

DEPARTMENT OF TRANSPORTATION

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September 10, 2009

Ms. Celia G. Kupersmith, General Manager
Golden Gate Bridge, Highway and Transportation District
P.O. Box 9000, Presidio Station
San Francisco, CA 94129-0601

Dear Ms. Kupersmith:

Thank you for your letter dated August 28, 2009 regarding traffic management and the lane switching operations on Doyle Drive during the upcoming planned replacement project.

As you are aware, the Doyle Drive project is a critical project for the region, the City and County of San Francisco (CCSF), the San Francisco County Transportation Authority (SFCTA), the Presidio Trust, the Golden Gate National Recreation Area, and all the other stakeholders. The Bridge District is a major stakeholder in this project and, needless to say, would also benefit greatly from the completion of the project. The Doyle Drive structures have reached the end of their useful life and are in need of seismic upgrading. The availability of Federal stimulus funds from the Recovery Act of 2009 has completed the funding shortfall for this project, providing an opportunity to accelerate construction and reach an earlier completion for this much needed improvement.

The subject lane switching operations which begin on U.S. 101 in Marin County and continue through the Bridge onto Doyle Drive must be performed seamlessly to ensure safety and efficiency on both the Bridge and Doyle Drive. Segregating portions of these operations could result in safety risks for motorists and highway workers performing this task while also preventing both the Bridge and its freeway approaches from operating at maximum efficiency.


The majority of the work for contracts 3 and 4 occurs off existing Doyle Drive, except for some widening at the north end of the project. We have been working with Bridge District staff to ensure that the minor widening is compatible with and accommodates the lane diversion cones. We believe the continuation of the lane switching operations by the Bridge District, during the upcoming contracts 3 and 4, is an integral element in the successful and expedited delivery of the Doyle Drive Project. Contract 3 is anticipated to break ground in mid-October and Contract 4 will start towards the latter part of the year. After the expected completion of contracts 3 and 4 and the shifting of traffic onto the planned temporary detour in early 2011, the California Department of Transportation (Caltrans) can assume full responsibility of Doyle Drive, including any needed lane switching operations.

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In order to accomplish the above, Caltrans is hopeful that an agreement can be reached that would make it possible for the Bridge District to continue the lane switching operations until that time. However, Caltrans cannot accept the request for total indemnification set forth in the Bridge District's August 28 letter. Rather, given the contemplated nature of the agreement, which will delineate respective responsibilities between the two public agencies, reciprocal indemnification, wherein each agency is responsible for and indemnifies the other for risks and liabilities associated with its activities and responsibilities, is a more appropriate approach. Caltrans is optimistic that an equitable provision can be developed in that context and is prepared to meet with the Bridge District and have our respective attorneys work toward that end.

Caltrans appreciates the Bridge District's continued cooperation on the Doyle Drive project and welcomes your valuable input in completing this much needed project. Gene Gonzalo, District Division Chief – Project Management South, will be the point person from Caltrans for this agreement. If you have any questions, Gene can be reached at 510-622-0810.

Sincerely,



for BIJAN SARTIPI
District Director

cc: Jose Luis Moscovich, Executive Director, SFCTA
GGBHTD Board Members