Long-Term Lincoln Boulevard Closure: June 2, 2010 – Late 2011

Lincoln Boulevard will be closed between McDowell Avenue and Montgomery Street for approximately 18 months to allow for the construction of the southbound Battery Tunnel, a key design element of the Presidio Parkway.

Upon completion of the southbound Battery Tunnel, Lincoln Boulevard will be replaced over the top of the tunnel and re-opened to traffic.

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

Vehicle Detour
Vehicles should use the signed detour along Halleck Street and McDowell Avenue to Mason Street during this closure.

Westbound Bicycle Detour
Bicyclists traveling west should use Halleck Street to Mason Street to Crissy Field Avenue to Lincoln Boulevard.

Eastbound Bicycle Detour
Bicyclists traveling east (from the Golden Gate Bridge) should use Long Avenue (access road down to Fort Point) to Mason Street to avoid the construction area.

Alternate Bicycle Route
Bicyclists may also use the Golden Gate Promenade to avoid the construction area, however, this is a mixed-use gravel path and a slow speed should be maintained.

Please be cautious when traveling around construction sites and follow the instructions from traffic controllers and construction signage.

Please visit www.PresidioParkway.org or call (415) 263-5953 for more 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 is structurally and seismically deficient and must be replaced. The roadway is facing the same problem that threatens other crucial components of the nation’s infrastructure – the ravages of time and continual use. Originally built in 1936, Doyle Drive has reached the end of its useful life. The Presidio Parkway is based on a world-class design that will improve the seismic, structural and traffic safety of the roadway. It also will be more sensitive to community needs and to the national park setting, reducing impacts on biological, cultural, historical and natural resources and on the surrounding neighborhoods.

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, is underway and began more than a year ahead of schedule, due to $122 million from the American Recovery and Reinvestment Act of 2009.

Construction of the new roadway will take approximately four years to complete. An ongoing series of advisories will update the public about what to expect as work progresses.

CONSTRUCTION MILESTONES

Major Construction Began-December 2009
- Traffic remains on existing Doyle Drive until 2011

Seismic Safety Achieved-2011
- Traffic is transferred onto a portion of the new southbound roadway and a temporary bypass adjacent to the existing Doyle Drive

Substantial Construction Complete-2013
- Traffic is transferred onto the final Presidio Parkway

Project Complete-2014
- Landscaping and final design details are complete

RECEIVE THE MOST UP-TO-DATE INFORMATION!

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