DATE: May 8th, 2015

TO: Prospective Respondents

FROM: Joseph Lastrina, Purchasing Agent I

RE: Addendum #2 RFP # JL042215, Wayfinding Assessment, Recommendations, and Implementation Plan

All Respondents are hereby advised of the following amendments to the Request for Proposal document(s) which are made an integral part of the bid documents. Respondents are required to acknowledge receipt of this addendum in their proposal response, as well as include a signed copy of this addendum with their RFP response.

**Item # 1: Change in Estimated Timetable**
Recognizing the augmented timeline as a result of Addendum # 1 and item 1 above, the University is extending the due date of proposals submitted in response to this RFP; therefore, the following Estimated Timetable shall supersede the information published in the RFP. Such replacement information is also intended to supersede any other reference in the RFP to a due date of a proposal not outlined in section 1.3. The deadline of 2:00 PM and the delivery location outlined in section 2.2.1 remains unchanged.

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**Item # 2: Mandatory Site Visit**
The University is holding a mandatory site visit on June 3rd, 2015. The site visit will include only the academic campus in Storrs, CT, and its medical center campus in Farmington, CT. No official site visit will be held for the University’s Regional Campuses, Cooperative Extension Offices, or UConn Health affiliate locations. Respondents intending to submit a proposal must attend, as proposals from firms who were not presented at the mandatory site visit will not be evaluated. Parties interested in attending the mandatory site visit must RSVP to the party outlined in section 2.1.1 of the RFP no later than Tuesday, May 26th, 2015. Additional details, including the meeting location and a formal agenda will be provided in response to the RSVP and at the time of the site visit.
**Item # 3: University Master Plan**

In early 2014, the University embarked on updating its campus master plan to drive transformative changes. The plan looks at buildings, land, open space, and infrastructure systems to provide the framework for advancing the aspirations and development goals of the institution and its Academic Vision. Key sections from the Master Plan have been extracted and included here as Attachment A. The complete master plan can be viewed by visiting [http://masterplan.uconn.edu/](http://masterplan.uconn.edu/).

**Item # 4: Scope Augmentation**

**PLEASE DELETE SECTION 1.0 OF APPENDIX A IN ITS ENTIRETY AND REPLACE WITH THE FOLLOWING:**

The University of Connecticut (“University” or “UConn”) invites all interested, qualified persons or firms capable of providing the required products, to submit a proposal to provide a Wayfinding Assessment, Recommendations, and Implementation Plan. The University is considering the selection of a firm to assess UConn and UConn Health exterior wayfinding, and to make recommendations on implementation; no fabrication or installation services are required pursuant to this RFP. The following specifications and attachments describe the minimum requirements acceptable to the University of Connecticut.

The UConn Wayfinding project may include multiple phases comprised of the following areas:

1. **UConn Health**: the UConn Health campus in Farmington, the ten (10) UConn Health satellite offices (Avon, Canton, East Hartford, Plainville, Putnam, Simsbury, Southington, Storrs Center, Talcott Notch - Farmington, and West Hartford).
2. **Academic**: the UConn main campus in Storrs, the five (5) regional campuses (Avery Point, Hartford, Stamford, Torrington, and Waterbury), UConn Law School and the 14 UConn extension centers.
3. **UConn Health, Academic, and Off-Campus Signage and Wayfinding**: The off-campus signage and wayfinding component shall ensure consistency, messaging and integration with state and town guidelines.

Pricing is being requested to reflect the following options:

1. Only the UConn Health component;
2. Both the UConn Health and Academic components; and
3. UConn Health, Academic, and off-campus signage and wayfinding.

Responses to Appendix C v.2 must include the required combinations to be considered a compliant and responsive bidder.

