UNIVERSITY OF ALASKA
ANCHORAGE

Total Project Cost	$ 4,350,000
Approval Level:	Board of Regents

FORMAL PROJECT APPROVAL REQUEST

TO: Pat Gamble
President

THROUGH: Kit Duke
AVP Facilities and Land Management

THROUGH: Tom Case
UAA Chancellor T Case 27 Feb 13

THROUGH: Elisha Baker
Provost FOR PROVOST BAKER 2/27/13

THROUGH: William Spindle
Vice Chancellor, Administrative Services 27 Feb 13

THROUGH: Chris Turletes
Associate Vice Chancellor, Facilities & Campus Services 26 FEB 13

THROUGH: John Faunce
Director, Facilities Planning and Construction 2/25/13

FROM: John Hanson
Senior Project Manager

DATE: February 25, 2013

SUBJECT: Project Type: New Construction Project
Project Name: UAA Health Campus Pedestrian Bridge
Project No.: 13-0050

Cc:

UNIVERSITY OF ALASKA
ANCHORAGE

FORMAL PROJECT APPROVAL

Name of Project:	**UAA Health Campus Pedestrian Bridge**
Project Type:	**NC**
Location of Project:	**UAA Main Campus, Health Sciences Building (AS 156), Anchorage, AK**
Project Number:	**13-0050**
Date of Request:	**February 25, 2013**

Total Project Cost:	**$4,350,000**	
Approval Required:	**Full Board**	
Prior Approvals:	**Preliminary Administrative Approval**	**February 22, 2013**

A Formal Project Approval (FPA) is required for all Capital Projects with a Total Project Cost in excess of $250,000.

FPA represents approval of the Project including the program justification and need, scope, the total project cost, and the funding and phasing plans for the project. Requests for formal project approval shall include a signed project agreement or facilities pre-design statement, the proposed cost and funding sources for the next phase of the project and for eventual completion of the project, and a variance report identifying any significant changes in scope, budget, schedule, deliverables or prescriptive criteria associated with a design-build project, funding plan, operating cost impact, or other cost considerations from the time the project received preliminary administrative approval. It also represents authorization to complete project development through the schematic design, targeting the approved scope and budget, unless otherwise designated by the approval authority.

Action Requested

"The Facilities and Land Management Committee recommends that the Board of Regents approve the Formal Project Approval request for the University of Alaska Anchorage Health Campus Pedestrian Bridge as presented in compliance with the approved campus master plan, and authorizes the university administration to proceed through schematic design not to exceed a total project cost of $4,350,000."

Project Abstract

In 2005 UAA began development of the Health Sciences District on the south side of Providence Drive. This early planning envisioned connecting the South Campus to the existing campus on the north side of Providence via building orientation, landscaping and pedestrian walkways. The pedestrian walkways including a bridge across Providence Drive would also allow students, faculty and others to be able to easily move between the zones of the campus and make access to facilities, parking and campus resources available to users on both sides of Providence Drive.

In an effort to promote a collaborate and interdisciplinary approach to health science education at the University of Alaska Anchorage, the health science programs within the College of Health and Social Welfare, the College of Arts and Sciences, and the Community and Technical College were planned to be

relocated to the new Health Sciences Building when completed. The three sets of programs were eventually consolidated into the College of Health in 2012. In addition to an increasing demand for nurses and other health services personnel, there is an increasing demand for engineers.

During development of the Health Sciences Building (HSB), it was determined that there was not sufficient funding to meet all of the program needs within the size of building the budget would provide for and without a building on the north side of Providence to tie into, it made more sense to include the pedestrian bridge in a future phase of construction.

To meet the goals of the campus master plan as amended for both the Health Sciences District and the Engineering District, the UAA included the construction of a pedestrian bridge from the HSB over Providence Drive to the new Engineering and Industry Building. However, with the successful completion of the Health Sciences Building Phase 1 project, sufficient funds remained to design and construct the pedestrian bridge. The Board of Regents approved the use of HSB funds for this work scope on December 7, 2012.

Variances
None

Special Considerations
The Health Campus Pedestrian Bridge will be scheduled to coincide with the construction of the new Engineering and Industry Building.

