THE ARCHITECTS COLLABORATIVE INC.

TAC

JEAN B. FLETCHER
1945 — 1965
NORMAN FLETCHER
WALTER GROPIUS
JOHN C. HARKNESS
SARAH P. HARKNESS
LOUIS A. McMILLEN

RICHARD BROOKER
ALEX CVIJANOVIĆ
HERBERT GALLAGHER
WILLIAM J. GEDDIS
ROLAND KLUVER
PETER W. MORTON
H. MORSE PAYNE, JR.

ERNEST L. BIRDSALL
TREASURER

24 November 1969

Mr. C. Thomas Smith, Jr.
Associate Director and Coordinator
Health Sciences Planning
University of Minnesota
University Hospital
Minneapolis, Minnesota 55455

RE: University of Minnesota
Health Sciences Expansion
TAC Job. No. 68013

Dear Tom:

We enclose for your information and guidance the agreement between the Regents of the University and TAC for the Design of the Oak Street Parking Ramp dated 17 January 1969.

Please let us know if you have received the other contract items that you requested.

Yours truly,

THE ARCHITECTS COLLABORATIVE Inc.

Roland Kluver

Roland Kluver

Enclosure

RK/pci

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138
TELEPHONE: (617) UNIVERSITY 8-4200 CABLE: TACCAM CAMBRIDGE

ARCHITECT-ENGINEER-OWNER

A G R E E M E N T

THIS AGREEMENT, made this 17th day of January 19 69, by and between the REGENTS OF THE UNIVERSITY OF MINNESOTA, hereinafter referred to as "University", as party of the first part, and THE ARCHITECTS COLLABORATIVE INC., 46 Brattle Street, Cambridge, Mass. 02138, hereinafter referred to as "Architect-Engineer", as party of the second part, WITNESSETH

WHEREAS, the University of Minnesota intends to construct a Parking Ramp East of Oak Street Southeast on its Minneapolis Campus, and

WHEREAS, the Architect-Engineer is deemed by the University to be highly qualified to render services in connection therewith by reason of training, experience and reputation.

NOW THEREFORE, it is agreed by and between the parties hereto:

1. That the Architect-Engineer will, when and if requested by the University, render architectural and engineering services for feasibility studies and the preliminary design of the parking ramp east of Oak Street Southeast. The feasibility studies will include street circulation problems and capacities for both the ramp on Oak Street Southeast and the proposed future ramp on Fourth Street Southeast, roadway connections to the future diagonal route east of the campus and to local streets.

2. That the Architect-Engineer will utilize the services of De Leuw, Cather and Company, 165 West Wacker Drive, Chicago, Illinois 60601, for the traffic circulation studies ~~and for the structural design features of the parking ramp.~~

JCH.
RK

3. That the University agrees to pay the Architect-Engineer for such services on a per diem basis for actual time spent, plus all other costs for transportation, hotel and other expenses incurred in connection with such services. Travel expenses should be incurred only with the approval of the University. Per diem costs will be computed on the basis of two and one-half (2 1/2) times direct personnel expense. Direct personnel expense includes expense to the Architect of all professionals, draftsmen and specification writers; the expense to be the regular rate of pay for such employees, plus an hourly equivalent of customary benefits actually paid or provided by the Architect to such employees. The time of principals will be billed at $25.00 per hour. The services of De Leuw, Cather & Company will be billed directly.

4. The payments to the Architect-Engineer on account of work done hereunder shall not exceed Seventy-Five Thousand Dollars ($75,000), and shall be made on the basis of invoices submitted monthly for services rendered.

5. That any payments made in connection with this agreement would apply to the final fee paid, if the project goes forward; or shall apply on any Architect-Engineer contract awarded to the Architect-Engineer later, if the University elects to award an architectural-engineering commission for final plans and specifications.

6. That this agreement shall expire upon completion of the studies and preliminary plans outlined herein, or upon 30 days written notice by the University.

IN TESTIMONY WHEREOF, the parties hereto have caused these presents to be executed the day and year first above written.

REGENTS OF THE UNIVERSITY OF MINNESOTA

In the Presence of:

Vice President

THE ARCHITECTS COLLABORATIVE, Inc.

RECOMMENDED:

Asst. Vice President and
Director of Plant Services

1-17-69
Date

Purchasing Agent

JAN 20 1969
Date

University Attorney

JAN 22 1969
Date

ARCHITECT-ENGINEER-OWNER

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THE ARCHITECTS COLLABORATIVE INC.

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ERNEST L. BIRDSALL
TREASURER

H.S. Exp. Construction
4.C4.

18 December 1969

Mr. C. Thomas Smith, Jr.
Associate Director of Hospitals
and Health Sciences Planning Coordinator
University Hospital
Minneapolis, Minnesota 55455

RE: University of Minnesota Health Sciences Expansion

Dear Tom,

We are enclosing three copies of a preliminary study for site access, staging and parking for Phase I construction.

The peak parking loads shown are based on construction dates listed on the "Tentative Schedule for Planning and Construction, Phase I", a copy of which is enclosed.

This information should be reviewed by the Planning Office, Plant Services and the Design Review Committee before further action is taken on the study.

Very truly yours,

THE ARCHITECTS COLLABORATIVE Inc.

Bob T.

Robert D. Turner

RDT/kb

Enclosures

cc: Roland Kluver

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138
TELEPHONE: (617) UNIVERSITY 8-4200 CABLE: TACCAM CAMBRIDGE

University of Minnesota Health Sciences Expansion
Site and Access Study
For Phase I Construction

Summary of Recommendations

1. Purchase land immediately to the east of proposed site for Unit A for major staging area and for site of Unit F, for July 1971 construction start.

2. Provide parking for estimated 700 construction employees at peak period for Unit A. July 1972

3. Provide additional parking for 300 to 500 employees for Units B, C, D and E. September 1972 for B & C. November 1972 for E.

4. It is suggested that major parking for employees be kept on the periphery of the campus. We recommend the following:

   Assuming that land area is available, have the contractor provide a bus shuttle service for employees.

   Estimated costs for a 26-month period are as follows:

2 buses @ 25,000	= $50,000
2 drivers @ 26 mos.	= $40,000
maintenance & misc.	= $10,000
	$100,000

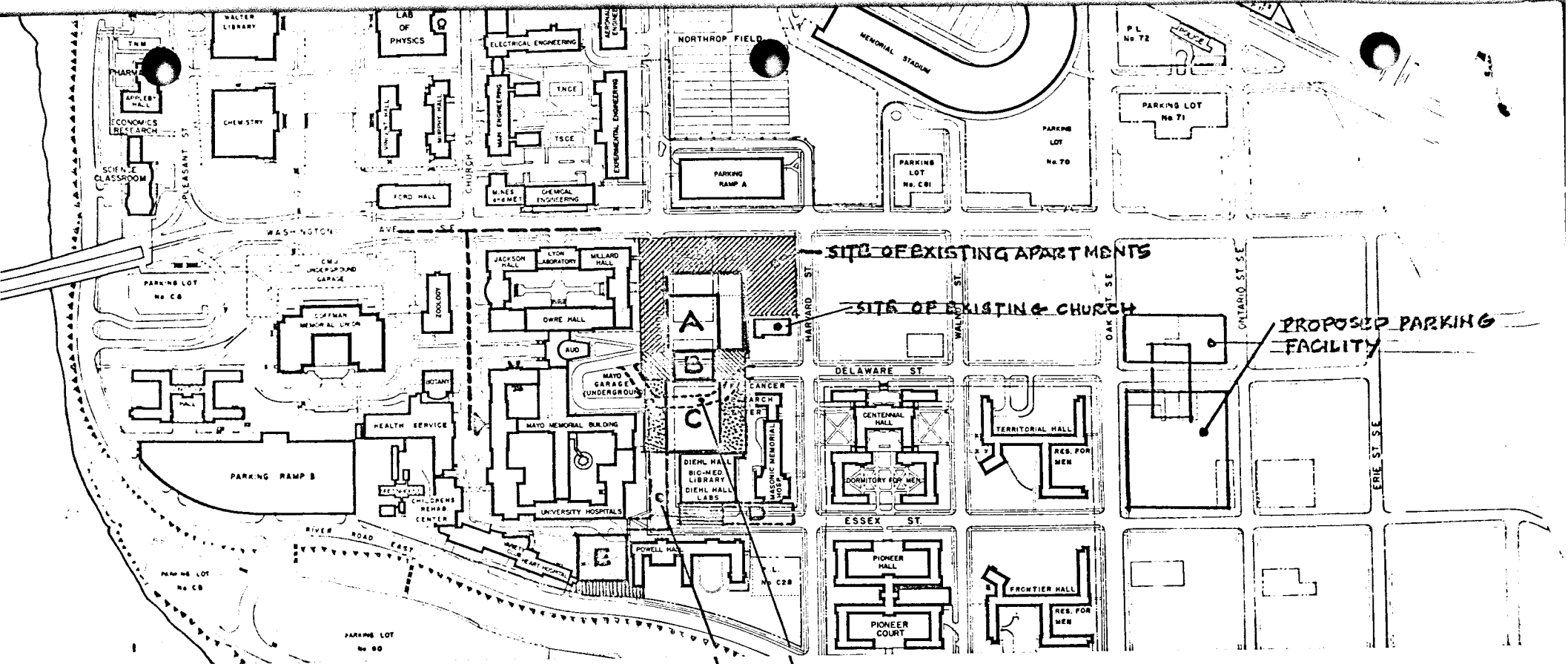
   Consideration might be given to the possible use of part of parking ramp A for construction employees parking.

5. At the outset of construction of Unit A, build an interim road to allow access from Delaware St. to Mayo main entrance for patients, visitors, staff, fire equipment and miscellaneous service vehicles during initial phase of contruction of Unit A.

6. Essex St. and Union St. south of Mayo court could remain open during construction of Unit A until such time as Units B, C and the tunnel connection under Union St. to Unit E commence construction.

7. During the time period when Units A, B, C, and E are under construction it is recommended that an alternate route via Church St. be provided for traffic listed under point 5 above.

8. Special considerations for fire equipment access to Mayo court have been discussed with Chief Welch. Chief Welch is investigating the possibility of placing pumping equipment in Mayo court during the time period when access to Mayo court via Delaware St. is not available.



LEGEND

OPTIMUM STAGING AREA LOCATIONS UNIT A

" " " " UNIT B

" " " " UNIT C

" " " " UNIT E

" " " " UNIT D

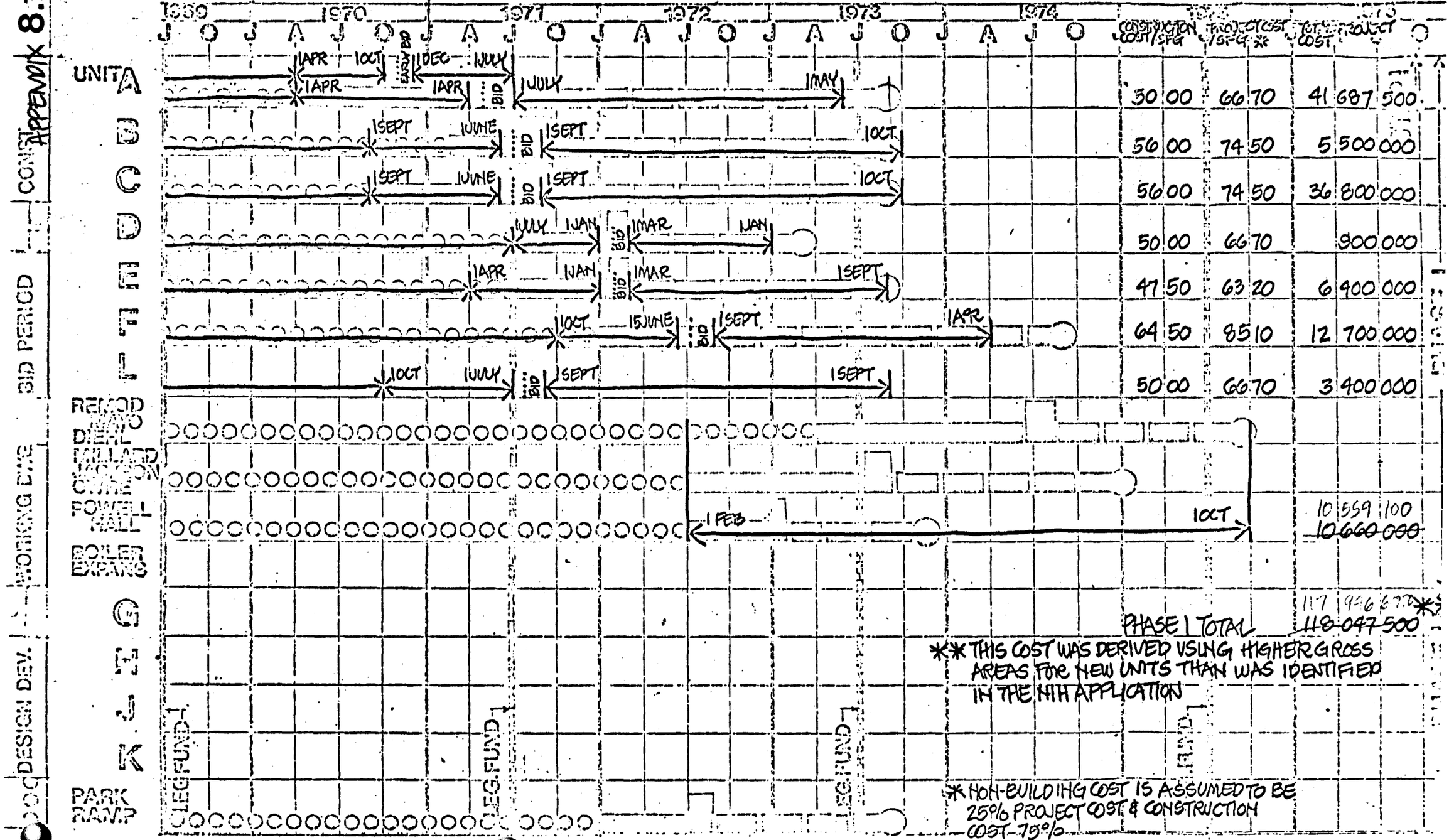
ALTERNATE ACCESS ROUTE TO MAYO WHEN A, B, C, E, AND TUNNEL UNDER UNION STREET ARE UNDER CONSTRUCTION CONCORRENTLY AND DELAWARE ST. BETWEEN UNION & HARVARD IS NOT PASSABLE

STUDY

UNIVERSITY OF MINNESOTA
HEALTH SCIENCES EXPANSION
INTERIM SITE USE AND ACCESS
DURING CONSTRUCTION

NOV

APPENDIX 8.1



UNIVERSITY OF MINNESOTA HEALTH SCIENCES EXPANSION SEPT 10
TENTATIVE SCHEDULE FOR PLANNING AND CONSTRUCTION, PHASE I 15 OCTOBER

AP Exp. Parking

JOB MEETING NOTES 21 May 1970

PROJECT: Parking Ramp for Health Sciences Complex
University of Minnesota

DATE: 20 May 1970

PLACE: Hubbard Building, Minneapolis

PRESENT: Donald McGinnis, Hugh Peacock, and Tom Smith -- U. Minn.
Ron Pfeffer and Woody Rupp -- DeLeuw, Cather
Roland Kluver, Bob Turner and Perry Neubauer -- TAC

Purpose:

The meeting was held at the request of the University Planning Office to review work to date on the Health Sciences Parking Ramp and the connector roads related to the Dartmouth Avenue interchange.

Discussion:

Mr. Kluver began the meeting with a presentation of the criteria for design and location of connector roads. Evaluation of alternative parking ramp and connector roads design should be weighed against this criteria.

a) Service to Health Sciences Parking Ramp.
b) Direct access to Health Sciences complex, especially for patient delivery to inpatient, outpatient and emergency facilities.
c) Service to remaining University facilities.
d) Service to nearby industrial and residential communities.
e) Maintain flexibility required for different destinations and movement patterns while incorporating the safety standards necessary for good highway design.
f) Minimize costs for land acquisition as well as highway construction.
g) Minimize "community cost": dwelling unit loss, maintenance of residential community integrity.
h) Maintain buildable parcels of remaining land with good vehicular access.

Mr. Pfeffer and Mr. Neubauer presented the three schemes under consideration:

Scheme 3: Original city-proposed route with Site "B" for parking ramp.

Scheme 4: Diagonal route across tracks with Site "A" for parking ramp.

Scheme 5: Split one-way pair connectors with Site "A" for parking ramp.

Note: Site "A" bounded by Delaware, Oak, Essex, and Erie Streets.
Site "B" bounded by Delaware, Oak, Fulton and Ontario Streets.

Based upon TAC's building survey, 270 housing units and 1 institution would be acquired for Scheme 3; 177 housing units, 2 industries, and 1 institution would be acquired for Scheme 4; and 86 housing units, 1 industry, and 1 institution would be acquired for Scheme 5.

Mr. Pfeffer pointed out the weaving distance and vertical highway alignment difficulties in Scheme 4 and said he would not recommend this scheme. The parking ramp in Scheme 5/Site "A" gives excellent access from the interchange in Phase I but is in the path of the connectors in Scheme 3. The parking ramp on Site "B" gives less direct access from the interchange in both Schemes 3 and 5 but does not block any of the proposed connector routes.

Mr. Peacock pointed out that the parking ramp on Site "A" would work efficiently without connector roads. Mr. McGinnis questioned the need for connectors at all, since the City had originally proposed the connectors to bring large volumes of traffic from the interchange to the major arterials of Washington and University Avenues without taking into account the new Health Sciences parking ramp. Mr. Pfeffer agreed that the City might be convinced that the primary destination for autos leaving the interchange would not be the arterial streets. However, the need for bringing traffic north of the new Health Sciences development would still exist.

Action:

It was agreed that TAC would submit a summary report to the University which could be used as background material for the "area-wide joint study". Capacities and projected flow patterns for the area supplied by DeLeuw, Cather would be included in this report.

PKN

/cg

cc: Those present

THE ARCHITECTS COLLABORATIVE Inc.
46 Brattle Street
Cambridge, Massachusetts 02138

SUBJECT: Parking Ramp and Connector Route Alternative

DATE: 20 May 1970

Scheme 3: Original City-proposed route for connectors, Site "B" for parking garage

	Res. Unit	Industry	Institution
Parking	59	0	1
Connectors	211	0	0
Total	270	0	1

Scheme 4: Diagonal route across tracks, Site "A" for parking ramp

	Res. Unit	Industry	Institution
Parking	72	0	1
Connectors	95	2	0
Total	177	2	1

Scheme 5: Split connectors -- one-way pair -- Site "A" for parking ramp

	Res. Unit	Industry	Institution
Parking	72	0	1
Connectors	14	1	0
Total	86	1	1

F.6 13.0 Parking Ramp Hea lth Sciences

September 14, 1970
1887-00

The Architects Collaborative, Inc.
46 Brattle Street
Cambridge, Massachusetts 02138

Att: Mr. Robert Turner

Subject: Health-Sciences Complex
University of Minnesota

Gentlemen:

In response to Mr. Turner's request by telephone on September 11, 1970, we have made a further review of parking requirements in the Health-Sciences Complex at the University of Minnesota. The purpose of this review was to arrive at an order-of-magnitude estimate of parking demand based on the following revised projections of activity in the Health-Sciences facilities:

Laundry ? Children ?

	1970	1975	1980	1980 From Table 10b(1)
Faculty	700	1,071	1,388	750
Students	3,128	4,758	5,925	5,400
Employees	4,912	6,938	7,553	3,550
Veterans Administration Employees	-	-	1,735	-
Out-Patients	1,162	2,196	2,400	1,300
Visitors	1,530	2,925	5,265	1,350

(1)-Interim Report for the Ad Hoc Committee on Circulation and Parking, University of Minnesota, De Leuw, Cather & Company, February 1967.

The number of visitors shown above was estimated by De Leuw, Cather & Company by using the ratio of visitors per in-patient bed estimated for 1975 times the number of beds (1800) forecast for 1980.

Revised peak parking demand was determined using the same methods and assumptions indicated in Table 10b of our February 1967 report. The following 1980 peak parking demand has been estimated:

	Number of Parking Spaces Required
Students	1,850
Faculty	500
Staff	4,300
Out-Patients	300
Visitors	800
Total	7,750

Of the total shown above, approximately 850 spaces would be required for the Veterans Administration medical facilities, leaving 6,900 required for the remainder of the Health-Sciences Complex. This compares with estimated 1980 peak parking demand of 4,100 spaces based on the earlier projections of activity. These figures are furnished at this time to provide a broad indication of the magnitude of parking which would be required to handle the enlarged Health-Sciences Complex. Before further planning is undertaken, the estimate should be reviewed in detail and modified as necessary. Particular attention should be given to the specific types of activity represented by the increased population in the area. An in-depth analysis will also be required of the capacity of freeways and arterial streets to accommodate motorists with destinations in the Health-Sciences Complex.

Very truly yours,

DE LEUW, CATHER & COMPANY

James B. Saag

JBS:eh

	Students		Faculty		Staff		Out-Patients		Visitors	
	Table 10b	New	Table 10b	New	Table 10b	New	Table 10b	New	Table 10b	New
		+		+85%		+160%				
Projected Total Persons	5,400	5,925	750	1388	3,550	9,288	1,300	2,400	1,350	5,265
Walk Trips	1,750	1,925	100	188	200	520	—	—	—	—
Transit Trips	550	600	50	100	400	1068	200	350	200	765
Total Trips by Auto	3,100	3,400	600	1100	2950	7,700	1,100	2050	1,150	4,500
Auto Passenger Trips	1,250	1,350	250	450	850	2,300	450	850	450	1,800
Auto Driver Trips	1,850	2,050	350	650	2100	5400	650	1200	700	2,700
Peak Accumulation Factor	0.90	0.90	0.80	0.80	0.80	0.80	0.25	0.25	0.30	0.30
Peak Parking Demand-1980	1,700	1,850	300	500	1,650	4,300	150	300	250	800

1975-

1980 Peak Parking Demand

	Report	New	(VA)
Students	1700	1850	-
Faculty	300	500	-
Staff	1650	4,300	(800)
Out-Patients	150	300	(25)
Visitors	300	800	
Total	4,100	7,750	(825)
			say 1,850 - ?

Medical Center (Exclude VA) 6,900

UNIVERSITY OF *Minnesota*

UNIVERSITY HOSPITALS • MINNEAPOLIS, MINNESOTA 55455

July 22, 1971

Mr. David Licht
Planning Coordinator
Physical Planning and Design
503 Morrill Hall
Minneapolis Campus

Dear Mr. Licht:

Mr. Paul Maupin asked me to investigate the attached parking report compiled by De Leuw, Cather and Company, and submit information concerning it to you.

