

SOUTH MAIN STREET FORT BRAGG SIDEWALKS PROJECT

City of Fort Bragg Community Development Department Local Coastal Development Permit Application

ATTACHMENT 2—PROJECT DESCRIPTION

1. South Main Street Fort Bragg Sidewalks Project

Purpose and Need

The California Department of Transportation (Caltrans) is proposing to install ADA compliant curb ramps, curb and gutter, and sidewalk on SR 1 from Noyo Point Road to Cypress Street. The purpose of the project is to comply with the American with Disabilities Act and create an ADA compliant path on the west side of SR-1 to create better continuity for pedestrian and bicycle access. The project is needed to address continuity issues and a lack of ADA compliant facilities on the west side of SR-1 from Noyo Point Road to Cypress Street. This project may also be referred to as 01-0K250, Fort Bragg Sidewalks Project.

Location

This project is located in Mendocino County on State Route (SR) 1 beginning approximately 300-feet north of Noyo Bridge at the intersection between SR 1 and Noyo Point Road in the southern part of the City of Fort Bragg; ending at the intersection of SR 1 and Cypress Street, between PM 60 and 60.7.

Project Description

To bring this location of SR 1 to current ADA standards, Caltrans proposes to construct or reconstruct 4 curb ramps, install approximately 1,300 linear feet of new sidewalk, perform associated drainage inlet and pipe work to accommodate the new curb ramps and sidewalk, relocate signage, relocate streetlights, replace fencing along the west side of the proposed sidewalk, and place pavement markings at specified locations. To implement the proposed enhancements, adjustments to lane widths are necessary. This includes reducing the width of the existing center turn lane from 12 feet to 11 feet, narrowing the inside southbound lane from 11 feet to 10.5 feet, and restriping the outside southbound lane to achieve a width of 11.5 feet. Lane striping will be conformed to align with existing widths at both the northern and southern ends of

the project. Additionally, the project proposes to create a pedestrian path connecting the new sidewalk to the coastal trail access area on the southwest corner of Cypress Street (see Attachment 4 - Project Design).

There are two potential configurations that are currently being proposed for this project. Choosing configuration, A or B will depend on whether the project is able to attain the necessary Temporary Construction Easements (TCE).

Configuration A: Configuration A would be implemented if TCE's are able to be obtained on APN's 018-120-50, and 018-040-61. In this configuration, the sidewalk would have a continuous 8-foot width from N Harbor Drive to Cypress Street. Minor grading would occur on the west side of the sidewalk to create a 2:1 slope. There is an existing fence that would be removed during constructed and then replaced in the same location. See Attachment 4, Configuration A for details.

Configuration B: Configuration B would be implemented if TCE's are not able to be obtained for the above-mentioned APN's. This configuration would require that the sidewalk be narrowed from an 8-foot width to a 6-foot width for approximately 550-feet, which would allow for the 2:1 slope on the west side of the sidewalk to remain within Caltrans' right-of-way (ROW). The 6-foot-wide stretch of sidewalk would be a straight section of sidewalk with no intersections or ramps. See Attachment 4, Configuration B for details.

ADA standards will be met by improving curb ramp slopes, providing new striping and detectable warning surface at the new curbs, installing new pedestrian crossing request buttons, and improving drainage inlets.

All construction would require temporary traffic control consisting of reduced speed zones with Portable Radar Speed Feedback Sign Systems, Portable Changeable Message Signs (PCMSs) and Traffic Control Systems for a single lane closure for all phases of the project. Lane closures would be focused on the areas under active construction and are required to provide adequate safe working space for the construction crews. Additionally, temporary sidewalk closure would be required in certain locations with a detour route made available. See Traffic Management Plan in Attachment 3 for more details.

Installing the new sidewalk would involve minor clearing and grubbing of soil and vegetation.

No trees would be removed for this project. Staging is anticipated to utilize existing paved shoulders and developed gravel turnouts. An existing fence would be removed prior to construction and replaced post construction.

In some locations, there are signs or streetlights that fall within the footprint of the proposed construction or the grading limits. These facilities will be protected in place except where relocation is specifically called out on the Layouts and Construction Detail Sheets (Attachment 4).

This project would require Temporary Construction Easements (TCEs) for four parcels and one ROW acquisition from the City of Fort Bragg. Caltrans is in the process of obtaining the required TCEs (see Attachment 4 - Project Design).

1.1. Staging Areas

Staging is anticipated to utilize existing paved shoulders and developed gravel turnouts.

1.2. Required Equipment

Below is a list of equipment that may potentially be used for the type of work to be performed under project EA: 01-OK650.

Equipment	Maximum Noise Level (decibels [dBA] at 50 feet) ⁱ
Backhoe	80
Front End Loader	80
Dump Truck	85
Concrete Mixer Truck	85
Mini Excavator	85
Trencher	85
Asphalt roller	85
Asphalt paver	85
Flat Bed Truck	84
Pickup Truck	55
Jackhammer	85
Pneumatic tools	85
Compactor	80
Generator	82

¹ Maximum Noise Emission Reference Levels @ 50 feet (FHWA Construction Noise Handbook CA/T Project)

1.3. Schedule

Construction is anticipated to start in summer 2026 and is estimated to take approximately 60, 8-hour working days to complete. All work is anticipated to be completed within one construction season.

2. Supplemental Project Information

2.1. Biological Resources Impacts

The Biological Memo (Attachment 3) was prepared to identify existing biological resources, assess potential impacts, and identify permitting requirements for the South Main Street Fort Bragg Sidewalks Project. The memo provides information about the existing environment within the project area, including special status botanical and wildlife species and their associated habitats and other sensitive habitats present in the vicinity of the project that could potentially be affected by the project.

