DGS-30-456
(Rev. 02/22)

Construction Management at Risk
Procurement Review Submittal Form

General Project Information

Agency Name:	University of Virginia	
Is the agency a covered institution per §2.2-4379?		Yes
Project Name:	School of Data Science Entrepreneurship Building	
Project Number:	207-B1322-000	

Other Project Information

Advising A/E Name:	Jeff DeGregorio	License Number:	401021253
COV Sections: §2.2-4380.B.2, §2.2-4381.C.2			
Attach written determination for use of CM at Risk.			
COV Sections: §2.2-4380.C.2, §2.2-4380.B.1; §2.2-4381.D.2, §2.2-4381.C.1			
Is the procurement process proposed a two-step process?			Yes
COV Sections: §2.2-4380.C.2, §2.2-4380.B.7; §2.2-4381.D.2, §2.2-4381.C.7			

Agency Reasons for Use of CM at Risk

Construction Cost (COV Sections: §2.2-4381.B.1, §2.2-4380.C.3, §2.2-4381.D.3)	Yes
Building Use (COV Sections: §2.2-4381.B.1, §2.2-4380.C.3, §2.2-4381.D.3)	Yes
Project Timeline (COV Sections: §2.2-4381.B.1, §2.2-4380.C.3, §2.2-4381.D.3)	Yes
Need for Project Phasing (COV Sections: §2.2-4380.C.5, §2.2-4381.D.5)	Yes
Project Complexity (COV Sections: §2.2-4381.B.1, §2.2-4380.C.4, §2.2-4381.D.4)	Yes
Value Eng. and/or Constructability Analysis Concurrent with Design (COV Sections: §2.2-4381.A)	Yes
Need for Quality Control/Vendor Prequalification (COV Sections: §2.2-4380.C.5, §2.2-4381.D.5)	Yes
Need for Cost/Design Control (COV Sections: §2.2-4380.C.5, §2.2-4381.D.5)	Yes

Supporting Information for Procurement Method Selection

Project Use (i.e. lab, classroom, office, etc.): (COV Sections: §2.2-4380.C.3; §2.2-4381.D.3)

The School of Data Science and Entrepreneurship Building (SDS-E) is envisioned to be a new 5 story, 64,000 SF building, with an MEP Penthouse, partial basement, and connective pedestrian bridge element to the existing School of Data Science Building (SDS). The program includes classroom and instructional space, collaborative meeting spaces and public areas, faculty offices, and substantial interdisciplinary dry lab and research space to accommodate faculty, research personnel, and graduate student growth. The infrastructure serving these dry labs, or 'core labs' will be flexible in nature to allow for multiple use-cases such as Maker Spaces, Virtual Reality Space, and Motion Capture, depending on the Project team's needs. These core labs will include additional electrical and structural grids, additional HVAC equipment with adjustable set points within the space, and the basic infrastructure needed to easily convert the room to serve different use cases depending on the specific research needs over time.

Construction Cost:	$54,000,000	(COV Sections: §2.2-4380.C.3; §2.2-4381.D.3)		
Project schedule:	Design Start Date	9/29/2025	Design Compl. Date	1/31/2027

(COV Sections: §2.2-4380.C.3; §2.2-4381.D.3)	Const. Start Date	12/1/2026	Const. Compl. Date	12/1/2028
	Attach bar chart schedule to illustrate fast tracking or other schedule complexities. (COV Sections: §2.2-4380.C.3, §2.2-4380.C.4; §2.2-4381.D.3, §2.2-4381.D.4)			

Additional description to highlight key attributes that affect the project complexity, need for value engineering/constructability analysis, quality control/vendor prequalification, and cost/design control as indicated by "Yes" answers above:

CM at Risk procurement is recommended for this Project primarily due to the following issues:

• Complex & Challenging Nature of the Building Site – the site is at a prominent and busy intersection within the Ivy Corridor development area and is highly constrained. The selected building site is tightly bounded by the existing Rothery and Ivy roads to the west and south, existing daylighted waterway infrastructure to the north, and an adjacent occupied building to the east, with additional buildings nearby including the existing operating parking garage, new Virginia Guesthouse (hotel and conference center), and new buildings under construction including the Karsh Institute of Democracy, the Ivy Corridor Student Housing buildings, and a private 10 story housing development. The new Performing Arts Center (PAC) located directly northeast of the site across the stream is also anticipated to be under construction during the construction of SDS-E. During construction, site access, material deliveries, and hoisting/ staging materials have been identified as challenges. Construction site logistics including laydown area and protection of surrounding uses including stream and pond waterway infrastructure are priorities that will have cost and schedule impacts.

