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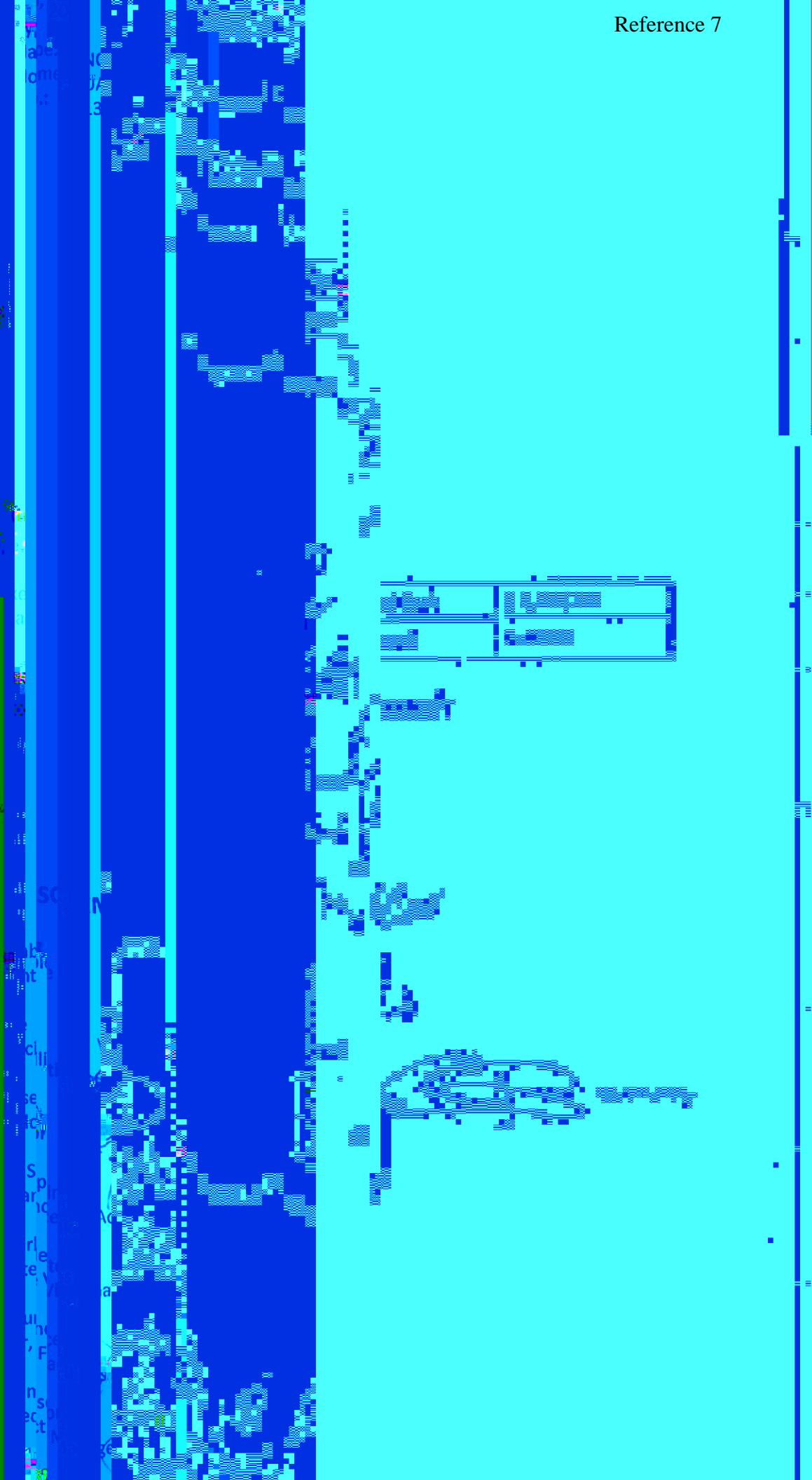
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Program Resource Planning Process Status Report Non-Academic Project Health Campus Pedestrian Bridge Schematic Design Approval

This project is a subproject of the Health Sciences Building (HSB) phase one project. The HSB was in construction prior to acceptance of the Program Resource Planning process by the Regents. Upon completion of construction of the HSB, the Board approved three projects utilizing the remaining project funds. This project was a component of the work associated with the Health Sciences District and the HSB phase one project.

