APPENDIX A: WORKING ON BUILDING CONSTRUCTION SITES

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Building projects that will require traffic lane closures, walkway impacts and traffic detours must begin planning and preparing to address their impacts months before public right-of-way impacts occur. SFMTA has prepared the following guidance to assist with that planning and preparation.

LOGISTICS PLANS

Prior to beginning work Submit a “Logistics Plan” to SFMTA Traffic Engineering via the permits email: trafficpermits@sfmta.com. Plans should be submitted to SFMTA prior to issuance of Special Traffic Permits (STPs) for any new site.
The project will obtain a Street Space permit from SFPW that will allow use of the sidewalk and if one exists, the parking strip. A pedestrian walkway within that space will be required. The logistics plans should contain information on how the contractor plans to configure the site within that space and what if any additional street occupancy will be required for various work scopes, including but not limited to the following:

a. Construction site footprint plan for both Working Hours and Non-Working Hours
b. Loading and Staging Areas
c. Trucking Access and expected Maneuvers
d. Mobile crane occupancies
e. Tower Crane Erections and Dismantles
f. Concrete Pouring operations, including Mat-Foundation pours
g. Manlifts / Construction Hoists
h. Temporary Power & Switchgear locations
i. Any other fixed objects in the road or sidewalk
j. Demolition and Off-Haul operations
k. Joint Trenching (Utility Work)
l. Paving and restoration
m. Sidewalk & Curb Ramp Work

It is important to include dynamic operations (such as truck maneuvering, and space required to bring trucks in and out of the work site) as well as fixed operations.

General comments about preparing a logistics plan:

1. Use SFMTA striping plan as the background (available online here: https://www.sfmta.com/reports/striping-drawings)
2. Dimension work areas, including any occupancies in the street or walkway areas.
3. Show relevant equipment and dimension each item.
4. Be prepared to justify closures and space usage.
5. Show full width of street frontages; this is especially helpful when reviewing, discussing and collaborating on solutions.

BASIC SFMTA STANDARDS and WORK SITE PROCEDURES

1. Fixed Objects

   Fixed objects include temporary power switchgears, construction hoists, covered walkways, gates, fences and other objects within the project limits. SFMTA recommends that these be placed such that they will not constrict the builders' use of valuable street frontage space that might otherwise be used for deliveries, crane picks, concrete pours, staging, routing traffic lanes, etc. Consider locations that allow you to maximize your curb frontage space. For example, avoid installing items that are challenging to relocate, such as a switch gears and construction hoists, at the center of the job site frontage or near an entry point to the site. SFMTA may not be able to approve additional lane and walkway closures to accommodate activities pushed into live lanes to avoid conflicts with poorly placed fixed equipment.

2. Shoring Walls and Loading

   Shoring walls along project street frontages should be built to accommodate the direct loads of trucking, crane and pump outriggers, and other heavy equipment where those loads are anticipated. SFMTA may not be able to approve lane and walkway closures to accommodate staging heavy equipment farther into the street to avoid proximity to shoring walls.

