In order to prepare for construction of the northbound Battery Tunnel, crews will remove trees along northbound Doyle Drive/Hwy 101 across from the National Cemetery **beginning on Tuesday, August 24**. This work is expected to last through the end of September.

The area of tree removal is substantially smaller than the initial removal that occurred last summer.

Work will include tree removal, stump grinding and grading. One hundred percent of the tree material removed will be recycled or salvaged. Environmentally sensitive areas near the tree removal site will be protected and erosion control measures will be in place.

Tree removal is necessary to clear and grade the site and create space for construction activities and staging areas. Although tree removal will initially result in a significant visual change, a Tree Removal and Protection Plan has been carefully developed in collaboration with certified arborists, landscape architects and the Presidio Trust forester to remove only the trees necessary for construction and to protect trees in the area that do not need to be removed.

The final design of the Presidio Parkway includes an extensive re-landscaping program and the eventual replacement of existing trees with young, healthy and more diverse trees.

Please call our project information line at (415) 263-5953 or visit [www.PresidioParkway.org](http://www.PresidioParkway.org) for up-to-date information.
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 was structurally and seismically deficient at the start of construction and is being replaced. The Presidio Parkway is based on a world-class design that will improve the seismic, structural and traffic safety of the roadway, and will compliment its setting in a National Park.

Construction Overview

Construction of the Doyle Drive replacement, the Presidio Parkway, began in December 2009, more than a year ahead of schedule, due to $122 million from the American Recovery and Reinvestment Act of 2009.

Major construction of the new roadway is planned in two major phases in order to keep traffic flowing during the replacement. Seismic safety was achieved in April 2012 after the completion of the first phase when traffic was transferred onto a temporary bypass.

The second phase of construction is expected to be complete in 2016 and will be followed by an extensive landscaping program. An ongoing series of advisories will update the public on what to expect as work progresses.

Highlights of the New Design Include:

- A parkway with two sets of 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

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