At the February 18, 2009 Board meeting, the UAA Campus Master Plan amendment was approved which outlined the future development of the Health Sciences District to include a Pedestrian Bridge to connect buildings to the existing campus.

Health Campus Pedestrian Bridge

Milestone #0

Mission Area Analysis: (incorporated in CMP amendment) Date: N/A
Statement of Need: (incorporated in CMP amendment) Date: N/A

Milestone #1

SAC Review: Date: N/A

Milestone #2

Preliminary Administrative Approval: Date: 02/22/13

Milestone #3

Statement of Requirements: Date: N/A

Milestone#4

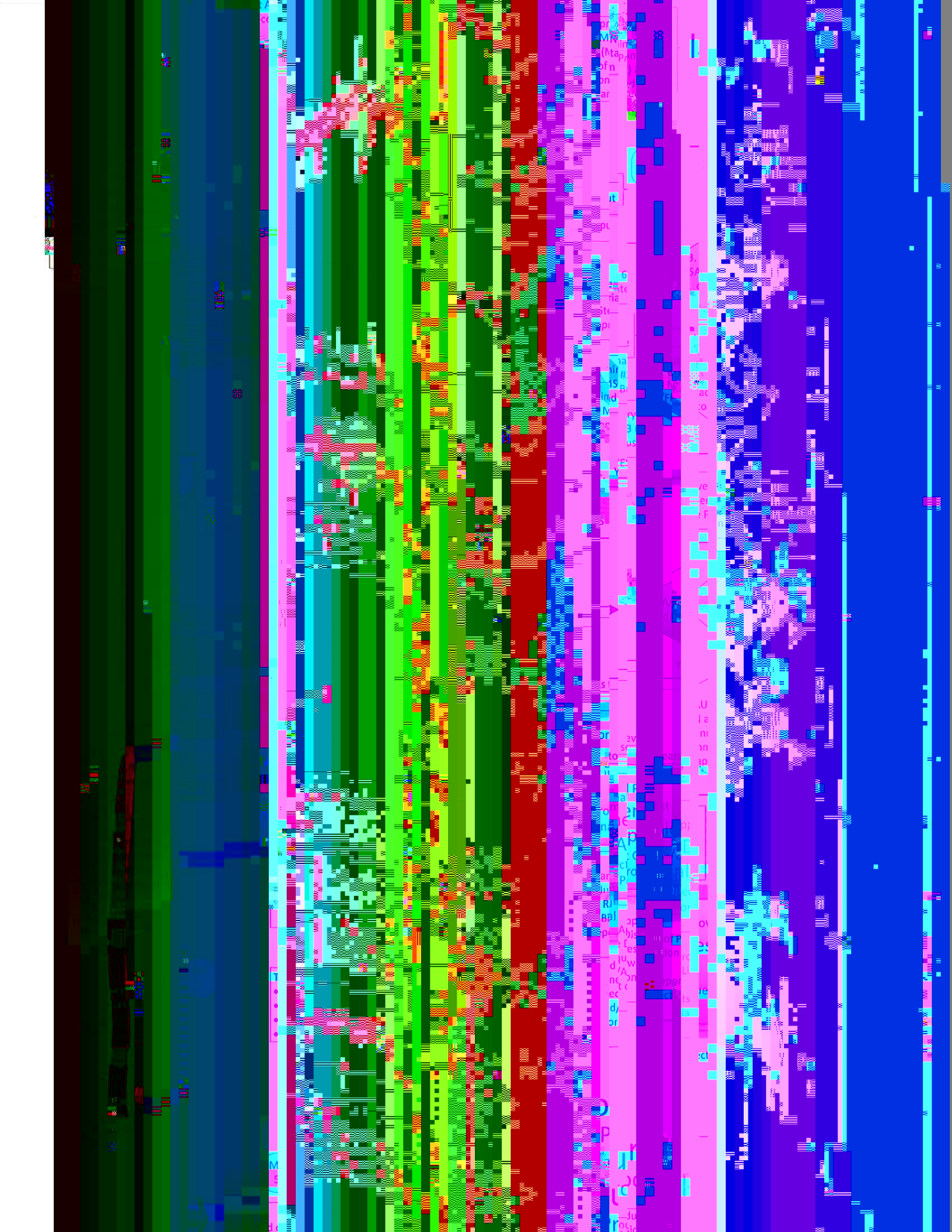
Business and Financing Plan: Date: N/A
Operating Budget Request: Date: _____
Capital Budget Request: Date: N/A
Legislative Funding: (funded through Health Science Building appropriation) Date: FY09
Board Approval: (to expend remaining HSB funding) Date: 12/06/13

