



TOPIC: Towson University: Increase in Authorization for Campus Safety and Circulation Project

COMMITTEE: Finance

DATE OF COMMITTEE MEETING: March 17, 2011

SUMMARY: Towson University requests approval from the Board of Regents for an increase in the budget authorization for the Campus Safety and Circulation Phase 1 project. The Campus Safety and Circulation Phase 1 final sub phase bid package 5B, is currently estimated to cost \$11 million, of which \$7 million is planned to be funded by the existing project budget. The University is requesting to use university funds to fund the remaining \$4 million needed to complete the project.

The scope of work associated with the previous sub phases focused primarily on site, safety and circulation improvements in the main academic precinct. The 5B bid package, which is consistent with the goals set forth in the Part 2 Program, will provide additional site, safety, circulation and infrastructure improvements in the adjacent student services precinct and is critical to providing a seamless connection of these two campus precincts. The future Campus Safety and Circulation Phase 2 project will continue the campus site improvements from student services precinct to the residential West Village precinct, thus completing the main east to west pedestrian corridor linking all three campus precincts as per the campus master plan. The construction work associated with the bid package 5B will provide the vital pedestrian connection through the heart of campus necessary for the successful completion of the entire project, both Phase 1 and the future Phase 2.

The University has committed to many value engineering solutions to minimize the project cost. However, the University would prefer not to compromise on the following scope items, the completion of which are essential to achieve the goals of Part 2 Program and critical for long term success of the project.

1. University Union Service Road - The current loading dock access to the University Union will become non-functional when the new campus entrance and university plaza are constructed.

The project's design team identified two solutions to provide access to the University Union loading dock.

- The first, less expensive, option was to provide access off of Osler Drive and construct a road adjacent to the University Union Garage and cross in front of the University Union to the existing loading dock area. This alternative essentially would create an internal campus road, which would create new student pedestrian conflicts. Although this option was less expensive, it was deemed unacceptable by the University.
- The University prefers a solution that will provide University Union access from the north under a proposed pedestrian bridge. This would eliminate any potential student vehicle conflicts and provide better safety for the University's growing student population.

2. North Entrance Road to General Services - The new access road to the General Services Building is planned to align with the new campus gateway at a signalized intersection.

- This will allow for a safer staff, visitor and tractor-trailer access to the General Services Building. This new access road will also provide access to the proposed Public Safety Building.

- The access road will require additional excavation and grading to coordinate with the Public Safety building's site and proposed footprint.
 - Deferring the construction to a future project is not preferred due to the current safety issues associated with the current access and expected increased costs if this scope item were to become a future stand alone project.
3. Campus Gateway University Plaza - This scope of work includes demolition and reconstruction of the intersection to a new proposed location east of the existing intersection, associated gateway enhancements, new intersection traffic controls and signage, relocation of overhead utility lines, realignment of University Avenue, and associated streetscaping improvements including lighting and landscaping.
- The new campus gateway entrance is planned to have brick walls and piers and landscaping and provide a new functional gateway for the University. The university plaza will become the new heart of campus connecting the academic and student life precincts.
 - Given the very public appearance and the anticipated widespread and long-term use of both of these areas, the University prefers not to accept value engineering suggestions of minimizing the gateway appearance and using hardscape and landscape materials that do not coordinate with university standards and do not match those of the recently completed Liberal Arts Building and West Village Housing.

Towson University feels strongly that scope items detailed above are critical to the successful completion of the project. The University has made every effort maximize value engineer cost savings to reduce the scope and cost of the project. The remaining scope items are necessary to improve infrastructure and campus safety to the University's current and growing student population. Completion of the entire scope of this project will allow for the Phase 2 project to seamlessly integrate and provide a consistent and uniform pedestrian corridor, which will greatly improve safety and circulation throughout campus for our students.

ALTERNATIVE(S): The project cost could be reduced to \$7 million via additional value engineering. The University would need to accept University Union access from Osler Drive, defer construction of the north access road, minimize the scope of the new campus gateway, defer the construction of most of the main university plaza, reroute proposed ADA pathways and replace the use of campus standard pavers with asphalt pathways.

FISCAL IMPACT: The increase in authorization of \$4 million will be funded by the University.

CHANCELLOR'S RECOMMENDATION: That the Finance Committee recommend that the Board of Regents approve for Towson University an increase in funding authorization and scope for the Campus Safety and Circulation Project as described above, with Towson University expending \$4 million of University funds for the project.

COMMITTEE RECOMMENDATION:

DATE:

BOARD ACTION:

DATE:

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