

CO 119 Bikeway Segment 1- 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- Segment 1 Pages from FIR Plan Set

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

SEPTEMBER 2019

INTRODUCTION | 1-1

SH 119 MULTI-MODAL PEL STUDY

REPORT

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

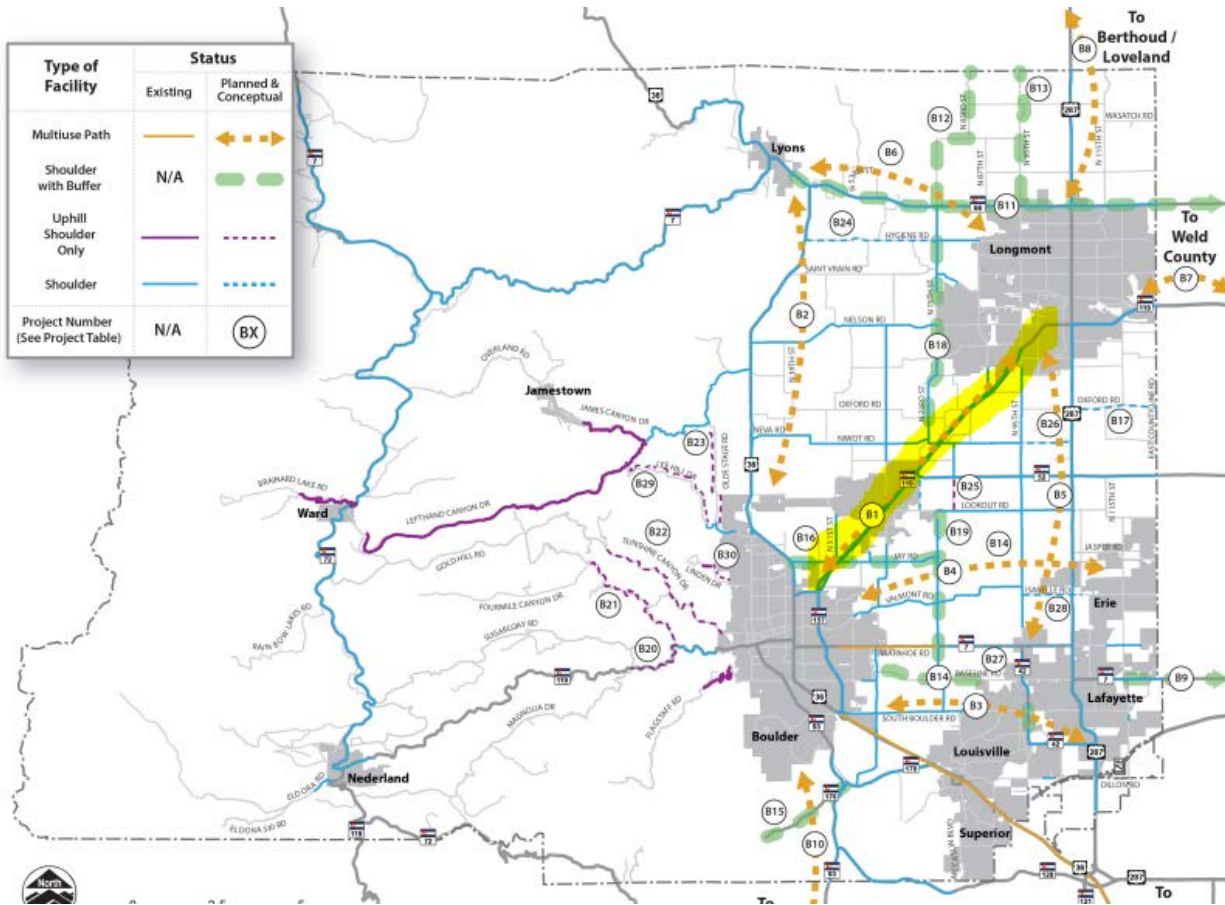
Bicyclists traveling in Boulder and Longmont currently utilize intermittent off-street trails and on-street bicycle facilities where available. For those traveling between the cities the most routes are on the outside shoulders of SH 119. Due to increasing safety concerns of bicyclists traveling on the 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 \(bouldercounty.org\)](https://bouldercounty.org/transportation-master-plan-tmp-update-summary-document-final.pdf)

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	\$5
B2	Boulder to Lyons	Conceptual*	Not Funded	CST, Muni, Fed	\$555
B3	Boulder to north Louisville/Lafayette	Conceptual*	Not Funded	CST, Muni, Fed	\$55
B4	Boulder to Erie	In Planning	Not Funded	CST, Muni, Fed	\$55
B5	Lafayette/Erie to Longmont	Conceptual*	Not Funded	CST, Muni, Fed	\$55
B6	Longmont to Lyons	Conceptual*	Not Funded	CST, Muni, Fed	\$55
B7	Longmont to Weld County	Conceptual*	Not Funded	CST, Muni, Fed	\$5
B8	Longmont to Berthoud/Loveland	Conceptual*	Not Funded	CST, Muni, Fed	\$55
B9	SH 7 Multi-use Path – 119th Street to East County Line Road	Conceptual – SH 7 PEL	Not Funded	CST, Muni, Fed	\$55

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_cdod_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 Improvements

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.



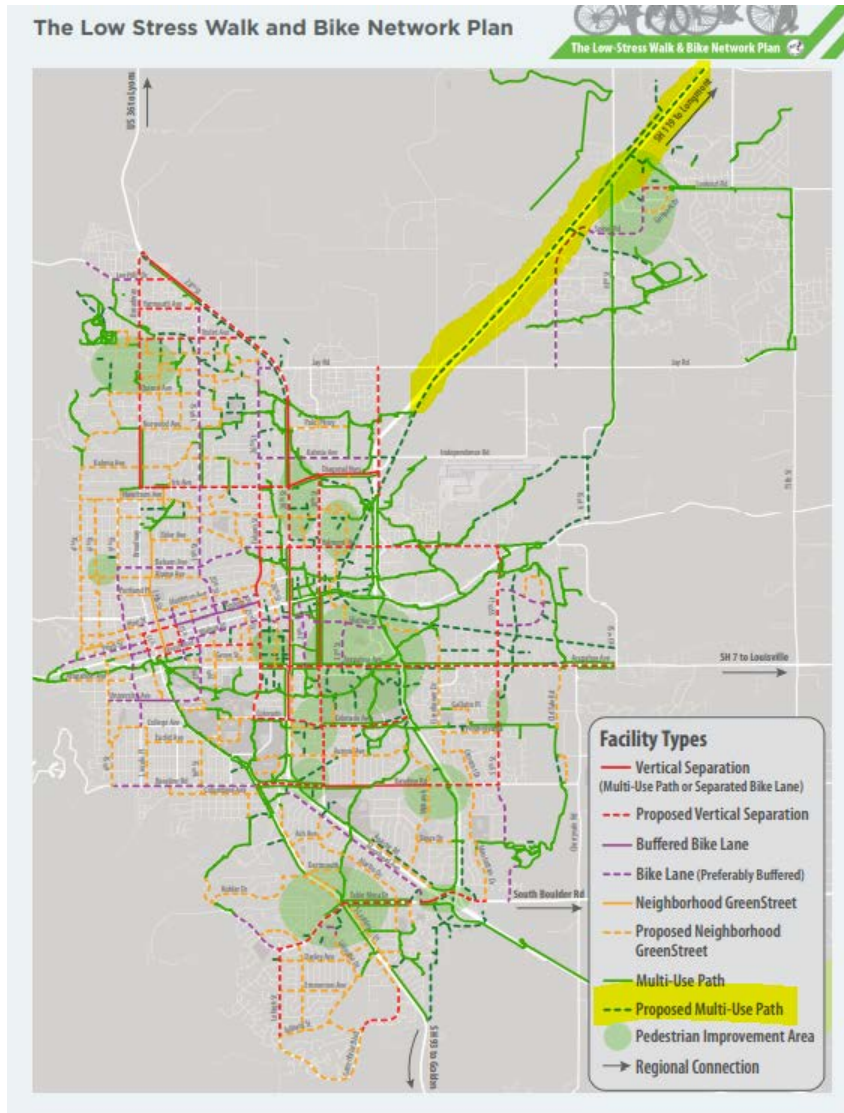
COLORADO
Department of Transportation

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

Related Projects:
P. E. UNDER PROJECT:
Project Number: 1191-033
Project Code: 21497

