Construction of the Presidio Parkway is going full speed ahead! Much of the work can be seen from Doyle Drive and the Presidio: the new High Viaduct is rising out of the ground and the tunnels are taking shape. 

Keep an eye on Doyle Drive, the transformation of the Presidio waterfront is in full swing!

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**HIGHWAY 1/101 REALIGNMENT**

Highways 1 and 101 are being realigned between the Golden Gate Bridge Toll Plaza and the interchange. The realignment will require intermittent lane closures and night work. Drivers can expect to experience shifting road alignments as construction progresses in the corridor.

A portion of eucalyptus trees adjacent to this section of northbound Highway 1 will be removed in fall 2013. Tree removal is necessary to make room for the highway realignment as well as construction of safety shoulders, a landscaped median, and the hook ramp from northbound Highway 101/Doyle Drive to southbound Highway 1/Park Presidio.

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**NORTHBOUND HIGH VIADUCT**

Removal of the old High Viaduct has opened up views of the Bay between the columns of the new bridge. In the same footprint as the old bridge, crews have started construction of the future northbound High Viaduct. Crews are installing deep foundations and building large columns to support the bridge’s wide spans. Soon, temporary supports (falsework) will be installed to begin construction of the bridge superstructure.

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**NORTHBOUND BATTERY TUNNEL**

Excavation is underway and shoring walls are being installed to build the northbound Battery Tunnel. The new tunnel will be constructed adjacent to the existing southbound Battery tunnel (currently carrying both directions of traffic) and will have the same arched portal design.

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Please visit www.PresidioParkway.org for updates and sign-up to receive advisories!
Crews are currently excavating soil, preparing the tunnel foundation and installing steel rebar in preparation for pouring concrete. These activities are sequential and the tunnels are beginning to take shape from west to east.

There is night work associated with the project and construction generates increased truck traffic primarily from materials delivery and soil excavation, movement and storage. Some soil is stored for future use on site, and some soil is off-hauled. Reusing soil on-site is an important element of project efficiency and sustainability goals. While active, stockpiles are watered for dust suppression and soil stabilizers are used to minimize soil erosion, as needed.

Circulation has changed in the Presidio since traffic was shifted onto the seismically-safe temporary bypass in 2012. The temporary bypass allows traffic to continue to flow while the construction of Phase II is underway. See the map below for information on the best routes through the Presidio during Phase II of construction.