

Public Works

8602 Rosemary St., Commerce City, CO 80022

Tel: 303-289-8150 | c3gov.com

To:

City Manager Jason R. Rogers

City of Commerce City

June 27, 2025

112th Avenue Widening Feasibility Summary

Overview

The potential improvement of 112th Avenue from Potomac Street to Chambers Road, currently an unimproved dirt road, would be a high-cost, high-coordination infrastructure project requiring involvement from multiple agencies and jurisdictions. While roadway improvements are a priority for safety, connectivity, and development, this project will require extensive permitting, drainage, right-of-way acquisition, and design.

Impacted Agencies & Key Roles

The following agencies have jurisdictional authority, infrastructure, or regulatory influence over this corridor:

- BNSF Railway
- Commerce City
- Farmers Reservoir & Irrigation Company (FRICO)
- Federal Emergency Management Agency (FEMA)
- Mile High Flood District (MHFD)
- Oakwood Homes / Reunion Metropolitan District
- South Adams County Water and Sanitation District (SACWSD)
- U.S. Army Corps of Engineers (COE)

Agency-Specific Notes

BNSF Railway

- BNSF is not directly impacted by the road project but will be indirectly affected through MHFD's flood improvements along Second Creek.

Commerce City

- Will lead project design, construction, and construction management.
- Responsible for:

- Road and drainage design
- Floodplain boundary updates
- Right-of-way acquisition
- Coordination and review with all external agencies
- Preliminary roadway construction cost estimate, including design but excluding permit fees, ROW acquisition, and MHFD work: \$20,000,000

FRICO

- Rechanneling may be required. A drainage analysis is needed to determine if a series of outfalls would be sufficient to convey water.
- FRICO's senior water rights to Second Creek will influence timing and design.
- A formal crossing of the Little Burlington Canal is expected.

FEMA

- Must approve any floodplain modifications.
- Wetland mitigation may be required; this could include the purchase of wetland bank credits.
- Recent federal court rulings may affect wetland jurisdiction; further legal review is required.

MHFD

- MHFD's Master Plan improvements for Second Creek (Chambers to BNSF) are estimated at \$66 million, including:
 - Detention basin ("North Pond") upstream of O'Brian Canal (~400 ac-ft)
 - Four 10'x5' RCBC under O'Brian Canal
 - One 8'x4' RCBC and one 42" RCP to O'Brian Canal from North Pond
 - ~1000' of Stream Management Corridor (SMC)
- Stream restoration/channel Improvements to promote Low Maintenance Stream Full buildout may be phased, but that conversation has not yet been held with MHFD.
- **Staff anticipates needing at least the following improvements to be completed as a part of the 112th project. So, the full \$66 million would not be needed, but phasing and cost would need to be worked out with Mile High Flood District:**
 - Construction of the detention basin
 - One to two box culverts installed to enable roadway drainage
 - Stream restoration downstream of the O'Brian Canal

- Installation of a smaller drainage pipe under the canal

Oakwood Homes / Reunion Metro District

- Oakwood plans to construct approximately 1,500 feet of 112th Avenue (south half only, no median) west of Chambers.
- Coordination will be necessary to ensure alignment with City standards and the full corridor vision.

South Adams County Water and Sanitation District (SACWSD)

- Coordination required to ensure water and sewer infrastructure meets existing and future needs.
- Specific project impacts to SACWSD facilities are still under evaluation.

U.S. Army Corps of Engineers (COE)

- A federal 404 permit will be required due to potential wetland and stream impacts.
- The 404 permitting process typically takes 2–3 years to complete, and may require environmental mitigation.

Conclusion

The improvement of 112th Avenue between Potomac and Chambers is a strategically important but logistically complex undertaking. It will require multi-agency coordination, a long permitting timeline, and significant financial resources, particularly for drainage and flood mitigation components.

City staff recommends Council consider this project as a long-term investment that may require a phased or partnership-driven approach. A full feasibility study and engineering cost estimate should be the next step if Council wishes to prioritize this corridor.

Sincerely,
Jenna Hahn, Director of Public Works
City of Commerce City