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

BOULDER COUNTY

HIGHWAY CONSTRUCTION BID PLANS OF PROPOSED

CO 119 BIKEWAY

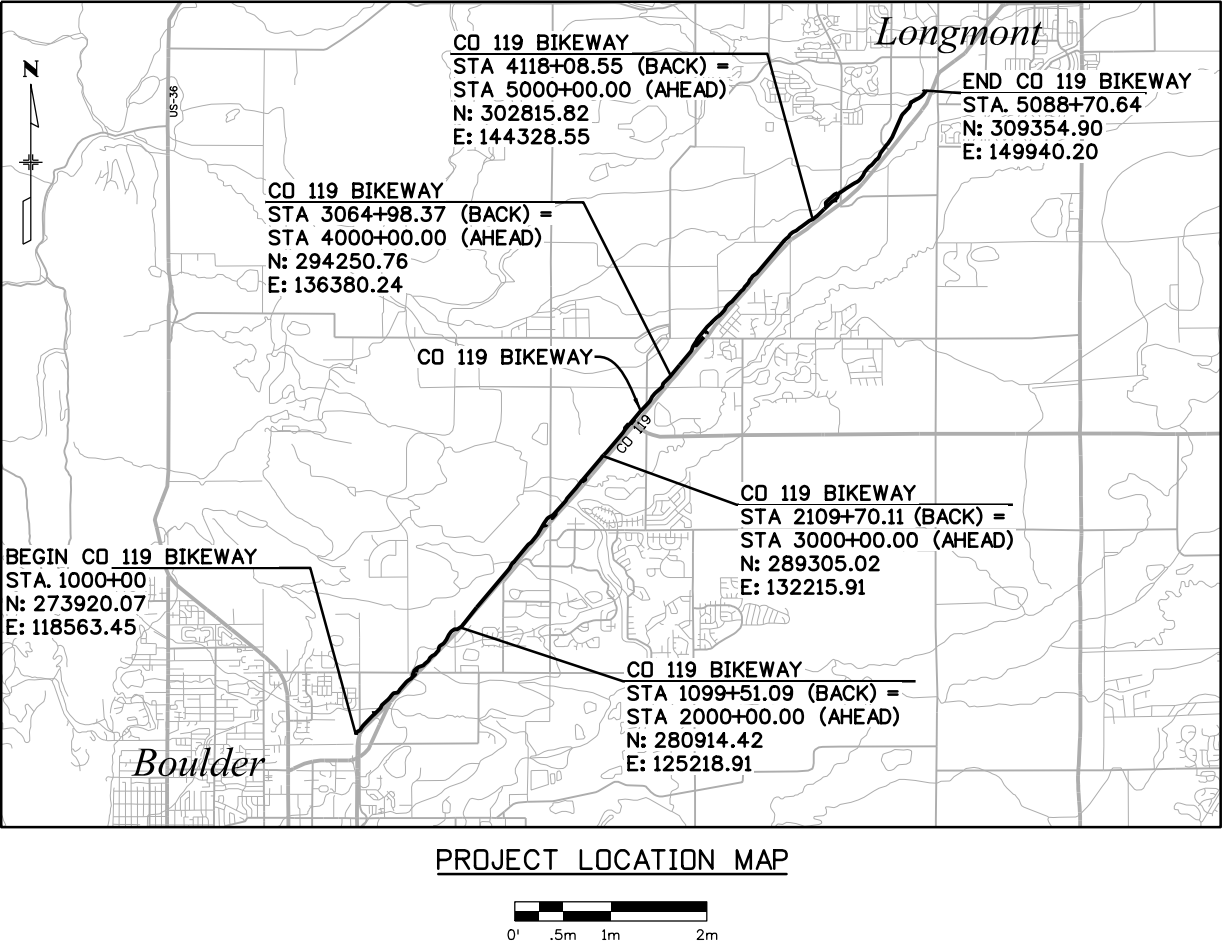
BOULDER COUNTY PROJECT NO. 102541



TABULATION OF LENGTH & DESIGN DATA

STATION	ROADWAY	
	FEET	MILES
BEGIN PROJECT = STA. 1000+00	9952.79	1.88
EQUATION : STA. 1099+52.79 (BACK) = STA 2000+00 (AHEAD)	10970.11	2.08
EQUATION : STA. 2109+70.11 (BACK) = STA 3000+00 (AHEAD)	6498.37	1.23
EQUATION : STA. 3064+98.37 (BACK) = STA 4000+00 (AHEAD)	11808.55	2.24
EQUATION : STA. 4118+08.55 (BACK) = STA 5000+00 (AHEAD)	8870.6	1.68
END PROJECT = STA. 5088+70.63		
PROJECT LENGTH	48100.45	9.11

DESIGN DATA	CO 119 BIKEWAY
DESIGN SPEED	25 MPH
MAXIMUM GRADE	4.80%
MINIMUM GRADE	0.50%
MINIMUM S.S.D. HORIZONTAL	222 FT.
MINIMUM S.S.D. VERTICAL	222 FT.
CLEAR ZONE (TANGENT)	5 FT.



SHEET NO.	TITLE
1	TITLE SHEET
2	STANDARD PLANS LIST
3	GENERAL NOTES
4 - 5	TYPICAL SECTIONS
6 - 9	SUMMARY OF APPROXIMATE QUANTITIES
10	SURVEY TABULATION
11 - 15	SURVEY CONTROL DIAGRAM
16	MISCELLANEOUS DETAIL
17 - 23	BIKEWAY GEOMETRY PLANS
24	KEY MAP
25 - 68	BIKEWAY PLAN AND PROFILES
69 - 93	BIKEWAY SPUR CONNECTIONS
94 - 98	INTERSECTION DETAILS
99 - 142	UTILITY PLANS
143	STRUCTURES GENERAL INFORMATION SHEET
144 - 157	STRUCTURE SHEETS
158	DRAINAGE NOTES
159 - 160	DRAINAGE DETAILS
161 - 174	LIGHTING PLANS
175 - 181	STORMWTER MANAGEMENT PLANS
182	CONSTRUCTION PHASING NOTES
183 - 273	CROSS SECTIONS

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Unit Information Unit Leader:

MULLER Otak
ENGINEERING COMPANY

Sheet Revisions

Date:	Comments	Init.

As Constructed

No Revisions:

Revised:

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Cover Page

Contractor:

Resident Engineer:

Project Engineer:

PROJECT STARTED: / / ACCEPTED: / /

Comments:

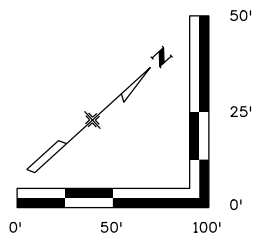
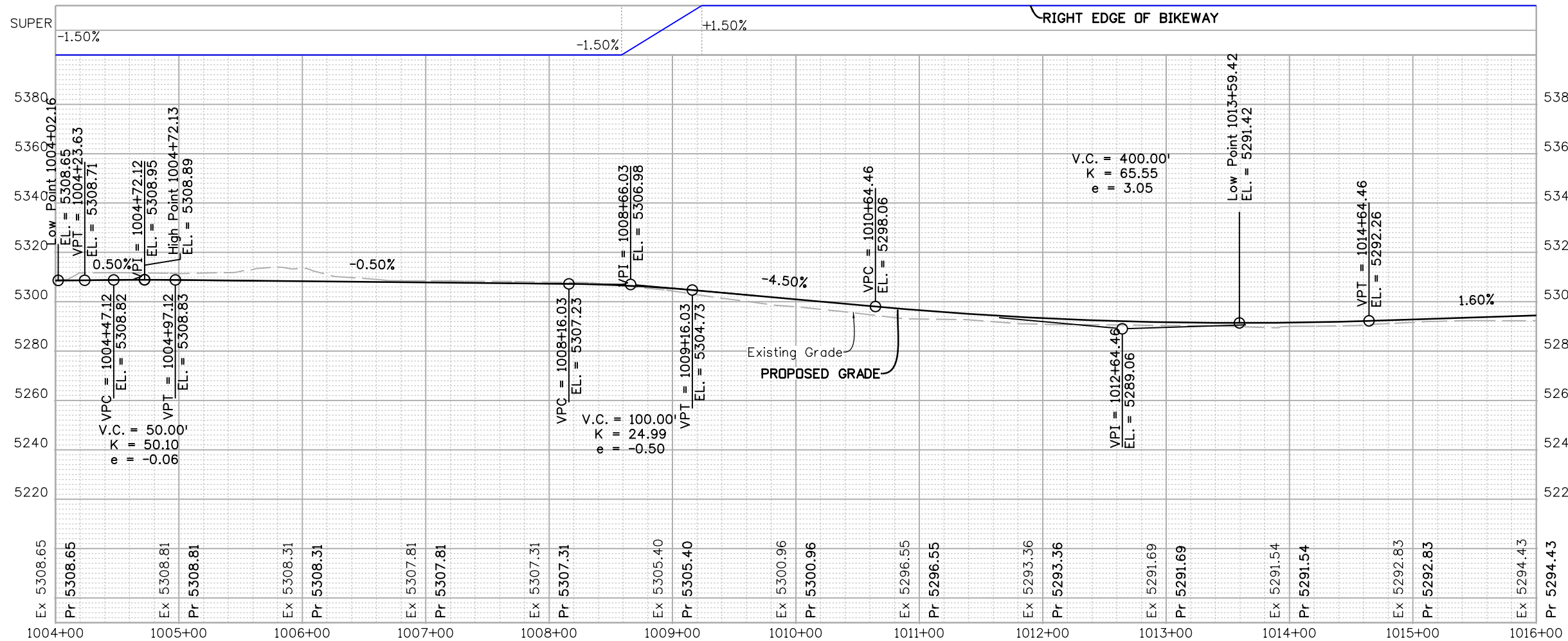
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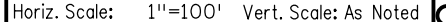
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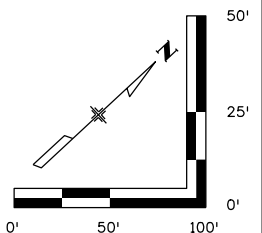
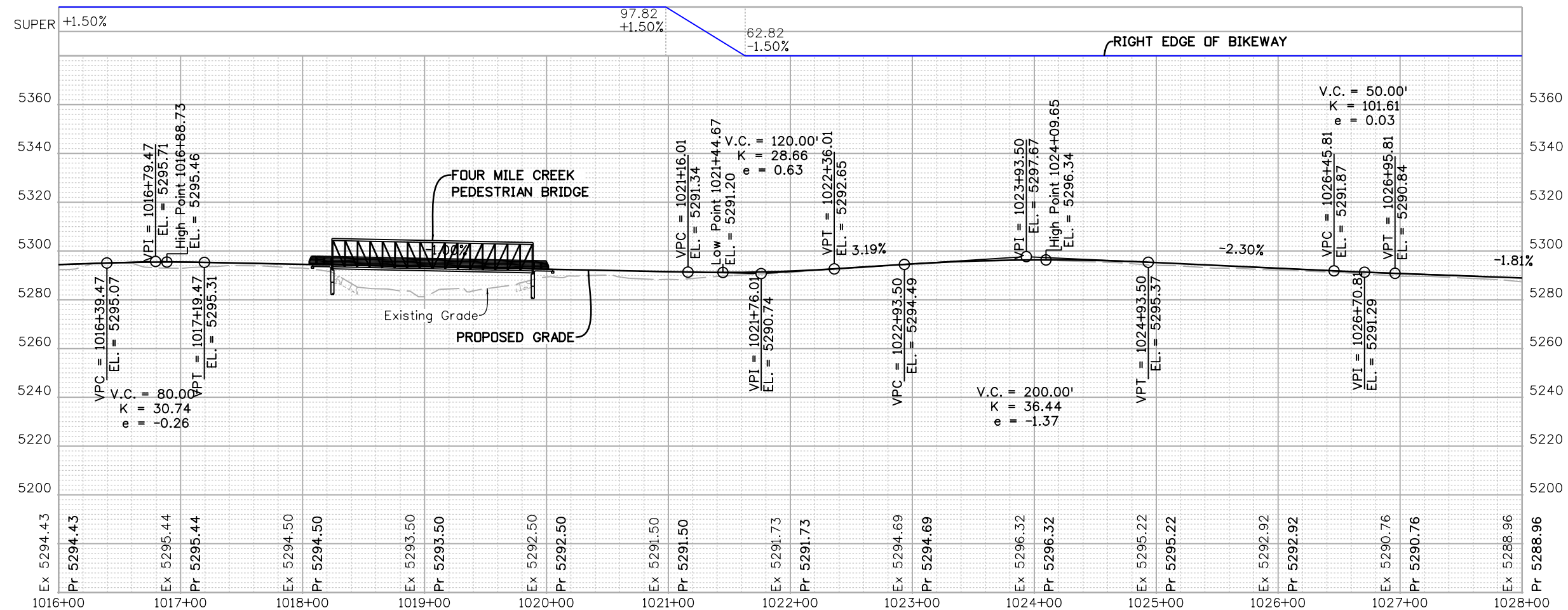
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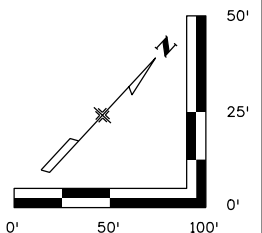
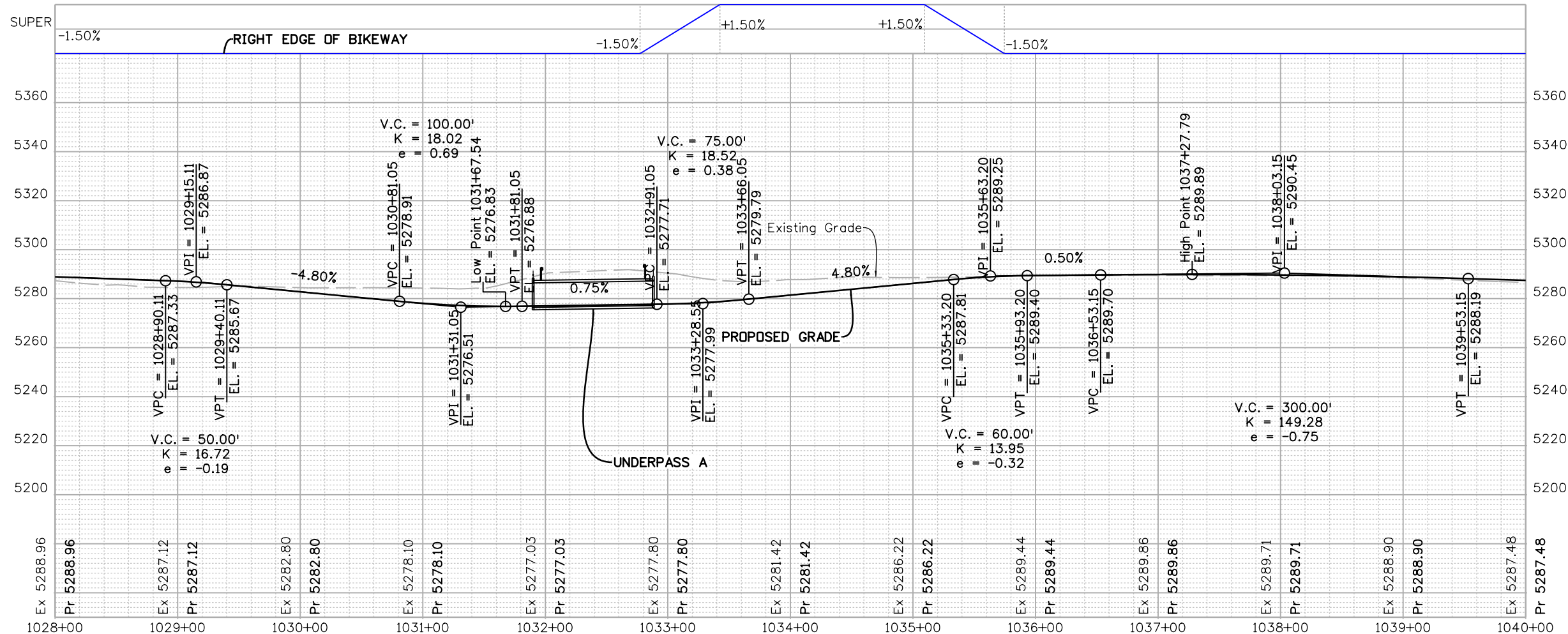




