



Yerba Buena Island I-80 East-Side Ramps

Project Overview

The Yerba Buena Island (YBI) I-80 East-Side Ramps project will relocate the westbound exit ramp on the north side of I-80 and reconstruct the westbound entrance ramp on the north side of I-80 onto Bay Bridge. The project will improve traffic safety, geometric design, and traffic operations of the ramps. Total estimated project cost is currently \$98.04 M.

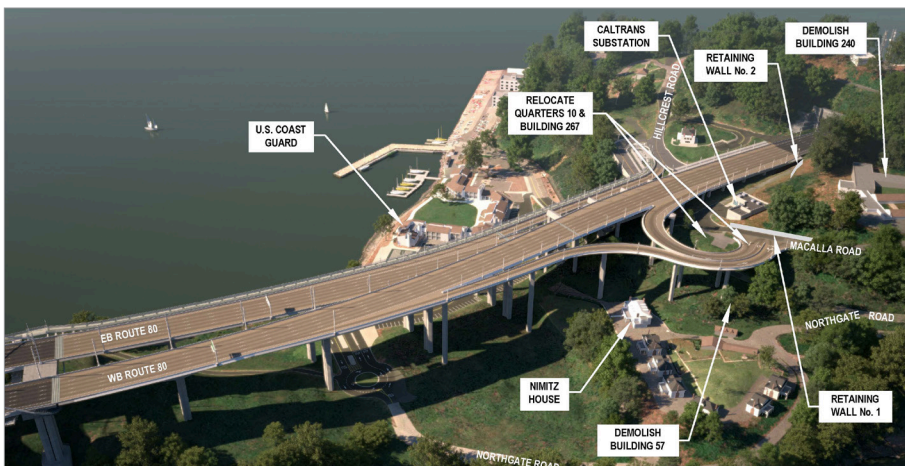
A joint California Environmental Quality Act/National Environmental Quality Act (CEQA/NEPA) document prepared by the Authority and Caltrans in the form of a Final Environmental Impact Report/Environmental Impact Statement (FEIS/FEIR) was completed for the project in December 2011. The FEIS/FEIR was re-validated in June 2012 to account for additional temporary improvements required by the US Coast Guard.

On December 17, 2013, the Transportation Authority Board approved award of the construction contract in the amount of \$49,305,345.50 to Golden State Bridge, Inc. GSB's DBE participation goal of 13.8% exceeded the contractual requirements of 12.5%. Construction contract work started in January 2014 with completion targeted for mid-2016. The Project Commencement Ceremony was held on March 7th, 2014 on Treasure Island.

Construction activities are approximately 36% complete. Work on major concrete foundations and columns are proceeding at an excellent pace, approximately 50% complete. The Forest Road detour was opened for US Coast Guard vehicle use at the end of September, in coordination with Caltrans closure of Southgate Road. Clipper Cove work continued in preparation for Quarters 10 and Building 267 relocation. Work included excavation for foundations, placement of forms, reinforcing steel and concrete foundations. Building relocations are scheduled for early December. Project is on schedule for completion by mid-2016.

Funding Plan

	FEDERAL	STATE	TIDA	TOTAL
Preliminary Engineering	\$6,197,000	\$0	\$10,064,000	\$16,261,100
Right of Way	3,718,260	481,740	0	4,200,000
Construction	68,639,376	8,892,959	0	77,532,335
TOTAL	\$78, 554, 736	\$9,374,699	\$10,064,000	\$97,993,435



SFCTA Yerba Buena Island Projects

The Authority is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development (OEWD) on the development of the Yerba Buena



Island (YBI) I-80 Interchange Improvement Project. TIDA and OEWD asked the Authority, in its capacity as the San Francisco's Congestion Management

Agency (CMA), to lead the effort to prepare and obtain approval for all required technical documentation for the YBI I-80 Interchange Improvement Project because of our expertise in funding and interacting with the California Department of Transportation (Caltrans) on technical aspects of the project.

This project is independent of but closely coordinated with the Caltrans San Francisco Oakland Bay Bridge projects and the TIDA Yerba Buena Island Redevelopment project. The project is funded with Federal Highway Bridge Program, Proposition 1B Local Bridge Seismic Retrofit Account and TIDA local match funds.

The scope of the YBI I-80 Interchange Improvement Project includes two major components:

- On the east side of the island, the YBI I-80 Ramps project will construct new westbound on and off ramps to the new Eastern Span of the Bay Bridge.
- On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures—critical components of island traffic circulation between the islands and the Bay Bridge.

Contact Us:

- Web site: www.sfcta.org/YBI-interchanges
- Deputy in charge: Lee Saage, 415.522.4812
- San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Aerial view of the I-80 East-Side Ramps project upon completion.



Yerba Buena Island West-Side Bridges Retrofit

Project Overview

The Yerba Buena Island (YBI) West-Side Bridges Retrofit project will retrofit eight existing bridge structures along Treasure Island Road to meet current seismic safety standards. Five of the structures will be seismically retrofitted, while three will be demolished and replaced. Total estimated project cost is \$46.39M. Seismic Strategy Reports prepared by the Authority were approved in October 2011. A joint California Environmental Quality Act/National Environmental Quality Act (CEQA/NEPA) document prepared by the Authority and Caltrans in the form of a Categorical Exemption/Categorical Exclusion was completed in December 2012.

Detailed design efforts are continuing including preparation of a Value Analysis (VA) Study required per Federal funding regulations. A draft VA Study has been completed and is currently under review. Final design and right of way certification activities are targeted for completion by the summer of 2016. Construction of the project will start upon completion of the YBI East Side Ramps and Caltrans Bay Bridge construction projects. The project is currently anticipated to start construction in early 2017 with completion targeted by early 2019.

Funding Plan

	FEDERAL	STATE	TIDA	TOTAL
Preliminary Engineering	\$7,502,574	\$0	\$973,000	\$8,475,574
Right of Way	752,505	97,495	0	850,000
Construction	32,808,244	4,250,656	0	37,058,900
TOTAL	\$41,063,323	\$4,348,151	\$973,000	\$46,384,474



SFCTA Yerba Buena Island Projects

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The Authority is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development (OEWD) on the development of the Yerba Buena Island (YBI) I-80 Interchange Improvement Project. TIDA and OEWD asked the Authority, in its capacity as the San Francisco's Congestion Management Agency (CMA), to lead the effort to prepare and obtain approval for all required technical documentation for the YBI I-80 Interchange Improvement Project because of our expertise in funding and interacting with the California Department of Transportation (Caltrans) on technical aspects of the project.

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The YBI West-Side Bridges Retrofit project will retrofit eight existing bridge structures along Treasure Island Road to meet current seismic safety standards. Five of the structures (shown in blue) will be seismically retrofitted, while three (shown in yellow) will be demolished and replaced.

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