FACT: One hundred percent of the almost 70,000 tons of rubble created by the demolition of the old Doyle Drive was recycled.

FACT: The new parkway will allow pedestrians and bicyclists to cross over or under Doyle Drive in accordance with the Presidio Trails and Bikeways Master Plan.
Re-envisioning Doyle Drive

Doyle Drive has been re-envisioned as the Presidio Parkway – a roadway tucked into the natural contours of the Presidio of San Francisco and the Golden Gate National Recreation Area, one of the nation’s largest urban parks. The Presidio Parkway will be a spectacular regional gateway between the iconic Golden Gate Bridge and the city of San Francisco.

Construction of the Presidio Parkway project began in December 2009 and is expected to be complete in 2016.

A Project of Partnership

“The Doyle Drive Replacement project is an example of unprecedented local, state and federal agency cooperation. This project plainly illustrates the real commitment of government agencies to improving the nation’s infrastructure and supporting the economy by bringing jobs to our workforce.”

— Leroy L. Saage, Deputy Director for Capital Projects, San Francisco County Transportation Authority

FACT: More than 65,000 plants are now being cultivated for final landscaping from over 50 native plant species collected from the Presidio prior to construction.
Doyle Drive was built in 1936 to connect the city of San Francisco and the Golden Gate Bridge. The original elevated roadway crossed over the Presidio and was designed to circumvent the area, which was an active military base.

**Historic Opportunity**

In 1936, as one of Franklin D. Roosevelt’s New Deal projects, Doyle Drive was built with support from federal funds intended to provide jobs and lift the country out of the Great Depression.

Seventy-three years later, SFCTA and Caltrans were able to garner support for $122 million in federal stimulus funding from the American Recovery and Reinvestment Act of 2009, allowing construction of the Presidio Parkway project to begin a year earlier than expected.

**A New Mission**

Converted from a military base to a national park in 1994, the Presidio is evolving to fulfill its new mission, which includes providing homes, offices, restaurants, schools and services, as well as open space for events and outdoor recreation.

The Presidio Parkway project reflects this evolution. The design of the project as a parkway rather than a freeway will improve access to the Presidio, add over ten acres of open space and complement the national park setting.
**Seismic Safety**

At the start of construction, the aging and unsafe Doyle Drive had reached the end of its useful life. Adding to this problem, the 1.5-mile project corridor is located in a high seismic hazard zone with variable soils, including areas prone to liquefaction.

The Presidio Parkway project was carefully designed to withstand the maximum credible earthquake for this region (magnitude 8.2). Seismic safety was achieved in early 2012 when traffic was transferred onto the completed permanent southbound structures and a temporary bypass.

**Traffic Safety**

The new roadway will improve traffic safety with wider lanes and continuous shoulders for emergency and disabled vehicles. The northbound and southbound roadways will be separated by a wide, landscaped median.

Motorists will travel through a beautifully landscaped park while taking in views of the Bay and the Presidio – rather than lanes of oncoming traffic.
Environmental Process

To ensure that the Doyle Drive replacement project reflected community needs, SFCTA initiated a comprehensive public involvement and agency coordination program that included scoping meetings, public open houses, stakeholder interviews and community workshops. Community consensus on the project’s design was achieved in 2009 following intensive regional coordination, environmental review and inter-agency planning.

A Parkway Worthy of Its Setting

When choosing a design for the Doyle Drive replacement project, agency partners unanimously endorsed the Presidio Parkway, a context-sensitive design envisioned by local landscape architect Michael Painter. Tailored to the natural contours of the surrounding national park, the parkway enhances views to the San Francisco Bay, improves access to the Presidio and meets today’s seismic and traffic safety standards.

Environmental Mitigation

The Presidio Parkway’s final design is sensitive to community needs and the national park setting. In response to stakeholder concerns, certain design elements were modified to reduce impacts on biological, cultural, historical and natural resources, as well as the surrounding neighborhoods. Additionally, an extensive ongoing mitigation program ensures sensitive handling of the Presidio’s environmental and cultural resources. Activities include stormwater clean-up, habitat protection, air quality monitoring and preservation of the historic buildings near the project site.