Total Project Cost and Funding Sources

Funding Title	Account	Project Estimate
FY 09 Capital Appropriation - Health Sciences	5645290	$ 4,350,000

Annual Program and Facility Cost Projections

There is no program costs associated with this project.

	Amount
Total Annual O&M Cost	$ 83,282
Total Annual Renewal and Replacement Cost	$ 36,448
Total Annual Cost Projections	**$ 119,730**

Project Delivery Method
Design-Bid-Build. This bid process promotes competition for all elements of the work. The scope of work and complexity of the design does not warrant the use of the construction manager at risk (CMAR) project delivery method.

Affirmation
This project complies with Regents Policy, the campus master plan and the Project Agreement.

Supporting Documents
Project Agreement

UNIVERSITY OF ALASKA
ANCHORAGE

PROJECT AGREEMENT

Name of Project:	**UAA Health Campus Pedestrian Bridge**
Project Type:	**NC**
Location of Project:	**UAA Main Campus, Health Sciences Building (AS 156), Anchorage, AK**
Project Number:	**13-0050**
Date of Agreement:	**2/19/2013**

INTRODUCTION

A Project Agreement (PA) is required for all Capital Projects with a Total Project Cost anticipated to exceed $2.5 million. For project under $2.5 million, a project agreement should be attached to the FPA or all of the components of the PA may be incorporated into the FPA.

The PA represents a formal agreement between the affected program department(s), the MAU's chief facilities administrator, the chief academic officer, the chief financial officer, the chancellor, and the chief facilities administrator documenting a common understanding of the programmatic need, project scope, and other matters related to the project.

BODY OF THE AGREEMENT

Basis for the Project

In an effort to promote a collaborate and interdisciplinary approach to health science education at the University of Alaska Anchorage, the health science programs with the College of Health and Social Welfare, the College of Arts and Sciences, as the Community and Technical College were planned to be relocated in the new Health Sciences Building which was completed in August 2011. The three colleges were eventually consolidated into the College of Health.

As a part of this planning effort, the consultant was tasked to master plan the long term development of the Health Sciences District on the south side of Providence Drive. The master plan included the programming and conceptual design for phase 2 of the Health Sciences Building, associated parking structure and pedestrian bridge across Providence Drive. This master planning effort was completed in June 2009.

The Health Sciences District is located at the center of the campus, adjacent to Providence Medical Center and bounded by Providence Drive to the north, Providence Medical Center Access Drive to the east, and Piper Street to the south and west. The master plan creates a rectilinear quadrangle, spanning across Providence Drive, which will be defined by new buildings and pedestrian bridges.

In addition to an increasing demand for nurses and other health services personnel, there is an increasing demand for engineers.

The University of Alaska's Engineering Expansion Initiative seeks to educate students to meet the State of Alaska's growing demand for engineers, as well as increase outreach efforts, expand research capacity, increase scholarships and provide additional continuing education opportunities for the professional

engineering community. An integral component of this initiative is the expansion of existing School of Engineering facilities at the University of Alaska Anchorage with the design of a new Engineering and Industry Building.

Planning for School of Engineering and Industry Building began in 2010. The scope of this effort included programming, site selection and master planning for the new building. Based on evaluation and analysis of two sites, the Providence Drive site and the UAA Drive site, the design team was directed to proceed with master planning for the Providence Drive Site. The area south of Providence Drive is envisioned as the Health Sciences District, connected by pedestrian bridges to main campus and the central circulation spine. North of Providence Drive, a new academic building to the west and a new Engineering and Industry Building to the east extended the new pedestrian network from main campus and form a quadrangle spanning across Providence Drive. This site at the center of campus provides opportunities to promote Engineering, as well as foster existing and new relationships with industry and with the medical, business, education and honors programs at UAA.

To meet the goals of the master plans for both the HSB and School of Engineering and Industry Building, the University included the construction of a pedestrian bridge from the HSB over Providence Drive to the School of Engineering and Industry Building as part of the capital budget request for a second Health Sciences Building. However, with the successful completion of the first Health Sciences Building project, on time and under budget, sufficient funds remained to begin conceptual planning and design, and construct the pedestrian bridge. The Board of Regents approved the use of the surplus HSB funds for this project on December 7, 2012.