Milestone #5

Formal Project Approval: Date: 04/11/13
Schematic Design Approval: (Current Action Requested) Date: 2/21/14

Milestone #6

Construction Started: Date: _____
Construction Completed: Date: _____
Beneficial Occupancy: Date: _____





UNIVERSITY OF ALASKA
ANCHORAGE

SCHEMATIC DESIGN APPROVAL

Name of Project: UAA Health Campus Pedestrian Bridge
Project Type: New Construction
Location of Project: UAA Main Campus, Health Sciences Building (AS156), Anchorage, AK
Project Number: 13 0050
Date of Request: January 17, 2014

A Schematic Design Approval (SDA) is required for all Capital Projects with a Total Project Cost in excess of \$250,000.

SDA represents approval of the location of the facility, its relationship to other facilities, the functional relationship of interior areas, the basic design incl

District. Possibly the most visible development to-date at UAA, the bridge is an opportunity to enhance the UAA brand, embrace and expand the connection to neighboring community partners, develop and promote a pedestrian-friendly campus in accordance with the master plan and provide a safer crossing of Providence Drive.

Background

In an effort to promote a collaborative and interdisciplinary approach to health science education at the University of Alaska Anchorage, the health sciences 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 housed in the new Health Sciences Building (HSB), which was completed in April 2011.

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

The Health Sciences Zone is located 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 master plan creates a rectilinear quadrangle, spanning across Providence Drive, which will be further defined by new science, and engineering buildings and connected by pedestrian crossings.

To meet the goals of the master plan to connect the Health Science Zone with the core, the University included the construction of a pedestrian bridge as a part of the capital budget request for the 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 design and construct the pedestrian bridge. The Board of Regents approved the use of the balance of HSB funds for this project on December 7, 2012.

Programmatic Need

The completion of the project will enhance ongoing collaborative work between the College of Health and the College of Engineering and create future opportunities. It will also reduce vehicular traffic between the Engineering and Industry Building (EIB) and HSB by creating a safe route for pedestrians crossing Providence Drive allowing the public to utilize parking lots on either side to reach the UAA health 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. builds an institution distinguished as a diverse, engaged community of students, staff, faculty, alumni, and schools, colleges, and campuses, we will:

D. 8 - Construct and maintain plant and equipment to provide a dynamic, state of the art environment for high quality teaching, research, engagement and creative expression.

Project Scope

This project constructs an enclosed and conditioned pedestrian bridge spanning Providence Drive and connecting the EIB and the HSB. The bridge is situated approximately 335 feet west of Spirit Drive and 475 feet east of Seawolf Drive/Piper Street. Spanning approximately 224 feet, the bridge connects the second level of HSB with the third level of EIB. The bottom of the bridge structure ranges 24 to 26 feet above the Providence Drive roadway.

See attached design narrative for specific information regarding vision/objectives, site description, project data, use and occupancy data, building code information, design concepts, materials, arch form and associated design information.

Project Impacts

The pedestrian bridge will be phased to coincide with the construction of the EIB and will be completed the fall of 2015, when EIB occupancy occurs.

The project will require the relocation of street lamps in the Municipality of Anchorage (MOA) right of way. Landscaping in the right of way will be moderately impacted with one larger spruce tree in the median requiring removal as well as several large trees on the north side of Providence Drive.

The material staging area for the pedestrian bridge will be located northwest of HSB. The landscaped area will be restored to its condition prior to project construction.

