

## EXECUTIVE SUMMARY

### **Title: Amendment to Integrated Construction Contract with Kiewit Infrastructure Co.**

Amends the contract between the City and County of Denver and Kiewit Infrastructure Co. (Kiewit) for Integrated Construction (IC) Services to allow for the construction of the proposed bicycle and pedestrian bridge crossing over the UPRR tracks near 47th Avenue and York Street in the Elyria and Swansea neighborhoods.

Date: August 20, 2018

Background: Improving the railroad crossing near 47th & York in Council District 9 was identified as a top priority in the 2015 Elyria Swansea Neighborhood Plan and the community continues to champion this project as its number one request, eliminating a risk to pedestrians – particularly school children – and cyclists coming in contact with the railroad line. The community is eagerly anticipating a bike and pedestrian bridge that would open by the start of the 2020 school year.

Similarly, the City has deemed this project a top priority as demonstrated by its inclusion into the Elevate Denver Bond Program. An evaluation of the project schedule prior to the first issuance of bond funding in June 2018 revealed many critical path milestones that have the potential to make delivery of this project by the start of the 2020 school year very difficult. Most notable is the alignment of construction of this project with the Railroad construction window associated with the Colorado Department of Transportation's (CDOT's) Central 70 construction. Missing the available construction window in 2019 could result in a delay of this project by as many as three years. The project team determined that utilizing the existing IC contract with Kiewit, that has been implemented for the Program Area in which this project is located, will significantly accelerate the project – up to six months – and thereby allow the construction to fall within the narrow window to avoid years of delay.

This request therefore is to amend the Kiewit contract to (1) increase capacity by \$15 million to accommodate the 47th & York bridge project and (2) align the contract to Federal requirements to accept \$2.5 million of needed federally authorized Transportation Alternatives Program (TAP) funds. Receiving Federal funding involves moving from prevailing wage to Davis-Bacon wages, incorporating on-the-job training, adjusting to Disadvantaged Business Enterprise goals, and adding other elements to align to Federal requirements.

Council District: 9

Source of Funds: CDOT Transportation Alternative Program Funds, NDCC, Elevate Denver Bond