

4.7

DENVER UNION STATION REDEVELOPMENT PROJECT
CHANGE ORDER COST TRACKING

As of April 7, 2011

Change Order (#)	(Date)	Description	Owner's Contingency (Allocated) (Unallocated)		Add'l RTD Funds	DUSPA Cost	GMP Scope	Total Amount	Forecasted GMP
Original Values from Approved Budget			\$8,552,716	\$10,000,000					\$336,404,283
		Transfer to budget to cover reforecast changes as of 2nd Qtr 2010		\$4,978,432					
		Increase due to higher RRIF loan amount		(\$2,874,151)					
		Increase due to higher TIFIA loan amount		(\$6,952)					
		Increase due to higher grant amounts		(\$101,790)					
		Transfer from budget to cover reforecast changes as of 3rd Qtr 2010	(\$1,710,106)						
		Transfer to budget to include PA/EVAC System required by DFD		\$350,000					
		Transfer to budget for RTD's Utility Relocation Costs at 18th Street Ped Bridge		\$196,000					
		Transfer from budget to cover reforecast changes as of 4th Qtr 2010	(\$697,288)						
		Transfer from budget into Contingency: \$500K from "Comm at LRT"		(\$500,000)					
		Transfer from budget into Contingency: \$4M from DUS Building to account for FASTER Grant		(\$4,000,000)					
		Transfer to budget to increase budget amount for contaminated soil		\$750,000					
		Transfer to budget to increase budget amount for contaminated water remediation		\$750,000					
		Transfer from budget to cover reforecast changes as of 1st Qtr 2011	(\$1,575,000)						
Balance Through Mar '11 (minus CO's listed below):			\$12,535,110	\$10,458,461					
1	11-Sep-09	RTD & TCC DUS Office Build-Out, 100-Yr Master Drainage Study & 30% LRT Canopy Changes per Peer Review						\$485,620	\$336,889,903
2	17-Nov-09	Preconstruction Survey, Wewatta Wall Analysis, Block B Overbuild Deletion, 18th Street Acquisition legal descriptions, E50 Loading Impacts & Final RTD & TCC DUS Office Build-Out						\$779,262	\$337,669,165
3	02-Dec-09	30% CRT Structure Changes per Peer Review & 100% LRT Canopy Changes per Peer Review						\$704,317	\$338,373,482
4	03-Dec-09	Design Build Contract revision for Snow & Ice Report						\$0	\$338,373,482
5	12-Jan-10	LEED Certification (Sustainable Improvements Including Design)						\$681,218	\$339,054,700
6	17-Feb-10	Ramp Snow Melt, HOV Detour, Amtrak Run Around Track, Block G CFD Analysis & Video Detection Cameras (VDC) & Closed Circuit Television Cameras (CCTV)						\$1,497,039	\$340,551,739
7	17-Mar-10	Railroad Flagging						\$500,000	\$341,051,739
8	23-Mar-10	Contaminated Dewatering & Contaminated Soil						\$3,500,000	\$344,551,739
9	06-May-10	Permit Fees, Chiller Relocation, EIS Mitigation, 100 Yr Storm, Amtrak Platform Shortening & Bond Premium	\$807,818	\$76,406			(\$247,311)	\$636,913	\$345,188,652
10	20-May-10	Additional GC's due to delayed NTP (RMR Only)					\$436,474	\$436,474	\$345,625,126
11	14-Jul-10	TVRA, Blast Column Hardening, Plumbing Under Bus Box, Utility Relocation Work Orders, Hotel Power, Amrtak Runaround		\$252,298			\$353,638	\$605,936	\$346,231,062
12	05-Aug-10	Additional GC's due to delayed NTP (CCSI Only)					\$165,807	\$165,807	\$346,396,869