The Biological Memo determined that this project would have no adverse effect on federally and state listed species, critical habitat, or sensitive natural communities. No biological permits/certification from USFWS, NMFS, CDFW, U.S. Army Corps of Engineers, or the North Coast Regional Water Quality Control Board would be required.

A floristic botanical survey was completed in April 2024 to determine if any special status plant species may occur in the project area or be impacted by the project. Based on the survey, the proposed project is not anticipated to impact any special status plant species or sensitive natural communities.

2.2. Air Quality, Greenhouse Gas (GHG), Energy, and Noise Impacts

The Air Quality and Noise Analysis Memo (Attachment 3) describes potential impacts within four categories: air quality, greenhouse gas, energy, and noise. Long-term effects to air quality are not expected for this project. Short term effects from construction emissions such as airborne dust and emission from construction equipment are expected. Additionally, traffic congestion may increase during construction activities which would result in increased emissions from traffic during the day. Minimization measures would be implemented to reduce impacts. See

Attachment 3 for further details.

No long-term effect on greenhouse gas is expected, as the purpose of the project is to provide pedestrian infrastructure. The project would not increase capacity and would not change the travel demands or traffic patterns when compared to the no-build alternative. The proposed project would result in generation of short-term construction related GHG emissions. These emissions would be generated at different levels throughout the construction phase. Minimization measures would be implemented to reduce impacts. See Attachment 3 for further details.

This project would create a temporary direct energy increase during construction in the form of fuel consumption. The amount of fuel required for the project represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is completed. Minimization measures would be implemented to reduce impacts. See Attachment 3 for further details.

This project is defined by the Federal Highway Administration (FHWA) as a Type III project and therefore does not require a noise analysis. Short term noise effects would occur during construction. The noise generated from equipment would intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

- Control and monitor noise resulting from work activities.
- Do not exceed 86 dBA L_{max} at 50 feet from the job site from 9 p.m. to 6 a.m.

In addition to the Standard Specifications, construction noise can be minimized through the following measures:

- Limit operation of pile driver, jackhammer, concrete saw, pneumatic tools, and demolition equipment to daytime hours.
- Unnecessary idling of internal combustion engines should be prohibited.

- Stationary equipment, such as compressors and generators, should be shielded and located as far away from residential land uses as practical.
- Locate equipment and materials storage sites as far away from residential land uses as practicable.

The project is not expected to generate excessive groundborne vibration or groundborne noise. Vibration levels could be perceptible and cause disturbances at residences near the project area during operation of heavy equipment, such as vibratory rollers. However, these effects would be short-term and intermittent and would cease once construction is completed.

2.3. Hazardous Waste Impacts

The Initial Site Assessment (ISA) (Attachment 3) determined that the project may have minor hazardous waste issues to address. An XRF screening has been completed for Aerially Deposited Lead (ADL) and heavy metals. Results from the XRF screening effort within Caltrans right of way (ROW) and the former Georgia-Pacific (GP) property indicate the presence of non-regulated ADL that does not require any special handling and disposal requirements and found that concentration of metals are below the Environmental Screening Levels. The ISA found project work will impact a site listed on the Hazardous Waste and Substances Site List (Cortese List). The Cortese List site is as follows: Georgia-Pacific Corporation (23240008), 90 West Redwood Avenue, Fort Bragg, CA 95437. The GP property at the project location has been investigated and remediated as part of the Operable Unit D of the GP Fort Bragg Mill Site under the Department of Toxic Substances Control (DTSC) oversight, and therefore is considered low risk.

2.4. Visual Resource Impacts

The project would not result in substantial impacts to visual quality or visual character (Attachment 3). The proposed project would not result in negative visual changes or impact scenic resources.

2.5. Cultural Resource Impacts

This project intrudes slightly into the Fort Bragg Native American Archaeological District (District) along Route 1 where temporary construction easements are required to install new ADA compliant sidewalks. This District (P-23-4991) includes numerous cultural resource sites

that contribute to the National Register of Historic Places eligibility of the District. The boundary of the District was originally set to encompass the entirety of the former mill site as all of these contributing elements are contained within the boundaries of the old mill property. None of these sites are located at or near the proposed temporary construction easements. The area at and around these easements has been the location of a number of past cultural resource studies and as part of this project these areas were surveyed again to ensure no indicators of any cultural sites are located at or near the proposed work areas.

Due to there being proposed ground disturbing impacts within the boundaries of the District. The Effects Finding for the project has been determined to be Not Adverse or not a Significant Impact as no contributing elements of the District would be impacted.

In order to protect the portions of the District that are outside the temporary construction easement ESA fencing will be installed at the beginning of construction just outside the proposed work easement. Additionally, a tribal monitor representing the Sherwood Band of Pomo Indians (Tribe) will be present during all ground disturbing construction activities here and elsewhere for this project. The tribal monitor was agreed to as a result of consultation with the Tribe. An archaeological monitor will also be present to monitor all ground disturbances as well. Caltrans is currently in consultation with the California State Historic Preservation Officer on the No Adverse Effect Finding. It is anticipated concurrence on this will be achieved by June 2024.

2.6. Water Quality Resource Impacts

The Water Quality Assessment Exemption (Attachment 3) concluded that no permanent water quality impacts are anticipated. The disturbed soil area (DSA) is estimated at 0.35 acres, therefore, compliance with the Construction General Permit (CGP) is not required. The contractor will be required to prepare a Water Pollution Control Program (WPCP) and compliance with the statewide NPDES permits is required. Caltrans Construction Site Best Management Practices (BMP) would be incorporated as applicable, specifically section 13 of the Standard Specifications (Water Pollution Control), with attention drawn to the sections governing non-stormwater discharges. No permits would be required.