The project will require a full road closure of Providence Drive for a minimum of a two-week period for the erection of the structural steel and installation of the deck. To help minimize impact to the University and UMED district members, the closure will be scheduled for the 2014 Christmas holiday break. East and west bound traffic will be routed via Piper Street and Spirit Way. Other traffic flow patterns will be investigated.

Variiances

Project Delivery Method: The project delivery method identified in the Formal Project Approval was design-bid-build. UAA Facilities Planning and Construction submitted a single source/sole source request to the chief procurement officer to use NCI for pre- construction services/construction services for the project for review and consideration. On November 14, 2013, the request was approved. See Attachment.

Project Cost: The FPA budget (Total Project Cost) was \$4,350,000. The FPA budget was based upon utilizing the balance of funds from the successful completion of the HSB. At the completion of the HSB, the full scope and associated costs for the bridge were not known. During concept planning/design development, using NCI for constructability reviews and the cost estimating process, the total project budget was determined to be \$6,165,730.

Total Project Cost and Funding Sources

<u>Funding Title</u>	<u>Fund Account</u>	<u>FPA Amount</u>	<u>SDA Amount</u>
FY 09 Capital Funding (HSB Phase 1)	564290-17064	\$4,350,000	\$4,350,000
FY09 Health Campus Parking (remaining balance)	564290-17064		\$622,954
Parking Services*	TBD		\$500,000
UAA Recharge (Planning/Concept Development)	174004-17059		\$250,000
Statewide Loan	TBD		\$442,776
Total Funding Available		\$4,350,000	\$ 6,165,730

*Includes amount to be back-charged to UAA Parking Services

Annual Program and Facility Cost Projections

Facilities Costs:

Maintenance & Repair

\$ 92,486

Project Name: UAA Health Campus Pedestrian Bridge

MAU: UAA

Building: Acct#: 56929017064

Date:

1/1/2014

Campus: UA Main Campus

Prepared by:

J.L.Hanson

Project#: 13 0050

Total GSF Affected by Project:

3,680

3,680

PROJECT BUDGET

FPA Budget

SDA Budget

A. Professional Services

Advance Planning, Program Development	\$	50,000	\$	50,000
Consultant Design Services	\$	390,000	\$	475,130
Consultant Construction Phase Services	\$	140,000	\$	226,000
Consult Extra Services (List: Presentations, renderings, meetings)	\$	50,000	\$	67,000
Site Survey	\$	25,000	\$	25,000
Soils Testing & Engineering				
Special Inspections	\$	100,000	\$	100,000
Plan Review Fees/ Permits	\$	70,000	\$	50,000
Other				

Professional Services Subtotal \$ 825,000 \$ 993,130

B. Construction

General Construction Contract(s)	\$	2,769,000	\$	4,400,000
Other Contractors (List: _____)	\$	r	\$	
Construction Contingency	\$	276,900	\$	440,000

Construction Subtotal \$ 3,045,900 \$ 4,840,000

Construction Cost per GSF \$ 828 \$ 1,315

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	\$	44,000
Other (Interim Space Needs or Temp Reloc. Costs)				
OIT Support	\$	20,000	\$	20,000
Maintenance Operation Support	\$	20,000	\$	20,000

Building Completion Activity Subtotal \$ 230,500 \$ 84,000

D. Owner Activities & Administrative Costs

Project Plnng, Staff Support				
Project Management	\$	243,600	\$	243,600
Misc. Expenses Advertising, Printing, Supplies Etc.	\$	5,000	\$	5,000

Owner Activities & Supplies, Etc. \$ 1,675

\$4,350,000 \$6,121,730

2009 International Fire Code (IFC)
2009 International Plumbing Code (UPC)
2009 International Mechanical Code (IMC)
2003 ANSI A117.1 2003, "Accessible and Usable Buildings and Facilities"
American Association of State Highway and Transportation Officials – Design Standards –
Interstate System, 5th Edition. (AASHTO)

(See Civil, Structural, Mechanical and Electrical for additional references)

PROJECT DATA & ASSUMPTIONS

Zoning: Public Lands &

TYPE OF CONSTRUCTION

The bridge will be structurally independent of the two buildings it connects. 10" – 12" seismic joints will separate the bridge structure from the adjacent buildings.

