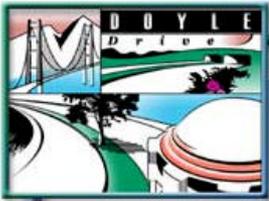


ITEM PRESENTATION ON SOUTH ACCESS TO GOLDEN  
GATE BRIDGE – DOYLE DRIVE (5.2B.)

A VERBAL PRESENTATION WILL BE MADE AT THE  
AUGUST 14, 2003 CTC MEETING ON THIS ITEM.





# South Access to the Golden Gate Bridge - *Doyle Drive*



Engineer the Consensus Design

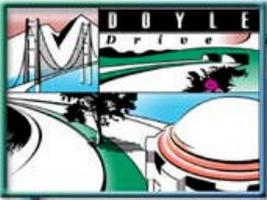
Secure Environmental Approval

Maintain Community Consensus

Develop Full Funding Strategies

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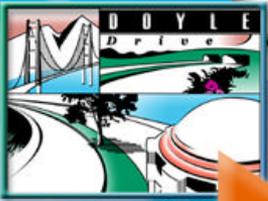
August 14, 2003



# Agenda – South Access Update

- ▶ Review Project Setting and Alternatives
- ▶ Project Challenges
- ▶ Funding Plan
- ▶ Time Line

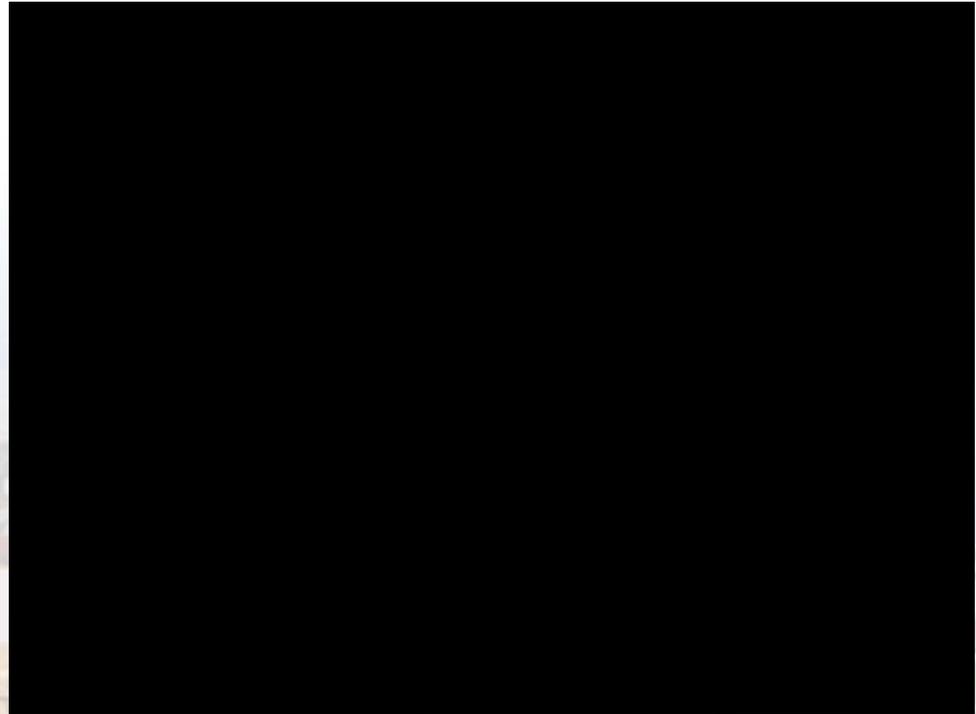


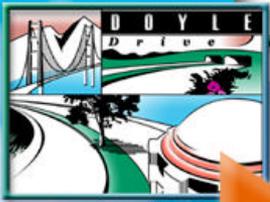


# Doyle Drive: The south access to the Golden Gate Bridge

*... a vital transportation link*

- ▶ Presidio National Park
- ▶ National Historic Landmark
- ▶ Golden Gate Bridge
- ▶ Palace of Fine Arts
- ▶ San Francisco link to North Bay

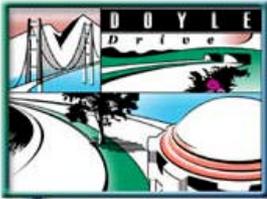




## Doyle Drive: Existing Condition

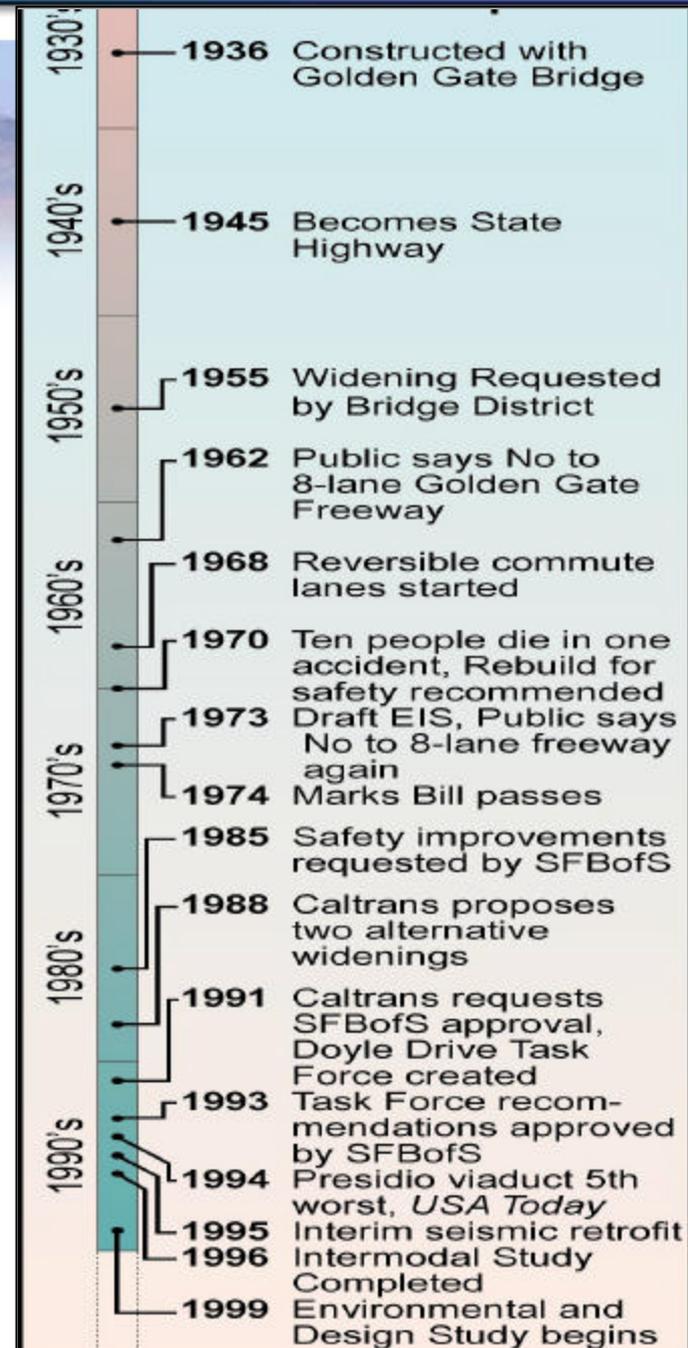
- ▶ Structural deterioration
- ▶ No median
- ▶ No shoulders
- ▶ Narrow lane widths
- ▶ No direct Presidio access

