24-HOUR CONCRETE DEEP SOIL MIXING
CREWS EXPEDITE WORK ON THE MAIN POST TUNNELS

In order to expedite construction and take advantage of the dry season, crews will be conducting concrete deep soil mixing (CDSM) near the Main Post 24 hours a day beginning the week of July 8.

CDSM is a construction method being used to stabilize soil beneath the future roadway and Main Post Tunnels. The equipment penetrates the ground surface and combines cement and water, digging up to 60 feet into the ground. The result is a soil/cement mixture that creates a grid of improved, stable soil to prevent settlement or liquefaction during a seismic event.

This work is expected to continue 24 hours a day for several months. Additional activities that may require extended work hours include tunnel excavation, concrete pours, and continuous drilling.

All dates are subject to change due to weather and unforeseen conditions.

Please visit www.PresidioParkway.org for up-to-date information.
CONSTRUCTION MILESTONES

Major Construction Began: December 2009
Traffic remains on original Doyle Drive until 2011

Seismic Safety Achieved: Spring 2012
Traffic was transferred onto a portion of the new southbound roadway and a temporary bypass adjacent to the existing Doyle Drive

Substantial Construction Complete: 2015
Traffic is transferred onto the final Presidio Parkway

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.

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

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 2015 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.

RECEIVE THE MOST UP-TO-DATE INFORMATION!

www.PresidioParkway.org
PresidioParkway
info@presidioparkway.org
(415) 295-4636
Find us on Facebook