The structural deck of the second floor of the HSB will be extended to the edge of the exterior tiled wall in order to simplify the interface with the bridge and the seismic joint.

The bridge will be fully sprinklered.

Sides of the bridge will be composed of floor to ceiling glazing to comply with the intent of MOA Chapter 21.50. Glazing will have a minimum of 70% visible light transmittance.

Exterior cladding colors and the roof assembly will relate to the HSB and EIB buildings.

Provisions for power outlets along the perimeter of the bridge will be made to coordinate with interior lounge seating arrangements.

Automatic sliding entrance doors with emergency egress capability will be provided at both ends of the bridge.

Material palette and composition for the Health Campus Pedestrian Bridge borrows from the adjoining HSB and EIB buildings. The exterior walls of the pedestrian "tube" will be designed as non load bearing curtain wall assemblies with component arrangement identical to the two buildings:

- o 5/8" Type X gypsum wallboard
- o Vapor retarder
- o 6" metal studs @ 16" O.C.
- o 5/8" glass mat gypsum substrate
- o 4" Insulated Metal Panels

Between floor and ceiling assemblies, thermally broken aluminum framed glazed curtain wall system with 1" insulated fixed glazing units will be used.

A Class A, low slope roof assembly will match that of the EIB and HSB with tapered insulation directing storm water to three roof drain locations over the length of the bridge. Roof drains will be serviced via 36x48 insulated roof access hatch located at the south end of the bridge. The roof drains connected to the existing Health Sciences Building storm drain system. The Health Sciences Building

storm drain system uses a combination of oversized underground pipes and a detention basin to meter stormwater off the site. The existing system is under capacity and the addition of the runoff from the pedestrian bridge roof drain will not exceed the total capacity of the system.

Bridge roof assembly components include:

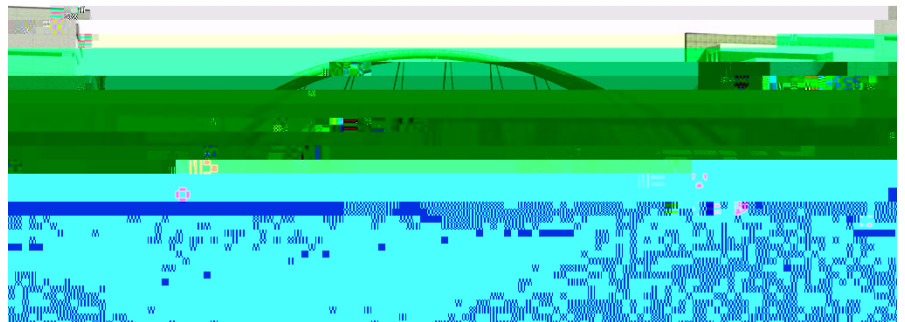
- o Metal Deck
- o Glass mat gypsum sheathing
- o Vapor retarder
- o 8" flat rigid insulation
- o Tapered rigid insulation – ¼" per foot minimum slope
- o Cover board
- o White EPDM fully adhered membrane roofing

The underside of the bridge will consist of 4" insulated metal skinned panels installed directly to framing. Lighting will be installed in the underside over roadways and pedestrian sidewalks if required by code.

Interior materials include modular carpet tile flooring throughout, painted steel columns and braces, painted gypsum board soffits above the glazed curtain wall system, and 2x2 acoustical tile ceilings with accent areas of linear wood.