13	12-Aug-10	The date of Substantial Completion for the entire Work is 48 months from the effective date of the Complete (full) Notice to Proceed					\$0	\$0	\$346,396,869
14	02-Sep-10	Increase to the Contaminated Dewatering Allowance	\$500,000					\$500,000	\$346,896,869
15	02-Sep-10	Throat Area Re-Design			\$478,880			\$478,880	\$347,375,749
16	29-Sep-10	PR #9-Block A & B Underbuild Design, Wewatta Wall Foundation Construction, PR #1.1-LRT Canopy Construction w/o Tubes, PR #26.1-Design Backside of DUS, UPRR Easement-Rail Rehandle, PR #22-100 YR Flood Drainage Construction, PR #1.2-Vent Tubes Construction, AECOM Range Points, STE-ITS Conduit-15th & Wewatta, CCD-Comprehensive Signage Plan, Signal House Change @ LRT, CCD #14-18th Street Traffic Study, Direct Fixation vs. Ballast, Adj. of Calculation of Fee on Bond, Concrete Chunks in Bus Box Excav., Incorporate Correct Amendment No. 2, PR #25-Elimination of Moving Walks, PR #26-LPC Requirements at the Backside of DUS	\$792,156	\$933,025		\$83,150	(\$6,895,951)	(\$5,087,620)	\$342,288,129
17	14-Oct-10	Increase to Allowance #2 - Temporary Train Service	\$950,000					\$950,000	\$343,238,129
18	25-Oct-10	UPRR Grading in Throat			\$33,666			\$33,666	\$343,271,795
19	22-Nov-10	PR #24-Stainless Steel Fixtures, PR #28-CRT Systems Reqmts-Design, PR #1.3-Vent Tubes Lighting & Grating, CCD #19-Asbestos Investigation, CCD #18-Sanitary Sewer @ N&S Wing, Track 8 over Wewatta Wall Fnd, PR 15.1-CRT Changes-Const., PR #29-Redundant Pumps-Bus Box, PR #39-Delete Block G-Design	(\$966,732)	\$374,646			\$11,299	(\$580,787)	\$342,691,008
20	27-Dec-10	Increase Temp Amtrak Allowance #2 to Lump Sum Line Item	\$3,323,043					\$3,323,043	\$346,014,051
21	06-Jan-11	Delay Notice To Proceed Impact to the GMP based upon 4/29/10 Full NTP	\$1,187,148				\$7,000,000	\$8,187,148	\$354,201,199
22	06-Jan-11	Payment of Drug Testing, 18th Street-Rodizio patio/wall - Design, Relocate RTD HOV Fiber - Wynkoop, Delete N-S Leg Ped Bridge - Design, Increase to Allowance No. 5 - Dewatering	\$750,000	\$444,566				\$1,194,566	\$355,395,765
23	06-Jan-11	Credit - No Paint in Mechanical Rooms		(\$169,379)				(\$169,379)	\$355,226,386
24	25-Feb-11	Block B Delete - System & Canopy, CRT Canopy to Historic DUS	\$302,609	\$519,594				\$822,203	\$356,048,589
25	09-Mar-11	Install Bullet Proof Glass, ADA Loading-Wynkoop & Wewatta-Design, Waterline Lowering-CRT@19th St.-Design, Voice Evac PA System-Design		\$98,469			\$361,898	\$460,367	\$356,508,956
26	17-Mar-11	Increase to Allowance #7 - Asbestos	\$150,000					\$150,000	\$356,658,956
Current Contingency Balance:			\$4,908,447	\$7,759,457					
27	PENDING	Increase to Allowance #7 - Asbestos	\$500,000					\$500,000	\$357,158,956
28	PENDING	Credit Part of PR #13 - EIS Mitigation		(\$401,514)				(\$401,514)	\$356,757,442
29	PENDING	Retaining Wall @ Platform 2 & 4, Sanitary - N&S Wing - Construct, Boiler in Lieu of Steamline, Traffic Signal Revisions, Millennium Bridge Plaza - Design, 16th St. Utility Relo, (3) Alarm Points - DDC System, CRT Automatic Dry Standpoints - Design, Redesign Shuttle Loop		\$856,025		\$403,510	\$88,309	\$1,347,844	\$358,105,286
Remaining Contingency Balance:			\$4,408,447	\$7,304,946					