• High Volume of Vehicular & Pedestrian Traffic in Area – there will be a significant pedestrian, faculty, staff, student, and guest presence in the areas immediately surrounding the new SDS-E building site described in the above paragraph. The site constraints will require a significantly increased frequency of material deliveries and staging, construction traffic, and roadway lane closures. This substantially increases the potential for conflicts and is one of the reasons why a CM firm with a dedicated onsite safety team provides great value to the project to help manage the various anticipated interactions between pedestrians and vehicles and the construction activities for this project. Methodical planning and coordination among the various CM teams working in the precinct and the UVA teams operating the recently occupied buildings will be critically important to construction traffic management, minimization of site conflicts and disruptions to the adjacent residential neighborhoods and the University, and reduced impact to vehicle and pedestrian traffic travelling along Ivy and Rothery Roads. The CM teams will need to be diligent in coordinating with each other and UVA concerning their building's respective material deliveries, lane closures, staging areas, utility relocations/ outages, and fire access since these project sites and occupied buildings are immediately adjacent to each other with little to no laydown or staging area. Regular coordination meetings between the CM teams and UVA will be needed to ensure that pedestrian and vehicular lane closures are coordinated between the projects, the UVA community, and outside agencies as needed, such as the City of Charlottesville Engineering Department, as well as coordinating the various utility outages that will be needed for the nearby occupied buildings for electrical and chilled and medium temperature hot water services. The CM teams will be tasked with working together to develop and recommend the timing of these outage requests and overall outage schedules to minimize the impacts to the nearby buildings to the maximize extent possible.

• Multi-level Overhead Connector Bridge Planned Between SDS-E & Existing SDS – the bridge will allow for a pedestrian connection on the upper levels of both buildings. This scope will require detailed CM constructability analysis and execution to integrate the bridge structure and architecture into the existing SDS structure and architecture, which will require demolition to a section of the exterior of the building fully occupied by SDS staff, faculty, and University students. The CM will be responsible for analysis ensuring that appropriate measures are taken to minimize the disruption to the occupants of SDS, as well as to provide safe and secure construction barriers and closure limits between the occupied areas of the building and the extent of the Project's construction.

• Complex Central Utility Relocations, Connections, & Sequencing – the site has a high ground water table with complex underground utility infrastructure systems located between the SDS-E and SDS sites, as well as between the SDS-E building and Ivy Road. Outages to the existing SDS will need to occur as these utility relocations and connections are being made to both UVA and City of Charlottesville (CoC) owned infrastructure. Specific examples of utilities in SDS that will be affected by construction of SDS-E include relocation of the critically important UVA electrical transformer and switchgear equipment and associated outage, which will require extensive coordination with the contractor and the potential need for temporary equipment to maintain power and overall operations to the adjacent occupied SDS building. The design team is still working through the exact details of this relocation with the UVA Energy & Utility department to determine the extent of the relocation and outage that will be required. The Project will benefit from having a CM team on-board to assist with the constructability and sequencing of the outage, as well as the logistics of evaluating the need to bring in temporary electrical equipment to ensure that SDS can maintain its regular building operations during this potentially extended outage. Examples of additional utility connections that will be needed for this building include the chilled and medium temperature water systems (UVA), domestic and fire water (CoC), and sanitary sewer (CoC).

• Cost/ Design Control & Value Management (VM)/ Constructability Analysis – the Project will need to go through a rigorous VM process to ensure that the scope is aligned with the construction budget. A CM with a robust and comprehensive approach to preconstruction and VM is invaluable throughout this process. Additionally, identifying and procuring critical components and long-lead items will help mitigate against escalating costs and schedule delays.

• Requirement for Minimal Disruption to Adjacent Classrooms, & Administrative & Hospitality Spaces – construction must occur without disturbing educational programming and operations. Specifically, the adjacent garage accommodates the daily parking of approximately 1,200 vehicles total, with 135 of those spaces dedicated to guests of the Virginia Guesthouse, which will be operating continuously with 215 guest rooms, large conference and event spaces, plus two restaurants and a dedicated UVA Welcome Center. Additionally, the Karsh Institute of Democracy, also adjacent to the site, will start operating as an Academic Facility that provides academic, research, staff, and public spaces with auditorium, multimedia, and event spaces for students and other guests. The Emmett Ivy Garage will remain active throughout the duration of this Project. Rothery Road serves as the primary entrance and the only exit into and out of the garage and is the western boundary of this site. Ensuring that the operation of the existing parking garage and adjacent roadways can be unaffected by the Project's construction activities will require a substantial and intricate phasing strategy during construction.

Summary – Due to the complex and challenging factors itemized above it is believed that the Project will gain significant financial benefit and added value by engaging with a CM that has expertise with complicated projects in similar environments. CM expertise and leadership under contract early in the design phase will be critical in navigating the Project Team through the expected complexities of this Project.

(COV Sections: §2.2-4380.C.4; §2.2-4381.D.4)

Submitted by: Jeff Moore Jeff Moore   Date: 11/5/2025

Signed by:
Don Sundgren
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Signature: Donald E. Sundgren

Title: Vice President & Chief Facilities Officer

(Agency Head or Authorized Representative)

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Based upon the information provided by the Agency, the use of Construction Management at Risk **IS APPROVED** ~~recommended~~ for this project.

Recommended by:

DocuSigned by:
W. M. Coppa
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W. Michael Coppa, RA
Director, Division of Engineering and Buildings