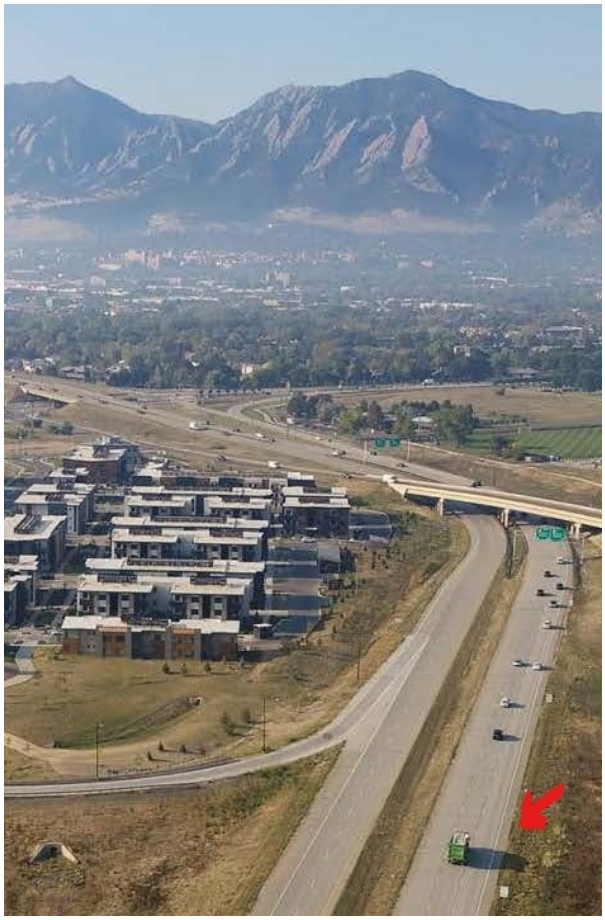
CO 119 Bikeway Application- Supplemental Materials



Currently, cyclists on CO 119 use the shoulder along the highway, where vehicles are traveling at 55 miles per hour or more (see red arrow in left photo above indicating the current shoulder). The CO 119 Bikeway would provide a facility that is physically separated from the vehicle traffic

CO 119 Bikeway- Typical Section

Supplemental Materials

Exhibit A- Local and Regional Plan Documentation
Exhibit B- Conceptual Design
Exhibit C- Signed Memo from the BOCC
Exhibit D- Regional Corridor Reference Map
Exhibit E- CO 119 High Crash Corridor Charts
Exhibit F- Survey Results
Exhibit G- Connecting Communities Map
Exhibit H- Safety Analysis Details
Exhibit I- Project Organizational Chart

Supplemental Materials Exhibit A- Local and Regional Plan Documentation

Planning Documents that Identify the CO 119 Commuter Bikeway

Northwest Area Mobility Study- 2014

https://www.rtd-denver.com/sites/default/files/files/2020-07/NAMS-Final-Report-508.pdf

Document page 38 (PDF page 64)

6.3.1 SH 119

The potential SH 119 BRT line would connect Boulder to Longmont generally using the Main Street and Ken Pratt Boulevard corridors in Longmont; the SH 119 between Longmont and Boulder and 28th Street to access the Boulder Junction on Pearl Parkway and Canyon Boulevard to access the Boulder Transit Center. The community recommendation is to have a separate guideway for BRT on SH 119 which may be center median running or by using the inner or outer shoulders of the highway. This improvement will also require constructing a separate trail for bikes. A summary of SH 119 BRT key characteristics is provided in Table 6.1 on the following page. Major route considerations for SH 119 include:

CO 119 Multimodal Planning and Environmental Linkages Study- 2019

https://commutingsolutions.org/wp-content/uploads/SH_119_Multi-Modal_PEL_Study_FINAL.pdf

Page 1-1 (PDF page 12)

locations. Longmont similarly identified the need to reconstruct Coffman Street between 1st Avenue and 9th Avenue to include center-running BRT dedicated lanes and make intersection improvements at two locations. Further, in response to a strong desire by stakeholders to improve the bicycle connectivity between Boulder and Longmont, CDOT undertook a study to identify an alignment of a separated bikeway in the SH 119 corridor between the cities; bicyclists currently utilize the shoulder

of SH 119 in close proximity to vehicles. The MMCV has consensus from the local, state, and federal stakeholders that its elements should be advanced.

Page 4-5 (PDF page 73)

4.1.2 SEPARATED BIKEWAY CORRIDOR

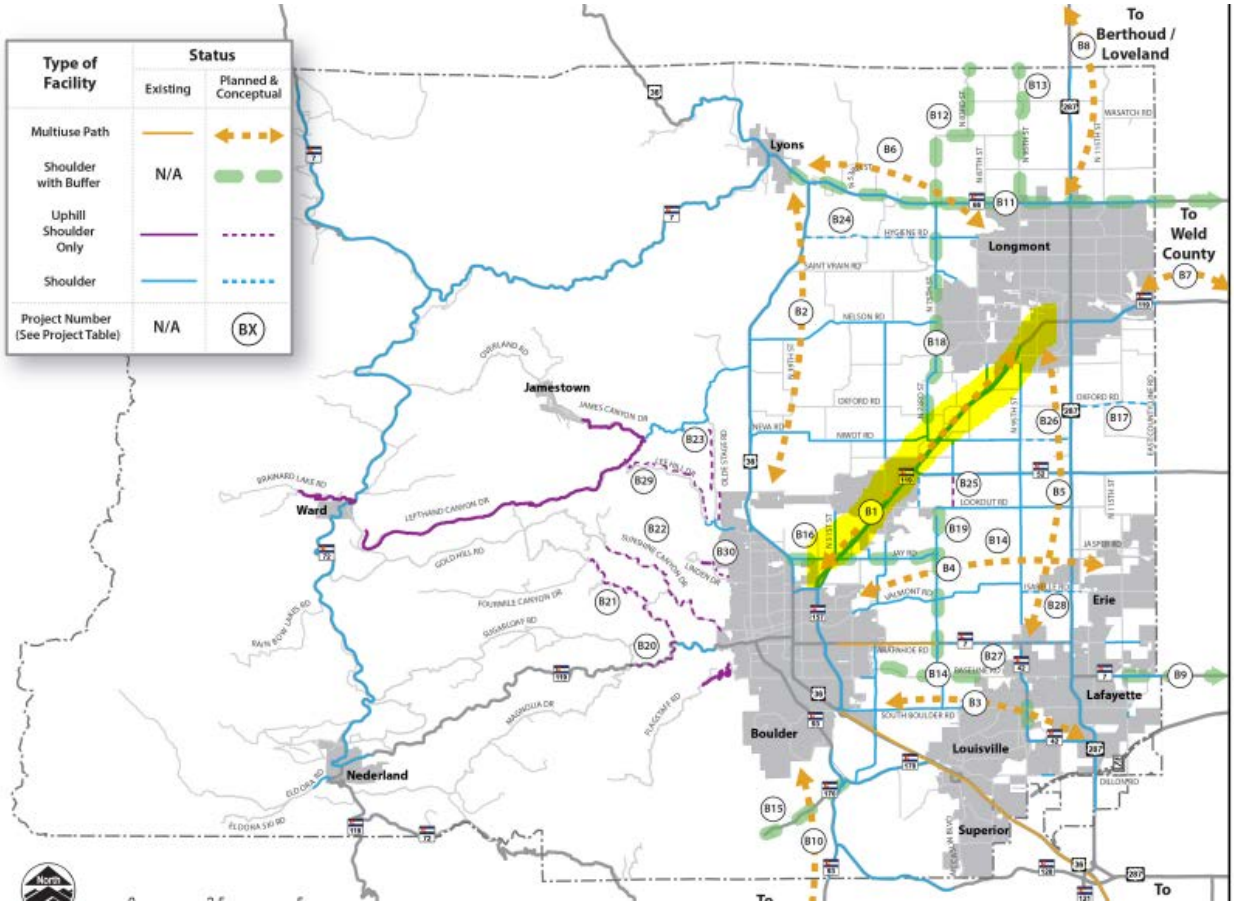
Bicyclists traveling in Boulder and Longmont currently utilize intermittent off-street trails and on-street bicycle facilities where available. For those traveling between the cities the most routes are on the outside shoulders of SH 119. Due to increasing safety concerns of bicyclists traveling on the shoulder next to vehicles traveling up to 65 mph, CDOT is conducting the *Diagonal Highway Bicycle and Pedestrian Connectivity Study*. The recommendations include a separated proposed 12-foot shared-use path along SH 119 between Foothills Parkway in Boulder and Hover Street in Longmont. CDOT is evaluating alignment alternatives of this future bikeway that could travel on the northwest side, center median, or the southeast side within the SH 119 ROW. Figure 4-4 depicts a typical section of the shared-use path along SH 119 between Boulder and Longmont.

Supplemental Materials Exhibit A- Local and Regional Plan Documentation

Boulder County Transportation Master Plan- 2020

transportation-master-plan-tmp-update-summary-document-final.pdf (bouldercounty.org)

Project B1 on pages 18 and 19 (PDF pages 21 and 22)



Map ID	Project Name	Project Status	Funding Status	Potential Funding Source+	Cost++
Multiuse paths					
B1	Boulder to Longmont	Conceptual*	Not Funded	CST, Muni, Fed	$$
B2	Boulder to Lyons	Conceptual*	Not Funded	CST, Muni, Fed	$$$$
B3	Boulder to north Louisville/Lafayette	Conceptual*	Not Funded	CST, Muni, Fed	$$$
B4	Boulder to Erie	In Planning	Not Funded	CST, Muni, Fed	$$$
B5	Lafayette/Erie to Longmont	Conceptual*	Not Funded	CST, Muni, Fed	$$$
B6	Longmont to Lyons	Conceptual*	Not Funded	CST, Muni, Fed	$$$
B7	Longmont to Weld County	Conceptual*	Not Funded	CST, Muni, Fed	$$
B8	Longmont to Berthoud/Loveland	Conceptual*	Not Funded	CST, Muni, Fed	$$$
B9	SH 7 Multi-use Path – 119th Street to East County Line Road	Conceptual – SH 7 PEL	Not Funded	CST, Muni, Fed	$$$

Supplemental Materials Exhibit A- Local and Regional Plan Documentation

CDOT 10-Year Project Pipeline- 2020
https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan/assets/011722_cdot_ytp_10yearvision.pdf

Page 8
Planning project ID- 0057
https://drive.google.com/file/d/1dDhtbBiGQFgqiBuRtrgHeijkSkXOwtnc/view

TRANSIT CAPITAL PROJECT FACT SHEET | Planning Project ID 0057 Project Funding Type | Urban

CO 119 Bus Rapid Transit, Safety & Mobility Improvments

FUNDED THROUGH SB 267 AND FEDERAL STIMULUS FUNDING

Location

- Boulder County
- Denver Regional Council of Governments
- CDOT Region 4

Description

Design and planning phases of the CO-119 corridor project between Boulder and Longmont to improve highway capacity, safety, and mobility through a variety of means including intersection and multimodal improvements, including but not limited to regional BRT and commuter bikeway. Funding to complete the corridor is yet to be identified.

Project Cost

- Project Total: TBD
- Original SB 267 Approved Funding (Dec 2019 TC): $10.00 Million
- SB 267 Approved Funding (Years 1-3): $4.00 Million
- Federal Stimulus Funding (2021): $3.20 Million
- Proposed Year 4 Funding: $32.80 Million
- Partner Funding: TBD

What We Heard

- "We need options between Denver and other larger metro areas too -- Denver doesn't have all the jobs and needs!"

