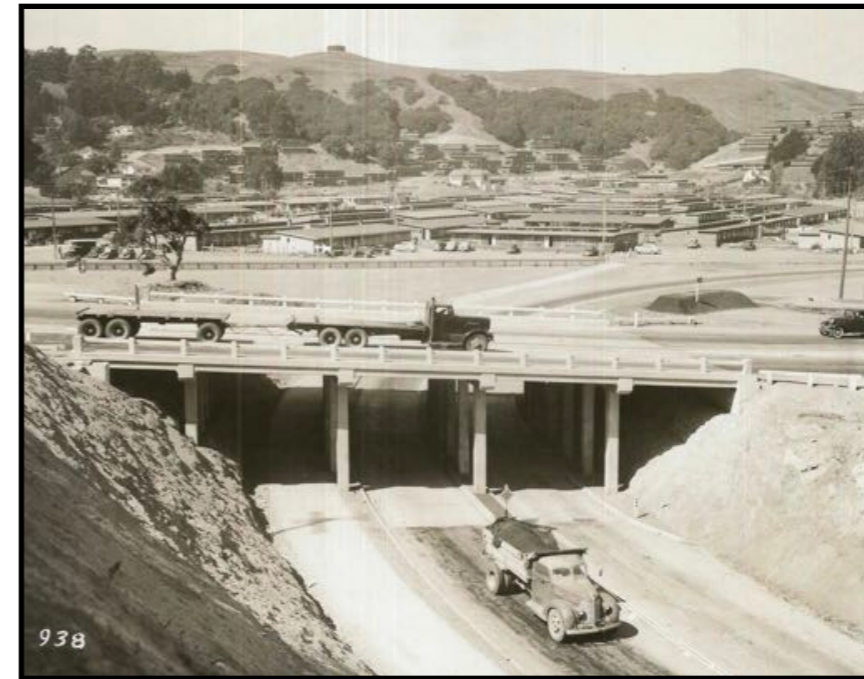




### **Waldo Grade: Highway Through the Hills Then and Now Photos**

The photo at the upper left appears to date from the late 1940's and shows the original intersection at the bottom of the Waldo Grade. A Standard service station is just out of the photo to the right, and a 76 station to the left. Note the original Richardson Bay Bridge in the background (including a drawbridge) that was opened in 1931. The original bridge was constructed of redwood and was known as "The Redwood Bridge." Also note the train passing on the tracks running next to the bay. There was a station at Waldo Point just to the right and at Manzanita near the Richardson Bay Bridge.





### Waldo Grade: Highway Through the Hills Then and Now Photos

The opening of the Marinship project in 1942 and the building of the Marin City housing project to house the workers meant that there was a significant increase in traffic across the State Highway. In response, the underpass that remains today was built. The photo at the lower right is a current one. The length of the underpass had to be extended twice when the highway was widened, first from four to six lanes, then from six to eight lanes.





### **Waldo Grade: Highway Through the Hills Then and Now Photos**

Looking down the Waldo Grade towards Richardson Bay. The photo in the upper left was likely taken in the 1940's. Waldo Point is on the right. Note the lack of any median divider, as well as the absence of housing on the Strawberry Peninsula in the background.





### Waldo Grade: Highway Through the Hills Then and Now Photos

The photo at the upper left, taken around 1915, shows the area that is today between Nevada Street and Waldo Point. The buildings in the yellow circle were the Mason Distillery plant. The building in the red circle a residence at what is today the corner of Coloma and Olima Streets. The same spots are shown in the modern photo. The Whisky Springs housing development stands on the site of the old distillery. The house at Coloma and Olima still stands, just across from the city tennis courts.

October 1, 1936



### Waldo Grade: Highway Through the Hills Then and Now Photos

The photo at the upper left was taken just a few months after the Waldo Grade groundbreaking in May 1936. The extensive cuts and fills necessary for the roadway can be clearly seen. Note also the marsh that lay just south of Waldo Point. In 1942 that marsh would be filled in, using fill from the excavation of Pine Point (just south of the marsh), to create the foundation for the Marinship project.





### **Waldo Grade: Highway Through the Hills Then and Now Photos**

These photos were both taken from just above the Rodeo exit. One can see in the photo at the upper left, probably taken not long after the Waldo Grade opened in 1937, how significant some of the fills were.





