



UTILITY RELOCATION ACTIVITY

April 2010



ALTERNATING CLOSURES OF LINCOLN BOULEVARD & SHERIDAN AVENUE MARCH 4 THROUGH MID-MAY 2010

Beginning March 4 through Mid-May, 2010 there will be alternating closures of Lincoln Boulevard and Sheridan Avenue in order to complete utility relocation work in the area.

When Lincoln Boulevard is closed, Montgomery Street to Sheridan Avenue will be the detour.

When Sheridan Avenue is closed there will be two-way traffic on Lincoln Boulevard, east of Sheridan Avenue, to serve as the detour.

Please follow instructions from traffic controllers and construction signage as these closures will alternate on an as-needed basis.

Old Mason Street

There is on-going utility work and intermittent one way traffic control along Mason Street between Crissy Field Avenue and Halleck Street. Vehicles should expect delays.

DURING LINCOLN BOULEVARD CLOSURES TRAFFIC WILL USE SHERIDAN AVE. MARCH 4 THROUGH MID-MAY

- ● Intermittent one-way traffic control through March
- Intermittent closure
- Detour



DURING SHERIDAN CLOSURES TWO-WAY TRAFFIC WILL USE LINCOLN BLVD. MARCH 4 THROUGH MID-MAY

- ● Intermittent one-way traffic control through March
- Intermittent closure
- ↔ Two-way detour



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

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