Programmatic Need

Statement of Need: The completion of this project will enhance ongoing collaborative work between the College of Health and the School of Engineering and create opportunities for future collaboration. It will also reduce vehicular traffic between the new School of Engineering and Industry Building and Health Sciences Building (HSB) by creating a safe route for pedestrian crossing Providence Drive and allowing the public to utilize parking lots on either side to reach the UAA health campus or the main campus.

Mission Area Analysis: This project is in keeping with the UAA Strategic Plan goals for student success, education quality, faculty and staff strength, and responsiveness to state needs, technology and facility development.

The UAA Strategic Plan 2017 includes the following priorities for the UAA campus.

> Priority D. Strengthen the UAA Community. To make the best of the opportunities and challenges that lie ahead, we must focus our attention on building and strengthening the UAA community as a whole. To building an institution distinguished as a diverse, engaged community of students, staff, faculty, alumni, and schools, colleges, and campuses, we will:
>
> D. 8 – Construction and maintain plant and equipment to provide a dynamic, state-of-the art environment for high quality teaching, research, engagement, and creative expression.

Strategic Importance

As a part of the campus master plan, the area south of Providence Drive is envisioned as the Health Sciences District, connected by pedestrian bridges to the main campus and the circulation spine. North of Providence Drive, a new academic building to the west and the new School of Engineering and Industry Building to the east extended the new pedestrian network from main campus and form a quadrangle spanning across Providence Drive.

The proposed pedestrian bridge will connect the Health Sciences Building to the new School of Engineering and Industry Building. In future projects, additional enclosed pedestrian walkways from the Engineering Building will connect to the spine of the university's central campus. The pedestrian bridge will provide opportunities to promote the campus, engineering, and health sciences as well as foster existing and new relationships with industry, medical, business, education and other academic programs at the university. It will enable students, staff, faculty and visitors to safety navigate Providence Drive within the campus circulation system.

Impact Analysis

The master plan for the Health Sciences District identified the district at the center of campus, adjacent to Providence Medical Center and bounded by Providence Drive to the north, Providence Medical Center Access Drive to the east, and Piper Street to the south and west. The prominently located Health Sciences District site provides the opportunity to create a front door to the campus and an iconic space at the heart of the campus for the university community to use and enjoy. The master plan, which includes the connection to the new School of Engineering and Industry Building, creates a rectilinear quadrangle, spanning across Providence Drive, defined by the future buildings and pedestrian bridges.

Program Enhancements

The project site is at the center of campus creating opportunities to promote health sciences program, engineering programs and other academic programs, as well as fostering existing and new relationships with industry, the medical and business professions.

Needs Assessment

This project is in keeping with the UAA Strategic Plan goals for student success, education quality, faculty and staff strength, and responsiveness to state needs, technology and facility development.

The completion of this project will reduce vehicular traffic between the new School of Engineering and Industry Building and Health Sciences Building (HSB) by creating a safe route for pedestrian crossing Providence Drive and allowing the public to utilize either parking lot to reach the UAA health campus or the main campus.

Project Impact

The pedestrian bridge project will be phased to coincide with the construction of the new School of Engineering and Industry Building. Delays in project accomplishment may impact the infrastructure and connection to the new engineering facility.

Project Site Considerations

This site location was considered as the primary location in order to connect the Health Sciences District to the main campus, create a safe route for pedestrians to cross Providence Drive and create a rectilinear quadrangle for the university community to enjoy.

Incremental Costs

There are no incremental costs associated with this project.

Proposed Funding Plan

With the successful completion of the first phase of the Health Sciences Building, sufficient funds remained to begin conceptual planning, design and construction of the pedestrian bridge. The Board of Regents approved the use of the surplus HSB project funds for these projects on December 7, 2012.