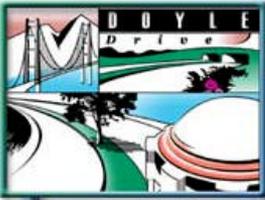




# Long History and Recent Study Efforts

- ▶ Doyle Drive Task Force  
February 1993
- ▶ Project Study Report  
Caltrans, August 1993
- ▶ Intermodal Study  
SFCTA, November 1996
- ▶ EIS/EIR Initiated  
SFCTA, January 2000





# South Access Must Be Replaced Now

- ◆ Seismic safety
- ◆ Structural safety

**5th worst - US 101 Presidio Viaduct Doyle Drive**

**BRIDGES**

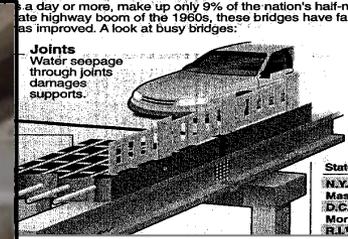
### The 25 worst bridges

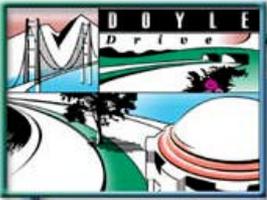
These bridges are among the USA's worst, though they've been judged safe for their posted loads. Their basic structure earned a poor rating, and they earned 10 or fewer points on a 100-point scale used to allocate federal bridge-repair funds. These are the 25 busiest of 285 that meet those criteria. Some are scheduled for repair but are open:

Bridge	County, state	What it crosses	Year built	Daily traffic
1. Triborough	Queens, N.Y.	East River	1936	130,836
2. Bronx-Whitestone	Queens, N.Y.	East River	1938	124,783
3. Manhattan	New York, N.Y.	FDR Dr.	1909	119,462
4. Henry Hudson Pkwy.	New York, N.Y.	Amtrak	1936	114,800
5. U.S. 101	San Francisco, Calif.	Presidio Viaduct	1936	103,000
6. State Route 287	Cuyahoga, Ohio	Railroad	1911	102,700
7. Williamsburg	New York, N.Y.	East River	1903	94,886
8. Macombs Dam	New York, N.Y.	Metro North	1951	83,294
9. State Route 21	Middlesex, Mass.	Tunnel	1934	73,500
10. U.S. 31	Middlesex, Mass.	Conrail	1929	68,901
11. Willis Ave.	New York, N.Y.	Harlem River	1901	66,017
12. Lemoine Ave.	Onondaga, N.Y.	I-90	1950	69,100
13. New Jersey 16	Middlesex, N.J.	Main St., Conrail	1932	59,412
14. Washington Blvd.	Arlington, Va.	Rte. 224	1944	56,185
15. Broadway St.	Washtenaw, Mich.	Huron River	1916	55,000
16. State Route 21	Essex, N.J.	I-78, railroads	1932	54,700
17. U.S. 30	Camden, N.J.	Cooper River	1927	54,200
18. U.S. 6*	Bristol, Mass.	Taunton River	1906	53,184
19. Henry Hudson Pkwy.	New York, N.Y.	Spaten Duvvill	1837	51,800
20. U.S. 1 & 9	Union, N.J.	Elizabeth River	1929	50,300
21. Brooklyn Bridge ramp	New York, N.Y.	Frankfort St.	1964	50,000
22. I-495*	Essex, Mass.	State Route 150	1967	48,150
23. Inner Loop	Montgomery, N.Y.	State St.	1953	44,522
24. Route 1 & 9	Hudson, N.J.	Amtrak	1927	42,800
25. Route 1 & 9	Hudson, N.J.	Morristown Line	1938	42,800

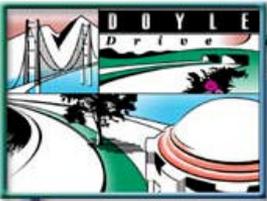
1 — Based on 1993 data.  
Source: USA TODAY analysis of Federal Highway Administration data