The report was requested by Mr. Robert Turner of the Architects Collaborative Inc., (TAC). According to Mr. Turner, the study was not meant to be a firm recommendation, but rather was used to provide an approximation of future Health Science parking requirements. The information was presented by TAC to the Design Coordinating Committee on September 15, 1970 (minutes attached) as part of a program on possible long range expansion of the Health Sciences.

I hope this information will clarify the origin and purpose of the De Leuw Cather report. If there are any questions, please contact me at the Health Science Planning Office, 373-8981.

Sincerely,

Terry Finzen

TF:jlb

cc: Paul J. Maupin

Encl: Design Coordinating Committee Minutes - September 15, 1970
De Leuw, Cather and Company Report, Sept 14, 1970

UNIVERSITY OF Minnesota

UNIVERSITY HOSPITALS • MINNEAPOLIS, MINNESOTA 55455

DESIGN COORDINATING COMMITTEE
AGENDA
September 15, 1970, 7:30 p.m.

1. Announcements
   a. Status of Funding, Unit "A"
   b. Site Visit, Unit "B/C"
   c. Food Service Consultant
   d. Other
2. Classroom and Learning Resource Committee
3. Status Report, Unit "A"
   a. Demolition
   b. Movement of 305 Union Lab
   c. Early Contracts
   d. General Contract Documents
4. Status Report, Unit "B/C"
   a. Question of Two Stages
   b. Design Matters
5. Status Report, Long Range Planning
6. Revised Phase I Schedule

DESIGN COORDINATING COMMITTEE

Minutes of Meeting September 15, 1970

Present: Hale Champion, Lyle French, Robert Mulhausen, Peter Sammond, Thomas Smith, Brooks Cavin, High Peacock, Mellor Holland, Robert Turner, Lee Stauffer, Eugene Kogl, Isabel Harris, Gerry Olson, Don Mawha, John Scott, Al Kemper, Bill Berget, Ted Jage, Don McInnes, Mark Wallace, Tom Mattison, Terry Finzen, Mr. Taylor, Mr. Kluver, Mr. Harkness.

STATUS OF UNIT A FUNDING

Mr. Smith reported that the bill covering the Health Manpower appropriation is still in senate subcommittee and may remain there without being released until after the elections.

SITE VISIT UNIT B/C

Mr. Smith indicated that the NIH staff visit is scheduled for December 3 and 4. As more specific plans are made appropriate individuals will be notified.

FOOD SERVICE CONSULTANT

Helen Flynn's contract as food service consultant has been terminated and the process of selecting a successor has begun.

CLASSROOM AND LEARNING RESOURCE COMMITTEE

The Design Review Committee recommended consolidation of Dr. Fusaro's Learning Resource Committee and Dr. Holland's Classroom Committee. To operate more effectively the committee will be broken down into sub-committees at a future meeting. The new committee will include Dr. Holland as chairman, Dr. Richard Chilgren, Dr.Frank Digangi, Dr. John Gier, Dr. Carl Heggested, Mrs. Ruth Hovde, Mr. Gary Peterson, Dr. Barbara Redman, Mr. Robert Schwanke, Mr. Glen Brudvig, Mr. LeRoy Christensen, Mr. Martin Finch, Dr. Shelley Goldstein, Mrs. Elizabeth Grundner, Mr. Dennis Johnson. The appointment of this committee was approved.

STATUS REPORT, UNIT A

Mr. Kogl reported that Dr. Lillehei, cardio-vascular lab will be vacated by September 22nd and will be the last facility to be demolished. Dr. Lillehei reportedly can shut down for the 2 week period before moving into new quarters without any serious problems. Completion of demolition should be around October 1st. Mr. Kluver indicated that preparation for excavation contracts is nearly complete. Assuming regional office approval, bids could be opened by late October. Mr. Kluver suggested that the waiting period from receipt of bids to granting of a contract be increased from the usual 30 to 90 days pending federal notification. However, Mr. Champion expressed concern about taking bids and then not being able to let job contracts, since this is not

fair to contractors. Furthermore, a long hold period for bids increased bid prices. Mr. Champion asked that no bids be released until federal notification of funding is received.

Mr. Kluver indicated that the Unit A project has fallen somewhat behind schedule during the summer months due to scope and magnitude of the project. Mr. Champion requested an immediate review of all problem areas. He indicated that as problem areas develop, meetings should be called with appropriate individuals so that immediate and timely action may be taken to settle the issues. Anything which cannot be resolved that will cause the project to be delayed is to be brought to Mr. Champion's attention.

UNIT B/C STATUS REPORT

Dr. French reported that the concensus of the Design Review Committee meeting of September 15th was to present Unit B/C to NIH as a whole and let the federal government take what action it felt was necessary regarding funding and recommendations for a split project. The Design Review Committee feels that if the University Medical School is to be enlarged and commitments met, Unit B/C must be constructed in such a manner so that faculty and teaching spaces are available at the outset. Any proposed staging of the facility provides the majority of their spaces in the 2nd stage. Mr. Smith reported that not only did the Design Review Committee meeting weigh the functional aspect of staging Unit B/C, it also weighed the additional cost and construction time involved in such a project. Mr. Ken Taylor presented material which illustrated the difference in both time and construction costs. After reviewing costs, project delay functional effectiveness of staging, the Design Review Committee came up with its decision to approach NIH for entire funding of the B/C project. Mr. Champion indicated that before such a decision was final it would be wise to discuss this with NIH on the Washington visit next week. After receiving the informal attitudes of NIH regarding such a proposal perhaps we can better make our decision as to how to present the project to NIH for funding.

REVISED PHASE I SCHEDULE

Mr. Ken Taylor indicated the B/C working drawing preparation is very important now since a delay from January to July for beginning drawings will escalate costs approximately $2½ million. Mr. Champion asked TAC to proceed with working drawings as if the job were financed and on schedule. In regard to Unit F, Mr. Champion asked that the present schedule be followed for grant submission July 1, 1971. If problems arise in the legislature, they will be dealt with at that time.

STATUS REPORT LONG RANGE PLANNING

Mr. Harkness of TAC presented a slide presentation of possibilities for future health sciences expansion on the University of Minnesota campus. Future expansion programs covered included a new university hospital complex including children's and Gillette and VA Hospital. Points discussed included parking, transportation and movement of patients, visitors and staff within the medical complex. There was a general discussion of this preliminary report, particularly regarding problems on density on the possible sites.

Respectfully submitted,

Terry Finzen

File Parking Comp Hea lth Sciences

September 14, 1970
1887-00

The Architects Collaborative, Inc.
46 Brattle Street
Cambridge, Massachusetts 02138

Att: Mr. Robert Turner

Subject: Health-Sciences Complex
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DE LEUW, CATHER & COMPANY

James B. Saag

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1980 Peak Parking Demand

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Medical Center (Exclude VA) 6,900

STATE OF MINNESOTA

Legislative Building Commission

23G STATE CAPITOL — SAINT PAUL, MINNESOTA 55101
Phone: 612-221-2302

September 14, 1971

Mr. Stanley J. Wenberg, Vice President
Coordinate Campuses and Educational Relationships
University of Minnesota
Minneapolis, Minnesota 55455

Subject: Health Sciences Ramp and Unit F, University of Minnesota

Dear Mr. Wenberg:

The Legislative Building Commission on September 10, 1971, pursuant to your request, took the following action as recorded in the Minutes of the meeting:

> "University of Minnesota Regent Huffington, Chairman of the Physical Plant Committee of the Board of Regents, presented to the Commission a request for approval of the Commission to the proposed University of Minnesota policy respecting land acquisition for the ramp and Unit F of the Health Sciences Complex pursuant to Laws 1971, Chapter 963, Section 8, Subdivision 5(4). This request is on file in the Commission office.
>
> " ... Senator Kirchner moved that the Commission concur in approving the request--the proposed University of Minnesota policy respecting land acquisition for the ramp and Unit F of the Health Sciences Complex pursuant to Laws 1971, Chapter 963, Section 8, Subdivision 5(4). Senator Olson seconded the motion. The motion prevailed.

The purpose of this letter is to verify to you that your request as outlined above was concurred in and approved by the Commission in accordance with Laws 1971, Chapter 963, Section 8, Subdivision 5(4).

Sincerely yours,

Delbert F. Anderson

Delbert F. Anderson
Chairman

DFA:rh

cc: Board of Regents
University of Minnesota

9/17/71 c to MC and JFB
9/30/71 c Tierney, Peacock, C. T. Johnson, French

UNIVERSITY OF *Minnesota*

OFFICE OF PHYSICAL PLANNING AND DESIGN
503 MORRILL HALL · MINNEAPOLIS, MINNESOTA 55455

TO: Paul Maupin

FROM: David R. Licht DRL

DATE: 6 December 1971

SUBJECT: Health Science Parking Ramp

The issue of parking and circulation for the Health Science Complex is pressing the issue of a Parking Ramp located east of Oak Street. Hugh would like to have a report on the defined need for the parking ramp at the next Health Science coordinating Committee meeting scheduled for Wednesday, December 15, 1971. This report should include information on needs and work which has been done todate by TAC and DeLeuw Cather. Hugh will undoubtedly provide input on the status of the Dartmouth Interchange Connector.

A question which currently exists is how big does the first phase of the ramp have to be - 500 or 1000 cars. Funding is currently available from the parking fund to construct a ramp of 500 cars at $3,000 per space minus land costs. We face a problem, however, if the ramp exceeds this amount due to the wage-price guidelines for raising parking rates. A final concern is the ability of the existing area streets to handle the newly generated traffic load. The above points should be considered in further planning.

I am also proceeding to have Dick Wolsfeld submit a consulting proposal for a traffic circulation and parking study for the Health Science Complex. I should receive this by the end of the week and will forward a copy to you. In the interim you may want to consider where funding for this study could be generated. The cost should be in the range of $5,000.

A final point in regard to the parking ramp is the involvement of DeLeuw Cather. This firms record on the Dartmouth question has been exceptionally poor. I strongly urge that Carl Walker be included in some manner as a technical consultant on the functional design of the ramp. Walker's relationship to TAC is a detail which should be considered carefully in light of our past parking ramp planning experience. Hugh will talk to you more on this.

If I can be of further help please contact me.

DRL:rvo
cc: Hugh Peacock

UNIVERSITY OF Minnesota

PHYSICAL PLANNING AND DEVELOPMENT
316 MORRILL HALL · MINNEAPOLIS, MINNESOTA 55455
PHONE 373-2250 · AREA CODE 612

Office of the Assistant Vice President

March 3, 1972

TO: Hugh G. S. Peacock

FROM: Vernon L. Ausen

SUBJECT: Land Acquisition for Health Sciences

Jim Tschida has set the hearing for our acquisition ofland for the Health Sciences for April 21, the earliest date on which he can now get it on the court calendar. In terms of timing this can pose problems unless the University chooses to modify some of its policies.

When the Commissioners made their awards in December 1970 in the condemnation involving the Andrews Riverside Presbyterian Church, the awards, with one exception, read "The above award is made on the basis that the owner shall have the right of possession of this property until April 1, 1971.....". Then on April we mailed eviction notices where demolition was necessary, effective 90 days later to comply with Housing and Redevelopment Authority regulations.

If this timing is applied to the Health Sciences acquisition Jim thinks it will be October 1 before we get possession and this may run longer. Another 90 days would extend the demolition to January 1 or later.

Don Bundlie explained, however, that technically the date of the filing of the Award is the date of possession, unless the Commissioners change the wording to allow a later possession date. We must send everyone a notice of Award and possession within 7 days after the Award is made, and that is their notice to vacate. However, the University's general policy for many years was to allow the owner to retain possession for 60 days after the Awards were filed. This was changed to 90 days when the State of Minnesota started giving 90 days possession. There is no law that specifies how much time should be allowed, and the HRA regulations are not pertinent to the East Bank.

In view of the timing problem (the Planning Office would like to advertise for bids on the ramp in August or September) would the Administration be agreeable to my asking Jim Tschida to arrange to have a 30 day possession period written into the Awards in this case?

This will pose no hardship in Block 9, which is not involved in Phase I of the Ramp, because we give priority to existing occupants when we begin

leasing any buildings. No one need be dispossed in Block 9 unless they choose not to rent from the University. It should also not be a serious problem in Block 10 because all occupants were informed that we hoped to be able to demolish the buildings as soon as possible after June 30. The 30 day provision will enable owners to give 30 day notices to tennants.

VLA/ls

cc: Donald Zander
R. Joel Tierney
David Licht
Paul Maupin

UNIVERSITY OF *Minnesota*

UNIVERSITY HOSPITALS · MINNEAPOLIS, MINNESOTA 55455

March 23, 1972

Dr. Russell Lucas Jr.
284 Variety Club Heart Hospital
University Hospitals

Dear Dr. Lucas:

Our present planning schedule indicates we will start construction on the Health Sciences Parking Ramp this summer with the intent of completing construction by September 1973. We are projecting the Phase I construction of this ramp to have a capacity of 1000 cars with the ultimate at some point and time in the future of a 3000 car capacity.

We also intend to start construction of Unit K/E the last of April this year. The construction of Unit K/E causes some concern regarding patient parking for Radiation Therapy which presently utilizes the K/E site. Because of the difficulties inherent in a situation involving patient parking, we are proposing for your committee to consider the conversion of Parking Lot No. C28 with the 29 car capacity to a parking metered lot for patient parking only. The rates should be high enough to discourage individuals from attempting to park all day.

We would be happy to discuss this proposal with you or your committee if you deem it necessary.

Yours truly,

Paul J. Maupin
Health Sciences Planning Coordinator

PJM:nbw

Parking - 3

A G E N D A

HEALTH SCIENCES MEETING

March 24, 1972

A. Parking Demand Projections

   1. Procedure

   2. Conclusions

B. Oak Street Connector

C. Parking Ramp Location

D. Public Transportation Between Parking Ramp and Health Science Complex

E. Other Circulation and Parking Recommendations

F. Recommended Directional Signing for Present Parking Situation

G. Bicycle Routes and Parking Areas

PROCEDURE TO CALCULATE PARKING SPACE NEEDS IN STUDY AREA

Step 1 — Calculate the parking space demand for the Health Sciences portion of the study area through two independent methods (called "parking accumulation" and "parking standards" approaches.)

Step 2 — From the results of these two methods select a set of figures that best represent the parking space demand for the Health Sciences portion of the study area.

Step 3 — Make the following corrections to the Health Science demand identified in Step 2:

- adjust for persons who park in the study area and are destined to non-Health Sciences portions of the study area.
- adjust for persons who park in the study area and are destined outside the study area.
- adjust for persons who park outside the study area and are destined to the study area.
- adjust for the loss of existing parking spaces.

TABLE

1975 PARKING SPACE DEMAND FOR HEALTH SCIENCES AREA
FROM "PARKING STANDARDS" METHOD

Category	1975 Population	Parking Adjustment Factor: Walk Trips	Auto Passenger Trips	Peak Accumulation Factor	Transit: Existing Usage %	Existing Usage Trips	Max. Usage %	Max. Usage Trips	1975 Pkg. Space Demand w/Existing Transit Usage	1975 Pkg Space Demand w/Max. Transit Usage
Faculty[1]	1071	150	-	-	2.0	21	5	53	900	868
Staff[1]	6938	375	1135	60%	4.1	170	10	415	2470	2225
Student[1]	4758	1750	545	80%	8.8	335	25	953	1180	562
Inpatient	52[2]	-	-	-	1.7	1	5	3	51	49
Outpatient	365[2]	-	-	-	1.7	6	5	18	359	347
Visitor	804[3] beds	-	-	-	1.7	2	5	7	132	127
Dental Patient	276[4]	-	-	-	1.7	5	5	14	271	262
TOTALS		2275	1680			540		1463	5363	4440

[1] 1975 parking space demand = (1975 population x peak accumulation factor) - walk trips - auto passenger trips - transit trips
[2] peak daytime accumulation as derived from 1970 figures provided by University Hospital
[3] assumed that one parking space needed per six beds at time of peak parking demand in area
[4] peak daytime accumulation as derived from average daily number of dental patients

TABLE

RELATIONSHIP BETWEEN PEAK PARKING ACCUMULATION AND AUTO TRIPS

Campus	Total Daily Inbound Auto Trips	Maximum Parking Accumulation	Parking/Trips
Duluth	5530	1947	0.352
St. Paul	6803	1835	0.27
East/West Bank	57992	12170[1/]	0.21
Study Area	12250	4100[2/]	0.334

1/ estimated to be total parking supply on East/West Bank Campus

2/ estimated to be total parking supply in study area.

TABLE

COMPARISON OF 1975 PARKING SPACE DEMAND IN HEALTH SCIENCES AREA BY TWO METHODS

Method	Parking Space Demand with Existing Transit Usage	Parking Space Demand with Maximum Transit Usage
Parking Accumulation[1/]	3560	3220
Parking Standards	5363	4440

[1/] using peak parking accumulation ratio for study area

HEALTH SCIENCE BUS SERVICE CHARACTERISTICS

Round Trip Travel Time = 3 1/2 minutes

Costs

Unit Cost Factor	Operational Program 10 hrs/day - 5 days/week	14 hrs/day - 5 days/week
80¢ per bus mile[1/] plus capital cost	$25,270	$34,470
$12 per bus hour[2/]	$31,200	$43,700

1/ derived from experience in other cities with 27 passenger mini-bus. Purchase price $16,000, amortized over 10 years at 7% interest.

2/ derived from experience in Minneapolis/St. Paul

TABLE

PROJECTED 1975 AND 1985 PARKING SPACE DEFICIENCIES
IN STUDY AREA

Existing Spaces with Removal of Spaces in Mayo, on River Flats, and on Streets	1975 Parking Space Needs[1] w/Existing Transit Usage	1975 Parking Space Needs[1] w/Max. Transit Usage	1985 Parking Space Needs[2]	Parking Space Deficiencies 1975 w/Existing Transit	Parking Space Deficiencies 1975 w/Max. Transit	Parking Space Deficiencies 1985
2655	4238	3315	6690	1583	660	4035

[1] from "parking standards" method and assuming

- same number of persons park in study area and are destined to non-Health Science portions of study area as today (1019 persons/day)
- same number of persons park in study area and are destined outside study area as today (1953 persons/day)
- same number of persons park outside study area and are destined to study area as today (4370 persons/day)

[2] based on relationship of 1985 trips/1975 trips and assuming maximum transit usage as per 1975.

Parking - 3

UNIVERSITY OF *Minnesota*

OFFICE OF PHYSICAL PLANNING AND DESIGN
503 MORRILL HALL · MINNEAPOLIS, MINNESOTA 55455

Paul M
Lets discuss.

DATE APR 10 1972	
HP	HP
FILE	

TO: PAUL MAUPIN

FROM: DAVID LICHT

DATE: 7 APRIL 1972

SUBJECT: PARKING RAMP-HEALTH SCIENCES

I have briefly reviewed Dick Wolsfeld's proposal for the Health Science parking ramp with Hugh Peacock, and indicated that the proposal will be presented to the Health Sciences Coordinating Committee meeting on April 12. Hugh, however, has expressed concern that other groups within the Hospital and Medical School should have an opportunity to review Dick's proposal and concept. Although a detailed review with all groups would seem most appropriate at the end of schematic planning of the ramp, it does appear desirable to expose people to the basic concepts as soon as possible.

As the consequence of the Health Sciences being your jurisdiction, I will leave to you the responsibility of assuring that the appropriate groups are informed. I would caution, however, that the number of meetings held should be kept to a minimum, since Dick's contract for the project is only $5,000 and therefore, limits the extent of "extra" work.

If you have any questions or comments regarding this matter, please contact me.

DRL:nd
cc: Hugh Peacock

Parking 4

x copy to D.L.

UNIVERSITY OF *Minnesota*

UNIVERSITY HOSPITALS · MINNEAPOLIS, MINNESOTA 55455

April 12, 1972

DATE	APR 17 1972
HP	HP
FILE	

TO: David Licht

FROM: Paul J. Maupin, Health Sciences Planning Coordinator

SUBJECT: Parking Ramp - Health Sciences

We completely concur with Hugh Peacock, that various members of the Health Sciences should have an opportunity to review the Health Sciences Parking Ramp proposal.

We will schedule a meeting with the various representatives from the different Health Sciences Schools in the near future. We would like to have yourself or others respond at that meeting to inform all the various individuals as to where we stand today on this very serious problem.

Thank you.

Paul

– Paul would you indentify a list ~~of pop~~ names so that this does not become a free for all.

Hugh

HEALTH SCIENCES

H.S Parking 3

Planning Com Agenda

UNIVERSITY OF Minnesota

DATE MAY 8 1972	
HP	
FILE	

OFFICE OF PHYSICAL PLANNING AND DESIGN
503 MORRILL HALL · MINNEAPOLIS, MINNESOTA 55455

RECEIVED
JUN 1 1972
UNIV. OF MINN.
HEALTH SCIENCE
PLANNING OFFICE

TO: HUGH PEACOCK
CLINT HEWITT

FROM: DAVID LICHT

DATE: 5 MAY 1972

SUBJECT: PARKING RAMP - HEALTH SCIENCES

Due to the urgency of initiating this project, I consider it necessary that we formally outline a work schedule and predesign decisions which must be made. We are moving on the land questions for siting of the ramp plus the question of access via the Dartmouth Interchange. However, I believe it is time that the project design section of the office become actively involved in future meetings and programming.

While on the subject of the Health Science ramp, I would like to pose three questions generated by the Wolsfeld report, which I feel in need of a resolution prior to initiation of design.

1. If the reception area of the hospital is move into the parking ramp, will the hospital budgets stand this cost? Politically I doubt if the parking operations budget will pay this "extra" cost.

2. How will the transit connection between the hospital and the ramp be financed and approached in terms of leasing or acquisition of equipment?

3. Who will pay for the ramp from the Dartmouth Interchange connector leading to a second level entrance into the ramp? This issue should be resolved internally within the immediate future as I am sure the question will arise in our dealings with the city of Minneapolis. Also, the decision on this matter may have major consequences on the cost and source of funds for the ramp.

Most of these questions must be pursued at a level higher than mine and from different departments of the central administration.

Please advise me on anything I can do to pursue the above matters.

DRL;nd
cc: Eric Wheeler

UNIVERSITY OF MINNESOTA
TWIN CITIES

Office of the Assistant Vice President

Physical Planning
340 Morrill Hall
Minneapolis, Minnesota 55455

Parking Lot 9

May 17, 1972

TO: Hugh G. S. Peacock

FROM: Vernon L. Ausen

SUBJECT: Land Acquisition for Health Sciences Ramp

We have purchased two buildings in Block 10, where the ramp will be located, and ten remain to be acquired. In Block 9, we have closed three acquisitions, leaving only five still under private ownership. Resident owners from whom we have purchased have leased back their homes for a one year period beginning July 1, 1972.

Jim Tschida told me this morning that the Commissioners are setting aside two days a week to devote on this condemnation. Hearings of the properties have been scheduled through the second week in June. He believes that July 15 would be the earliest date that hearings on individual parcels will be completed, and that August 31 is a more realistic date. One of the commissioners is an extremely busy man and one is not in the best of health, and this could stretch the period out.

