rail Line Tours Resume

Don't miss the final summer of West Rail Line tours. All tours will be from 9 a.m. - 11 a.m. on the third Friday of the month (April through September). Sign up on the [FasTracks website](#). Each reservation is for one seat only; please sign-up all attendees individually.

West Rail Line Completes Track Work

The West Rail Line project team has installed the final segment of track. Crews working just west of the Union Boulevard Tunnel completed the task of fully tying in the track for the whole rail line from Denver Union Station to the Jefferson County Government Center. The West Rail Line encompasses more than 116,000 lineal feet of track. Using effective and cost efficient construction methods and state-of-the-art equipment, the 45-member crew successfully completed the track installation in an unprecedented 18 months. Completion of track work is yet another milestone on the West Rail Line and brings opening day another step closer.

West Rail Line Clearance Testing

The first light rail vehicle will travel along the West Rail Line late next week. RTD will be pulling one light rail vehicle the entire length of the corridor from Auraria West Station to the Jeffco Government Center and back. This activity will take anywhere from one to three days. The purpose of this first test is to check clearances between the vehicle and surrounding elements; on bridges and through tunnels, by soundwalls and fencing, through stations and by all the poles throughout the alignment. The light rail vehicle will not be operating under its own power, but will instead be pulled by another piece of equipment. So don't be surprised if you see a train going by – and don't expect it to stop and pick you up. There are still 14 months to go before West Rail will start carrying passengers when we open in May 2013.

Construction Update – Area 1 (Jeffco Government Center to Federal Center)

Current and Ongoing Activities

- Crews are paving the plaza and finishing out the stem walls at the Jefferson County Government Center.
- West Rail crews continue work on Union Boulevard and the on and off ramps of 6th Avenue. Lane closures on the ramps and along 6th Avenue may be in place during daytime hours.
- Track installation has been completed, however crews will continue to dress and consolidate track.
- Final irrigation and landscape work has begun in Area 1.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

FasTracks February Update

Tuesday, February 21, 2012, 12:23:48 PM | Julie →

by Public Information

comments open from February 21 until March 11



It seems like winter has finally hit the metro area and construction activities along the West Rail Line are minimal. But that won't be the case for long as the thaw breaks and crews prepare for an onslaught of activity.

U.S. Secretary of Transportation visits the West Rail Line

U.S. Transportation Secretary Ray LaHood visited Denver on Monday, February 6, to get a first-hand look at the West Rail Line. Secretary LaHood visited with DTCG construction workers, commended RTD's Workforce Initiative Now (WIN) program and discussed how federal investments in transportation support jobs and economic growth.

The West Rail Line is one of three federally funded rail lines in RTD's FasTracks program. In 2009, approximately \$350 million in federal funding was awarded by the Federal Transit Administration to help build out the line. In 2011, a \$1 billion dollar award was awarded to the East and Gold Lines.

Construction Update - Area 1 (Jeffco Government Center to Federal Center)

Current and Ongoing Activities

- Crews are striping and sealing the parking garage at the Jefferson County Government Center and should be finished by February 21, 2012. Other work at the station continues as crews pour out the plaza light pole foundations and platforms. Core drilling for fencing along the walls and the installation of traffic poles and arms will be completed this week during evening hours.
- West Rail crews will be installing signal poles on the eastbound off ramp from 6th Avenue to Union Boulevard for the next several weeks. **Lane closures on the ramp may be in place.**
- Platform paving continues in the Federal Center Station and the final shelter/canopy set will be completed by February 16, 2012.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

FasTracks, West Line November Update

Tuesday, February 21, 2012, 12:23:07 PM | Julie →

by Public Information

comments open from November 17 until December 6



In another year, the vast majority of work on the West Rail Line will be completed. For now, stay up-to-date with the most current construction information by becoming a subscriber to our e-newsletter. You can sign up by visiting the [West Rail website](#), and while there, utilize the tools that have been established to keep you updated on progress and impacts.