## USA's bridges wearing out

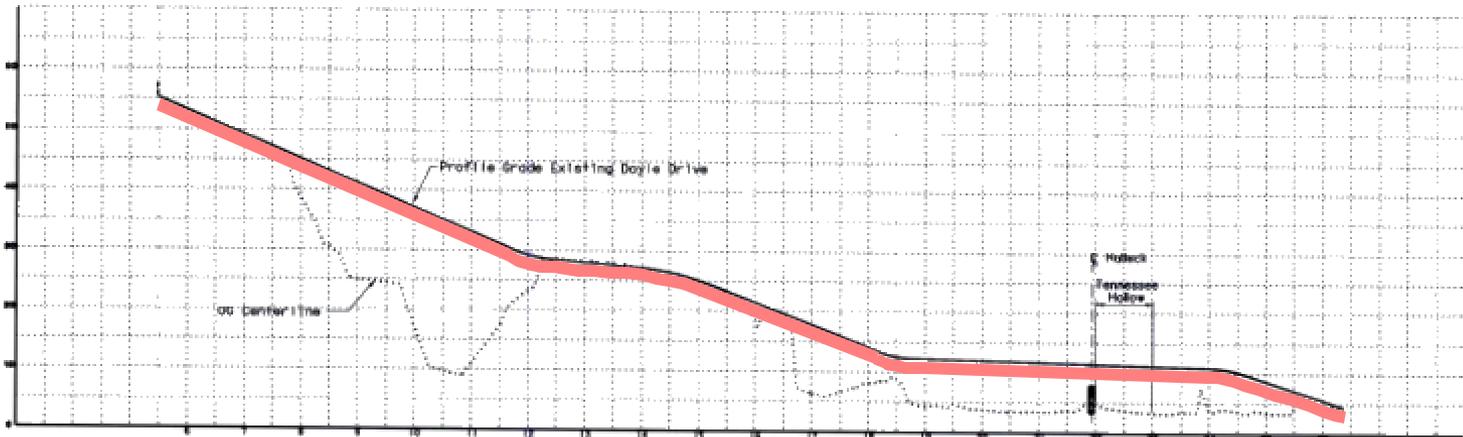
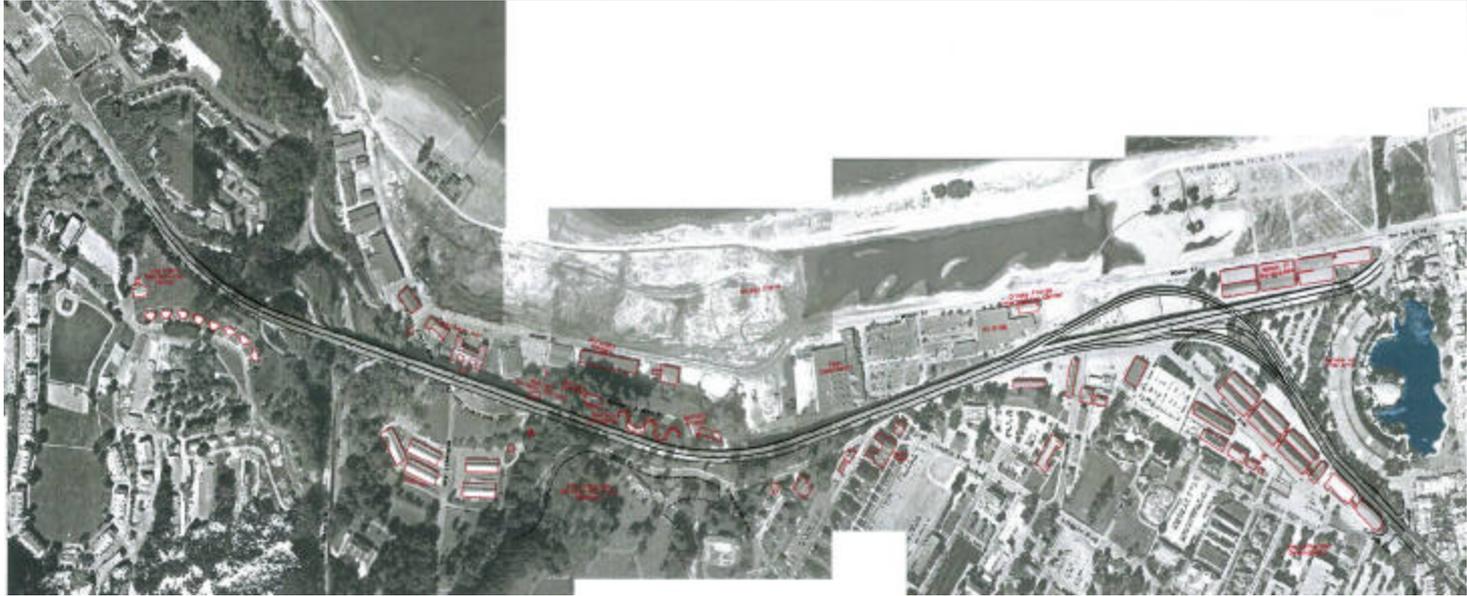


