



City Council Communication

AGENDA DATE: March 24, 2025

LEGISTAR ITEM #: Pres 25-104

SUBMITTED BY: Jenna Hahn

DEPARTMENT: Public Works

| | | |
|---|---|--|
| <input type="checkbox"/> Ordinance | <input type="checkbox"/> Resolution | <input checked="" type="checkbox"/> Presentation |
| <input type="checkbox"/> Admin Business | <input type="checkbox"/> Public Hearing | <input type="checkbox"/> Other |

REQUEST

Provide support to City staff to move forward with design completion, contract execution, and construction of the 96th Avenue pedestrian underpass.

BACKGROUND

The City of Commerce City is widening East 96th Avenue from Chambers Road to Tower Road from two lanes, one lane in each direction, to a four-lane median divided roadway. After the initial project was scoped, the need to also construct a pedestrian underpass as a part of the project was identified by City Council during the 2023 Winter Retreat. Although not included in the original project budget, the design reached 30% completion in February. As such, a cost estimate was generated and funds identified to complete the design phase, construct the underpass, include construction management services, and include contingency. The cost of the underpass will be covered by 2K contingency, which does not require a budget transfer or approval by City Council.

The location of the underpass on the west side of the intersection was determined during the concept evaluation phase of the pedestrian underpass. There were two locations evaluated. Reunion was selected because of cost, proximity to the highest amount of pedestrian traffic to use the underpass, and its proximity to the future high school entrance. During the finalization of the concept plan, the north entrance to the underpass was shifted to the west to avoid conflicts with required widening of Reunion, traffic signal foundations at the intersection, and to ensure the length of ramps will meet ADA requirements.

CITY COUNCIL COMMUNICATION CONTINUED

Design efforts for the underpass are ongoing. Once 90 percent design is reached, staff will follow the procurement process to select a contractor to handle construction. The underpass is planned to be constructed while the other work associated with the 96th Avenue project is occurring, and work on the underpass is expected to begin in fall of 2025.

Exhibits A and B in the packet illustrate the location of the underpass and its proximity to the future high school

FINANCIAL IMPACT

| | |
|----------------------------------|----------------------|
| Contractor | Not yet selected |
| Amount of Request/Contract | \$N/A at this time |
| Amount Not To Exceed | \$N/A at this time |
| Amount Budgeted | \$3,400,000.00 |
| Budget Year | FY2025 |
| Funding Source | 2K contingency funds |
| Additional Funds Needed | \$N/A |
| Funding Source (if funds needed) | N/A |

PROJECT TIMELINE

| | |
|-------------------------------------|----------------------------------|
| Estimated Start Date | Estimated End Date |
| October 1, 2025 | May 1, 2026 |
| Years and Months of Contract | Number of Times Renewable |
| N/A at this time | N/A |

JUSTIFICATION

| | | | |
|--|---|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> Council Goal | <input type="checkbox"/> Strategic Plan | <input type="checkbox"/> Work Plan | <input type="checkbox"/> Legal |
| Citation | City Council Infrastructure and Transportation goal, strategy to improve pedestrian safety at road crossings and intersections. | | |

BOARDS & COMMISSIONS ASSIGNED

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|---------------------|-----|
| Board or Commission | N/A |
| Recommendation | N/A |

CITY COUNCIL COMMUNICATION CONTINUED

| | |
|------------------------|-----|
| Date of Recommendation | N/A |
|------------------------|-----|

PUBLIC OUTREACH

A public meeting was held in July of 2024. Public Works will coordinate with Community Relations to determine the appropriate next steps for public engagement specific to the underpass.

AVAILABLE ACTIONS

- N/A
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STAFF RECOMMENDATION

Staff recommends proceeding with the final design process for the 96th Avenue pedestrian underpass.