Once an award is handed down we will want to give a month's eviction notice. This suggests that demolition will not be before October 1 and could be later.

The Regents Resolution last week to purchase the south half of Block 7 through eminent domain should be completed within the same time period, if handled as a separate proceedings, since the number of parcels are so small.

I can estimate the funds required to obtain the properties in Blocks 7, 9 and 10, Baker's Addition and Block 30 of Barney's Subdivision, but the figures could increase considerably if the commissioners tend to make awards above the values of our appraisals. And if those awards are appealed costs would go even higher.

	Block 7	Block 9	Block 10	Block 30	Total
Purchased		$65,350 (3)	$48,300 (2)		$113,650
Offers Made		128,775 (5)	299,825 (10)	$695,000 (3)	1,123,600
Estimate of Acquisition	$100,000				100,000
"U" Appraisals					6,300
Owners Appraisals					7,500
Moving Costs					35,000
Our Legal Costs					9,000
Commissioners Costs					6,000
					$1,401,050

VLA/ls

Parking - 3

UNIVERSITY OF *Minnesota*

UNIVERSITY HOSPITALS · MINNEAPOLIS, MINNESOTA 55455

August 30, 1972

Dr. Russell V. Lucas, Jr.
Box 94 Mayo
University Hospitals

RE: Parking - Health Sciences

Dear Dr. Lucas:

The Health Sciences Planning Office would appreciate your assistance in providing us with information relative to the assignment and designation of parking spaces for those facilities which serve the Health Sciences complex.

As you are aware, the proposed Health Sciences Parking Ramp will have capacity for 2,000 cars. It is pertinent that we be able to determine what the proposed ratio of faculty, staff and patient parking capacities will be in both the Mayo Garage and the proposed Health Sciences Parking Ramp. This information is vital for use in determining parking rates for these facilities.

We thank you in advance for your cooperation on this matter.

Sincerely,

Paul

Paul J. Maupin
Health Sciences Planning Coordinator

PJM:nbw

UNIVERSITY OF *Minnesota*

DIVISION OF ORTHODONTICS
221 OWRE HALL • MINNEAPOLIS, MINNESOTA 55455
PHONE 373-3274 • AREA CODE 612

September 6, 1972

To New Park Manager re assurances

Dr. Lyle A. French
Vice President
Health Science Affairs
A 306 Mayo

Re: Oak Street Parking Ramp Construction

Dear Dr. French:

At the August 24th meeting of the Health Sciences Parking Committee I brought up the subject of the progress on the Oak Street Ramp. I was surprised to learn that the completion date is now set at Fall, 1974. The committee asked me to write urging all possible efforts to accelerate progress on this structure. At the time of the planning of building A, we were given assurances that parking should not be included in this structure because parking facilities would be constructed separately and concurrently. Since building A is the first time the University has gone beyond its one to one ratio of building to land space, the population density will markedly increase. Parking demands will be set before our committee and I ask your help in all possible efforts to reduce the future problems of Health Science parking as building A is opened.

Sincerely,

Bob

Robert J. Isaacson, D.D.S., Ph.D.
Chairman, Division of Orthodontics

RJI/nb
cc:Mr. Thomas F. Jones
Dr. Russell Lucas
Dean Erwin Schaffer

HEALTH SCIENCES
SCHOOL OF DENTISTRY

THE UNIVERSITY OF MINNESOTA

HEALTH SCIENCES PARKING FACILITY

THE ARCHITECTS COLLABORATIVE
CARL WALKER & ASSOCIATES, INC

The site is bounded on the west by Oak Street, the east by Ontario Street, the south by Essex Street, and on the north by the property line approximately 200' north of Delaware Street. The basic design parameter of this site selection is the "intercept theory". The parking facility is positioned to "intercept" vehicles as they leave the freeway system connectors to the University Campus. Traffic projections indicate 75 to 85% of the traffic coming to the Health Sciences facilities in the future will be from this freeway system. The facility is positioned approximately three blocks from the main entrance of the Health Science Center. The purpose for this location is to eliminate vehicular traffic from the front door of the Health Science Center, and thereby eliminate congestion. The facility will serve to separate vehicular and pedestrian traffic. There will be a shuttle bus which will make frequent rounds from the parking structure to the three main entrances of the Health Science Center. These buses will circulate approximately every five minutes.

SITE SELECTION

The parking structure is approximately 262' x 512' x 55' high. It is located on the site with a maximum set back on Oak Street which is approximately 60' from the curb line. The trees along this street are also approximately 55 to 60' high. The facility is set on the property lines along Essex Street and Ontario Street as well as the property line at the northernmost boundary (Red Barn Restaurant). For this reasons the north wall must be a solid wall for the required fire rating. The other three walls are intended to be a minimum of 50% open area; in addition to visual criteria, the 60' Oak Street set back is required to accommodate the bus turn-around, part of which extends into the structure itself. Also a vertical circulation core can be positioned external to the building mass allowing visual penetration of the core which is advisable for security reasons.

SITING

The first question posed to the design team was to determine whether the entrance should be elevated above Ontario Street or be at grade level. The Bather, Ringrose, Wolsfeld Traffic and Parking report dated May, 1972, which presented two possible schemes for entering the parking structure from the east side; one of which was elevated and one of which was at grade.

Subsequent functional studies by Carl Walker & Associates and The Architects Collaborative resulted in the recommendation of a grade level entrance to preserve complete flexibility within the parking facility and to simplify all vehicular movements and eliminate unnecessary vehicular and pedestrian conflicts. Following these recommendations Bather, Ringrose, Wolsfeld met with the City of Minneapolis Engineering Department and arrived at two alternate plans for the freeway connector system both of which utilize a grade level entrance. For this reasons the main entrance, which is on Ontario Street is at the existing grade level. The economics of the total project are, of course, enhanced by this decision.

ENTRY

The main entrance on the Ontario Street side is located at the center of the parking ramp. This was determined to be ideal based upon the functional concept and method of separating the three types of parkers with this facility. This central entrance works quite well geometrically based upon the two alternate connector systems developed by Bather, Ringrose, Wolsfeld and the City of Minneapolis. For this reason the internal design of the parking structure does not rely upon the final decision for the connector system.

Since we realize the parking facility may not be complete until sometime in the year 1974 and that the freeway connector system may not be complete for a period of time after that we have a secondary entrance located on Oak Street at the northwest corner of the parking facility. This entrance may be used considerably during the early years of the parking facility until the connector system is complete. Here again the internal design of the facility is such that all parkers can be handled at this entrance.

ENTRY

All exiting from the parking facility will be handled onto Essex Street. It is intended that all traffic be directed one way on Essex Street to the east. This will serve the following two purposes:

1. Most of the traffic can connect directly to the freeway system with ease.
2. This will help to eliminate vehicular traffic on the campus proper unless a person must circulate into the campus. To do this he must go southbound on Ontario and circle a city block to proceed northbound on Oak Street.

There is ample storage magazine space provided within the parking facility, as well as the total length of Essex Street to the freeway connector system. Presently, we envision four cashier booths at the exit from the facility.

EXIT

We have been instructed to consider three types of parkers for this facility. They are the Health Science patient, the Health Science Staff and Faculty, and the students, and to establish priorities in that order. We therefore have divided the parking facility into three basic areas. These are:

A. The entire west half is for transient parking spaces; presumably Health Science patients or others who will pay on a time-rate schedule.

B. The northeast quadrant - this will be primarily for faculty and staff contract parkers. Areas will be reserved.

C. The southwest quadrant - this is the least desirable quadrant since it is the furthest distance from the campus. This will be an area set aside for flat rate parkers presumably students or others who are willing to walk the greater distance and of course will pay less.

PARKING TYPES

QUAD-HELIX

The facility is basically composed of four simple helixes arranged to locate all sloped planes internal to the ramp. Vertical flow is accomplished by driving up on two helixes and driving down on two. The sloped planes have a maximum grade of 5%. The facility is classified as 100% drive-by.

We have positioned the elevators at the center of the parking structure on the Oak Street side, since all parkers, when leaving their car, feel more comfortable if they walk toward their ultimate destination. Also by placing the elevator tower at this spot people returning to the parking structure will be able to see the elevator core and quickly relate to where they left their car. We have provided flat walking areas at both ends of the ramp and directly through the center of the ramp to ease pedestrian circulation to the central elevator core. We have also provided a number of stair towers at the building corners and in the central core to meet all building code requirements for occupancy and length of travel.

GEOMETRY

The headroom established for the first floor is approximately 12' clear. This is for two basic reasons.

A. We want the parker to feel as though he is driving into a spacious facility and not be hesitant about entering.

B. We require this headroom for the bus loop connection since the bus does penetrate into and under the second level of the facility.

An additional benefit of this headroom is that we can allow campers to enter into the ramp but they may park only on the lower level since the upper levels have only 7' headroom.

he shuttle bus connection from the Health Science Center into the parking facility is accomplished by directly crossing Oak Street on Delaware, circulating partially within the 60' set back from Oak Street, and entering the ramp below the second level of the facility. This offers a protected waiting area for those who wish to ride the shuttle bus. The bus then continues circulation to the outside of the facility and again proceeds directly across Oak Street onto Delaware Street. Between the bus connection inside of the parking structure and the elevator core there is a reception area which will have an information booth and attendant to direct people to the Health Sciences Center. Also rest rooms will be provided

GEOMETRY

We are presently evaluating two structural systems for the parking facility. They are:

A. Post-Tensioned concrete.

B. Pre-Cast concrete with cast-in-place topping.

We have had success utilizing both of these systems in many parking structures throughout the country.

During Design Development we will make the final recommendation based on first hand contact with the construction market. Fortunately, structural bay spacing and foundation work is essentially the same for either system.

Either system can lead to a partial occupancy late in 1973.

STRUCTURE

The concept for the fenestration is simply the expression of a strong simple structural frame behind which cars are contained by the use of a buttressed guard rail. The result we feel is an extremely elegant one.

The stair cores are contained within the mass due to site limitations and are used as significant masses to terminate the long facade.

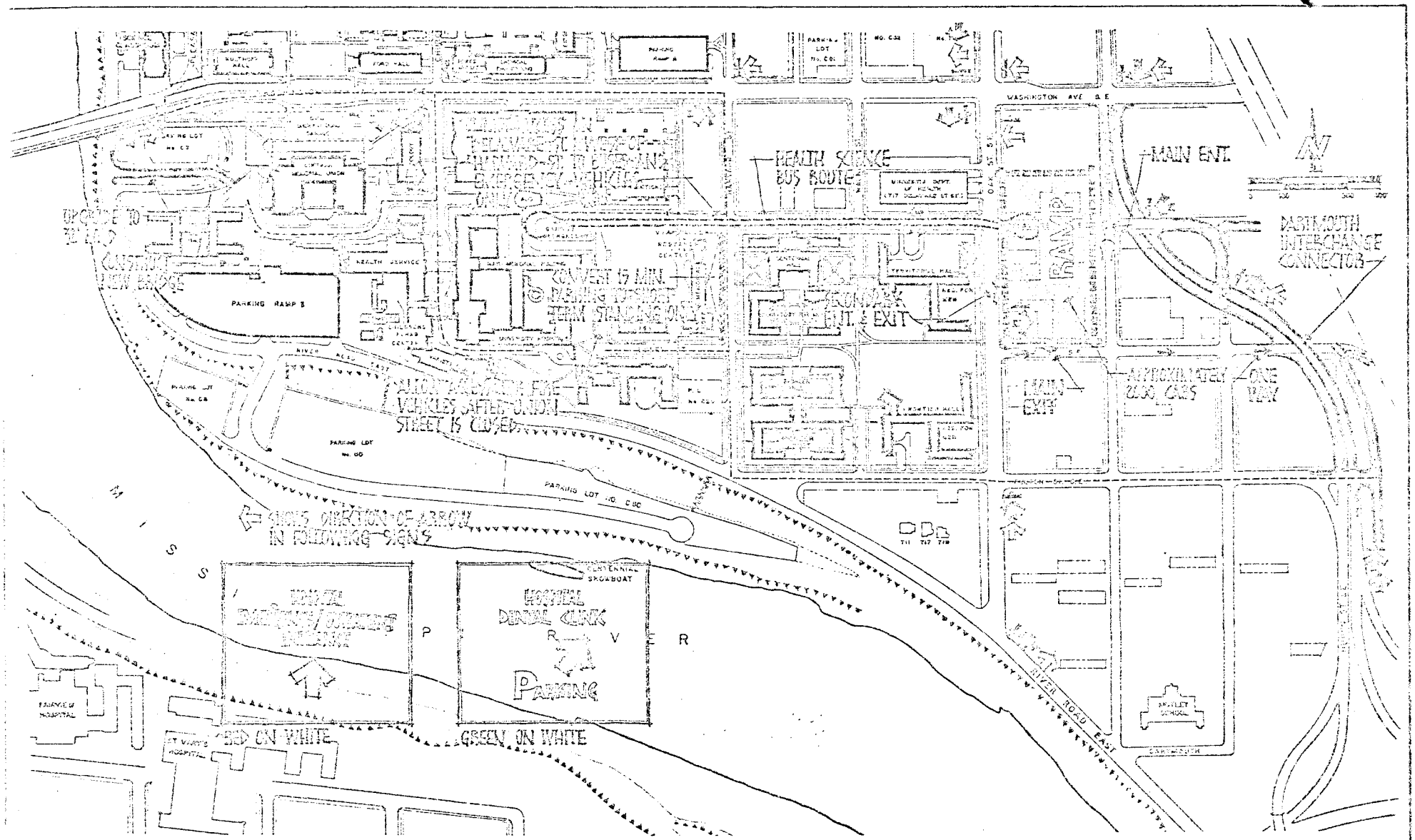
A light well divides the ramp into two parts and helps to orient the users of the facility. It also avoids experiencing a dark dreary space which would have to be lit 24 hours per day.

The vertical circulation tower was extricated from the main mass due to the need to open up such circulation spaces to exterior surveillance. It is also practical from a constructional point of view.

FENESTRATION

DATE	EVENT
24 October 1972	Preliminary Design Review
31 October 1972	Schematic Design Complete Cost Estimate Complete Budget Set - A-E Contract Signed Design Approved
22 November 1972	Design Development Complete Outline Specifications and Drawings Reviewed and Approved
1 December 1972	Double "T" Contract Bid
15 December 1972	Double "T" Contract Award
1 January 1973	Double "T" Fabrication Begins
1 February 1973	General Contract Documents Complete
15 February 1973	University Review and Document Printing Complete Bid Contract
15 March 1973	General Contract Bids Received University Demolition Begins
1 April 1973	Letter of Intent Authorizes Contractor to Begin
15 April 1973	Contract Award Demolition Complete Mobilization by General Complete Caisson Placement Begins
1 June 1973	Pre-Cast Erection Begins
1 January 1974	Partial Occupancy (50%)
1 February 1974	Pre-Cast Erection Complete
1 September 1974	Project Completion (100%)

ACCELERATED SCHEDULE



university of minnesota

health sciences area traffic plan

heather kingrose wolstold inc.

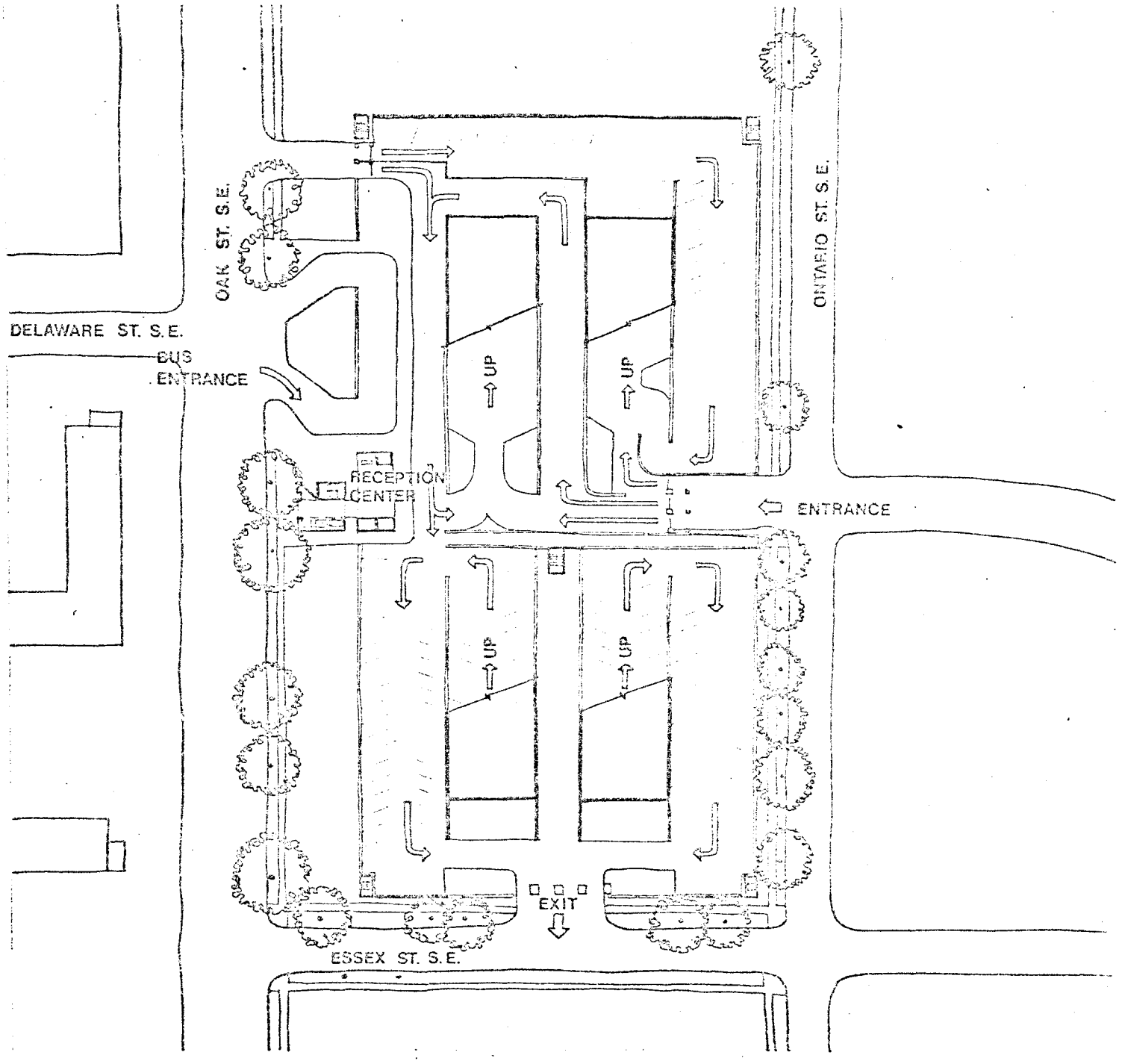
figure 15

RECOMMENDED TRANSPORTATION PLAN

----- PROPOSED BICYCLE ROUTE

PROPOSED BICYCLE PARKING AREA

PROPOSED DIRECTIONAL SIGNING

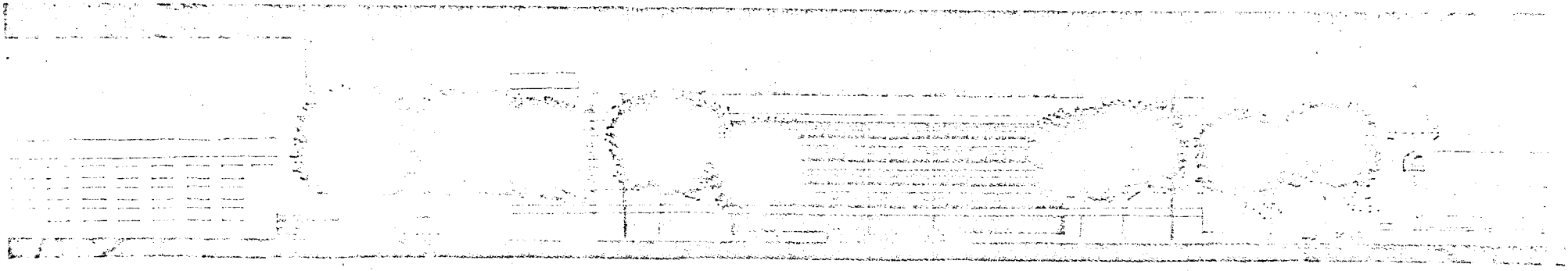

OAK ST. S.E.
ONTARIO ST. S.E.
DELAWARE ST. S.E.
BUS ENTRANCE
UP
UP
RECEPTION CENTER
ENTRANCE
UP
UP
EXIT
ESSEX ST. S.E.