### **Waldo Grade: Highway Through the Hills Then and Now Photos**

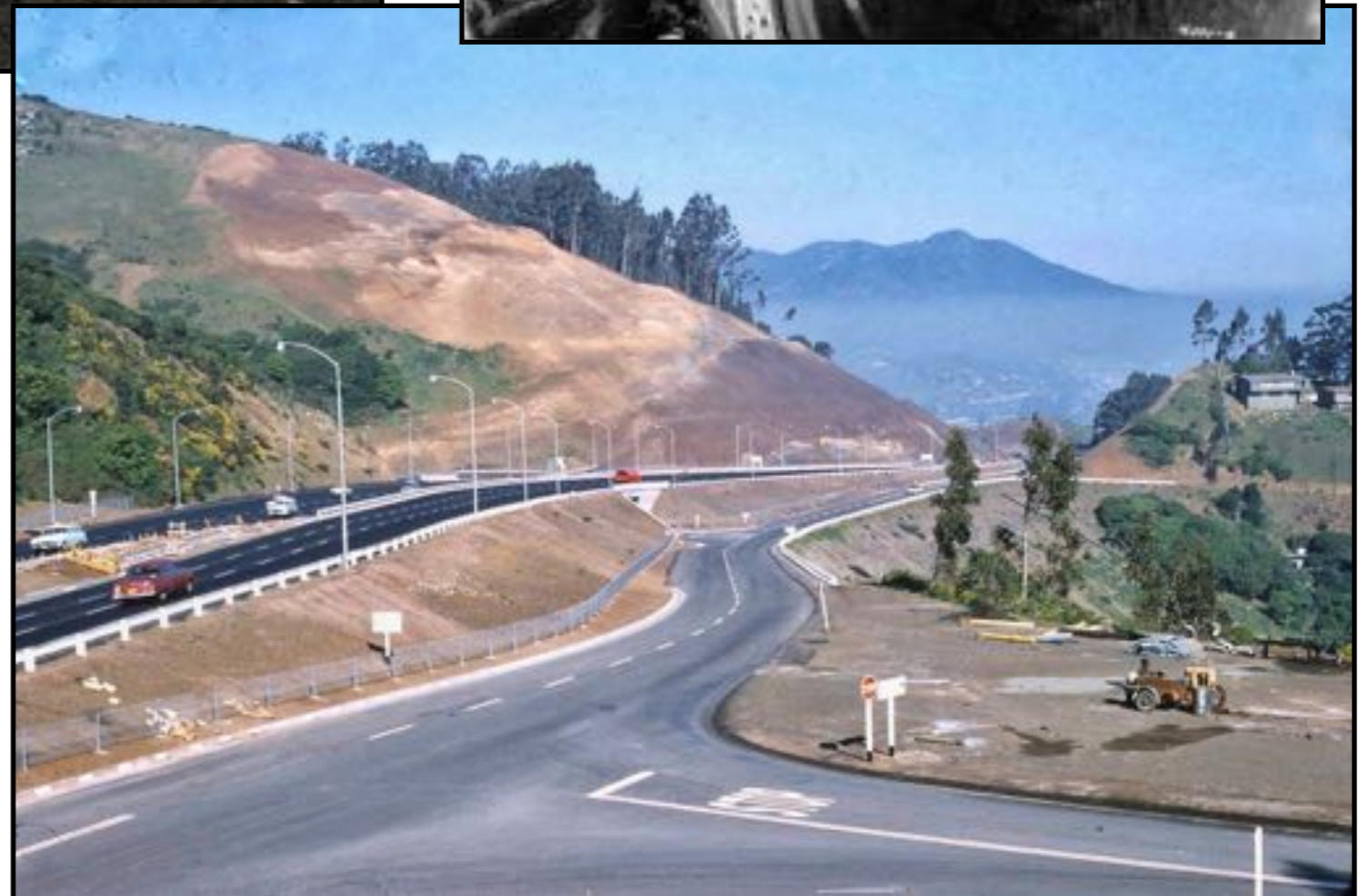
Two photos taken from the Alta Trail above Spring Street. The creation of the pictured embankment cut off Spring Street which had previously run all the way up the hill to intersect with Romer at a point to the west of the highway. Romer can be seen to the right intersecting the highway. That access point was closed in the 1950's when the highway was expanded to six lanes. Today, the former Romer Avenue is known as Currey Lane and deadends at the edge of the highway. The 1942 photos is also of interest since it shows the construction underway on the Marinship project next to the bay.