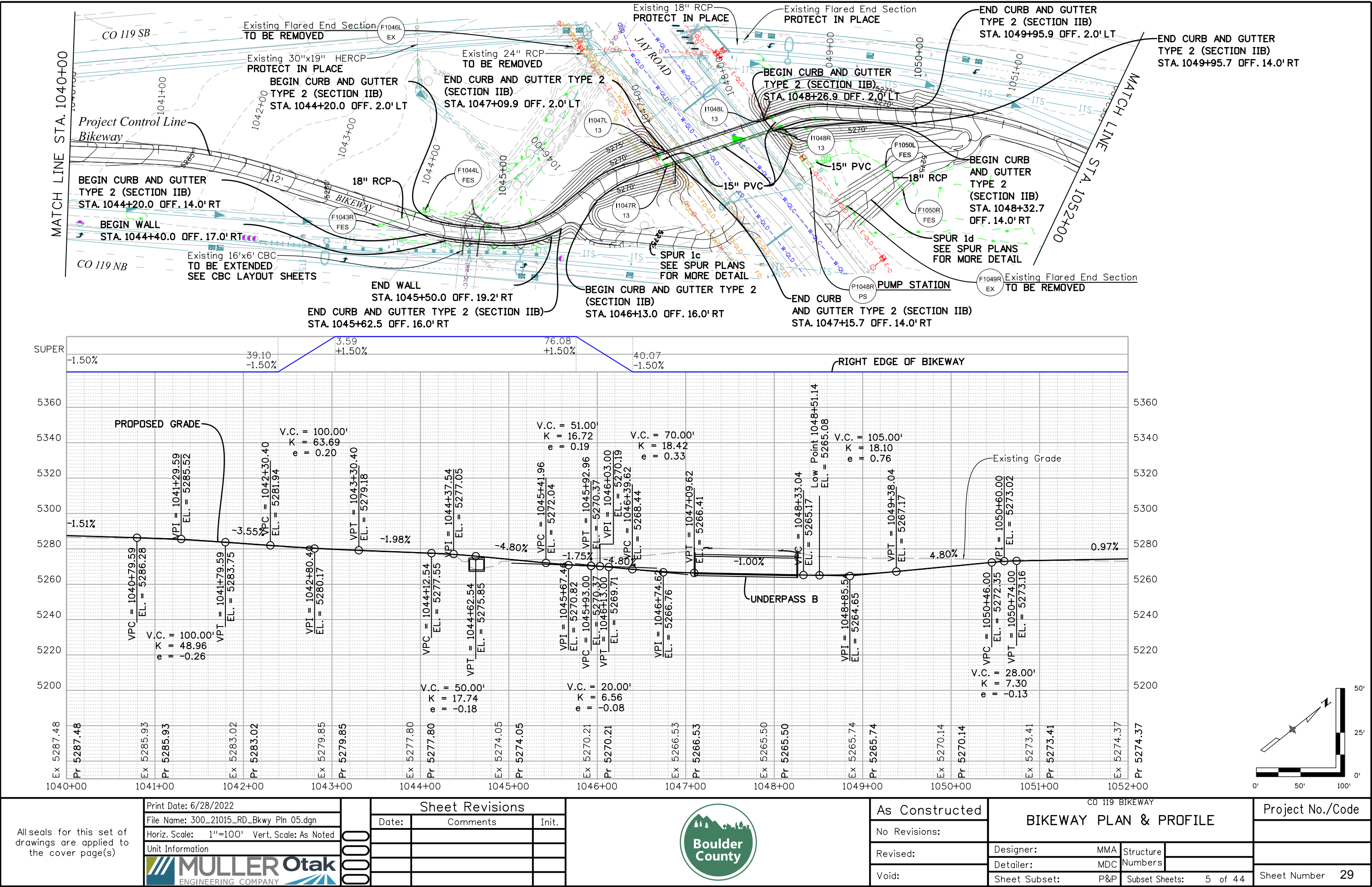
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	Unit Information						Revised:	Designer: MMA	Structure Numbers		
							Void:	Detailer: MDC			
						Sheet Subset: P&P	Subset Sheets: 2 of 44	Sheet Number 26			



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						Sheet Subset: P&P	Subset Sheets: 3 of 44	Sheet Number 27			



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Community Planning & Permitting

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

DATE: January 3, 2023

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
Stacey Proctor, CP&P – Transportation Planning
Angel Bond, CP&P – Transportation Planning

RE: Request for Boulder County support to submit DRCOG grant funding applications

Staff from Boulder County's Community Planning & Permitting – Transportation Planning Division have developed the following applications for the upcoming Denver Regional Council of Governments (DRCOG) grant funding opportunities, including the Subregional Transportation Improvement Program (TIP) Call #4 as well as the Human Services Transportation (HST) program.

Action Requested

Staff is seeking approval from the Board of County Commissioners to submit these applications to DRCOG for the TIP Call #4 and HST funding programs, including support for the portion of local matching funds proposed from Boulder County.

Background

Brief project summaries, including 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. More detailed information regarding each of these applications is provided in the attachments. Application summaries:

DRCOG Subregional TIP Call #4:

1. **CO 119 Commuter Bikeway** – Applications for the following segments:
 - a. CO 119 Commuter Bikeway Segment- Foothills Parkway to Jay Road - The proposed project would fund construction of the CO 119 commuter bikeway from the Boulder terminus near Foothills Parkway to south of Jay Road. This segment will connect the bikeway into the City of Boulder's multiuse path system and the segments between Jay Road and Niwot Road, which are already funded. The

Supplemental Materials Exhibit C- Signed Memo from the BOCC

commuter bikeway will be 12-feet wide and will be a hard surface concrete facility that will be maintained for year-round use.

- i. Total project budget: \$7.5M
- ii. DRCOG request: \$5.992M
- iii. Local match CDOT: \$1.05M
- iv. **Local match Boulder County: \$458,000**

- b. CO 119 Commuter Bikeway Segment- Airport Road to Hover - The proposed project would fund construction of the CO 119 commuter bikeway from Airport Road to the Longmont terminus south of Hover Road. This segment will connect the bikeway into the City of Longmont's multiuse path system. The commuter bikeway will be 12-feet wide and will be a hard surface concrete facility that will be maintained for year-round use.

- i. Total project budget: \$9M
- ii. DRCOG request: \$7.191M
- iii. Local match CDOT: \$1.26M
- iv. **Local match Boulder County: \$549,000**

- c. CO 119 Commuter Bikeway Segment- Niwot Road to Airport Road - The proposed project would fund construction of the CO 119 commuter bikeway from Niwot Road to Airport Road. This segment will connect to segments between Niwot Road and Jay Road, which are already funded. The commuter bikeway will be 12-feet wide and will be a hard surface concrete facility that will be maintained for year-round use.

- i. Total project budget: \$3.8M
- ii. DRCOG request: \$3.036M
- iii. Local match CDOT: \$532,000
- iv. **Local match Boulder County: \$232,000**

2. **Low Stress Bikeway Feasibility Study – Boulder to Lafayette and Louisville.**

The project is a feasibility study to identify and evaluate alternative alignments for a lower stress bike route connection between the City of Boulder and the cities of Lafayette and Louisville. The anticipated project outcome is the identification of a preferred bikeway alignment that would consist of a combination of separated bikeways where possible and protected bike lanes/bikeable shoulders. Boulder County will partner with the cities of Boulder, Louisville, and Lafayette on the study. The study extents would be approximately from Cherryvale/Baseline intersection to approximately a 1/2 mile east of 111th street.