N

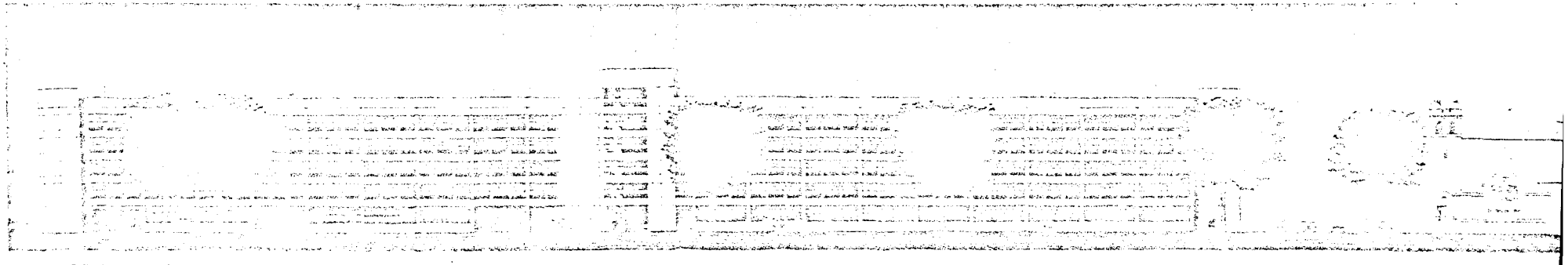
SITE PLAN

TOP LEVEL

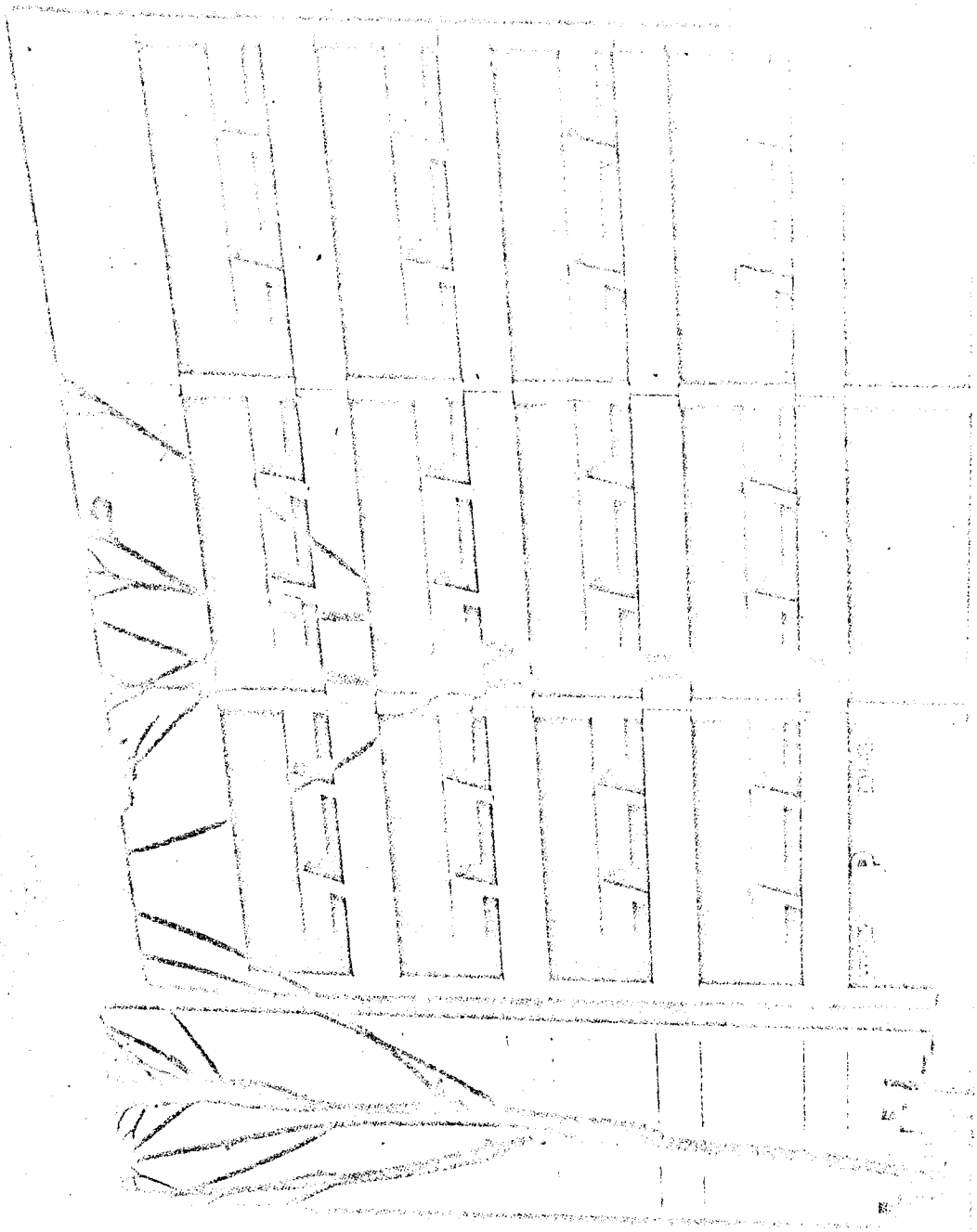
INTERMEDIATE LEVELS



SOUTH ELEVATION



WEST ELEVATION



PRELIMINARY PROJECT BUDGET

ITEM	UNIT	COST
Sitework	----	$ 70,000
Caissons	160 at $1,500 each	$ 240,000
Grade Wall	8000 s.f. at 8.00/s.f.	$ 64,000
Foundation Wall	4700 s.f. at 2.00/s.f.	$ 9,400
Slab On Grade	135,104 s.f. at 0.80/s.f.	$ 108,100
Supported Slab	587,488 s.f. at 4.00	$2,349,952
Electrical	722,592 s.f. at 0.50/s.f.	$ 361,300
Mechanical	722,592 s.f. at 0.30/s.f.	$ 216,778
Parking Equipment	----	$ 100,000
Striping, Signing	----	$ 50,000
Elevator	3-3500#, Glass	$ 150,000
	9,800 s.f. at 10.00/s.f.	$ 98,000
Fire Exit	6 at $40,000	$ 240,000
Exterior Walls		
Raking	4,400 l.f. at $15/l.f.	$ 66,000
Cap	12,384 s.f.at $10/s.f.	$ 123,840
Base	3,296 s.f. at $10/s.f.	$ 32,960
North	16,506 s.f. at $10/s.f.	$ 165,060
Reception Center	1,400 s.f. at $30/s.f.	$ 42,000
		$4,487,390

PRELIMINARY PROJECT BUDGET

ITEM	UNIT	COST
Contingency - 5%	----	$ 224,370
Construction Cost		$4,711,760
Architect Fees - 5.25%		$ 247,367
		$4,959,127

Cost per Square Foot = $\frac{4,959,127}{722,592}$ = $6.86

Cost per Car = $\frac{4,959,127}{2,025}$ = $2,449

Parking 3

HEALTH SCIENCES PARKING RAMP

Minutes for the Meeting of October 31, 1972
Next Meeting: Tuesday, November 21, 9:00 in 503 Morrill Hall

Present: Eric Wheeler-Chairman, David Licht, Jerry Nelson, Paul Kopietz, Vern Carlson, Hugh Lampert, Robert Klaus, Hugh Peacock

Architects: Carl Walker and Bill Arons of Carl Walker and Associates
Kurt Rogness, Roland Kluver and Marlin Huisinga of The Architects Collaborative
Dick Wolsfeld of Bather-Ringrose-Wolsfeld, Inc.

The Architects presented complete schematic drawings and models; the Committee approved the following decisions:

1. The bus turnaround will be inside the facility.
2. The architects will design for a standard size city bus.
3. There will be no parking levels below grade. Problems with drainage and ventilation necessitating an increase in cost per car, potential loss of parking flexibility, and the required moat taking existing trees, were all cited as reasons against a below grade level.
4. Acceptance of the architectural facade contingent upon further refinements as presented at the completion of Design Development.

Discussion was raised on provisions for future expansion, the options being 1) addition of floors to the structure, or 2) horizontal expansion to the east or south. The addition of floors was considered to be less expensive and most practical in view of the original plan to construct a 3,000 car ramp. The decision, of course, would have a direct bearing on the proposed Dartmouth Interchange.

Members will meet with the architects and consultants November 1 to arrive at decisions on the following for submittal to Hugh Peacock by next week.

1. Identification of problems of access and implications of alternative schemes for the addition of 1,000 cars.
2. To determine a total cost package and schedule, including all non-building expenses.
3. Identify any parking operations problems.

Action will be taken to investigate the following problems and recommendations prior to the next Building Advisory Committee Meeting.

1. The possibility of dropping the first level clearance to reduce height of structure.
2. Some means of coating the top deck to guard against weathering.
3. The necessity for, and placement of, stoplights and/or other traffic control devices, and agreement from the City on same.
4. Whether or not caissons should be used as opposed to spread footings.

It was clarified that the sitework including landscaping, listed under the "Preliminary Project Budget" handout, will be included as part of the general construction contract.

EW/me

C: Messrs. Brinkerhoff
Hewitt
French
Maupin

Parking 3

UNIVERSITY OF MINNESOTA
TWIN CITIES

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

October 23, 1972

Soil Exploration Co.
662 Cromwell Ave.
St. Paul, Minnesota 55114

Attention: Mr. Robert Wittman

Subject: Health Sciences Parking Facility
University of Minnesota
Minneapolis Campus
(Soil Borings)

Dear Mr. Wittman:

We wish your proposal to cover taking 24 test borings on the site for the proposed Health Sciences Parking Facility at locations shown on the attached drawing #14679, Sheets 2 & 3 of 7, dated 8/21/72.

Our survey crew will locate each hole, give the existing elevation of the ground at each hole and guarantee access to each hole.

Surface elevations at the boring locations will vary from 828' to 832'. Elevation of the Platteville has been found to be about 789' in the areas adjacent to the site. Thus, it is expected the depth of soil above the limestone will be between 39' and 43'. All borings shall be cored into the bed rock a minimum of 5' deep.

We shall want a complete engineering report containing the factual information obtained in the field, engineering discussions and recommendations regarding feasible foundation solutions.

Mr. William C. Arons of Carl Walker & Associates, Inc., who is developing plans for the project, has advised that the approximate internal column loads will be 835 kips, and the external column loads will be approximately 450 kips. The approximate loads are based on "working loads" and not "ultimate loads."

Please furnish your proposal to cover the following lump sum and unit prices:

I	Moving equipment on and off	Lump sum
II	Coring through concrete walks and pavements	Per inch
III	Borings in Soil (ASTM D 1586-67)	
	A. Uncased or cased with 2½" drive casing or 3¼" I.D. hollow steam auger	
	1. 0 - 60 BPF	Per lineal ft
	2. Over 60 BPF	" " "

Soil Exploration Co. 10/23/72

B.	Cased with 4" Pipe	
1.	0 - 60 BPF	Per lineal ft
2.	Over 60 BPF	" " "
C.	Cased with 4" pipe without soil sampling	
1.	0 - 60 BPF	" " "
2.	Over 60 BPF	" " "
IV	Rock Coring (limestone or boulders)	
A.	Ax size	" " "
B.	Bx size	" " "
C.	Nx size	" " "
V	Coring casing (through limestone, boulders or soil)	
A.	Ax size	" " "
B.	Bx size	" " "
C.	Nx size	" " "
VI	Laboratory tests and sample handling	Lump Sum
VII	Report Preparation and Engineering Analysis, Recommendations and Discussions	Lump sum

Three (3) copies of the complete report, all soil data and specimen of soil samples, cores, etc. shall be delivered to:

Carl Walker & Associates, Inc.
400 Shelard Plaza So.
Suite 670
Minneapolis, Minnesota 55426

Three (3) copies of the engineering report and boring logs are to be sent to:

Paul E. Kopietz, Assistant Director of Planning
Engineering & Construction Division
Room 26 Folwell Hall
University of Minnesota
Minneapolis, Minnesota 55455

In the event you have any questions after you have looked over the site, please call.

We shall appreciate your proposal at an early date.

Very truly yours,

T. A. Hoffmeyer
Senior Engineer

TAH:mj

cc: Paul Kopietz
O. J. Nelson
Paul Maupin
Carl Walker & Associates

Parking 3

UNIVERSITY OF MINNESOTA
TWIN CITIES

Office of the Assistant Vice President

Physical Planning
340 Morrill Hall
Minneapolis, Minnesota 55455

October 18, 1972

TO: Hugh G. S. Peacock

FROM: Vernon L. Ausen

SUBJECT: Commissioner's Awards - Health Sciences

Jim Tschida has just made available a copy of the Commissioner's Awards on parcels being purchased through eminent domain in Blocks 9 and 10, Baker's Addition to St. Anthony.

The awards total $956,000 as compared to our offers amounting to $869,650, an increase of $86,350, or about ten percent.

	Our Offer	Commissioners Award	Increase
304-12-18 Harvard (Kensington Apts.)	$ 675,000	$ 740,000	9.6%
407-11 Ontario (O'Neil)	42,500	44,000	3.5%
416 Erie (Mesna)	27,575	30,000	8.8%
408 Ontario (Holdahl)	21,000	24,500	16.7%
410-414 Ontario (Brantner)	42,000	48,000	14.3%
413 Oak (Dittberner)	30,475	37,500	23.1%
817 Essex (Renquist)	31,100	32,000	2.9%
	$ 869,650	$ 956,000	9.9%

The University is awarded possession of all the above properties as of December 3, 1972. The previous owners cannot allow any tenants to occupy the premises after December 3 without prior University approval. Inasmuch as questions may arise anytime in connection with leases, particularly in the case of the Kensington Apartments on Harvard Street, I am sending a copy of this memorandum to the Manager for Rental Properties so he will be prepared to answer those questions. All leases after date of possession will be on a month-to-month basis.

VLA/mb
cc: James Brinkerhoff
C. Luverne Carlson
David Licht
Paul Maupin
Gilbert Smith

Parking Ramp - 3

HEALTH SCIENCES PARKING RAMP

Minutes for the Meeting of October 6, 1972
Next Meeting: next regularly scheduled time, October 31, 9:00 a.m.

Present: Eric Wheeler-Chairman, David Licht, Paul Kopietz, Jerry Nelson, Walter Johnson, Robert Klaus

Absent: Vern Carlson, Hugh Lampert

Architects: Bill Arons of Carl Walker and Associates
Dick Wolsfeld of Bather-Ringrose-Wolsfeld, Inc.

Action By:

Design Modifications

Scheme modifications were presented to the Committee for review and approval.

From a field study conducted on northbound traffic volume on Oak Street, the architects concluded a lefthand turn on Oak would not cause any significant delay in traffic flow. The Committee, however, favored a modification of the Quad-Helix design, which provides an entry aligned with Delaware and partial penetration of the bus turnaround in the structure. The sheltered reception center, adjacent to the turnaround drop-off point, will be sized to accomodate approximately 50 people. The Committee favored the recommendation of glass enclosed elevators exterior to the structure and adjacent to the reception area. While a considerable setback would be maintained on the Oak Street side, the structure would be pushed back to the Ontario property line but this was not seen as a major drawback inasmuch as the new freeway access will parallel this side.

Oak Street Connector

Both of the proposed schemes for the Oak Street Connector are acceptable and workable according to Wolsfeld's statistics obtined from a recent traffic volume survey. Future ramp expansion could best

occur in a north-south rather than an easterly direction so it would not be limited by either proposal. The architects feel that with suitable landscaping the interchange system would not detract from the existing residential surroundings.

The next meeting has been scheduled for October 31, 9:00 a.m., room 503 Morrill Hall. The architects will present their completed schematic plans to the University.

EW/me
C: Messrs. Brinkerhoff
Peacock
Hewitt
French
Maupin

THE ARCHITECTS COLLABORATIVE, INC.

UNIVERSITY OF MINNESOTA
HEALTH SCIENCES EXPANSION
PARKING FACILITY

Progress

Work has proceeded on the facility the past three months. Progress has been encumbered greatly by peripheral design and planning considerations which had to be worked out by the University Planning Office in conjunction with the City of Minneapolis.

An on-grade connection from the Dartmouth Interchange has been given verbal approval by the City together with the entry location into the ramp. The Planning Office and the City are resolving final configurations of the feeder and its interface with the business and residential community.

Land acquisition is well underway and is being coordinated with the Cities' acquisition. It has been suggested that Ontario Street be vacated through construction to allow the use of the block east of the site for construction staging and storage.

The bus system has been developed by the consulting firm, Bather Ringrose and Wolsfeld. It has been agreed that the bus will operate for an eight hour shift beginning at 8:30 a.m., therefore avoiding the staff - student arrival peak hour from 7:00 - 8:00 a.m. Furthermore, wheelchair patients will be dropped off in Mayo Garage and use the emergency entry. In addition, we now assume that physical planning will accommodate the standard MTC 53 passenger bus.

Two alternative bus routings have been analyzed: one, a simple loop operating on Delaware Street. The second, a loop around the dormitory superblock. The second alternative was suggested by the difficulty of turning the bus around in Scheme One. Either the bus must penetrate the ramp and turn around, or a left turn must be made on Oak Street, mid block, allowing a docking area to be external to the ramp. A final decision will be made in conjunction with design studies of the alternatives. It would, however, appear at this time that bus penetration of the ramp and the simple Delaware Street loop is the preferred solution based on bus system operational efficiency.

A critical factor for Health Sciences consideration is the source of revenue to operate the bus system. A pay-as-you-enter-the-bus procedure would hamper the efficiency of the bus system. However, the Parking Committee is not in favor of including the cost in parking fees either.

The Health Sciences Reception Center will be sized to accommodate minimal back-up caused by the bus loading operation and be a source of information for patients arriving at the Health Sciences Center. We assume from previous discussions that it will be manned during Clinic hours paralleling the schedule of the bus. Rest rooms will be included also.

Paul Maupin has requested a review of our schedule and has indicated that all means are to be explored which would move forward the date of occupancy. The following is our schedule of critical events:

31 October 72	Schematic Design complete
1 December 72	Design Development complete
1 March 73	Contract Documents complete
15 April 73	Advertise for bids
1 June 73	Receive bids
1 July 73	Award Contract
15 July 73	Begin construction
1 December 74	Construction complete

We are studying means of achieving partial occupancy or moving the construction completion date forward. Obviously, the most critical item in the completion schedule is construction. Any savings in time of construction made possible by inventive fabrication techniques must be evaluated for their impact on cost. As on other Health Sciences units, we are prepared, if necessary, to develop the feasibility of "fast track scheduling."

Parking L. 3

MEETING

UNIVERSITY OF MINNESOTA
TWIN CITIES

University Hospitals
Minneapolis, Minnesota 55455

November 13, 1972

Mr. Paul Maupin
Health Sciences Planning
Coordinator
4104 Powell Hall
University of Minnesota

Dear Paul:

This is written in reference to the attached progress report by the Architects Collaborative Inc.

University Hospitals wishes additional dialog through its Outpatient Committee and outpatient management group concerning bus service from the Oak Street ramp to the Center.

The proposed 8 hour operation from 8:30-4:30 would not provide satisfactory service for our outpatient clinics.

I suggest we meet to discuss this question soon.

Sincerely,

Tom

Thomas F. Jones
Associate Director
University of Minnesota Hospitals

TFJ:db

cc: John Westerman
Bob Baker
Ron Robertson

THE ARCHITECTS COLLABORATIVE, INC.

UNIVERSITY OF MINNESOTA
HEALTH SCIENCES EXPANSION
PARKING FACILITY

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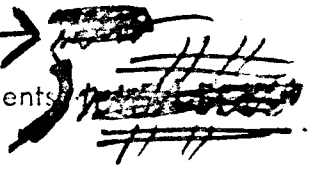

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We are studying means of achieving partial occupancy or moving the construction completion date forward. Obviously, the most critical item in the completion schedule is construction. Any savings in time of construction made possible by inventive fabrication techniques must be evaluated for their impact on cost. As on other Health Sciences units, we are prepared, if necessary, to develop the feasibility of "fast track scheduling."

Parking 3

HEALTH SCIENCES PARKING RAMP

Minutes for the Meeting of November 21, 1972
Next Meeting: December 12, 3:00 p.m., 503 Morrill

Present: Eric Wheeler-Chairman, David Licht, Paul Kopietz, Vern Carlson, Walt Johnson, Jerry Nelson, Hugh Lampert, Robert Klaus

Architects: Kurt Rogness of The Architects Collaborative
Carl Walker and Bill Arons of Carl Walker and Associates
Jim Benshoof of Bather-Ringrose-Wolsfeld, Inc.

Expansion

The Committee was informed that vertical expansion of the ramp was ruled out at a recent meeting with VP Brinkerhoff, Hugh Peacock, and Vern Carlson. Furthermore, it was pointed out that a new location entirely for additional ramp parking may be preferable to any expansion either vertically or horizontally of this ramp. The Architect stated that the ramp as presently designed has a capacity of 2,088 spaces.

Budget

The following items were listed by the architects as changes or additions which would affect the total cost of the project:

1) With vertical expansion ruled out, considerable funds will be saved by using spread footings in place of caissons. The foundation costs would be reduced by approximately $80,000.

2) VP Brinkerhoff has allocated $100,000 to Health-Sciences related facilities to cover construction costs for the reception center, bus turnaround, traffic semaphores as/if required, etc.

3) The use of existing storm sewers could save approx. $140,000.

4) The reduction of $70-$80 thousand would result from the omission of the fire protection system requested by the Minneapolis Fire Prevention Bureau.

5) $16,000 to cover trees and paving around the reception center has been added to the sitework estimate.

6) The architects proposed the deletion of one of the two central stair towers for an approximate savings of $40,000. This would also serve to decrease pedestrian/vehicle conflicts.

Kurt Rogness will prepare a new cost estimate for construction and non-building costs to be presented at the next meeting.

Code Requirements

Chief Wold, of the Minneapolis Fire Prevention Bureau, is requesting that the ramp include an interconnected wet standpipe system with several hose cabinets on every level, as well as fire extinguishers. The cost of this system is estimated in the neighborhood of $80,000. The architects feel that such a system is both unecessary and impractical and requested the Committee to review the requirement for this system. Provision for emergency phones on each level was cited as a desirable safety precaution, but would involve problems of vandalism, as would the fire extinguishers and hose cabinets.

An additional code requirement states that an open ramp facade is not permitted within 20' of an adjacent structure. Inasmuch as the north facade of the ramp is now located 8' south of the north property line, Chief Wold requested that the north facade be entirely closed. The Committee felt, however, that since the property immediately north of the north property line is now occupied by the Red Barn parking lot, and furthermore, since the University owned this land and could therefore insure that no structure was built within 20' of the ramp, no problem was foreseen in proceeding with an open facade on the north side of the ramp as called for in the present plans.

Snow Removal

The most feasible solution to snow removal, according to Walt Johnson, would be dumping snow over the side and hauling it away if necessary. This would probably require the purchase of additional equipment (separate from the construction contract). The architects will investigate alternatives.

Structural System

The architects favor a post-tension structural system which is estimated to be less expensive than a pre-cast concrete system, but still proposed that bids go out for both schemes. The architects were asked by the Chairman to obtain further cost estimates and to delineate the pros and cons of both schemes.

Facade

The architects favor a bright color for the guardrails to provide some additional visual appeal for the structure.

Schedule

Residents in the site area will be required to vacate by the end of winter quarter. Demolition will begin immediately thereafter with a construction start scheduled early in April.

EW/me
cc: Hugh Peacock
James Brinkerhoff
Clint Hewitt
Paul Maupin
Lyle French

Parking 3

UNIVERSITY OF MINNESOTA
TWIN CITIES

Department of Dermatology
Medical School
Mayo Memorial Building
Minneapolis, Minnesota 55455

November 22, 1972

Richard L. Varco, M.D., Chairman
Long Range Planning Committee for
Clinical Facilities of the Health Sciences
Box 495, Mayo Building

Dear Doctor Varco:

At its regular meeting on November 17, 1972, the Outpatient Committee reviewed a copy of the enclosed letter, dated November 13, 1972, from Mr. Thomas F. Jones to Mr. Paul Maupin regarding the operation of bus service from the proposed Oak Street ramp to the Health Sciences Center. The Committee agrees that an eight hour bus operation from 8:30 to 4:30 is entirely unsatisfactory to serve the needs of the outpatient clinics.

In discussing the construction of a new ramp, it became apparent to the Committee that the Oak Street site, as now proposed, could not fulfill easily and adequately the parking needs of the Health Sciences Center in general, nor the needs of the outpatient clinic population in particular. The proposed site is sufficiently distant from the clinics so as to discourage people visiting the Center for outpatient care to use the facilities. Even now, our patients complain when they must park in the River Road ramp, only one block from the outpatient department! Futhermore, we are concerned that any system used to transport patients from a distant parking ramp to the Center will be subject to controls and restrictions imposed by disinterested parties in the University Administration which will reduce further the accessibility of the clinics to patients. We are concerned, also, that the necessity for a transportation system, such as a conventional bus, will create undue hardships for handicapped patients. Finally, we are cognizant of the fact that any ramp now constructed must be planned and built, not just for today's needs, but for those of fifteen to twenty years hence. We seriously question whether the ramp proposed for Oak Street will provide conveniently for the parking needs of our outpatient population, now or in the decades to follow.

