



1111 Franklin Street
Oakland, CA 94607-5200
Phone: (510) 987-9074
Fax: (510) 987-9086
<http://www.ucop.edu>

May 15, 2015

**PRESIDENT OF THE UNIVERSITY
CHAIRMAN OF THE BOARD
CHAIR OF THE COMMITTEE ON GROUNDS AND BUILDINGS**

**ACTION BY CONCURRENCE – APPROVAL OF THE BUDGET, GILMAN DRIVE
REALIGNMENT, SAN DIEGO CAMPUS**

EXECUTIVE SUMMARY

The proposed Gilman Drive Realignment project would reconfigure and widen Gilman Drive, and provide a new four-way, signalized intersection to improve campus circulation. This project would benefit the Health Sciences Programs, which have collaborating clinical, academic, and research facilities on both sides of the campus. The roadway configuration would allow for the future connection to the Interstate 5 (I-5) / Gilman Bridge, funded through the San Diego Association of Governments (SANDAG) and constructed by the California Department of Transportation (Caltrans). The bridge would provide a new secondary internal connection between East and West campuses, and complete the internal campus loop road contemplated in the campus' Long Range Development Plan. The campus project also includes reconfiguring and replacing surface parking, improvements to stormwater management systems, enhancement of bicycle and pedestrian connections, and provision of underground utilities.

For the past several years, the campus has been negotiating funding responsibilities for this project with Caltrans and SANDAG. The campus included this project in the 2014-24 Capital Financial Plan (CFP), accepted by the Regents in November 2014 as part of a larger project that included the I-5 / Gilman Bridge. At the time, the split of funding sources between campus contributions and third-party sources was yet to be finalized. The campus worked on securing as much funding as possible from other sources, despite benefits for the campus significantly outweighing those of the other agencies. As a result of this ongoing effort, SANDAG allocated \$15 million in March 2015 for the I-5 / Gilman Bridge, approximately half the total project cost of the larger project identified in the CFP. With that funding commitment in place for the bridge, the campus is now able to propose the use of campus funds for the Gilman Drive Realignment project. These two projects provide the infrastructure necessary to accommodate the campus' increasing circulation needs and a critical second connection over I-5 between East and West campuses.

APPROVAL OF THE BUDGET, GILMAN DRIVE REALIGNMENT, SAN DIEGO CAMPUS

The President of the University recommends approval of a total project budget of \$14.85 million, to be funded from campus funds. Because of the change in funding source from privatized to campus funds, the budget action is not eligible to be approved through the delegated process. Therefore, in accordance with Standing Order 100.4(q)(1), the President requests approval, with the concurrence of the Chairman of the Board and the Chair of the Committee on Grounds and Buildings, of the project budget using campus funds. Upon approval of the budget, the project will be consistent with the CFP and subsequently the campus will seek design approval, pursuant to the California Environmental Quality Act, through the delegated process for approval of capital projects.

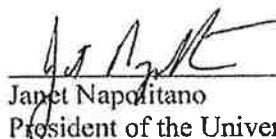
RECOMMENDATION

The President of the University recommends, subject to the concurrence of the Chairman of the Board and the Chair of the Committee on Grounds and Buildings, that the President be authorized to:

1. Amend the 2014-15 Budget for Capital Improvements and the Capital Program as follows:

San Diego: Gilman Drive Realignment – preliminary plans, working drawings, and construction – \$14.85 million to be funded from campus funds.
2. Approve the scope of the Gilman Drive Realignment project as consisting of: realigning and widening Gilman Drive; constructing a four-way signalized intersection to allow for the future connection of the Interstate 5 (I-5) / Gilman Bridge; reconfiguring and replacing existing surface parking; providing bicycle and pedestrian improvements; providing utility connections to and through the bridge; providing storm water management and landscape improvements; and relocating two shuttle stops.