DUSPA BUDGET REFORECAST AS OF SECOND QUARTER 2011

PROJECT TOTAL BUDGET REFORECAST AS OF: 7 APRIL 2011

4.7.11

Project Name: DENVER UNION STATION REDEVELOPMENT			
Project Address: 1701 Wynkoop, Denver, Colorado 80202		29-Apr-10	
Potential Available Project Revenue Sources:		Adjustments	
PHASE I and PHASE II		Revised Budget	
LINE #			
1	TIPIA Loan	\$145,593,048	\$6,952
2	RRIF Loan	\$152,125,849	\$2,874,151
3	Grants	\$102,984,752	\$101,790
4	CDOT FASTER Grant	\$0	\$4,000,000
5	RTD Commitment	\$40,832,729	\$0
6	New Money to be contributed by RTD	\$0	\$512,546
7	Land Sales (Market Street, North Wing, South Wing, Triangle, A Block, B Block)	\$38,400,000	\$0
8	CPV Infrastructure Bond Funds Transfer	\$1,084,029	(\$31,000)
9			
10			
11			
12			
13	DUS REDEVELOPMENT APPROVED TOTAL PROJECT BUDGET	29-Apr-10	DELTA
14			
15	Budget Item		
16	Description		
17			
18	KIEWIT GMP COSTS		
19	LRT	\$20,781,197	\$0
20	CRT	\$74,783,382	\$0
21	Bus Box	\$113,125,932	\$0
22	Streets	\$26,072,592	\$26,072,592
23	Piazas	\$20,511,656	\$0
24	100 Year Storm	\$5,325,241	\$0
25	Contingency	\$20,000,000	\$0
26	Escalation	\$12,000,000	\$0
27	Project Specific E&O (non OCIP)	\$785,000	\$0
28	Additional Bond Cost for 3 year warranty	\$150,000	\$0
29	Warranty Call Back Costs for 3 year warranty	\$300,000	\$0
30	G&A	\$19,099,283	\$0
31	Fee	\$23,470,000	\$0
32		336,404,283	
33			
34	Change Order 1 (executed)	\$485,620	\$0
35	Change Order 2 (executed)	\$779,262	\$0
36	Change Order 3 (LRT & CRT peer review design changes) (executed)	\$704,317	\$0
37	Change Order 4 (no cost change order) (executed)	\$0	\$0
38	Change Order 5 (LEED) (executed)	\$681,218	\$0
39	Change Order 6 (snow melt / HOV detour / turnaround track / block G CPD / VDC & CCTV) (executed)	\$1,497,039	\$0
40	Change Order 7 (railroad frogging allowance)(executed)	\$500,000	\$0
41	Change Order 8 (allowance for contaminated soil (S3M) and water (\$500K) (executed)	\$3,500,000	\$0
42	Change Order 9 (rtdo chiller; EIS #98,92,93; shorter Amtrak Platform, etc)(executed)	\$0	\$636,913
43	Change Order 10 (DBE #1 Subsidy)(executed)	\$0	\$436,474
44	Change Order 11 (TVRIA Bus Box, Bus Box drainage; Hotel Power; URA Work Orders)(executed)	\$0	\$605,936
45	Change Order 12 (CCSI)(executed)	\$0	\$165,807
46	Change Order 13 (fixes contractual TCO date)(executed)	\$0	\$0
47	Change Order 14 (increase dewatering allowance by \$500K)(executed)	\$0	\$500,000
48	Change Order 15 (NTE design number for track change layout in throat)(RTD to put this \$ in)	\$0	\$478,880
49	Change Order 16 (various items)(executed)	\$0	(\$5,087,620)
50	Change Order 17 (increase amount of Amtrak Allowance)(executed)	\$0	\$950,000
51	Change Order 18 (grinding for UPRR in throat area)(executed)	\$0	\$33,666
52	Change Order 19 (executed)	\$0	(\$580,787)
53	Change Order 20 (executed) (Temp Amtrak Allowance to hard number)	\$0	\$3,323,043
54	Change Order 21 (delay request for NTP) (executed)	\$0	\$8,187,148
55	Change Order 22 (misc items including increase dewatering allowance)(executed)	\$0	\$1,194,566
56	Change Order 23 (credit for not painting the mechanical room interior walls) (executed)	\$0	(\$169,379)
57	Change Order 24 (Block B delete construction impact; CRT canopy to DUS) (executed)	\$0	\$822,203
58	Change Order 25 (bulletproof glass; ADA loading; design to lower 19th St water line; DFD's PA) (executed)	\$0	\$460,367
59	Change Order 26 (increase amount of Asbestos allowance for a second time)(executed)	\$0	\$150,000
60	Change Order 27 (increase asbestos allowance for a third time)(pending)	\$0	\$0
61	Change Order 28 (reversal of EIS mitigation items)(pending)	\$0	\$0
62	Change Order 29 (various items) (pending)	\$0	\$0
63	Change Order 30	\$0	\$0
64			
65			
66			
67	Additional General Conditions based upon a 10 month delay	\$7,000,000	(\$7,000,000)
68	CPV Infrastructure Assumption per DUSPA-CPV Agreement	\$1,084,029	(\$1,084,029)
69			
70	Change Order (delete Market Street storm scope; add throat storm sewer scope)	(\$4,699,845)	\$4,699,845
71	Change Order (VE Bus Box: moving walkways)	(\$1,300,000)	\$1,300,000
72	Change Order (A & B Block underbuild - deeper, wider caissons: DESIGN ONLY)	\$136,160	(\$136,160)
73	Change Order (Reduce Contingency / Escalation by \$4,500,000 plus fee / G&A)	(\$5,169,375)	\$0
74	Change Order (Ballasted tracks vs direct fixation at CRT)	(\$700,000)	\$700,000
75	Change Order (freelance chiller)	\$533,839	(\$533,839)
76	Change Order (VE metal panels in bus box; don't paint mechanical rooms) (NOTE: Only not painting mech rooms)	\$650,000	\$650,000
77	Change Order (Wewatta Wall Foundation)	\$183,865	(\$183,865)
78	Change Order (shorten length of AMTRAK platform as per MOA)	(\$707,490)	\$707,490
79	Change Order (add PA system for emergency evac at CRT) (PR42 / CM4392)	\$300,000	(\$11,898)
80	Change Order (placeholder for North Wing, Parcels closing responsibilities (CCD 18) AND EVA/PCO unit (TR31))	\$0	\$213,701
81	Change Order (placeholder for South Wing, Parcels closing responsibilities (CM 394)	\$500,000	(\$375,000)
82			
83			
84			
85	FINANCING COSTS	\$341,062,922	\$11,053,462
86	TIPIA Fees		
87	RRIF Fees	\$456,000	(\$25,000)
88	Rating Fees	\$200,000	\$0
89	Financial Advisor	\$100,000	\$25,000
90	Fertility Study Peer Review	\$325,000	\$0
91		\$26,470	\$0
92		\$1,107,470	\$0
TOTAL FINANCING COSTS			\$1,107,470

