Since construction began in December 2009, Caltrans has made quick progress on Phase I of the Presidio Parkway, the Doyle Drive replacement. Phase I consists of construction of 1 a replacement bridge north of the MacArthur Tunnel, 2 a new southbound bridge adjacent to Doyle Drive/Hwy 101, 3 the first of four tunnels, and 4 a temporary bypass.

1 **RUCKMAN BRIDGE REPLACEMENT**
   CAREFUL PHASING TO KEEP YOU MOVING

Construction of the Presidio Parkway project has been carefully planned to allow mainline traffic to flow during construction of the new roadway. Temporary structures are used to carry traffic while permanent structures are built. The images below show this strategy underway for the Ruckman Bridge replacement along Highway 1, north of the MacArthur Tunnel.

2 **SOUTHBOUND BRIDGE CONSTRUCTION**
   INNOVATION BELOW & ABOVE GROUND

A brand new, first-of-its-kind, 180,000-pound machine was used to twist giant, 12-foot-wide steel casings into the ground, some to a depth of nearly 200 feet, to create the seismically safe foundations and wide spans for improved views. Called an oscillator, the machine’s unique twisting motion eliminates vibration to minimize effects on nearby historic and natural resources, and greatly reduces the noise associated with traditional pile driving.

Crews have completed the bridge columns and are nearly finished with the temporary supports used to hold the bridge while it is constructed. Large fin-shaped pieces of steel are also being installed along the bridge deck structure and will be painted International Orange to complement the Golden Gate Bridge.

Next Up?
Concrete will be poured to create the bridge deck.
**TUNNEL CONSTRUCTION**
**ADDING ACCESS TO HISTORIC BATTERIES**

The southbound Battery Tunnel is being built using the “cut and cover” method of construction rather than traditional tunnel boring. Crews are currently building support walls and excavating the tunnel. Beginning in early 2011 work will begin to lay the tunnel floor, install the lighting and ventilation systems, and then cover over the tunnel with new landscaping. The tunnel top will provide access to formerly isolated historic batteries. The Northbound Battery and Main Post tunnels will be constructed in the same way beginning in early 2012.

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**TEMPORARY BYPASS**
**CARRYING TRAFFIC DURING CONSTRUCTION**

Construction of the temporary bypass will begin in early 2011. The temporary bypass will carry traffic from late 2011 through 2014, to allow crews to efficiently demolish the existing Doyle Drive and construct the final roadway. Inclusion of a temporary bypass in the construction plan shortened the duration of construction by 1.5 years.

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**CLOSING DOYLE DRIVE FOR AN EXTENDED WEEKEND, LATE 2011**

Upon completion of Phase I in late 2011, seismic safety will be achieved after an extended weekend closure of Doyle Drive, during which traffic will be shifted off of the existing roadway and onto the completed permanent southbound structures and the temporary bypass road.