Justification/Urgency

Mobility: CO 119 is a highly traveled regional corridor. Enhanced transit service connecting residents, employees, and visitors of Boulder and Longmont to other regional activity centers will improve quality of life and provide additional commuting options.

Benefits

Mobility: Enhancing service frequency and reliability will provide more accessible service and can provide better connectivity to jobs and major activity centers in the region. Enhanced transfer facilities may encourage the adjacent development of retail and services, such as retail and dining, which are often frequented by transit users.

Transit Connections

Transit Connectivity: Implementing BRT along CO 119 will provide greater accessibility to local transit services, leading to greater connectivity and reliability for residents, employees, and visitors of Boulder and Longmont.

*As of October 2021. Please see the updated financial dashboard at **https://www.codot.gov/programs/your-transportation-priorities/projects-funded** for more information.

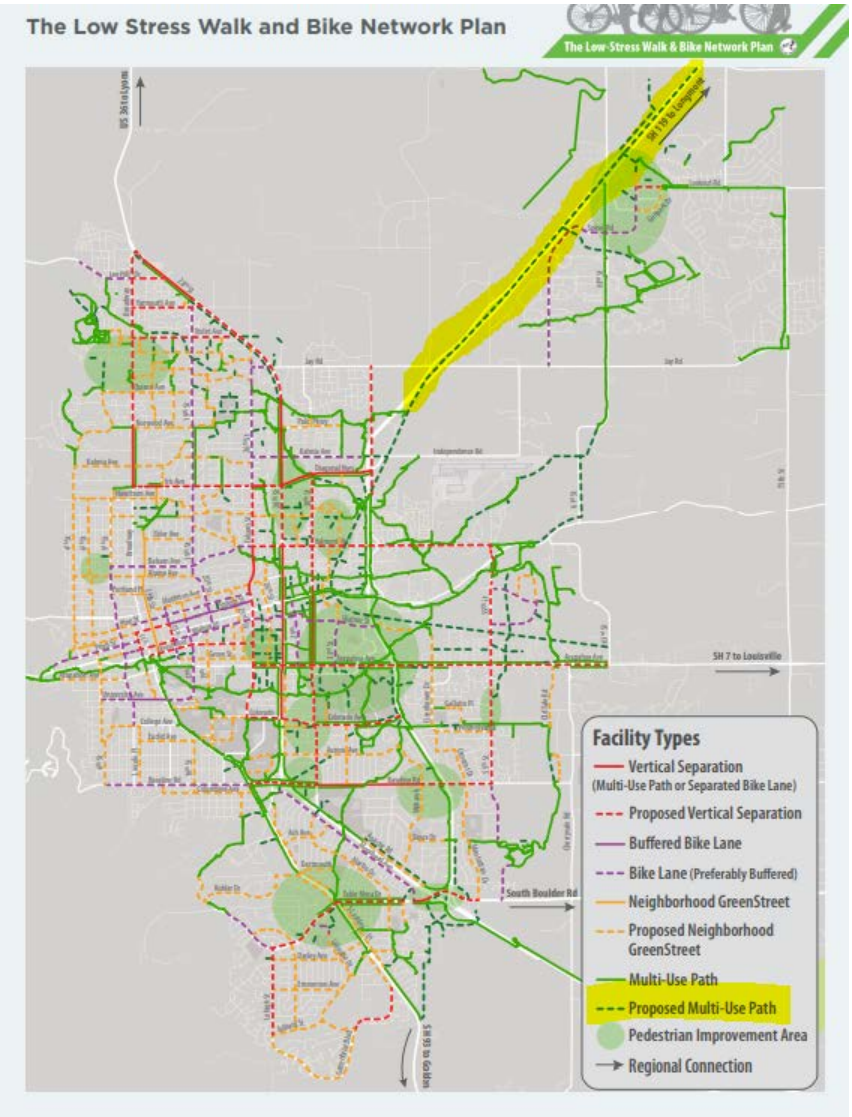
COLORADO
Department of Transportation

Supplemental Materials Exhibit A- Local and Regional Plan Documentation

City of Boulder- Transportation Master Plan- 2019

https://bouldercolorado.gov/media/1045/download?inline

Page 17



PoDI / NHS	
FHWA PROJECT OF DIVISION INTEREST (PoDI)?	☐ NO ☐ YES
NATIONAL HIGHWAY SYSTEM?	☐ NO ☐ YES

DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

SH 119 BICYCLE AND PEDESTRIAN CONNECTIVITY STUDY

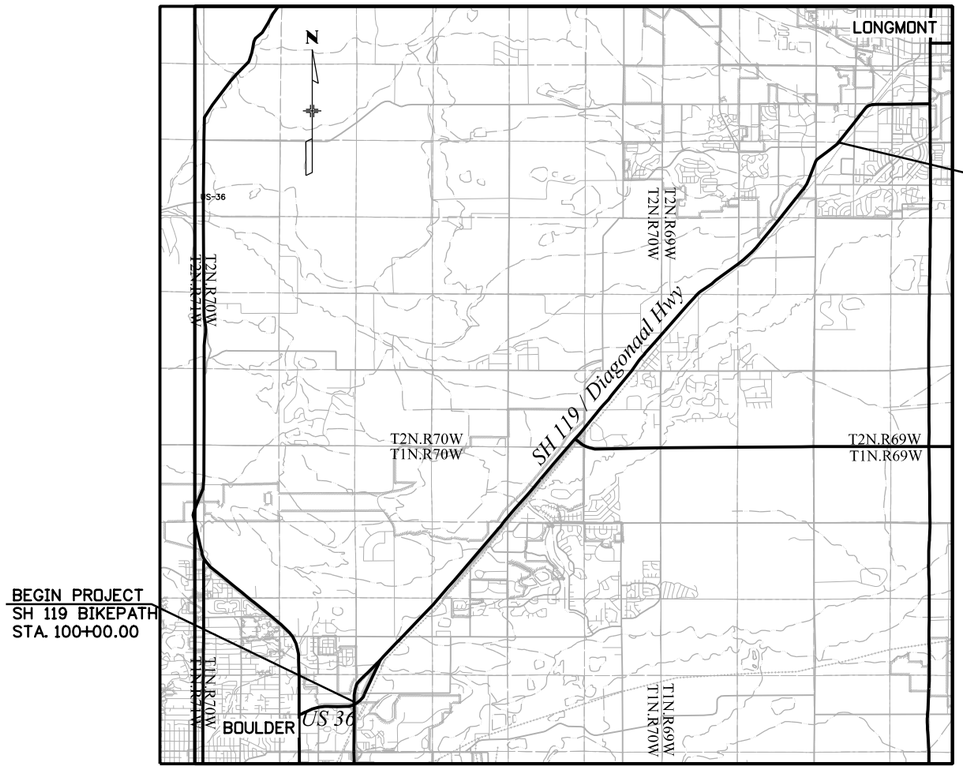
CDOT PROJECT NUMBER STA 1191-035

Related Projects:
P. E. UNDER PROJECT:
Project Number STA 1191-035
Project Code: 22455

R.O.W. Projects:
R.O.W. Project Description

CONCEPT SUBMITTAL

JULY 2019



PROJECT LOCATION MAP

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2 - 3	TYPICAL SECTIONS
4	SAQ
5 - 22	PLAN AND PROFILE SHEETS

LEGEND

- BIKEWAY ALIGNMENT REFINEMENT
- ALTERNATIVE BIKEWAY ALIGNMENT
- DIRECTION OF DRAINAGE
- DELINEATED WETLANDS

Appendix A
Concept Plan Mark-Up

Know what's **below** **Call** before you dig.

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Unit Information Unit Leader Initials		Region 4 RDM	Void:
MULLER ENGINEERING COMPANY			

Contract Information	Project No./Code
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Resident Engineer:	22455
Project Engineer:	Sheet Number 1
PROJECT STARTED: / / ACCEPTED: / /	
Comments:	

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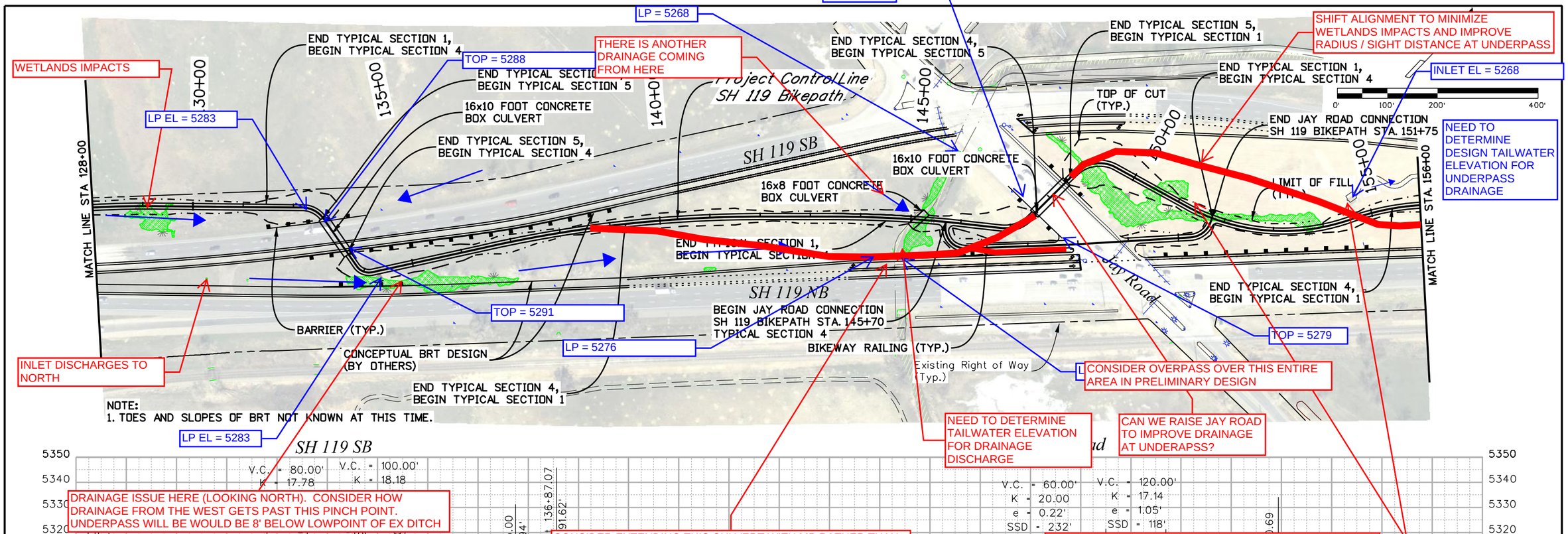