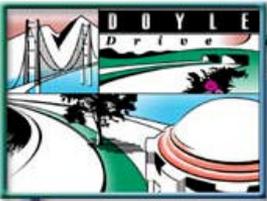


# Review Project Alternatives

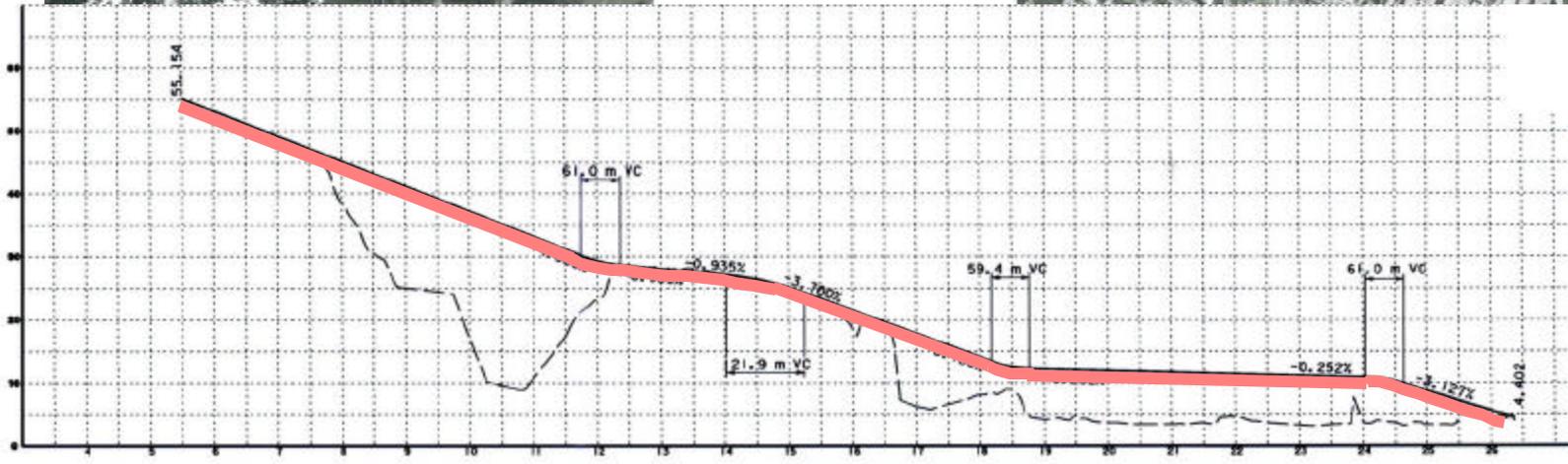
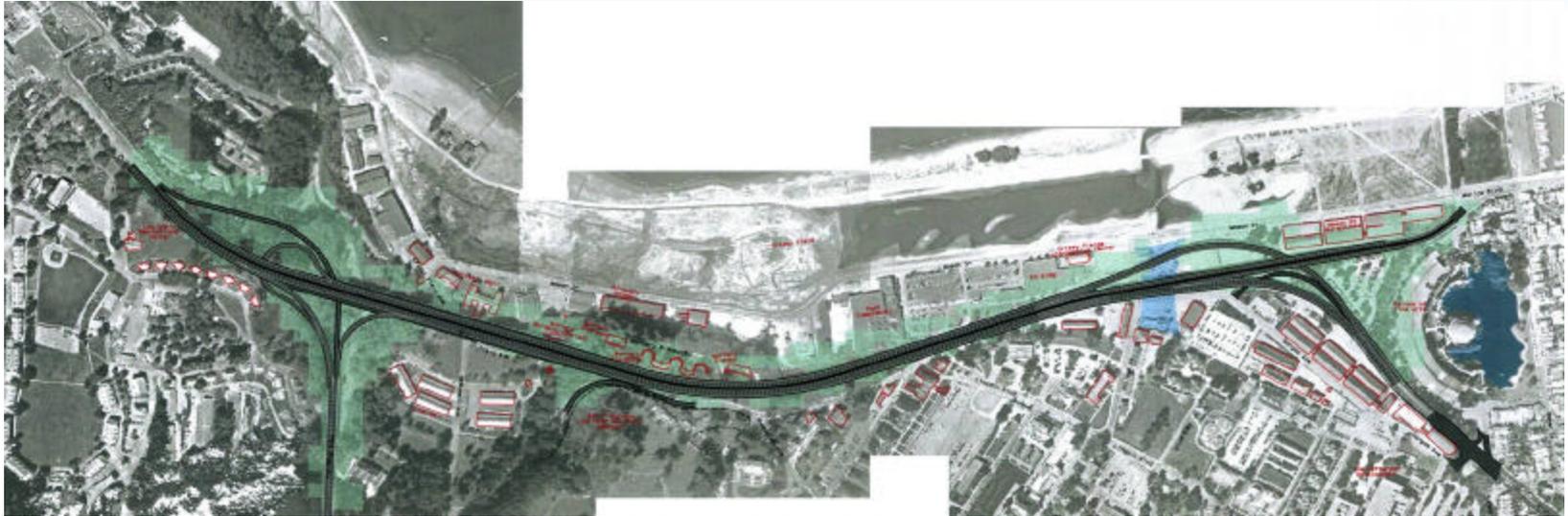