**PLEASE DELETE SECTION 2.0 OF APPENDIX A IN ITS ENTIRETY AND REPLACE WITH THE FOLLOWING:**

2.1 **Assessment**

The University of Connecticut is considering three (3) different options for assessments of all UConn locations – one for the UConn Health campus in Farmington and the ten (10) UConn Health satellite locations (collectively “UConn Health”); the option to add the academic areas, which includes the main campus in Storrs, the five (5) regional campus, the Law School (collectively, “Academic”); and the option to include off campus signage and
wayfinding, including working with towns and State of Connecticut Department of Transportation to ensure consistency, messaging and integration with state and town guidelines. Assessments must include surveying each location to gather information regarding exterior wayfinding signage needs that are specific to the campuses or locations themselves, this does not include road signage en route to these locations. A full analysis report must be submitted as a result of the assessment(s).

2.2 Recommendations

2.2.1 Wayfinding signage recommendations will be based off the findings from the location assessments and will be for exterior signage only and may also include off-campus signage and wayfinding. Wayfinding signage may include, but is not limited to:
   a. Gateway signage
   b. Directional signage
   c. Destination signage

2.2.2 Develop and provide a wayfinding master plan that meets the following goals:
   a. Comprehensive signage implementation plan provided to reflect the UConn brand and quality;
   b. Navigational ease (good wayfinding to promote environmental understanding of each location);
   c. Use of clear communication, wayfinding information, easy-to-read graphics and typography, and UConn and UConn Health branding;
   d. Clear and simple map program, that is consistently linked to directories, landmarks, and signage;
   e. Consider using landscaping to help with wayfinding navigation;
   f. Includes an explanation of methodology and approach to large, complex university campuses and health centers; and
   g. Is in accordance with State and local guidelines.

2.3 Signage Standards Guide and Implementation Plan

2.3.1 A complete signage standards guide and implementation plan(s) must be created to be used in the design, fabrication, and installation processes. These plans must include a Signage Standards Guide. The deliverables provided pursuant to section 2.3.1 must be separated as follows:
   a. Option 1: Health
      i. UConn Health - Farmington campus
      ii. UConn Health satellite offices
   b. Option 2: Health and Academic
      i. UConn Health - Farmington campus
      ii. UConn Health - satellite offices
      i. UConn Storrs campus
      ii. UConn Law School campus
      iii. UConn regional campuses
      iv. UConn Extension centers
   c. Option 3: Off-campus signage and wayfinding
PLEASE INSERT THE FOLLOWING INTO APPENDIX A, SECTION 4.0:
4.4 Regarding option three (3) as outlined in section 1.0 of Appendix A: Participate in conversations/working groups facilitated by UConn and make recommendations that fall within the State of Connecticut Department of Transportation, the Town of Farmington, and the Town of Mansfield

PLEASE DELETE APPENDIX A, SECTION 6.1 IN ITS ENTIRETY AND REPLACE WITH THE FOLLOWING:
In addition to the cost for the initial engagement options (either UConn Health, UConn Health and Academic, or UConn Health, Academic and Off-site), please provide all available roles and hourly rates for future projects to be performed pursuant to the contract resulting from this RFP on the worksheet titled “Roles and Rates (section 6.1) included in Appendix A. All hourly rates proposed must be inclusive of travel and expenses, as no additional costs for these expenditures will be allowed to be billed to the University.

Item # 5: Updated Appendix C Response Template
Due to the augmentation of scope as outlined in Item 4 above, the University is replacing “Appendix C, Implementation Plan, Staffing Plan & Costing Matrix” with “Appendix C v. 2, Implementation Timeline, Staffing Plan & Costing Matrix”, included hereto.

Item # 6: Responses to Written Inquiries
THE INQUIRY PERIOD FOR THIS RFP IS NOW CLOSED.

Below are responses to inquiries received prior to the deadline established in section 1.3 of the RFP.

Q1. How will this wayfinding effort be aligned with UConn's recent master planning efforts (i.e. timing with any new developments, traffic analyses, parking studies)? Has wayfinding and signage been addressed or touched upon during this master planning process?
A1. Please see item 2 above. The master plan is a long term visionary document, although the wayfinding needs are immediate; signage and wayfinding were not part of master plan.

