

DOYLE DRIVE REPLACEMENT PROJECT FACT SHEET

February 2009



METROPOLITAN
TRANSPORTATION
COMMISSION



The Project

This project proposes to replace Doyle Drive, a 1.2 mile portion of U.S. 101 in San Francisco, which is the southern approach to the Golden Gate Bridge as well as the only connection between San Francisco and Marin County.

The Need

Doyle Drive was constructed in 1936 and it consists of two structures that do not meet current structural and seismic safety standards: Presidio viaduct (steel) and the Marina viaduct (concrete). The structures are reaching the end of their serviceable life and replacement is the only viable solution.

Benefits

The project will improve the seismic, structural and traffic safety of the roadway serving over 100,000 vehicles per day. The project will allow improvement of many of the non-standard geometric features of the facility, including the narrow lanes (9.5 - 10 feet) and the lack of shoulders. It will also provide direct access to the Presidio while minimizing traffic impacts to local roads. Finally, it will preserve the natural, cultural and recreational resources of the Presidio.

Partnership

This project is developed through a partnership among the San Francisco County Transportation Authority (SFCTA), the Presidio Trust, the National Park Service, the Department of Veterans Affairs, and the Golden Gate Bridge Highway and Transportation District, the Metropolitan Transportation Commission (MTC), the Federal Highway Administration (FHWA) and Caltrans.

Project Status

The project concluded the environmental phase when the Record of Decision was signed on December 18, 2008. The design phase has started for multiple contracts to accelerate delivery, the last of which is expected to complete the design phase in summer 2010.

Project Costs

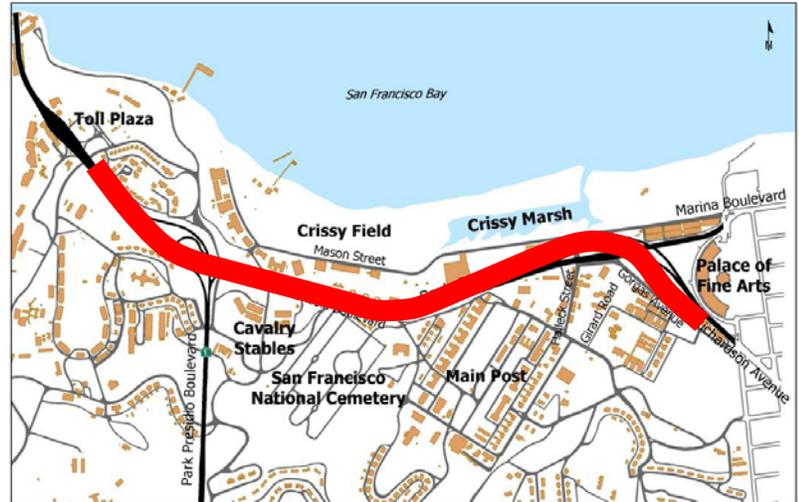
The total project cost is estimated at \$1,045 million.

Project Schedule

Start Construction: Summer 2009 (accelerated schedule)
Finish Construction: Winter 2014

Summary

The Doyle Drive Replacement Project will 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.



The project estimate is \$1,045 million of which the State will provide a total of \$420 million - TCRP (\$15 million) and SHOPP (\$405 million):

Project Funding

SFCTA	Proposition K (Sales Tax)	\$ 68 million
	RTIP	\$ 84 million
	Local Partnership	\$ 21 million
State	TCRP and SHOPP	\$420 million
Bridge Tolls		\$80 million
North Bay		\$80 million
Federal	Committed	\$72 million
Federal	Redirection	\$30 million
Federal	ARRA (expected)	\$100 million
Savings	Acceleration	\$ 90 million

A total of 15 fund sources are used to fully fund the project.

In addition to the partnership, North Bay funding commitments from the Golden Gate Bridge Highway and Transportation District (GGBHTD), Sonoma and Marin Counties were obtained to proceed with this project.

The project timeline is being accelerated by rapidly delivering design for the new bridges, buildings, and utilities work in multiple phased contracts. This acceleration will meet the goals of the American Recovery and Reinvestment Act, help create jobs, and improve the California economy.