94	OWNERS ALLOCATED CONTINGENCY				
95	Asbestos	\$150,000	(\$150,000)		\$0
96	Contaminated Soil	\$1,000,000	\$650,000		\$1,650,000
97	Utility Relocates	\$900,000	(\$400,000)		\$500,000
98	Dewatering Treatment	\$0	\$850,000		\$850,000
99	Bike Lockers	\$75,000	\$0		\$75,000
100	RTD Furniture for Sales & Marketing	\$45,000	\$0		\$45,000
101	Shuttle Starter Booth	\$50,000	(\$50,000)		\$0
102	Ticket Vending Machines	\$700,000	\$0		\$700,000
103	Historic Assessment Grant Matching Funds	\$33,325	\$0		\$33,325
104	EIS Mitigation	\$807,818	(\$807,818)		\$0
105	Water and Sewer Shubs	\$0	\$0		\$0
106	Water and Sewer Taps (one 3", one 2", seven 3/4")	\$555,000	\$0		\$555,000
107	Additional Snow Melt on both bus ramps	\$0	\$0		\$0
108	HOV Detour	\$0	\$0		\$0
109	Amtrak storage track / r/n around track	\$0	\$0		\$0
110	Additional RR Flagging	\$0	\$0		\$0
111	Threat and Vulnerability Requirements (steel plating of columns only)	\$350,594	(\$350,594)		\$0
112	LRT Peer Group Changes	\$285,979	(\$285,979)		\$0
113	CRT Peer Group Changes PR 98.1	(\$500,000)	\$500,000		\$0
114	Vent Tube Changes	\$500,000	(\$500,000)		\$0
115	CRT Canopy to Historic DUS PR 27	\$125,000	(\$125,000)		\$0
116	Workshop Plaza Detention and Water Quality	\$0	\$500,122		\$500,122
117	Light Bulb Supply Costs	\$650,000	(\$650,000)		\$0
118	Additional Amtrak Requirements	\$2,800,000	(\$2,800,000)		\$0
119		\$8,527,716	(\$3,619,269)		\$4,908,447
120					
121	OWNERS UNALLOCATED CONTINGENCY	\$10,000,000	(\$2,240,543)		\$7,759,457
122					
123		\$18,527,716	(\$5,859,812)		\$12,667,904
124					
125					
126	RTD COSTS AS OF 30 APRIL 2009				
128	CMT Land Purchase	\$11,017,420	\$0		\$11,017,420
129	Architectural/Engineering	\$12,023,088	\$0		\$12,023,088
130	Public Process (CRL)	\$544,865	\$0		\$544,865
131	RTD Staff Costs to Date	\$419,543	\$0		\$419,543
132	USNC Developer Fees	\$4,200,000	\$0		\$4,200,000
133	Kiewit Preconstruction Fees	\$1,546,717	\$0		\$1,546,717
134	18th Street Tunnel	\$1,824,589	\$0		\$1,824,589
135	Xcel / Denver Water Early Utility Relocates	\$1,520,798	\$0		\$1,520,798
136	Early Environmental Work	\$3,979,900	\$0		\$3,979,900
137	EIS Prep (PB)	\$671,521	\$0		\$671,521
138	Systems Design to 30%	\$2,332,271	\$0		\$2,332,271
139		\$40,080,712	\$0		\$40,080,712
140	Additional RTD Costs				
141	CM Office Space	\$0	\$0		\$0
142	RTD Construction Management Fees	\$11,000,000	\$0		\$11,000,000
143	Union Station Overhead	\$1,500,000	\$0		\$1,500,000
144	Amtrak lease payments to RTD to offset Union Station Overhead (month 7 thru month 48)	(\$1,232,542)	\$0		(\$1,232,542)
145	PB Amendment #13	\$5,000,000	\$0		\$5,000,000
146	RTD's utility relocate costs for 18th Street Ped Bridge (Kraemer)	\$0	\$196,419		\$196,419
147	Comm at LRT	\$500,000	(\$500,000)		\$0
148	CRT Signals 1st 50%	\$12,000,000	(\$6,000,000)		\$6,000,000
149	CRT Signals 2nd 50% - to be offset by \$1.75M from Block G garage costs (after A Block and B Block are sold)	\$0	\$6,000,000		\$6,000,000
150	Shuttle Vehicles	\$1,900,000	\$0		\$1,900,000
151	RTD Accounting Fee	\$0	\$500,000		\$500,000
152		\$30,667,458	\$196,419		\$30,863,877
153					
154		\$70,748,170	\$196,419		\$70,944,589
155					
156	DUSPA COSTS				
157	Insurance (OCIP)	\$7,500,000	\$250,000		\$7,750,000
158	Legal Fees for DUSPA	\$2,000,000	\$1,500,000		\$3,500,000
159	Legal Fees for DOT	\$0	\$400,000		\$400,000
160	Directors & Officers Insurance for DUSPA	\$240,000	\$0		\$240,000
161	Bond Counsel	\$0	\$0		\$0
162	General & Administrative	\$144,129	\$73,912		\$218,041
163	Internal Audits	\$250,000	\$0		\$250,000
164	DUS Renovation - Initial Work (AMTRAK TT's / move \$1.5M; perm heating cooling systems for DUS \$1.5 M; CM486, CM364)	\$17,000,000	(\$13,000,000)		\$4,000,000
165	DUS Renovation - Follow On Work (after A Block and B Block are sold)	\$0	\$13,000,000		\$13,000,000
166	Lot A Underbuild	\$0	\$0		\$0
167	Lot B Overbuild	\$0	\$0		\$0
168	Lot G Overbuild (Total Costs estimated to be \$5.5M) DESIGN AND CONSTRUCT	\$2,500,000	(\$2,500,000)		\$0
169	Parking, temporary PR43; CM436	\$0	\$750,000		\$750,000
170	Balance of remaining Block G parking costs (This \$1.75M will offset a portion of the deferred \$6M of CRT signal money)	\$0	\$1,750,000		\$1,750,000
171	Project Management Fees	\$5,940,000	(\$500,000)		\$5,440,000
172	Permits/Fees	\$5,000,000	(\$94,542)		\$4,905,458
173	Public Art (match FTA grant)	\$300,000	\$0		\$300,000
174	USNC Developer Fees starting January 09	\$6,300,000	\$0		\$6,300,000
175	DUS Metro District Reimbursable Expenses (Per USNC Agreement)	\$400,000	\$0		\$400,000
176	Peer Review Group Stipend	\$20,000	\$0		\$20,000
177	Public Info Consultant	\$450,000	\$0		\$450,000
178					
179					
180					
181					
182	ADDITIONAL LAND				
183					
184	Ice House / 18th Street ROW	\$1,000,000	\$300,000		\$1,300,000
185	Temporary Easements	\$500,000	(\$125,000)		\$375,000
186	Pedestrian Transit Plaza 10th & Chestnut at Millennium Bridge	\$0	\$300,000		\$300,000
187					
188					
189		\$1,500,000	\$475,000		\$1,975,000
190					
191					
SUB TOTAL ORIGINAL DUSPA PROJECT COSTS		\$480,990,407	\$7,494,439		\$488,484,846
			check:		\$0

