MANAGING FOOTHILLS ASSETS

By Beverly Moser

Upon the completion of the Foothills Solar Array project, the City of Loveland and Loveland Water and Power (LWP) are looking to capitalize on the $31 million solar field and neighboring substation to create a data model that will empower LWP to execute work orders, manage workflow, maintenance schedules and track associated costs. Along the way, Smith managed to incorporate several facets of LWP’s mission including fiscal responsibility, quality customer service and adoption of new technology.

Utility Application Services employs the database to ensure the landscape in maintained and the photovoltaic panels are cleaned and functioning properly.

The City of Loveland has been exploring the possibility of bringing broadband to its community. This is an important decision for our community known as high-speed internet, to the community.

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While enhanced safety features and capacity, more efficient management, and reduced costs, the 1-25 remains a four-lane highway – now charged with traffic during daylight hours, and sometimes at a near standstill during peak morning and evening rush periods. Traffic courts have been driven toward the point of paralysis by the emergence of 1-25 corridor commercial centers from downtowns in Fort Collins and Loveland to the new, four-lane Interstate 25. In the 55 years since I-25 was built, the traffic has changed much.

Traffic counts have been rising as the I-25 Express Lanes Project that officially launches in August. Loveland has three big reasons to pay attention. Three I-25 miles west of Interstate 25’s new four-lane expressway corridor will be added to the 12-mile corridor.

Rounding out the $300 million-plus project are bridge, bus and trail improvements – including many in Loveland – that will improve mobility for the region.

Loveland & the I-25 connections due for big changes

The Colorado Transportation Department’s 1995 master plan called for a special corridor expressway along I-25 from Johnstown to Fort Collins.

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Loveland Police move ahead on 3-month pilot study for body-worn cameras

After months of research and planning, the City of Loveland is ready to begin a pilot program for testing body-worn cameras, or BWCS.

At last month’s City Council meeting, Sgt. Jeff Plye, who heads the department’s criminal investigation unit, presented the City Council on why they’ve learned and how they’ve prepared for the study.

Plye began his research by questioning other Colorado police departments, starting with the City of Fort Collins that has used BWCS since 2006, and has used its own homegrown software.

He also contacted the Town of Westminster, where Plye was formerly employed as Chief of Police.

According to Plye, learning what to do and what didn’t work as a police department can take up to 60 days.

Plye then presented three options:

1. Add a new, wider bridge over Big Thompson River
2. Add a new, wider bridge over Crossroads Boulevard, other interchange improvements, and a new bike/pedestrian path
3. New I-25 bridges over the Union Pacific Railway and Kendall Parkway and a new bike/pedestrian path

Motorists will not be the sole beneficiaries of the Johnstown to Loveland Express Lanes project. Transit and trail users are also beneficiaries of the Johnstown to Loveland Express Lanes project.

During the next four years, Loveland’s stake so far is $2 million of the Express Lanes project. In addition to the work done along I-25, with other interchange improvements possible depending on new funding sources.

— Johnathan Lindley, staff reporter
Loveland Open Lands

Transit and trails

be, and that we really needed to
saw then what the demand would
the project culminates more than
Transportation Commissioner, said
Gilliland, now District 5 Colorado
Boulevard and U.S. 34.

parallel to the new Kendall Parkway
cyclists will also enjoy a new trail
heavily used Poudre River Trail.

I-25 underpass for the popular and
100-plus miles of trails with an
pedestrians will have access to
Fort Collins Express Lanes Project.

• Reconstruction of the I-25
interchange at Colorado 402, one
of the highway’s most unopened
junctiions with a new
crossing over I-25.

Traffic and trails

Motorists will not be the sole
beneficiaries of the John Bluhm
Port Collins Expy Lanes Project.
Transit and trail users are also
accommodated, with facilities that
add efficiency to express bus service
and metro-Denver. Cyclists and pedestrians have access to
e-coo-miles of trails with an
1-25 underpass for the popular
and heavily used Poudre River Trail.

Loveland pedestrians and
cyclists will also enjoy a new trail
parallel to the new Kendall Parkway
and metro-Denver.

Naughty or Nice?

In the spirit of the season, the

City of Loveland would like to
remind the!.

N

not to litter, and
follow the City’s
rules for parking.

This is a great time of
year to join our
sustainable efforts. If
you’d like to help,
please feel free to join
us!