3. Trucking Maneuvers to Access Worksites and Staging Areas

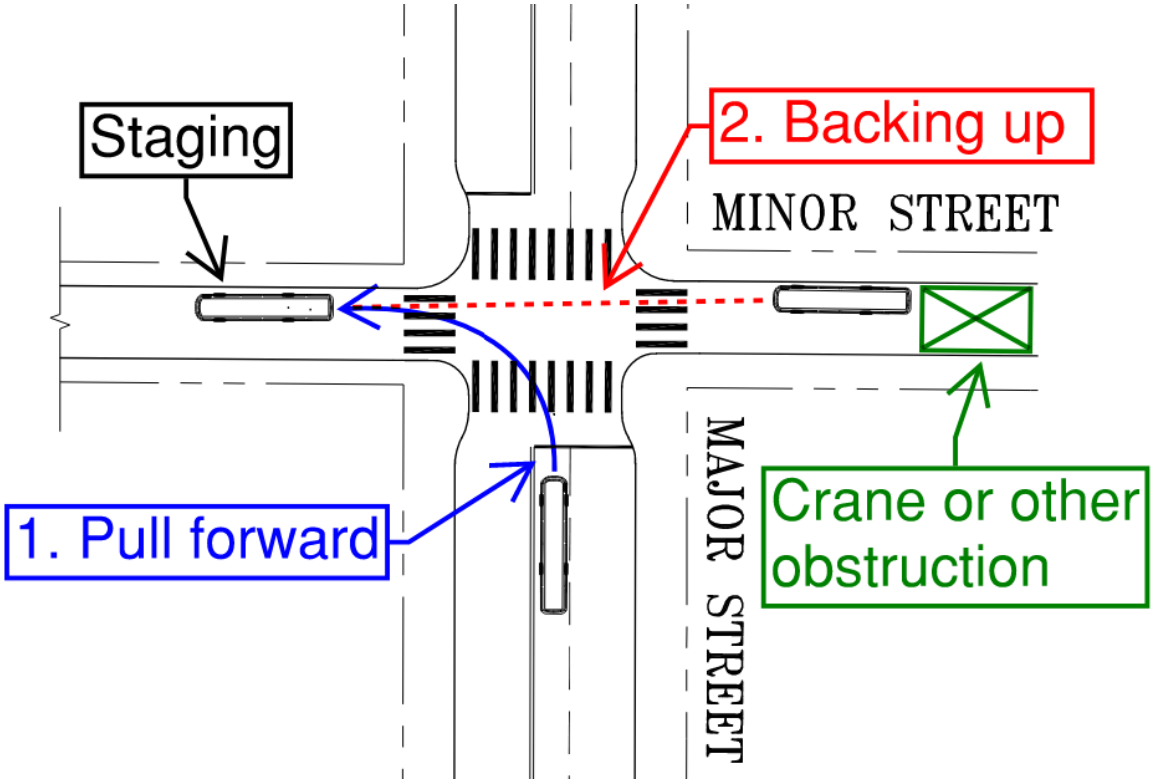
   a. Truck Maneuvers In and Out of Work Sites on Closed Streets

      When the contractor requires the closure of a narrow street such as an alley to accommodate a concrete pump, crane or other obstruction; trucks servicing the site should follow this procedure:
      Because SFMTA discourages backing maneuvers within live travel lanes or intersections, access to the site should ideally be conducted with vehicles pulling forward into the site and exiting forward away from the site. Contractors should consider bringing in mobile cranes and trucking together and exiting the site together to eliminate the need for backing maneuvers.

b. Maneuvers at Intersections

Truck maneuvers in intersections must be carefully considered. SFMTA may not approve flagging operations on major cross streets due to disruptions to those cross streets. 3-point and 4-point turns and maneuvers can require more than a minute to perform. It's best to break these into multiple smaller moves.

For example, when the project has blocked a street for crane or concrete work, trucks servicing the site and coming from cross streets should turn off the cross street and pull to the curb to a staging zone on the minor street; then back across the major street to the work site. If there is a traffic signal at the intersection the backing maneuver is accommodated by that signal. The contractor should work with the intersection traffic lights or nearby traffic lights.

