Beginning the week of October 13, for approximately two weeks, there will be parking impacts and traffic control along Gorgas Avenue and Girard Road to allow crews to begin the third phase of the installation of a new storm drain.

During this work, traffic flow on Gorgas Avenue between O’Reilly Avenue and Girard Road, and on Girard Road between Gorgas Avenue and Edie Road, will be one-way in the western direction toward Lincoln Boulevard.

During the first subphase of this work (Phase 3.1), lasting approximately one week, there will be no parking on the northern side of Gorgas Avenue directly in front of Building 1163. Parking impacts will then shift to the area directly in front of Building 1162 for the next subphase (Phase 3.2), lasting approximately one week.

Signage will be posted 72 hours in advance to indicate impacted parking spaces. Pedestrian and handicap access to businesses will be maintained.

Scheduled work hours are 7:00 a.m. to 7:00 p.m. On-site equipment will include an excavator, rolling equipment and other large pieces. There will be ongoing noise impacts from generators and back-up beepers. Please follow instructions from flaggers, and see the below map for expected Phase 3 impacts.
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 complement its setting in a National Park.

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.

Traffic will be shifted to the final roadway in late 2015, followed by an extensive landscaping program to conclude the second phase of construction. An ongoing series of advisories will update the public on what to expect as work progresses.

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