Therefore, the Committee voted unanimously in support of a motion requesting you and your committee to re-examine the decision to construct a parking ramp on Oak Street to serve the needs of the Health Sciences Center and to consider sites for such a facility which are closer and more convenient to the existing and proposed outpatient clinics.

Sincerely yours,

William C. Gentry, Jr., M.D.
Chairman
Outpatient Committee

WCG:bcm

Enclosure

CC: Mr. John Westerman
Mr. Robert Baker
Donald W. Hastings, M.D.
Mr. Ronald Robertson
Mr. Thomas F. Jones
Mr. Paul Maupin

Parking 3

HEALTH SCIENCES PARKING RAMP

Minutes for the Meeting of December 12, 1972
Next Meeting: Tuesday, January 2, 9:00 a.m., 503 Morrill

Present: Eric Wheeler-Chairman, David Licht, Paul Kopietz, Walter Johnson, Hugh Lampert, Vern Carlson, Robert Klaus, Jerry Nelson

Architect: Kurt Rogness and Roland Kluver of The Architects Collaborative
Bill Arons of Carl Walker and Associates

Issues Discussed at Meeting of Dec. 4:

A pre-cast structural system has been approved and question was raised on preparation of an early contract for the double T's. An approx. $35,000-45,000 in sales taxes could be saved by purchasing the double T's directly. The Architect believed that 55% of construction could be completed by October 15, 1973 if pre-cast materials are available by May 1st, and thus felt it would be possible to bid the project as a single contract. Joel Tierney will, however, be consulted on the possibilities for avoiding sales tax. Kurt Rogness and Bill Arons will delineate the pros and cons of an early contract and submit their findings to the Chairman as soon as possible.

A second issue concerned the future addition of a tunnel from the ramp to the Health Sciences complex. The extra foundation work (a considerable cost not presently included in the estimate) for an elevator stop below grade, as well as a 96" sewer beneath Oak Street at the same elevation as the proposed tunnel, are major obstacles rendering a tunnel questionable. A skyway system was suggested as one alternative. The Architect will determine the problems inherent in an underground system for further consideration.

Elimination of the fire protection system requested by Chief Wold will be discussed with Herb Myer.

Design Drawings

The Committee approved design development drawings. The architects will proceed immediately into working drawings.

Problems in Access

Suggestion was made for a separate entrance for contract parkers to alleviate congestion at entrances and to permit their passage without stopping or holding up traffic. Restricting the Oak Street entrance to contract parkers and encouraging transient parkers to use the Ontario entrance would decrease congestion on Oak Street during peak hours. It was mentioned, however, that contract parkers would be likely to arrive before transient parkers so that traffic on Oak Street would not be seriously obstructed.

Kurt Rogness will review the need for more construction space and the complications involved in closing the south half of Ontario during construction to meet this need, and will report to the Chairman.

Construction Cost Estimate

The architects were requested to update the construction cost estimate. Current figures do not represent a possible reduction in foundations, or complete non-building costs. Vern Carlson confirmed that the main budget concern should be for a $2,500/car total rather than the establishment of a $5 million ceiling.

EW/me

C: Peacock, Brinkerhoff
Hewitt, French, Maupin
Bowen

Parking 3

Office of the Assistant Vice President

UNIVERSITY OF MINNESOTA
TWIN CITIES

Physical Planning
340 Morrill Hall
Minneapolis, Minnesota 55455

December 18, 1972

TO: Eric Wheeler HGSP

FROM: Hugh Peacock

SUBJECT: Health Science Parking Ramp

In the minutes of the November 21 meeting, it was indicated under Item 2 of the budget that Mr. Brinkerhoff had allocatted $100,000 to cover the construction cost of the reception center. This should have read:

> "Mr. Brinkerhoff has instructed that funds for the reception center should be obtained from Health Sciences' sources."

I would like you to arrange a meeting with Paul Maupin and myself to discuss this problem.

would you fix the date & time. Hugh.

HGSP/kb

cc: Clint Hewitt
Paul Maupin

FILE: HEALTH SCIENCE PARKING RAMP

CARL WALKER & ASSOCIATES, INC.

RECEIVED JAN 2 1972

December 26, 1972

MEMORANDUM

To: Walter Johnson — UNIVERSITY OF MINNESOTA

Re: Proposed Operational Method
HEALTH SCIENCE PARKING STRUCTURE
(CWA Job #1612)

From: William C. Arons — CARL WALKER & ASSOCIATES, INC.

Based upon our meeting of December 20, 1972 with our firm, the architects, yourself and Walt Parnacott, I would like to submit to you, for your review and comments, the following operational procedure to be utilized in this parking facility.

1. It is presently your opinion that the entire west helix will become totally a contract helix. There are now 1000 + parking stalls shown in this helix. This entire west helix would then be reserved for contract parkers who purchase a monthly, quarterly, or yearly parking ticket. Individual spaces will not be reserved. A surveillance system must be established so that cars which are parked in this area and do not have the proper window sticker are then tagged and/or towed away.

   It is currently envisioned that this helix would have a completely free drive in entrance without gates, card readers, or ticket spitters on Oak and Ontario. There would be two exits from this helix, side by side, at the south end of the parking facility. These will have a gate across the exit which is activated upon by a car crossing a detector loop.

   There will be a total inbound count and a total outbound count for this helix.

   Provision will be made in the initial design so that the entrances to this helix can be chained off if you desire.

2. The west helix, which has entrances at the northwest corner and on the east side, will be for a mixture of "time-rate" parkers and "flat-rate" parkers. You have indicated that you currently feel that you would allow "flat-rate" parking from 6 a. m. through 12 o'clock noon. All parking after this time would be "time-rate" parking. To further limit the "flat-rate" parking the entrance at the northeast corner would be only for "time-rate" parkers. All "flat-rate" parkers would be directed to the entrance on the east side of the facility and have one lane only which they can use to get into this helix. It will be determined by experience how many

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"flat-rate" parkers you allow into this helix and at what times they can enter. Again, this may vary by the time of the year or even the day of the week.

The basic intent would be to get as many cars in the ramp as possible but to always have spaces available for "time-rate" parkers.

This west helix will be controlled by ticket spitters at both entrances. The "flat-rate" parker will receive a ticket of a different color which will not be stamped with a rate ring. The "time-rate" parker will receive a ticket which is stamped with a rate ring. These parkers will be directed out of one of two or three exiting booths. This will establish a total count in the facility of each type of parker.

There will be an inbound counter at each ticket spitter to show an individual count for the "time-rate" and the "flat-rate" parker. As each of these parkers leave his respective exiting booth he will then be deducted from his respective group.

3. As mentioned above there will be:

   A. A total in-out counter for the contract parkers

   B. A total in-out count for the time rate parkers

   C. A total in-out count for the flat rate parkers.

   D. There will also be a total facility counter. This will show how many cars have entered the facility each day. It will be a dial which continues to register whenever a car drives into the facility. It cannot be set back to zero.

4. We will provide underground electrical conduit to all entrances for possible ticket spitters and/or card readers in the future. We will also supply underground conduit for all exits for card readers or gates in the future. This will allow you a great deal of flexibility if proportions of the various types of parkers change over the years.

5. We will establish a main parking booth at the south end which will contain all of the parking counting systems. This booth will also contain all other control equipment. This will be the booth which is open 24 hours per day. We will try to incorporate lavatories near this booth. We will also try to have a storage area and janitorial room at the south end of the structure.

We will also provide a small office near the east entrance so that attendants may use this if they are required.

You have requested that we design the reception center facility so that it be completely locked and not accessible when it is not in operation. We will do this. We will also design all doors in the elevator towers so that they can have provisions for locking.

6. We discussed the use of the facility on a temporary basis when approximately one-half the structure is complete. It appears that the best solution for utilizing this facility at this time is as follows:

   A. To allow two inbound lanes off of Ontario Street which will circulate up the east helix. These people will then cross over and circulate down the west helix. They can do this at each level as well as park on all of the sloping ramps. When they get to the base of the west helix they will be directed towards Ontario Street. It appears that we can also have two lanes of outbound traffic. It may be easiest to operate this facility as a pay-enter facility with a flat rate during the remaining construction time.

   B. We will design a total in-out counter so that you will know how many cars are in the north half of this facility.

   C. It may be best not to utilize the northeast entrance on Oak Street at this time. However, if you feel you would like to use this, it can be accomodated.

   D. We do not recommend the striping of the parking facility until it is totally operational, since a number of stripes would have to be covered up and restriped.

7. We discussed the actual width of the parking stalls. You felt that a wider than minimum space would be very desireable and more practical. We would like to lay the entire parking structure out with an 8'-9" wide parking stall. This is larger than the minimum space of 8'-6". We feel that the narrower space is entirely acceptable since there is such a high percentage of small cars on the University Campus and that most of the parkers in the contract helix are an "all day" type parker. (Once in and once out.)

cc: Kurt Rogness
Eric Wheeler
Carl Walker

Parking 3

HEALTH SCIENCES PARKING RAMP

Minutes for the Meeting of January 9, 1973

Present: Eric Wheeler-Chairman, Paul Kopietz, Vern Carlson
Hugh Lampert, Robert Klaus, Harvey Jaeger

Absent: Walter Johnson, Jerry Nelson

Architect: Kurt Rogness and Marlin Huisinga of The Architects Collaborative
Bill Arons of Carl Walker and Associates

Structural System

The Architects, their Consultants, and the University have all been contacted by a manufacturer of post-tensioning cables and equipment, in an effort to permit the bidding of a post-tension system. The Committee's preference is still a pre-cast system, as documented in the minutes of earlier meetings, and no consideration was given to the development of a parallel set of documents for a post-tension system. However, the Architects will explore the possibility of structuring specifications so that a post-tension system can be bid with all engineering work and other redesign being the responsibility of the bidder.

Fire Protection System

Eric Wheeler and Gus Scheffler met with Herb Meyer to discuss the Committee's proposals for a fire protection system. Meyer responded favorably to a dry standpipe system, provision of a small fire-fighting vehicle, and possible exclusion of fire extinguishers. He will discuss these proposals with Chief Wold and respond, in writing, to the Chairman.

Storm Sewer

The Architect reported that confirmation has been received from the City regarding availability of adequate capacity in the existing storm sewers.

Partial Occupancy

The architects will be asked to structure the documents so as to require that phase one will be essentially complete at time of occupancy. The University will not accept an "incomplete" structure.

Schedule

Completion of working drawings is set for February 12th. It was felt the March 8th date set for advertising for bids might be accomplished sooner. Opening of bids is tenatively set for April 5th.

Cost estimates will be revised, pending a decision on the fire protection system.

A comprehensive operations summary has been submitted by Bill Arons to Walt Johnson and the Committee for their review and comments. Copies are attached.

Nelson — The Architects requested final survey information, ie. property dimensions, lacking in present documents. Jerry Nelson will check into this.

EW/me

C: Building Advisory Committee Members
Messrs. Brinkerhoff, Peacock
Hewitt, French, Maupin

JAN 2 2 1973
U.S. Planning Office

Parking 3

Office of the Assistant Vice President

UNIVERSITY OF MINNESOTA
TWIN CITIES

Physical Planning
340 Morrill Hall
Minneapolis, Minnesota 55455

January 22, 1973

TO: Paul Maupin

FROM: Hugh Peacock HGP

SUBJECT: Reception Center, Health Sciences Parking Ramp

I have reviewed the funding sources for the Reception Center in the Health Sciences Parking Ramp with Vice President Brinkerhoff and based upon the estimated cost of $100,000, he has approved that the costs will be shared in the following way:

Unit A	$ 40,000
Unit B/C	40,000
Unit F	10,000
Unit K/E	10,000
TOTAL:	$100,000

The money from Unit A and K/E is available now. The allocation from B/C and F will be part of the construction budgets as these projects go forward. To insure the necessary cash flow, he has approved the arrangement whereby the balance of $50,000 would be advanced from the Parking Office and they would be subsequently reimbursed once funds are available for B/C and F. I have discussed this matter with Vern Carlson.

HGSP/kt

cc: Vern Carlson
Eric Wheeler
Vic Scott

Parking Ramp 3

HEALTH SCIENCES PARKING RAMP

Minutes for the Meeting of 23 January 1973
Next Meeting: Tuesday, February 13 at 9:00 a.m., 403 Morrill Hall

Present: Eric Wheeler-Chairman, Robert Klaus, Paul Kopietz
Walter Johnson, Hugh Lampert, Jerry Nelson

Absent: Vern Carlson, David Licht

Architect: Bill Arons of Carl Walker and Associates
Kurt Rogness, John Scott, and Ron Charamonte of
The Architects Collaborative

Demolition

Demolition is scheduled to begin on 22 March 73. Jerry Nelson is currently preparing the documents for this contract. Question was raised regarding the condition in which the site will be left following demolition. The intent at this point is to fill in existing basements to within approximately two feet of grade. Also discussed was the need for fencing the site after demolition and/or posting signs. Jerry Nelson will check into this. Inasmuch as the current schedule calls for the start of construction in late April or early May, no problems are foreseen in completing demolition work.

Fire Protection System

The Chairman reported that confirmation has still not been received from Herb Meyer regarding the University's proposals for the Fire Protection System. The Chairman will again attempt to contact Herb Meyer. The Architects were instructed to proceed on the basis that neither wet standpipes nor an auxiliary pump will be required.

Alternate: Post-Tension System

After a lengthy discussion, the Committee unanimously recommended to stay with the pre-cast system and not to provide for a voluntary alternate for a post-tension structure. Though cost estimates would indicate a (small, potential) savings on a post-tension system, the Committee's preference for a pre-cast system is well documented in earlier minutes. To include even a voluntary alternate for a post-tension system would undoubtedly delay the start of construction as well as posing several other problems.

DEW/me
C: Building Advisory Committee Members
Messrs. Brinkerhoff, Peacock, Hewitt
French, Maupin, Ausen

Parking 3

UNIVERSITY OF MINNESOTA
TWIN CITIES

Interior Design and Graphics
Physical Planning
19 Folwell Hall
Minneapolis, Minnesota 55455
(612) 373-2019

Notes of the meeting held on April 3, 1973 at Hubbard Building with HSAE

Those present: Gary Hall of HSAE, Cliff Remmen and Al Meister of NWB, and William Cook of University Physical Planning

Re: Health Sciences Parking Ramp

After discussion it was agreed that Gary Hall would make the following changes in the telephone conduit plans:

1. Change the telphone service entrance from the west side to the east side where NWB has a cable.

2. Install a telephone outlet in the main floor elevator lobby where a pay phone with 24 hour access can be installed.

3. Change from having a separate 3/4" conduit from each cashier's booth all the way back to the main service to having one 1 1/4" conduit to the equipment room adjacent to the booths and having the 3/4" conduits from there to each booth.

Re: Unit A - no telephone outlets in the Medical Bookstore area

Gary Hall will take steps to obtain a change order installing one outlet in Room A2-176 and one in A2-177. This area is now unfinished which should make the change cheaper if the change is facilitated immediately

wlcook

cc: Bill Bowen
Paul Maupin
Al Meister
Wally Mellem
Ken Tidemann

WC/jmm

UNIVERSITY OF MINNESOTA PARKING FACILITY

SECTION 2F
CAISSONS

2F.01 GENERAL REQUIREMENTS

A. Include GENERAL CONDITIONS, SPECIAL CONDITIONS, and applicable parts of Division 1 as part of this Section.

B. Examine all other Sections of the Specifications for requirements which affect work of this Section whether or not such work is specifically mentioned in this Section.

C. Coordinate work with that of all other trades affecting, or affected by work of this Section. Cooperate with such trades to assure the steady progress of all work under the Contract.

2F.02 SCOPE

A. Furnish all labor, materials, equipment and services necessary to perform all operations in connection with the installation of caissons in accordance with the drawings and specifications.

1. Excavate for caissons.

2. Place reinforcing steel, dowels and anchor bolts as shown on the drawings.

3. Place concrete to complete caissons.

4. Provide probe holes in rock and arrange for inspection.

5. Provide concrete tests and prepare caisson log reports.

B. Installed but not furnished under this Section.

1. Caisson reinforcing and dowels are provided under CONCRETE REINFORCING Section.

C. See Drawings for locations and details. See Soil Report and boring logs, bound herein.

2F.03 RELATED WORK UNDER OTHER SECTIONS

A. Preparation of site, specified under PREPARATION OF SITE Section.

B. Excavation, backfilling and rough grading except as specified herein, specified under EXCAVATION, BACKFILLING AND ROUGH GRADING Section.

C. Concrete Formwork as specified under CONCRETE FORMWORK Section.

D. Concrete Reinforcing as specified under CONCRETE REINFORCING Section.

E. Concrete as specified under CONCRETE Section.

2F.04 SHOP DRAWINGS AND SAMPLES

A. Submit Shop Drawings showing location, size, and elevations of all Caissons.

2F.05 QUALIFICATIONS

A. The installation of the caissons shall be performed by qualified workmen experienced in this type of work who have had experience on at least five similar installations under similar conditions and are satisfactory to the Owner and Architect. Upon request of the Architect the Caisson Contractor shall submit a list of five projects which he has constructed under similar conditions.

2F.06 EXCAVATING, LINING AND CONCRETING

A. General: Excavate for each caisson by means of proper and adequate equipment, and by hand where necessary. Adequately and securely protect excavations against caving, collapse, filling or displacement of surrounding earth. Materials used and installation methods followed shall prevent any disturbance or damage to existing soil supported structures.

B. Caisson excavations shall be drilled in 'sin' a power driven, auger type, foundation rig, or other approved means.

C. Install a protective steel casing in each shaft as excavation progresses for the protection of personnel and to prevent cave-ins or displacement of earch. Withdraw casing as concrete is deposited, keeping top of concrete above the bottom of casing to prevent earth from entering and mixing with concrete and to prevent any reduction

in diameter of caissons by earth and water pressure on fresh concrete.

D. Excavate all materials encountered, including boulders or any other obstructions, and continue excavations through any weathered, fissured or otherwise unsound rock as required to place the bottoms of the caissons on solid Plateville limestone bedrocks noted as one foot below the top elevations of solid (sound) rock on the caisson details.

1. Blasting and percussion drilling may be used to break up boulders or other obstructions and to excavate through rock slabs which may be encountered above the bottoms of the caissons, provided prior approval is obtained from the Owner. The size of blasing charges and the size and impact blow of percussion drills shall be limited as necessary to prevent damage to existing structures and utilities. The Contractor shall assume full responsibility for any damage to existing facilities and he shall make all arrangements and pay all cost of permits for transportation, storing and using explosives.

E. Should shaft excavations exceed the required diameter, line with steel casing to the required size and "backfill" excess excavation with concrete, at no additional cost to the Owner. In the event of unnecessary depth of shaft excavation, fill with concrete at no additional cost to the Owner.

F. Bottoms of excavations shall be leveled so as not to vary in elevation more than two inches from low to high points.

G. Place reinforcing steel and dowels in caissons as shown on the drawings.

H. Centers of completed caissons shall not be misplaced more than three inches from their scheduled location and the caissons shall not be out-of-plumb more than one percent of the caisson depth.

2F.07 TESTS, INSPECTIONS AND REPORTS

A. After the excavations have been completed for each caisson through the weathered, fissured or otherwise unsound down to elevations one foot below the top elevations of the solid (sound) Platteville

limestone bedrocks, as noted on the drawings, the Contractor shall drill a two inch diameter probe hole to a minimum depth of five feet into the rock below the bottom elevation of the caisson. The probe holes shall be located approximately at the center of each caisson.

B. The probe holes shall be probed by a Soils Engineer; selected and paid for by the Owner; to verify the absence of unsound rock, cavities or other unsuitable bearing conditions. In the event unsuitable bearing conditions are found, the Contractor shall continue the caisson excavations into the rock, as directed by the Owner and Architect, and then re-drill the probe holes to the depths required to assure the bottoms of the caissons are placed on solid bearings. The Contract price shall be adjusted for such additional work by the applicable unit price amounts incorporated in the contract per General Requirements, Section 1D.

C. Tests and reports required for concrete used for caissons is included in CONCRETE Section.

D. The Contractor shall maintain and keep a log report for each caisson. Copies of the reports shall be submitted to the Owner, in triplicate, plus an additional copy to the Architect as soon as practicable after the completion of the work. This report shall include the following information:

1. Location of caisson
2. Elevations of top and bottom of caisson
3. Elevations and types of materials encountered
4. Elevations, depths and types of any obstructions
5. Probe hole depths
6. Dates of commencement and completion of excavations for each caisson
7. Any additional pertinent remarks.

E. Concrete shall not be placed in the caisson excavations until the caisson log reports have been submitted to the Owner for verification and approval to proceed. This certification of the caisson log reports shall be in written form signed by the Owner.

F. Certified caisson log reports shall be the basis for calculating additions and deductions to the contract price as provided in the Contract Documents.

2F.08 BASIS FOR BIDS AND PAYMENTS

A. Bids: Contractor shall base his bid on all project requirements including assumed bearing elevations. However, the actual volume of caissons may vary according to the actual elevation of solid bedrock bearings as determined by the probe holes. Removal of the uppermost one foot of the solid (sound) Platteville limestone bedrocks at the bottom of each caisson excavation shall be included in the Base Bid for caissons and no additional payments shall be made for this work.

B. Additional Payments to the Contractor:

1. In the event that the determination of solid bedrock bearings results in greater or less caisson volume, an adjustment in the contract price will be made in accordance with the unit prices quoted on the Proposal Form. No additional payments will be made for any work required to replace defective work or unnecessary over-excavations.

