



TRANSPORTATION ADVISORY BOARD COMMUNICATION

Meeting Date: May 10, 2021

Subject: 2021 Capital Improvement Program Project Update

Type of Item: Information **Time for Presentation:** 15 Minutes

Presented By: Alden Jenkins, Sr. Civil Engineer
Tyler Stamey, Transportation Engineering Administrator

Suggested Action: None – Information & Discussion Only

BACKGROUND ISSUE & ANALYSIS

Design and construction efforts are underway on several projects focused on maintaining and improving the City's Street and Transportation System. This Communication provides an update on many of the City's current year transportation related CIP Projects. These projects are made possible by the voter approved ¾ cent Street Fund Sales and Use Tax.

A brief summary of projects is below and staff will present a summary to the TAB.

TRP001 Pavement Management Program

Concrete Rehabilitation Projects – This \$1.45M project provides repairs to damaged concrete and upgrades to non-compliant curb ramps in advance of the asphalt rehabilitation project. It also includes various minor drainage or safety improvements at streets not planned for rehabilitation in 2021. The scope of work for this effort is anticipated to be completed by the end of August.

Asphalt Rehabilitation Projects – This \$2.99 Million project primarily includes the rehabilitation of asphalt at numerous streets throughout the city. This year's program includes rehabilitation of over 180,000 SY of asphalt roadways. It also includes a variety of smaller scopes of work such as rehabilitation of city-owned parking lots. Construction is anticipated to start at the end of May and is scheduled to finish in mid-September.

Chip Seal Projects – This preventative maintenance project is budgeted for \$800,000 and is scheduled to start construction in August. The 2021 program includes coverage of 139,000 SY of pavement area with approximately 6% of that area receiving a slurry seal application. The slurry seal will be applied in cul-de-sacs since slurry seal performs better than chip seal in these areas.

TRP011 – County Line Road Improvements

This project will improve traffic operations, safety and multimodal access while rehabilitating an aging pavement on County Line Road from about 9th Avenue to 17th Avenue. The widening of County Line Road is needed to accommodate dedicated left turn lanes and on-street bike lanes. Pedestrian improvements include sidewalk improvements along the west side of County Line Road from Spring Gulch No. 2 to 17th Avenue along with a trail connection at Jim Hamm Nature Area.

Construction of improvements is underway and anticipated to be completed by the end of June.

TRP011 – 9th Avenue Multimodal Improvements

In 2020, the City added bike lanes on 9th Avenue between Airport Road & Hover Street. In 2021, the bike lanes will be extended from Hover Street to Coffman Street. In order to add these bike lanes, parking on both sides of the street will be removed and 9th Avenue will be converted to a 3-lane roadway (one through lane in each direction and a center turn lane) between Hover Street & Gay Street. The final configuration will be similar to previous multi-modal projects that reduced vehicular travel lanes in order to improve multi modal facilities, such as Sunset between Pike Road and Kansas Avenue.

A portion of 9th Avenue between Francis Street and Bowen Street is currently a 4-lane section and has an attached narrow sidewalk. Staff has heard from many residents that this portion of sidewalk is uncomfortable to walk due to the proximity of traffic. The bike lane will provide some additional buffer for pedestrians along this stretch of roadway.

A public meeting to discuss the changes is scheduled for May 20, 2021 at 6:00 PM.

TRP011 – Ken Pratt Boulevard & Sunset Street Improvements

This project will construct improvements at the intersection of Ken Pratt Boulevard & Sunset Street to extend bike lanes through the intersection of Ken Pratt Boulevard & Sunset Street and will create dedicated turn lanes at the intersection. The City has received a grant for \$1.2 million from the Colorado Department of Transportation. The City is required to provide a local match of \$300k. This project is currently under design, with anticipated start of construction in spring of 2023.

