

**Agendum
Oakland University
Board of Trustees Formal Session
February 13, 2017**

2017 PARKING EXPANSION PROJECT

A Recommendation

- 1. Division and Department:** Operations and Finance Division and Facilities Management Department.
- 2. Introduction:** Every Fall, the Oakland University Police Department (OUPD) conducts parking lot counts for the first two weeks of the semester to evaluate available parking on campus. While facilitating the development of the Oakland University (University) Campus Master Plan, Hanbury Evans Wright Vlattas + Company (HEWV) noted that during Fall 2015, according to OUPD statistics, the University operated at 95% parking capacity. According to HEWV, the goal for any university should be to operate at a maximum of 90%.

During Fall 2016, OUPD observed that parking lot capacity was consistently near or at 100%, and occasionally exceeded 100% with illegal parking. Students publicly voiced their displeasure about the parking situation on campus and their inability to get to class on time. The University determined that steps needed to be taken to address the parking capacity issue before Fall 2017.

In September 2016, an ad hoc campus survey was conducted to determine parking expansion opportunities, resulting in 20 potential options. The President authorized funding to engage civil engineering firm SME to study these parking options. Based on the cost, environmental considerations, and feasibility, seven locations were selected for expansion or new parking lots, which will result in the creation of 660 incremental parking spaces for the Fall 2017 semester.

Historically, the intersection of Pioneer Drive and Meadow Brook Road has experienced excessive traffic congestion. With additional parking spaces in the surrounding lots, it is expected that traffic conditions will worsen. This further aggravates the student's ability to get on and off campus or to classes in a timely manner. The 2016 Campus Master Plan calls for a roundabout at this intersection to alleviate the congestion and ease traffic flow. SME concurs with this recommendation and a roundabout has been fully engineered and is included in this scope of work.

The proposed work includes earthwork, underground utilities, paving, sidewalks, earth retention walls, landscape improvements, site lighting, security kiosks and cameras to support seven areas generally noted as Parking Lots P-1, P-11, P-12, P-31, P-37, P38, and P39, as well as a new concrete paved roundabout (Project) (Attachment A). Construction must commence by May 1, 2017 in order to achieve substantial

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completion by September 5, 2017, the first day of Fall classes.

A Request for Proposal (RFP) was issued for a General Contractor to construct the Project. The RFP was publicly advertised by the Purchasing Department.

The Project was defined in the RFP as follows:

- *Oakland University 2017 Parking Expansion Project. Oakland University (OU) will be issuing construction bid documents that outline the development of approximately 1,000 new parking spaces throughout the campus. The scope of work generally includes site clearing (potential wetland infill), earthwork, underground utilities, paving, sidewalks, earth retention walls, landscape improvements, site lighting and security kiosks and cameras to support nine (9) project areas generally noted as Parking Lots P-1, P-11, P-12, P-31, P-37, P38, P39 and P-43, as well as a new concrete paved roundabout. The project may include ADD/DEDUCT alternates.*

The Committee subsequently eliminated Lot P-43 from the Project due to environmental, programmatic, and aesthetic considerations and accepted Alternate 3, P38 Resurfacing.

The University formed a Committee to review and analyze the proposals and conduct interviews of the finalists. Committee members included:

Judy Burton, Buyer, Purchasing
Pat Engle, Associate Vice President for Facilities Management
Siraj Khan, Director of Engineering
Tony Thomas, Michigan Regional Office Manager/Sr. Consultant, SME
Brian Ward, Sr. Project Manager, Capital Planning

The two lowest bidders of the seven proposals were selected by the Committee for interviews:

Angelo lafrate Construction
Best Asphalt

The interviews confirmed the qualifications of each firm and their understanding of the Project scope, schedule, and cost. Reference checks were performed and were positive for both firms.

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Based on a thorough review, evaluation, and satisfactory reference checks (this contractor successfully performed the culvert reconstruction in 2014, on time and within budget), and cost, the Committee recommends that Angelo lafrate Construction be approved as the General Contractor for the Project at a not to exceed cost of \$6,688,420, which includes a construction contingency of \$933,859 (Attachment B).

3. Previous Board Action: On June 6, 2016, the Board of Trustees approved the 2016 Campus Master Plan.

4. Budget Implications: Preliminary design of the Project was approved by the President and was funded out of Capital Projects Supplement Fund in the amount of \$484,300. Funding in the amount of \$495,000 for resurfacing and expansion of Lot P38 will be from an existing parking project Plant Fund, which is being repurposed into the Project for cost optimization. In addition, \$4,530,000 will be funded from the uncommitted FY2018 Debt Service budget. The remaining balance of \$1,736,065 will be from Capital Projects Supplement, for a total Project cost of \$7,245,365.