2. In the event obstructions are encountered an adjustment in the contract price will be made in accordance with the unit price quoted on the Proposal Form. Additional payments for obstructions encountered shall be for the volume calculated as the full area of the caisson times the vertical distance between the top and bottom elevations of the obstruction. Any material encountered in the caisson shaft shall be considered an obstruction when:

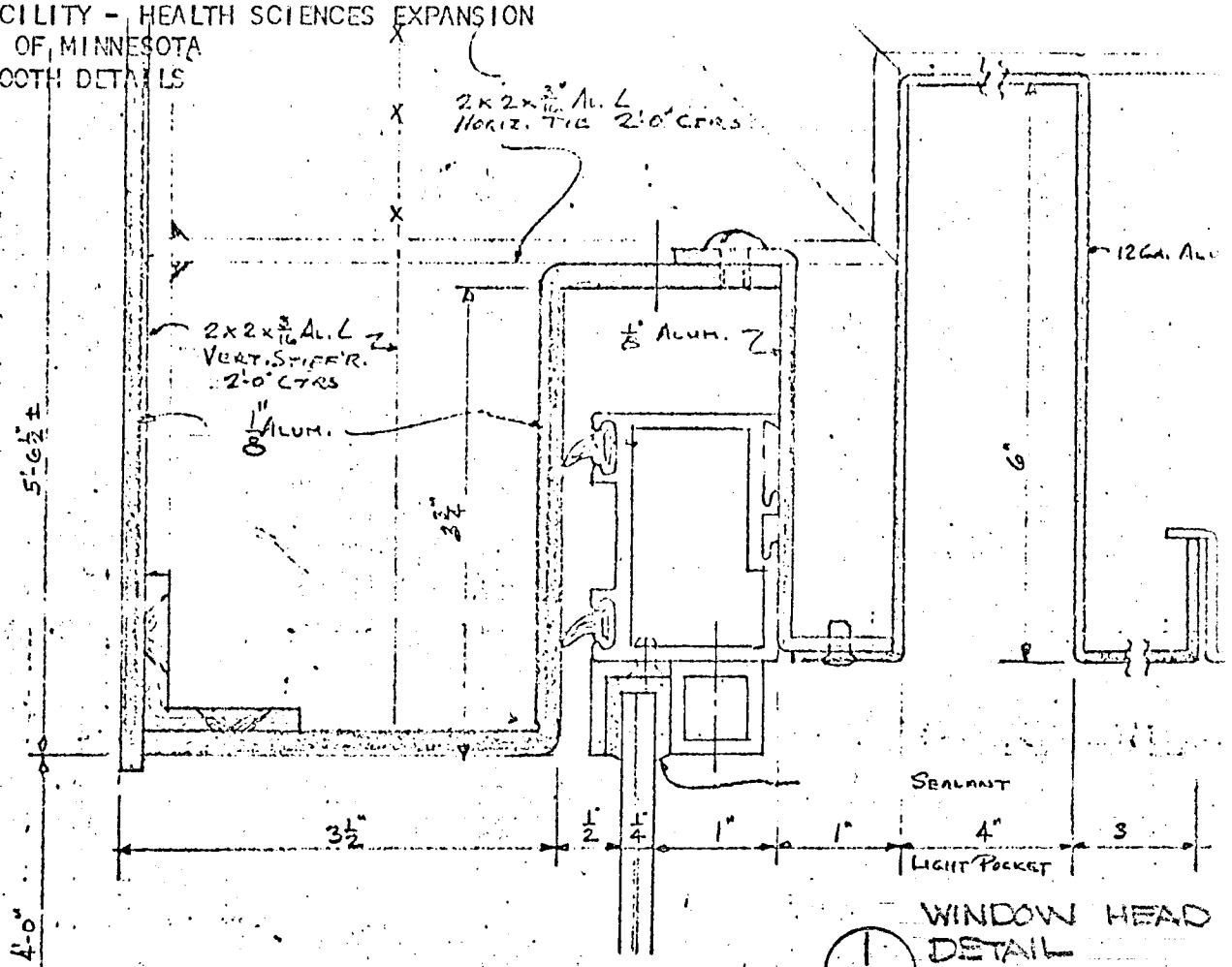
   a. it required the use of explosives or power equipment (i.e., jack hammer) to fragment, or

   b. when power driven augers exerting a down-pressure of at least 10,000 pounds fails to make progress over a 15 minute period or

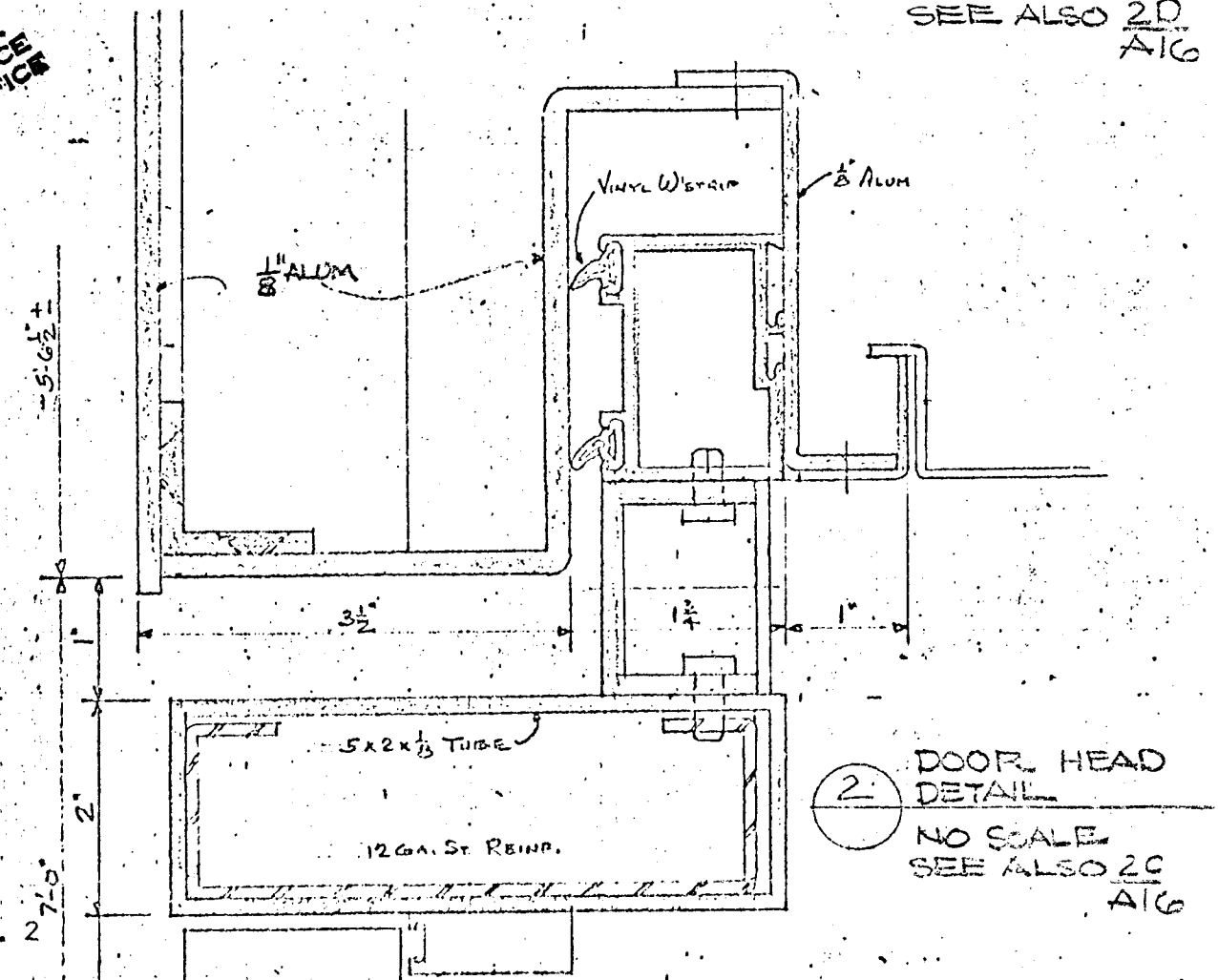
   c. when a core-barrel is required to penetrate the the material.

   Hard clays, shales and sandstone shall not be considered obstructions.

PARKING FACILITY - HEALTH SCIENCES EXPANSION
UNIVERSITY OF MINNESOTA
CASHIERS BOOTH DETAILS



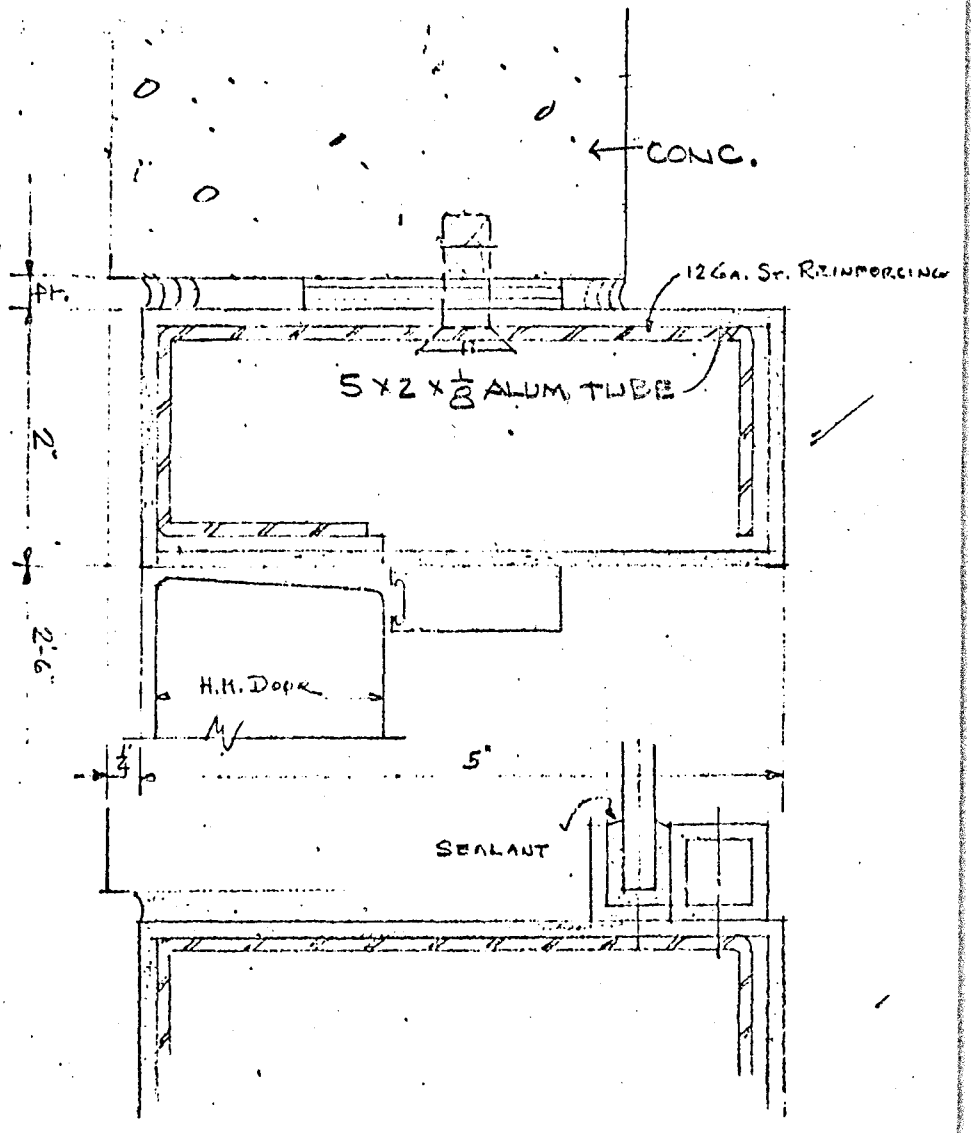
1 WINDOW HEAD DETAIL
NO SCALE
SEE ALSO 2D A16



2 DOOR HEAD DETAIL
NO SCALE
SEE ALSO 2C A16

ADDENDUM NO. 2

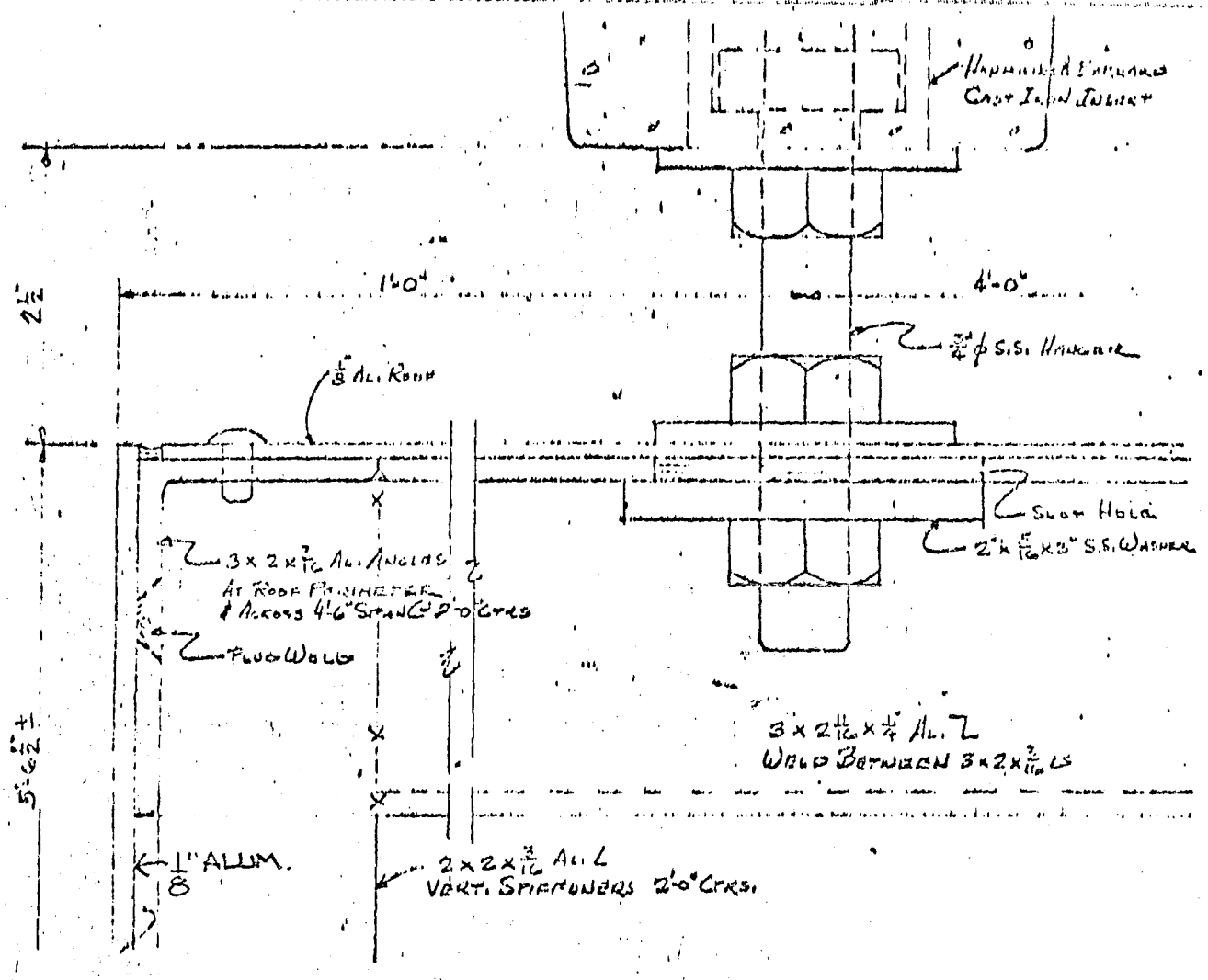
PARKING FACILITY - HEALTH SCIENCES EXPANSION
UNIVERSITY OF MINNESOTA
CASHIERS BOOTH DETAILS



4 BOOTH DOOR FRAME DETAIL
NO SCALE
SEE ALSO 2A/A16

ADDENDUM NO. 2

PARKING FACILITY - HEALTH SCIENCES EXPANSION
UNIVERSITY OF MINNESOTA
CASHIERS BOOTH DETAILS



3 CANOPY ANCHORAGE DETAIL
NO SCALE
SEE ALSO 2D/A16

THIS AGREEMENT, made this day of 197

by and between

(hereinafter designated the Contractor), and the Regents of the University of Minnesota, (hereinafter designated the Owner).

WITNESSETH, that the Contractor in consideration of the agreements herein made by the Owner, agrees with the said Owner as follows:

ARTICLE I. The Contractor shall and will provide all the materials and perform all the work for the

. . . .
(hereinafter referred to
as the Architect) . . . .

as shown on the drawings and described in the specifications prepared by the Architect, which drawings and specifications are a part of this contract.

ARTICLE II. It is understood and agreed by and between the parties hereto that the work included in this contract is to be done under the direction of the Owner's authorized representatives.

It is further understood and agreed by the parties hereto that any and all drawings and specifications prepared for the purposes of this contract by the said Architect, are and remain the property of the Owner, and that all charges for the same and for the services of said Architect are to be paid by the said Owner.

ARTICLE III. No changes shall be made in the work except upon written order of the Owner through its authorized representatives; the amount to be paid by the Owner or allowed by the Contractor by virtue of such changes to be stated in said order.

ARTICLE IV. The Contractor shall provide sufficient, safe and proper facilities at all times for the inspection of the work by the authorized representatives of the Owner and shall, after receiving written notice to that effect, proceed to remove from the grounds or buildings all materials condemned by them, whether worked or unworked, and to take down all portions of the work which, by like written notice, condemn as unsound or improper, or as in any way failing to conform to the drawings and specifications, and shall make good all work damaged or destroyed thereby.

ARTICLE V. Should the Contractor at any time refuse or neglect to supply a sufficient number of skilled workmen, or sufficient material of proper quality, or fail in any respect to prosecute the work with promptness and diligence, or fail in the performance of any of the agreements herein contained, such refusal, neglect or failure being certified by the authorized representatives of the Owner, shall be at liberty, after written notice to the Contractor, to provide any such labor or material, and to deduct the cost thereof from any money then due or thereafter to become due to the Contractor under this contract; and if the authorized representatives of the Owner shall certify that such refusal, neglect or failure is sufficient ground for such action, they shall also be at liberty to terminate the employment of the Contractor for the said work and to enter upon the premises and take possession, for the purpose of completing the work included under this contract, of all materials, tools and appliances thereon, and to employ any other person or persons to finish the work, and to provide the material therefor; and in case of such discontinuance of the employment of the Contractor, he shall not be entitled to receive any further payment under this contract until the said work shall be wholly finished, at which time, if the unpaid balance of the amount to be paid under this contract shall exceed the expense incurred by the Owner in finishing the work, such excess shall be paid by the Owner to the Contractor; but if such expense shall exceed such unpaid balance, the Contractor shall pay the difference to the Owner. The expense incurred by the Owner, as herein provided, either for furnishing materials or for finishing the work, and any damage incurred through such default, shall be audited and certified by the authorized representatives of the Owner, whose certificate thereof shall be conclusive upon the parties.

ARTICLE VI. The Contractor shall complete the several portions, and the whole of the work comprehended in this agreement by and at the time or times hereinafter stated, to-wit:

[illegible] of the execution of this contract. Should said Contractor fail or [illegible] to prosecute said work as herein provided and complete the same within the time above stated, he shall pay the Owner (1) the actual damages caused by such delay, or (2) [illegible] specified in the specifications, [illegible] dollars for each day said work shall remain uncompleted after said time, this amount being mutually agreed upon as liquidated damages in lieu of actual damages for such delay.

ARTICLE VII. Should the Contractor be delayed in the prosecution or completion of the work by the act, neglect or default of the Owner, or of any other contractor employed by the Owner upon the work, or by any damage caused by fire or other casualty for which the Contractor is not responsible, or by combined action of workmen in no wise caused by or resulting from default or collusion on the part of the Contractor, then the time herein fixed for the completion of the work shall be extended for a period equivalent to the time lost by reason of any or all the causes aforesaid, which extended period of time shall be ascertained and fixed by the authorized representatives of the Owner; but no such allowance shall be made unless a claim therefor is presented in writing to the authorized representatives of the Owner within the first week after the occurrence of such delay as contained in the specifications and plans.

ARTICLE VIII. The Owner agrees to provide all labor and material as shall be specified by the Owner in the plans and specifications and essential for the completion of this work not included in this contract and in such manner as not to delay the progress of the work. In the event of failure to do so, the Owner agrees to pay the Contractor the Owner agrees that it will reimburse the Contractor for such labor and, the Contractor agrees that if he shall delay the progress of the work so as to cause loss for which the Owner should become liable, then he will indemnify the Owner for such loss.

ARTICLE IX. It is hereby mutually agreed between the parties hereto that the sum to be paid by the Owner to the Contractor for said work and material shall be

subject to additions and deductions as herein provided, and that such sum shall be paid by the Owner to the Contractor in current funds and only upon certificates of the authorized representatives of the Owner as follows:

Ninety (90) percent of the actual contract value of all labor performed and material furnished in place each calendar month shall be paid on progress estimates during the next succeeding calendar month, and the balance upon the final completion of the job.

If at any time, there shall be filed any claim for which, if established, the Owner of the said premises might become liable, and which is chargeable to the Contractor, the Owner shall have the right to retain out of any payment then due or thereafter to become due an amount sufficient to completely indemnify it against such claim. Should there prove to be any such claim after all payments are made, the Contractor shall refund to the Owner all moneys that the latter may be compelled to pay in discharging any lien or claim on said premises in consequence of the Contractor's default.

It is further stipulated and agreed that out of any retained amounts, the Owner may at his option pay, in whole or in part, any just claim against the Contractor for labor or material furnished him by persons not parties hereto, where such labor or material has been expended in the carrying out of the work covered by this agreement.

ARTICLE X. It is further understood between the parties hereto that no final payment made under this contract, shall be conclusive evidence of the performance of this contract, either wholly or in part, and that no payment shall be construed to be an acceptance of defective work or improper materials.

ARTICLE XI. The Owner, through its authorized representatives, have the power and duty to decide all questions as to the due performance of this work.

The said party of the second part, for themselves, their heirs, successors, executors, administrators and assigns, do hereby agree to the full performance of the covenants herein contained.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first above written, and caused these presents to be executed in their behalf by the Vice President, Finance, Planning and Operations of the University of Minnesota and the Contractor by its _____

_____.

In the presence of:

_____ _____

_____ _____

REGENTS OF THE UNIVERSITY OF MINNESOTA

By _____
Vice President, Finance, Planning and Operations

Parking Ramp 3
C

Office of the Assistant Vice President

UNIVERSITY OF MINNESOTA
TWIN CITIES

Physical Planning
340 Morrill Hall
Minneapolis, Minnesota 55455

April 26, 1973

TO: James F. Brinkerhoff

FROM: Vernon L. Ausen

SUBJECT: Kensington Apts., Inc. - Tom Noble

While talking with Don Bundlie yesterday in connection with negotiations over the Kensington Apartments on Harvard Street, he noted that you had been ordered to appear on May 2 for the purpose of taking depositions with regard to the above premises, and to bring with you resolutions, records and plats of the University relating to the acquisition of the Kensington Apartments.

He said that there is no longer a legal question and that this is probably being done primarily for its publicity value inasmuch as a member of the Legislature is involving himself in the matter. He though it would be useful to you to have some notes which reflect on the questions which he believes are likely to be raised.

The following comments are typed from notes jotted down by Mr. Bundlie, and these notes were checked out with both Clinton Hewitt and Paul Maupin for verification of accuracy. The questions, he thinks, will relate primarily to why the University takes property before it needs it.