Q2. Does UConn have a preferred fabricator or a sign shop? Will UConn be expecting to build and/or maintain the sign system using their sign shop? Is anyone currently "in charge" of planning and implementing directional signs? UConn has several signage vendors as well as its own signage shop. There is a signage steering committee and Signage is overseen by Office of Logistics, working closely with University Communications and Office of Planning.
A2. Signage contracts are being rebid but that should not limit or impact the wayfinding initiative being pursued with this RFP. Additional vendors and/or signage needs can always be readdressed in the future.

Q3. Who will be the stakeholders/departments/advisory/committees involved in the review and approval process?
A3. A cross-functional committee which represents key stakeholders across the University has been established to evaluate proposals.

Q4. Should we anticipate Town Hall involvement?
A4. No.
Q5. Should technological improvement opportunities be considered as part of the Assessment and Recommendations? For example in looking at an individual's wayfinding experience holistically from start to end, we find that some people begin their journeys online looking up directions from an institution's website.

A5. No.

Q6. Should we include parking lot/garage signage?

A6. Yes.

Q7. Have there been signage standards in the past?

A7. Yes – in the late 1990s there was master plan and signage plan implemented which did not include wayfinding.

Q8. We assume the scope of work includes pedestrian and vehicular wayfinding signage. Please confirm.

A8. Yes.

Q9. On-site Activity of the Bidder and Awardee: Will a site visit or walkthrough be organized prior to the proposal submission date? If not, would it be possible to visit the campuses?

A9. Please see Item 2 above.

Q10. Page 13: Part III, 3.3.1: Can we request alternative payment terms? Specifically, net 30 days instead of net 45 days? If so, should this be noted on 18?

A10. Respondents who wish to propose alternative payment terms must include the proposed terms in response to Part VI, Form of Proposal, item 10.

Q11. Page 24: 1.0 Overview: Should we anticipate that separate design standards will need to be developed for UConn Health and the Academic components or one design standard for both components?

A11. There should be a level of brand cohesion; however the needs and the campuses and the populations are very different and separate, yet related, signage solutions are certainly acceptable.

Q12. Page 25: Scope of Services 2.2.e states "Consider using landscaping to help with wayfinding navigation". Is there an existing landscape master plan that describes typical planting details around sign poles, monoliths or other street furniture (alternatively, have standards been identified in the UConn Master Plan)?

A12. Landscape is built into the master plan and can be viewed by visiting the link included in Item 1 above. The Master Plan will be formally presented to the successful firm.

Q13. Where are the "14 UConn extension centers” located?


Q14. Regarding section 2.2.2(d) of Appendix A: “Clear and simple map program, that is consistently linked to directories, landmarks and signage.” Please clarify this deliverable. Are you looking for a wayfinding app? If so, does the app link to and update content on directories, landmarks and signs?
A14. The online maps and apps are being taken care of; this section refers to posted maps on campus - currently there are campus maps installed on campus for wayfinding. These should be evaluated, updated and/or removed as part of the new plan.

Q15. Regarding section 2.3.1 of Appendix A: “A complete signage standards guide and implementation plan(s)...” does this include actual sign location plans and message schedules for each campus? If this is going to be a phased implementation, I suggest it makes more sense to develop the specific sign locations and messages in the year the project will be implemented.

A15. Yes, locations are critical; messaging can certainly be phased in as installed. For example, there are signs on the entry road to the UConn Health campus that may not be in the optimal location.

Q16. Regarding section 3.2.3(a) of Appendix A: “Submit proofs of artwork, symbols and maps”. Are you looking for map artwork for each campus at this juncture or just mapping styles. Again, depending on how the projects will be phased/implemented could have an impact on the accuracy of the artwork if it’s considered a deliverable at this stage.