5. Educational Implications: Student success increases when students arrive on time and attend the entire class. Students will have access to more parking options, which will reduce the stress students experience due to circling the parking lots as they look for empty spaces and worrying about being late for class.

6. Personnel Implications: None.

7. University Reviews/Approvals: This recommendation was formulated by the Committee listed above and was reviewed by the Associate Vice President of Facilities, Chief Operating Officer, and President.

8. Recommendation:

RESOLVED, that the Board of Trustees authorizes the Chief Operating Officer to execute a contract with Angelo lafrate Construction for the 2017 Parking Expansion Project; and, be it further

RESOLVED, that the total cost of the 2017 Parking Expansion Project will not exceed \$7,245,365 which includes design costs, site testing, and a project contingency of \$1,006,504 (\$933,859 construction and \$72,645 design); and, be it further

RESOLVED, that the Board of Trustees authorizes the President, Chief Operating Officer, and their respective designees, to perform all acts and deeds and to execute and deliver all contracts, instruments and documents required by this

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resolution that are necessary, expedient and proper in connection with the 2017 Parking Expansion Project and the ongoing administration of the 2017 Parking Expansion Project; and, be it further

RESOLVED, that said contracts, instruments and documents shall be reviewed by and be in a form acceptable to the Vice President for Legal Affairs and General Counsel prior to execution, and be in compliance with the law and with University policies and regulations and conform to the legal standards of the Vice President for Legal Affairs and General Counsel.