### **Waldo Grade: Highway Through the Hills Then and Now Photos**

The photos all show the area between Spencer and Monte Mar. The photo at the upper left was taken not long after the Waldo Grade was completed and show the very steep slopes on either side of the cut north of the Monte Mar exit. The photo at the upper right shows construction underway in 1954 and the extensive additional excavation of the hillsides required to add the additional two lanes. The photo at the lower right shows the highway not long after the additions of the two additional lanes was completed in 1956.

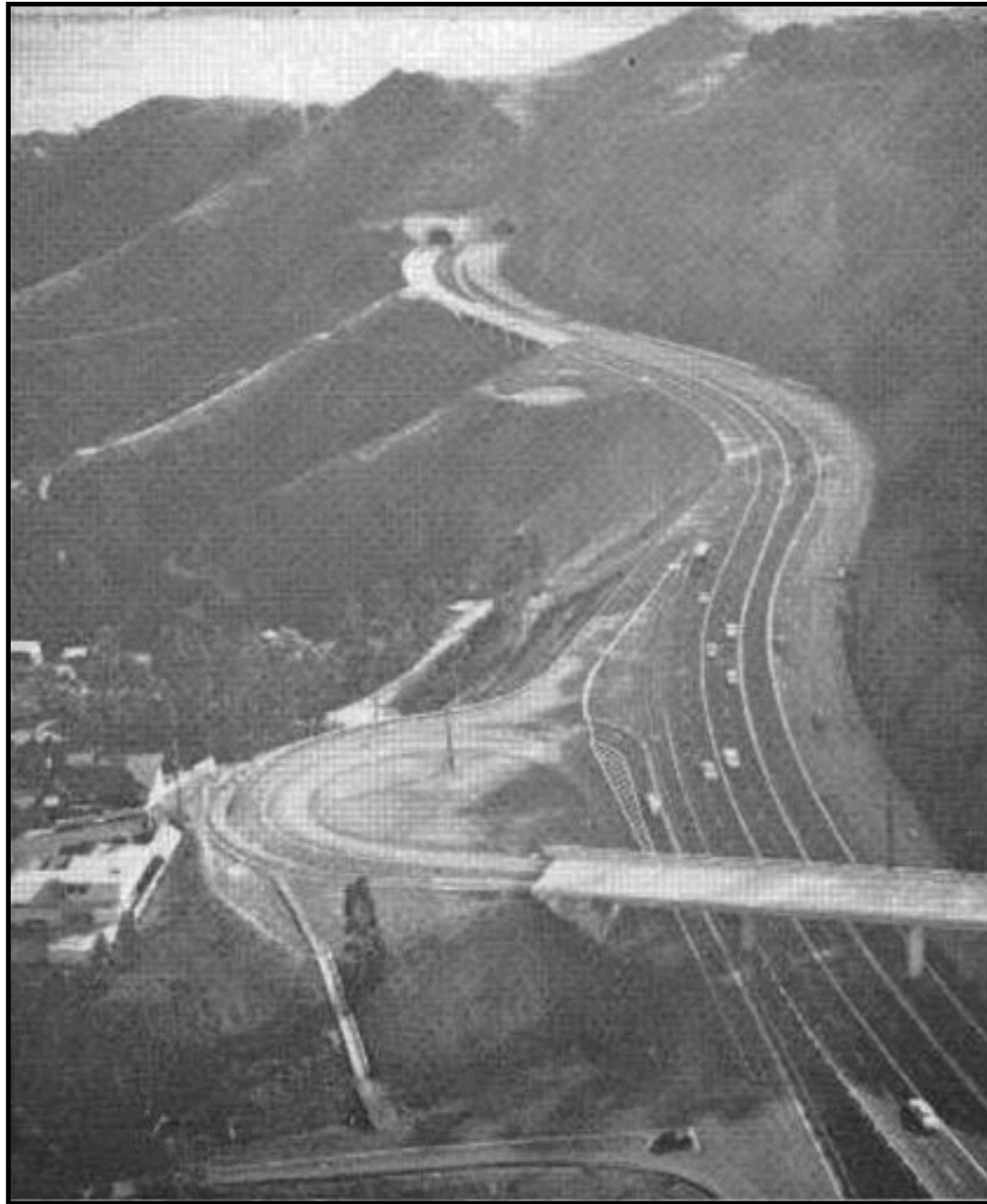






**Waldo Grade: Highway Through the Hills  
Then and Now Photos**

These photos were both taken looking north from the Wolfback Ridge overpass. In 1964 there were “climbing lanes” on both uphill portions of the Waldo Grade, but they narrowed to three lanes for the downhill portions. In the photo on the upper left, the end of the fourth lane can be seen just in front of the red car.