Approval:



Janet Napolitano Date
President of the University

Concurrence:



Bruce D. Varner Date
Chairman of the Board

Hadi Makarechian Date
Chair of the Committee on Grounds and Buildings

APPROVAL OF THE BUDGET, GILMAN DRIVE REALIGNMENT, SAN DIEGO CAMPUS

The President of the University recommends approval of a total project budget of \$14.85 million, to be funded from campus funds. Because of the change in funding source from privatized to campus funds, the budget action is not eligible to be approved through the delegated process. Therefore, in accordance with Standing Order 100.4(q)(1), the President requests approval, with the concurrence of the Chairman of the Board and the Chair of the Committee on Grounds and Buildings, of the project budget using campus funds. Upon approval of the budget, the project will be consistent with the CIP and subsequently the campus will seek design approval, pursuant to the California Environmental Quality Act, through the delegated process for approval of capital projects.

RECOMMENDATION

The President of the University recommends, subject to the concurrence of the Chairman of the Board and the Chair of the Committee on Grounds and Buildings, that the President be authorized to:

- 1. Amend the 2014-15 Budget for Capital Improvements and the Capital Program as follows:

San Diego: Gilman Drive Realignment - preliminary plans, working drawings, and construction - \$14.85 million to be funded from campus funds.

- 2. Approve the scope of the Gilman Drive Realignment project as consisting of: realigning and widening Gilman Drive; constructing a four-way signalized intersection to allow for the future connection of the Interstate 5 (I-5) / Gilman Bridge; reconfiguring and replacing existing surface parking; providing bicycle and pedestrian improvements; providing utility connections to and through the bridge; providing storm water management and landscape improvements; and relocating two shuttle stops.

Approval:



Janet Napolitano Date
President of the University 5-15-15

Concurrence:

Bruce D. Varner Date
Chairman of the Board



Hadi Makarechian Date
Chair of the Committee on Grounds and Buildings 5/26/15

BACKGROUND

Gilman Drive is a major campus thoroughfare that runs from La Jolla Village Drive to Voigt Drive. The road is approximately one-and-a-half miles long and is the primary access between the West Campus and East Campus. Gilman Drive is heavily used by students, administrators, and faculty in the medical fields who frequently travel between the School of Medicine (West Campus) and the Medical Center (East Campus). Additionally, the road serves as a portion of the campus loop road serving many visitors and commuters using Gilman Drive as the primary access point to the campus.

Gilman Drive has significant traffic congestion during morning and evening commute hours. East of the intersection of Villa La Jolla Drive, the road changes from four lanes (two in each direction) to two lanes (one in each direction). The one-quarter mile portion of the road where traffic merges from four lanes to two lanes is where the majority of the bottleneck and traffic congestion occurs. Additionally, this portion of the road provides limited shoulder space for cyclists, causing unsafe conditions considering the high volume of auto traffic. Reconfiguring and widening this portion of Gilman Drive will reduce congestion, improve traffic circulation, decrease travel time between the East Campus and West Campus, and improve safety for cyclists.

Additionally, the I-5 / Gilman Bridge, approved and funded by the San Diego Association of Governments (SANDAG), will create a new secondary internal connection between the West Campus and East Campus. The bridge will complete the internal campus loop road contemplated in the Long Range Development Plan (LRDP), relieve Voigt Drive, and provide direct access for students living in Mesa Housing to the West Campus. When complete, Gilman Drive will accommodate traffic from the Gilman Bridge as well as traffic from the West Campus by providing a four-way, signalized intersection that will channel traffic in a safe and efficient manner.

PROJECT DESCRIPTION

The proposed Gilman Drive Realignment project would be for reconfiguring and widening Gilman Drive and providing a new four-way, signalized intersection to support campus circulation. The roadway configuration would allow for the future connection of the I-5 / Gilman Bridge, funded by SANDAG and constructed by the Caltrans. The project also includes the reconfiguration of a surface parking lot, improvements to stormwater management systems, enhancement of bicycle and pedestrian access, and provision of underground utilities.

The four-way intersection would be constructed at the north driveway access to the Veteran's Administration Medical Center (VAMC). The widening of Gilman Drive would occur from Villa La Jolla Drive to the four-way intersection. In order to facilitate smooth traffic flow of anticipated increased traffic volumes, the intersections on both sides of the bridge would have three-lane configurations consisting of one lane each way with a protected left-hand turn lane. Where Gilman Drive would connect to the I-5 / Gilman Bridge, the lane configuration of the roadway would be 42 feet (curb to curb) to provide two 11-foot-wide travel lanes, a ten-foot-wide left turn pocket and two five-foot-wide bike lanes.