A16. Examples of your existing work is requested at this time.

Q17. Regarding section 2.3.5: Proposal Preparation, Pre-Award Presentation: Are you amenable to GoToMeeting interviews with finalist?

A17. Should the University choose to proceed with Vendor finalist presentations, they will be held in Storrs, CT and in-person attendance by Respondents is required.

Q18. What is your budget range for professional services for both projects?

A18. A budget will not published for this project, although is Respondents so choose to propose costs which represent budget parameters by phase would be welcome.

Q19. How many firms are responding to this RFP?

A19. As this RFP is being publicly advertised in accordance with State of Connecticut statutory requirements, the University cannot determine the number of firms who will be responding to this RFP.

Q20. Where are reimbursable disbursements to be noted?

A20. As outlined in section 6.0 of Appendix A “…Appendix C must be inclusive of travel and expenses, as no additional costs for these expenditures will be allowed to be billed to the University.” Final contract negotiations with the Vendor of Interest may result in a contract which does not include travel and expenses, although for the purposes of evaluation, all travel and expenses must be included with your response to Appendix C.

Q21. Where (if applicable) are hourly rate escalations noted?

A21. No hourly rate escalations will be allowed during the initial term of the contract. Hourly rate increases for future extension options are subject to negotiation and University approval.

Q22. Have there been any previous signage studies or wayfinding plans; if so, when were they done?

A22. Please see A7.

Q23. Are there any existing standards for exterior signs?

A23. Some standards exist and will be shared with the awarded Vendor.
Q24. Are there elements of the current sign systems that you would like to retain?

Q25. Scope of Work item 2.2.2 D: Does that mean a design approach? Or are we creating the actual map artwork? Does the map program constitute (1) sample map section or maps for all facilities?
A25. Approach and samples are appropriate and should be included in proposals in response to this RFP.

Q26. Scope of Work item 3.2.2: During fabrication the fabricator will specify hardware based on the design intent. Fabricators will also provide structural engineering and sealed drawings. Please confirm that these services and costs should not be included.
A26. Confirmed - not to be included.

Q27. Sign location plans and message schedules will be required before fabrication/installation. But the cost of preparing them will depend on the sign density and complexity of the wayfinding needed, both of which are not known. Our recommendation would be to (A) estimate the cost of preparing “typical” sign messages and “typical” locations for a sampling of signs OR (B) estimate the cost of preparing location plans and message schedules for a specific quantity (example: 100 signs). Would either of those options be acceptable?
A27. Please provide both options.

Q28. Is it assumed that the Health Campuses and University Campuses will use the same sign design? Does UConn want them to be the same system? (Note: The price will increase if they are not the same.)
A28. There should be brand coherence but there is no mandate to use identical signage. The University defers to the selected vendor to advise and recommend.

Q29. Do you have (written or unwritten) understandings with local and state officials about what vehicular wayfinding signs are permissible? What has your experience been with governmental review and approvals for your existing exterior signage?
A29. The University does have good relationships with the State of CT Department of Transportation and location municipalities, although no written or unwritten understandings exist.

Q30. Scope of Work item 5.6: For estimation purposes may we assume that design for both institutions will be performed at the same time, with joint meetings, design/documentation and presentations?
A30. Yes.

Q31. If the answer to Q30 is no, will meetings be separate but on a similar schedule?
A31. See A30.

Q32. Does the selected firm need to be registered to do Business in the State of Connecticut? If so, can the firm register after the award?
A32. Yes.

Q33. Will priority be given to CT-based businesses?
A33. As noted in Part I, Introduction, the University encourages participation by local, small and minority business enterprises, although no preference is being given to firms who qualify as such.
Q34. Item 1.3: Please confirm that “Commencement of Services: 9/1/2015” means that the project is anticipated to begin on September 1, 2015.
A34. Correct.

