



RE-ENVISIONING DOYLE DRIVE



603 Mason St, The Presidio • San Francisco, CA 94129

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Doyle Drive Achieves Seismic Safety

Mayor and Transportation Officials Meet to Celebrate Successful Demolition Weekend

WHAT: Mayor Ed Lee joins state and regional transportation officials to celebrate a safe and successful demolition weekend and the achievement of seismic safety on Doyle Drive. Seismic safety is a major milestone for the Presidio Parkway Project, marking the completion of Phase I of construction. Processing demolition debris from the historic roadway is expected to continue for two months.

Motorists on Doyle Drive now travel on a new, seismically safe bypass, comprised of the completed tunnel and bridge and a temporary roadway. Five lanes of traffic will be managed by a moveable median barrier, greatly improving safety along the corridor. The new driving condition will remain in place until the project is completed in 2015.

WHO: San Francisco Mayor Ed Lee
San Francisco Supervisor, District 2, Mark Farrell
Federal Highway Administration, CA Division Administrator Vince Mammano
Caltrans Acting Director Malcolm Dougherty
Caltrans District 4 Director Bijan Sartipi
San Francisco County Transportation Authority Deputy Director of Capital Improvements Lee Saage

WHEN: Friday, May 4 at 10:30 a.m.

WHERE: Presidio Parkway Construction Office
603 Mason St.
The Presidio
San Francisco, CA

MORE

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About the Presidio Parkway Project

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.

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