Key Design Features

- A parkway design that includes two sets of short tunnels; a wide, landscaped median; and traffic-calming transitions to city streets
- A spectacular regional gateway that respects the natural contours of the surrounding area and complements the unique environments of San Francisco and the Presidio
- New direct access to the Presidio
- A more centralized location for transit connections
- Enhanced pedestrian connections within the Presidio to the Main Post, Crissy Field, National Cemetery and historic batteries
- Reduced light and noise intrusion at Crissy Field
Connecting People to the Park

The Presidio Parkway design will enhance the park experience for bicyclists, pedestrians and transit riders within the project area. The project team worked with multiple community and recreation groups and local agencies to design an integrated network of streets, sidewalks and paths for all modes of transportation. The new roadway will allow pedestrians and bicyclists to cross over or under Doyle Drive at numerous locations in accordance with the Presidio Trails and Bikeways Master Plan. There will also be new connections to historic batteries, the Main Post and Crissy Field.
PARKWAY FEATURES ADD UP TO A WORLD CLASS DESIGN

PROJECT FEATURES

Western Section

Highway 1/101 Interchange
- Ramps feature improved sight-lines and longer merging distances while retaining approximately the same configuration

High Viaducts
- Twin bridges separate opposing traffic
- Bridges feature structural and aesthetic steel fins
- Fewer columns provide better views
- Height varies from 66 feet to 115 feet

Ruckman Bridge
- Widened bridge accommodates safety shoulders and an additional exit lane from southbound Highway 101 to southbound Highway 1

Battery Tunnels & Approaches

- Twin tunnels are approximately 850 feet long, the shorter of the two sets of tunnels
- Grass-covered tunnel tops create recreation area above
- Tunnels connect historic batteries to Lincoln Boulevard and the San Francisco National Cemetery

FACT: Each weekday, more than 100,000 vehicles travel between Marin and San Francisco over the Golden Gate Bridge and along Doyle Drive.
**TEMPORARY BYPASS**

- Bypass carries traffic while the second phase of the Presidio Parkway is built
- Roadway includes five traffic lanes and a moveable median barrier
- Phased construction expedites the construction schedule by a year and reduces impacts to the traveling public

**FACT:** The northbound and southbound roadways will be separated by a continuous median, improving driver safety and creating a parkway feel.

**EASTERN SECTION**

**Main Post Tunnels**

- Tunnels are approximately 1,000 feet long, the longer of the two sets of tunnels
- Open recreation area on top of the tunnels connects Crissy Field to the Main Post
- Halleck Street will be rebuilt on top of the new tunnels

**Girard Road Interchange and Low Viaducts**

- Interchange provides new access to the Presidio and Marina Boulevard, including new dedicated bike lanes
- Low bridges allow for the future expansion of Crissy Marsh
Phase I (Late 2009–Early 2012)

During Phase I of construction, crews replaced a bridge on Highway 1 north of the MacArthur Tunnel and completed the southbound High Viaduct along Highway 101. Crews also completed the new southbound Battery Tunnel and the seismically-safe temporary bypass. The transfer of traffic onto the temporary bypass and the completed High Viaduct and Battery Tunnel in April 2012 marked substantial completion of Phase I.

Phase II (Early 2012–2016)

Phase II of construction began in summer 2012 after traffic was shifted onto the completed southbound structures and temporary bypass. During Phase II, the remaining elements of the Presidio Parkway will be built, including three tunnels, the northbound High Viaduct, a series of low viaducts and the Highway 1/101 interchange near the Golden Gate Bridge. When Phase II construction is complete, traffic will be shifted onto the final roadway.

PHASE II IS BEING DELIVERED THROUGH THE STATE’S FIRST PUBLIC-PRIVATE PARTNERSHIP (P3) UNDER THE AUTHORITY OF SENATE BILL X2 4. THE SELECTED DEVELOPER, GOLDEN LINK CONCESSIONAIRE, WILL DESIGN, BUILD, FINANCE, OPERATE AND MAINTAIN THE PROJECT FOR 30 YEARS, WHILE CALTRANS MAINTAINS AN OVERSIGHT ROLE.
Why Two Phases of Construction?