Q35. Throughout the RFP the number of references needed ranges from 3-6. Please confirm the number of references we should submit.
A35. As noted in section 2.3.7 and consistent with Appendix E, a total of five (5) references are required. Section 5.4 of Appendix A intends to require no less than three (3) of the five (5) references be higher education and/or medical center institutions.

Q36. What is the desired schedule for the project?
A36. The University defers to Respondents to propose a schedule for the project as subject matter experts.

Q37. What is the budget for this project (fees)? Is funding in place?
A37. Funding is in place for the analysis and development of wayfinding and signage plan; implementation funding will be phased in and tied to projects in future.

Q38. Is there a budget for the fabrication/installation? Is funding in place for that?
A38. Some initial funding is in place now; future projects will include wayfinding and signage improvement funding.

Q39. What is the existing annual budget for sign purchases, repair and replacement?
A39. This information is not available.

Q40. Do the medical and university campuses expect to phase the implementation over several years?
A40. There are immediate needs that need to be implemented quickly, and there are longer term improvements that will be phased in over several years.

Q41. Who has been asked to submit proposals?
A41. Please see A19.

Q42. Section 2.0 Scope of Services, 2.1 Assessment: Are you requesting a photographic audit of each exterior wayfinding and identification sign or an overall assessment of the sign types used at each location?
A42. An overall assessment is being requested.

Q43. Section 3.0 Contractor’s Deliverables: Please confirm that sign location plans and sign message schedules for each location are not included in this scope of work and not part of the final deliverable. If they are included, can you provide site plans for each location?
A43. We will need guidance on sign locations; messaging is not needed but recommendations welcome.

Q44. Appendix B, Section 4.4 Proposer’s Service Capabilities: Section d. is requesting details for our complete client list within the last five years. This list will be quite long. Is there a maximum quantity we should include?
A44. Please provide select and relevant clients within this required submission.
Q45. Can you advise whether there is or is not a specific page limit for the submitted proposal?
A45. There is no page limit for the submitted proposal.

Q46. Please provide site plans for every facility and satellite offices mentioned in the overview.
A46. This information may be provided to the awarded vendor.

Q47. Do you have or can we access photos of some of the existing signage?
A47. No photos are available, although one component of Item 2 above will provide attendees of the site visit the opportunity to secure these photographs during an unstructured/independent review of the campus.

Q48. Please provide the UCONN and UCONN Health branding documents.

Q49. Will you consider extending the due date?
A49. Please see Item 1 above.

Q50. The term “CT-based Businesses” is referred to within your documentation. Does this preclude the consideration of firms which have extensive healthcare facility wayfinding experience, but are not located within the State of Connecticut? Is there a points penalty if not so located within the state?
A50. The University encourages participation from CT-based businesses as defined in the RFP, although no advantage is being offered to firms who qualify as such.

Q51. Will there be any pre-bid meetings and/or forum to permit open, informal questions which arise after there has been a reasonable time for the preparation of the RFP, but after the 4.27.15 initial deadline?
A51. Please see Item 2 above.

Q52. Has this effort been given to any preliminary budget figures allowing for a determination of the level of quality, longevity and workmanship desired? Is there a targeted delivery date for the completed design development, bid period and targeted overall fabrication completion?
A52. Funding has been established for the analysis and plan development.

Q53. Shall there be the consideration of a Landscape Architect and/or structural engineer (etc.) in the services provided?
A53. The selected vendor will have access to UConn Campus Planning offices and landscape architects.

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**BIDDER NOTE:** This addendum must be completed, signed and submitted with your proposal response to be considered for award. If you have already submitted a proposal, please complete the addendum and submit same in a sealed envelope, clearly marked with the RFP number, response date, and return address. This will be accepted as part of your proposal response, PROVIDING IT IS RECEIVED BY THE PURCHASING DEPARTMENT BY THE TIME AND DATE SPECIFIED IN THE ORIGINAL RFP DOCUMENT, OR AS AMENDED BY THIS DOCUMENT. Please acknowledge receipt of this addendum by email to joseph.lastrina@uconn.edu.