1. There is a logical, well thought out sequence of events:

a. The 1971 Legislature appropriated $2,370,000 for acquiring land for Unit F and the Health Science Parking Ramp and $1,430,000 to plan and prepare working drawings for Units B, C, E and F.

b. The Regents authorized the acquisition of land for Unit F and the parking ramp by condemnation on July 7, 1971.

c. The University is requesting $2,753,000 from the Legislature for the state's share of the cost of Unit F, which will be located on the site of the Kensington Apartments.

There has been substantial work done for the building which will occupy the site, and working drawings are approximately 90 percent complete. Drawings defining the site location of Unit F are available from the Planning Office.

2. Demolition could be as early as 1974 if there is an appropriation for the state's share in view of the progress on working drawings. However, delay in obtaining federal funds could delay construction beyond 1974.

3. The Kensington Apartments will continue to be used for residential purposes in view of the housing shortage until demolition is necessary. When units become vacant, priority will be given to University students and staff in filling them.

4. The University has agreed to continue paying real estate taxes on the apartment buildings until they are demolished.

5. Tom Noble cannot continue in possession or lease back the buildings until we actually have to demolish them because the University's policy is to lease directly to students and staff members rather than leasing to landlords who then sublet to students. Don McInnes instructed me to follow this policy after students protested having to lease University units from private landlords a couple of years ago. Paul Cashman can probably give you more information about the conversations that led up to the policy made.

Mr. Noble was allowed to do this when the University purchased the apartments where the first units of the Health Sciences are being constructed now, and proposed that he do the same for these three apartments during negotiations last year. It should be noted that Mr. Noble appears to be a good landlord. We did not have many rental properties at the time we purchased the other apartments, and had no staff to handle such rental units since their management is quite demanding of time.

Please let me know if there is any additional information I can provide that will be of help to you on May 2.

VLA/MB

cc: Clinton Hewitt
Paul Maupin
R. Joel Tierney

Parking Ramp 5

UNIVERSITY OF MINNESOTA
TWIN CITIES

Transportation Services
2642 University Avenue
St. Paul, Minnesota 55114

November 9, 1973

TO: Dr. Lyle A. French

FROM: Hugh M. Lampert

SUBJECT: Health Science Parking

A meeting was held on November 6, 1973, the purpose of which was to confirm Parking Services' understanding of parking in general as it relates to the Health Sciences and to the Oak Street ramp in particular.

In general terms, Parking Services understands:

1. The term "Health Science" to include all people from the Health Sciences and Hospital complex.

2. Health Science committees are advisory committees without policy-making nor management authority when dealing with parking issues. In cases of differences of opinions, Parking Services has the authority to decide ultimately what action, if any, is to be taken. This does not apply to areas assigned by Parking Services to the Health Sciences to administer. In such cases the Health Sciences may decide how contracts will be awarded, but instructions to attendants and operational decisions must come from Parking Services.

There seems to be a breakdown in communications concerning the Oak Street ramp. In order to avoid future misunderstandings concerning this facility I feel it advisable to confirm Parking Services position as it relates to the ramp.

Parking Services is responsible for financing and operating all phases of the ramp except those having to do with the reception center and the bus service.

Financial responsibilities include such things as construction, maintenance, renovating, equipping, supplying, staffing, signing, utilities, etc.

Operational responsibilities include such items as policy-making and management. This encompasses such items as establishing parking rates, allocating how many spaces will be contract, day rate and/or time rate, the assigning of such spaces, controlling traffic flow within the structure, etc.

The Health Sciences are responsible for financing and operating the reception center in the Oak Street ramp.

Financial costs include such things as construction, maintenance, renovating, furnishing, supplying, staffing, signing, utilities, etc.

Operations include such things as policy-making, management, etc.

The bus service is also the responsibility of the Health Sciences. This again includes financing and operating the route. Financial responsibilities include all expenses dealing directly to the bus and any contingent expenses such as installation of traffic signs, printing of tickets, promotions, etc.

Operations include such things as policy-making, management, etc. If the Health Science people desire, Transit Services will manage the bus line. This service would include such things as negotiating contracts, setting schedules, handling complaints, etc. It should be noted that if Transit Services is asked to manage this service, policy-making decisions would be made by the Health Sciences, and carried out by Transit Services. I might suggest your Health Science Parking Committee be given the authority to make policy decisions for both the reception center and the bus service. I would appreciate your review and comments. The following people were present at the meeting: Mr. David Preston, Assistant Vice President, Health Sciences; Mr. C. Luverne Carlson, Assistant Vice President, Support Services & Operations; Dr. Russell V. Lucas, Chairman of the Health Science Parking Committee; Mr. Robert Klaus, Planning Office, representing Mr. Paul Maupin; Miss Barbara Gilbertson, Planning Office; Mr. Walter D. Johnson, Manager of Parking Services; and Hugh M. Lampert, Director of Transportation.

HML:jac

Hugh M. Lampert

cc: David Preston
C. L. Carlson
Dr. Russell Lucas
Robert Klaus ✓
Barbara Gilbertson
Walter Johnson

cc: Singer, Ref
Jones, Tom
Holland, Dr.
11-21-73 jlb

5

UNIVERSITY OF MINNESOTA
TWIN CITIES

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

December 5, 1973

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RECEIVED
DEC 7 1973
UNIV. OF MINN.
HEALTH SCIENCE
PLANNING OFFICE

Architects Collaborative, Inc.
46 Brattle Street
Cambridge, Massachusetts 02138

Attention: Mr. John Scott

Subject: Health Sciences Parking Ramp
and Reception Center
University of Minnesota

Gentlemen:

As you know, evidence of a serious structural failure in the parking ramp has been discovered involving failure of support for the precast double T concrete decks. Its cause and magnitude have not yet been fully determined.

To recap our previous meetings and conversations, the following is being done:

A. We are presently conducting an investigation and having tests conducted on one of the structural members in question. You will be advised of the results of the tests and investigation as soon as they are available.

B. It is our understanding you have hired your own structural consultants to undertake an investigation and that you will take the necessary steps to determine the cause of the problem and necessary corrective measures. We also request that you advise us of the results of your investigation as soon as they are available.

C. Until the problem is better defined and ultimately resolved, we request that you take such steps and that you recommend such steps as you deem necessary to be taken in order to protect the work and to assure the safety of persons and property in the vicinity of the site and persons working at the site.

Very truly yours,

Paul E. Kopietz
Asst. Director of Planning

PEK:mn

cc: Carl Walker & Assoc., Inc. (Mpls. Office)
E. A. Kogl
Clint Hewitt
Paul Maupin
Kurt Rogness (Mpls. TAC)

Parking Ramp 5

THE ARCHITECTS COLLABORATIVE INC.

26 December 1973

RECEIVED
JAN 14 1974
UNIV. OF MINN.
HEALTH SCIENCE
PLANNING OFFICE

Mr. Paul Kopietz
Assistant Director of Planning
Engineering & Construction
University of Minnesota
76 Folwell Hall
Minneapolis, Minnesota 55455

Re: University of Minnesota
Health Sciences Expansion - Parking Facility

Dear Paul:

We are in receipt of your letter of 5 December 1973 sent by certified mail. We likewise would like to recap action that has transpired through various means as it relates to the items outlined in your letter.

Item A: We concur with your summary as to the investigative action undertaken and further note receipt on 20 December 1973 of the formal report by Twin City Testing of the load test findings.

Item B: We have retained an independent structural consultant to assist us in evaluating the various aspects of the problem, including the investigation, analysis, and recommendations of Carl Walker and Associates. Carl Walker and Associates have retained Raths, Raths and Johnson of Hinsdale, Illinois to assist them in their investigations, analysis and recommendations of necessary corrective measures required of Phase I and Phase II construction. We will continue to advise you, as we have previously done, of our findings as soon as they become available.

Item C: We concur with your request on this item and as you know have taken the following action in this regard:

on 28-29 Nov. '73	we observed test apparatus, progress and the associated deterioration of the bearing area.
on 29 Nov. '73	TAC requested that CWA inspect the test and field conditions and advise us as to what interim precautionary measures they felt were necessary regarding life/safety.

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138
TELEPHONE: (617) 868-4200 CABLE: TACCAM CAMBRIDGE

THE ARCHITECTS COLLABORATIVE

on 30 Nov. '73	CWA examined field conditions and recommended to TAC and University of Minnesota installation of 31 temporary restraining angles and to also prohibit the use of construction vehicles on the deck. (memo attached)
on 4 Dec. '73	Erv Merklin observed hairline cracks at the bearing points on a number of the light well spandrel beams (grids C & D).
on 4 Dec. '73	TAC recommended that the designated temporary restraining angle be installed to all 96 exterior column conditions (grids A & F).
on 5 Dec. '73	I informed you by phone of the above action and also advised you of our pending meeting with CWA to discuss preliminary results and recommendations.
on 6 Dec. '73	CWA examined light well spandrel beams and recommended required action. (memo attached)

Very truly yours,

THE ARCHITECTS COLLABORATIVE Inc.

jdw

John J. Scott

JJS/bsp
Enclosures
cc: Carl Walker & Associates
E. A. Kogl
Clint Hewitt
Paul Maupin

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138
TELEPHONE: (617) 868-4200 CABLE: TACCAM CAMBRIDGE

CARL WALKER & ASSOCIATES, *inc.*

November 30, 1973

MEMORANDUM

To: Kurt Rogness — THE ARCHITECTS COLLABORATIVE

Re: Interim Corrective Procedures
Exterior Spandrel Beam Problem
UNIVERSITY OF MINNESOTA HEALTH SCIENCE PARKING FACILITY
(CWA Job #1612)

From: William C. Arons — CARL WALKER & ASSOCIATES, INC.

On November 30, 1973, Erv Merkling and I examined as many of the beam to column connection details as we could. After reviewing all of these connections and not knowing exactly when we will have our final solutions, detailed and approved by all parties concerned, I feel that we should take the following precautionary measures:

A. Temporary Restraining Angle

At the following beam column grid line intersections the temporary connection angle which the precastor had installed during the erection of the beams and double tees should be reinstalled immediately. This angle should have the long leg in the horizontal dimension. These grids are as follows:

1. On Grid F:

Level 6 -- F4, F5, F6, F7, F9

Level 5 -- F4, F5, F6, F8, F9, F11

Level 4 -- F13

Level 3 -- F10

Level 2 -- F6, F7, F9, F10

2. Along Grid A:

Level 6 -- A6

Level 5 -- A3, A4, A5, A6, A8, A10, A12

Level 4 -- none

Level 3 -- A6, A8, A9, A10

Level 2 -- A5, A6

B. Construction Vehicles on Deck:

I do not feel that we should allow any trucks or tractors carrying construction materials to drive on the parking levels until we have fully resolved the problem we have. Please inform the contractor of this limitation.

WCA

WCA/jme

cc: Erv Merkling - University of Minnesota

CARL WALKER & ASSOCIATES, *inc.*

December 6, 1973

MEMORANDUM

To: Kurt Rogness — THE ARCHITECTS COLLABORATIVE

Re: Field Inspection of Lightwell Spandrel Beams
HEALTH SCIENCE PARKING FACILITY
(CWA Job #1612)

From: William C. Arons — CARL WALKER & ASSOCIATES, INC.

Since the lightwell spandrel beams have a similar loading condition as the exterior spandrel beams on this project, we have closely examined these beams. Erv Merkling of the University of Minnesota made a detailed inspection of all bearing conditions on December 4, 1973. On December 6, 1973, Erv and I reinspected the lightwell beams and found the following:

The majority of the beams are not experiencing or exhibiting any critical stress conditions. However, a number of the beams do have hairline cracks at the bearing point. None of the beams have the diagonal cracking in the back of the beam. The following grid line intersections have beams which do have small cracks at the bearing ends.

FLOOR LEVEL	GRID C	GRID D
6	C3, C6, C7	none
5	C3**, C4, C5, C6, C7	D3*
4	C3, C4*	D3
3	C2, C3, C4, C6, C7, C8	D2, D5*, D6
2	none	D6

*Patch on back of beam bearing pad projecting

**Short bearing condition, wide crack, patch on beam, pad projecting.

We do not feel that the majority of the above noted beams which have slight hairline cracks are critical conditions. We suggest that they be observed throughout the remaining construction period. We do feel

that immediate action must be taken at the beams which are noted above with the * or **. The beams which do have the pads projecting outside the columns should be raised slightly and the pads inserted further into the bearing pocket so as not to cause a spall on the column face.

The beam at column C3 on level 5 does have a short bearing condition and will have to be studied further to determine any remedial work which will have to be studied further to determine any remedial work which will be required. The bearing pad should be relocated.

WCA/jme

cc: Erv Merkling

WCAwas

THE ARCHITECTS COLLABORATIVE INC.

JEAN B. FLETCHER
1945 1965
WALTER GROPIUS
1945 1969
NORMAN FLETCHER
JOHN C. HARKNESS
SARAH P. HARKNESS
LOUIS A. McMILLEN

RICHARD BROOKER
ALEX CVIJANOVIĆ
HERBERT GALLAGHER
WILLIAM J. GEDDIS
ROLAND KLUVER
PETER W. MORTON
H. MORSE PAYNE
ERNEST L. BIRDSALL
TREASURER

ROBERT F. CRANE
HOWARD ELKUS
JOHN HAYES
JOSEPH HOSKINS

QAZI AHMED
KENDALL P. BATES
JAMES BURLAGE
SERGE CVIJANOVIĆ
ROYSTON DALEY
GREGORY DOWNES
ALLISON GOODWIN
THOMAS LARSON
RALPH MONTGOMERY
PERRY NEUBAUER
LEONARD NOTKIN
MICHAEL PRODANOU
WALTER ROSENFELD
RICHARD SABIN
DAVID SHEFFIELD
EDMUND SUMMERSBY
MALCOLM TICKNOR
ROBERT TURNER
ERNEST WRIGHT
LAURENCE ZUELKE

28 December 1973

Mr. Paul E. Kopietz
Assistant Director
University Physical Planning Office
Engineering and Construction Division
University of Minnesota
26A Folwell Hall
Minneapolis, Minnesota 55455

Regarding: University of Minnesota
Health Sciences Parking Ramp

Dear Paul,

We wish to confirm certain of our recent discussions especially as they relate to achieving a timely and satisfactory solution to the current situation on the Ramp.

On 5 December we advised you by phone of a meeting on 11 December 1973 with C.W.A. to discuss preliminary test results and recommendations. The meeting was rescheduled and eventually was held on 14 December 1973.

On 17 December '73 we informed you by phone as to the discussion and results of our meeting with C.W.A. on 14 December 1973. We advised you that TAC and C.W.A. agreed to a course of action with a number of outstanding concerns which we hoped would be answered during the proposed course of action. The essence of the proposed course of action was:

1. Evaluate test data and results.
2. Propose remedial measures and criteria.
3. Test load another beam assembly with remedial measures applied.
4. Evaluate testing of remedial measures.
5. Direct for field fabrication and installation necessary remedial measures.

At this time we proposed a more formal meeting with you, your staff and consultant to enable a fuller discussion of our proposed course of action. We agreed to try to arrange a meeting sometime between 26-28 December. In line with your wish to have time to evaluate a written proposal, we tentatively agreed that January 3, 1974 would be a time when such a meeting would take place. This was contingent on your receiving such a proposal from C.W.A. on the 26 of December 1973.

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138
TELEPHONE: (617) 868-4200 CABLE: TACCAM CAMBRIDGE

On 21 December I met with you and Mr. Kogl and discussed in greater detail our meeting with C.W.A. on 14 December '73.

On 28 December you informed me that due to difficulty of the holiday season your staff did not have enough time to review the proposal and you requested the meeting be postponed until the 7 or 8th of January 1974. (Eventually scheduled for 9 January '74).

We presently are in the process of compiling a chronological listing of the events and efforts that have gone into the resolution of the problem since it was first noted on 1 September 1973 by Mr. Erv Merlking. We will forward this document to you for your review when it is complete.

Very truly yours,

THE ARCHITECTS COLLABORATIVE, INC.

jdw

John Scott

cc: Carl Walker Assoc.
E. A. Kogl
Clint Hewitt
Paul Maupin

UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
4103 Powell Hall
Minneapolis, Minnesota 55455
(612) 373-8981

January 3, 1974

Mr. Paul Kopeitz
Physical Planning & Operations
26c Folwell Hall
Mpls. Campus

Dear Paul:

The attached invoice relative to the Health Sciences Development Program was received in the Health Sciences Planning Office on January 2, 1974:

TAC Invoice #11 - $5,000.00 - Purchase Order #S-69714
Architectural services in connection with Health Sciences Parking Ramp.

Please indicate to us if this invoice should be approved for payment by your signature and return the invoice to us so that we can incorporate it with other expenses incurred.

Sincerely,

Bob Klaus

Bob Klaus
Health Sciences Planning Office
Administrative Officer

BK:jlb

THE ARCHITECTS COLLABORATIVE INC.

12 December 1973

Invoice No. 11 - Job #72023
P.O. #S-69714

Mr. Paul Maupin
Health Sciences Coordinator
Box 1, Mayo
University of Minnesota Hospitals
Minneapolis, Minnesota 55455

TO: THE ARCHITECTS COLLABORATIVE INC., Dr.

For: Architectural services in connection with Health Sciences Parking Ramp.....$5,000.00

Lump Sum Fee	$250,000.00	
Fee for Work Completed (40% Construction- 88% total) .88 x $250,000 =	220,000.00	
Less previously billed	215,000.00	
This Request.....$		5,000.00

CHARGE TO:		
REQ 143889	PURCHASE ORDER S-69714	
FUND 95	DEPT 9596	BUDGET 02
AUTHORIZED SIGNATURE		

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138, U.S.A.
TELEPHONE: (617) 868-4200 TELEX: 92 1494 TACCAM CABLE: TACCAM U.S.A.

THE ARCHITECTS COLLABORATIVE INC.

23 January 1974

Invoice No. 12 - Job #72023

P.O. #S-69714

Mr. Paul Maupin
Health Sciences Coordinator
Box 1, Mayo
University of Minnesota Hospitals
Minneapolis, Minnesota 55455

TO: THE ARCHITECTS COLLABORATIVE INC., Dr.

For: Architectural services in connection with Health Sciences Parking Ramp.....$2,500.00

Lump Sum Fee	$250,000.00
Fee for Work Completed (45% Construction - 89% total) .89 x $250,000	222,500.00
Less previously billed	220,000.00
This Request.....	$ 2,500.00

CHARGE TO:

REQ	PURCHASE ORDER
143889	S-69714
FUND 95-	DEPT 9598
BUDGET 02	

AUTHORIZED SIGNATURE

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138, U.S.A.
TELEPHONE: (617) 868-4200 TELEX: 921494 TACCAM CABLE: TACCAM U.S.A.

THE ARCHITECTS COLLABORATIVE INC.

23 January 1974

Invoice No. 15 - Job No. 71032

P.O. No. S - 25454

Mr. Paul Maupin
Health Sciences Coordinator
Box 1, Mayo
University of Minnesota Hospitals
Minneapolis, Minnesota 55455

TO: THE ARCHITECTS COLLABORATIVE INC., Dr.

For: Architectural and engineering services in connection with the Health Sciences Facilities - Unit A - Movable Equipment.....$7,000.00

Estimated Construction Cost	$3,500,000.00
Architect's Fee - 4%	140,000.00
Earned to date: 100% x $140,000.	140,000.00
Less previously billed	133,000.00
This Request.....	$ 7,000.00

CHARGE TO:		
REQ 114759	PURCHASE ORDER S-25454	
FUND 9308	DEPT 9592	BUDGET 04
AUTHORIZED SIGNATURE		

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138, U.S.A.
TELEPHONE: (617) 868-4200 TELEX: 921494 TACCAM CABLE: TACCAM U.S.A.

H. S. Parking Ramp
5

UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
4103 Powell Hall
Minneapolis, Minnesota 55455
(612) 373-8981

January 31, 1974

Mr. John Scott
The Architects Collaborative, Inc.
46 Brattle Street
Cambridge, Massachusetts 02138

Re: TAC Invoice #11 - $5,000.00
Purchase Order #S-69714
Architectural services in connection with Health Sciences Parking Ramp.

Dear John:

In view of the structural problems that have been evidenced with the Parking Ramp, we are with-holding payment of your invoice #11 for $5,000.00.

No further payment will be made on the Parking Ramp until a decision has been made regarding the solution of this problem.

Sincerely,

Bob Klaus

Bob Klaus
Health Sciences Planning Office
Administrative Officer

BK:jlb

cc: Lee LeMay
Vic Scott
Paul Kopeitz
Paul J. Maupin

Parking Ramps 5
File copy

UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
4103 Powell Hall
Minneapolis, Minnesota 55455
(612) 373-8981

March 8, 1974

Mr. John Scott
The Architects Collaborative, Inc.
46 Brattle Street
Cambridge, Massachusetts 02138

Re: TAC Invoices #11 & #12 - H.S. Parking Ramp, TAC Invoice #15 - Unit A - Movable Equipment.

Dear John:

As I indicated to you in my letter of January 31, 1974, in view of the structural problems that have been evidenced with the parking ramp, we are with-holding payment in your invoice #11 for $5,000 and your invoice #12 for $2,500.

No further payment will be made on the parking ramp until a decision has been made regarding the solution of this problem.

We are also with-holding payment of your invoice #15 for $7,000 in regard to the Unit A - Movable Equipment project. We have already paid TAC $126,000 or 90% of the $140,000 fee. At this time we are installing and hooking-up movable equipment only as far as floor 5. At such time that we progress closer to actual completion of movable equipment installtion we will process this invoice for payment.

If you have any further questions on this matter, feel free to call me at 373-8981.

Sincerely,

Bob Klaus

Bob Klaus
Health Sciences Planning Office
Administrative Officer

cc: Clint Hewitt
Lee LeMay
Vic Scott
Paul Kopietz
Paul J. Maupin
Warren Forslund

P. Maupin
Parking Ramps 5

THE ARCHITECTS COLLABORATIVE INC.

15 March 1974

RECEIVED
MAR 21 1974
UNIV. OF MINN.
HEALTH SCIENCE
PLANNING OFFICE

Mr. Paul Kopietz
Assistant Director of Planning
Engineering and Construction
University of Minnesota
76 Folwell Hall
Minneapolis, Minnesota 55455

Re: University of Minnesota
Parking Facility
TAC Job No. 72023

Dear Paul:

As we discussed in our phone conversation this afternoon, a meeting was held this day in our office with representatives from CWA Associates; Rath, Raths and Johnson; Souza & True; TAC; and CNA, to discuss pertinent matters relating to the Health Sciences Parking Facility.

Together we reached a verbal understanding as to what remedial measures would be proposed for Phase I members. We note at this time that the physical remedy will differ from that previously discussed with you and does not involve further laboratory tests.

Our Phase II submission has been prepared and is ready for transmission to the University as requested in your letter of 7 March 1974. However, due to the previously noted change with regard to Phase I modifications, we requested today that we be allowed the opportunity to again review Phase II modifications. We further conveyed that baring unforeseen conflicts, the Phase II modifications would be submitted to your office 22 March 1974.