### Waldo Grade: Highway Through the Hills Then and Now Photos

Two photos looking south from above Spencer. The photo at the top left shows the newly completed Wolfback Ridge overpass, part of the project that added two lanes to the highway in 1956.



### **Waldo Grade: Highway Through the Hills Then and Now Photos**

These photos were both taken from above the Waldo tunnels looking north. In the photo on the upper left, taken around 1955, the construction can be seen that would add two lanes to the highway, and would also add the Wolfback Ridge overpass and Spencer/Monte Mar interchange. The photo also shows the significant construction staging area just north of the tunnels.





### **Waldo Grade: Highway Through the Hills Then and Now Photos**

The photo at the upper left shows the early construction underway on the original Waldo tunnel. In the 1950's the second tunnel would be bored to the right (east) of the original tunnel. The same photo shows the significant fill that was required for the roadway just south of the tunnel.



### **Waldo Grade: Highway Through the Hills Then and Now Photos**

The photo at the upper left shows Fort Baker in 1926. At that time, the only access to the fort was via East Road, the road visible in the picture that circled around the hill and ran along the coast through the Fort Baker Gate and into Sausalito. The construction of the Waldo Grade included the building of the "Sausalito Lateral," the road that ran from the highway above Fort Baker and down to Sausalito. Today that is Alexander Avenue.

