Thanks to a successful closure weekend, motorists on Doyle Drive now travel on a seismically safe roadway! Crews worked around the clock from April 27-30, 2012 to demolish the old roadway and connect a temporary bypass to the completed Battery Tunnel and High Viaduct. This new route through the Presidio will carry traffic until construction is complete in 2015.

The transfer of traffic marks the end of Phase I of construction, during which time the Ruckman Bridge on Highway 1, the southbound High Viaduct, the first of four new tunnels and a temporary bypass were constructed. See the maps below for more information on Phase I and a look ahead to Phase II of construction.

**Phase I Construction Complete**

*The ramp from northbound Park Presidio Avenue/Highway 1 to southbound Doyle Drive/Highway 101 will remain closed until the project is complete in 2015, when this ramp will have a dedicated lane. During the temporary bypass phase of the project, there is insufficient merging distance to open this connection.*

**Phase II: Future Construction on the Presidio Parkway**

**Construction Timeline**

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<th>2012</th>
<th>2013</th>
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<td><strong>Phase II</strong></td>
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Circulation has changed in the Presidio since traffic was shifted onto the seismically-safe temporary bypass. See the map below for information on the best routes through the Presidio during Phase II of construction.

The replacement of Doyle Drive is a collaborative effort led by the California Department of Transportation, the San Francisco County Transportation Authority, and the Federal Highway Administration.

Doyle Drive is the portion of Route 101 located within the Presidio of San Francisco. The roadway winds 1.5 miles along the northern edge of San Francisco, connecting the San Francisco peninsula to the Golden Gate Bridge and the north bay. Each weekday, more than 100,000 vehicles travel between Marin and San Francisco, over the Golden Gate Bridge, and along Doyle Drive.

The old Doyle Drive was structurally and seismically deficient and must be replaced. The roadway is facing the same problem that threatens other crucial components of the nation’s infrastructure - the ravages of time and continual use. Originally built in 1936, Doyle Drive has reached the end of its useful life. The Presidio Parkway Project is based on a world-class design that will improve the seismic, structural and traffic safety of the roadway. It also will be far more sensitive to community needs and to the national park setting, reducing impacts on biological, cultural, historical and natural resources and on the surrounding neighborhoods.