In addition, we feel that both the revised Phase I modifications and the expansion joint details can be submitted to your office for review on 5 April 1974. We would hope to get together with you and discuss these submissions at your earliest opportunity, preferrably within the latter part of the following week.

1 PRATT STREET CAMBRIDGE, MASSACHUSETTS 02138
TELEPHONE (617) 492-4200 TELEX 92-1494 TACCAM CABLE TACCA

Although the aforementioned dates do not correspond to your requests as outlined in your letter of 7 March 1974, you concurred with their revision based on our requests stated herein.

Yours very truly,

THE ARCHITECTS COLLABORATIVE, Inc.

John Scott

JS:MR

CC: CWA
CNA
S & T

UNIVERSITY OF MINNESOTA
TWIN CITIES

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

May 23, 1974

The Architects Collaborative, Inc.
46 Brattle Street
Cambridge, Massachusetts 02138

Attention Mr. John Scott

Subject: Health Sciences Parking Ramp
University of Minnesota

Dear John:

This letter is for the purpose of reviewing our telephone conversation held today. We are in receipt of a Drawing S6A, stamped May 15, 1974. This, as I understand it, constitutes the proposed Phase II corrections. However, we do not consider it a complete or an official submittal until we receive a letter from TAC recommending this as your Phase II proposal, and that it has been reviewed and approved by your structural consultants. We would like an explanation of some of the changes that have been made since the previous submittal. I am referring to the change in the reinforcing pattern in the beams, and also we do not understand what is to be accomplished by the securing of the topping with coil rods into the columns at A-22, F-22, C-22 and D-22 at levels 2 through 6. I believe it probably ties into my next point.

It is important that we receive a clear quantitative analysis of the expansion phenomenon in the building as has been previously requested. An understanding and agreement on this is necessary, I believe, before the Phase II construction can go ahead. You indicated you have received some Phase I correction drawings from Carl Walker, and that possibly next week you should be able to make a recommendation on Phase I. Please keep in mind those points outlined in my letter of May 1, 1974.

As you know, John, the "clock is running". The University is continuing to suffer from loss of use of the ramp and loss of income from parking revenue. We have been informed by the general contractor that labor and materials are escalating daily, and we do not know what effect this will have in terms of Phase II completion and dates. That is why it is particularly important that full pressure and attention must be applied to bringing this problem to a quick resolution.

Very truly yours,

Paul E. Kopietz
Assistant Director of Planning

PEK:mn
cc: Clinton Hewitt
E. A. Kogl
Paul J. Maupin
Briggs & Morgan

UNIVERSITY OF *Minnesota*

CAMPUS ASSISTANCE CENTER
OFFICE OF THE VICE PRESIDENT FOR STUDENT AFFAIRS
110 TEMPORARY NORTH OF MINES · MINNEAPOLIS, MINNESOTA 55455
PHONE 373-1234 · AREA CODE 612

February 27, 1975

Paul Maupin, Coordinator
Health Sciences Planning
4105 Powell Hall

Dear Mr. Maupin:

As a lay person who knows little about planning and engineering but who often thinks of "grandiose plans", I would like to toss an idea your way (and you should be free to toss it even further, if need be!).

At one time there was consideration of building a tunnel from Parking Ramp C to the Health Science area, but this was abandoned due to various reasons. However, I was wondering if any serious thought was given to erecting a skyway in the airspace over Delaware St. between Ramp C and the Health Science area. I have been impressed by the use of Skyways in downtown Minneapolis and I believe they have proven useful and attractive.

There are several possible advantages to a proposed skyway along Delaware St. They would include:

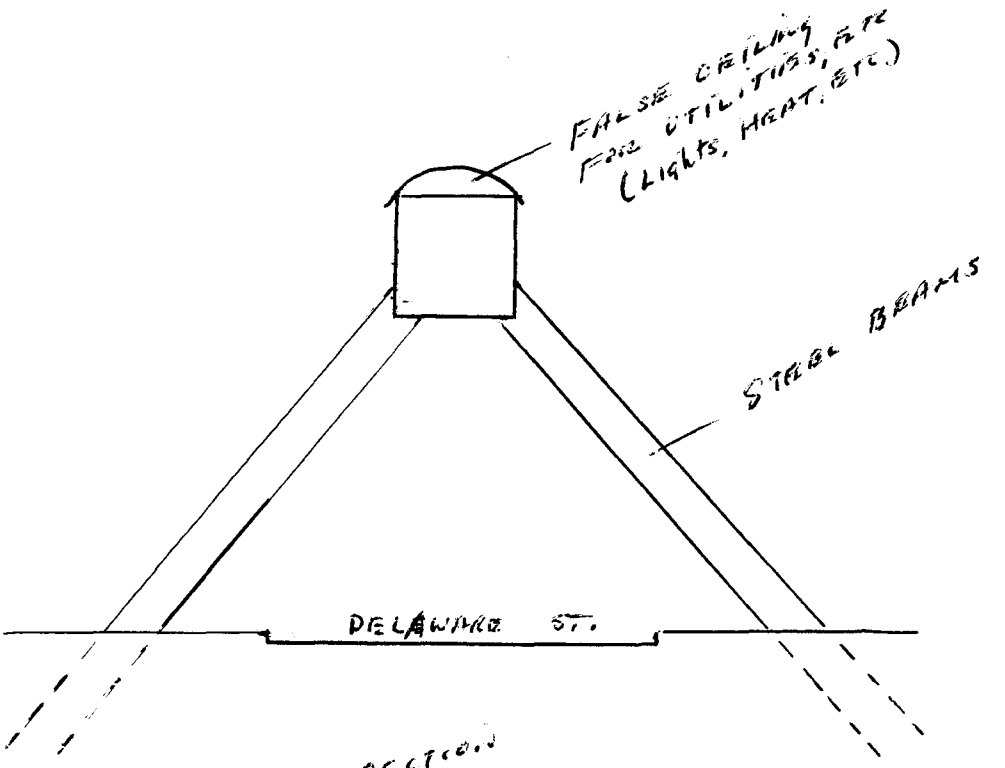
a) a linkage with the Minnesota Department of Health, the Masonic - VFW Hospital, Unit "A", Unit "B" and Mayo.
b) a skyway with partial glass walk would be better than closed tunnel.
c) Easier and more attractive access to parking facilities and the Health Services for visitors, patients, and Health Science employees.

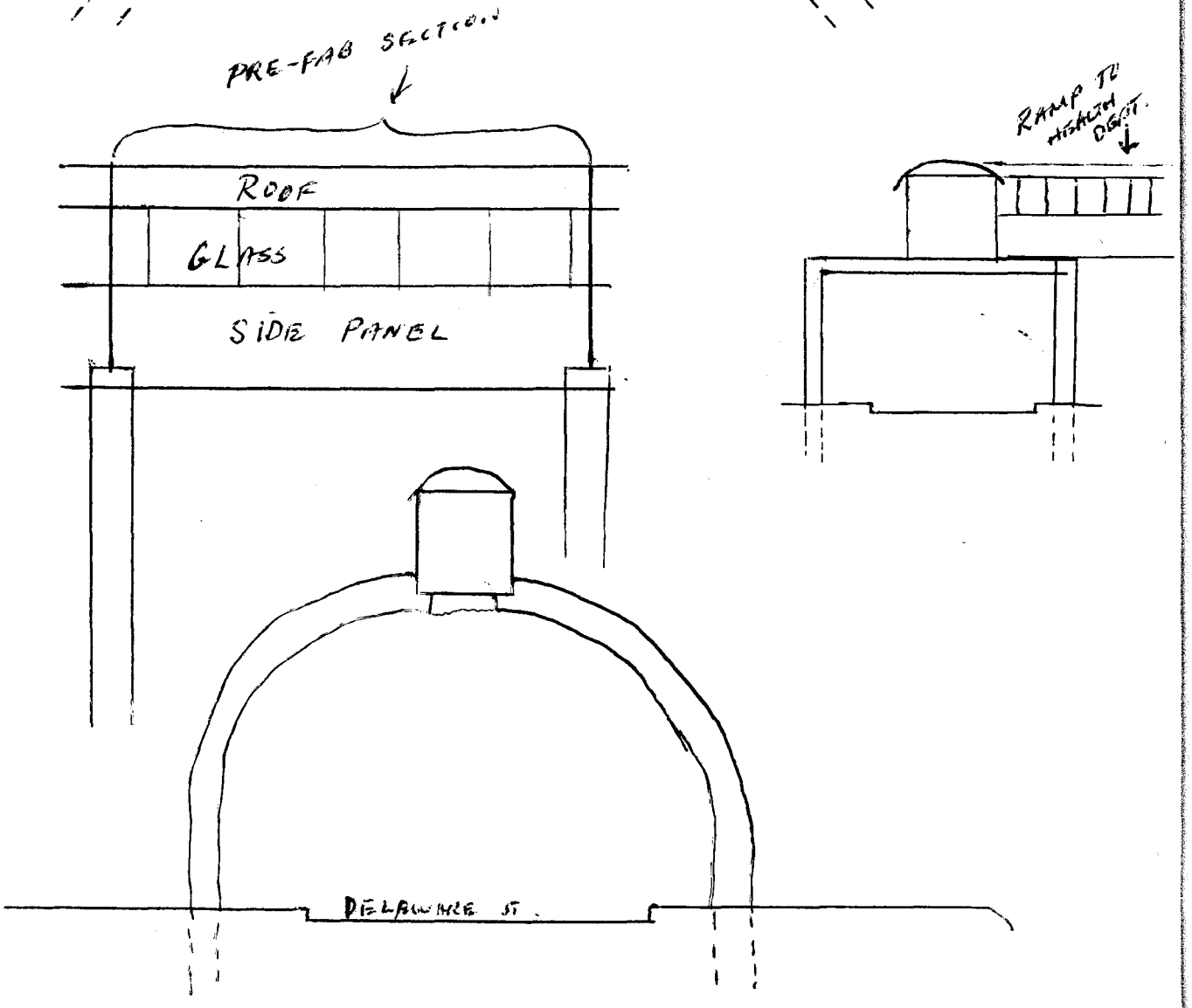
My knowledge of engineering is nil, but if a skyway is possible, could sections of it be prefabricated and then placed together for the extended route? I am unaware of any skyways which run parallel to a street, but this concept may be of enough interest to acquire funds as an experimental project.

So for what it's worth, I leave it to you.

Sincerely,

Ludwig J. Spolyar, Director
Campus Assistance Center


FALSE CEILING
FOR UTILITIES, ETC
(LIGHTS, HEAT, ETC.)
STEEL BEAMS
DELAWARE ST.


PRE-FAB SECTION
ROOF
GLASS
SIDE PANEL
RAMP TO HIGHWAY
DELAWARE ST.

Oak Street 6

March 17, 1975

Mr. Dave Koski
Department of Public Works
Traffic Engineer
211 City Hall
Minneapolis, Minnesota 55415

RE: Request for Parking and Circulation Changes in the Vicinity of the Oak Street Parking Ramp

Dear Mr. Koski:

As you know the University's new Oak Street parking ramp is now partially open and will soon be fully operating, complete with a shuttle bus service to the University Hospitals. The experience of operating to ramp and some trial shuttle bus runs between the ramp and the hospital along Delaware Street have pointed out some serious circulation problems.

We have noted the following problems:

1. Access --Because of the existing designed circulation patterns on local streets it is extremely difficult to access the ramp from the north. The only entrance for transient use is located on Ontario Street south of Delaware and Ontario is one-way northbound to Delaware. Therefore all in coming traffic from either University Avenue or Washington Avenue have to turn down Oak Street and negotiate three left hand turns starting at Essex Street to access the ramp.

2. Shuttle Bus - As the bus leaves the ramp, west bound, across the intersection of Oak and Delaware the angle of egress is such that it is difficult for the bus to stay in the right hand lane of traffic if it also has to contend with cars parked on the north side of Delaware between Oak and Walnut.

In response to the above problems we would appreciate it if you would consider the following requests which we feel would help to improve the current situation:

1. That the existing designation of one way northbound on Ontario Street be terminated south of the entrance to the ramp (See attached map). And further, because of the increased traffic on Ontario, the removal of all on-street parking be considered between Essex and Washington.

2. That the parking on the north side of Delaware be removed for atleast 100' from the Interesection of Oak Street.

We sincerely hope that your office can act favorably on these requests, however, we are certainly open to discuss any problems that would result from their implementation or any alterations you might suggest. If I can be of any assistance, please feel free to call on me.

Sincerely,

Greg Kittelsen

GK:js

cc: Clint Hewitt
Jerry Nelson
Roger Huss
Walt Johnson
Captain Brooker

UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
Physical Planning
Box 75 Powell Hall
4103 Powell Hall
Minneapolis, Minnesota 55455
(612) 373-8981

March 18, 1975

Ludwig J. Spolyar, Director
Campus Assistance Center
110 Temporary North of Mines

Dear Mr. Spolyar:

In response to your letter dated February 27, 1975, regarding the connecting link between the Health Sciences Center and the Health Sciences Parking Ramp, we certainly appreciate your letter and comments. The design for this future link has not been finalized at this point. The skyway concept versus the tunnel will be given due consideration when we start preliminary planning sometime in the future. Personally, I concur with you regarding the skyway. They are much more practical in handling and moving of people.

Yours truly,

Paul J. Madpin
Health Sciences Planning Coordinator
Health Sciences Planning Office

PJM:rm

TAC

THE ARCHITECTS COLLABORATIVE INC.

JEAN B. FLETCHER 1945 1965
WALTER GROPIUS 1945 1969
NORMAN FLETCHER
JOHN C. HARKNESS
SARAH P. HARKNESS
LOUIS A. McMILLEN

RICHARD BROOKER
ALEX CVIJANOVIĆ
HERBERT GALLAGHER
WILLIAM J. GEDDIS
ROLAND KLUVER
PETER W. MORTON
H. MORSE PAYNE
ERNEST L. BIRDSALL TREASURER

ROBERT F. CRANE
HOWARD ELKUS
ALLISON GOODWIN
JOHN HAYES
JOSEPH HOSKINS
LEONARD NOTKIN

QAZI B. AHMED
KENDALL P. BATES
SERGE CVIJANOVIĆ
ROYSTON DALEY
ROBERT DeWOLFE
GREGORY DOWNES
BASIL HASSAN
THOMAS LARSON
EDWARD MALICK
RALPH MONTGOMERY
PERRY NEUBAUER
MICHAEL PRODANOU
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RICHARD SABIN
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EDMUND SUMMERSBY
KENNETH TAYLOR
MALCOLM TICKNOR
ROBERT TURNER
ROBERT WILSON
LAURENCE ZUELKE

RECEIVED

MAY 2 1975

UNIV. OF MINN.
HEALTH SCIENCE
PLANNING OFFICE

30 April 1975

Mr. Clinton N. Hewitt
Assistant Vice President
Physical Planning
University of Minnesota
340 Morrill Hall
Minneapolis, Minnesota 55455

Regarding: Health Sciences Parking Ramp
University of Minnesota

Dear Clint:

We are writing in regards to the withholding of earned architectural and engineering fees on the subject job.

It is our belief that there is no advantage to the University to make this withholding as there is adequate means for recovery of any losses through the methods currently being pursued through insurers. Moreover, since we have conscientously performed our services as called for in our agreement with the University we hope that our invoices will be processed and paid. Please inform us if this can be done or if not, we would appreciate a statement as to the specific reasons so that we may address the issues directly and obtain a resolution.

Thanking for this help.

Very truly yours,

THE ARCHITECTS COLLABORATIVE, INC.

Roland

Roland Kluver

cc: Paul Maupin
Paul Kopietz

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138, U.S.A.
TELEPHONE: (617) 868-4200 TELEX: 92 1494 TACCAM CABLE: TACCAM U.S.A.

UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Learning Resources
544 Diehl Hall
Minneapolis, Minnesota 55455
(612) 376-4666

To: Paul Maupin
From: David Garloff
Date: July 30, 1975.
Subj: Patient Information and Education Center in Ramp C.

Dear Paul:

Would it be possible to pursue a course of action leading to a Patient Education Center in the common area of the Ramp C parking facility?

The need for such a center can be easily documented on the basis of current trends in patient education. AAMC, AMA, and other groups at a national level have addressed the need of Academic Health Centers to provide leadership and models of consumer education in matters of health. Furthermore, the wealth of mediated material for these topics is abundant and is appropriately designed for such a use. The Mayo Clinic already has a prototype center in the basement of their parking ramp and it utilizes self-instructional slide-audiotape materials, renovated convention displays, and other assorted teaching devices. The success of their effort is quite impressive and should provide evidence of potential use the public would give to a center.

What I would propose is to examine the space to identify how the Health Sciences could best plan accommodations for the available mediated materials and formats used in presenting experiences of an informative and educative nature to the lay public. I would suggest that the offices of Health Sciences Continuing Education, CHIP, BioMedical Graphic Communications, the BioMedical Library, and Health Sciences Learning Resources be asked to participate in the development of such a plan. Perhaps their proposal could then be brought to the Health Sciences Learning Resource Committee for advise and counsel as to how it could be improved and implemented.

If you think pursuit of such a project is within the possibility of the parking facility's space needs, let me know and I will be glad to assist in making a specific proposal to the appropriate decision-making group. Approval from the academic units for such a program might be necessary before the Health Science Learning Resource Committee examines the proposal. I don't know the exact sequence to be followed. However, it would seem that first it would be important to ascertain the liklihood for using this space.

cc: Glenn Brudvig, Martin Finch, Sue Rader, Bill Hodapp, Mell Holland, and David Preston.

DG:lms

U. S. Parking Ramp

UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
Physical Planning
Box 75 Powell Hall
4103 Powell Hall
Minneapolis, Minnesota 55455
(612) 373-8981

August 18, 1975

TO: David Garloff

FROM: Paul J. Maupin

SUBJECT: Patient Information and Education Center in Ramp C

This is in response to your letter, dated July 30, 1975, regarding the above subject. The common area of the Ramp C parking facilities was financed by the Health Sciences for the specific use stated in your letter. Therefore, we suggest that you develop a specific proposal in concert with all other Health Sciences elements and discuss the development with Mr. Dave Preston.

PJM:jam

cc: Glen Brudvig
Martin Finch
Sue Rader
Bill Hodapp
Mell Holland
David Preston

CARL WALKER & ASSOCIATES, *inc.*

June 22, 1976

MEMORANDUM

To: John Scott

THE ARCHITECTS COLLABORATIVE
Cambridge, Massachusetts

Re: Eleven Month Inspection
Structural System-Phase II
Health Science Parking Facility
University of Minnesota
(CWA Commission #41612)

From: William C. Arons

Carl Walker & Associates, Inc.
Minneapolis, Minnesota

On June 8, 1976, I walked through Phase II of this parking facility to observe the structural system, components, and connections. The majority of the structural system is performing well. I have the following comments regarding items which should be reviewed and discussed with the owner and contractor:

1. Conditions at southwest stair tower:

   A. The bearing pads under the short double tee supported on the east wall of this tower are delaminating at most levels.
   B. The skewed double tee (second from the south) which is supported on the skewed stair tower wall is showing signs of cracking in the "patch" which was applied to cover up the ends of the stems on most levels.

2. The beam bearing pads on Grid C and D are delaminating. According to the Contract Documents, these were to be Vossco bearing pads, not Neoprene bearing pads.

3. A number of beam ends along Grid B and E (for example, at B15, B16 and B20) are showing signs of the end of the beam spalling slightly. This exposes the reinforcing steel to the weather and will be a long term deteriorating problem. All of these beams should be inspected and any loose material removed. Proper protection to prevent rusting shall be applied to the reinforcing steel.

4. On the east side of the southwest stair tower on Level 5, there is a crack in the concrete topping which shall be sealed.

5. On Level 6 on the southwest side of Column C13 there is a crack in the concrete topping which shall be sealed.

6. The top level beams along Grid C and D are showing signs of spalling on the inside vertical face above the top bearing pads. All loose material shall be removed, the surface properly treated and these area patched. A similar condition exists at the beam at Column F13 on the top level is showing signs of spalling on the inside vertical face.

7. Concern at the southeast stair tower:

   The comments regarding the bearing pad delamination at the short double tee and the cracking in the "patches" on the skewed double tee apply to this stair tower also.

8. The connections for the top level south spandrels to the southeast and southwest stair tower are showing signs of paint flaking off and loose concrete patches over these connections. Patches shall be removed and replaced.

9. The column on Grid E-23 has a slight crack on the east side near the top of this column which shall be sealed. On the west side of this column the spandrel panel has a crack which shall be sealed.

10. There are loose concrete spalls in the wall panel on Level 5 at the southeast stair tower. This is an area which is painted with red paint. These patches shall be removed and replaced.

11. The south beam framing into Column 13F on the third level is showing signs of spalling near the end. Remove and replace loose material.

12. The double tee on the second level on the south side of the expansion joint between Grids E and F has loose concrete in the flange. (When seen from below). Remove loose concrete and apply protection to projecting wire mesh in flange.

WCA/bkh
cc: Carl Walker

Bill Clary

Health Sciences Parking Ramp

TAC

THE ARCHITECTS COLLABORATIVE INC.

30 June 1976

Mr. Jack Geretz
Assistant Supervising Engineer
Engineering and Construction
University of Minnesota
26 Folwell Hall
Minneapolis, Minnesota 55455

RE: University of Minnesota
Health Sciences Expansion
Parking Ramp

Dear Jack:

Attached is a memorandum dated 22 June 1976 from our structural engineer on the above referenced project. The subject of the memorandum is the eleventh month structural inspection of Phase II of the parking facility.

As you will note, a number of conditions have been identified which require corrective action. We suggest that these items be taken up with the contractor since this portion of the work still remains under the guarantee provisions of your contractural agreement with him.

If we can be of further assistance in this matter, please advise us.

Very truly yours,

THE ARCHITECTS COLLABORATIVE Inc.

John Scott

JS:MR

CC: Paul Kopietz
Paul Maupin
CWA

46 BRATTLE STREET, CAMBRIDGE, MASSACHUSETTS 02138, U.S.A.
TELEPHONE: (617) 868-4200 TELEX: 92 1494 TACCAM CABLE: TACCAM U.S.A.

Health Sciences Parking Ramp

UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
Physical Planning
4103 Powell Hall, Box 75
500 Essex Street S.E.
Minneapolis, Minnesota 55455
(612) 373-8981

May 11, 1978

TO: Don Holberg

FROM: Paul Maupin

SUBJECT: Health Sciences Parking Ramp 'C'

It has recently come to our attention that the subject ramp elevator system is more frequently out-of-order than it should be during heavy traffic hours of the day. Obviously, many of our Health Sciences patient population simply cannot negotiate the stairs and become quite irritated with the Health Sciences. We would appreciate your assistance in attempting to alleviate this problem.

PJM:rt

cc: Merle McGrath
Roger DeRoos