

RE-ENVISIONING DOYLE DRIVE

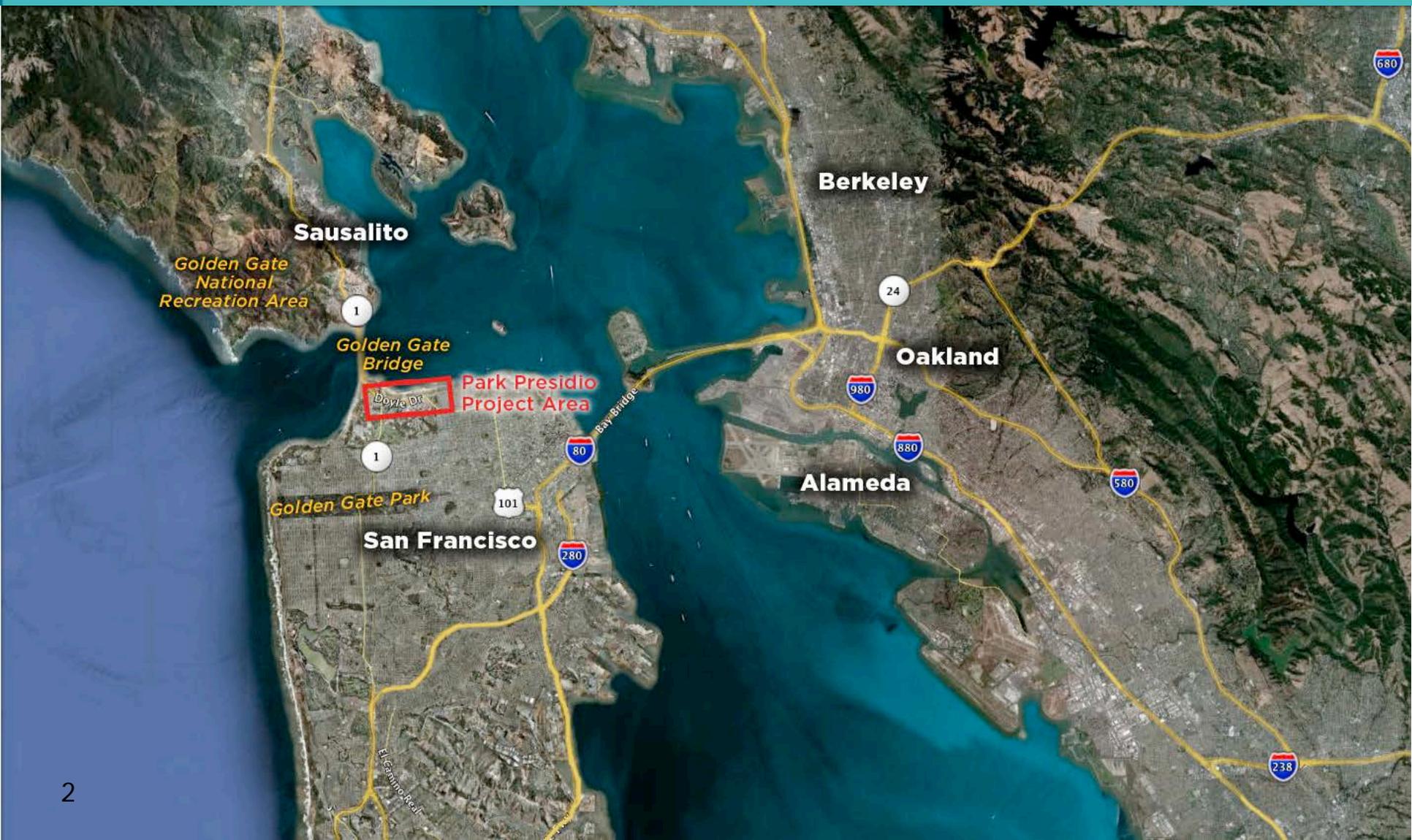
PRESIDIO PARKWAY

Doyle Drive Replacement Update – May 11, 2015





Regional Context



Project Setting & Context



History of Project

- ▶ 1955 – First recommendation to replace Doyle Drive
- ▶ 1991 – Doyle Drive Task Force created by Board of Supervisors
- ▶ 1994 – NPS releases Final General Management Plan Amendments identifying main objectives for Doyle Drive
- ▶ 1996 – SFCTA develops Doyle Drive Intermodal Study
- ▶ 2000 – Environmental assessment begins
- ▶ 2005 – Draft EIS/R released
- ▶ 2006 – Presidio Parkway selected as preferred alternative
- ▶ 2008 – Final EIS/R released
- ▶ 2009 – Construction begins

Project Purpose

“Improve the seismic, structural and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park.”

Original Doyle Drive Conditions

- ▶ Structural deterioration
- ▶ Seismically unsafe
- ▶ No median
- ▶ No shoulders
- ▶ Narrow lane widths
- ▶ No direct access to Presidio



Original Doyle Drive Conditions

BRIDGES

The 25 worst bridges

These bridges are among the USA's worst, though they've been judged safe for their posted loads. Their basic structure earned a poor rating, and they earned 10 or fewer points on a 100-point scale used to allocate federal bridge-repair funds. These are the 25 busiest of 285 that meet those criteria. Some are scheduled for repair but are open:

Bridge	County, state	What it crosses	Year built	Daily traffic
1. Triborough	Queens, N.Y.	East River	1936	130,836
2. Bronx-Whitestone	Queens, N.Y.	East River	1939	124,783
3. Manhattan	New York, N.Y.	FDR Dr., FDR	1950	119,462
4. Henry Hudson Pkwy.	New York, N.Y.	Amtrak	1936	114,800
5. U.S. 101	San Francisco Calif.	Presidio Viaduct	1966	103,000
6. State Route 267	Cuyahoga, Ohio	Railroad	1911	102,700
7. Williamsburg	New York, N.Y.	East River	1953	94,998
8. Macombs Dam	New York, N.Y.	Metro North	1951	83,294
9. State Route 21	Middlesex, Mass.	Tunnel	1934	73,500
10. U.S. 31	Middlesex, Mass.	Corral	1929	69,901
11. Wills Ave.	New York, N.Y.	Hudson River	1901	66,017
12. Lemoine Ave.	Onondaga, N.Y.	I-90	1950	59,100
13. New Jersey 18	Middlesex, N.J.	Main St., Corral	1932	56,415
14. Washington Blvd.	Arlington, Va.	Rte. 224	1944	56,185
15. Broadway St.	Washtenaw, Mich.	Huron River	1918	55,000
16. State Route 21	Essex, N.J.	I-78, railroads	1932	54,700
17. U.S. 30	Camden, N.J.	Cropper River	1822	54,200
18. U.S. 61	Bristol, Mass.	Taunton River	1906	53,184
19. Henry Hudson Pkwy.	New York, N.Y.	Southern Duylv	1937	51,600
20. U.S. 1 & 9	Essex, N.J.	Southern River	1929	50,300
21. Brooklyn Bridge ramp	New York, N.Y.	Frankfort St.	1964	50,000
22. I-495	Essex, Mass.	State Route 150	1967	48,150
23. Inner Loop	Monroe, N.Y.	State St.	1963	44,582
24. Route 1 & 9	Hudson, N.J.	Amtrak	1927	42,800
25. Route U.S. 9	Hudson, N.J.	Monticau, Line	1936	42,000