Auraria West Station Opens

After a three month closure, the light rail station at Auraria West is now open! On Monday, October 31, 2011, RTD opened the first light rail station on the West Rail Line. The opening of this station culminated a summer of construction activities at the Auraria campus that included integrating the existing Central Platte Valley tracks into the West Rail Line, demolishing the old Auraria West Station and constructing the new station north/west of its original location. Access to and from the station will include sidewalks leading to Auraria Campus, as well as a kiss-n-ride drop off on 5th Street.

Relocating this station was necessary to accommodate trains heading out to the West Rail Line or the Southeast and Southwest Rail Lines. This is the first station on the West Rail Line where you can see the final windscreens, as well as the station furniture, lighting and shelter canopies that will be consistent along the new line.

Bike Path

The West Rail Line boasts new bike/pedestrian paths along the corridor, connecting the three counties in which the rail line spans. The project has dedicated a total of 4.26 miles (.38 miles in Jefferson County, 2.20 in Lakewood, and 1.68 in Denver) of bike/pedestrian route, including new bike bridges adjacent to both the Wadsworth and Kipling light rail bridges. Although the bike/pedestrian path is one of the final phases of the overall project, as of September 2011, it is almost 50 percent complete!

Safety remains a priority, so public access to the bike/pedestrian path will not be allowed until all adjacent shouldering, landscaping, painting and fencing are complete and the path is safe for all users. Once completed, the new and improved path will make traveling to and from the west much more seamless and safe. Locations where bicycles/pedestrians cross the light rail tracks are minimized along the corridor to the greatest extent

possible.

In addition, all West Rail Line stations will feature bicycle parking with racks and/or lockers for travelers' convenience. The Regional Transportation District (RTD) and Denver Transit Construction Group (DTCG) are committed to opening the bike path by mid- 2012, at least one year earlier than originally scheduled. For safety purposes, the West Rail Line team asks the public to refrain from using the path until it is opened.

Construction Update – Area 1, Jeffco Government Center to Federal Center

- Work continues on the parking garage and station at the Jefferson County Government Center. Work on the structure should be completed by the first week of December and station and guideway work will continue through the winter months.
- Track crews are distributing ties from Johnson Road to the west end of the Jefferson County Government Center.
- All eastbound and westbound lanes, including the ramps at Indiana Street are scheduled to open by Thanksgiving.
- Installation of guardrail on the frontage road west of Red Rocks Station will be ongoing through mid-December.
- Roadway improvements continue to require lane closures on Union Boulevard and the 6th Avenue on and off ramps at Union Boulevard. Construction on the southbound lanes of Union Boulevard will continue through November.
- The excavation of the light rail tunnel under Union Boulevard has been completed. Crews continue preparing the tunnel walls.
- North/4th Avenue between Union Boulevard and just west of Routt Street is closed as crews finish up roadwork and the track crossing in that area. To access the Federal Center, turn east from Union Boulevard onto 2nd Place and proceed through Gate 4 into the Federal Center.

Information contained in this post adapted from the FasTracks newsletter. To subscribe to the newsletter or get the latest information, see the [FasTracks West Corridor website](#).

New Call-n-Ride Service for South Jeffco

Wednesday, January 11, 2012, 4:57:49 PM | Julie →

by Public Information

comments open from January 11 until January 30

The new South Jeffco call-n-ride bus service is scheduled to begin service on January 22. The service, provided by the Regional Transportation District (RTD), will operate from 5:30 a.m. to 10:30 p.m., Monday through Friday, and on Saturday from 8:00 a.m. to 10:00 p.m.

The call-n-ride is intended to replace a number of bus routes (60, 63X, 67, 76 & 401) which are being eliminated or will have service reduced due to budget cuts by RTD. The service boundaries are Platte Canyon on the east, Bowles and Southwest Plaza on the north, and C-470 to the west and the south, which also includes trips to Lockheed Martin.

This **personalized, curb-to-curb bus service** operates with smaller (14 passenger) buses and is designed to

take you anywhere you want to go within the service area. One call can connect you to bus routes, Park-n-Rides, light rail stations or to work, school, and shopping.

>> **Call 303-994-3069 and request travel at least one hour or up to two weeks in advance.** RTD will provide an estimated pick-up time.

