



RE-ENVISIONING DOYLE DRIVE



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Potential Delays on Northbound Highway 101/Doyle Drive at the Golden Gate Bridge *Moveable Median Barrier Shift for Afternoon Commute Delayed*

SAN FRANCISCO – Potential delays on northbound Highway 101/Doyle Drive at the Golden Gate Bridge are expected this afternoon, Monday, September 8. Due to a mechanical issue with the moveable median barrier machine, there are currently only two lanes in the northbound direction. The lane configuration shift that is scheduled to occur at 11:00 a.m. each day in preparation for afternoon commute traffic has been delayed until 4:30 p.m. This traffic shift switches the lane configuration to three northbound lanes.

Repairs are currently underway and further updates will be provided once the work and traffic shift are complete.

About the Project

The replacement of Doyle Drive with the Presidio Parkway is a collaborative effort led by the California Department of Transportation and the San Francisco County Transportation Authority.

Phase II is the first project in California to operate as a 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.

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 needed to be replaced. The roadway was 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 new Presidio Parkway replacement 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.

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