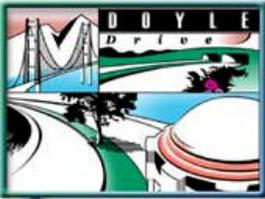
# 1. No-Build



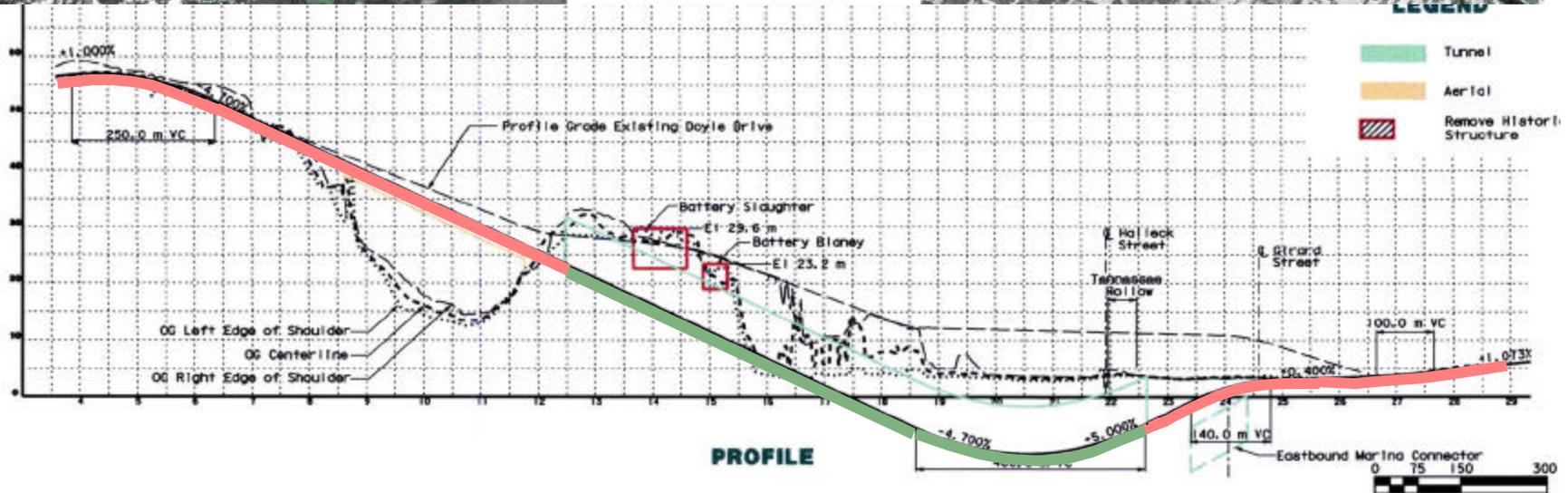


# 2. Replace and Widen

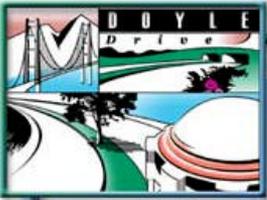




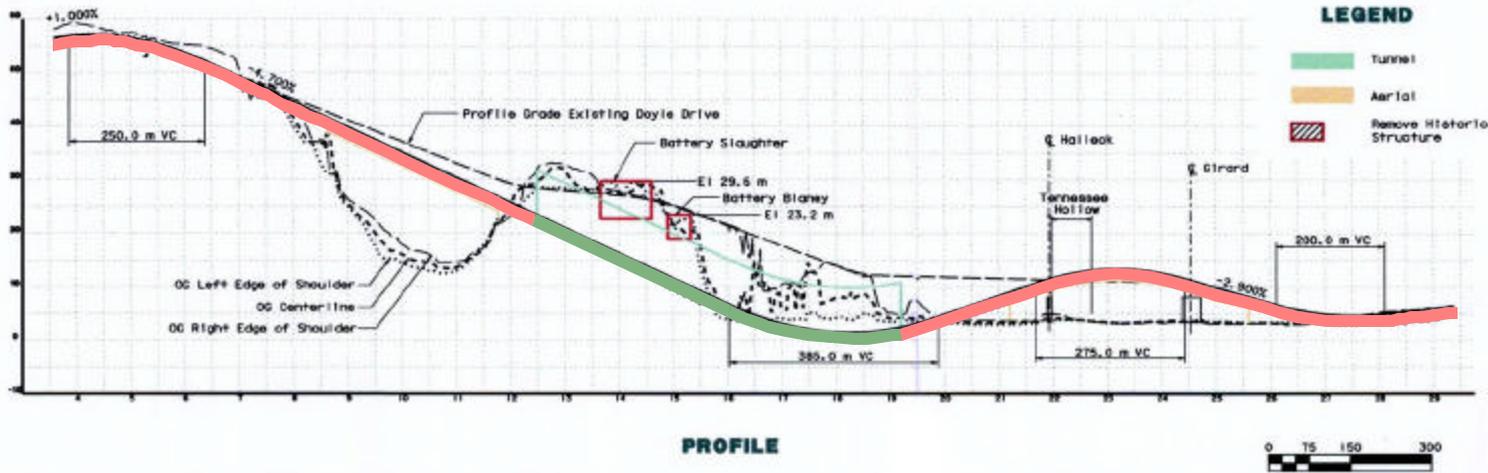
# 3. Long Tunnel

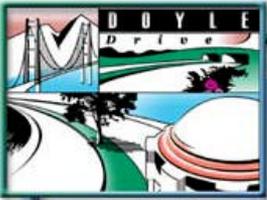


- Tunnel
- Aerial
- Remove Historical Structure

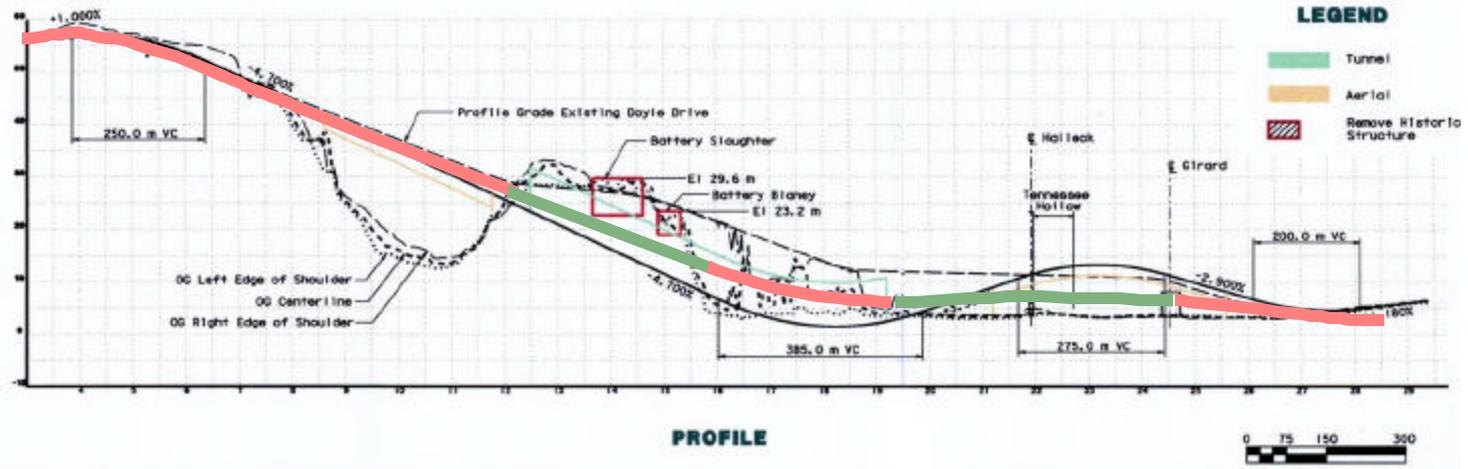


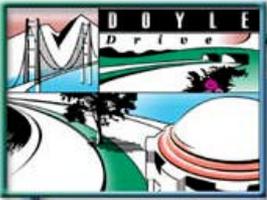
# 4. Short Tunnel





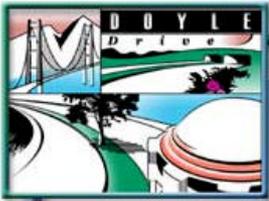
# 5. Presidio Parkway





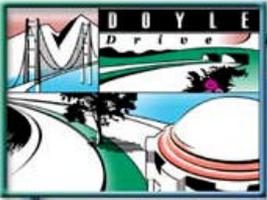
# The New South Access





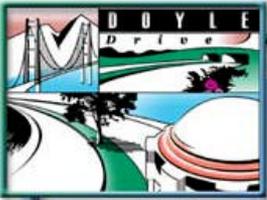
## Project Challenges

- ▶ Jurisdiction of four federal agencies
- ▶ National Historic Landmark
- ▶ Active monitoring by community and environmental interests
- ▶ Technically challenging:
  - ◆ Two native American archaeological sites
  - ◆ Narrow corridor bordered by National Cemetery
  - ◆ Complex groundwater regime