1 — Based on 1990 data.
Source: USA TODAY analysis of Federal Highway Administration data.

5th worst - US 101 Presidio Viaduct Doyle Drive

USA's bridges wearing out

Busy bridges, those carrying 15,000 vehicles a day or more, make up only 9% of the nation's half-million bridge traffic. Typically built during the interstate highway boom of the 1960s, these bridges have failed decades, though the condition of all bridges has improved. A look at busy bridges:

Weak spots

Decks
Water seeps through cracks, rusts steel reinforcing bars. Rusted bars expand, cracking chunks of concrete.

Joints
Water seepage through joints damages supports.

Weight
Excessive load, especially if repetitive, may cause stress and fatigue.



Pre-Construction



Institutional Challenges

- ▶ Several unsuccessful attempts to widen Doyle Drive since 1955
- ▶ Four federal agencies have oversight
- ▶ Surrounded by 9 neighborhood associations
- ▶ Actively monitored by Sierra Club, SF Bicycle Coalition, Fort Point and Presidio Historical Association



Technical Challenges

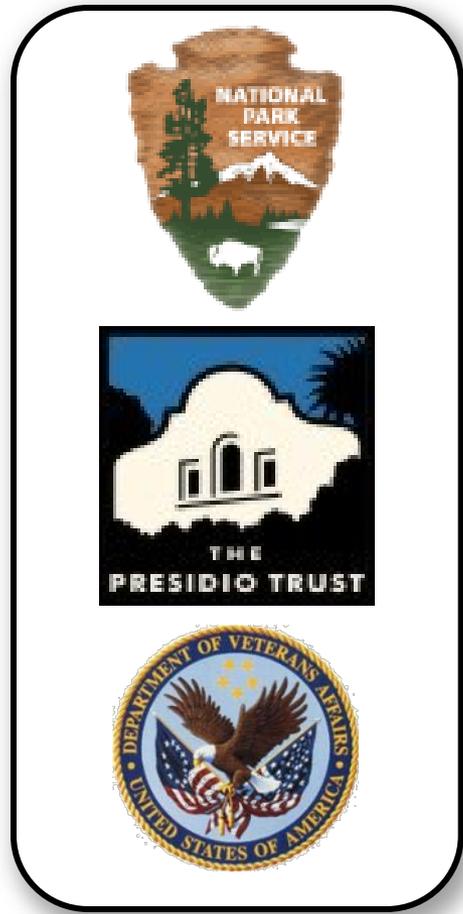
- ▶ Adjacent to two archeological sites
- ▶ Area of seismic activity and difficult ground & ground water conditions
- ▶ Narrow corridor bordered by National Cemetery and historic properties
- ▶ On-going Presidio planning & restoration activities



Environmental Process

- ▶ National Environmental Policy Act (NEPA)
- ▶ California Environmental Quality Act (CEQA)
- ▶ Environmental Impact Statement/Report
- ▶ Federal and State laws require review and analysis of projects that may affect the environment.
 - ◆ Project Alternatives
 - ◆ Existing Environmental Setting
 - ◆ Impacts from Construction and Operation
 - ◆ Avoidance, Minimization and Mitigation measures to reduce or eliminate impacts