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The classic arch



Seismic restraint will be at the quarter points as discussed above. Both longitudinal and transverse motions will be resolved by the direct attachment of the enclosure to the arches. Seismic joints at the ends will allow for independent

Additionally, with NCI is currently constructing the new School of Engineering and Industry Building and renovation of the existing Engineering Building. NCI will be on site until late 2016. The new

building is to be structurally, mechanically, and electrically connected to the new

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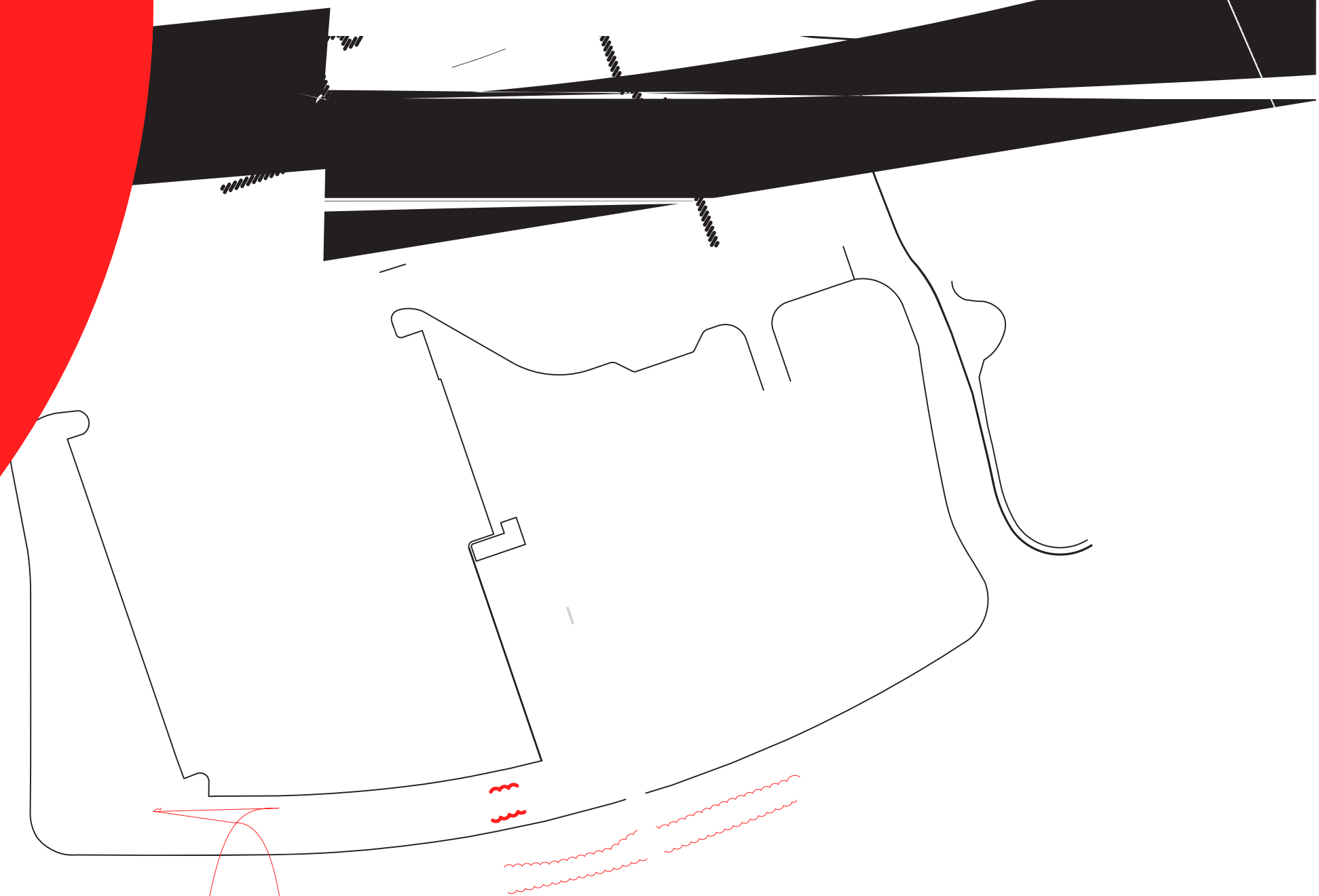