Annual Program and Facility Cost Projections

Facilities Costs	
Maintenance & Repair (1.5% of Total Project Cost)	$65,250.00
Operations	$18,032.00
Annual O & M Cost	$83,282.00
Annual Renewal and Replacement (based on the R&R Formula)	$36,448.00
Total Annual Cost Projections	**$119,730.00**

Total Project Cost and Funding Sources

Funding Title	Fund Account	Amount
Budget		
FY09 Program Funding	564290-17064	$4,350,000
Total Project Cost		**$4,350,000**

Project Schedule

DESIGN	
Project Initiation	December 2012
Preliminary Administrative Approval	January 2013
Conceptual Design	May 2013
Formal Project Approval	June 2013
Schematic Design	June 2013 - August 2013
Schematic Design Approval	September 2013
Construction Documents	October 2013- December 2013
BID & AWARD -	
Bid Period	January 2014 - March 2014
Construction Contract Award	April 2014
CONSTRUCTION	
Start of Construction	May 2014
Construction Complete	July 2015
Date of Beneficial Occupancy	August 2015
Warranty Period	1 Year

Supporting Documents

One-page Budget

Drawings (4)

- Site Plan
- Floor Plan
- View from Providence Drive (west)
- View from Providence Drive (east)

Agreement

In witness whereof, the parties attest that they have made and executed this Agreement to be effective the date and year first above written.