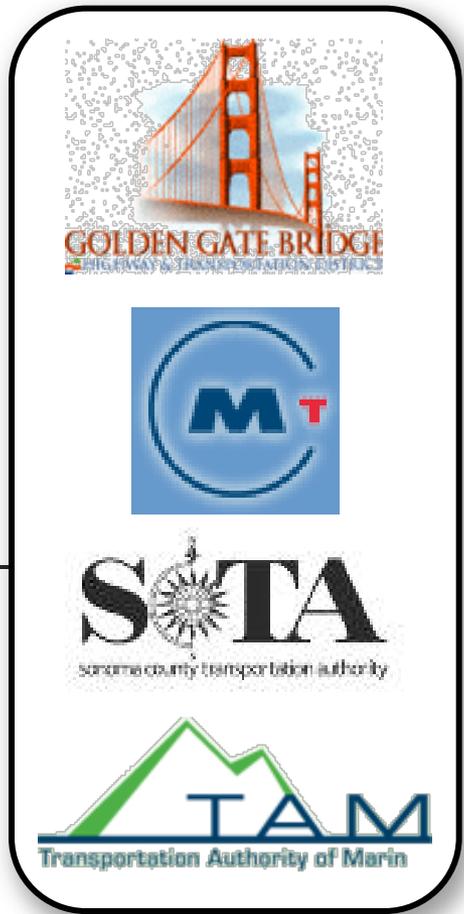
Project Sponsors



Land Owners



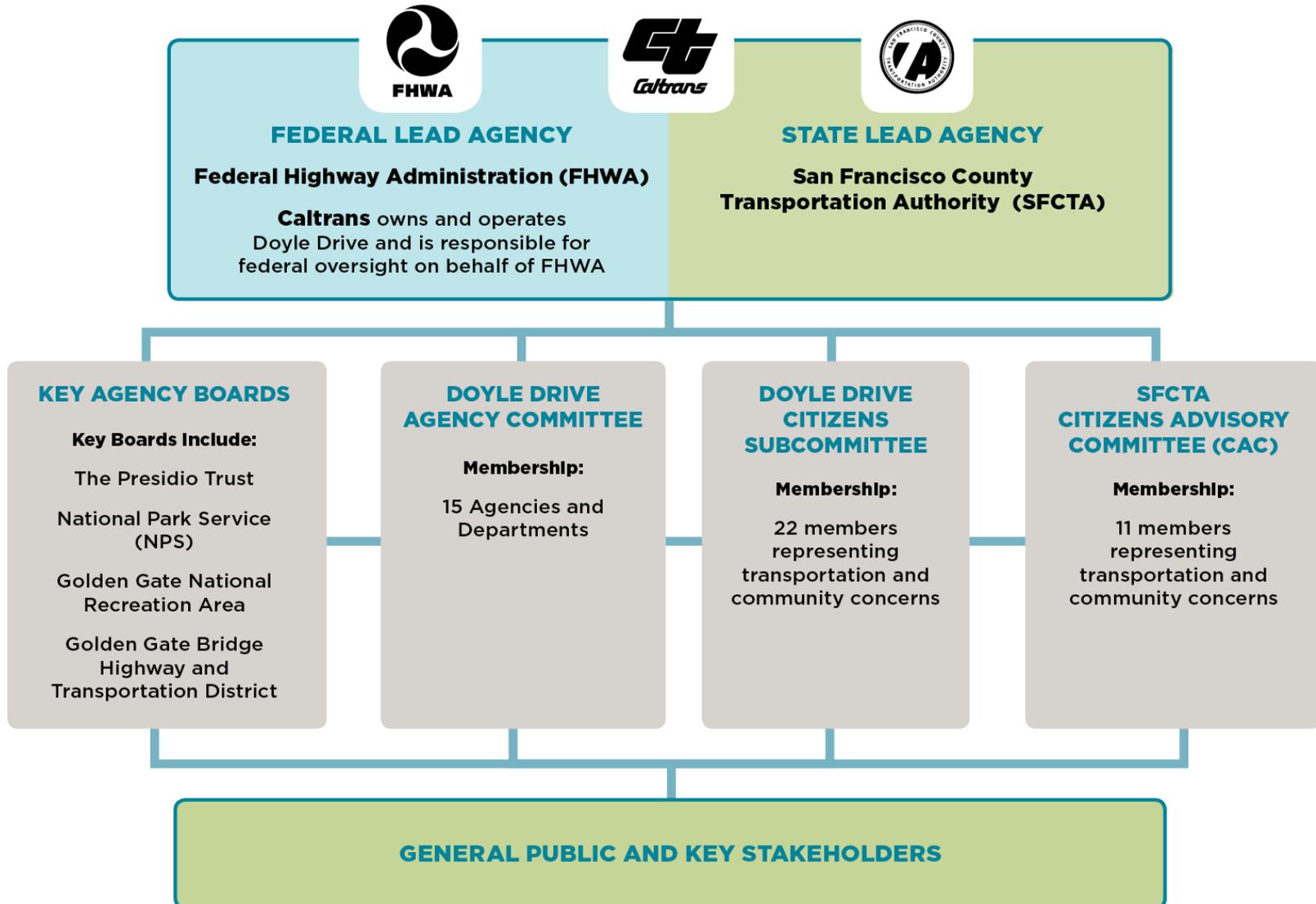
Co-Sponsors



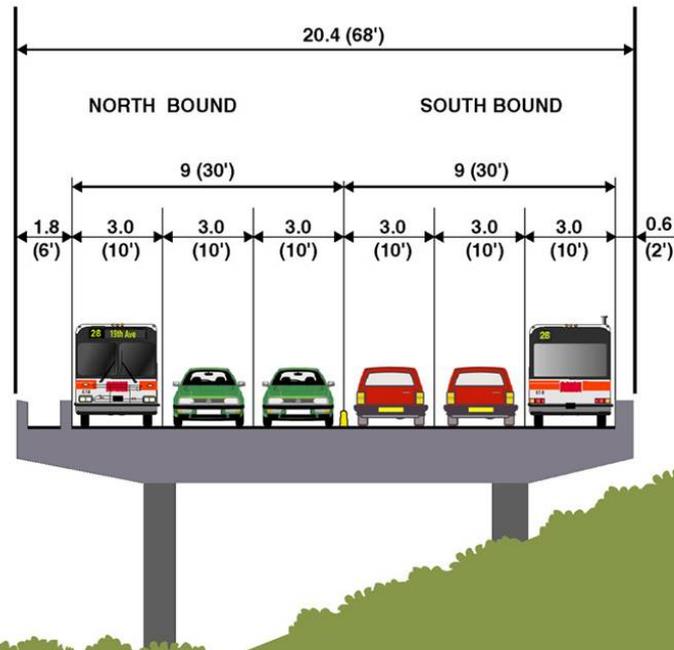
Local Public Funding Partners



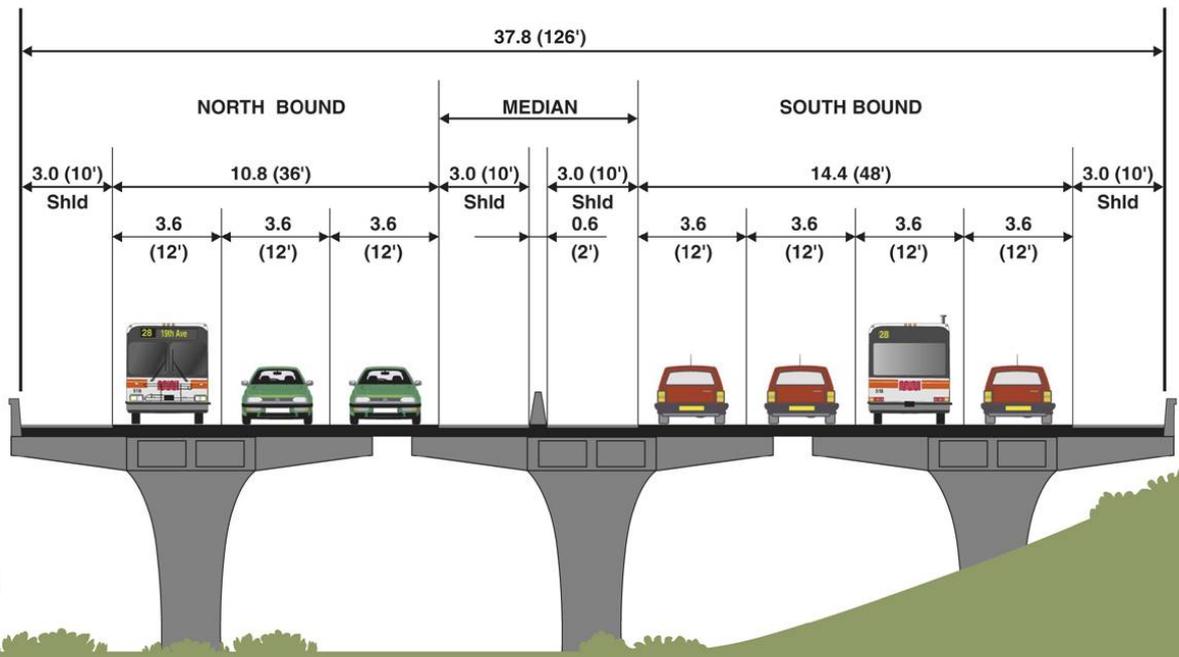
Environmental Review Structure



Alternative 1 – No Build

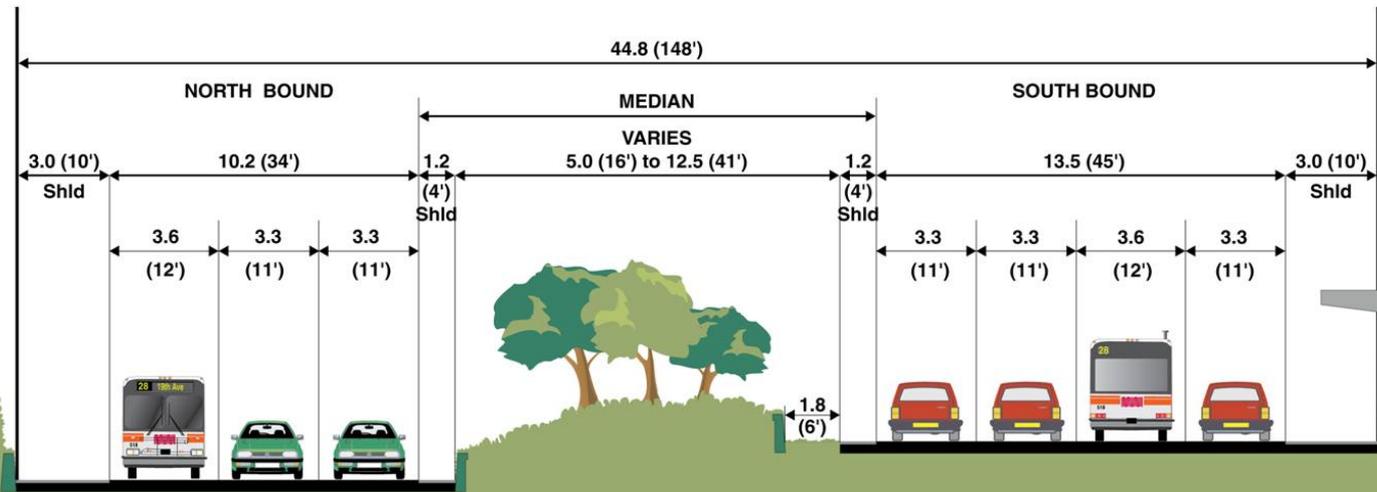


Alternative 2 – Replace & Widen

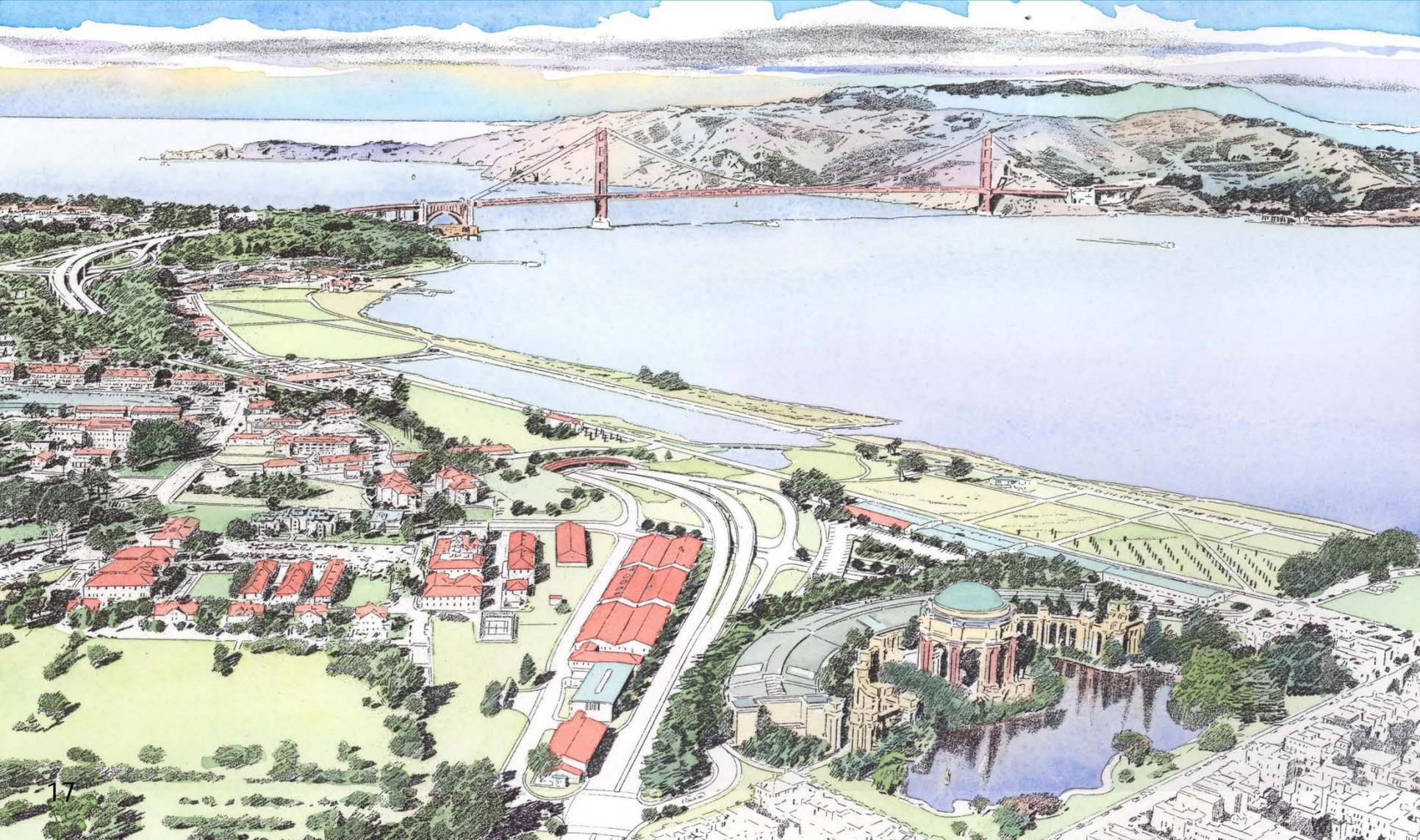




Alternative 5 – Presidio Parkway



Community Vision



Community Vision



Corridor Before Construction



Phase II Condition



Final Roadway



RE-ENVISIONING DOYLE DRIVE – PRESIDIO PARKWAY

Phase I Construction



