

## SCHEDULE

Approve Contract  
Begin Construction  
Job Complete

**Date**  
10/15/03  
End of October 2003  
Summer 2005

## PROJECT CONTACT

For questions regarding this project, please contact Caltrans Public Information at **(510) 286-4454** or you may visit our website at [www.dot.ca.gov/dist4/4thstreet.htm](http://www.dot.ca.gov/dist4/4thstreet.htm)



Caltrans Public Information Office  
Fourth Street Off-ramp Widening Project  
P.O.Box 23660  
Oakland, CA 94623-0660

# FOURTH STREET OFF-RAMP WIDENING PROJECT UPDATE

FALL 2003 EDITION



04-SF-80-4.6/5.0 (KP 7.4/8.1)  
04-248214

In the City and County of San  
Francisco on Interstate 80 from  
Harriet Street to Fourth Street

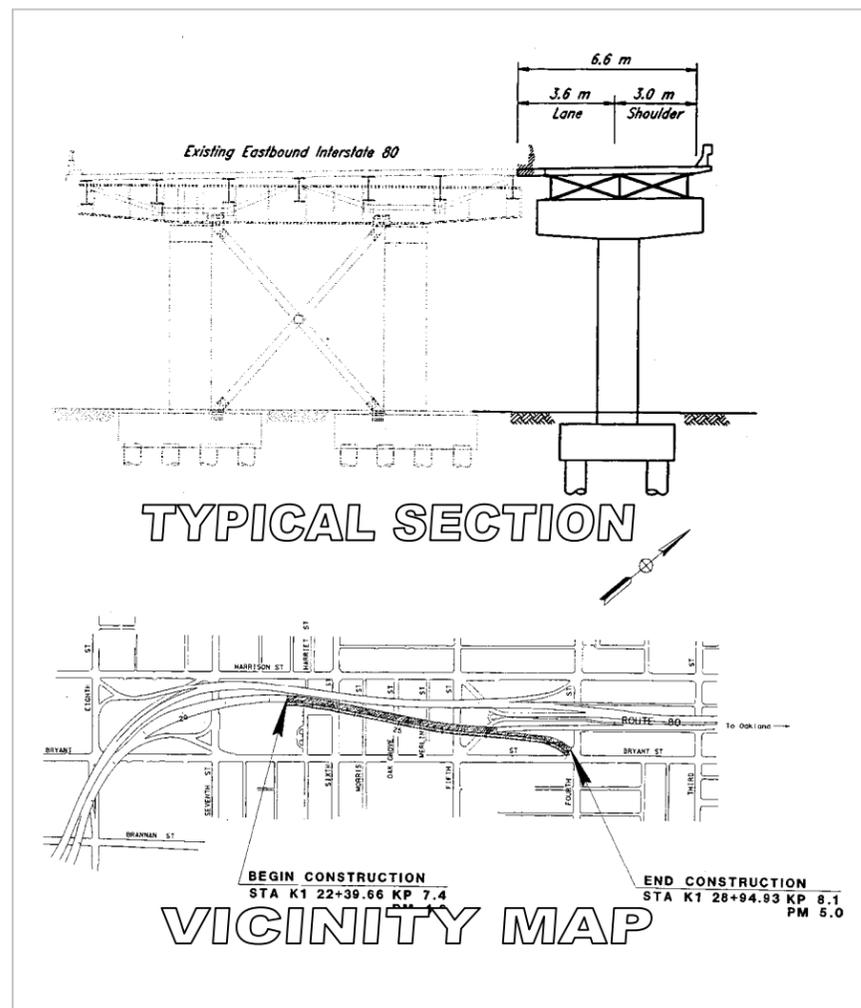


## Project History

This project was initiated in response of the City and County of San Francisco (City)'s proposal to widen the eastbound I-80 off-ramp at Fourth Street as part of the Replacement Project for the elevated Embarcadero Freeway (State Route 480) and ramp connector known as the Terminal Separator Structure (TSS). Both freeway structures were demolished as a result of damage caused by the Loma Prieta Earthquake of October 1989. Located along San Francisco's downtown waterfront, these structures and associated ramps connected the San Francisco-Oakland Bay Bridge and U.S. 101 with downtown San Francisco.

Following the Loma Prieta Earthquake, the California Department of Transportation (Caltrans) concluded that the cost to repair and (seismically) retrofit the structures was equal to, or greater than the cost to demolish, remove and replace them with a new facility. Closure of the TSS and the Embarcadero Freeway provided the City with an opportunity to evaluate both structures' role in serving traffic in and through the downtown area and vicinity and their role in the City's multi-modal transportation system.

The project alternatives analyzed in the September 1996 EIS/EIR evolved in two stages. Prior to December 1992, the City's planning effort focused on alternatives to replace the elevated Embarcadero Freeway along the San Francisco waterfront. It was assumed that the Terminal Separator Structure, which connected the Bay Bridge and U.S.101 to the Embarcadero Freeway, would be retrofitted or demolished and reconstructed in its original configuration. However, in December 1992, the Mayor of San Francisco requested that Caltrans postpone its plan for Terminal Separator Structure and instead undertake with the City a study of alternatives to its full replacement. Following further study, the San Francisco Board of Supervisors requested the



integration of alternatives to the Embarcadero Freeway with alternatives to the TSS.

## Overview

The City's proposal, known as Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure, includes, among other improvements, the widening of the Fourth Street Off-Ramp from eastbound Interstate 80 (i.e. this project) and the construction of the Folsom Street Leg Off-ramp from westbound I-80 (soon to follow). Once completed, these projects will help improve traffic flow into the City.

This project is located on eastbound SF-80 between Harriet and Fourth Streets in the City and County of San Francisco. The existing Fourth Street Off-Ramp is to be widened to provide two dedicated lanes from I-80 that transition to three lanes at the Fourth Street terminus. The project would include widening the mainline freeway between Harriet Street and Fifth Street to provide an additional auxiliary lane approaching the Fourth Street Off-Ramp. The Location Map shows the location of the project.

The project is estimated to cost \$19 million and is being funded primarily by Federal Emergency Relief (ER) Funds. It is on a previously constructed access controlled route not requiring a revised freeway agreement and scheduled for completion around the summer of 2005.

To reduce potential disturbance due to construction-related noise levels, construction activities are to comply with the City and County of San Francisco's Noise Ordinance. Also, in an effort to reduce pile driving noise, alternative piling methods – oscillated case-in-steel-shell concrete and soil-cement - will be used on this project.

While vibration is expected to be minimal, it will be monitored by the contractor concurrent with the operations, and if limits are exceeded, warning devices will signal the contractor to stop operations.

Reasonable effort will be made to notify the owners or tenants in the project vicinity ahead of impending work that may cause some inconvenience and/or temporary street closures. City street access is expected to be maintained at all times except for temporary daytime closures.



PROJECT HIGHLIGHTS	
PURPOSE OF PROJECT	To improve traffic flow into the City
END CONSTRUCTION	Summer 2005
CONSTRUCTION COST	\$19 Millions
FUNDING	Federal Relief Sources