Dr. Orson Smith, Interim Dean, School of Engineering

William Hogan, Dean, College of Health

John Faunce, Director, Facilities Planning & Construction

Chris Turletes, Associate Vice Chancellor, Facilities & Campus Services

William Spindle, Vice Chancellor, Administrative Services

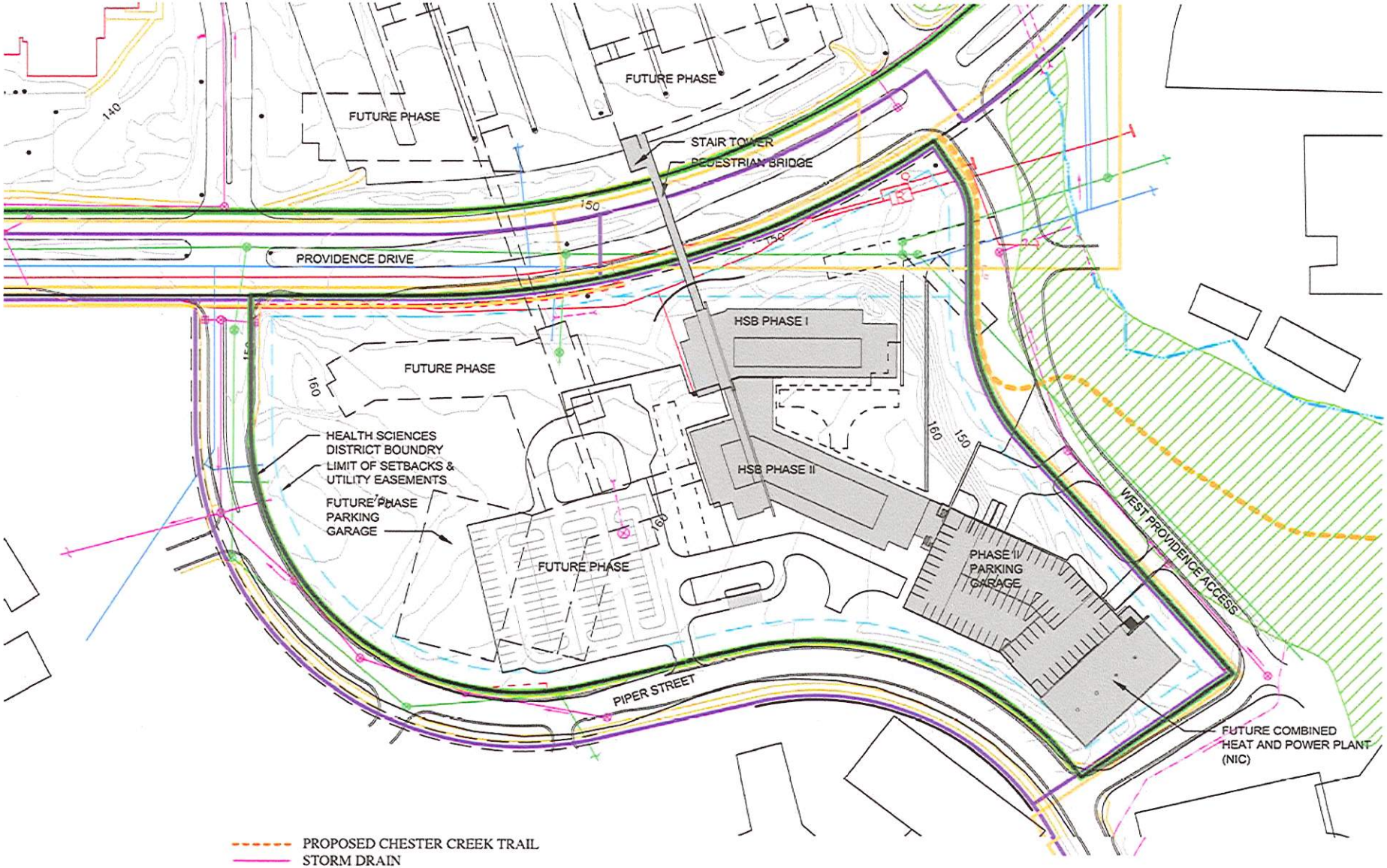
Elisha "Bear" Baker IV, Provost

Tom Case, Chancellor

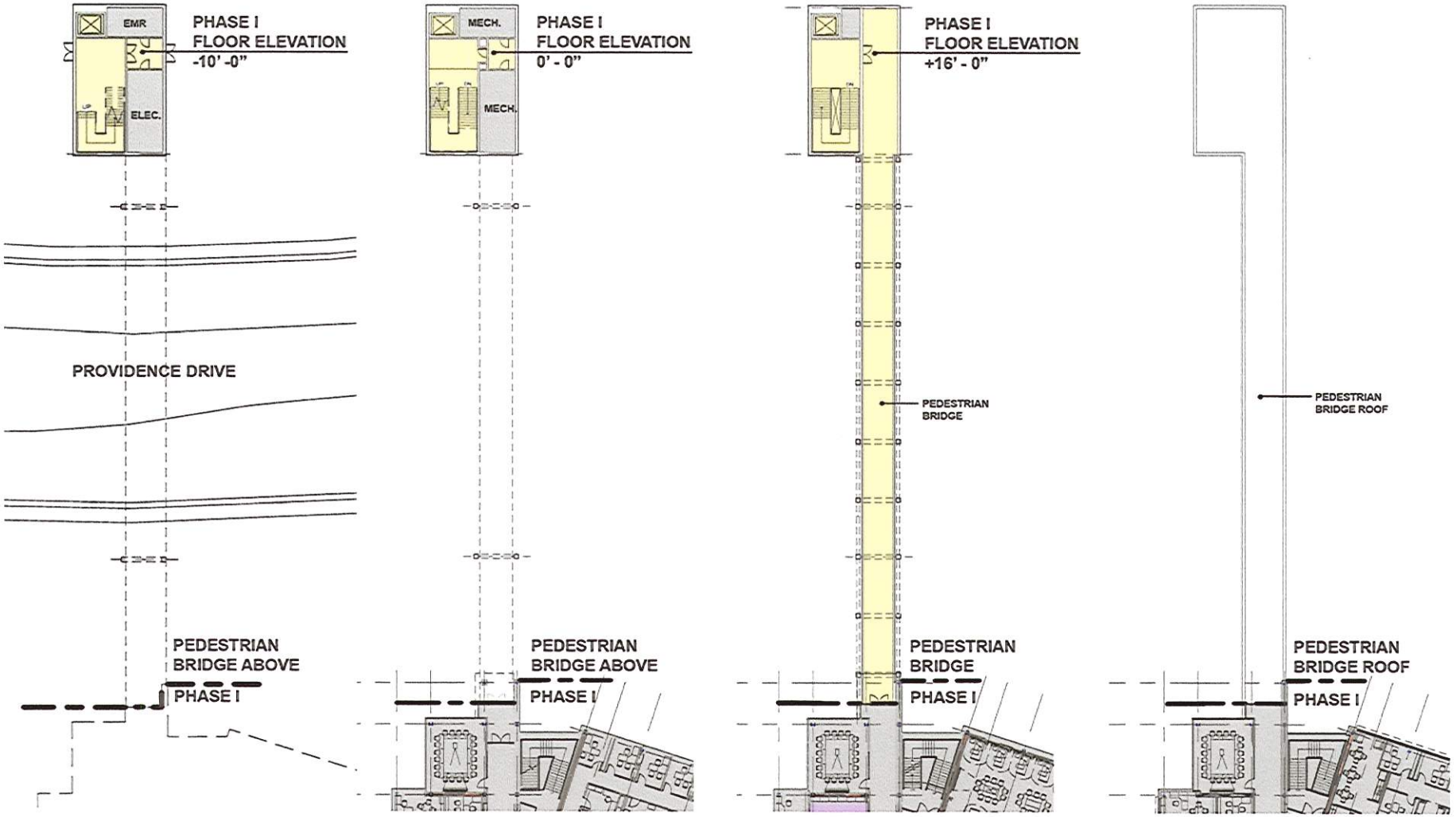
Kit Duke, AVP F&LM

UNIVERSITY OF ALASKA		
Project Name: UAA Health Campus Pedestrian Bridge		
MAU: UAA		
Building:	Date:	2/19/2013
Campus: UAA Main Campus	Prepared by:	J.L. Hanson
Project #: 13-0050	Acct #: 569290-17064	
Total GSF Affected by Project:		3,680

PROJECT BUDGET		FPA Budget
A. Professional Services		
Advance Planning, Program Development	$	50,000
Consultant: Design Services	$	390,000
Consultant: Construction Phase Services	$	140,000
Consul: Extra Services (List:Presentations, renderings, meetings)	$	50,000
Site Survey	$	25,000
Soils Testing & Engineering		
Special Inspections	$	100,000
Plan Review Fees / Permits	$	70,000
Other		
Professional Services Subtotal	**$**	**825,000**
B. Construction		
General Construction Contract(s)	$	2,769,000
Other Contractors (List:_____)	$	-
Construction Contingency	$	276,900