One retaining wall would be constructed outside the Caltrans right-of-way on the west side of I-5 and north of the new bridge to accommodate a new sewer maintenance access road. In addition, a retaining wall would be built along the south side of Gilman Drive adjacent to the VAMC property line.

The roadway project would include utility systems within the bridge connecting the East Campus and West Campus and include 12-inch domestic water, 12-inch reclaimed water, 12 kV electrical distribution, and telecommunications conduits. The connection points for these utilities on the east side of the bridge are complete; however, on the west side of the I-5 / Gilman Bridge, the domestic water and reclaimed water systems would be extended westerly to the existing intersection with Villa La Jolla Drive. Electric and telecommunications conduits would be extended westerly to the intersection with Villa La Jolla Drive. The existing 12 kV electrical system within Gilman Drive shall remain, with existing manholes adjusted to grade.

A storm drain system would be constructed across the entrance of the parking lot along Gilman Drive and would drain northeasterly to a new storm drain system proposed at the new 4-way intersection north of VAMC. Low impact design features are included in the project.

An existing parking lot south of Gilman Drive would be removed as a result of the proposed intersection realignment. An existing parking lot north of Gilman Drive would be reconfigured with a new access drive and expanded once Gilman Drive is realigned. Stops for UC San Diego shuttles would be located just west of the new intersection on both sides of Gilman Drive, to serve the eastbound and westbound bidirectional campus loop shuttle system.

The project includes several green building sustainability features including water quality upgrades provided through low-impact stormwater treatment measures to capture first flush and filter sediment and particulate from rain water prior to conveyance off site. Regional and recycled materials will be used in the construction of the roadbed.

Project Schedule

The project is consistent with the approved LRDP and the accepted Physical Design Framework. With approval of the budget by this proposed action, the project will be consistent with the Capital Financial Plan (CFP), accepted in November 2014, making the design eligible for approval through the delegated process. The campus intends to seek design approval pursuant to the California Environmental Quality Act in May 2015.

Project construction is planned to be completed in phases. Construction of the first phase of the project is scheduled to begin in summer 2015 and includes constructing the intersection, widening the roadway, and constructing the maintenance access road. All other work would be in subsequent phases and would be completed by spring 2017. Construction of the Bridge will start in January 2016 with a projected completion date in spring 2017, which aligns with the Roadway improvements.

Project Budget and Funding

The total project budget is \$14.85 million, funded with campus funds. The campus funds are from investment income.

Delivery Method

The Construction Management / General Contractor (CM/GC) delivery method is planned, in order to select a qualified team to assist in confirming that the project scope and budget are in alignment and to validate the proposed project phasing and construction schedule. The CM/GC would be responsible for successfully managing its work in conjunction with the Caltrans contractor for the I-5 / Gilman Bridge project. Any self-performed work would be competitively bid.

Key to Acronyms

C	Construction
Caltrans	California Department of Transportation
CFP	Capital Financial Plan
CM/GC	Construction Management/General Contractor
I-5	Interstate 5
LRDP	Long Range Development Plan
P	Preliminary Plans
SANDAG	San Diego Association of Governments
VAMC	Veteran's Administration Medical Center
W	Working Drawings

ATTACHMENTS:

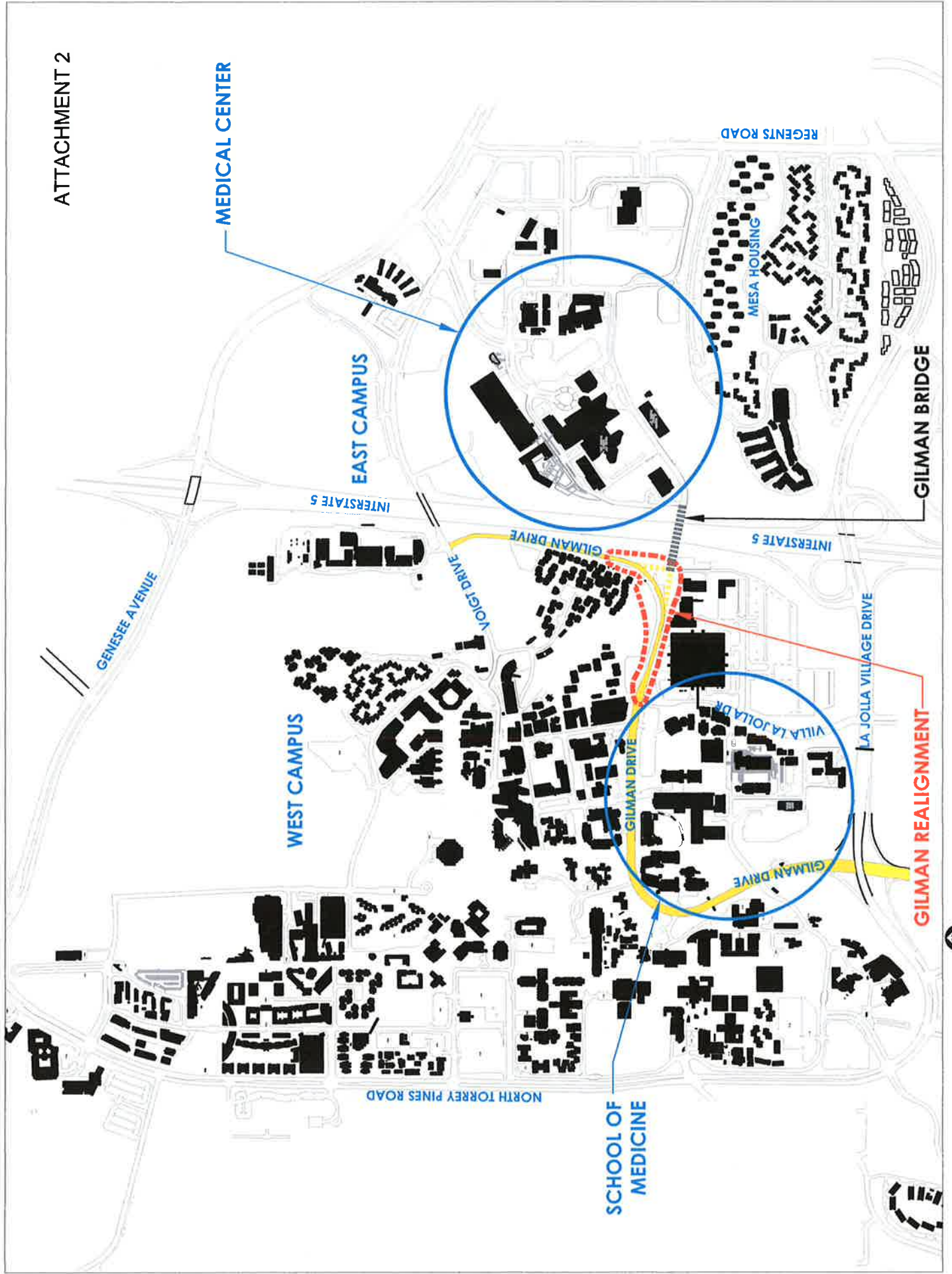
- Attachment 1: Project Budget
- Attachment 2: Campus Map
- Attachment 3: Project Site Plan

