



CITY OF FORT BRAGG
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MEMORANDUM

DATE: November 14, 2014
TO: Brandon Larsen, Senior Environmental Planner, Caltrans Office of Local Assistance
FROM: Sean O'Rourke, Associate Planner
SUBJECT: Chestnut Street Multi-Use Facility Traffic Memorandum

This memorandum discusses how traffic will be handled during the construction of the Chestnut Street Multi-Use Facility project located in the City of Fort Bragg as well as potential future traffic impacts.

Project Description

This Federally and State funded project will improve pedestrian and bicycle access and safety, vehicle safety, and add traffic calming facilities along Chestnut Street from Franklin Street to Ebbing Way and include the following components:

- New curbs and gutters and a new 8 foot wide multi-use path replacing the existing narrow walkways along the north side of Chestnut Street.
- Shift permitted on-street parking from the south side of Chestnut Street to the north side.
- Americans with Disabilities Act (ADA) compliant ramps and intersections.
- Relocate joint service utility poles, street signs, and drainage inlets.
- Traffic calming bulb-outs and bump outs, electronic speed advisor sign, and high visibility and raised crosswalks.

Existing Transportation Setting

The project will occur within the City right-of-way adjacent to areas zoned residential, commercial, and public facilities and services. The project initiates at Chestnut and Franklin Streets and continues east on Chestnut Street to Ebbing Way for approximately 4,800 feet. The City's General Plan classifies Chestnut Street from Franklin Street to Dana Street as a minor collector and from Dana Street to Ebbing Way as a local street.

The General Plan defines *Minor Collector* as a relatively low-speed street that provides a connection between Arterials and Major Collectors and direct access to parcels. They handle a lower volume of traffic than Major Collectors.

The General Plan defines a *Local Street* as a low-speed, low-volume street that provides access to adjacent land. Local Streets are designed for trips within neighborhoods and to Collector and Arterial Streets, and not to serve through traffic.

Additional facilities along Chestnut Street include sidewalks and crosswalks. Sidewalks are generally located on both sides of Chestnut Street. The width of the sidewalks varies along Chestnut Street with some sections lacking any sidewalks. Unsignalized crosswalks are located throughout the project area.

Construction Handling and Routing

The street will remain open for local access only. All other traffic will be detoured around the construction. The grid street system is expected to accommodate the detour. The City will coordinate with the Fort Bragg Unified School District for bus routes during construction.

Driveways will remain open at all times except when construction is active. The City will coordinate driveway closures with residents. Residents may be required to park on the street temporarily during construction activities. The City contractor will establish an open line of communication with residents and property owners throughout the course of the construction work. The City contractor will provide one (1) week of notice prior to the initiation of construction, so that residents and businesses are notified ahead of time.

Construction Schedule and Hours of Work

- Construction activities will be limited to the hours between 7:00 a.m. and 10:00 p.m., however, no nighttime construction work is anticipated as part of this project.
- Construction activities will occur on Monday through Friday with no construction work anticipated to occur on Saturday, Sunday, or major holidays.

No adverse traffic impacts from construction activities are anticipated because construction would be conducted in accordance with the City's Construction Area Traffic Control measures as described below. Construction traffic would be short term and intermittent. Construction is expected to take approximately 6 to 8 months. Implementation of the measures below will help minimize traffic impacts during construction.

Traffic Construction Control/Minimization Measures

During construction, the following construction and minimization measures will be utilized to ensure access and minimal disruption to businesses and residents.

- The City will provide regular updates including construction timing and locations, project schedule, and contact information on the City webpage.
 - Pursuant to the City's Construction Area Traffic Control measures the following standards, as necessary, will be implemented during construction of the project.
1. All contractors, permit holders, or agencies doing work in public streets or public rights-of-way shall:
 - a. Obtain all necessary permits.
 - b. Install and maintain required traffic control devices.
 - c. Provide flaggers when required.
 - d. Provide adequate safeguards for workers and the general public.
 - e. Assure that survey crews and other employees working in or adjacent to a traveled roadway wear flagging garments as required for flaggers.
 - f. Patrol the construction site as required to ensure that all devices are in place and operating at all times.
 - g. Remove traffic control devices when they are no longer needed.
 2. A traffic control plan shall be required and submitted for review and approval for all requested road closures, detours, land closures or other work within the public right-of-way. Exceptions to the requirement of a traffic control plan shall require the specific approval of the City Engineer. Such plans shall include delineator placement, type and location of all signs (construction signs, detour

- signs, street name plates, etc.), barricade placement, flaggers, temporary pavement markings, and any other pertinent information.
3. The latest edition of the California Department of Transportation's Manual of Traffic Controls for Construction and Maintenance Work Zones and Traffic Control Standard Plans No. 508 through No. 510 shall be used as references for determining appropriate signing. Consideration shall be given to such items as bus routes and locations of bus stops, school walking routes and school crossings, and work hour restrictions such as not allowing work during peak commute hours.
 4. If a traffic control plan is necessary, it shall be approved by the signature of the Director of Public Works.

Summary

As described above, the City and the City's contractor will ensure that access is maintained to adjacent residences and businesses during construction activities. Coordination with the school district and the re-routing of any bus routes will ensure minimal disruption to the students during construction activities. The City's contractor will follow the City's Construction Area Traffic Control measures which will ensure that traffic impacts during construction will be minimized. The implementation of this project will result in the relocation of parking spaces from the south side of Chestnut Street to the north side of Chestnut Street. While a few on-street parking spaces may be lost, there will be no permanent on-street parking loss associated with the development of this project. The implementation of the project will not remove or reduce traffic lanes or capacity, and the City does not anticipate any future traffic impacts to City streets as a result of this project.