CONSTRUCTION TIMELINE & PROJECT FEATURES



PHASE I & PHASE II TIMELINE



Highway 101/Highway 1 Interchange



High Viaduct



Southbound Battery Tunnel



Southbound Battery Tunnel



Movable Median Barrier



Demolition



Demolition



Demolition



Demolition



Demolition



RE-ENVISIONING DOYLE DRIVE – PRESIDIO PARKWAY

Phase II Construction

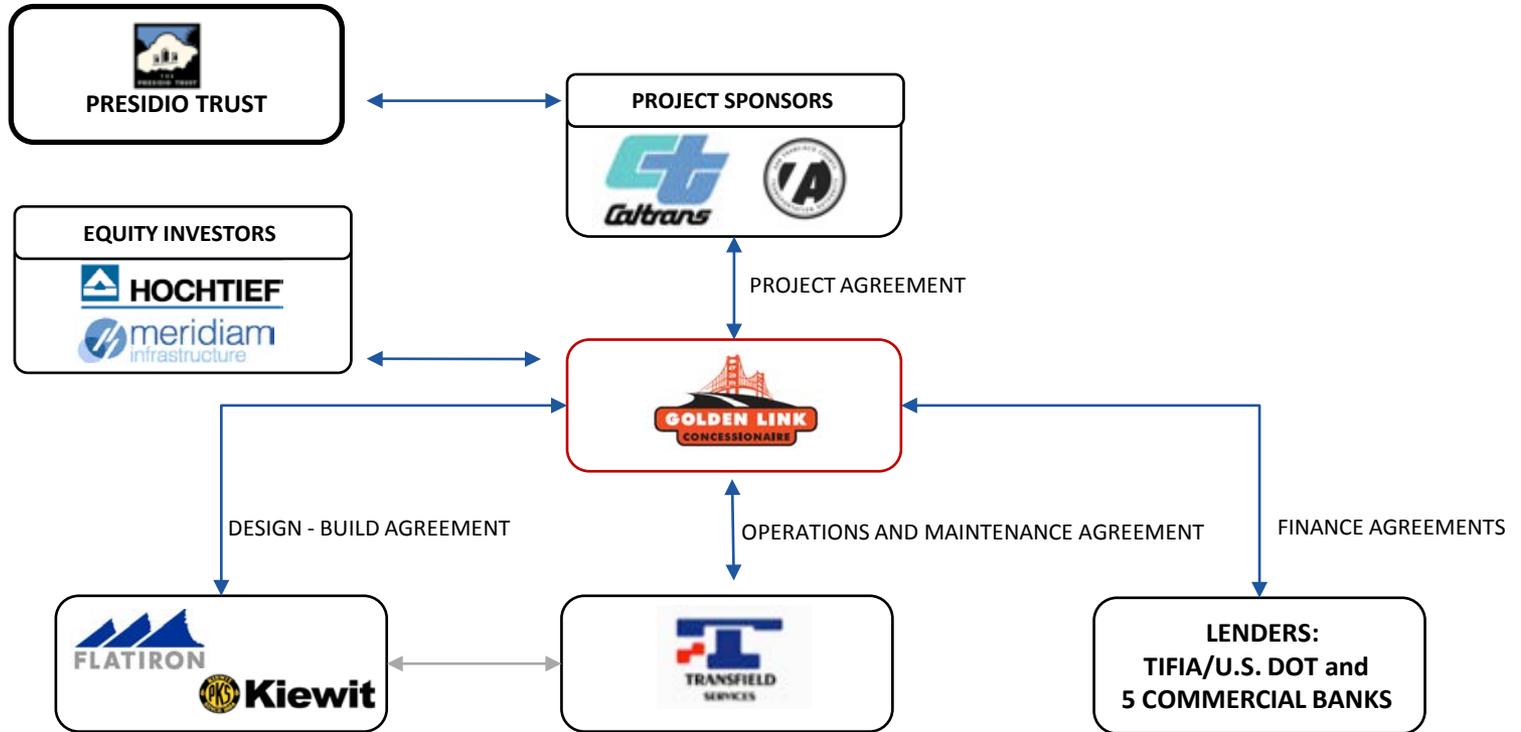
Public-Private Partnership (P3)

- ▶ Phase II design, construction, operations and maintenance performed by P3 concessionaire
- ▶ Caltrans retains oversight
- ▶ Golden Link Concessionaire
 - Hochtief AG
 - Meridiam Infrastructure
 - Flatiron/Kiewit Joint Venture
 - Transfield Services





P3 Structure



Overview of Phase II Elements

- ▶ Preconstruction activities
- ▶ Major construction elements
 - ◆ NB High Viaduct
 - ◆ NB Battery Tunnel
 - ◆ Main Post Tunnels
 - ◆ Low Viaduct
 - ◆ Girard Road Interchange
- ▶ 2nd Weekend Closure
 - ◆ Final Construction/Deconstruction Elements
 - ◆ Landscaping

Phase II Driving Condition



Overview of Phase II Elements

- ▶ Preconstruction activities
- ▶ Major construction elements
 - ◆ NB High Viaduct
 - ◆ NB Battery Tunnel
 - ◆ Main Post Tunnels
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Building Salvage & Removal