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**Existing Roadway Network + Vehicle Congestion**

- The UConn Storrs Campus is linked to two primary arterials – US Route 44 and Route 195 – that provide the majority of access for students, faculty, staff, and visitors traveling to and from the campus, with most of the population arriving from the north and northwest.
- Route 195/Storrs Road serves as a “front door” to the University. From Route 195, Route 430/North Eagleville Road serves as the primary access roadway into the core campus. Numerous internal campus roadways and driveways intersect Route 430/North Eagleville Road along its length.
- Hillside Road serves as the campus’ primary internal north/south spine and connects Route 430/North Eagleville Road to Bolton Road. In addition to accommodating heavy vehicle volumes through the campus core, Hillside Road also carries heavy pedestrian traffic on the sidewalks located on both sides of the road.
- Vehicular circulation in and around campus is typically free flowing during much of the day. However, vehicular volumes spike significantly during morning and evening peak hours, causing delays and queueing at intersections and roadways serving the campus.
Campus Transportation Framework

There is already significant traffic congestion on the main access roads to the campus core, including Route 195/Storrs Road, Route 430/North Eagleville Road, and Hillside Road. Even today, certain intersections in the core are overburdened and lack the capacity to handle vehicle throughput at peak hours. As a result, recommendations for improvements to campus transportation and parking elements seek to limit and even reverse current congestion problems while encouraging alternate mode choices. Through various strategies, the University can simultaneously address the congestion issue and work towards its sustainability goals and a revitalized 21st century campus.

Such strategies include the following:

- Limit vehicular access on certain corridors, such as Hillside Road, to provide a more livable and human-scale campus
- Invest in congestion relief through targeted roadway investments, such as a Hillside Road extension and a new campus loop roadway
- Implement Transportation Demand Management (TDM) measures to suppress overall auto demand
- Better define gateways, with redesigns at problem intersections
- Review signalization and timing to improve system efficiency
- Distribute parking facilities along the campus perimeter to reduce the number of vehicles entering the core
- Invest in a Smart Parking system to evaluate current parking utilization, reduce congestion and idling, and plan for future parking needs
- Improve campus transit shuttle bus service by simplifying routes, guaranteeing headways of less than 10 minutes, and enhancing bus stops with shelters and real-time bus tracking information
- Improve pedestrian network and facilities, including identification of pedestrian priority corridors, improved pedestrian trails to facilitate on-foot campus connections, and enhanced pedestrian crossings at major roads, such as Route 195 / Storrs Road and Route 430 / North Eagleville Road
- Improve bike network and facilities, including possible development of campus-wide bikeshare system
Roadway Network + Circulation Principles

Under the proposed development scenarios, demand for campus parking is expected to increase in the future. Similarly, new development will lead to additional congestion on the campus road network, all else equal. Thus, any development envisioned in the Master Plan must be accompanied by strategies to facilitate roadway circulation and provide sufficient parking without overwhelming the already strained road network.

The Master Plan seeks to limit vehicular access on certain corridors – such as Hillside Road – in order to provide a more livable and human-scale campus. At the same time, it projects an increase in the number of students by up to 5,000 in accordance with the goals of Next Generation Connecticut, subsequently accompanied by a significant amount of new square footage of buildings. As a result of these changes, without additional roadway capacity, it is certain that traffic congestion in the campus core will become more severe than today. Building additional roadway capacity could be a solution, but is at odds with the overarching sustainability and livability goals of the Master Plan. In addition, providing more parking in the core will work against this goal. Therefore, to minimize traffic congestion, improve vehicular and pedestrian circulation, and decrease pedestrian-vehicular conflicts, the Plan must consider TDM measures to suppress overall auto demand, as well as additional parking facilities along the campus perimeter to reduce the number of vehicles entering the core.