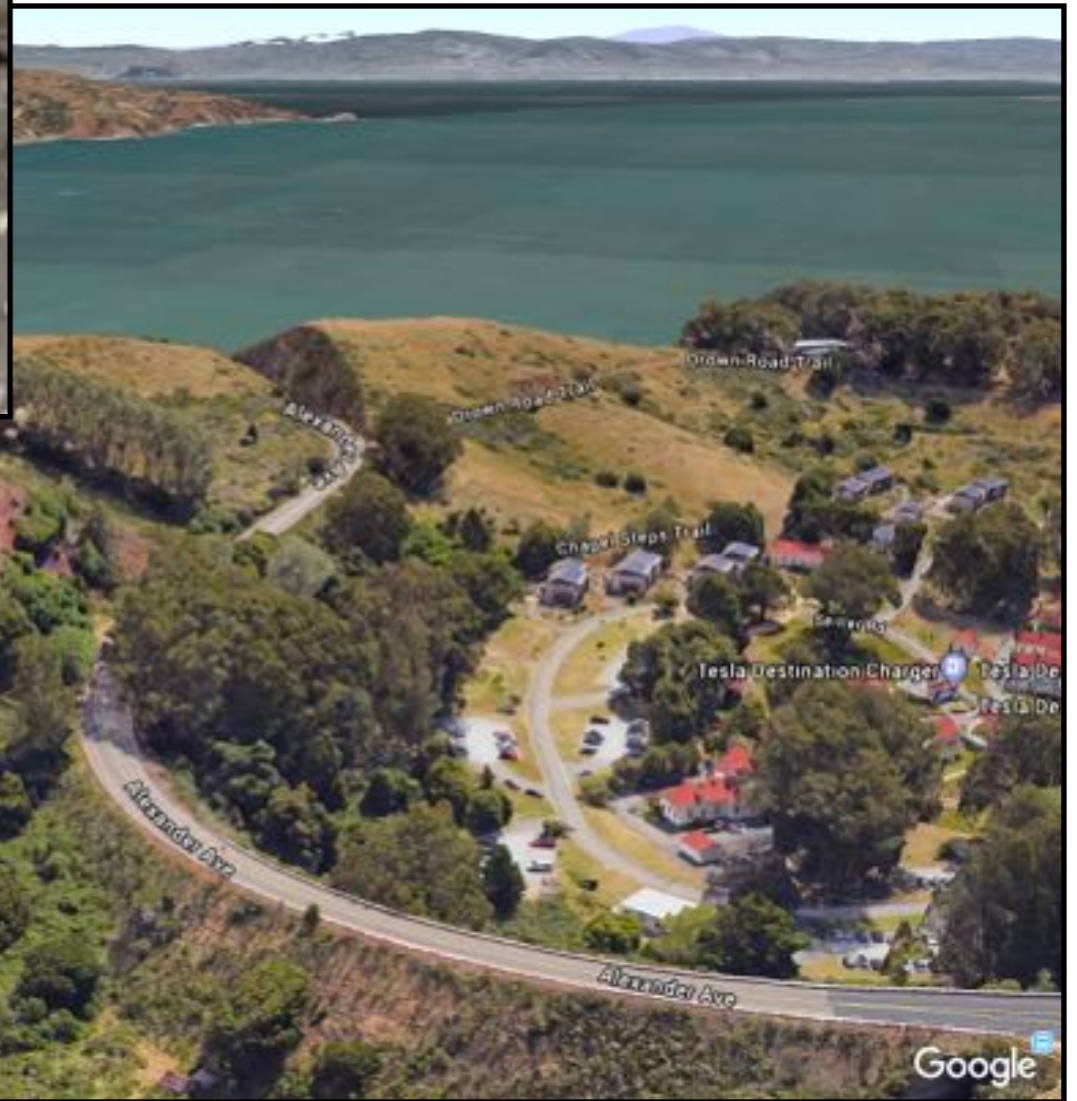




### Waldo Grade: Highway Through the Hills Then and Now Photos

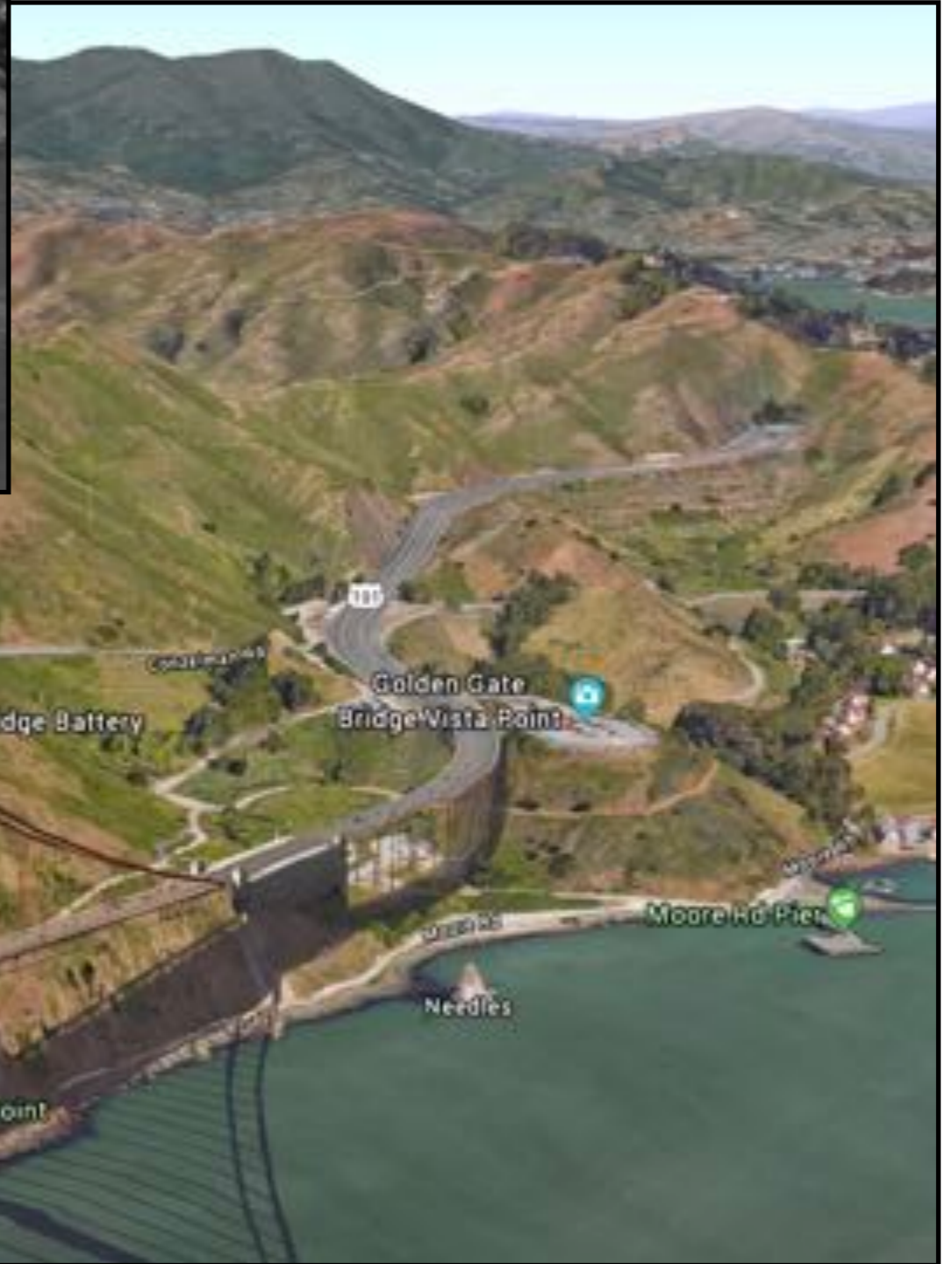
The photos show the Sausalito Lateral (Alexander Avenue) that runs above Ft. Baker into Sausalito. The construction of that road was part of the original Waldo Grade project. It necessitated significant cuts in the hills and a large fill visible in the photo.