Building Salvage & Removal



Building Salvage & Removal



Concrete Deep Soil Mixing



Highway 1/101 Realignment



Hwy 1/101 Realignment



High Viaduct Removal



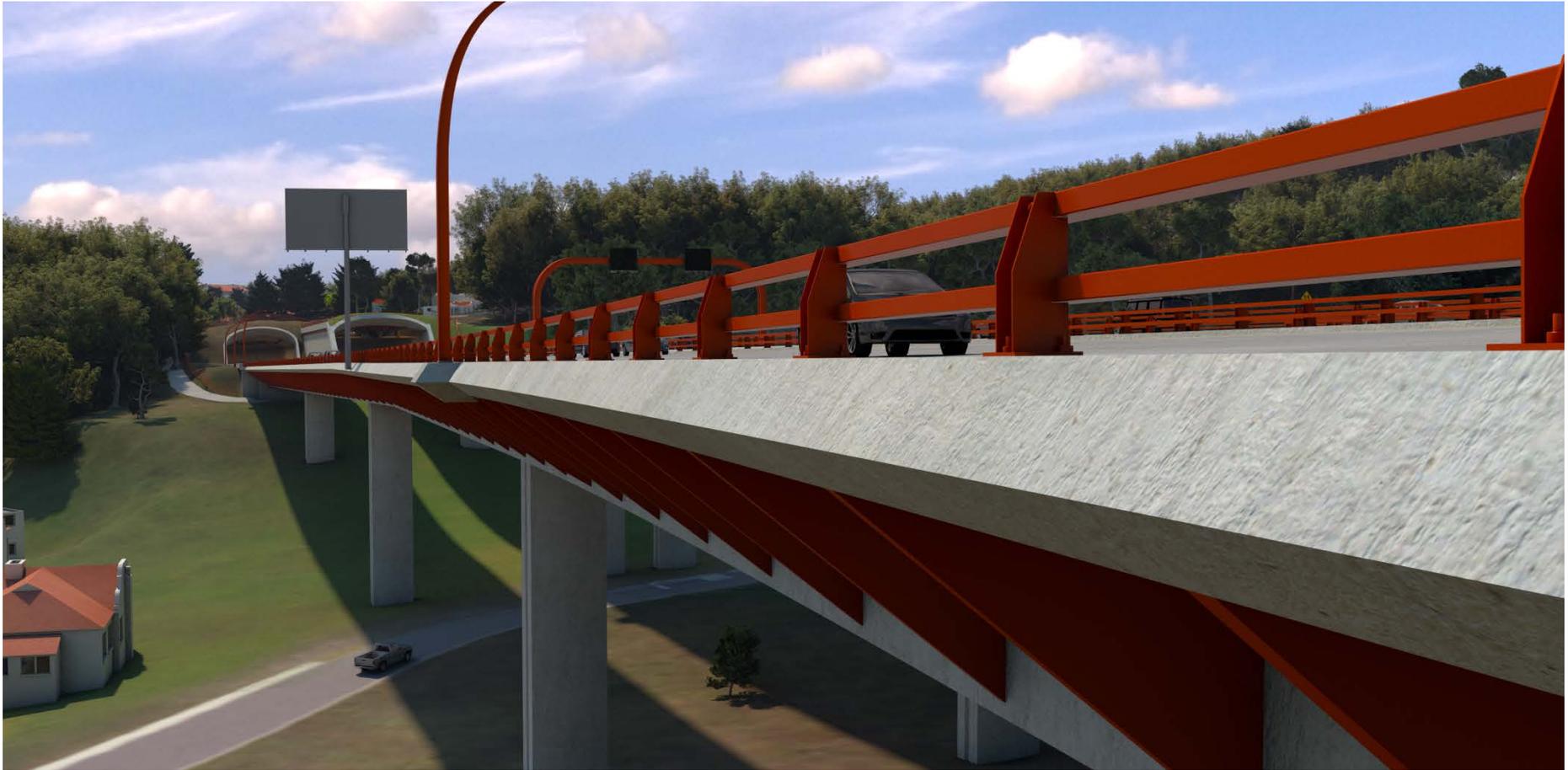
Northbound High Viaduct



Northbound High Viaduct



Northbound High Viaduct



Northbound Battery Tunnel



Northbound Battery Tunnel



Northbound Battery Tunnel



Northbound Battery Tunnel



Battery Tunnel and Main Post



Main Post Tunnels



Main Post Tunnels



Main Post Tunnels



Main Post Tunnels



Main Post Tunnels



Main Post Tunnels



Main Post Tunnels



Low Viaducts / East End



Systems Testing

- ▶ Startup
- ▶ Functional and integrated testing
- ▶ Commissioning
- ▶ ERP
 - ◆ Media event



RE-ENVISIONING DOYLE DRIVE – PRESIDIO PARKWAY

Extended Weekend Closure

2nd Weekend Closure

- ▶ Extended weekend closure of Doyle Drive to complete major civil work (Thu 10 p.m. – Mon 5 a.m.)
- ▶ After closure, traffic will be on final Presidio Parkway