Access on Hillside Road

One specific recommendation is to designate Hillside Road as a bus-only corridor during class times, with permitted access for emergency vehicles, campus maintenance vehicles, and deliveries, if necessary. In conjunction with investment in a new campus loop road – which will attract motorists and dissuade them from driving through the campus core – Hillside Road can serve as a new student hub, allowing for a more pedestrian and bicycle friendly experience within the core campus. Such changes are intended to make Hillside Road the spine of campus with high levels of pedestrian activity and a vibrant “Main Street” feel.

Congestion Relief

One of the primary objectives of the Hillside Road Extension is congestion relief along Route 195/Storrs Road. The Hillside Extension EIS describes additional mitigation measures, including the addition of turn lanes to certain intersections on Route 195, signal timing adjustments, and others. It is uncertain how these proposed mitigation measures will be implemented as part of the construction of the Hillside Extension and how the timing of those improvements are related to future development of the North Campus. Congestion relief on Route 195 can also be achieved by reducing auto demand through improved transit, providing increased perimeter parking, and increasing the mode share of walk and bike trips. A robust review of signalization timing along the Route 195 corridor, and other major campus corridors, is also recommended in conjunction with implementation of the Master Plan.

Campus Gateways

The Master Plan envisions clarified gateways, such as a new primary visitor gateway in the southern section of campus and an enhanced north gateway along Route 195. These proposed rebranded entrances to campus could generate marginal impacts on how students and staff access certain areas of campus; it is likely, however, that general roadway congestion trends related to
Defining Campus Gateways

A memorable gateway experience will be created on all campus approaches, beginning with the entry sequence at the peripheries of campus and extending to formally marked strategic points of arrival to the campus core.

1. Route 195 and Route 44
Although portions of University extend nearly to this intersection, the University does not own any property in the Four Corners area. Existing land uses at this intersection include a pharmacy, a gas station, and other small businesses. This intersection is an important decision point for motorists to proceed towards either the Main Campus gateway, the Innovation Way through the proposed Tech Park, or towards Depot Campus. The Plan recommends that the University work with the Town to enhance wayfinding at this gateway.

2. Route 195 at Moulton Road (“North Gateway”)
This point at the crest of the hill marks the edge of the Agricultural Campus and the beginning of the entry sequence from the north. This is the point where landscape and buildings can begin to signal arrival to the University, including the W Lot as a large area for potential new development.

3. Route 195 and North Eagleville Road (“North Entry”)
This is the true northern gateway to campus. The proposed Woodland Corridor will cross from the Great Lawn to the Agricultural Campus here and roadways will be realigned to signal the entry to the Main Campus. Increased visibility of signage will announce arrival.

4. Route 195 at South Eagleville Road (“South Gateway”)
The site of the current Mansfield Apartments will begin the entry sequence to campus from the south. A new mixed-use redevelopment site will be a key interface with the Town as well as the first impression of the campus.

5. Route 195 at Bolton Road (“South Entry”)
With the development of Storrs Center, this intersection has taken on new importance as the face of the University to the Town to the south. With new development, an increased number of faculty and staff are expected to have South Campus as their destination. Future expansion of the School of Fine Arts should be carefully designed to highlight and amplify this experience.

6. Route 195 and Mansfield Road (“Ceremonial Entry”)
This will be the ceremonial entrance to campus for visitors from both north and south, with the School of Fine Arts, Mirror Lake, and the Woodland Corridor representing key features of this gateway.

7. Route 44 and Hillside Road Extension
This will be a new gateway for the Tech Park and is anticipated to be a popular entrance for faculty, staff, and commuters. The University should work with the Town to enhance wayfinding and signage at this intersection.

8. South Eagleville Road and Bolton Road Connection
Once the northern extension of Hillside Road to Route 44 is completed, an extension of Bolton Road to South Eagleville Road should be constructed. This will allow the University to create a gateway from points southwest that alleviates traffic through the adjacent neighborhood.