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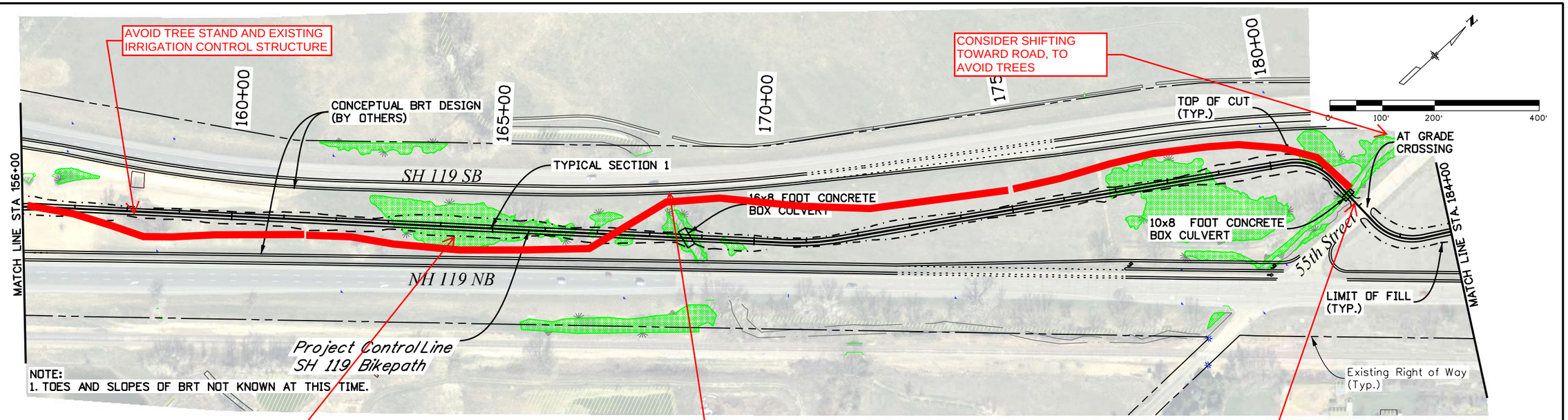

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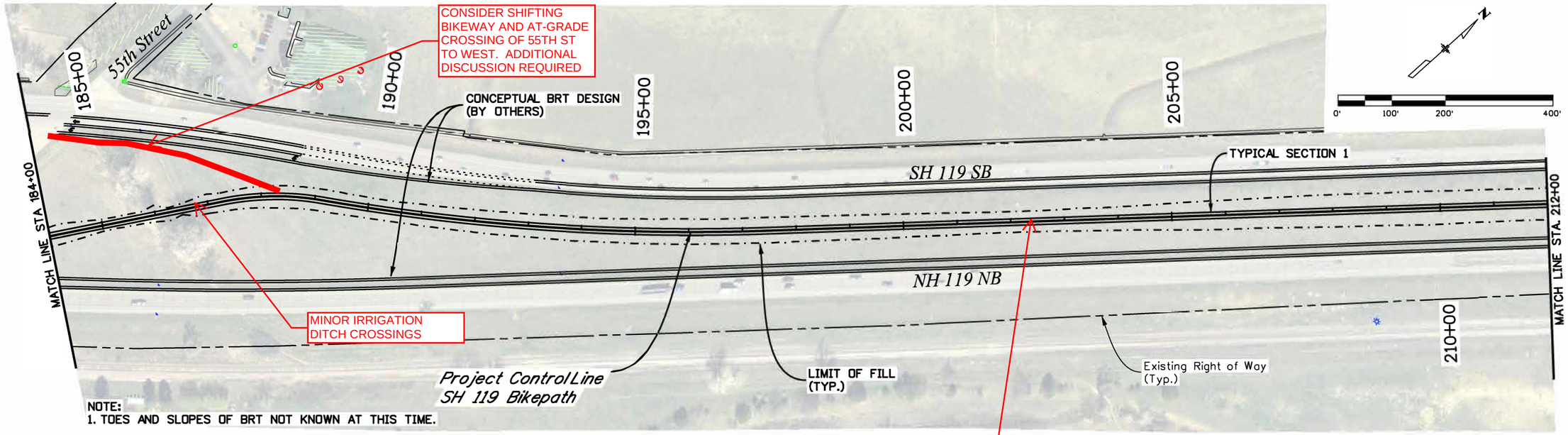

ALIGNMENT GOOD AS-IS. TERRAIN IS FLAT AND WIDE OPEN WITH NO TREES OR WETLANDS

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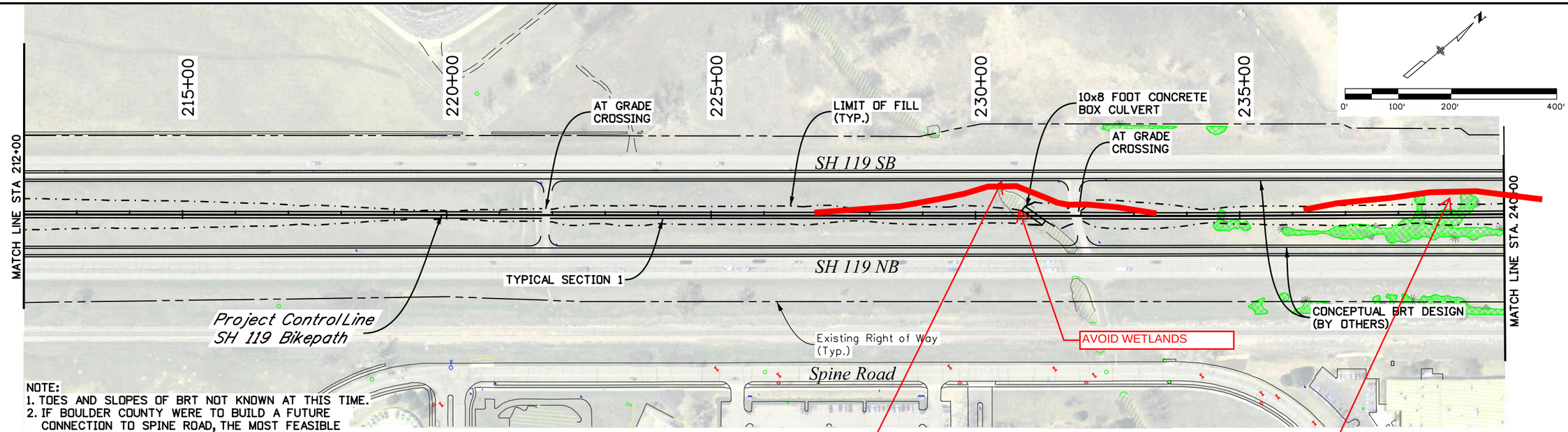

NOTE:
1. TOES AND SLOPES OF BRT NOT KNOWN AT THIS TIME.
2. IF BOULDER COUNTY WERE TO BUILD A FUTURE CONNECTION TO SPINE ROAD, THE MOST FEASIBLE ALTERNATIVE WOULD BE ON THE SOUTHEAST SIDE OF SPINE ROAD.

V.C. = 30.00'
K = 18.16
e = 0.06'
SSD = 123'

EMERGENCY CROSSING

SHIFT BIKEWAY WEST TO AVOID WETLANDS. EXTEND EXISTING BOX CULVERT

EMERGENCY CROSSING

V.C. = 80.00'
K
SHIFT TO AVOID WETLANDS

VPI-231+50.00
EL.=5182.56'

5250 5240 5230 5220 5210 5200 5190 5180 5170 5160 5150 5140 5130 5120 5110 5100 5090

212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00

40' 20' 0'
0' 100' 200'

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Void:	Detailer: REW			Sheet Number
	Sheet Subset: P&P	Subset Sheets: 5 of 18		

CONSIDER SHIFTING WEST TO AVOID WETLANDS. REVIEW TOPO. WETLANDS WERE NOT NOTICED IN SITE WALK

CAN WE MOVE UNDERAPSS HERE FOR DRAINGE

MATCH LINE STA 240+00

240+00

245+00

250+00

255+00

260+00

265+00

MATCH LINE STA. 268+00

LIMIT OF FILL (TYP.)

SH 119 SB

SH 119 NB

CONCEPTUAL BRT DESIGN (BY OTHERS)

Project ControlLine SH 119 Bikepath

Existing Right of Way (Typ.)

TOP = 5160

TOP EL = 5153.5

LP EL =5147

12x8 FOOT CONCRETE BOX CULVERT

TOP OF CUT (TYP.)

LP EL = 5145

TOP EL = 5153

CONCRETE RETAINING WALL (TYP)

END TYPICAL SECTION 2, BEGIN TYPICAL SECTION 1

TOP EL = 5164

END TYPICAL SECTION 1, BEGIN TYPICAL SECTION 2

END TYPICAL SECTION 1

63rd Street

BEGIN 63RD STREET CONNECTION SH 119 BIKEPATH STA 261+10 BEGIN TYPICAL SECTION 1

END TYPICAL SECTION 1, BEGIN TYPICAL SECTION 5

16x10 FOOT CONCRETE BOX CULVERT

END TYPICAL SECTION 5, BEGIN TYPICAL SECTION 2

BARRIER (TYP.)

CONCEPTUAL PARKING LOT (BY OTHERS)

END TYPICAL SECTION 2, BEGIN TYPICAL SECTION 1

CONCRETE RETAINING WALL (TYP.)

PEDESTRIAL RAILING (42 INCH) (TYP.)

TOP EL = 5154

COORDINATE BIKEWAY AND UNDERPASS WITH MP. SHIFT UNDERPASS WEST OF STATION IF POSSIBLE TO IMPROVE DRAINAGE

NEED TO DETERMINE TAILWATER ELEVATOIN

NOTE:
1. TOES AND SLOPES OF BRT NOT KNOWN AT THIS TIME.

0' 100' 200' 400'

AVOID WETLANDS

SHIFT BIKEWAY ALIGNMENT WEST AND EXTEND BOX CULVERT

V.C. = 100.00'
K = 18.18
e = 0.69'
SSD = 127'

V.C. = 80.00'
K = 17.78
e = 0.45'
SSD = 138'

V.C. = 30.00'
K = 7.54
e = 0.15'
SSD = 86'

VPC-261+25.00 EL.=5145.15'
VPT-262+25.00 EL.=5142.90'
VPC-263+75.00 EL.=5143.65'
VPT-264+55.00 EL.=5145.85'
VPC-266+10.00 EL.=5153.60'
VPT-266+40.00 EL.=5154.50'
VPI-266+25.00 EL.=5154.35'
VPI-261+75.00 EL.=5142.65'
Low Point 262+15.91 EL.=5142.87'
VPI-264+15.00 EL.=5143.85'

0.50%
5.00%
1.02%

5230 5220 5210 5200 5190 5180 5170 5160 5150 5140 5130 5120 5110 5100 5090 5080 5070

240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00

40' 20' 0'
0' 100' 200'