- i. Total Project Budget: \$425,000
- ii. DRCOG TIP Funding Request: \$382,000
- iii. **Boulder County Match: \$43,000**

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3. **Super Flex SE Boulder County** (on-demand transit service) - This application would provide funding for a three-year pilot program for an on-demand transit service, which will coordinate with existing services Ride Free Lafayette and RTD FlexRide in Southeast Boulder County to ensure cross-jurisdictional mobility in Southeast Boulder County between Erie, Lafayette, Louisville, and Superior. The project would cover the operating costs for gradually adding up to two additional vehicles to connect communities to essential services and economic opportunities throughout the services area (Year 1: One vehicle, Year 2: One and a half vehicles, and Year 3: Two vehicles). Additionally, this proposal includes software upgrades for the coordination of existing Ride Free Lafayette and RTD FlexRide services.
 - i. Total project budget: \$3.82M
 - ii. DRCOG request: \$3.434M
 - iii. Local match Other Jurisdictions: \$100,000
 - iv. Local match Boulder County: \$286,000**

4. **LoBo Trail – Jay Road connection** (construction) - The proposed application would fund construction of one of the final missing links in this key regional trail. This segment of the LoBo Trail would also provide Gunbarrel residents a safe off-street connection to the City of Boulder. The LoBo Trail-Jay Rd Connection project will begin at the terminus of the Cottonwood Trail and will continue along the south side of Jay Rd, then turn north and continue along the west side of Spine Rd to connect to the existing terminus of the LoBo Trail. The project will also include ADA improvements to four transit stops along Jay and Spine and pedestrian/bicycle safety and accessibility improvements to the intersection of Jay and Spine.
 - i. Total project budget: \$1.7M
 - ii. DRCOG request: \$1.358M
 - iii. Local match Boulder County: \$342,000**

5. **CO 93 Bikeway Feasibility Study – Boulder to Boulder County line.** The project is a feasibility study to identify and evaluate alternative alignments for a bikeway that would be a combination of protected shoulder and hard-surface multi-use path that would parallel CO 93 (South Foothills Highway) from intersection of CO 93 and Marshall Road to the Jefferson County line. The anticipated project outcome is the identification of a preferred bikeway alignment, and preliminary construction cost estimate. The hard-surface facility would be plowed in winter and maintained for travel year-round.
 - i. Total Project Budget: \$350,000
 - ii. DRCOG TIP Funding Request: \$314,000
 - iii. Boulder County Local Match: \$36,000**

6. **Vision Zero Safe Routes to School Action Plan** (study) - Develop a regional inter-agency Vision Zero Safe Routes to School Action Plan, including site specific

Supplemental Materials Exhibit C- Signed Memo from the BOCC

recommendations for approximately 5-10 high priority school sites within Boulder County.

- i. Total project budget: \$450,000
- ii. DRCOG request: \$359,000
- iii. Local match Boulder County: \$91,000**

7. **South Boulder Road BRT & Multimodal Corridor Study** (study) - South Boulder Road is a critical link in Boulder County connecting key destinations and is the only corridor from the Regional Transportation District's (RTD's) Northwest Area Mobility Study (NAMS) which has had no advancement in planning since 2014. This study will build upon the work of NAMS, plus more recent local and regional transportation plans to determine the feasibility of Bus Rapid Transit service and evaluate related bicycle, pedestrian, operational and safety needs.

- i. Total project budget: \$500,000
- ii. DRCOG request: \$399,000
- iii. Local Match Boulder County: \$101,000**

8. **Countywide Strategic Transit Plan** (study) – This application will provide funding to develop a comprehensive, countywide strategic transit plan in collaboration with the county, local communities, RTD, Via Mobility Services, DRCOG, CDOT, and other transit stakeholders. The planning process will be used to identify near-term and long-range needs for transit system improvements and services (local, regional, inter-regional) and priorities. The plan will also include in-depth financial analysis and exploration of potential funding strategies and opportunities for multi-agency partnerships.

- i. Total project budget: \$1,500,000
- ii. DRCOG request: \$1,198,000
- iii. Local Match Boulder County: \$302,000**

- Note: DRCOG TIP application pending outcome of Federal Transit Administration (FTA) FY22 5307 funding request. If FTA funding for the Countywide Strategic Transit Plan is approved by the Colorado Department of Transportation and FTA, then the county will withdraw this DRCOG TIP Call #4 application.

DRCOG Human Services Transportation Program:

1. **Mountain Volunteer Driver Program** - This proposal would fund the launch of the Mountain Volunteer Driver Program outlined in the 2020 Peak-to-Peak Mountain Volunteer Driver Program Plan. The HST grant would lay the foundation for a new volunteer driver program and would expand mobility for underserved mountain residents in Boulder County by developing the administrative framework, recruiting and training volunteer drivers, and operating a mileage reimbursement program. The efforts will be in partnership with the Mountain Mobility Working Group and Peak to Peak Housing & Human Services Alliance (P2P) to create a safety net door-through-door assisted transportation service for seniors, persons with disabilities, and low-income individuals,

Supplemental Materials Exhibit C- Signed Memo from the BOCC

who have very limited transportation options in the rural mountainous western region of Boulder County.

- i. Total project budget: \$100,000
- ii. DRCOG request: \$80,000
- iii. Local Match Boulder County: \$20,000**

Summary

Staff is seeking approval from the Boulder County Commissioners to submit the Subregional TIP Call #4 and the Human Services Transportation grant applications. If these projects are awarded funding from DRCOG, staff will return to the Board of County Commissioners for further action on proposed inter-agency agreements. The source of funding for Boulder County's local matching funds is the county's transportation sales tax funding.

For the TIP Call #4 call for projects, we anticipate that some of the applications submitted by Boulder County will not be funded due to the limited funding available in this call. However, as this is the last subregional call for projects in the current TIP cycle, a waitlist will be developed. For projects not funded initially, it is still advantageous to be on the waitlist if additional funding becomes available at a later date.

Action:

Request for approval of DRCOG TIP Call #4 and Human Services Transportation grant application to DRCOG.

BOCC Signature if Approved:

Marta Loachamin
Signature

January 3, 2023
Date

Attachments:

1. Summary Table – All Applications
2. TIP Call #4 Applications:
 - CO119 Commuter Bikeway (construction), separate applications for each segment:
 - Foothills to Jay Road
 - Niwot to Airport Road
 - Airport Road to Hover Street
 - Low Stress Bikeway Feasibility Study – Boulder to Lafayette
 - Super Flex SE Boulder County (on-demand transit service)
 - LoBo Trail – Jay Road connection (construction)
 - CO93 Bikeway Feasibility Study – Boulder to Boulder County line

Supplemental Materials Exhibit C- Signed Memo from the BOCC

- Vision Zero Safe Routes to School Action Plan (study)
 - South Boulder Road multimodal corridor plan (study)
 - Countywide Strategic Transit Plan (study)
 - TIP Call #4 application pending outcome of FTA FY22 5307 funding decision by CDOT/FTA
3. Human Services Transportation Applications
- Mountain Volunteer Driver Program