Owner's Unallocated Contingency Uses			as of:	7-Apr-11
		Item Cost	Balance	
196				
197				
198				
199	Starting Balance		L/INE # 98	\$10,000,000
200				
201	Change Order 9 - Credit for shorter platform was greater than anticipated		(\$6,098)	\$10,006,098
202	Change Order 9 - debit for bond premium		\$82,504	\$9,923,594
203				\$9,923,594
204			Balance thru Change Order 10:	
205	Change Order 11 - Bus Box Under Slab Plumbing		\$166,687	\$9,756,907
206	Change Order 11 - Hotel Power Amtrick Runaround Track		\$26,618	\$9,730,289
207	Change Order 11 - URA Work Orders		\$58,993	\$9,671,296
208			Balance thru Change Order 11:	\$9,671,296
209				
210	Transfer to budget to cover reforecast changes as of 2nd Qtr 2010		\$4,978,432	\$4,692,864
211	Increase due to higher RRIF loan amount		(\$2,874,151)	\$7,567,015
212	Increase due to higher TTRFA loan amount		(\$6,952)	\$7,573,967
213	Increase due to higher grant amounts		(\$101,790)	\$7,675,757
214			Balance thru 23 July 2010:	\$7,675,757
215				
216	Change Order 16 TTS conduits		\$11,024	\$7,664,733
217	Change Order 16 CCD Comprehensive Sign Plan		\$8,767	\$7,655,966
218	Change Order 16 Concrete Rubble in Bus Box		\$9,599	\$7,646,367
219	Change Order 16 Additional LRT Signal House from FRSC		\$156,078	\$7,490,289
220	Change Order 16 18th Street TTS		\$21,448	\$7,468,841
221	Change Order 16 LRC Comments to back of DUS - Design and Construct		\$689,880	\$6,778,961
222	Change Order 16 Credit for Fee on Bond in previous change orders		(\$10,803)	\$6,789,764
223	Change Order 16 Rail refunding due to no UPRR encroement		\$47,032	\$6,742,732
224			Balance thru Change Order 16:	\$6,742,732
225				
226	Change Order 19 - stainless steel sitters		\$46,348	\$6,696,384
227	Change Order 19 -OCS Systems changes from FRSC PR28 - Design		\$88,481	\$6,607,903
228	Change Order 19 - Vent Tube lighting and metal		\$234,548	\$6,373,355
229	Change Order 19 - Wood ties LLO concrete at track 8 Wewatta wall foundation		\$13,186	\$6,360,169
230	Change Order 19 - redundant pumps for bus box mechanical system		\$101,170	\$6,258,999
231	Change Order 19 - additional credit from CRT peer review changes		(\$109,087)	\$6,368,086
232			Balance thru Change Order 19:	\$6,368,086
233				
234				
235	Transfer to budget to increase budget amount for PA / Evac system required by DFD		\$350,000	\$6,018,086
236	Transfer to Budget for RTD's utility relocate costs for 18th Street Ped Bridge (Kraemer)		\$196,000	\$5,822,086
237			Balance of Contingency as of 21 December 10:	\$5,822,086
238				
239				
240	Change Order 22 - Payment of additional drug testing costs, as per OCIP		\$41,526	\$5,780,560
241	Change Order 22 - AECOM design Rodizio patio wall CM 360		\$95,701	\$5,684,859
242	Change Order 22 - RTD HOV fiber PR 36		\$252,105	\$5,432,754
243	Change Order 22 - Ped Bridge Changes PR 35 DESIGN ONLY		\$55,234	\$5,377,520
244	Change Order 24 - block b deletion over CRT and Ped Bridge: Construction Impact PR 69.1		\$519,594	\$4,857,926
245	Transfer from Budget into Contingency: \$500K from "Comm at LRT"		(\$500,000)	\$5,357,926
246	Transfer from Budget into Contingency: \$4M from DUS Building to account for FASTER Grant		(\$4,000,000)	\$9,357,926
247			Balance of Contingency as of 28 January 11:	\$9,357,926
248				
249	Change Order 25 - Bullet Proof Glass		\$42,990	\$9,314,936