9. Attachments:


- A. RFP Responses
- B. Site Map

Submitted to the President
on 2/10, 2017 by



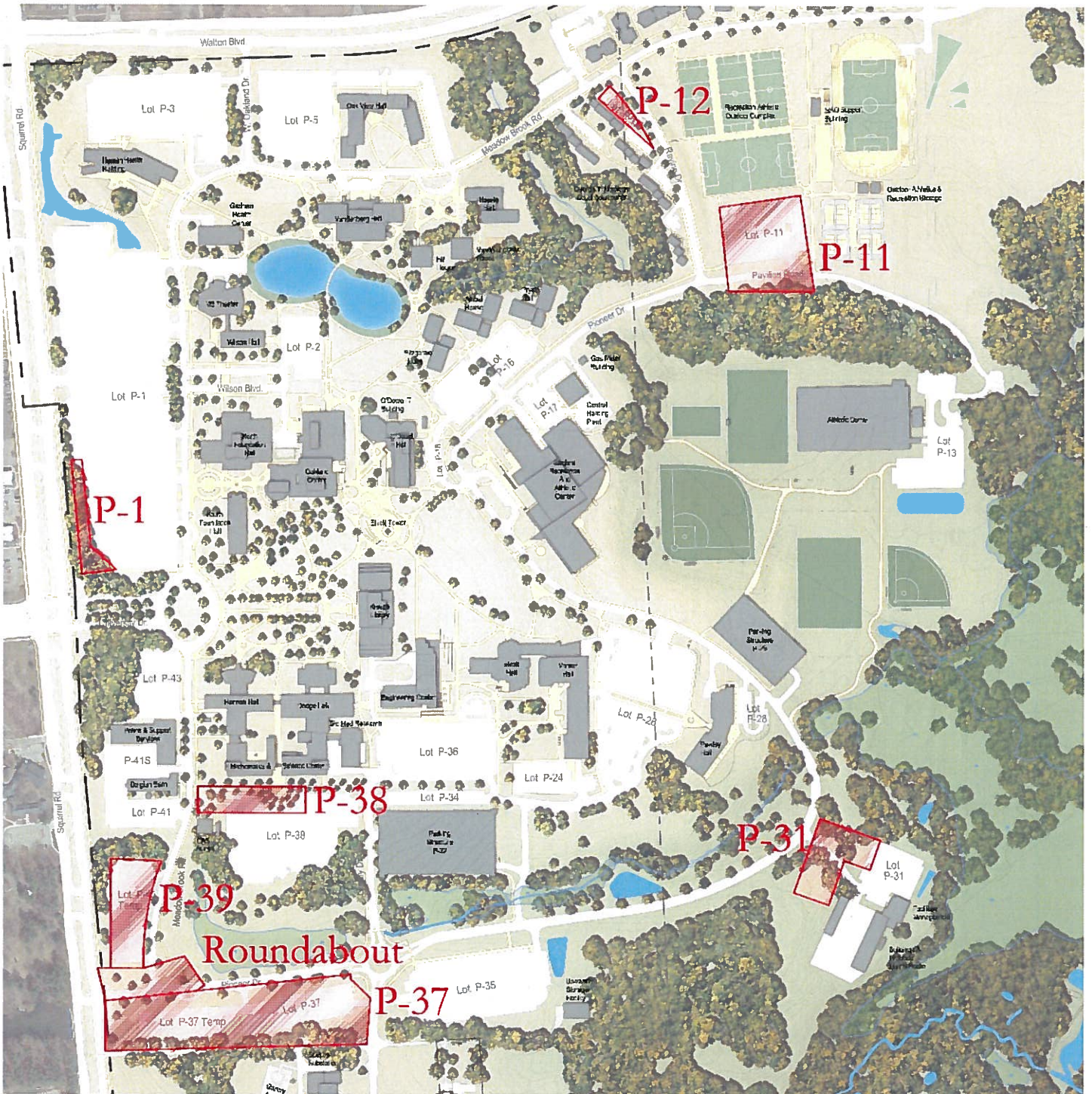
Scott Kunselman
Chief Operating Officer

Recommended on 2/10, 2017
To the Board of Trustees for Approval by



George W. Hynd
President

Site Map



OAKLAND UNIVERSITY - 2017 PARKING EXPANSION PROGRAM

Bid Opening: 1/26/2017
Present: B.Ward, J.Sterns, A. Thomas

	BIDDER NAME						
	AJAX Bidder No. 1	Angelo lafrate Bidder No. 2	Best Asphalt Bidder No. 3	Blaze Contr. Bidder No. 4	LA Construction Bidder No. 5	Pavex Bidder No. 6	Site D. Bidder No. 7
BASE BID							
Base Bid Total	\$ 5,882,488	\$ 5,501,497	\$ 5,349,053	\$ 6,137,423	\$ 5,904,084	\$ 5,956,089	\$ 5,623,833
ALTERNATES							
Alternates Total	\$ 1,591,012	\$ 1,375,062	\$ 1,582,000	\$ 1,537,600	\$ 1,471,299	\$ 1,425,032	\$ 1,459,627
Base Bid - Including all Alternates	\$ 7,473,500	\$ 6,876,559	\$ 6,931,053	\$ 7,675,023	\$ 7,375,382	\$ 7,381,121	\$ 7,083,461
Total Bid - Selected Base Scope and Alternates (Omit Lot 43, Add P38)	\$ 6,376,450	\$ 5,754,561	\$ 5,712,053	\$ 6,571,686	\$ 6,255,152	\$ 6,276,785	\$ 5,943,385
CONSTRUCTION CONTINGENCY 16%	\$ 1,034,780	\$ 933,859	\$ 926,961	\$ 1,066,463	\$ 1,015,095	\$ 1,018,606	\$ 964,501
Total - including Contingency	\$ 7,411,230	\$ 6,688,420	\$ 6,639,014	\$ 7,638,149	\$ 7,270,248	\$ 7,295,391	\$ 6,907,886
ENGINEERING FEES							
SME	\$ 484,300	\$ 484,300	\$ 484,300	\$ 484,300	\$ 484,300	\$ 484,300	\$ 484,300
Design Contingency 15%	\$ 72,645	\$ 72,645	\$ 72,645	\$ 72,645	\$ 72,645	\$ 72,645	\$ 72,645
Total - including Contingency	\$ 556,945	\$ 556,945	\$ 556,945	\$ 556,945	\$ 556,945	\$ 556,945	\$ 556,945
TOTAL PROJECT COST	\$ 7,968,175	\$ 7,245,365	\$ 7,195,959	\$ 8,195,094	\$ 7,827,193	\$ 7,852,336	\$ 7,464,831

OAKLAND
UNIVERSITY™



Parking Expansion Project

Parking Space Availability

**Immediate need to address parking.
Highlighted as a top student priority.**

Fall 2016

Campus parking spaces	8,036
Displaced by construction equipment/vehicle parking	<u>-43</u>
Available parking	7,993
Estimated observed shortage	<u>200</u>
Spaces needed to cover Fall 2016 (at 100% utilization)	8,193

- Fall 2015, parking was at 95%
- Fall 2016, parking was at 100%+
- Master Plan consultants recommend parking utilization be at 90%
- Fall 2017, **assuming level enrollment**, parking should be 9,103 spaces ($8,193 / 9,103 = 90\%$)
- $9,103 - 7,993 = 1,110$ desired

Planning Process

Numerous options considered and narrowed down to a specific recommendation

- President Hynd authorized funding to study parking options
- 20 campus sites were considered
- Engineering analysis used to narrow down proposals
- 7 sites were chosen for design based on
 - Cost
 - Environmental, programmatic, and aesthetic concerns
 - Feasibility
 - Resulting in 660 spaces or 95% utilization
- Bids have been received and costs are verified

Traffic Congestion

Master Plan proposed future roundabout



**Immediate need to also address one
of our intersections**

Southbound Meadow Brook Road at PSS



Proposed roundabout compliments parking and improves traffic flow

Propose a roundabout at the intersection of Pioneer Drive and Meadow Brook Road

- Concurrent construction with proposed parking lot expansion improves cost efficiency
- Location to be moved east of current intersection
- Proposal compliments parking proposal by adding additional spaces to P39 as well as greatly improving traffic flow