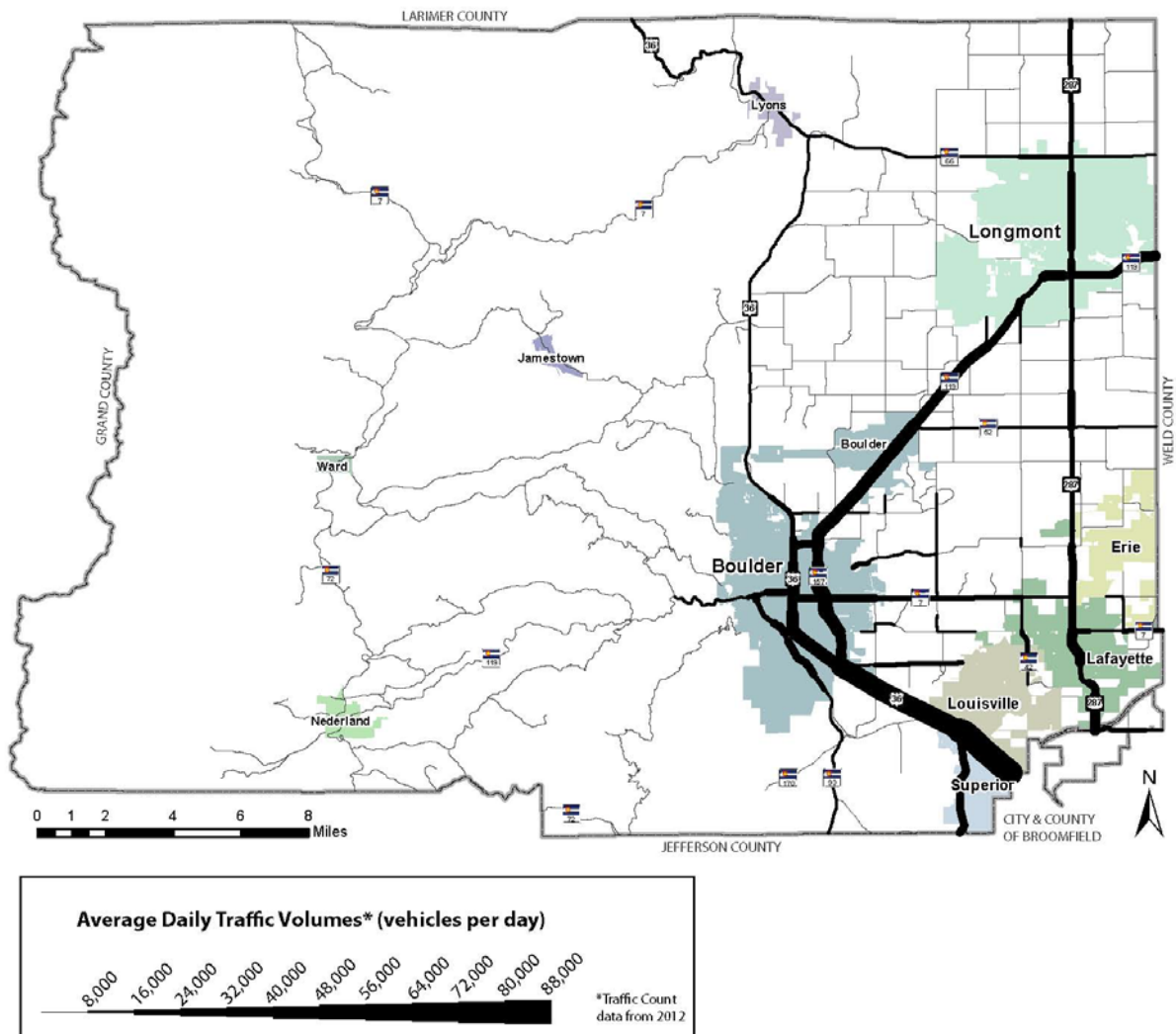
Supplemental Materials Exhibit C- Signed Memo from the BOCC

Attachment 1:
Summary Table- All Applications

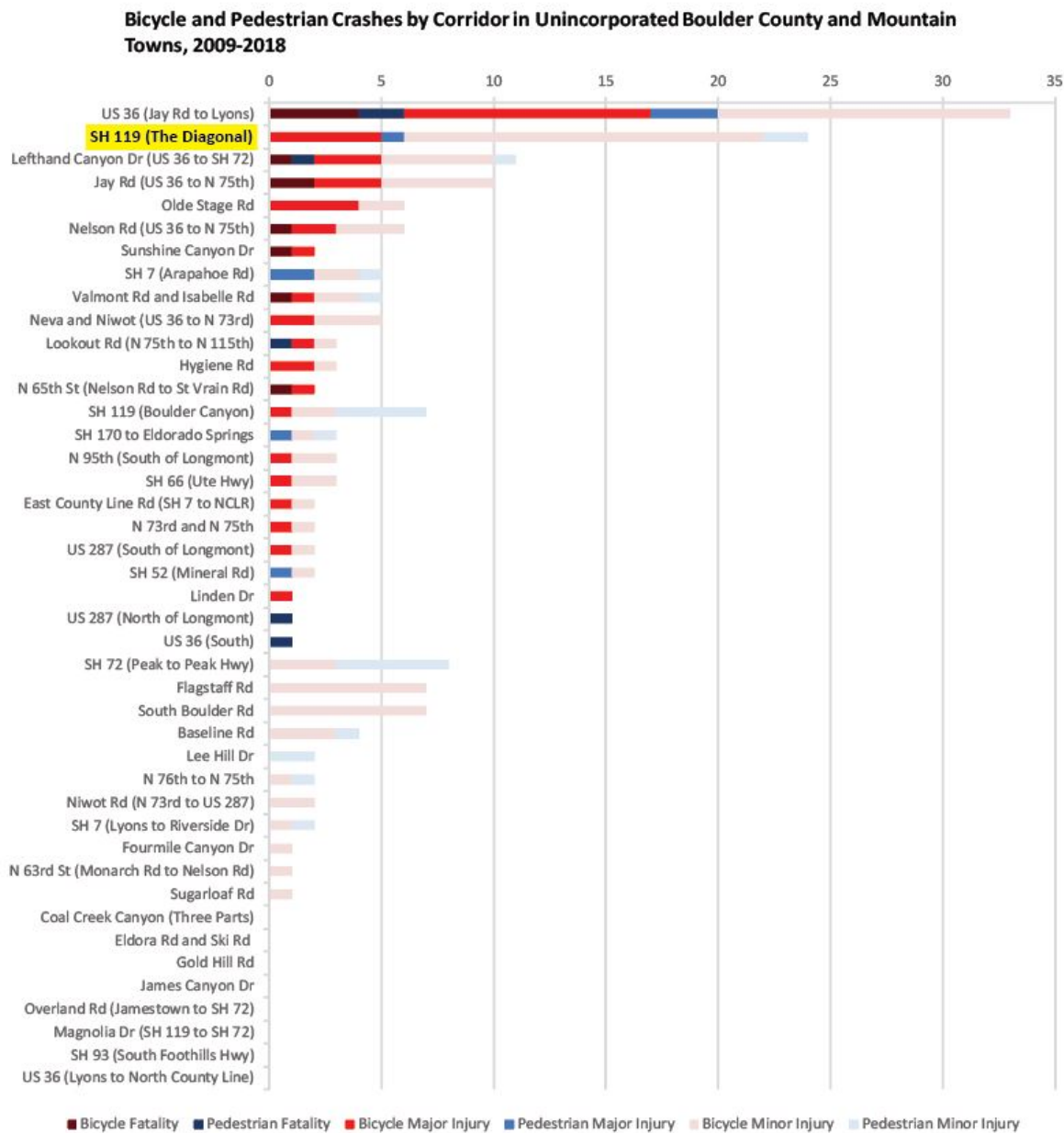
Project	Project Type	Application Track	Which FY to start?	Total Cost	DRCOG Funding Request	Total Local Match	Boulder County Local Match	CDOT Local Match	Other local govt Local Match
CO 119 Bikeway: Foothills- Jay	Construction	TIP/ STBG	'24	\$7,500,000	\$5,992,000	\$1,508,000	\$458,000	\$1,050,000	
CO 119 Bikeway: Airport- Hover	Construction	TIP/ STBG	'24	\$9,000,000	\$7,191,000	\$1,809,000	\$549,000	\$1,260,000	
CO 119 Bikeway: Niwot- Airport	Construction	TIP/ STBG	'24	\$3,800,000	\$3,036,000	\$764,000	\$232,000	\$532,000	
Low Stress Bikeway Feasibility Study: Boulder- Louisville- Lafayette	Study	TIP/ AQMM	'25	\$425,000	\$382,000	\$43,000	\$43,000		
Super Flex SE Boulder County	Transit Service	TIP/ AQMM	'25	\$3,820,000	\$3,434,000	\$386,000	\$286,000		\$100,000
LoBo Trail - Jay Rd Connection	Construction	TIP/ STBG	'24	\$1,700,000	\$1,358,000	\$342,000	\$342,000		
CO 93 Bikeway Feasibility Study	Study	TIP/ AQMM	'27	\$350,000	\$314,000	\$36,000	\$36,000		
Vision Zero Safe Routes to School Action Plan	Study	TIP/ STBG	'24	\$450,000	\$359,000	\$91,000	\$91,000		
South Boulder Rd Multimodal Corridor Plan	Study	TIP/ STBG	'25	\$500,000	\$399,000	\$101,000	\$101,000		
Countywide Strategic Transit Plan	Study	TIP/ STBG	'24	\$1,500,000	\$1,198,000	\$302,000	\$302,000		
Mountain Volunteer Driver Program	Mobility Program	HST	'23	\$100,000	\$80,000	\$20,000	\$20,000		
Total				\$29,145,000	\$23,743,000	\$5,402,000	\$2,460,000	\$2,842,000	\$100,000

