



Long-Term Ramp Closure Advisory

January 2009



LONG-TERM RAMP CLOSURE: EFFECTIVE JANUARY 10, 2010 THROUGH 2013

Northbound Doyle Drive/Hwy 101 to Southbound Park Presidio/Hwy 1 (to 19th Avenue)

Beginning January 10, 2010, the off-ramp from northbound Doyle Drive/Hwy 101 to southbound Park Presidio/Hwy 1 (to 19th Avenue) will be closed through 2013.

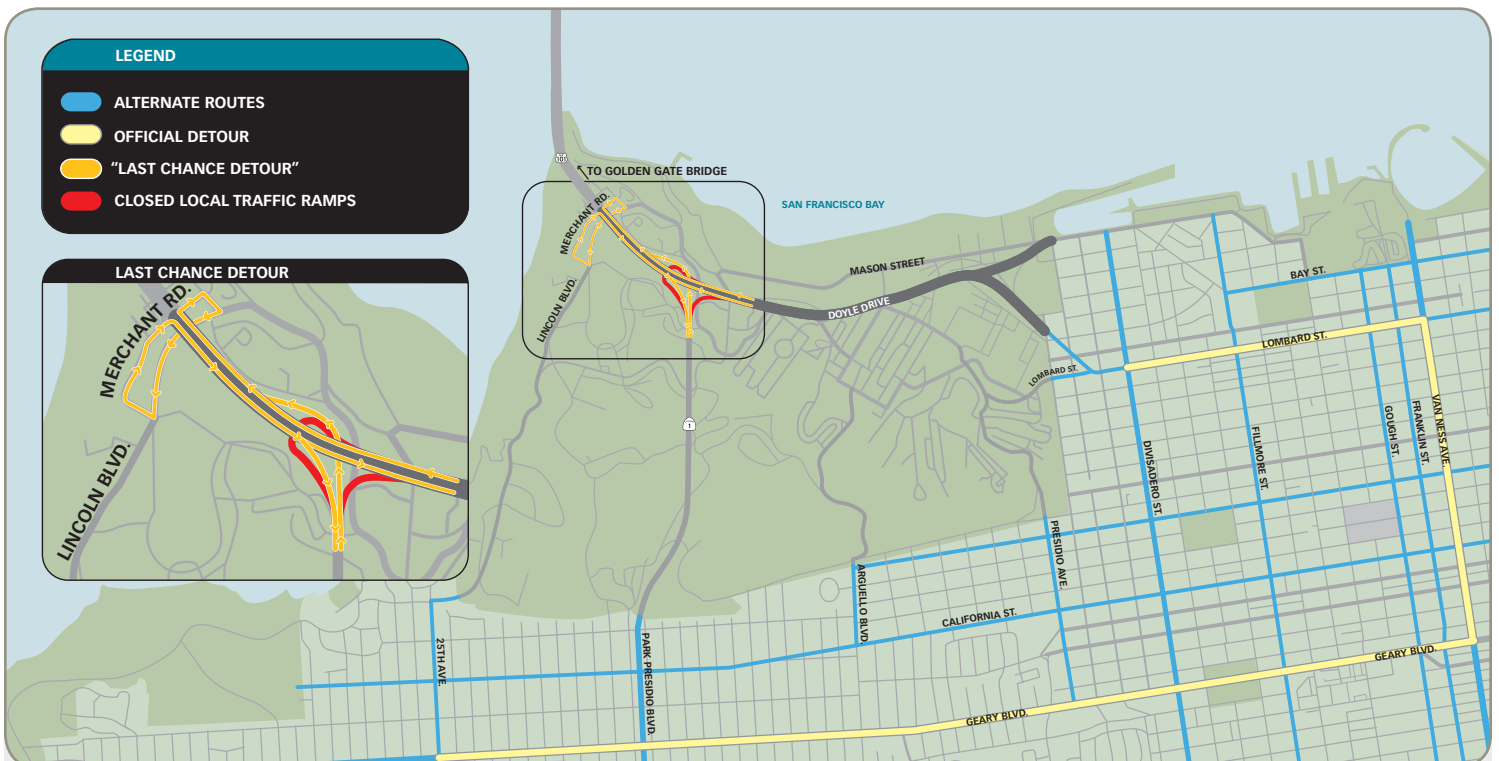
This ramp closure is necessary to construct the Doyle Drive replacement, the Presidio Parkway. This ramp closure does not affect traffic coming from or going to the Golden Gate Bridge.

Upcoming Activity

Early 2010-2011 closure: Off-ramp from northbound Park Presidio/Highway 1 (from 19th Avenue) to southbound Doyle Drive. The exact closure date had not yet been determined.



These ramp closures do not affect regional traffic coming from or going to the Golden Gate Bridge.



DETOUR INFORMATION

During the ramp closures, motorists can use many other routes and traffic will be dispersed throughout the city street network. For drivers unfamiliar with the area, an official detour will be marked with signage and will direct drivers to a high volume, mild grade route – Geary Boulevard/Van Ness Avenue/

Lombard Street. Drivers who miss the signed detour and arrive at the closed ramp will be directed to use the "last chance detour" from northbound Doyle Drive to the Merchant Road off-ramp to Lincoln Boulevard, to the Merchant Road on-ramp to southbound Doyle Drive.

ABOUT THE DOYLE DRIVE REPLACEMENT PROJECT

The replacement of Doyle Drive with the Presidio Parkway 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 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 is based on a world-class design that will improve the seismic, structural and traffic safety of the roadway. It also will be 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.

Highlights of the new design include:

- A parkway with two short tunnels, a wide landscaped median, traffic calming transitions to city streets and the inclusion of safety shoulders
- A spectacular regional gateway that respects the natural contours of the surrounding area and complements the unique environment of San Francisco and the Presidio, a national park
- New direct access to the Presidio and enhanced views
- A more centralized location for transit connections
- Enhanced pedestrian connections within the Presidio to the Main Post, Crissy Marsh, the National Cemetery and historic batteries
- Reduced light and noise intrusion at Crissy Field.

CONSTRUCTION OVERVIEW

Construction of the Doyle Drive replacement, the Presidio Parkway, is underway and began more than a year ahead of schedule, due to \$50 million from the American Recovery and Reinvestment Act of 2009.

Construction of the new roadway will take approximately four years to complete. An ongoing series of advisories will update the public about what to expect as work progresses.

CONSTRUCTION MILESTONES

Major Construction Begins-December 2009

- ▶ Traffic remains on existing Doyle Drive until 2011

Seismic Safety Achieved-2011

- ▶ Traffic is transferred onto a portion of the new southbound roadway and a temporary bypass adjacent to the existing Doyle Drive

Substantial Construction Complete-2013

- ▶ Traffic is transferred onto the final Presidio Parkway

Project Complete-2014

- ▶ Landscaping and final design details are complete

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