TRP011 – 17th Avenue & Pace ADA Improvements

This project will improve accessibility at the intersection of 17th Avenue & Pace Street and will bring all components into compliance with current Americans with Disabilities Act requirements.

TRP092 – Boston Avenue Connection Project

This project will create a new at-grade rail crossing to connect Boston Avenue from Price Road to South Pratt Parkway. This connection is important to the City's overall transportation plan and will be the primary route for Bus Rapid Transit (BRT) as it enters Longmont from the Diagonal to access the transit station at 1st Avenue & Main St. Design is underway.

TRP098 – SH 66 Improvement Project

This project will improve pedestrian and multimodal access along SH 66 between Hover Street and Main Street. One of the primary goals of this project is to improve safety in this corridor and it will be

implement many recommendations from the recently completed Planning and Environmental Linkages study and Access Control plans. It will also relieve congestion by widening the road to two lanes in each direction. In addition to on-street bike lanes, this project will provide a detached path for pedestrians and recreational cyclists. This project is currently under design.

TRP105 – Missing Sidewalks

The goal of this project is to add sidewalks in locations where they do not currently exist. Major projects for 2021 include completing the design and begin acquiring right-of-way for the 17th Avenue sidewalk from Cook Court to Bowen Street.

A small section of sidewalk was added on 3rd Avenue Place to connect Hover Street to Golden Ponds.

TRP118 – Boston Avenue Bridge Project

This project will replace the existing bridge with a longer bridge that has increased hydraulic capacity. The existing structure also lacks adequate sidewalks for safe pedestrian and bicycle traffic and the existing greenway trail under the structure is frequently inundated by flows in the St. Vrain Creek which creates additional maintenance concerns. The new bridge structure will improve hydraulic function within the creek channel, expand multi-modal transportation along Boston Avenue and enhance the pedestrian and bicyclists experience.

Final plans, specifications, and estimates are nearly complete and we anticipate advertising for bid by October, with an anticipated construction starting in 2022.

TRP127 – 1st Avenue & Emery Street Improvements

This project will improve the existing at-grade rail crossing of Emery Street, north of 1st Avenue. Specific improvements include upgrades to the rail track circuitry, new RR crossing gates and associated supplemental safety measures, and new surface crossing material at the 3-track crossing. The RR crossing improvements will be installed so this crossing will meet Quiet Zone requirements. Construction of curb, gutter, detached sidewalks and a new traffic signal will also be completed with this project.

This project is under construction and anticipated to be complete by September.

TRP132 – Enhanced Multi Use Corridors

Design of the EMUC on 21st Avenue between Main Street and Hover Street is anticipated to begin later this year.

TRP135 – Coffman St Busway Project

The Coffman Street Busway (CSB) is a component of the larger SH 119 Bus-Rapid-Transit (BRT) Enhancements Project which seeks to optimize regional mobility between Longmont and Boulder by providing faster, safer and more reliable transit travel. The CSB project will design and construct a dedicated, busway on Coffman Street between 2nd and 9th Avenues. The conceptual design for this corridor assumes a full rebuild of the street, sidewalk, and landscaping to maximize the existing right-of way and achieve the desired multimodal improvements including widened sidewalks, protected bike lanes, on-street parking, one travel lane in each direction, and center-running bus lanes. The

wider sidewalks and protected bike lanes will provide a comfortable, low-stress environment for pedestrians and bicyclists. This project is under design and construction is currently targeted to being in 2023.

DRN028 – Spring Gulch #2 – Phase 2

Phase 2 of this project extended the greenway trail along the Spring Gulch No. 2 channel from Stephen Day Park to Union Reservoir and includes a pedestrian underpass crossing at County Line Road. The project started construction in August 2020 and is mostly complete. Phase 3 of the project requires coordination with the Great Western Railroad for a second pedestrian underpass crossing and is in the process of finalizing the design. Phase 3 is not anticipated to bid for construction until later in the year.