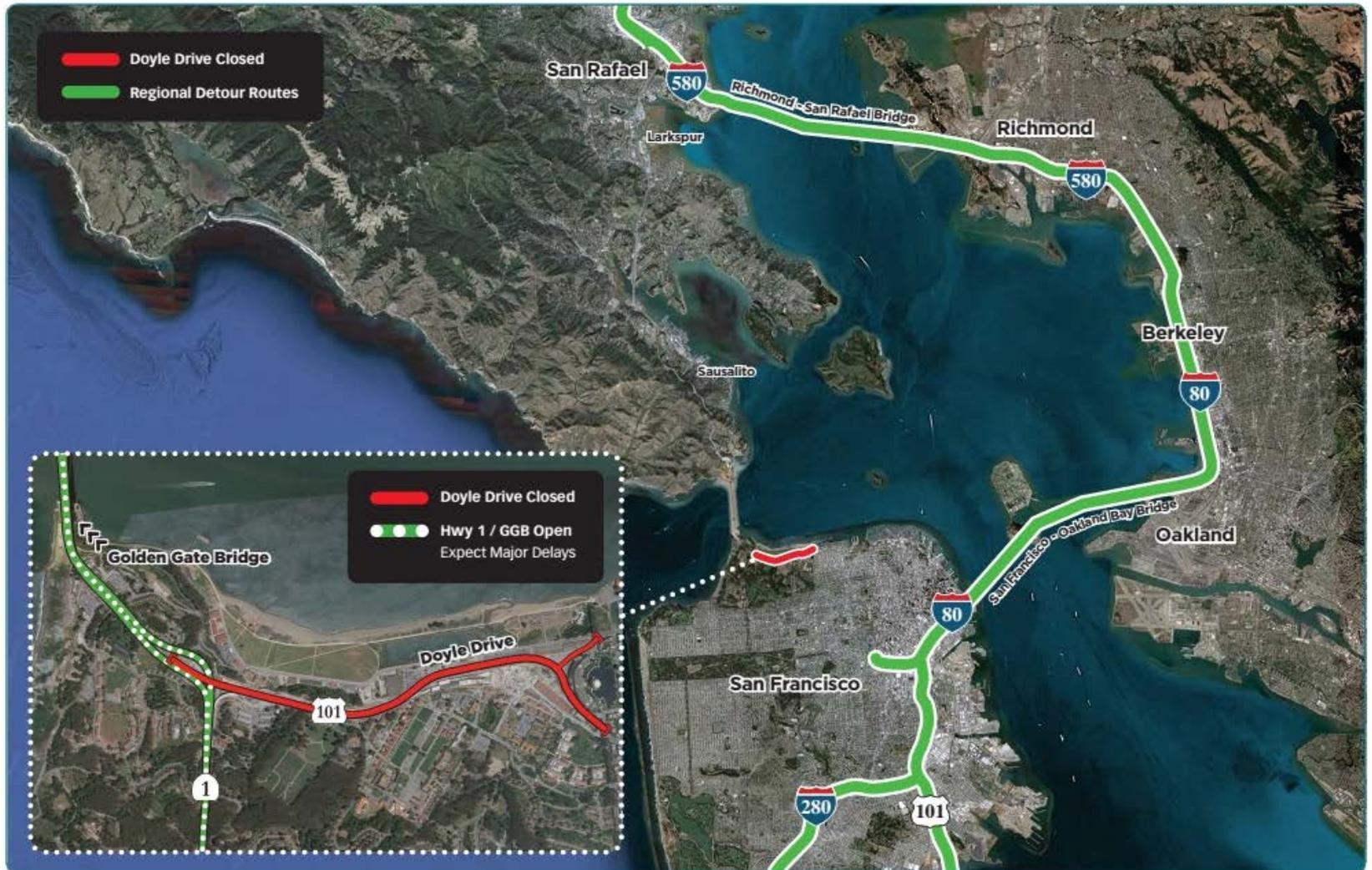


Weekend Closure Details

- ▶ Closure is necessary to finalize roadway connections
- ▶ Avoid the project area or expect major delays
 - ◆ On the GGB
 - ◆ On Richardson/Lombard and along Marina Blvd. and Mason St.
- ▶ The most significant delays are expected during Friday commute hours
- ▶ Use buses/ferries/Bay Bridge/car-free activities
 - ◆ Visit 511 for alternatives

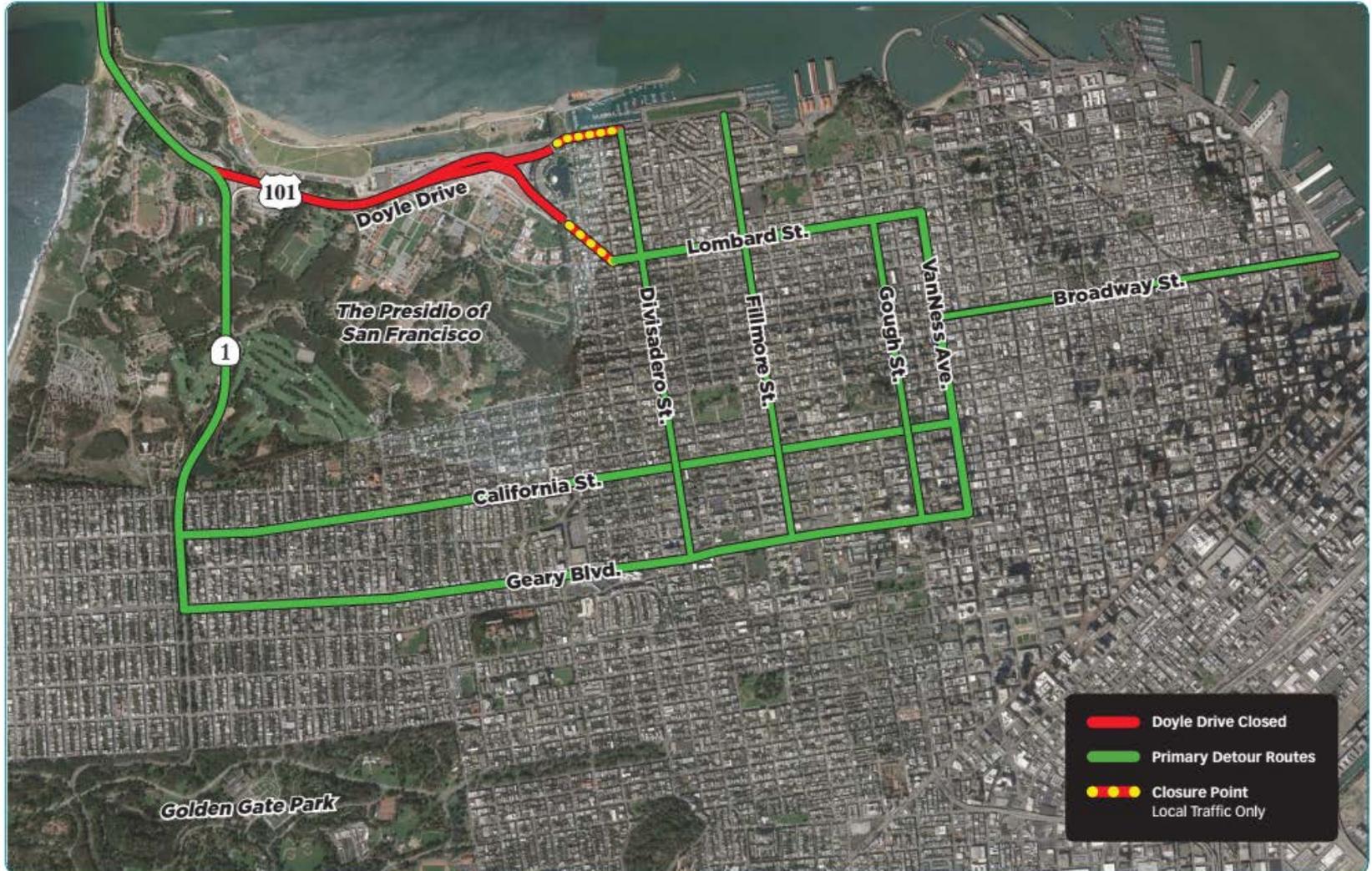


Regional Detour Routes





Local Detour Routes



Presidio Roads



RE-ENVISIONING DOYLE DRIVE – PRESIDIO PARKWAY

Weekend Work Activity

Work Areas



RE-ENVISIONING DOYLE DRIVE – PRESIDIO PARKWAY

Outreach and Media

Upcoming Events

- ▶ Autodesk media event – May 18
- ▶ Agency/Elected Official
Opening Celebration Breakfast – June 1 or
June 15

Initial Outreach – April 14



Weekend Closure and Presidio Parkway Opening Coming Soon!

