



Denver City Council

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**Special  
Public Works Committee  
Summary**

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**Date: February 7, 2007**

**Time: 3:00 p.m.**

**Location: Conference Room**

**Committee Members Present: Johnson, Chair; Lehmann, Vice-Chair;  
Brown, Montero, Robb**

**Committee Members Absent: MacKenzie**

**Other Council Present: Boigon, Faatz, Garcia, Linkhart**

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*Agenda:*

- 1) Parsons Commercial Technology Group, Inc. contract amendment*

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**1) Parsons Commercial Technology Group, Inc. contract – add \$5 million for additional citywide snow and ice removal services:**

Committee Action

The Committee approved a contract increase in the amount of \$5 million to the Parsons Commercial Technology Group Inc. agreement for additional citywide snow and ice removal services on an as needed basis.

Committee Discussion

Bill Vidal, Manager of Public Works, stated that Denver experienced unusual conditions from December 2006 to present. He noted that January was the eighth coldest and snowiest month on record in 135 years. Due to these conditions, Public Works has spent its snow removal budget in eight weeks. Historically, Public Works has budgeted for snow removal based on prior years' experience. Over the past ten years, Public Works has spent on average, less than \$3 million per year and has been under-budget allowing the agency to return a minimum of \$1 million to the General Fund per year. The purpose of this amendment would be to add more funding to the Integrated Contract Program agreement with Parsons Commercial Technology to hire and manage additional contractors to enhance the snow/ice removal services. The task order process under the integrated program allows the City to respond quickly.

Leslie Thomas, Public Works, said it was difficult to estimate the exact number of heavy equipment on the streets daily, but with the additional contractors 100 trucks, 50 loaders, and 20 graders have been added to triple the effort. The plan is to have a total of 275 pieces of equipment on the streets, including residential areas. The cost per block per day is \$1,000. The goal is to clear 300 blocks per day, not counting weekends, and if the weather is cooperating, it is projected that over 400 blocks could be cleared per day. The snow is being dumped at Coors Field, Denver Public Schools All City Stadium, and at

various parking lots. Unfortunately, the snow at Coors Field must be removed by February 20. Snow maybe hauled to Invesco Field next. Dan Roberts, Public Works, said they are working on renting snow melting equipment. The preliminary costs for renting this equipment range from \$1,500 per day to \$6,000. The agency is monitoring water quality issues to assure clean discharge.

Mr. Vidal indicated that Public Works is working on varying strategies to get the snow/ice broken up, melted, and hauled away, while also trying to preserve the road pavement under the ice. Neighborhoods should see more snow removal activities, but not all piles will be removed. Contractors will be moving snow to clear streets and moving snow along street gutter areas to provide for better water flow as the ice melts. RTD and Parks & Recreation have been asked to assist with snow removal at bus stops. Mr. Roberts noted that contractors are trying to be careful with how the snow is removed along driveways.

Mr. Roberts stated that Public Works crews have filled an estimated 8,000 potholes since the first blizzard in December 2006. He stressed that the same crews working potholes are the same individuals removing snow. When the staff is fully deployed, they are patching 400-500 potholes per day (four tons of asphalt). The agency is encouraging citizens to report pothole locations by calling 311. The 2007 pothole budget is just over \$1 million and an estimated \$150,000 has been spent to date. It might be necessary to come back to Committee and ask for additional funding for pothole repair, stated Mr. Vidal. Mr. Roberts added that they are working with the Infrastructure Task Force on all street issues to assure appropriate funding levels for maintenance and new roads in the future. They are identifying existing gaps in funding for on-going street maintenance and determining long-term needs.