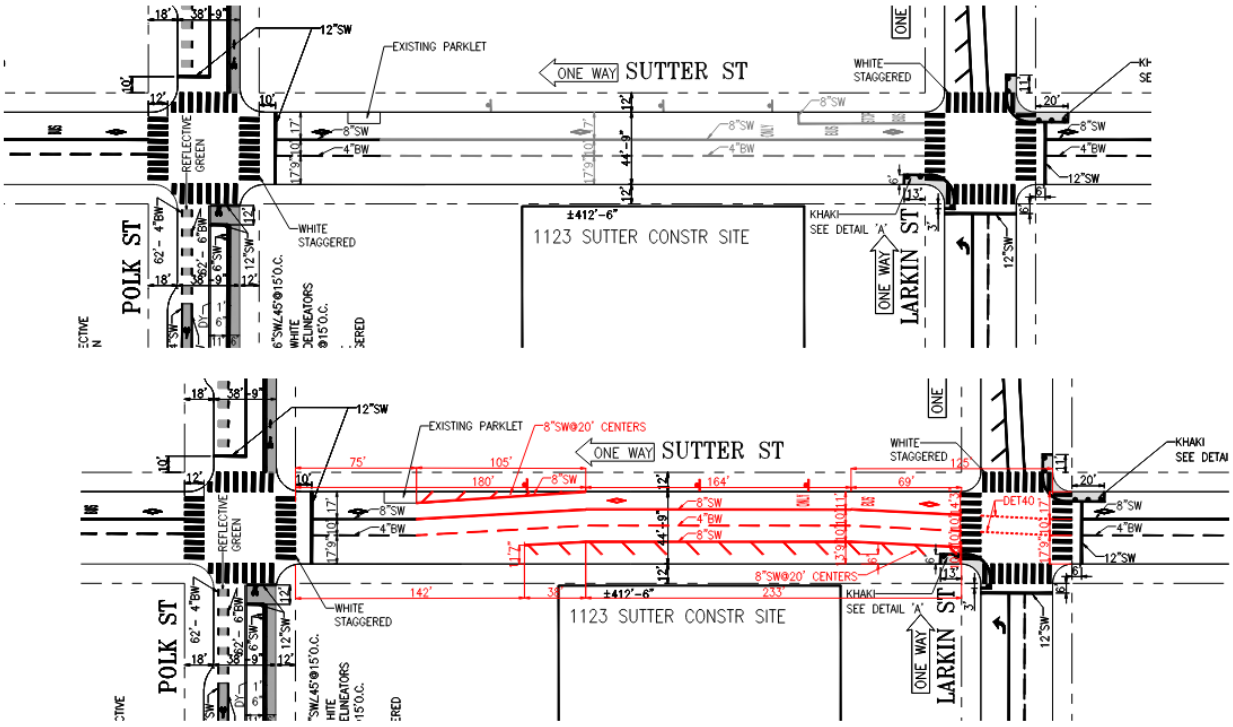


c. Truck Maneuvers Associated with Concrete Pours or Crane Operations

Where trucking maneuvers are required, they must be contained and separated from general traffic. This is best accomplished by physically separating truck maneuvers from general traffic with delineators at 5’ to 10’ centers. The contractor should make room for a truck drive aisle within their work area when possible. This helps avoid the constant need to flag stop busy traffic lanes to accommodate these maneuvers. Longer duration and continuous operations should use adhesive, stick down delineators.

4. Traffic Lane Restriping

If the site requires frequent use of live travel lanes, one solution may be to reconfigure the roadway striping to shift the travel lanes further from the site. See the example below, where the restripe is shown in red:



Depending on complexity and schedule, restripes may be implemented by the contractor, or can be done by the SFMTA Paint Shop. If implemented by SFMTA, the project will be billed for the cost. The SFMTA Engineer must review the striping proposal and review and approve cat-tracks prior to installation. See Section 6 of this manual for more details about striping standards. Restripes require a Special Traffic Permit to authorize this occupancy and additionally may require a Public Works Additional Street Space (ADS) permit.

5. Sightlines

Sightlines between vehicles and pedestrians must always be maintained. These must not be obstructed by fencing or other objects. Any fence at a sufficient angle to the viewer will appear solid and opaque. This can cause pedestrians and drivers to not be able to see each other and put a pedestrian directly into the

path of a vehicle. Vehicle operators and pedestrians must be able to see each other and the vehicle operator needs sufficient time to stop. Please work with the Traffic Engineer and refer to CAMUTCD Table 6B-2 for guidance on safe stopping distance.

6. Crane Operations

It is common for crane operators to apply for a permit showing only placement of the crane but lacking details of the dynamic operations around it. When applying for permits please provide the following as applicable:

a. Truck operations (accessing and exiting the site), especially in locations where streets are closed and then require back-in maneuvers at nearby cross streets (see topic 3. Trucking Maneuvers to Access Worksites and Staging Areas)

b. Pull-rope operations, where the crane operators close the street intermittently to balance or guide loads. This must be declared before a permit is written, as intermittent closures must be approved and considered in the traffic control set-ups.

Crane operations must follow the instructions written on traffic permits.