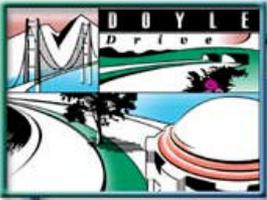
# Effective Partnership Despite Challenges

- ▶ Executive Committee includes all agencies
- ▶ Strong commitment of agency resources to project
- ▶ Good cooperation in balancing transportation and environmental trade offs



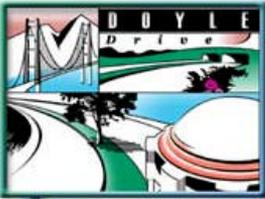
## What's Been Accomplished?

- ▶ Developed and explored a full range of alternatives
- ▶ Completed extensive geotechnical, archaeological, and engineering investigations
- ▶ Strong local, state and federal support
- ▶ Emerging consensus on the design
- ▶ Advancing commitment of \$90 million in local funds

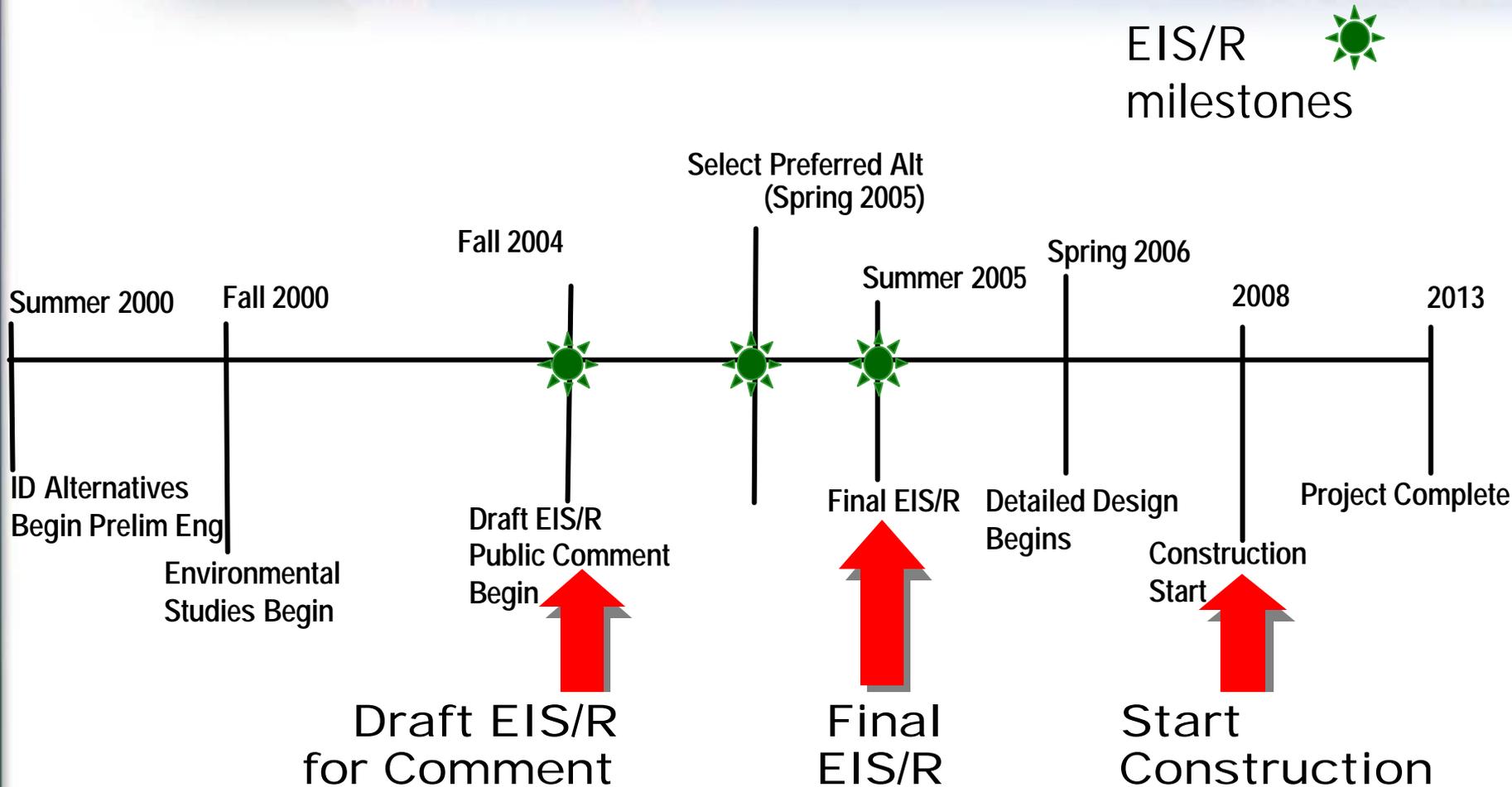


# South Access Funding Plan

Source	Phase 1	Phase 2	Phase 3	Phase 4	Total
Federal	\$7,200		\$10,000	\$86,000	\$103,200
TCRP	\$6,000	\$9,000			\$15,000
ITIP		\$28,000			
SHOPP			\$4,000	\$138,000	\$142,000
RIP	\$3,000	\$5,000		\$57,000	\$63,000
Local Sales Tax		\$3,000		\$87,000	\$90,000
<b>Total</b>	<b>\$16,200</b>	<b>\$45,000</b>	<b>\$14,000</b>	<b>\$368,000</b>	<b>\$443,200</b>

