

Section 12: EMERGENCY PROCEDURE and CONSTRUCTION ZONE STANDARDS

12.1 Emergency Procedure

If an emergency arises such as a sewer collapse, essential service interruption or a water main break, the Contractor may deviate from the regulations in this manual. When the Contractor suddenly and unexpectedly finds it necessary to close lanes or walkways to access facilities to preserve life or property or to restore interrupted essential services, the Contractor may begin work before obtaining the necessary permit(s). This may require working through the peak traffic hours in the street. The Contractor may also be required to pay for Police Officers and/or Parking Control Officers in order to maintain any emergency road closure(s).

If the emergency happens during normal business hours the Contractor shall immediately notify the City Agencies listed below and apply for the necessary permit(s) and a Special Traffic Permit within four (4) hours. If the emergency happens outside of normal business hours the Contractor shall immediately notify the City Agencies listed below, and apply for the necessary permit(s) and a Special Traffic Permit within 4 hours after City offices next open if the work will continue into the next business day.

IN CASE OF EMERGENCY, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE FOLLOWING CITY AGENCIES:

Agency	Phone Number/Email
SFMTA	
Parking Enforcement Dispatch	415.553.1200
Streets Division	trafficpermits@sfmta.com
SFMTA/MUNI – Transit Management Center	415.565.3116
San Francisco Public Works (SFPW)	
Bureau of Street-Use and Mapping (BSM)	628.271.2000
San Francisco Police Department	
SFPD Dispatch Center	415.553.0123

12.2 Construction Zone Standards

Contractor is responsible for maintaining a safe work area at all times, including after working hours.

12.2.1 Tow-Away Lanes

Contractor is responsible for keeping “Tow-Away No Stopping” traffic lanes clear during the effective hours posted.

12.2.2 Metal Plating

Any temporary metal plating and metal bridging must be coated with a non-skid and rust inhibitive product. Examples of non-skid metal plating are surfaces with waffle- patterns or right angle undulations. Plating must be installed with no edges or corners sticking up and with no bouncing or shifting. Plates must be secured against shifting by tack welding, or fasteners. Any non-skid product must have a friction factor of 0.35 or greater as measured by the California Department of Transportation Test 342. Refer to section 2.4.53 of the San Francisco Public Works Code for further requirements.

12.2.3 Transitioning (Ramping)

Whenever the grade difference between the existing pavement and the excavated area is greater than $\frac{3}{4}$ inch, Contractor must provide longitudinal and transverse transitions prior to opening the lanes to traffic. The maximum slope on these transitions must be 1:18. Transitions must be installed with hot asphalt concrete. This section applies to newly constructed roadway base, manholes, metal plating, bridging, back-filled trenches, etc.

12.2.4 Cyclone Fences

Bases of temporary cyclone fences must not extend over any adjacent traffic, bicycle lane, or pedestrian path of travel.

12.2.5 Placement of Message and Arrow Boards, and Other Devices

On conventional highways with curbs, typically in urban conditions, a minimum horizontal clearance of 1 foot 6 inches should be provided between an obstruction and the edge of travel way (traffic lane). Whenever a CMS or arrow board is not being used, it must be turned off, placed or stored outside of the clear recovery zone or behind a protective barrier. A clear recovery zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.

Clear Recovery Area

https://safety.fhwa.dot.gov/roadway_dept/countermeasures/safe_recovery/clear_zones/

Clearances (Topic 309)

<https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp0300-a11y.pdf>

Caltrans Changeable Message Signs (CMS) Guidelines may be found at:
<https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/mobility/cms-guidelines-april-2021.pdf>