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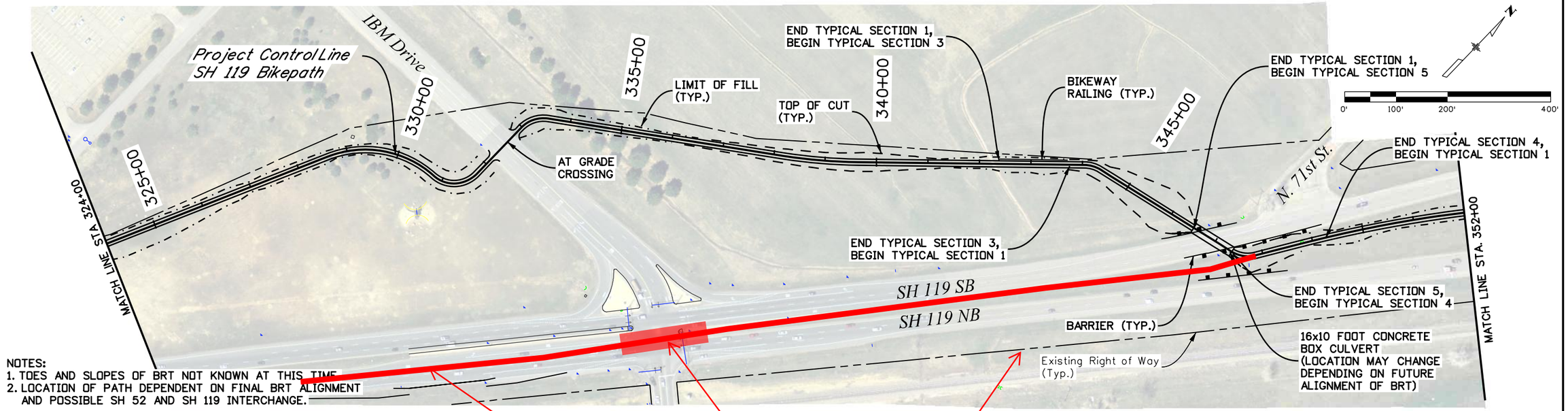
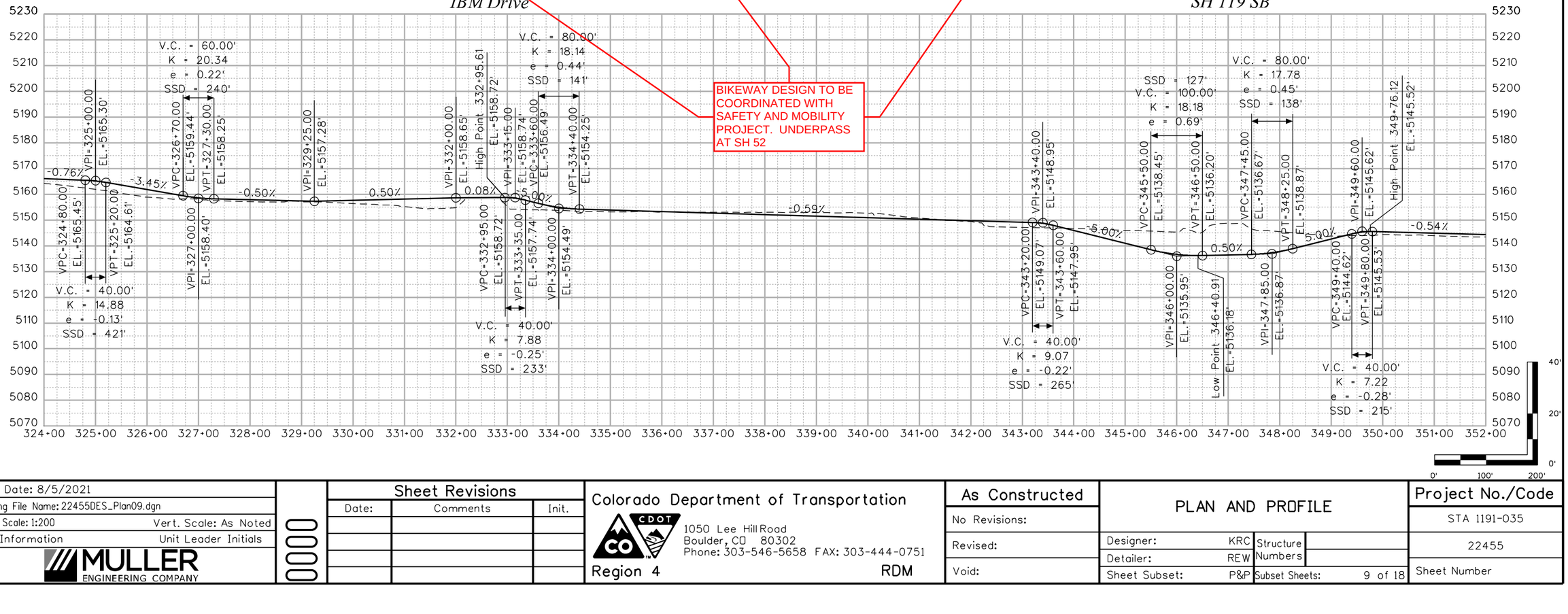


NOTES:
1. TOES AND SLOPES OF BRT NOT KNOWN AT THIS TIME.
2. LOCATION OF PATH DEPENDENT ON FINAL BRT ALIGNMENT AND POSSIBLE SH 52 AND SH 119 INTERCHANGE.



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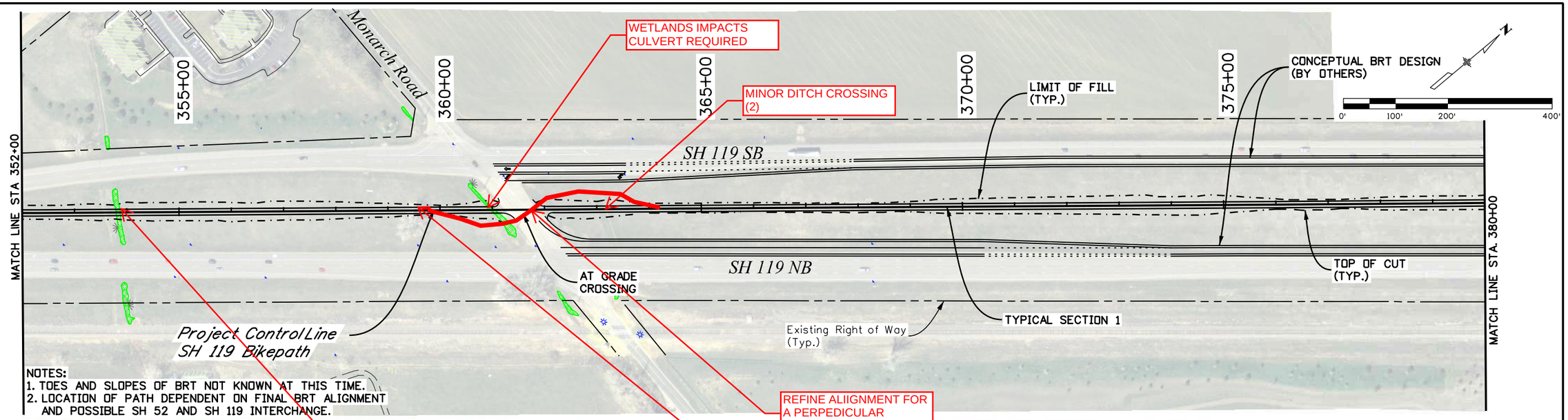

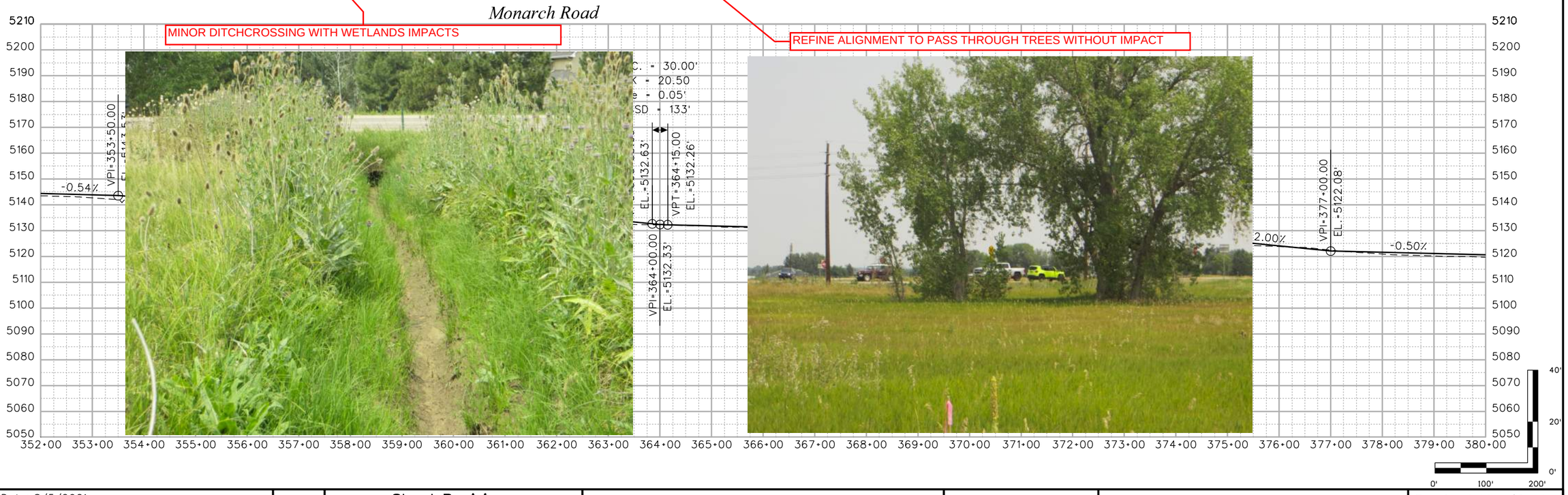

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PLAN AND PROFILE

Designer:	KRC	Structure Numbers	
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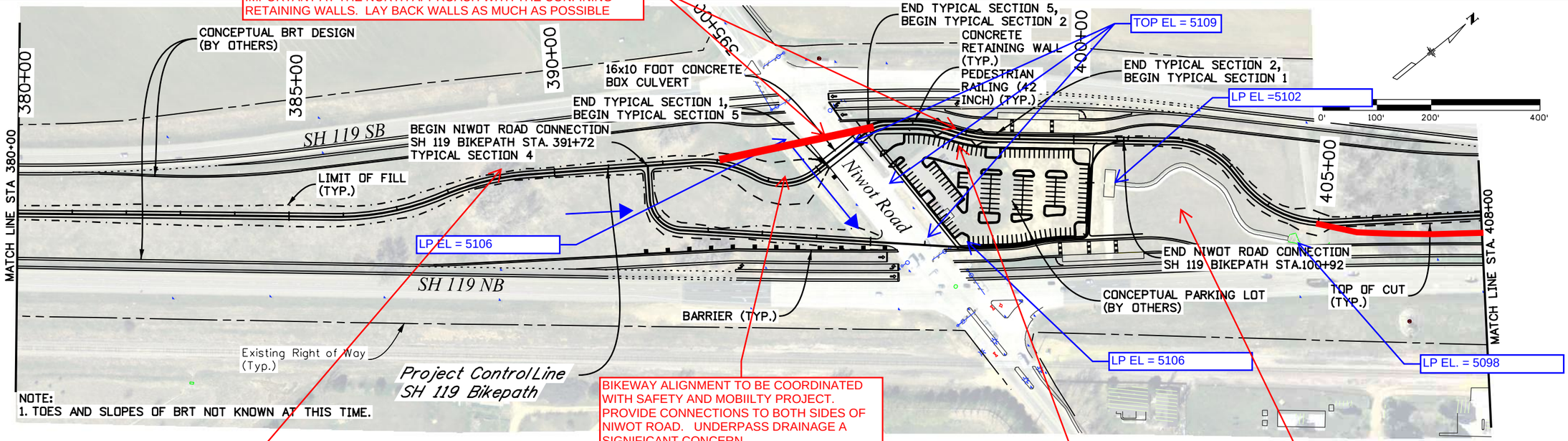
Sheet Subset:	P&P	Subset Sheets:	10 of 18

Project No./Code
STA 1191-035
22455
Sheet Number

INCREASE SKEW OF UNDERPASS TO IMPROVE SIGHT LINES AT BOTH SIDES OF THE UNDERPASS. THIS WILL BE ESPECIALLY IMPORTANT AT THE NORTH APPROACH WITH THE CONFINING RETAINING WALLS. LAY BACK WALLS AS MUCH AS POSSIBLE



BIKEWAY ALIGNMENT TO BE COORDINATED WITH SAFETY AND MOBIILTY PROJECT. PROVIDE CONNECTIONS TO BOTH SIDES OF NIWOT ROAD. UNDERPASS DRAINAGE A SIGNIFICANT CONCERN

VERIFY THAT ALIGNMENT AVOIDS IMPACTS TO TALL COTTONWOODS

SOIL AND VEGETATION SHOWS SIGNS OF STANDING WATER WHERE THE UNDERPASS IS PROPOSED

REVIEW EXISTING DRAINAGE FACILITIES AND DRAINAGE REPORT

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Void:	Detailer: REW			Sheet Number
	Sheet Subset: P&P	Subset Sheets:	11 of 18	

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8/5/2021 CDOT-DefaultPrinter_V8i.pltcfg CDOT V8i CLR-UTIL Dark.tbl

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Boulder County

Community Planning & Permitting

Transportation Planning Division • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930
Website: www.bouldercounty.org/transportation/multimodal

DATE: March 9, 2022

TO: Boulder County Board of County Commissioners

FROM: Kathleen Bracke, Deputy Director, Community Planning & Permitting – Transportation Planning

CC: Dale Case, Director, Community Planning & Permitting
Alex Hyde-Wright, CP&P – Transportation Planning
Scott McCarey, CP&P – Transportation Planning
Stacey Proctor, CP&P – Transportation Planning

RE: Request for Boulder County support for DRCOG Regional TIP Applications

Boulder County staff, in conjunction with local jurisdictions and agency partners, has developed three applications for the upcoming Denver Regional Council of Governments (DRCOG) Regional Transportation Improvement Program (TIP) grant funding opportunity.