250	Change Order 25 - ADA loading design		\$28,873	\$9,286,063
251	Change Order 25 - 19th Street water line lowering design		\$26,606	\$9,259,457
252	Transfer to budget to increase budget amount for contaminated water remediation		\$750,000	\$8,509,457
253			\$7,759,457	
254			Balance of Contingency as of 7 April 11:	\$7,759,457
255				
256				
257				
258				
259	Potential Contingency Uses			
260	Set aside the max early completion bonus for Kiewit		\$1,500,000	\$6,259,457
261	Interpretative Signage		\$100,000	\$6,159,457
262	A & B Block underbuild - deeper, wider caissons: CONSTRUCTION ONLY (per MDA: can be charged to USNC)		\$350,000	\$5,809,457
263	OCS Systems changes from FRSC PR28 - Construction		\$125,000	\$5,684,457
264	Retaining Wall at platform 2 and 4 CM 239		\$595,668	\$5,088,789
265	Bus Box Comm 30% vs April 09 CM 298		\$0	\$5,088,789
266	Savings from reversing the EIS Mitigation PR 13 (en342)		(\$401,514)	\$5,490,303
267	18th Street Rodizio Patio Wall construct		\$150,000	\$5,340,303
268	Storm Crossing conflict RTD Fiber CM 363		\$0	\$5,340,303
269	CM 369 Street Signaling? (TO BE CHARGED TO CCD's PERMITS AND FEES LINE ITEM)		\$0	\$5,340,303
270	Ped Bridge Changes PR 35		(\$344,766)	\$5,685,069
271	block G deletion over CRT : Construction impact PR 39		\$500,000	\$5,185,069
272	Plaza at base of Millennium Bridge near Davita - design (CM 423)		\$29,902	\$5,155,167
273	Plaza at base of Millennium Bridge near Davita - construct (CM 423.1)		\$450,000	\$4,705,167
274	construct 7 handicapped parking spaces per CCD (CM434.1)		\$17,604	\$4,687,563
275	CRT bumping posts		\$0	\$4,687,563
276	Utility Relocs at Triangle Property		\$100,000	\$4,587,563
277	CM464 / CCD 21 lower the 16" water line @CRT and 19th Street		\$127,088	\$4,460,475
278	bus box sealant at train bridges		\$750,000	\$3,710,475
279	cell phone upgrades for bus box		\$150,000	\$3,560,475
280	PR 47 - add 3 DDC control points in bus box		\$36,358	\$3,524,117
281	CRT Automatic Dry Standpipes (CM503)		\$350,000	\$3,174,117
282	TRANSVAC Cots (enclosure at collection point)		\$0	\$3,174,117
283	redesign bus shuttle loop		\$18,767	\$3,155,350
284	Media Gate phone system equipment substitute		\$125,000	\$3,030,350
285	New Crosswalks at 17th & Chestnut and 17th & Wewatta		\$33,000	\$2,997,350
286	New Streetlights: Chestnut, Wewatta, LRT, CRT/HOV, 17th Street, 18th Street		\$500,000	\$2,497,350
287	Third Party Testing and Inspections oversight for selected construction activities		\$50,000	\$2,447,350
288	Additional Asbestos costs		\$500,000	\$1,947,350
289	Additional project Transformers (to date we have bought 2 of 9)		\$525,000	\$1,422,350
290	Savings from reversing the RR Flagging		(\$300,000)	\$1,722,350
291	Make Wynkoop Plaza all granite and all granite to catch PL from 16th Street ROW		\$1,400,000	\$322,350
292	add concrete subslab under unit pavers		\$300,000	\$22,350
293	L/O scope changes: cut back sidewalk to score joint; delete water foundations; precast benches vs stone		(\$50,000)	\$72,350
294	change EVA lane to full depth CIP concrete		(\$100,000)	\$172,350
295	Small tools for RTD Operating Engineers		\$25,000	\$147,350
296	Equipment for RTD Operating Engineers		\$100,000	\$47,350
297			\$0	\$47,350
298			\$0	\$47,350
299			\$0	\$47,350
300			\$0	\$47,350
301			ENDING BALANCE:	\$47,350
302				
303			TOTAL POTENTIAL CONTINGENCY USES	\$9,952,650
				47,350