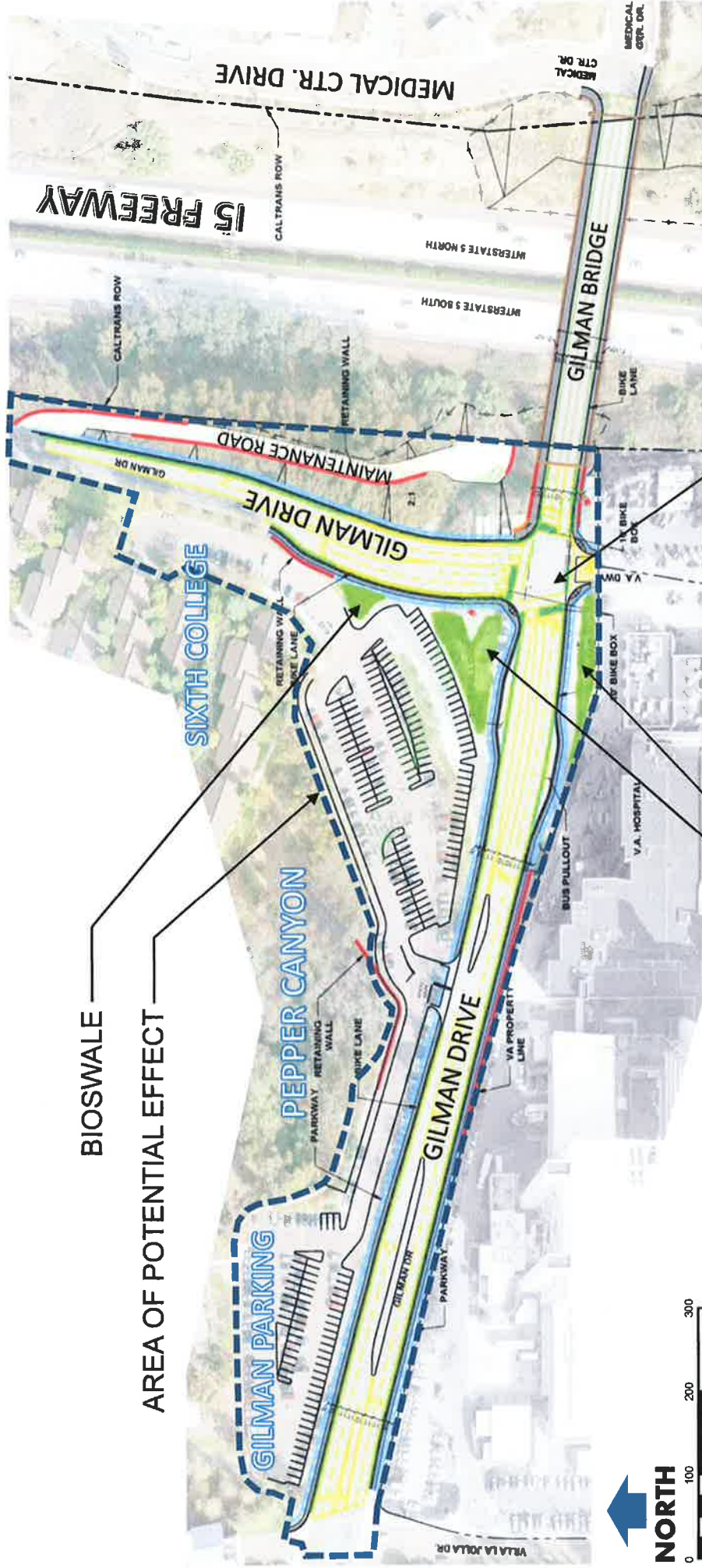
**PROJECT BUDGET
GILMAN DRIVE REALIGNMENT
CCCI 6284**

Cost Category	Proposed Budget	% of PWC
Site Clearance	\$363,000	2.4
Building	0	0
Exterior Utilities	1,110,000	7.5
Site Development	9,886,000	66.6
A/E Fees ⁽¹⁾	1,693,000	11.4
Campus Administration ⁽²⁾	550,000	3.7
Surveys, Tests, Plans	81,000	0.6
Special Items ⁽³⁾	212,000	1.4
Contingency	955,000	6.4
<i>Total P-W-C</i>	\$14,850,000	100%
Groups 2 & 3 Equipment	0	
Total Project	\$14,850,000	
Funding Schedule:		
Preliminary Plans (P)	\$965,000	
Working Drawings (W)	\$1,188,000	
Construction (C)	\$12,697,000	
Total	\$14,850,000	

Notes

- (1) Fees include Executive architect, other professional design contract costs, and design coordination with the I-5/Gilman Bridge project.
- (2) Campus Administration includes project manager, planning, engineering and design review, and contracts administration.
- (3) Special items include peer review, environmental documentation, specialty consultants, and agency fees.





BIOSWALE

AREA OF POTENTIAL EFFECT

GILMAN PARKING

PEPPER CANYON

SIXTH COLLEGE

BIOSWALE

VA HOSPITAL

NEW SIGNALIZED INTERSECTION



NORTH



Feet