Per the DRCOG TIP policy, the Boulder County DRCOG TIP Subregional Forum – which includes representatives from each of the county communities that participate in DRCOG – supported these applications at the recent Forum meeting held on March 1.

The three applications, including the project summaries and details regarding the cost shares for each of the participating agencies are provided below with the portion of local matching funds anticipated to be provided by Boulder County shown in bold text:

I. CO119 Diagonal BRT/Safety/Roadway Project – CO119 is a vital regional and inter-regional corridor connecting Boulder County, Denver metro area, and Northern Colorado. This project will include multimodal safety and operational improvements along the CO119 diagonal corridor support people using all modes of travel. Specific project elements will include construction of intersection improvements, transit queue bypass lanes, and bicycle underpasses at CO119 & Jay Road and at CO119 & 63rd Street.

   a. Total project budget: $19.6M
      i. DRCOG request: $14.5M
      ii. Local match RTD: $4.5M
      iii. Local match CDOT: $100K
      iv. Local match Boulder County: $460K

II. CO7 Transit Service, Boulder to NI25 mobility hub – this CO7 transit service project application will add fixed-route, fixed schedule transit service one of the fastest growing corridors in the DRCOG region, including Boulder, Broomfield

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and Adams Counties. Although the entire corridor is inside the RTD district, much of the corridor has no transit service. This project will add much needed 30-minute headway transit service 6am to 10pm Monday through Friday, beginning January 2024 through Q3 of 2026. The timing of this project is especially important given the rapid development in the corridor. In order to link the land use development patterns with the transportation systems, it is critical to start a foundational transit system now. Project partners are City of Boulder, City of Lafayette, Town of Erie, City and County of Broomfield, City of Thornton, Adams County, RTD and CDOT.

a. Total project budget: $9,411,000 (31 months operating, 36 project admin)
    i. DRCOG request: $8,460,000
    ii. Local match CDOT: $751,000
    iii. Local match Erie: $50,000
    iv. Local match Lafayette: $50,000
    v. Local match City and County of Broomfield: $50,000
    vi. Local match Boulder County: $50,000

III. CO119 Commuter Bikeway Segments - The proposed project would fund construction of a 3-mile segment of a planned 9.12-mile commuter bikeway along Colorado Highway 119 (CO 119) between Boulder and Longmont in Boulder County. The segment includes construction of the separated bike facility from north of the Jay Road intersection to south of the N. 63rd St. intersection and from north of the Colorado Highway 52 intersection to south of the Niwot Road intersection. These segments will connect into planned underpasses at the Jay Road, N. 63rd St., CO 52, and Niwot Road intersections. The commuter bikeway will be 12-feet wide and will be a hard surface concrete facility that will be maintained for year-round use.

a. Total project budget: $5.46M
    i. DRCOG request: $4.91M
    ii. Local match CDOT: $394K
    iii. Local match Boulder County: $159K

The portion of matching funds provided by Boulder County are estimates based on the on-going process with project partners to refine contributions from local jurisdictions as well as portions provided by CDOT and RTD. These amounts will be refined and finalized prior to the DRCOG Regional TIP application submittal deadline of March 18. The source of the county's portion of our local matching funds will be the transportation sales tax funds (existing and/or anticipated through 2027).

Staff is seeking approval from the Boulder County Commissioners to submit these Regional TIP applications on behalf of the Boulder County and the county's DRCOG TIP Subregional Forum. If these projects are awarded funding from the DRCOG TIP process, staff will return to the Board of County Commissioners for further action on proposed inter-agency agreements.

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Action
Request for approval of grant application submittals on or before March 18, 2022.

BOCC Signature if Approved:

Claire Levy

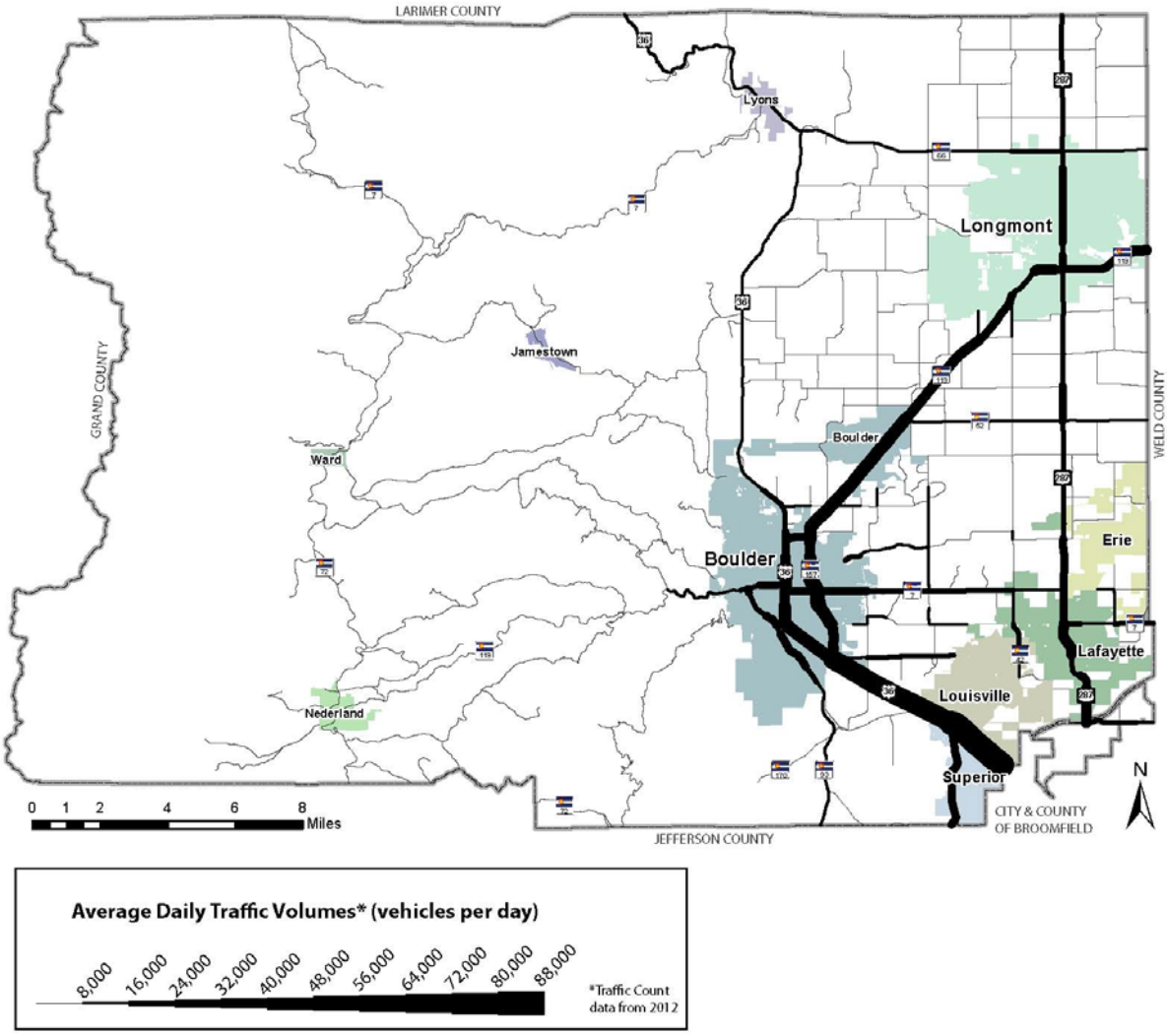
Signature

March 15, 2022

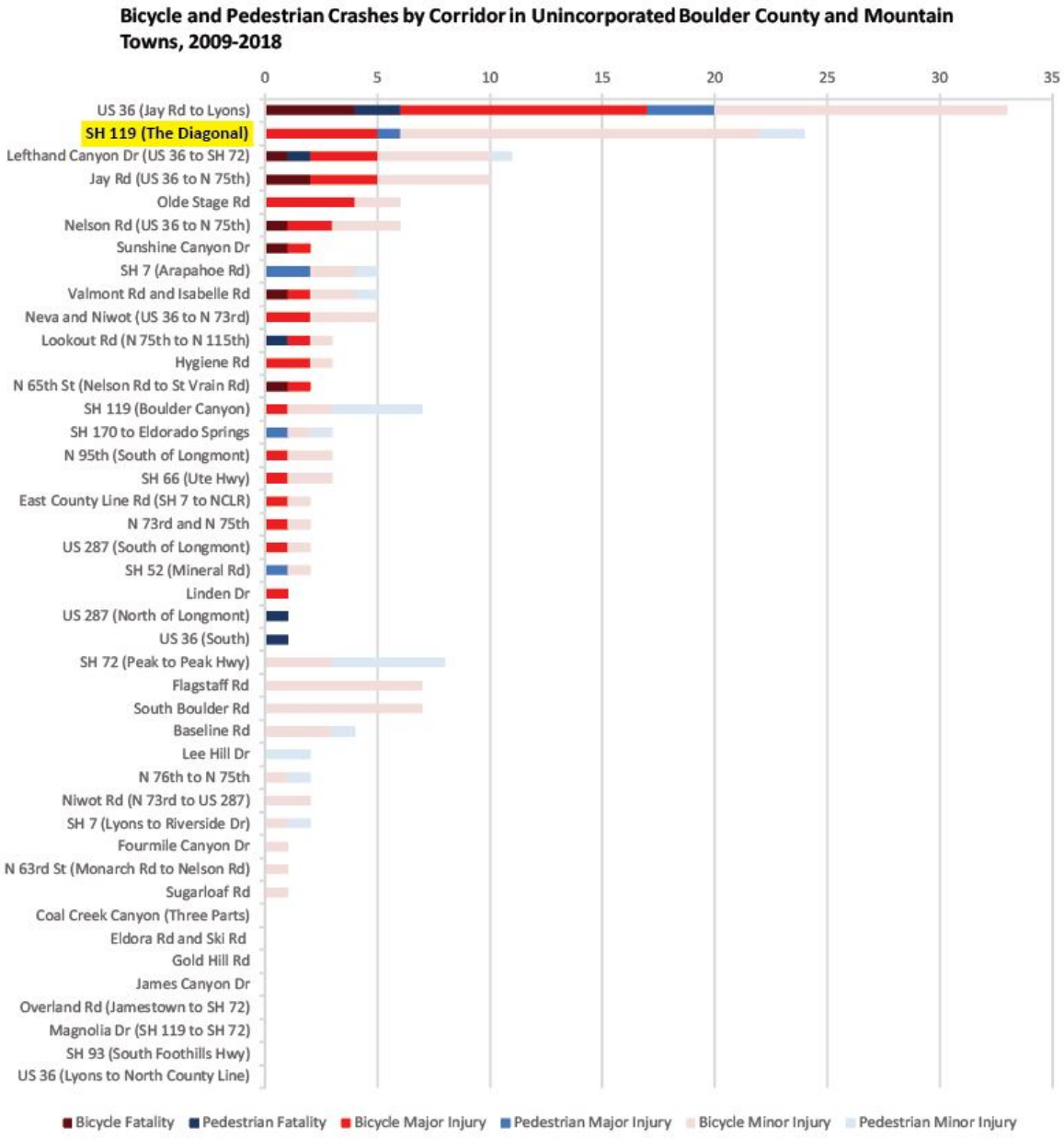
Date

Supplemental Materials Exhibit D- Regional Corridor Reference Map

Average Daily Traffic Volumes in Boulder County

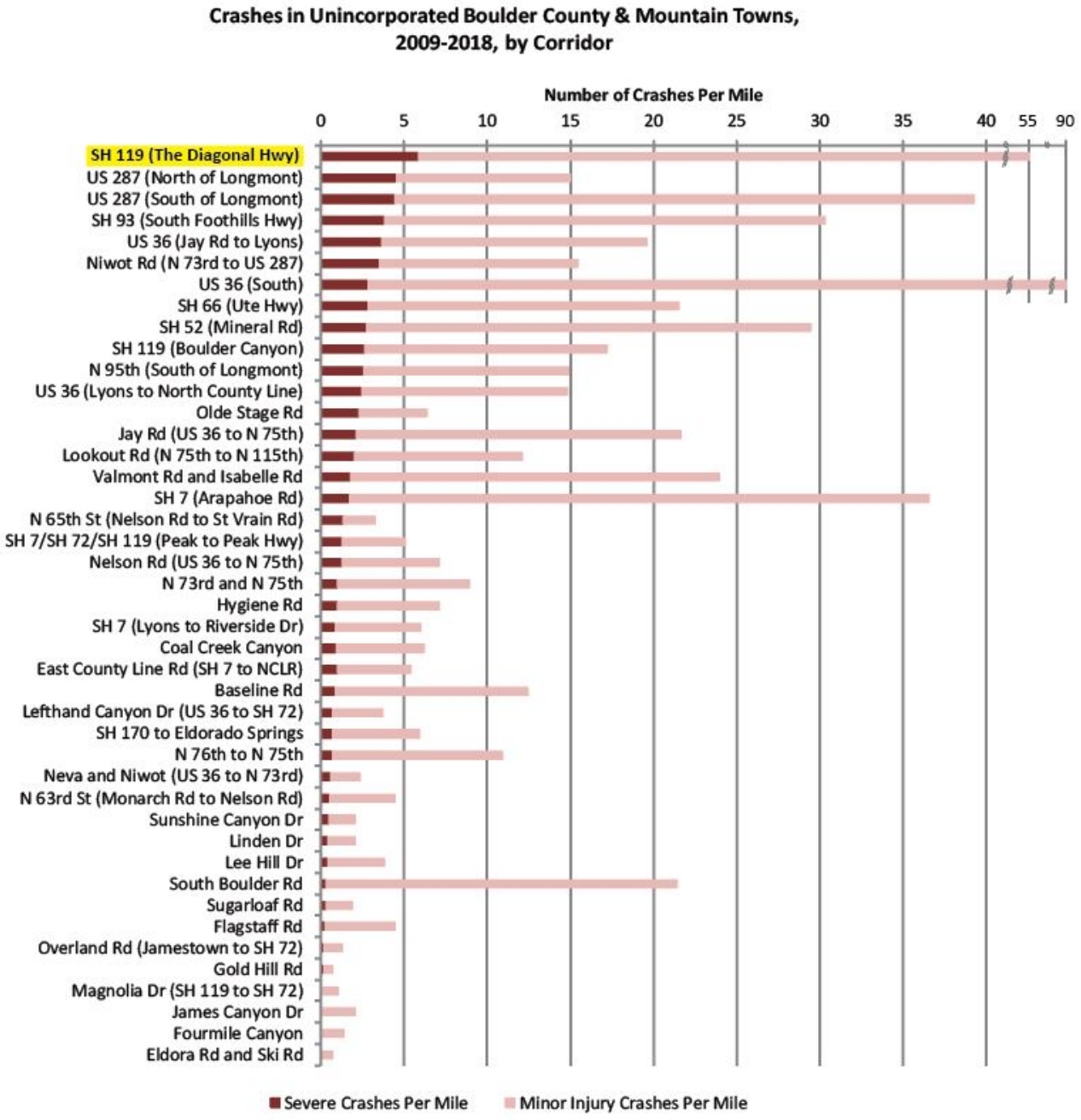


Supplemental Materials Exhibit E- CO 119 High Crash Corridor Chart

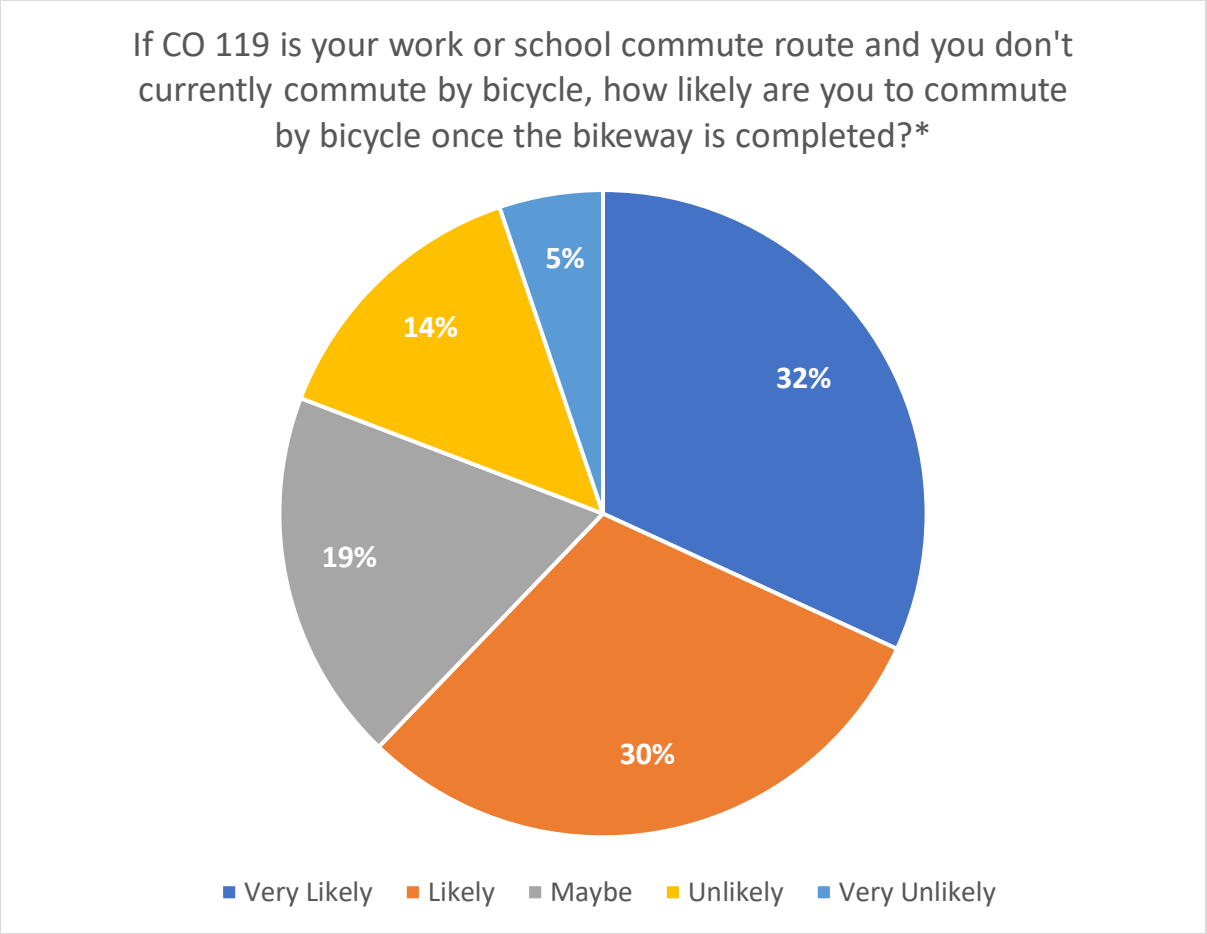


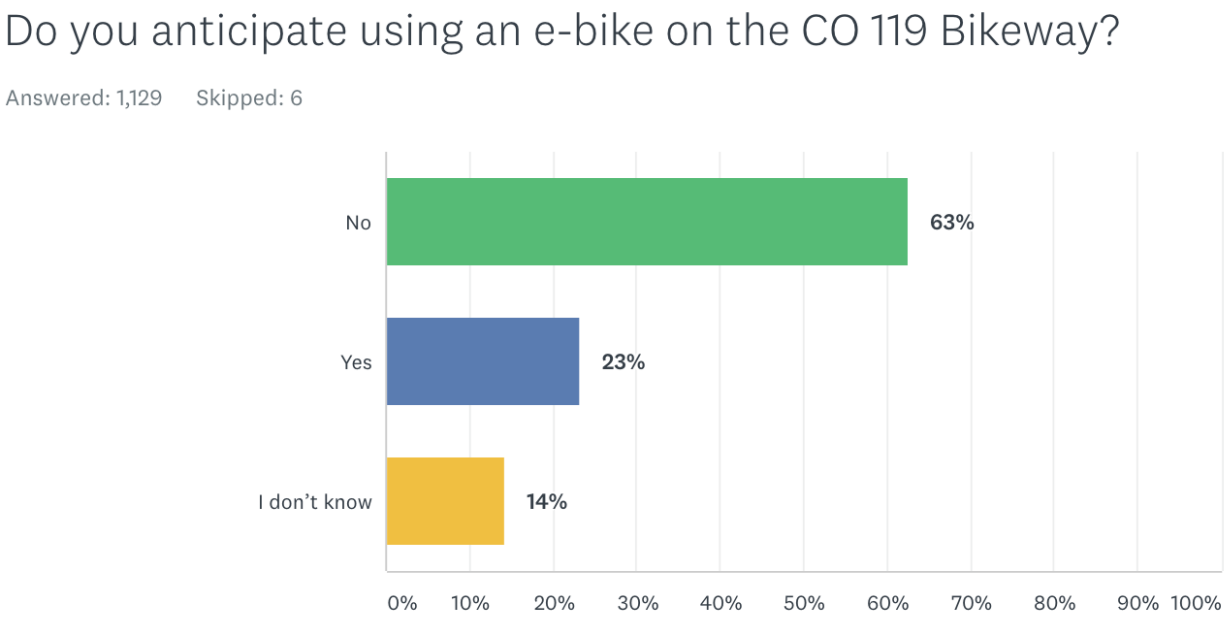
Source: Boulder County Traffic Crash Analysis, 2021-
https://www.bouldercounty.org/transportation/multimodal/vision-zero/