### Waldo Grade: Highway Through the Hills Then and Now Photos

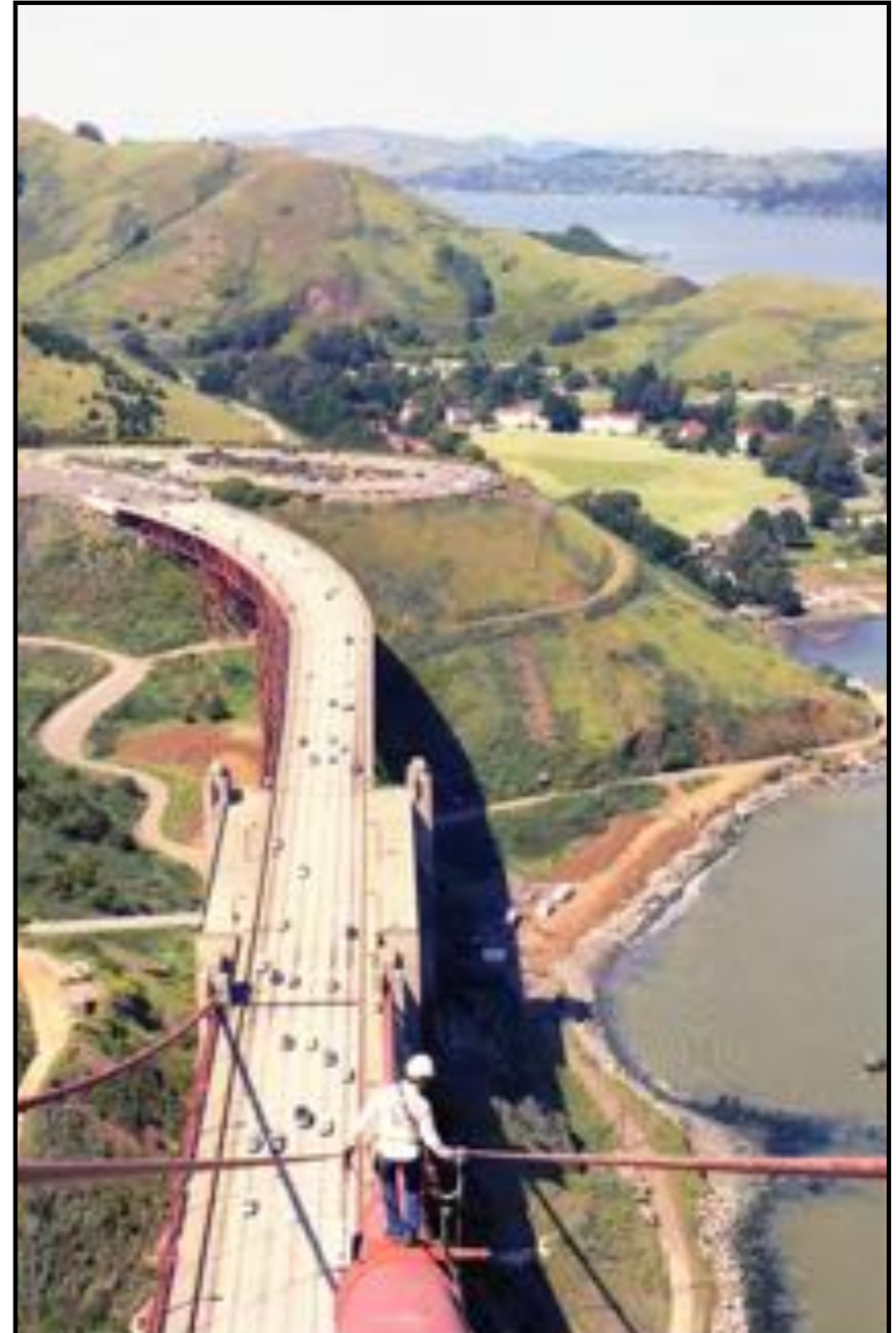
Another view of the Sausalito Lateral (Alexander Avenue) that connected the Waldo Grade to Sausalito.