Construction Subtotal	**$**	**3,045,900**
Construction Cost per GSF	$	828
C. Building Completion Activity		
Equipment		
Fixtures		
Furnishings		
Signage not in construction contract	$	97,000
Move-Out Costs	$	25,000
Move-In Costs	$	25,000
Art	$	43,500
Other (Interim Space Needs or Temp Reloc. Costs)		
OIT Support	$	20,000
Maintenance Operation Support	$	20,000
Building Completion Activity Subtotal	**$**	**230,500**
D. Owner Activities & Administrative Costs		
Project Plng, Staff Support		
Project Management	$	243,600
Misc. Expenses: Advertising, Printing, Supplies, Etc.	$	5,000
Owner Activities & Administrative Costs Subtotal	**$**	**248,600**
E. Total Project Cost	**$**	**4,350,000**
Total Project Cost per GSF	$	1,182
F. Total Appropriation(s)		**$4,350,000**


FUTURE PHASE
FUTURE PHASE
STAIR TOWER
PEDESTRIAN BRIDGE
PROVIDENCE DRIVE
HSB PHASE I
FUTURE PHASE
HEALTH SCIENCES
DISTRICT BOUNDRY
LIMIT OF SETBACKS &
UTILITY EASEMENTS
FUTURE PHASE
PARKING
GARAGE
HSB PHASE II
FUTURE PHASE
PHASE II
PARKING
GARAGE
WEST PROVIDENCE ACCESS
PIPER STREET
FUTURE COMBINED
HEAT AND POWER PLANT
(NIC)
140
150
150
150
150
150
150
150
PROPOSED CHESTER CREEK TRAIL
STORM DRAIN
POWER LINE
NATURAL GAS LINE
SANITARY SEWER
WATER LINE
TELECOMMUNICATIONS LINE

