

ORDINANCE/RESOLUTION REQUEST

Please email requests to Jason Gallardo, Department of Transportation & Infrastructure
at pw.ordinance@denvergov.org by **12:00pm NOON on Monday**. Contact Jason with questions.

Date of Request: 7/8/2021

Please mark one: Bill Request or Resolution Request

1. Type of Request:

- Contract/Grant Agreement Intergovernmental Agreement (IGA) Rezoning/Text Amendment
 Dedication/Vacation Appropriation/Supplemental DRMC Change

2. Title: (Start with *approves, amends, dedicates*, etc., include name of company or contractor and indicate the type of request: grant acceptance, contract execution, contract amendment, municipal code change, supplemental request, etc.)

Approves a grant IGA from CDOT for \$891,100.00 for use in funding in the 56th Ave. Adaptive Project; Project #AQC M320-138 (24502) Contract #202159425.

3. Requesting Agency: Department of Transportation & Infrastructure

4. Contact Person:

Contact person with knowledge of proposed ordinance/resolution	Contact person to present item at Mayor-Council and Council
Name: Michael Finochio	Name: Jason Gallardo
Email: michael.finochio@denvergov.org	Email: jason.gallardo@denvergov.org

5. General description or background of proposed request. Attach executive summary if more space needed: The goal of this project is to deploy stop bar and advanced detection at the 56th Avenue intersections to support a traffic adaptive pilot implementation and Automated Traffic Signal Performance Measures (ATSPMs). This project will cover 56th Avenue from Quebec Street to Tower Road. To compare the effectiveness of adaptive to TOD, all 13 signals will be retimed. Signals needing additional pedestrian push buttons and beacons will be added. Note that locations can be added, removed or changed throughout the entirety of the project based on funding and other constraints.

6. City Attorney assigned to this request (if applicable):

7. City Council District: District 8 and district 11

8. **For all contracts, fill out and submit accompanying Key Contract Terms worksheet**

To be completed by Mayor's Legislative Team:

Resolution/Bill Number: RR21 0797

Date Entered: _____

Key Contract Terms

Type of Contract: (e.g. Professional Services > \$500K; IGA/Grant Agreement, Sale or Lease of Real Property): Grant

Vendor/Contractor Name: CDOT

Contract control number: 202159425

Location: 56th Ave.

Is this a new contract? Yes No **Is this an Amendment?** Yes No **If yes, how many?** _____

Contract Term/Duration (for amended contracts, include existing term dates and amended dates):

Contract Amount (indicate existing amount, amended amount and new contract total): \$891,100.00

<i>Current Contract Amount</i>	<i>Additional Funds</i>	<i>Total Contract Amount</i>
<i>(A)</i>	<i>(B)</i>	<i>(A+B)</i>
\$891,100.00	0	\$891,100.00

<i>Current Contract Term</i>	<i>Added Time</i>	<i>New Ending Date</i>
Execution to 6/25/2031		Execution to 6/25/2031

Scope of work: The goal of this project is to deploy stop bar and advanced detection at the 56th Avenue intersections to support a traffic adaptive pilot implementation and Automated Traffic Signal Performance Measures (ATSPMs). This project will cover 56th Avenue from Quebec Street to Tower Road. Note that two of the 13 intersections are already planned to have stop bar and advanced detection installed for traffic adaptive pilots, so this project will cover the remaining 11 intersections. To compare the effectiveness of adaptive to TOD, all 13 signals will be retimed. Signals needing additional pedestrian push buttons and beacons will be added. Note that locations can be added, removed or changed throughout the entirety of the project based on funding and other constraints.

This corridor was selected because 56th Avenue experiences unpredictable traffic flows due to external factors that make it unrealistic to effectively manage with TOD plans or traffic responsive operations. One factor is a high number of incidents on Pena Boulevard that disrupt typical traffic patterns onto 56th Avenue and Tower Road. Additionally, traffic outpours onto the corridor from Dicks Stadium where there are more than 20 special events a year, as well as numerous all-day tournaments in the summer that cause especially unpredictable traffic volumes. Lastly, CDOT’s Central 70 construction is expected to impact traffic flows. Traffic adaptive has been shown to be effective on corridors that cannot be effectively managed due to unpredictable traffic flows from special events, work zones/detours and incidents.

Construction will involve deploying all necessary detection to the 56th Avenue intersections, upgrading and configuring Denver’s traffic adaptive control system, and integrating the signals to Denver’s existing ATSPM module. Field upgrades include stop bar and advanced detection on all four approaches totaling 8 detectors per intersection. The adaptive control system will be upgraded to the newest version and all intersections on the corridor will be installed on the system. Denver staff will be trained on how to operate, configure and test different adaptive control modes. The intersections will also be loaded onto Denver’s existing ATSPM module. This will allow Denver to pilot TransSuite’s traffic adaptive control and measure its performance with ATSPMs. Additionally, ATSPMs can be used to evaluate normal TOD plans or traffic responsive signal operations.

Real-time alarms will identify communication, detection or incorrect signal timing failures, and the split monitor will allow operators to investigate and appropriately respond to customer complaints.

Was this contractor selected by competitive process? N/A. Grant Agreement.

Has this contractor provided these services to the City before? Yes No

Source of funds:
38820/5011100/GR00002020 Total: \$891,100.00

ELEVATE DENVER BOND:

Is this contract subject to: W/MBE DBE SBE XO101 ACDBE N/A

WBE/MBE/DBE commitments (construction, design, Airport concession contracts): N/A. Grant Agreement.

Who are the subcontractors to this contract? N/A. Grant Agreement

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