Cost and Timing

**Proposal can be completed by Fall 2017 and
funded from existing resources**

Construction

- 660 parking spaces at 7 sites
- Roundabout at Pioneer Drive and Meadow Brook Road

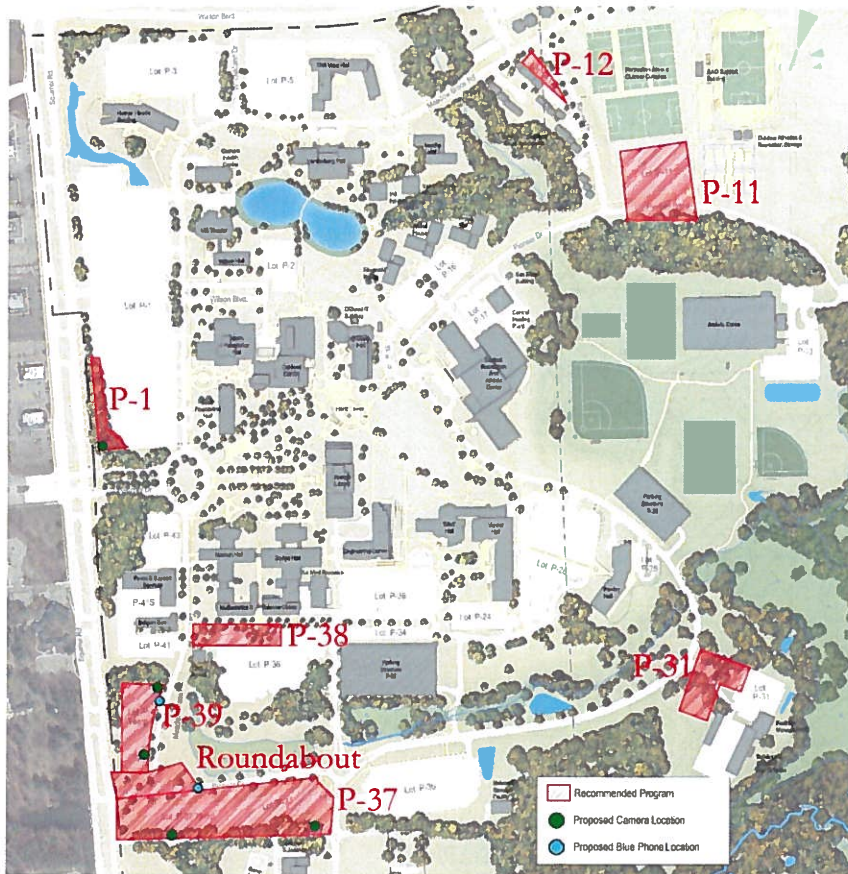
Cost and Funding

- Total cost \$7.2 million
- Ability to fund using existing resources

Timing

- Needs to be complete by Fall 2017
- Construction to begin May 1, 2017
- Contract executed by March 2017
- Board approval needed February 13, 2017

Site Map and Costs



RECOMMENDED BASE SCOPE			
Area Description	Totals	Stalls	Cost / Stall
	Installation Cost		
Parking Lot P-1	\$ 326,365	54	\$ 6,044
Parking Lot P-11	\$ 212,000	48	\$ 4,417
Parking Lot P-12	\$ 111,000	20	\$ 5,550
Parking Lot P-31	\$ 785,000	118	\$ 6,653
Parking Lot P-37	\$ 2,000,000	202	\$ 9,900
Parking Lot P-39	\$ 1,226,000	171	\$ 7,170
Parking Lot P-38 Expansion	\$ 421,000	47	\$ 8,957
Parking Lot P-38 Resurfacing	\$ 693,000	0	NA
Roundabout	\$ 1,471,000	0	NA
Total	\$ 7,245,365	660	

Funding Plan



	Amount	Fund #
Engineering Funds approved by President (11/22/16)	\$ 484,300	24350
Available funds for Lot P38 (repurposed)	\$ 495,000	70254
One-time funds available from Debt Service Excess	\$ 4,530,000	FY2018
Remainder funded from Capital Projects Reserve	\$ 1,736,065	24350
Total	\$ 7,245,365	

Future Parking Expansion



Significant future parking needs will likely be addressed with one or more parking structures as highlighted in the Master Plan

Events that may trigger significant need

- Enrollment increase
- Parking displacement due to construction
- Future campus expansion

Demand Control Options currently under investigation / experimentation

- Shuttle buses from parking lots to points on campus
- Paying for convenience
- Incentivize ride share