### Waldo Grade: Highway Through the Hills Then and Now Photos

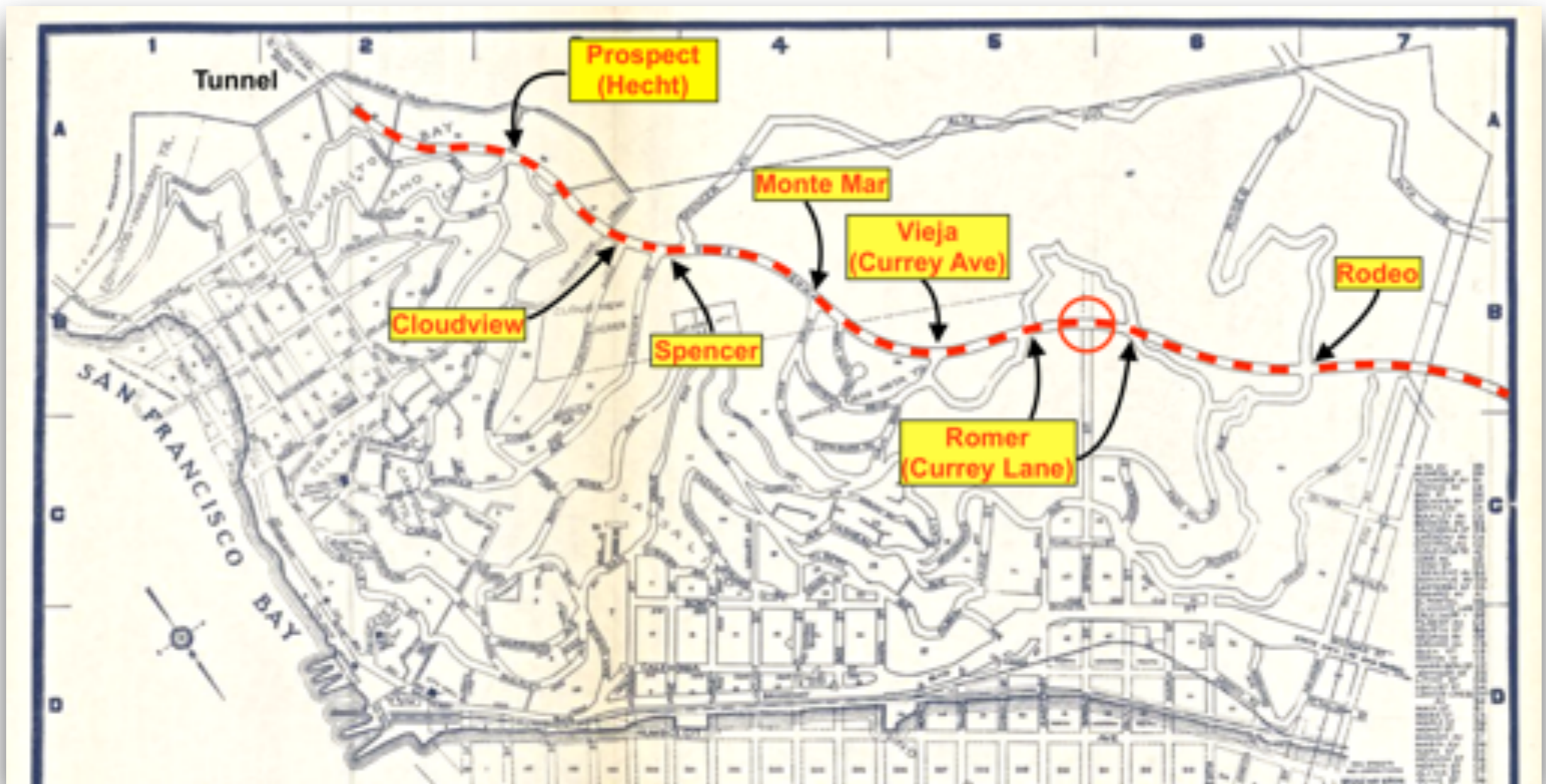
A view of the construction of the Golden Gate Bridge. The Waldo Tunnel construction is visible on the hillside in the photo on the upper left.