Lada Vista site provides materials, enriches lives, builds community
Loveland Open Lands
an exhaustive, $11 million
projects, including Larimer and
Gilliland, who represents four
two decades of planning.
Gilliland, now District 5 Colorado
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Transit and trail users are also
improvements possible depending
• Addition of one lane in each
Avenue and Centerra Parkway.
• Connector between Rocky Mountain
Pacific Railway and Kendall
lanes in each direction.
Boulevard interchange, where the
I-25
Former Loveland Mayor Kathy
of the Centerra commercial and
scheduled over the next two
Council earlier this year, with
million, appropriated by City
better part of a decade, a federal
Express Lanes project.
Lane projects, including at the I-25/402 interchange.

Lago Vista satellite site provides materials, enriches lives, builds community

During the next four years, Loveland users of I-25 will see:
• Completion of the Crossroads Boulevard interchange, which will add the new I-25 bridges over Crossroads from already built design drawings, built to accommodate the express lanes built on either side of it;
• Extension of the Loveland Pacific Railway and Kendall Park.
• The planned 12-lane connector between Rocky Mountain and Centerra Parkway.
• Addition of one lane in each
direction on the U.S. 34 and I-25, with other improvements impossible depending on available funding.

Gilliland notes the Crossroads Boulevard interchange, one of the highway’s most antiquated junctions, with a new connector artery over I-25.

Loveland police and cyclists will also enjoy a new trail parallel to the new Kendall Park.

Lago Vista polentaies and cyclists will also enjoy a new trail parallel to the new Kendall Park.

Falling environmental study that took the hard part of a decade, a federal
grant and contributions from 1.5
companies make the Express Lanes project possible. Loveland’s stake so far is $2
in the overall.


to get to the downtown library.

All BWCs will be tested during
the project, including front-line
policy for use, testing body-worn cameras, or
with the
program that will
the technology every few years so
that otherwise lost the most

for the Loveland
department has been on Chief
officer deems appropriate to record.


All services are

open.

All services are

in both English and Spanish.


-25 (from page 1)
Upon the completion of the Foothills Solar Array and Substation in June 2017, Loveland Water and Power (LWP) outsourced the maintenance of the 3.5 MW solar facility and neighboring substation to Utility Applications Services Division. Since the solar field is the first of its kind in Loveland, developing a cost-effective, efficient process of maintaining the property and its assets seemed a daunting task for Ryan Smith, Senior GIS Specialist.

Smith landed at LWP only three months ago but brought over twenty years’ experience creating web-based GIS maps, dashboards, and leveraging new technologies. For more information on the Foothills solar and substation project visit cityofloveland.org/foothills.

In the future, LWP will use the data model to guarantee regular scheduling of tracker knees, drive shafts and sun sensors and even enable personnel to log and track requests from their phones.

Utility Application Services employs a database to ensure the landscape is maintained and the photovoltaic panels are cleaned and functioning properly. In the future, LWP will use the data model to guarantee regular scheduling of tracker knees, drive shafts and sun sensors and even enable personnel to log and track requests from their phones.

“LWP can now better understand the facility overall,” said Smith. “This helps us to better manage our equipment and staff time.” This shift has led to better management of the facility overall.

I-25 Express Lanes project in gear

While enhanced safety features and larger, more efficient I-25 corridor commercial centers have resulted in new, four-lane highway – now equipped with traffic lighting, dedicatedilk, and sometimes at a near standstill during peak morning and evening rush periods. Traffic counts have been driven upward toward the point of paralysis by the emergence of I-25 corridor commercial centers from downtowns to Fort Collins to Denver, and especially the I-25 corridor commercial centers that officially launches in August.

The interchange at the junction of Interstate 25 and U.S. Highway 34, seen here from the south, is among five Loveland locations that will see sweeping changes during the 2-5 Express Lanes project. The interchange at the junction of Interstate 25 and U.S. 34 – then a two-lane country blacktop – with the new, four-lane Interstate 35, in the five years since, 1-25 lanes changed much...
Upon the completion of the Foothills Solar Array and Substation in June 2017, Loveland Water and Power (LWP) assumed the maintenance of its first solar field and neighboring substation to Utility Application Services Division. Since the solar field is the first of its kind in Loveland, developing a cost-effective, efficient process of maintaining the property and site-assets seemed a daunting task for Ryan Smith, Senior GIS Specialist.

Smith handled LWP only three months ago but brought over twenty-two years’ experience creating web-based maps, dashboards, and leveraging new technology.

“LWP can now better understand our maintenance schedules and track associated costs,” said Smith. “This helps us to better manage our equipment and staff time. This will lead to better management of the facility overall. In the future, LWP will use the data model to generate regular scheduling of tracker motors, drive shafts and新疆 sensors and even enable forecasted power to be seen and track request from their phones.”

The City of Loveland has been exploring the possibility of bringing broadband, otherwise known as high-speed internet, to the community. For more information, go to cityofloveland.org/Broadband or call 970-962-3719.

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