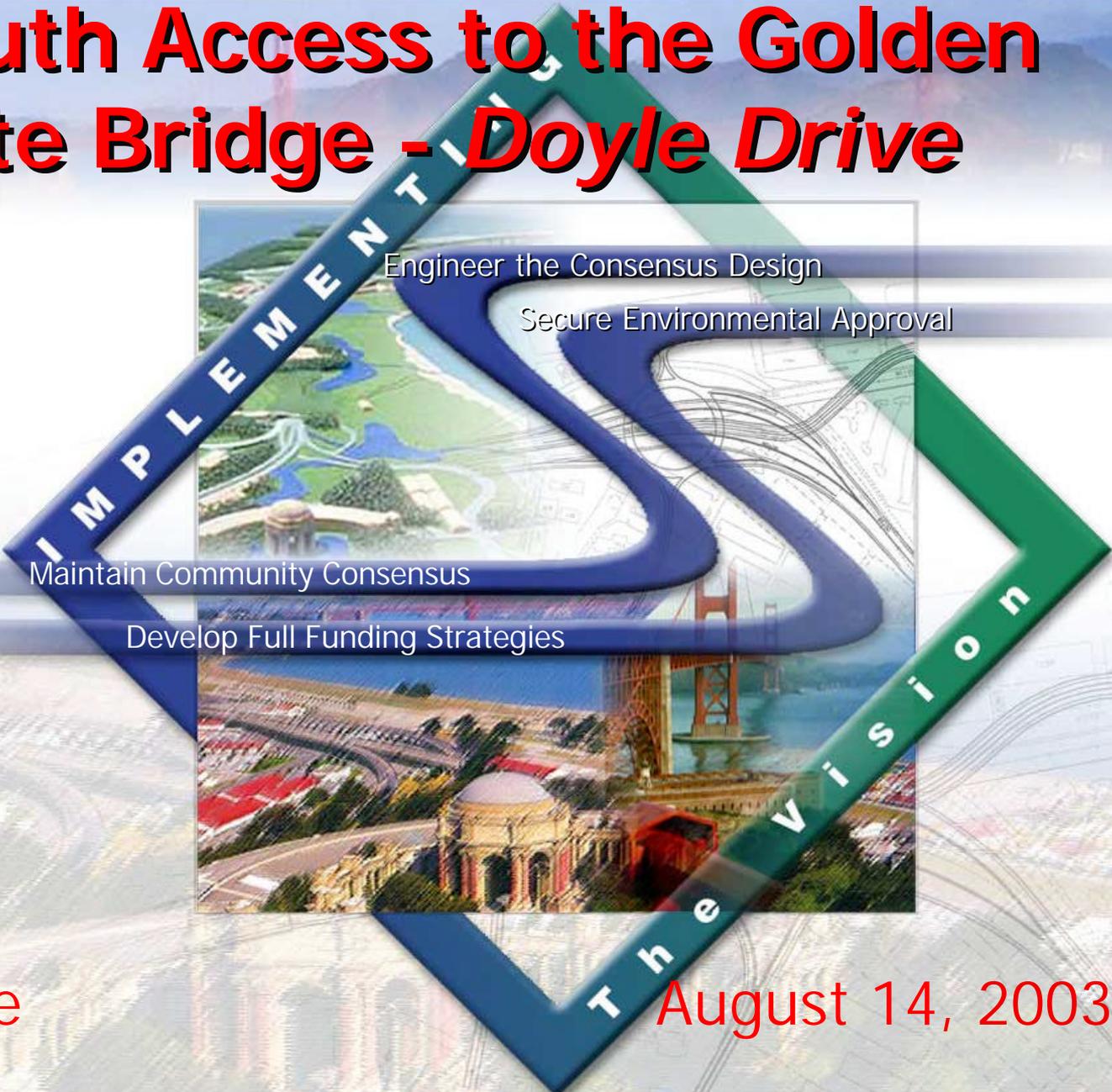


# South Access Time Line





# South Access to the Golden Gate Bridge - *Doyle Drive*



Engineer the Consensus Design

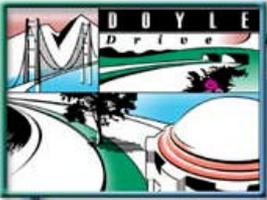
Secure Environmental Approval

Maintain Community Consensus

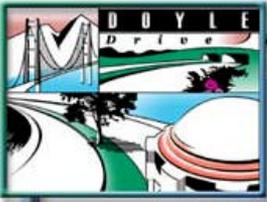
Develop Full Funding Strategies

Update

August 14, 2003

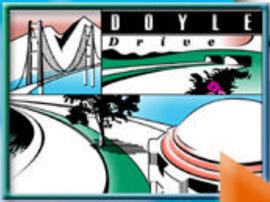


# Questions and Answers



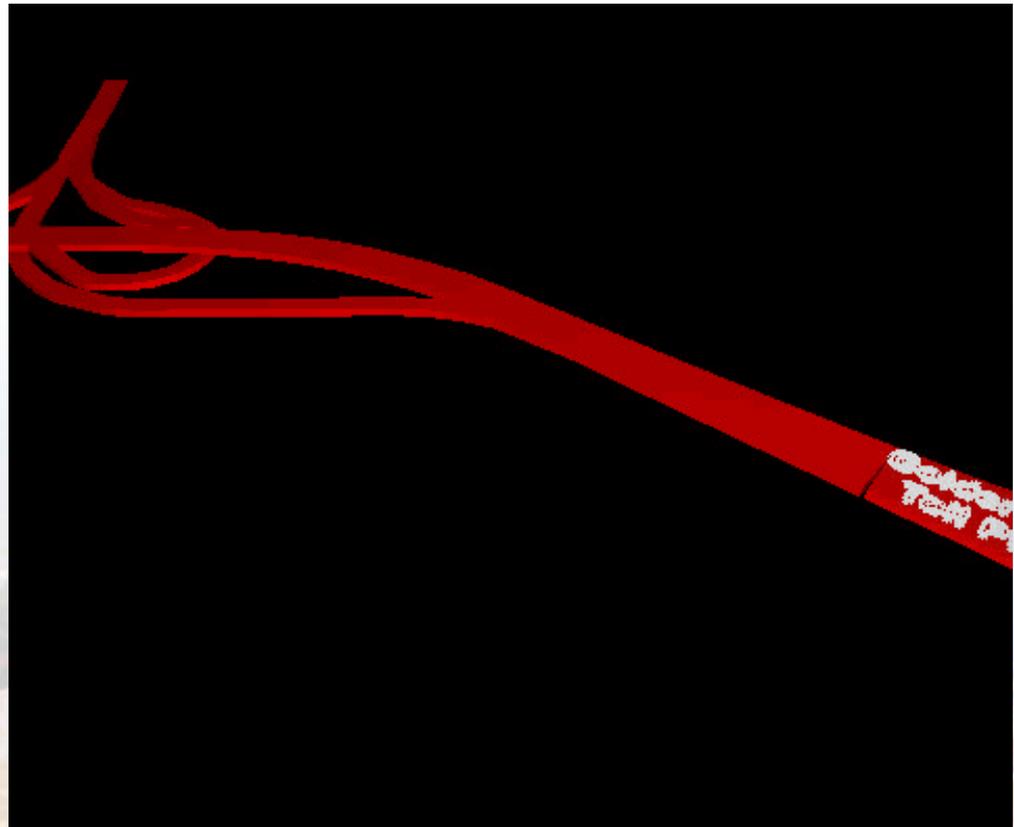
# Comparison of Doyle to Typical EIS

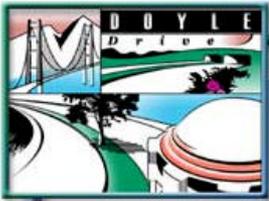
<u>Metric</u>	<u>FHWA Average</u>	<u>South Access Doyle Drive</u>
▶ Time to Complete	66 months 32% > 7 yrs	67 months
▶ Cost as % of construction	6.0% - 10.0%	4.7%



# Presidio Parkway Construction Staging

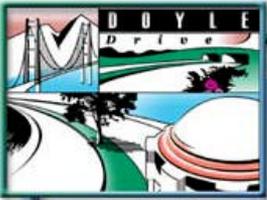
- ▶ Interchange 1<sup>st</sup> stage
- ▶ Tunnels and parkway
- ▶ Use existing Doyle Dr.
- ▶ Complete local connections
- ▶ Deconstruction





## The "Typical" Project EIS

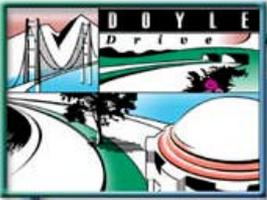
- ▶ Not within a National Park
- ▶ Not within a National Historic Landmark
- ▶ Not immediately adjacent to a National Cemetery
- ▶ Average time to complete EIS – 5-1/2 years
- ▶ 32% of of EIS required more than 7 years
- ▶ Average cost of EIS – 6% to 10% of total



# Institutional Challenges

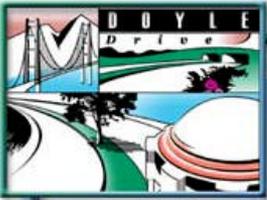
Four federal agencies have jurisdiction:

- ◆ Federal Highway Administration
- ◆ National Park Service
- ◆ Presidio Trust
- ◆ Department of Veterans Affairs



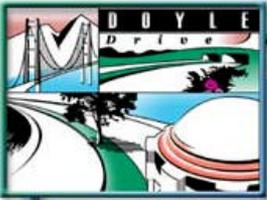
## Institutional Challenges (Continued)

- ▶ National Historic Landmark