During phased construction, mainline traffic continues to flow while new project elements are constructed adjacent to the roadway, minimizing disruption to the traveling public. Along with phasing and temporary structures for individual construction elements, construction on the overall Presidio Parkway project was planned in two major phases in order to:

- Qualify for funds from the American Recovery and Reinvestment Act (also known as federal stimulus funding) and accelerate the start of construction by one year
- Achieve seismic safety faster by moving traffic off of the old Doyle Drive and onto completed Phase I structures (accomplished in April 2012)
- Shorten the overall length of construction

The Demolition of Doyle Drive

Doyle Drive was closed for 56 hours and 45 minutes, from April 27-30, 2012, for crews to demolish the old roadway and transfer traffic onto the temporary bypass. Crews worked around the clock to finish work in time for the Monday morning commute. More than 40 demolition hammers were transported to the project site in preparation for one of the largest single weekend demolition projects in California history. The machinery ranged in vertical reach from 30 to 56 feet, and relied on hydraulic mechanisms to crush, hammer and chip away the old Doyle Drive low viaduct.

The Presidio maintained an air of celebration throughout, with spectators cheering as demolition hammers knocked wide spans of Doyle Drive to the ground. Bay Area drivers did their part by choosing alternative travel methods, ensuring a safe and successful closure weekend.
In order to complete the transfer of traffic onto the final roadway, a second weekend closure of Doyle Drive will be required. During this closure, the connection between the Golden Gate Bridge and Park Presidio Boulevard/Highway 1 will remain open. Weekend closures allow the contractor to complete work quickly and avoid long-term traffic impacts.
Weekend Closure

Doyle Drive will be closed for a second weekend, targeted for mid- to late 2015, in order to switch traffic to the new, final roadway. The project will be officially complete in 2016 after final landscaping and site restoration occurs, including removal of the temporary bypass, restoration of local roads and replacement of historic buildings.

Opening of Ramps

After traffic is transferred onto the final roadway, the ramps connecting northbound Highway 1 to southbound Highway 101, and northbound Highway 101 to southbound Highway 1, will open. This will re-establish local connections between the Richmond and Marina/Cow Hollow districts.

Temporary Bypass Removal

The restoration of the project site will include the removal of the temporary bypass structures. The pavement, barrier rail and lighted intersection will all be removed. The parking lot at the Palace of Fine Arts will be restored to its previous capacity.

Re-establishment of Halleck

When the Main Post Tunnels are complete, Halleck Street will be rebuilt over their eastern portals, and the top level of Building 201 will be restored to its original location.

Final Landscaping

Though the design for the final landscaping of the project is being developed, both the Main Post and Battery Tunnels will be covered by a green pedestrian corridor connecting Crissy Field to the Presidio. Additionally, more than 50 plant species native to the Presidio’s complex microclimate were collected prior to construction and are being germinated for later replanting.
The Presidio Parkway project design is intended to facilitate ongoing stewardship of the Presidio’s environmental, cultural and historic resources.

**Bluff Tops**

The Presidio Parkway project design includes more than ten acres of new parkland on top of the Main Post and Battery Tunnels. This parkland will connect the two most expansive public spaces in the Presidio – the historic Main Post and the waterfront at Crissy Field – and provide panoramic views of the Bay and Golden Gate Bridge.

The Presidio Trust, in association with the Golden Gate National Parks Conservancy and the National Park Service, will work with the public and renowned design firms to develop conceptual design and programming for the new park space.

**Expansion of Crissy Marsh and Tennessee Hollow**

By building the eastern end of Doyle Drive on a series of new low viaducts, the design will create space to expand Crissy Field’s tidal lagoon and join it to Tennessee Hollow Creek. Tennessee Hollow is one of a number of restoration projects in the Presidio and across the Bay Area, including the previously-restored Dragonfly Creek, intended to bring long-buried or obscured waterways back to the surface. This process, called “daylighting,” consists of excavating fill, removing buried culverts and contouring the soil to create more natural, above-ground stream channels.

**Restoration of Historic Batteries**

The Presidio Parkway project will fully restore and establish public access to four coastal defense batteries, constructed around the time of the Spanish-American War of 1898, that were partially demolished, buried or otherwise isolated to make way for the original Doyle Drive. Pedestrians and bicyclists will be able to access the batteries by crossing over the Battery Tunnels from Lincoln Boulevard and the San Francisco National Cemetery.
A Dramatic Transformation

Upon completion of final landscaping in 2016, San Francisco will have experienced the most dramatic transformation of its waterfront since the restoration of Crissy Field and the removal of the Embarcadero freeway. Drivers will travel on a seismically safe roadway with improved views of San Francisco and the Bay, while visitors and recreationists in the Presidio will enjoy increased green space and bike and trail networks for years to come.
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