Supplemental Materials Exhibit E- CO 119 High Crash Corridor Chart



Supplemental Materials Exhibit F- Survey Results

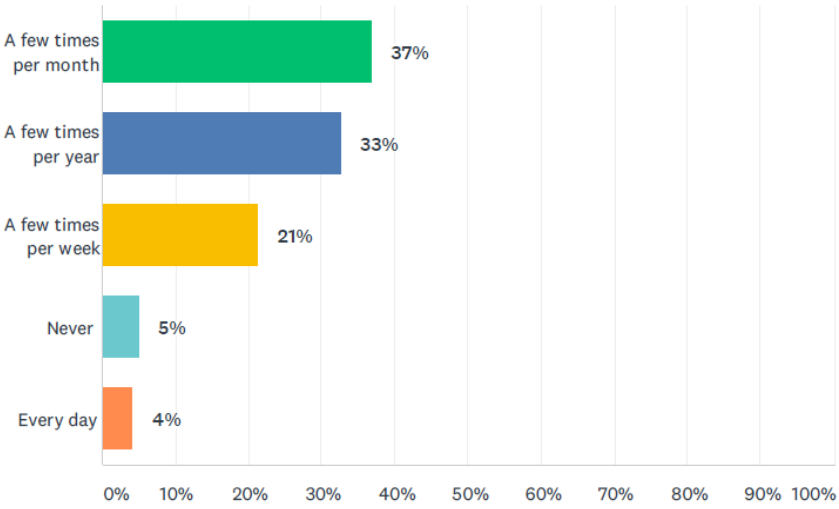


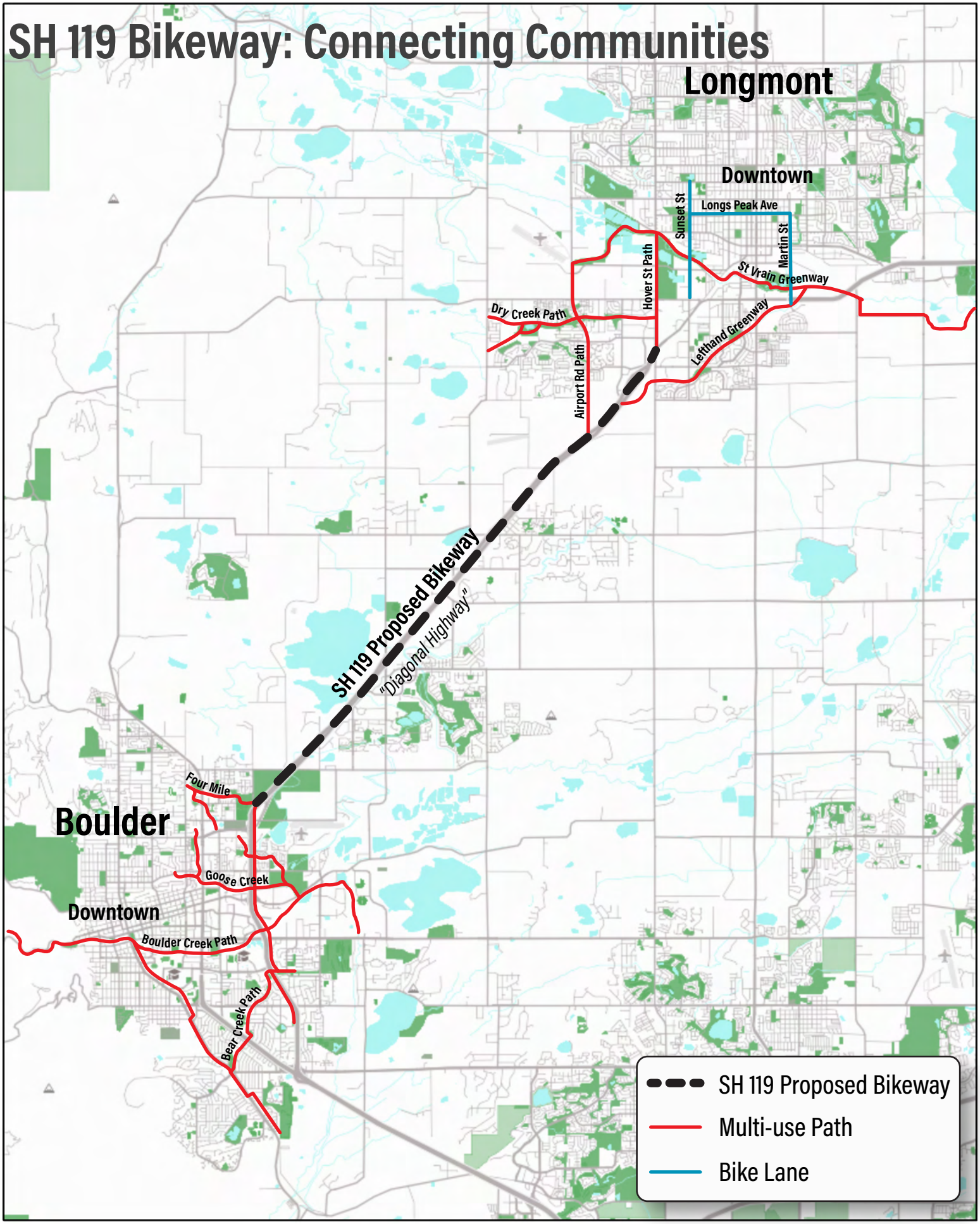


Supplemental Materials Exhibit F- Survey Results

Q2 How often do you anticipate using the CO 119 Bikeway once it is constructed?

Answered: 1,130 Skipped: 5



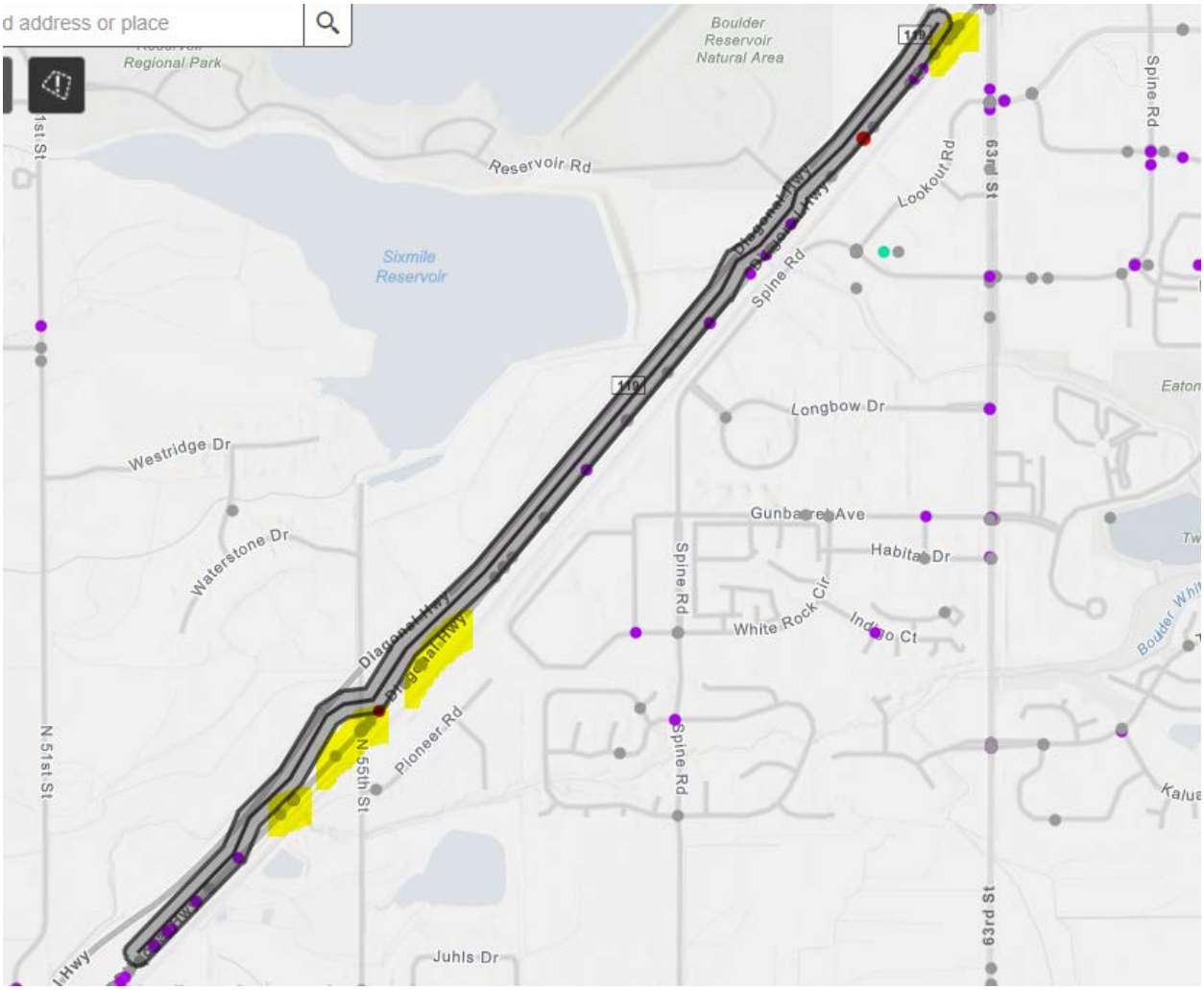

SH 119 Bikeway: Connecting Communities
Longmont
Downtown
Sunset St
Longs Peak Ave
Martin St
Hover St Path
St Vrain Greenway
Dry Creek Path
Airport Rd Path
Lefthand Greenway
SH 119 Proposed Bikeway
"Diagonal Highway"
Four Mile
Boulder
Goose Creek
Downtown
Boulder Creek Path
Bear Creek Path
SH 119 Proposed Bikeway
Multi-use Path
Bike Lane

Supplemental Materials Exhibit H- Safety Analysis Details

Safety Analysis with Uploaded Project Area:

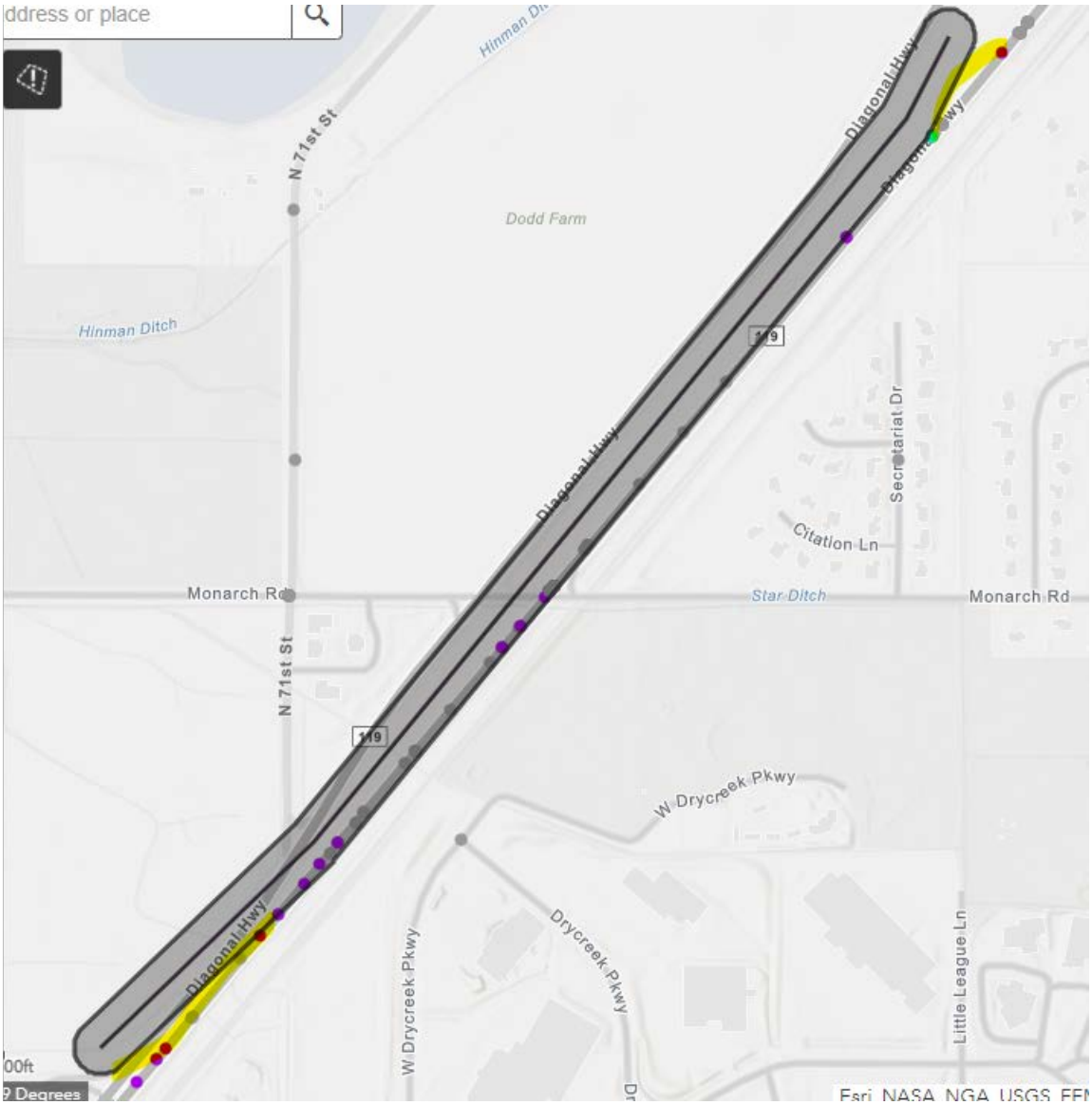
Yellow Highlight-missed crashes

Segment 3



Supplemental Materials Exhibit H- Safety Analysis Details

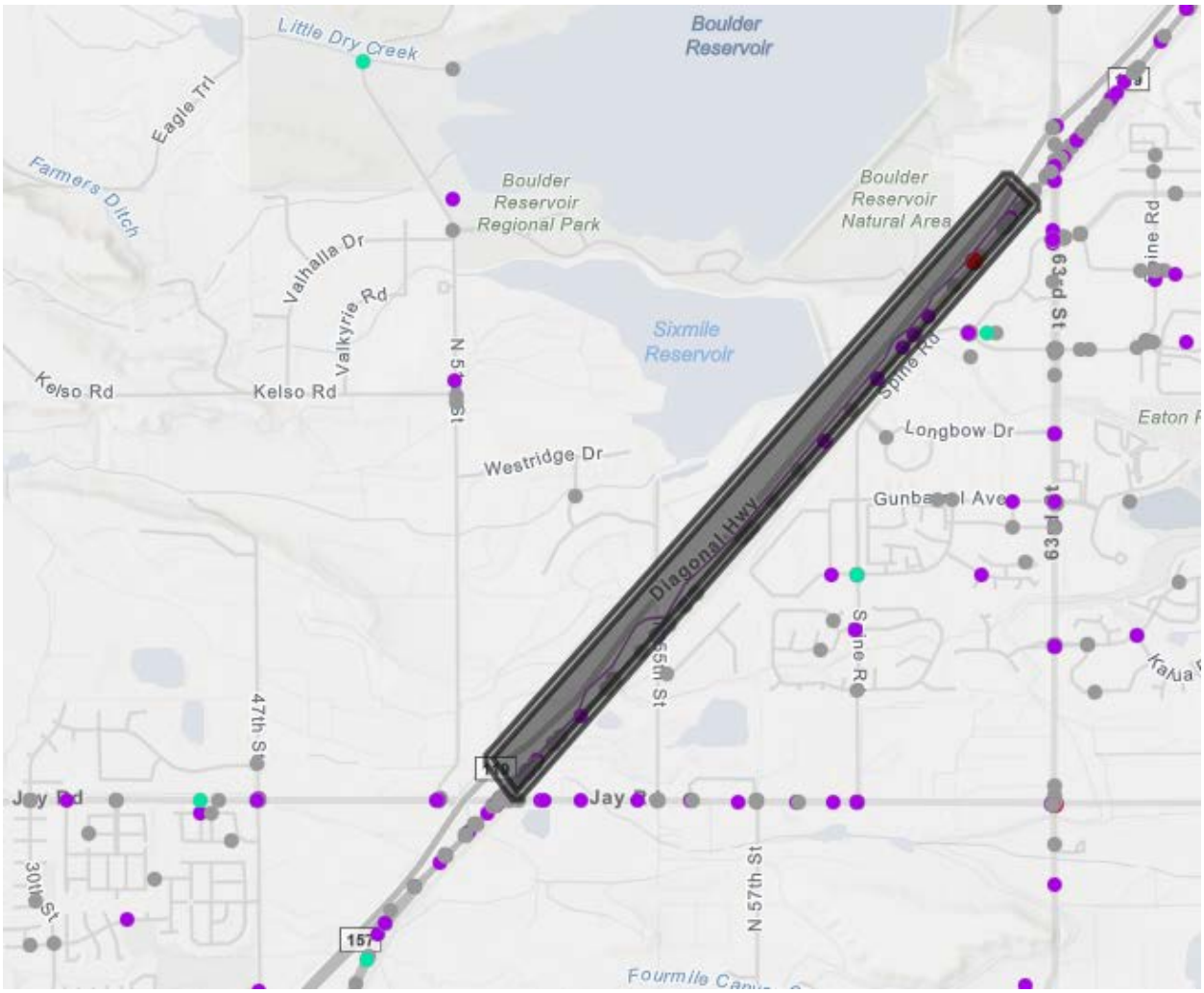
Segment 7



Supplemental Materials Exhibit H- Safety Analysis Details

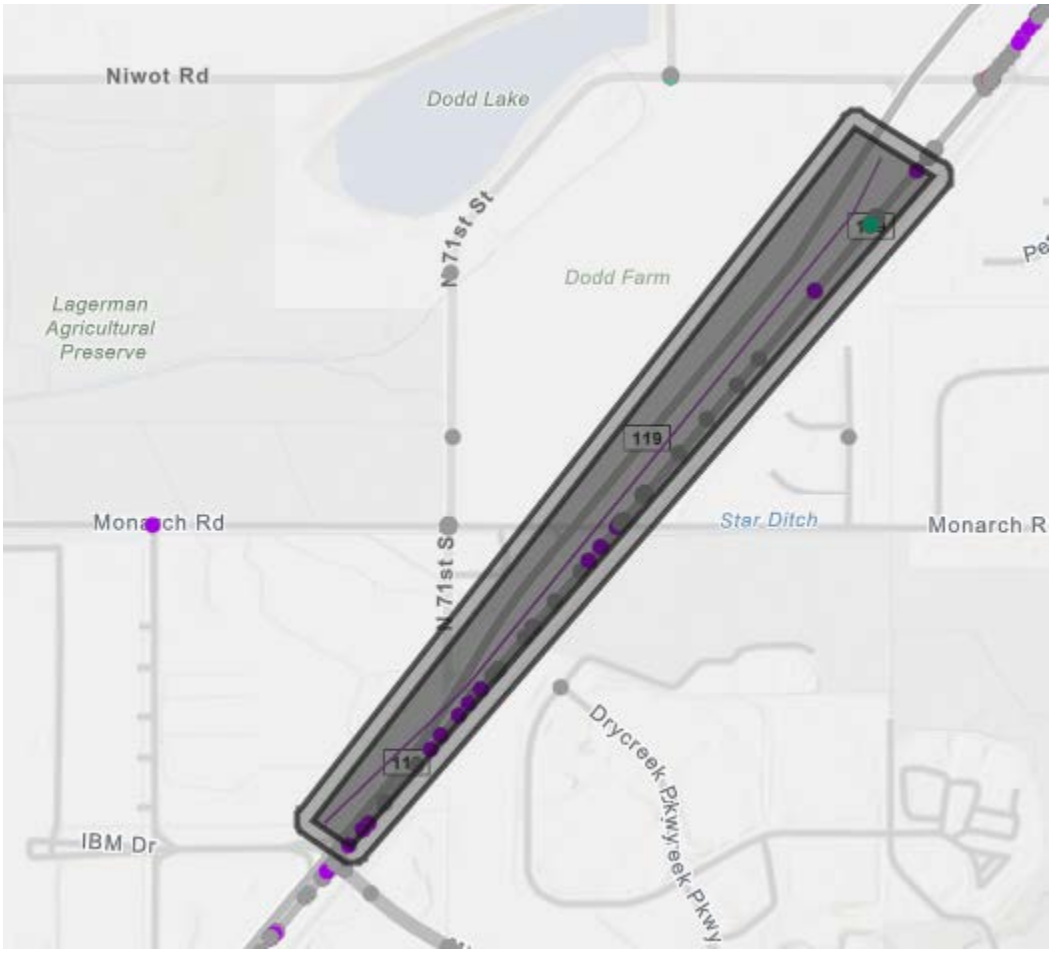
Safety Analysis with Drawing Project Area:

Segment 3



Supplemental Materials Exhibit H- Safety Analysis Details

Segment 7



CO 119 CORRIDOR LEADERSHIP STRUCTURE

Supplemental Materials Exhibit I-
Project Organizational Chart

ACRONYMS LIST			
CDOT	Colorado Department of Transportation	**RTD**	Regional Transportation District
EOC	Executive Oversight Committee	**PMT**	Project Management Team
FHWA	Federal Highway Administration	**PLT**	Project Lead Team
HPTE	High-Performance Transportation Enterprise		

EOC

CDOT	CITY OF LONGMONT	CITY OF BOULDER	BOULDER COUNTY	RTD	FHWA
Shoshana Lew, Executive Director	Joan Peck, Mayor	Aaron Brockett, Council Member	Claire Levy, Commissioner	Debra Johnson General Manager and Chief Executive Officer	John Cater, Division Administrator

LEADS: Kathleen Bracke, Boulder County and Heather Paddock, CDOT R4 RTD
SUPPORT: CDOT Project Consultants

PLT

CDOT	CITY OF LONGMONT	CITY OF BOULDER	BOULDER COUNTY	RTD	FHWA	HPTE	COMMUTING SOLUTIONS
Heather Paddock & Keith Sheaffer	Phil Greenwald	Jean Sanson	Kathleen Bracke	Bill Van Meter	Shaun Cutting	Nick Farber	Audrey DeBarros

LEAD: Dan Marcucci, CDOT R4 Resident Engineer
SUPPORT: CDOT Project Consultants

PMT

CDOT	CITY OF LONGMONT	CITY OF BOULDER	BOULDER COUNTY	RTD	FHWA	HPTE	COMMUTING SOLUTIONS
Dan Marcucci Adnana Murtic	Phil Greenwald Alden Jenkins	Jean Sanson Danny O'Connor	Alexandra Phillips, Stacey Proctor, Tonya Luebbert, Scott McCarey, Alex Hyde-Wright	Ali Imansepahi Chris Quinn	Shaun Cutting	Piper Darlington	Audrey DeBarros Kristina Pritchett

LEAD: Adnana Murtic, CDOT SH119 Project Manager
SUPPORT: CDOT Project Consultants

MEETING FREQUENCY

EOC
Quarterly or as needed at major milestones or to resolve complex issues.

PLT
Monthly or as needed, Quarterly at minimum in preparation of EOC meetings

PMT
Monthly

CDOT | City of Longmont | City of Boulder | Boulder County | RTD | FHWA | HPTE | Commuting Solutions