  - ◆ National Historic Preservation Act
  - ◆ Section 4(f) of Transportation Act
- ▶ Park agencies have virtual veto over project
  - ◆ Easement for right-of-way
  - ◆ Department of Interior MOU
- ▶ Accommodate Golden Gate Bridge



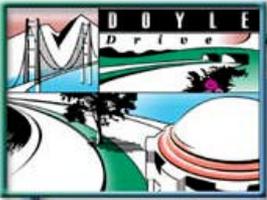
# Community Challenges

- ▶ Surrounded by 9 neighborhood associations
- ▶ 24-member Citizens Advisory Committee
- ▶ Actively monitored by Sierra Club, SF Bicycle Coalition, Fort Point and Presidio Historical Association, others



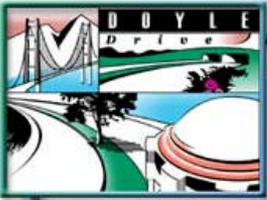
# Technical Challenges

- ▶ Project adjacent to two archaeological sites: SFr 6 and SFr 26
- ▶ Narrow corridor bordered by National Cemetery and historic properties of extraordinary importance
- ▶ Complex groundwater regime involving four aquitards
- ▶ On-going Presidio planning and restoration activities



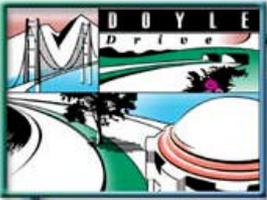
## Project Purpose

Improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park



## Objectives

- ▶ Provide Direct Presidio Access
- ▶ Maintain function of regional and city transportation networks
- ▶ Improve gateway at GGB
- ▶ Minimize traffic impacts to Presidio and local roads
- ▶ Design using “parkway” concept
- ▶ Preserve natural, cultural and recreational values of Presidio



## Conclusions

- ▶ South Access Doyle Drive is extraordinarily complex
- ▶ Agencies and public strongly support the project
- ▶ The existing South Access structure is failing and must be replaced
- ▶ Problems are being solved and project is advancing well
- ▶ Project is well within cost and schedule norms