Supplemental Materials Exhibit D- Regional Corridor Reference Map

Average Daily Traffic Volumes in Boulder County

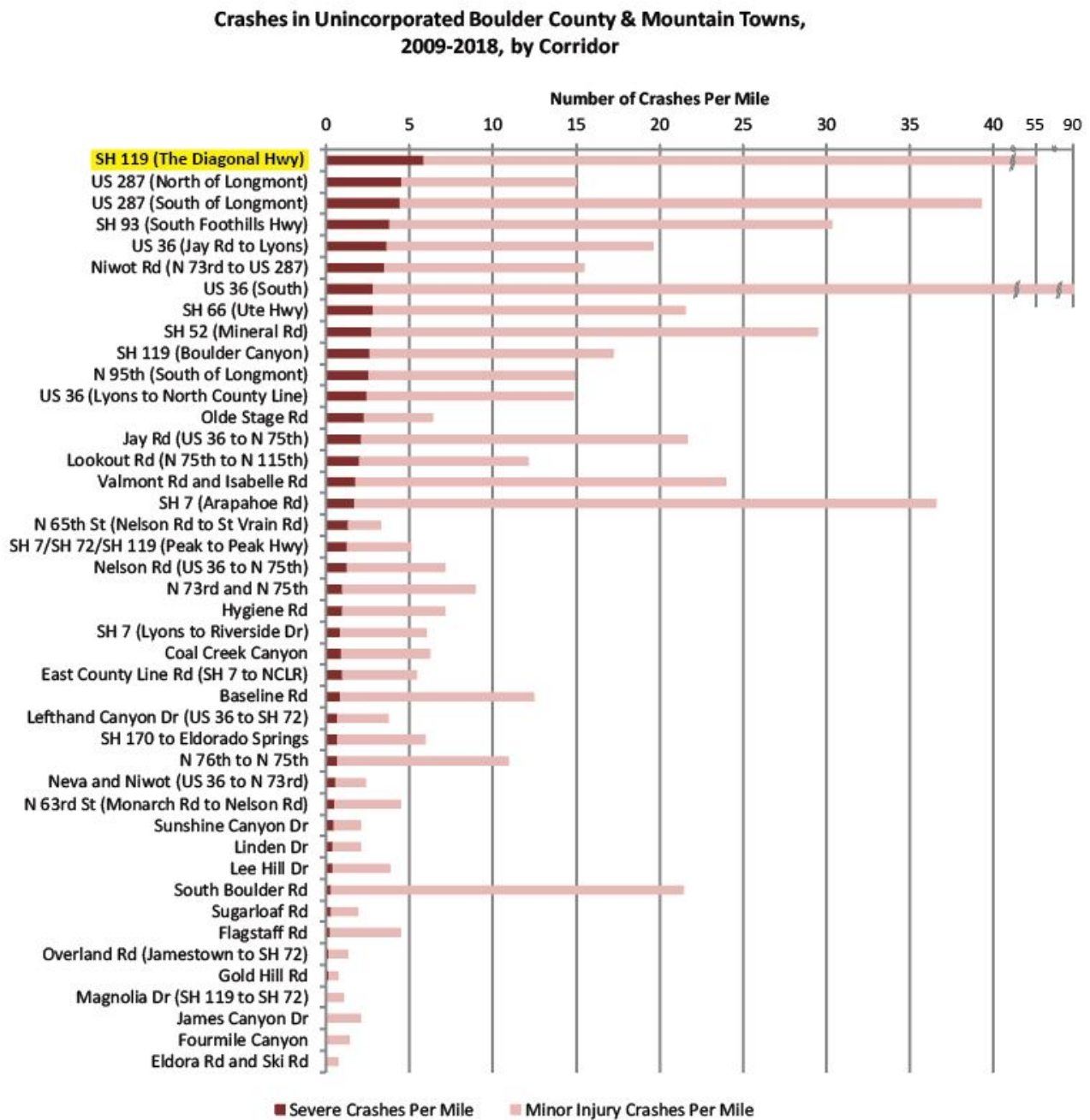


Supplemental Materials Exhibit E- CO 119 High Crash Corridor Chart



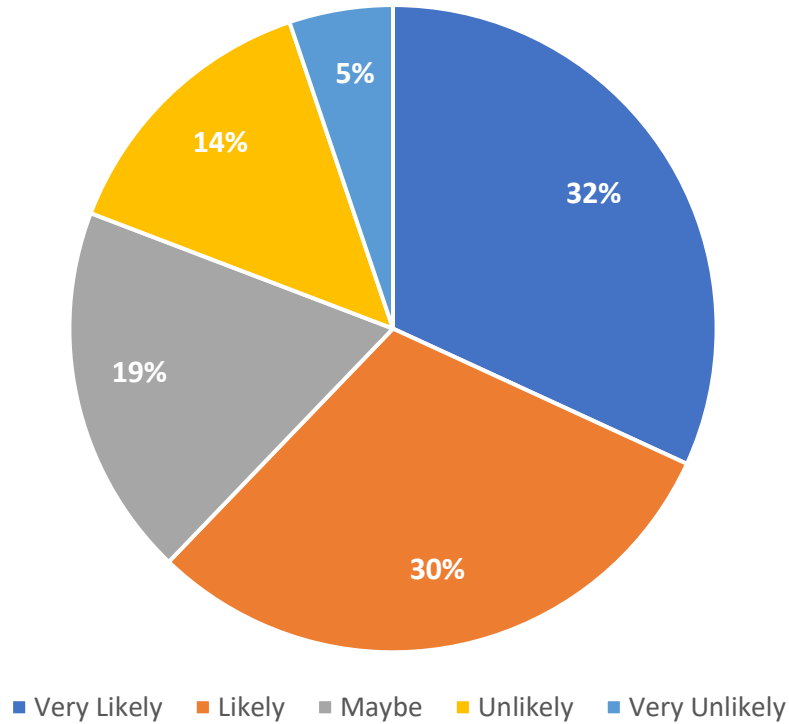
Source: Boulder County Traffic Crash Analysis, 2021-
<https://www.bouldercounty.org/transportation/multimodal/vision-zero/>

Supplemental Materials Exhibit E- CO 119 High Crash Corridor Chart



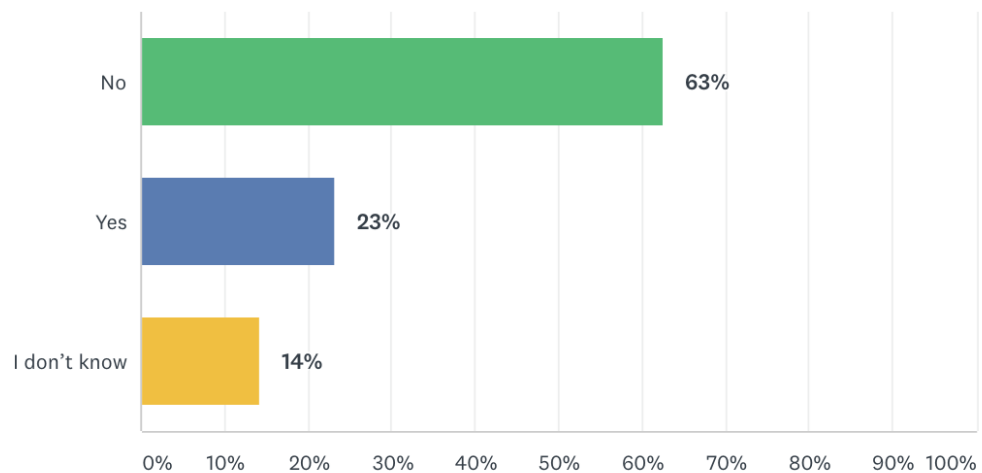
Supplemental Materials Exhibit F- Survey Results

If CO 119 is your work or school commute route and you don't currently commute by bicycle, how likely are you to commute by bicycle once the bikeway is completed?*



Do you anticipate using an e-bike on the CO 119 Bikeway?