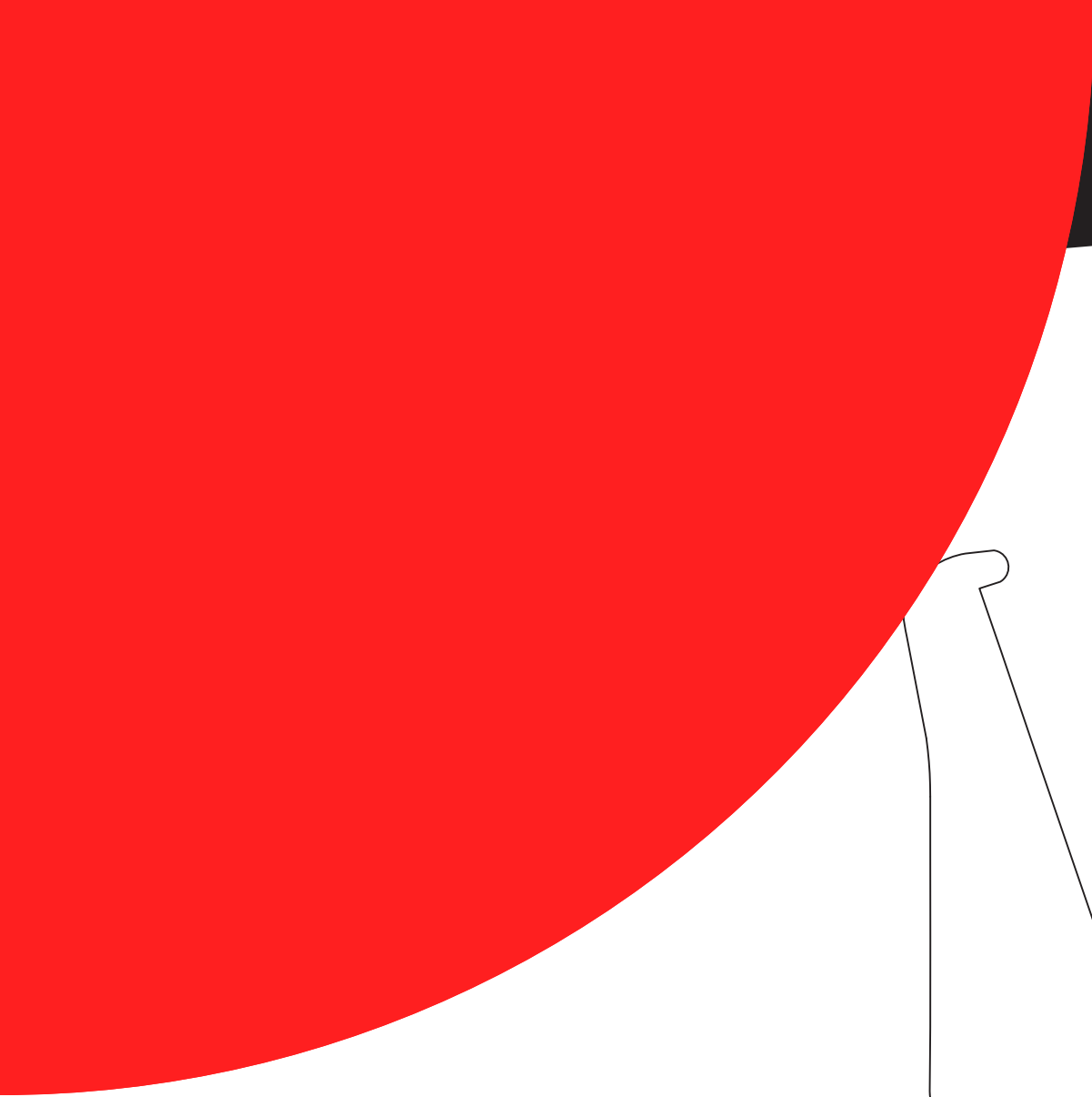
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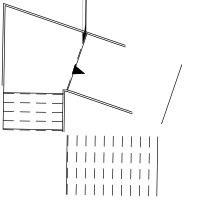
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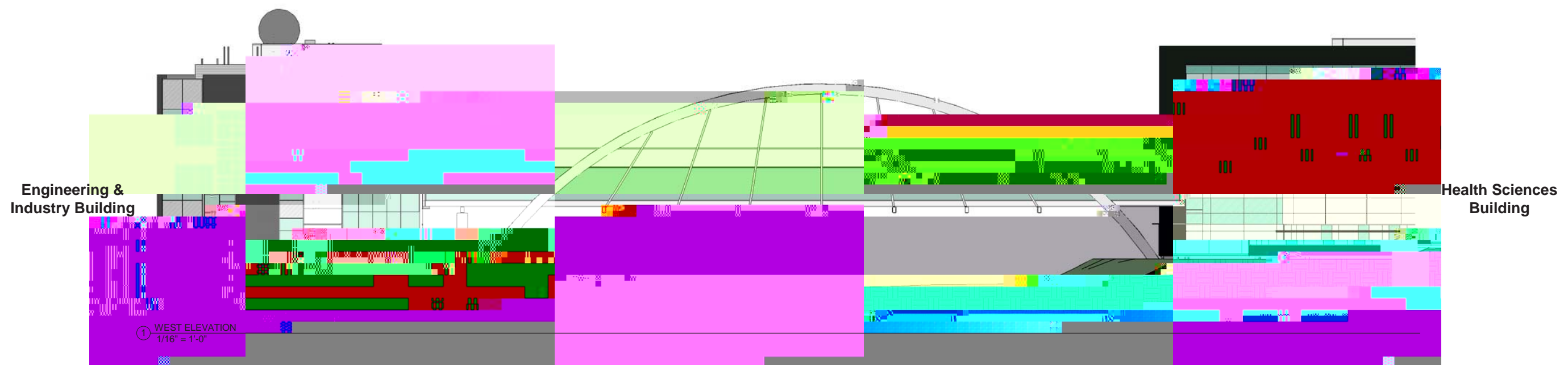
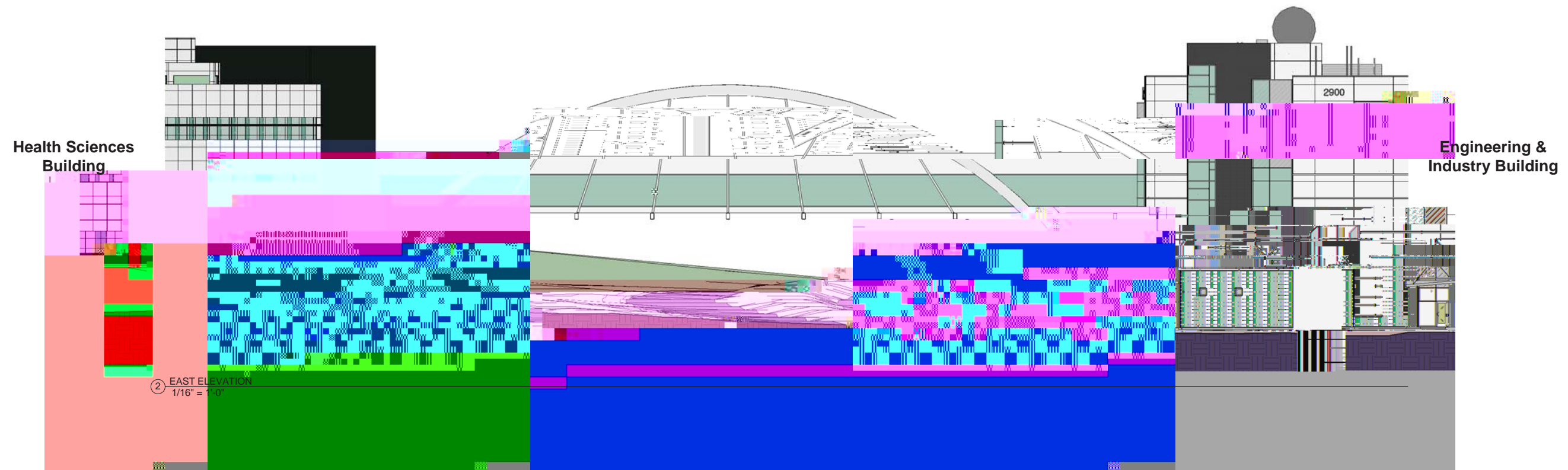
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Health Campus Pedestrian Bridge