DRN 039 – St. Vrain Channel Improvements

The City's Resilient St. Vrain Project (RSV or RSVP) continues to move forward. Project goals focus on reestablishment of the St. Vrain Greenway; channel improvements to protect people, property and infrastructure from future flood risks; and to complete these improvements in the most environmentally sensitive manner possible. City Reach improvements are a multi-year project that is being constructed in phases. Construction on City Reach 1 (Main Street to Left Hand Creek) is complete. Construction of City Reach 2A (Colorado Way to Main Street) and City Reach 2B (upstream of the BNSF Railroad Bridge to Colorado Way) are complete. The Main Street Bridge, S. Pratt Pkwy Bridge and BNSF Railroad Bridges over St. Vrain Creek have all been replaced with new structures that can pass the 100-year storm event. The St. Vrain Greenway is now open from the BNSF underpass east to Sandstone Ranch. The Price Road pedestrian bridge was also replaced as part of the City Reach 2B improvements.

Izaak Walton Reach 1 (Boston Avenue to upstream of the BNSF Railroad Bridge) is currently under construction and is scheduled to be complete in late 2021/early 2022. This reach includes the continuation of modular block retaining walls, reconstruction of the St. Vrain Greenway trail, and relocation of a sanitary sewer main and water main. An aerial sanitary sewer crossing which is currently located immediately downstream of Boston Avenue will be rerouted and combined with an existing sewer main upstream of Boston Ave. The combined sanitary sewer will be lowered under St. Vrain Creek to provide clearance for future channel improvements. The existing water main currently suspended from the Boston Ave. Bridge will also be lowered under the creek upstream of the bridge crossing.

Funding for these sections comes from several sources including: FEMA Disaster Recovery funds, FEMA Hazard Mitigation Grant Program funds, Community Development Block Grant Disaster Recovery funds, Longmont voter approved Storm Drainage Bond funds, and voter approved Street Fund Sale Tax funds for replacement of various bridges crossing the creek.

The City is currently working with the US Army Corp of Engineers (USACE) on the next phase of channel improvements, Izaak Walton Reach 2 (S. Sunset Street to Boston Avenue). The City has entered into a Public Partnership Agreement with the USACE under their 205 Program for final design and construction of Izaak Walton Reach 2. The total project cost is approximately \$15 million

with the USACE share at approximately \$8 million and the local match at approximately \$7 million. The City's local match share for the USACE project consists of approximately \$750,000 for final design, credit for the land and right-of-way owned by the City along the St. Vrain Creek, acquisition of additional land and right of way required for the project, and replacement of the Boston Avenue Bridge identified in CIP Project TRP118, Boston Avenue Bridge Replacement over St. Vrain Creek. Final design for bridge replacement is scheduled to be complete in fall 2021 with construction starting in late 2021/early 2022. Final design for the channel improvements is scheduled to be complete in early 2021 with construction starting in mid to late 2021.

The St. Vrain Greenway is currently closed from the southeast corner of Izaak Walton Pond to Price Road. A signed detour is in place from S. Sunset Street to Price Road. It is expected that this section of greenway will be closed for the next two years.

Final design and construction of the next phases from S. Sunset Street to Airport Road are dependent on future funding. The City is currently working on grant funding options for a future phase upstream of Sunset Street which is referred to as the Hover Street Reach (Hover Street to Sunset Street). The Hover Street Reach is estimated to cost approximately \$20 million. Federal grant funding could cover up to seventy-five percent (75%) of the project costs or approximately \$15 million. The Hover Street Reach includes bridge improvements at Hover Street identified in CIP Project TRP117, Hover Street Bridge over St. Vrain Creek which accounts for approximately \$5 million of the total \$20 million costs. CIP Project TRP117 is currently unfunded.

Project improvements upstream of Hover Street remain in the storm drainage master plan and are currently unfunded.

RECOMMENDED ACTION

None – information and discussion only.

ATTACHMENT

None.