With Phase I construction elements now carrying traffic on a seismically safe roadway, the Presidio Parkway project is nearly halfway to completion! Phase II of construction is the next step in the creation of a world-class roadway that will improve the seismic, structural, and traffic safety of the corridor.

During Phase II, the project team will complete construction of all remaining project elements of the Presidio Parkway, transforming the regional gateway linking the Golden Gate Bridge and the City of San Francisco. The new design will open up views of San Francisco Bay, create new direct access to the Presidio from Doyle Drive, and enhance pedestrian and cyclist connections within the Presidio. An extensive landscaping effort will follow completion of major elements in 2016.
UPCOMING PHASE II CONSTRUCTION

Phase II construction will be underway from late summer 2012 through 2016. During this time, the project team will build the northbound Battery Tunnel, northbound High Viaduct, two Main Post Tunnels, Main Post Electrical Substation, Low Viaduct, and a new interchange to the Marina and the Presidio. Completion of major project elements is expected in late 2015, with final project landscaping and overall project completion in 2016.

Upcoming pre-construction activities

Pre-construction activities are underway for the second phase of the project. Activities through the end of 2012 include: utility identification, installation, and relocation; select tree removal; building deconstruction for salvage and reuse; and demolition of the old High Viaduct. Dust control, air and water quality monitoring, vibration monitoring, and tree protection continue to be a priority for the project team. Truck traffic will remain on designated haul routes through the Presidio.

Stay tuned for details and schedule updates.

ELEMENTS OF PHASE II CONSTRUCTION

NORTHBOUND HIGH VIADUCT

The northbound High Viaduct will be constructed alongside its twin structure, the completed southbound High Viaduct now carrying bi-directional traffic between the toll plaza and the Battery Tunnel. The High Viaducts are designed with wide spans beneath the roadway in order to open up views of San Francisco Bay. Once completed, these two bridges will greatly improve traffic safety by carrying opposing traffic on separate structures and providing safety shoulders.

NORTHBOUND BATTERY TUNNEL

The northbound Battery Tunnel will be built alongside the completed southbound Battery Tunnel. Landscaped open space will span the top of the tunnels to create a new connection from the nearby historic batteries to Lincoln Boulevard and San Francisco National Cemetery.
MAIN POST TUNNELS

As with the Battery Tunnels, the Main Post Tunnels are designed to provide open space and hide the roadway, and will create new connections from the Main Post to the waterfront and Crissy Marsh. The Main Post Electrical Substation will be hidden within the slope of the Main Post Bluff. Once these tunnels are completed, Halleck Street will be restored on top of them, along with an expansive recreational area and trail network.

LOW VIADUCT AND GIRARD ROAD INTERCHANGE

Construction of the Low Viaduct on the east end of Doyle Drive will allow expansion of Crissy Marsh and restoration of a key habitat for Presidio wildlife. A new interchange at Girard Road will provide direct access to both the Presidio Main Post and Marina Boulevard from Doyle Drive. In addition, access from the Marina District to the Presidio will be improved through a new underpass linking Marina Boulevard to the Main Post. The design includes dedicated bike lanes on Girard Road and improved pedestrian connections.

PUBLIC PRIVATE PARTNERSHIP (P3)

Phase II will be delivered through a public-private partnership (P3). This will be the first project in California to operate under the authority of Senate Bill X2 4. The selected developer (Golden Link Concessionaire) will design, build, finance, operate and maintain the project for 30 years. The P3 method of delivery will free up state funding for other uses, transfer risks to the private developer, and provide maintenance during the 30-year contract.
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 complement its setting in a National Park.

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.

About the Doyle Drive Replacement Project

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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