Doyle Drive will be closed for an extended weekend in late May or early June to transfer traffic to the new permanent roadway. Once the roadway is opened, traffic will move through three new tunnels and across the completed High Viaducts and Low Viaducts. There will be direct access to



DID YOU KNOW?

Many of the piles for the high viaduct will be 12 feet in diameter, requiring a special oscillator rig for installation of the deeper piles. Deeper piles mean fewer piles are necessary, opening up the Presidio to the bay.



- About the Project
- Presidio Parkway Features
- Construction Overview
- Traffic and Detours
 - Construction Detours
 - 2015 Weekend Closure
 - Long-Term Ramp Closures
 - Contractor Yards and Haul Routes
 - More Resources for Drivers
- Project Documents
- Photo Gallery
- Video Gallery
- Webcams
- Meetings
- FAQs

Extended Weekend Closure of Doyle Drive Late May/Early June

Weekend Closure

Doyle Drive will be CLOSED for an extended weekend in preparation for the opening of the new roadway.

Closure Quick Facts

- ▶ Thursday, Date TBA, 10:00 p.m., to the following Monday, 5:00 a.m.
- ▶ Exact dates will be announced in late April/early May
- ▶ Drivers should avoid the closure area
- ▶ Golden Gate Bridge to Highway 1 will remain open; however, expect major delays
- ▶ Travelers during Friday commute times are expected to experience the most significant delays
- ▶ The public is encouraged to use buses, ferries or the Bay Bridge

EXTENDED WEEKEND CLOSURE OF DOYLE DRIVE
Late May/Early June

CLOSURE QUICK FACTS

- Thursday, Date TBA, 10:00 p.m., to the following Monday, 5:00 a.m.
- Exact dates will be announced in late April/early May
- Drivers should avoid the closure area
- Golden Gate Bridge to Highway 1 will remain open; however, expect major delays
- Travelers during Friday commute times are expected to experience the most significant delays
- The public is encouraged to use buses, ferries or the Bay Bridge
- No access to Hwy 101 from Marina Boulevard or Lombard Street
- Businesses in the area will be open

During the closure, crews will finalize roadway connections and transfer traffic to the new permanent roadway.

All dates are subject to change due to weather and unforeseen conditions. Please visit www.PresidioParkway.org for up-to-date information.

THE ROAD TO COMPLETION

There will still be a lot of work to do after traffic is shifted to the new roadway. Construction activity will continue into mid-2016 and will include removing the temporary bypass, reconstructing Halleck Street, replacing historic buildings, covering the tunnels and installing final landscaping.

- 1 TEMPORARY BYPASS REMOVAL
- 2 RE-ESTABLISHMENT OF HALLECK STREET
- 3 COVERING OF TUNNELS AND FINAL LANDSCAPING

info@presidioparkway.org | www.PresidioParkway.org | (415) 295-4636

Closure Page on Website



DID YOU KNOW?

One hundred percent of tree material removed during the preconstruction activity was recycled or salvaged by Green Waste Recycle Yard in Richmond, California.

Quick Facts

- About the Project
- Presidio Parkway Features
- Construction Overview
- Traffic Phasing
- Project Documents
- Photo Gallery
- Video Gallery
- Webcams
- FAQs
- Press Center
- Contact Us
- Weekend Closure**
- Overview
- FAQs

FAQs

Happening Late 2011 Doyle Drive Weekend Closure

Because sometimes the fastest way to open is to close!

- CLOSURE QUICK FACTS**
- ▶ **Date:** Late 2011: Actual closure weekend will be announced in summer 2011*
 - ▶ **Hours:** Closure is expected to be in effect Friday night to early Monday morning (times will be announced)
 - ▶ Golden Gate Bridge to Hwy 1 will remain open, however, expect major delays
 - ▶ No access to Hwy 101 from Marina Blvd./Richardson Ave.
 - ▶ The public is encouraged to use buses, ferries, alternate routes or choose car-free activities
 - ▶ Drivers should avoid the closure area

- NEW DRIVING CONDITION QUICK FACTS**
- The temporary driving condition will:
- ▶ Move traffic onto the new southbound tunnel, bridge and a temporary bypass
 - ▶ Be in effect from late 2011-2014 (project completion)
 - ▶ Meet today's seismic safety standards
 - ▶ Improve traffic safety and prevent head-on collisions
 - ▶ Have five lanes with a moveable median barrier
 - ▶ Take some time for drivers to get used to! Expect delays as drivers adjust

VIDEO: Closure overview and drive through

- Small Business Info
- Contractor Info
- Driver Toolbox

511 real time traffic
Go to 511.org or call 511 for free real time traffic.

Weekend Closure Overview



After the extended weekend closure and shift, traffic will flow adjacent to the existing Doyle Drive on the completed Phase I structures (southbound bridge and tunnel) and the temporary bypass through late 2014. Opposing traffic will be separated by a moveable median barrier. Please expect delays as drivers adjust to the new condition.

[Download the closure flyer.](#) (1.0 MB)

*The exact dates of the closure will be announced in summer 2011 and are dependent on reaching critical construction milestones. Please

Outreach with Closure Date

- ▶ Posters/postcards
- ▶ Press Release
- ▶ PSAs, newspaper ads (online), radio ads
- ▶ Roadway history video
- ▶ Website, email advisories
- ▶ Facebook, Twitter



RE-ENVISIONING DOYLE DRIVE – PRESIDIO PARKWAY

Post Closure Details

Final Condition



Final Condition

- ▶ Traffic shifted to permanent project features:
 - ◆ Separated median and wider lanes
 - ◆ Continuous safety shoulders
 - ◆ Three new tunnels
 - ◆ Completed High Viaducts and Low Viaducts
 - ◆ New off-ramp to Presidio and Marina Blvd.
 - ◆ All Hwy 1/101 connections restored
- ▶ Expect delays as drivers adjust

Final Condition





Final Condition



Final Condition





Final Halleck Street



Initial Landscaping

- ▶ Project includes extensive landscaping campaign once major construction is complete
- ▶ 45,000 native plants from the Presidio are being grown
- ▶ Landscaping will be installed when construction is complete