Remaining Unallocated Contingency if all potential uses are implemented

Is balance as of 7 April 2011

4.7.11

UNION STATION ADVOCATES

Citizen participation in planning and governance of the public spaces at Denver Union Station

To: Elbra Wedgeworth, DUSPA Board President

From: Union Station Advocates

Date: March 31, 2011

Regarding: Crosswalk Design within the Denver Union Station Project Site

On January 13, 2011, Union Station Advocates sent a letter to Bill Mosher with our comments on several aspects of the public realm design at Denver Union Station (a copy of that letter is attached). In the letter, we noted that the 60% design drawings provided at that time were not showing any special design treatment for crosswalks, as required by the Denver Union Station Urban Design Standards and Guidelines. Since then, we have learned that Denver Public Works evaluated the issue of crosswalk designs at Union Station, and that their evaluation focused specifically on whether to apply standard white crosswalk striping on top of the roadway concrete, or to construct crosswalks using a special colored or patterned paving material. We understand that they decided to use standard white crosswalk striping, citing maintenance issues as the primary reason for their decision.

Union Station Advocates is opposed to that decision. We request that DUSPA work with Denver Public Works to ensure that an enhanced crosswalk design using a special colored or patterned paving material is used throughout the Union Station project site. We base our request on the following information:

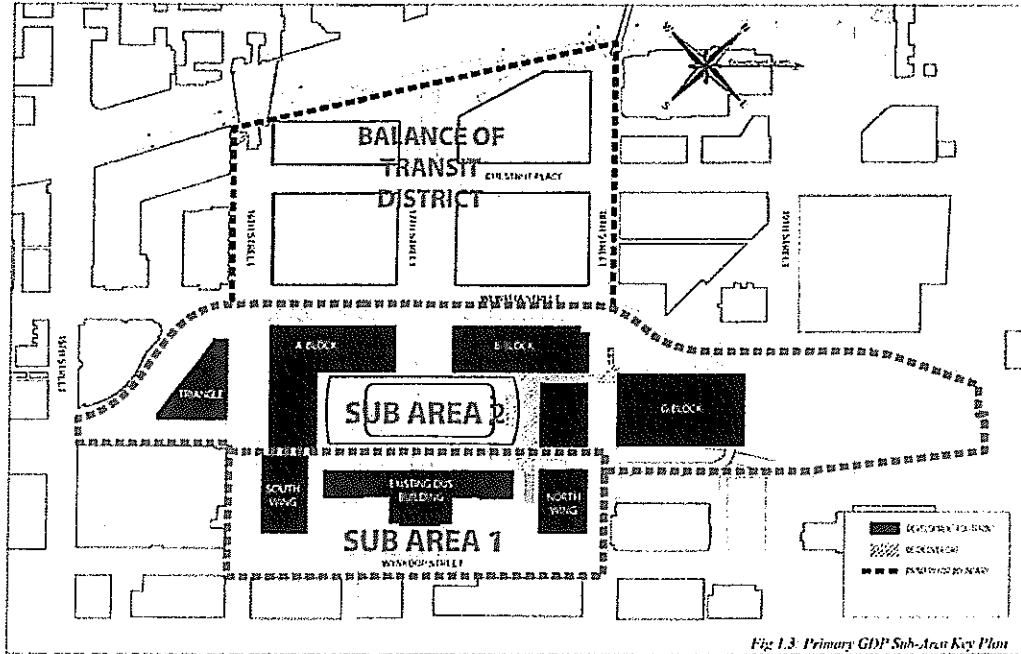
1. The Denver Union Station Urban Design Standards and Guidelines (hereafter, "DUSUDSG"), adopted April 7, 2009 by the City and County of Denver, states on Page 1 that *"the DUS site and its urban context is like no other in the city. Its unique characteristics should inspire us to achieve excellence in public space design, building design, infrastructure and implementation. This new urban place should rise to a level of urban design and building design excellence commensurate with the ambitions of the transit program."*
2. The DUSUDSG uses both "Standards" and "Guidelines" to ensure that urban design excellence is achieved within the Union Station project site, and defines these two terms on Page 4 as follows:

Standards: Design standards provide specific direction based on the stated intent. Standards are objective and quantifiable, using the terms "shall" or "will" to indicate that compliance is required.

Guidelines: Design guidelines provide flexibility to the review process by allowing the applicant additional design considerations that promote the goals defined by the intent statements. Guidelines use the term "should" to denote that they are considered important considerations in achieving the stated intent.