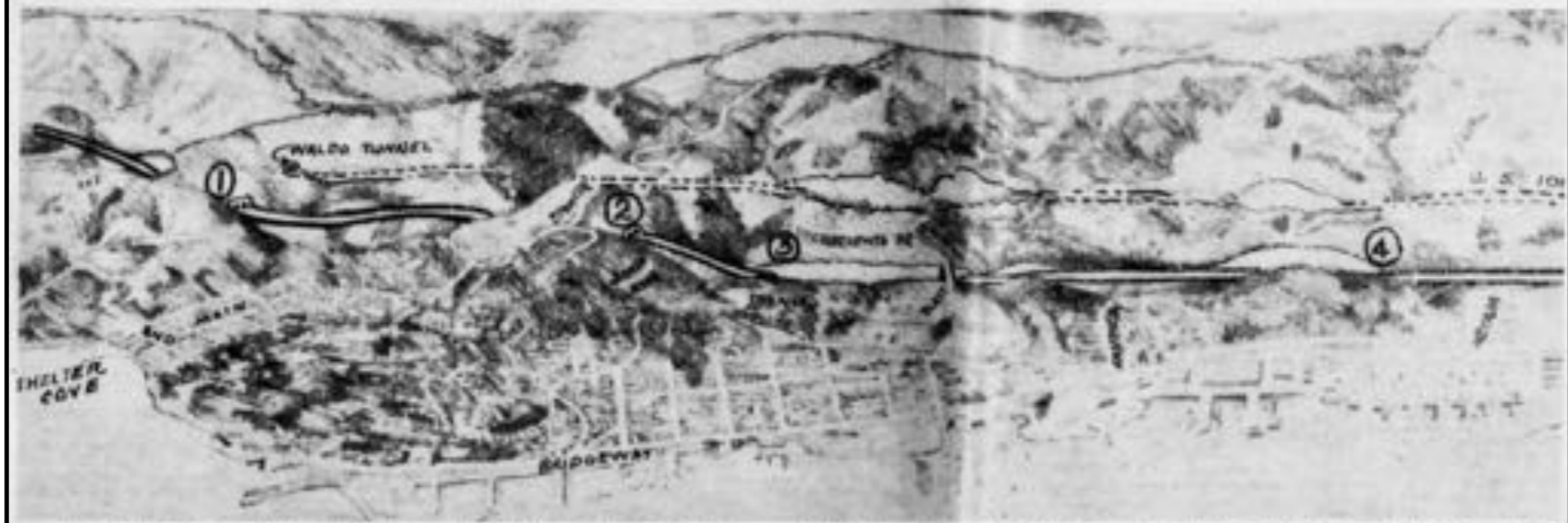
**Waldo Grade: Highway Through the Hills  
Then and Now Photos**

Two photos looking north from the North Tower of the Golden Gate Bridge. In the photo on the left, the hill that stood next to the north end of the bridge is visible in the yellow circle. As part of the construction to add two lanes to the highway in the 1950's, that hill was excavated. The cleared area was turned into Vista Point which is visible in the photo on the right.



A portion of the Thomas Brothers map of Sausalito published in 1938, the year after the Waldo Grade (the dotted red line) was opened. An interesting thing to note is how many access points there were to the Grade at that time - places where the highway had intersected existing Sausalito streets. There was no median divider on the highway during that period, and left turns across the northbound lanes were permitted from those points. The red circle shows the intersection of the highway with Spring Street. Spring Street had previously run all the way up the hill to intersect with Romer, but was cut off by the fill necessary at that point. In the 1950's when the first additional two lanes were added, all of those access points, with the exception of Spencer, Monte Mar and Rodeo, were closed.

## Artist's Conception Of Greiner Approach Highway



Pictured above is a sketch of the proposed Greiner approach road taken from the official report prepared by the Greiner engineering firm for the directors of the Golden Gate Bridge. Shows are (1) the proposed 2800 foot twin bore tunnel at the south limits of Sausalito; (2) the added 500-foot twin bore tunnel which would pass under Fraser, Clayville and Spencer avenues; (3) a deep, long cut in the Mount Mar Vista area, which eliminates the larger portions of Curry, George and Glen Drive, and (4) another long deep cut at Sussex Drive, cutting that road and located in the center of the proposed million dollar Stuart Ross tunneling development. Note also that the only proposed "cross-over" is at Fish Avenue at a point where no improved road now exists.



The above diagram and map show the route of one of the several routes proposed by the Department of Transportation after World War II as alternatives to the Waldo Grade which had been criticized as being too steep, too foggy and prone to too many slides. Happily, after vigorous opposition from Sausalito, the decision was finally made to keep the Waldo Grade and simply widen it.