SITE PLAN



FIRST FLOOR

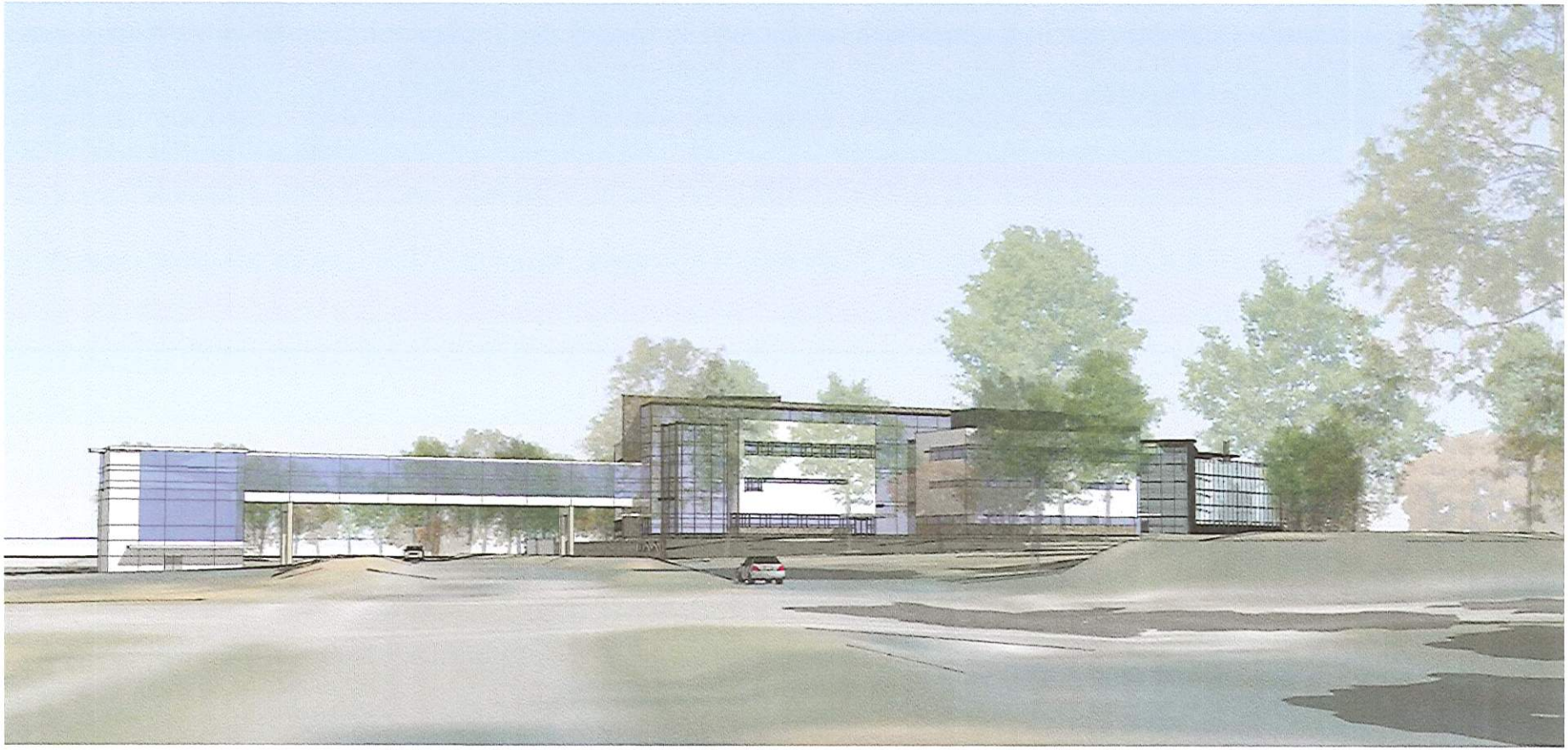
SECOND FLOOR

THIRD FLOOR

STAIR TOWER PLAN

0' 10' 25' 50' 100'

VIEW FROM PROVIDENCE DRIVE (EAST)



VIEW FROM PROVIDENCE DRIVE (WEST)