3. The issue of crosswalks is addressed under the "Site-Wide Urban Design Standards and Guidelines" section (Section 2.3.2 - Pedestrian Circulation) on Page 19. Section 2.3.2 includes Design Standard #4 which reads: *"Pedestrian crossings of streets shall be clearly marked with special paving, texturing, or color selected in coordination with the landscape and hardscape design of the public spaces."* Please note that this is not a Design Guideline, but a Design Standard, which requires compliance.
4. The DUSUDSG defines the geographic area (named the "DUS Site") to which the above Design Standard applies. Section 1.2.1 - Area of Applicability on Page 2 defines the DUS Site as *"the 19.5 acres that were purchased by the partner agencies in 2001 and zoned T-MU-30 with waivers and conditions in 2004."* The DUSUDSG divides the DUS Site into Subarea 1 and Subarea 2. The Design Standard discussed above relating to crosswalks is included under the "Site-Wide" section of the document, which means that the

crosswalk Design Standard applies to both Subarea 1 and Subarea 2. The map on Page 3 of the DUSUDSG shows the DUS Site in the dashed red line. That map is provided below:



5. Based on the boundaries of the DUS Site to which the crosswalk Design Standard applies, crosswalks within the following intersections must be constructed using *“special paving, texturing, or color selected in coordination with the landscape and hardscape design of the public spaces”*:

- Wynkoop and 16th, 17th, 18th Streets
- Wewatta and 15th, 16th, 17th, 18th, 19th Streets

In conclusion, we respectfully request that DUSPA:

- Abide by the DUSUDSG document that requires compliance with all Design Standards, including Design Standard #4 under Section 2.3.2 concerning crosswalks
- Instruct Denver Public Works, SOM/Hargreaves, and the rest of the DUS Project Design Team to work collaboratively to produce a crosswalk design consistent with the DUSUDSG’s requirements and in coordination with the design of the project’s public spaces
- Provide Union Station Advocates and other interested stakeholders the opportunity to review and provide feedback on the proposed crosswalk design prior to implementation

Thank you for your consideration of this matter.

Sincerely,

Anne Hayes
Chair, Union Station Advocates

Ken Schroepel
Board Member, Union Station Advocates

4/7

PENDING CHANGE ORDER ITEMS REQUIRING BOARD APPROVAL

April 7, 2011

DUSPA ITEMS				
CM #	PR #	Description of Change	Contingency	
			Allocated	Unallocated
CM 295.1	CCD #18	Sanitary Sewer - N & S Wing - Construction The construction price to relocate the existing sanitary sewer line that runs through the western edge of the South Wing Parcel and North Wing Parcel.	\$88,309	
CM 434.1	PR 54	ADA Loading - Wynkoop & Wewatta - Construction The construction price to include seven (7) ADA loading spots in accordance with the drawings provided by AECOM.		\$17,604
CM 464.1	CCD #20	Boiler in Lieu of Steamline The remaining construction price to to convert the heating system within DUS to a steam boiler.		\$733,039
CM 454	CCD #23	Utility Relocate @ Triangle Property The all-in Design-Build price to relocate to the north (other) side of 16th Street for the existing RTD fiber optic line and the Comcast line that run along 16th Street, and would otherwise be in conflict with the trees shown to be installed along the north edge of the Triangel Parcel property.		\$91,867
CM 503		Automatic Dry Standpipes - Design The design price to revise the RFC construction plans to provide a Fully Automatic Standpipe System at the CRT rather than the previously agreed upon Semi-Automatic Standpipe System.		\$83,463
CM 561		Increase to Allowance #7 - Asbestos Required increase to address the recently discovered asbestos contamination in the CRT area behind the Historic Denver Union Station. This is in addition to CO #26.		\$500,000
CM 562	PR 56	Crosswalks @ 17th Street - Wewatta & Chestnut Intersections The all-in Design-Build price to construct crosswalks (colored concrete) along 17th Street through the Wewatta & Chestnut intersections.		\$33,000
			Allocated Subtotal:	\$88,309
			Unallocated Subtotal:	<u>\$1,458,973</u>
			TOTAL:	\$1,547,282

4.7.11

Trammell Crow's DUSPA Issues

April 7, 2011

1. Environmental Risk – Bus Facility Excavation
2. 18th Street Acquisition – RTD process underway
3. Land for Ped Access at Shuttle Turnaround
4. Purchase and Sale Agreement for Stair/Elevator at IMA *will devel. Busin's? we pay for use?*
5. Design Build Responsibility of Tail Tracks Plaza Area
6. Wynkoop Plaza Design Approval from Landmark Commission – May/June
7. Crosswalk Enhancements *↳ THIS IS THE LAST APPROVAL we need*
8. Amtrak Move-In Locations at DUS *↳ Need WHOLE NEW LEASE*
9. DUS Heating/Cooling Solutions
10. Garbage Collection Plans at DUS *- TALKING ABOUT TRANSVAC JUST opened @ ST. ANTH. NORTH.*
11. Public Parking Solutions
12. Maintenance Responsibilities & Budgets