9. North Eagleville Rd and Hunting Lodge Road
This intersection begins the back gateway accessed from local roads. Although it is currently only used by local residents, it will become increasingly important to begin shaping the western entry sequence from this intersection as the Depot Campus is revitalized.

10. North Eagleville Road and Hillside Road
Currently, the four corners of this prominent intersection contain the North Parking Garage, the Lodewick Visitors Center, the Public Safety Complex, and a steep rise in topography up to the Northwest Residence Halls. The roadway is a wide expanse and difficult for pedestrians to cross. As Depot Campus and the Tech Park become important destinations on campus, this intersection will be the gateway back to the Main Campus. A simplified alignment, new science buildings on X Lot, and heavy landscaping will clearly mark this important gateway.

11. Route 44 at Bonemill Road
The primary entry sequence to Depot Campus from the east begins at this intersection. The roadway, landscape and architecture should begin to shape this gateway.

12. Route 44 and Walters Avenue
This will be the future ceremonial entrance to the University Village at Depot Campus. Buildings should shape the landscape behind the Brown Building to create a welcoming experience to the historic Girls’ Campus and to feature the connection to the Connecticut landscape.

13. Route 44 and Stafford Road
This intersection marks the beginning of the entry sequence from points west, not only to Depot Campus but also to the larger Main Campus. Wayfinding signage and landscape improvements will begin here.

14. Bonemill Road and Birch Road
As the Depot Campus takes on new importance, this intersection will mark the gateway to the Depot Campus from the Main Campus.
The northern gateway provides a key opportunity to connect the University’s heritage with its future as a research and intellectual hub, by visually linking farmland conservation areas with a new Tech Park Orientation and Exhibition Center. The Jacobson Barn, a historic landmark building, can be repurposed and rejuvenated to serve the University’s goal of interfacing with the public, transforming this gateway into an event space and destination.

This is the first experience of the campus for those coming from the north, and it could be an opportunity for a new “gateway” project. W Lot, now a 900+ car surface parking lot, has significant room to accommodate a new “Discovery Center,” which could house visitor information, some student services like admissions or career counseling, cultural uses, or exhibition space related to the Tech Park.

The new gateway also provides advance warning to visitors that they are entering a campus and increases their alertness and ability to locate wayfinding signage.

Potential Main Features:
- UConn Discovery Center
- Tech Park Orientation and Exhibition Center
- New Visitor Center
- Admissions
- Career Services
- Public Safety

Precedent for Adaptive Reuse: The Willoughby Barn by El Dorado, Kansas City, MO
Visitors and guests will be encouraged to use a “ceremonial” entrance at the intersection of Mansfield Road and Route 195. This new entry sequence celebrates both the legacy campus of the past as well as the new campus of the future, highlighting Mirror Lake, new academic buildings, and the South Woodland Corridor as key features of this gateway. This new ceremonial entrance will ease some congestion at Storrs and North Eagleville Roads and provide a more direct route to the South Garage. It also allows visitors the experience of the Great Lawn, Wilbur Cross, and the Heritage District as a “first glimpse” of UConn.

Potential Main Features:
- Views of Great Lawn, Mirror Lake, and the legacy campus
- Views of the new South Woodland Corridor and South Campus Commons
- New Academic Buildings Framing the Gateway
- Direct access to the South Parking Garage
The character of the south entrance will be transformed to reflect its emerging urban setting. The mixed-use redevelopment of Mansfield Apartments and future School of Fine Arts expansion will strengthen the link between the campus and Storrs Center while enhancing wayfinding and orientation. A new parking structure will capture vehicles coming from the south, diverting traffic away from the campus core.

Potential Main Features:
- Mansfield Apartments Redevelopment
- Fine Arts Expansion
- Parking
- New Residences

The Drama-Music Building and the Music Library represent the existing southern gateway.