

## Traffic Management Plan, Duct Bank Work

### Traffic Management Implementation.

*APM TR-1 Requirements are in italics*

PG&E response in regular font

*PG&E will apply for an Excavation Permit and a Special Traffic Permit from the City of San Francisco, and will also submit a Traffic Management Plan to the City as part of his application. The Traffic Management Plan will include the following elements and activities:*

Please note there is no Special Traffic Permit (STP) anticipated at this time for the duct bank / vault installation, since STP's are required when work requires roads to be shut down and traffic must be re-routed or detoured. Excavation permits have been obtained for Folsom and Spear Street. Moratorium days will be followed as described in those permits.

- *Consult with SF Muni at least one month prior to construction to coordinate bus stop relocation (as necessary) and to reduce potential interruption of transit service, especially to the Transbay Temporary Terminal.*

Once SFMTA approvals are received, the contractor will then coordinate with MUNI at least weekly during the linear project progression as it continues down Folsom Street.

- *Include a discussion of work hours, haul routes, limits on lengths of open trench, work area delineation, traffic control and flagging.*

Work hours per "Blue Book" for Folsom Street will be 9 am to 3 pm per City/County of SF DPW for daytime work. Additional hours will be requested to equal normal construction hours of 7 am to 8 pm, since a 6-hour work window allows only 4 hours of production, with traffic control setup and tear down daily. Nighttime work at this time is only anticipated for the Fremont / Folsom Street intersection, given Caltrans requires all work to be completed between 9:00 PM to 5:00 AM in their jurisdiction.

Haul routes will be along city streets to the shortest distance to the appropriate landfill.

No open trench will exist at end of work day. All trenches that will be worked on during the day and not completely backfilled will be properly steel plated until the next work day.

Reference Project Traffic Control Plans that will be submitted to the appropriate city entity for approval.

- *Identify all access and parking restrictions and signage requirements, including any bicycle route or pedestrian detours, should the need for these arise during final design.*

Final design has resulted in the linear progression of the duct bank to allow traffic to flow around the area of excavation on Folsom Street, on 23<sup>rd</sup> Street, as well as most areas of Spear Street.

The only exception of traffic not being able to flow around the excavation would be the transition vault located mid-block between Harrison Street and Folsom Street on Spear Street. Based upon the large excavation needed, traffic will be allowed to flow off of Folsom Street onto Spear Street to an area that will be designated for a turnaround back onto Folsom Street. This would also be the case for traffic off of Harrison Street to a designated area for turnaround back onto Harrison Street off of Spear Street. This is being done so that deliveries to businesses,

residences etc. can still be accomplished. In addition this is being done so that first responders are still able to access for coverage related to Police, Fire and Ambulance.

- *Lay out a plan for notifications and a process for communicating with affected residents and businesses prior to the start of construction. Advance public notification would include postings of notices and appropriate signage of construction activities. The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which lanes and access points/driveways would be blocked on which days and for how long), and a toll-free telephone number for receiving questions or complaints.*

Signage will be provided with PG&E's hotline number. PG&E has issued written notifications as provided and approved as part of LU-1. Prior to setting up the traffic control and parking configuration, as previously approved by the City, signage is provided 72 hours in advance of parking being taken, with posted saw horse type signage that the City and the Port print up for the contractor's use which indicate the duration of changes. No additional signage is required by the City. Please also see the attached Traffic Control Plans for detail on signage.

- *Include a plan to coordinate all construction activities with emergency service providers in the area at least one month in advance. Emergency service providers shall be notified of the timing, location, and duration of construction activities. All roads shall remain passable to emergency service vehicles at all times.*

Weekly communications at a minimum will be completed with all first responders: e, Fire, and Ambulance. This will be an important part of the overall communication plan, so that with the linear progression of work, all are aware of the daily progression and present location of crews related to lanes and traffic control configurations.

- *Include the requirement that all open trenches be covered with metal plates at the end of each workday to accommodate traffic and access.*

No open trench will exist at end of work day. All trenches that will be worked on during the day and not completely backfilled will be properly steel plated until the next work day.

- *Specify the street restoration requirements pursuant to PG&E's franchise agreements with the City and County of San Francisco.*

Final pavement restoration will be completed per the City requirements as dictated by the Department of Public Works rather than by the franchise agreement. Final pavement restoration will be predicated based upon the DPW appraisal of latest roadway pavement condition and if any moratoriums do exist pertaining to that specific street.

- *Identify all roadway locations where special construction techniques (e.g., horizontal boring, directional drilling, or night construction) would be used to minimize impacts to traffic flow.*

The crossing of two (2) 100-year-old brick sewers at Fremont and Main Streets on Folsom Street will be the location of a trenchless technique for crossing with the two associated PG&E electrical distribution manholes. A CalOSHA tunneling permit has been obtained for this work.

- *Develop circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. These plans will also address loading zones.*

As described above, the only exception to traffic not being able to flow around the excavation would be the transition vault located mid-block between Harrison Street and Folsom Street on Spear Street. Based upon the large excavation needed, traffic will be allowed to flow off of Folsom Street onto Spear Street to an area that will be designated for a turnaround back onto Folsom Street. This would also be the case for traffic off of Harrison Street to a designated area for turnaround back onto Harrison Street off of Spear Street. This is being done so that deliveries to businesses, residences etc. can still be accomplished. In addition this is being done so that first responders are still able to access for coverage related to Police, Fire, and Ambulance. Flaggers will be used as the need is determined throughout the project.