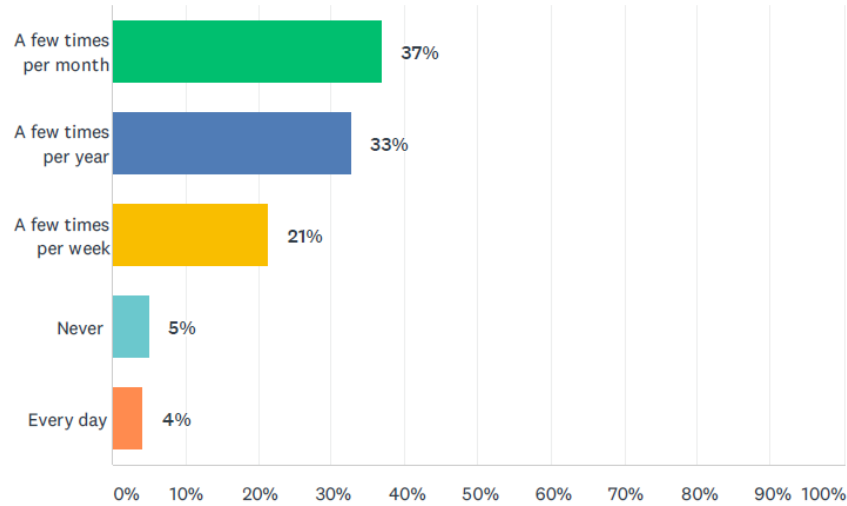
Answered: 1,129 Skipped: 6



Supplemental Materials Exhibit F- Survey Results

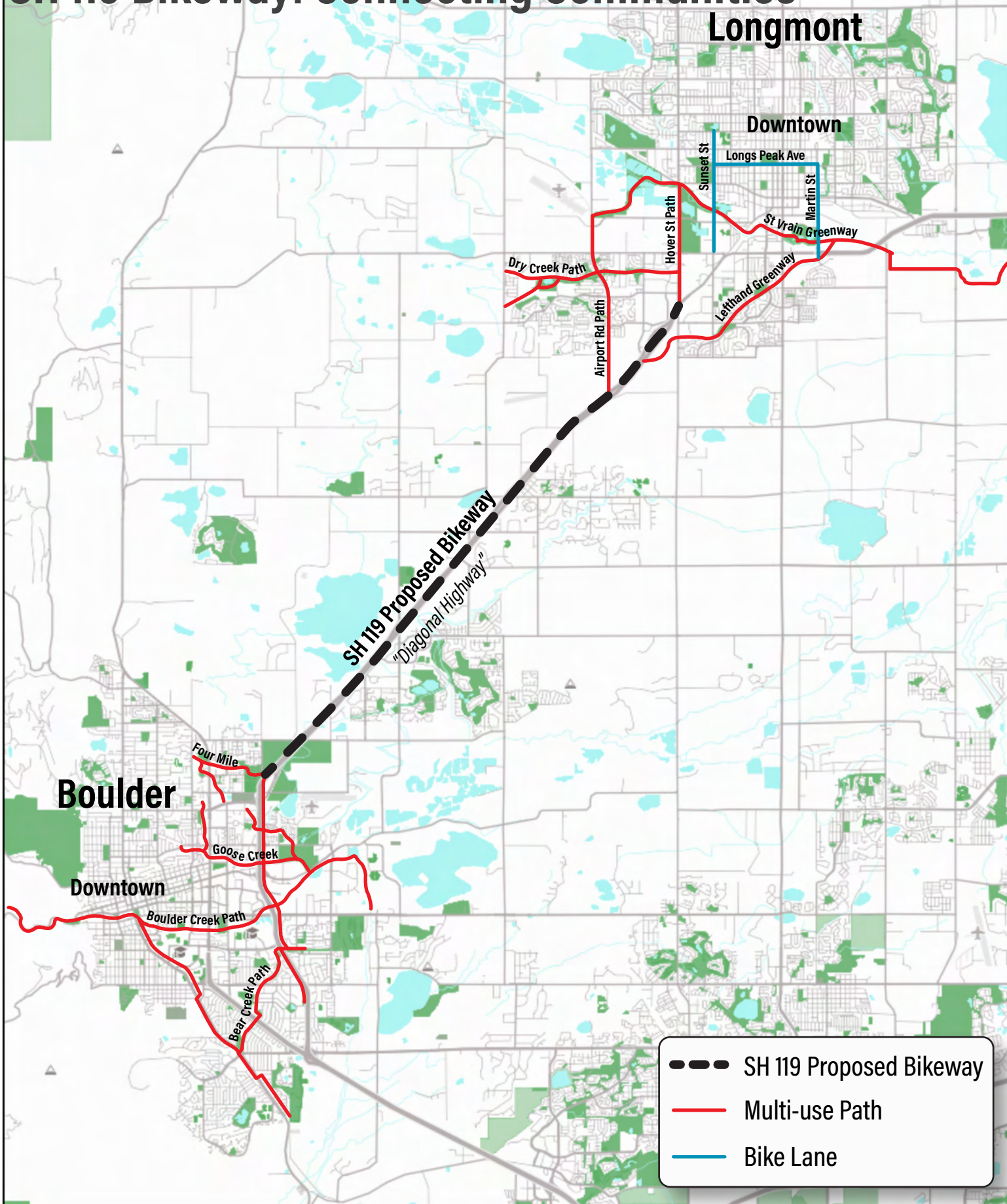
Q2 How often do you anticipate using the CO 119 Bikeway once it is constructed?

Answered: 1,130 Skipped: 5



SH 119 Bikeway: Connecting Communities

Longmont

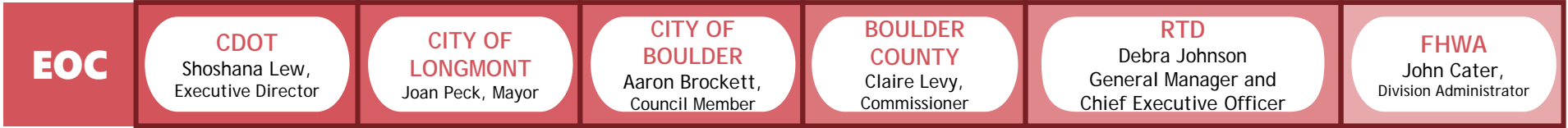


CO 119 CORRIDOR LEADERSHIP STRUCTURE

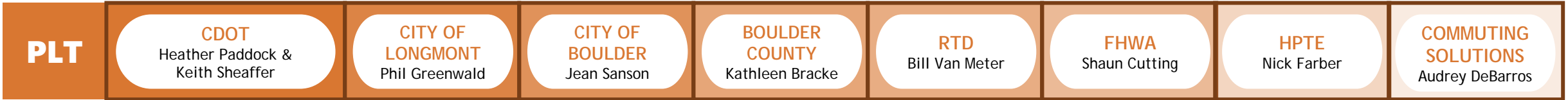
Supplemental Materials Exhibit
H- Project Organizational Chart

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		



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



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



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