

**Project Sponsor:** Longmont  
**Project Title:** CO 66 (Hover St – Pratt St) Roadway Widening/Multimodal Improvements  
**Project Phases:** Right-of-Way/Construction  
**STBG or AQ/MM:** STBG/AQ/MM Combination

**Background/ Project Justification:**

Development up and down the Front Range and around the Boulder County region has resulted in more vehicular traffic and congestion along the State Highway 66 (CO 66) corridor. The increase in traffic coupled with high speeds along this corridor has created unsafe conditions and a significant number of severe accidents.

Transportation improvements have been identified by CDOT, Boulder County, and the City of Longmont that are intended to improve both the safety and operation of State Highway 66 (CO 66) from Hover Street to US 287 (Main Street). This is a multi-jurisdictional project with support from the Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG), Boulder County and the City of Longmont. The City of Longmont is the lead agency responsible for managing the design and construction of the project, with CDOT oversight.

The CO 66 Improvements project supports the goals and guiding principles in Envision Longmont by providing a transportation system that is well-connected and serves all modes of travel. Following the completion of this project, users of this corridor will benefit from a safer and more reliable transportation system.

The need for this project was first identified 20+ years ago as a bypass for traffic avoiding Longmont's more congested Main Street/US 287. At one point (~2005), Longmont and CDOT delayed the CO 66 project in favor of the improvements at the CO 157/CO 7 (Foothills Pkwy/Arapahoe Ave) intersection in Boulder prior to funds being scaled back in the late 2000's. TIP dollars were awarded to the Final Design of this project in the last cycle, and the design project will wrap-up soon. It is now time to cobble together the construction dollars from a number of sources, including from DRCOG.

**Project Description:**

Objectives of the project include: improved bicycle and pedestrian mobility, reduced congestion, improved operations and enhanced roadway safety for this regional corridor. The Purpose and Need statement from the SH 66 PEL study states "the purpose of transportation improvements along the SH 66 corridor are to improve safety, reduce existing and future traffic congestion, provide efficient access for existing and future development, and improve mobility and connectivity for all modes of transportation that match the context of the adjacent communities."

This project will provide better multimodal options and support the City's goal of providing a transportation system that serves all modes of travel. In addition, this project will provide needed safety improvements for this busy highway.

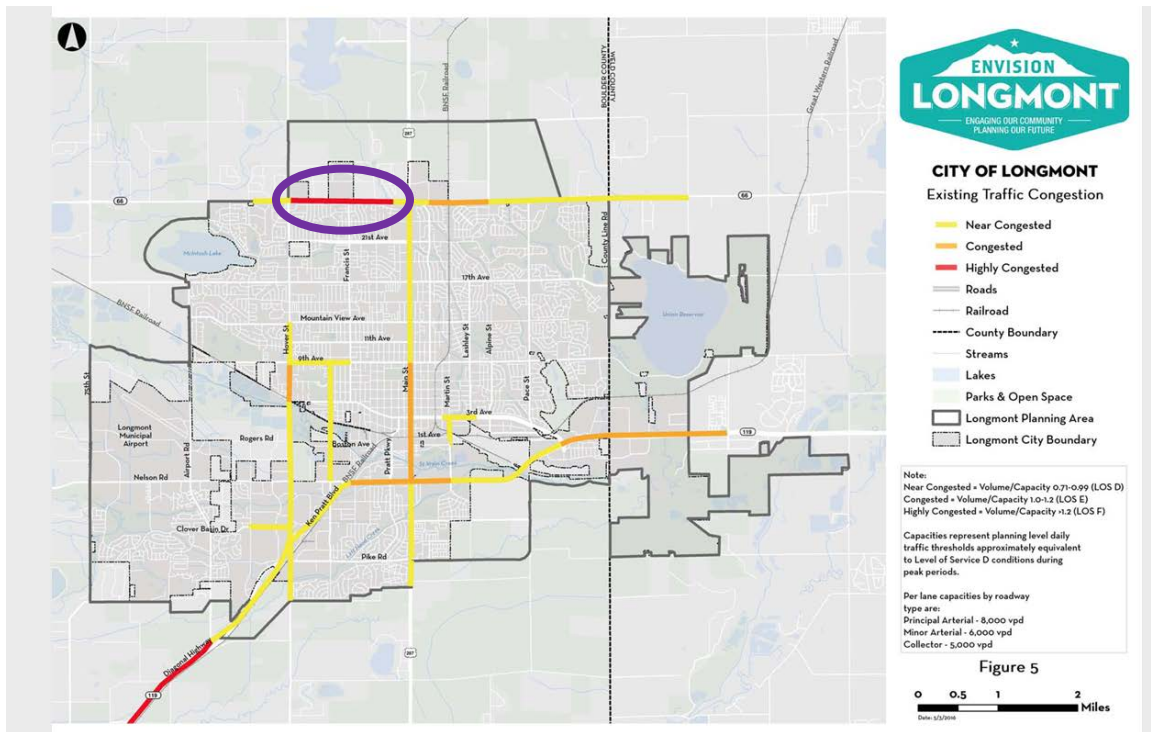
**Anticipated improvements include reconstruction and widening of SH 66 to include two travel lanes in each direction, a 16-foot wide raised median, on-street bike lanes/wide shoulders, detached 10' sidewalk along the south side of the road, left turn lanes and acceleration/deceleration lanes at appropriate locations.**

In addition to making the road safer for all users, these improvements also will increase the multimodal transportation options available on SH 66. The bike lane and sidewalk improvements advance the [City's Envision Longmont Multimodal and Comprehensive Plan's](#) principle of "A Complete, Balanced and Connected Transportation System," as well as the [Longmont Sustainability Plan](#) for Transportation.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds <sup>2</sup>	\$	\$	\$2,500	\$5,000	\$ 7,500
CDOT or RTD Supplied Funds <sup>3</sup>	\$	\$	\$2,500	\$2,500	\$ 5,000
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$3,900	\$3,000	\$ 6,900
<b>Total Funding</b>	\$ 0	\$ 0	\$ 8,900	\$ 10,500	\$ 19,400

\*Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27

**Project Location/ Map:**



**Visuals/ Images:**



Photo Reference: SH 66 Planning and Environmental Linkages Study