

Traffic Management Plan, Horizontal Directional Drilling

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 anticipated for the HDD work, since STP's are required when work is shutting roads down and traffic must be re-routed or detoured. The HDD work does not require a Special Traffic Permit, it is exempt based upon Spear Street being a cul-de-sac with no re-routing.

- *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.*

No Muni routes or bus stops exist at these HDD locations

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

Work hours will be 7am to 8 pm per City/county of SF DPW. Pull back of the HDPE pipe may continue after 8 PM to 7 am though not anticipated. A night noise permit would be obtained for this work. No hauling is related to the HDD other than disposal of drilling muds, which occurs irregularly (estimated at 2-3 times per drill). These trucks will take city streets to the nearest freeway, the precise route depending on the classification of the soils. No open trench is associated with the HDD. The work area delineation, traffic control and flagging are shown on the revised TCP attached.

- *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 North HDD position being south of the intersection of Spear St and Harrison St. The position of the required equipment will necessitate the closure of Spear St south of Harrison to all personnel other than emergency responders; deliver personnel, Otis Elevator, etc. The major impact will be to parking facilities owned by GAP, Inc. and Portside Garage. PG&E personnel have met with representatives of both companies and have reached agreement on the restrictions, and where necessary the relocation of GAP parking facilities users. Spear Street will be shut down to all garage users during the construction operations, now estimated to occur between 2 September and 1 December, 2014. Also, all on street parking will be shut down during the same time period for the public safety of on street parking users. Traffic control personnel will be present to control the ingress and egress of allowed personnel.

- *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. In addition, PG&E and the contractor have contacted and worked out agreements with individual companies who will be affected by temporary parking closures, as discussed above. 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 contractors 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.*

Contractor will inform PG&E of on-going and upcoming activities on a weekly basis for PG&E to communicate to the emergency responders.

- *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 trenches in HDD phase

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

Temporary restoration will be completed at the end of HDD work; final restoration will occur at end of duct bank work. These are being coordinated with the City as part of the permits

- *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.*

Not applicable to HDD

- *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.*

Access will be granted off Harrison for deliveries on Spear Street, and a flagger will be present during all work activities on Spear Street.