>> You can also book your trip online at rtd-denver.com at least two hours prior to departure.

However, you must phone in your reservation the first time you use the service.

Service is available on a first-come, first-served basis. When the bus arrives, you will need to pay your exact cash fare - \$2.25 per trip for regular riders and \$1.10 for seniors and children aged 6-19.

RTD will mail a brochure to residents within the South Jeffco call-n-ride service area with information on how to use the service as well as two free ride coupons.

Map of the service area:



South Jeffco Call-n-Ride

303.994.3069

Hours:

Monday through Friday: 5:30 a.m.–10:30 p.m.

Saturday: 8:00 a.m.–10:00 p.m.

Draft Bicycle and Pedestrian Plan Now Available for Public Comment

Thursday, January 05, 2012, 10:25:24 AM | Julie →

by Public Information**comments open from January 5 until January 24**

Jefferson County's draft Bicycle and Pedestrian Plan Maps are now available for public comment. The two maps, one for the Bicycle Plan and the other for the Pedestrian Plan, were developed by the Transportation Planning team in the county's Transportation and Engineering Division. The purpose of the two plans is to guide the county in developing a network of on-street bicycle corridors and off-street paths, sidewalks and trails.

In creating these maps, the Transportation Planning team made regional recommendations by incorporating various municipal bicycle and pedestrian plans. Using a regional approach, the bicycle and pedestrian corridors will be continuous and consistent in the cities, towns and unincorporated county areas. An important feature of this plan is to utilize Kipling Street as a north-south multi-modal "backbone," connecting to a ladder-style network of east-west connections. No funding is currently available to implement the plan, but projects will be implemented as individual roadway corridors are developed.

This plan shows a long-term vision for Jefferson County and represents significant future investments. **Reviews and comments on the plan maps are being accepted through January 31, 2012.** See the transportation website at www.jeffco.us/bike-plan for the detailed maps and all the information. Please make your voice heard on this important plan.

For more information, contact Will Kerns, AICP Transportation Planner, at 303-271-8497 or wkerns@jeffco.us.

This Year with Road & Bridge

Tuesday, January 03, 2012, 8:26:41 AM | Julie →

Larry Benschopf, Road & Bridge Director

comments open from December 19 until January 7

It's been a busy year for [the Road & Bridge Division](#) so I thought I would recap the major categories of work we were involved in during 2011.

Asphalt Overlay Program – we use both Road & Bridge crews as well as a private contractor to perform this work. The private contractor is chosen based upon the lowest bid received that meets all of the bidding requirements.

>> R&B Overlay Crew

76,000 tons

\$4,560,000

118 lane miles

>> Contractor – LaFarge West using FASTER funds

26,000 tons

\$1,700,000

35 lane miles

Rotomill Patching Program - we purchased a small rotomill in 2009 with the intent of greatly increasing our ability to perform extensive asphalt patching. Since that time, we have increased our production by 191%.

>> R&B Rotomill Patching Crew

32,000 tons

\$1,920,000

Curb, Gutter and Sidewalk Replacement Program – here again, we use both R&B crews as well as a private contractor chosen through an open bidding process.

>> R&B Concrete Crew

\$640,000

2100 cubic yards of concrete

>> Contractor – CEI

\$875,000

2461 cubic yards

Roadway Improvement Projects Constructed by Road & Bridge Crews

>> 6th Avenue Frontage Road Sidewalk

\$299,839

>> Sutton Trail Connections

\$92,693

>> Deer Creek Road Shoulder Widening and Safety Improvements

\$139,759

>> 80th & Alkire Guardrail

\$30,465

>> NEAT Village Trail

\$277,829

>> White Ranch Park: Belcher Hill Road Improvements

\$277,220

>> Mt. Falcon West Parking Lot Overlay

\$35,963

>> Lair O' the Bear Access Road Paving

\$33,541

>> Deer Creek & Grizzly Parking Lot Drainage Improvement and Overlay

\$74,393

Total Cost: \$1,261,702

I would close by thanking all of our residents for the patience and caution you demonstrated this past year as we impacted various neighborhoods with our maintenance operations.

Have a safe and joyous Holiday Season!