



# Transportation Management Plan

## Fort Ord Regional Trail and Greenway (FORTAG) Canyon Del Rey (CDR) Segment

Transportation Agency for Monterey County (TAMC)

30 January 2023

Caltrans EA: 1M570



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# PURPOSE OF THE TRANSPORTATION MANAGEMENT PLAN

This Transportation Management Plan (TMP) outlines steps to minimize traffic impacts and delays associated with the Fort Ord Regional Trail and Greenway (FORTAG) Canyon Del Rey (CDR) Segment Project (Project). The TMP summarizes the procedures that may be used to minimize traffic impacts and the process for distribution of accurate and timely information to the public.

The goals and objectives of this TMP are to:

- Reduce traffic delay or time spent in the queue to less than 15 minutes above normal recurring traffic delay;
- Maintain traffic flow throughout the corridor and the surrounding areas to the maximum extent practical; and
- Provide a safe environment for the work force and motoring public.

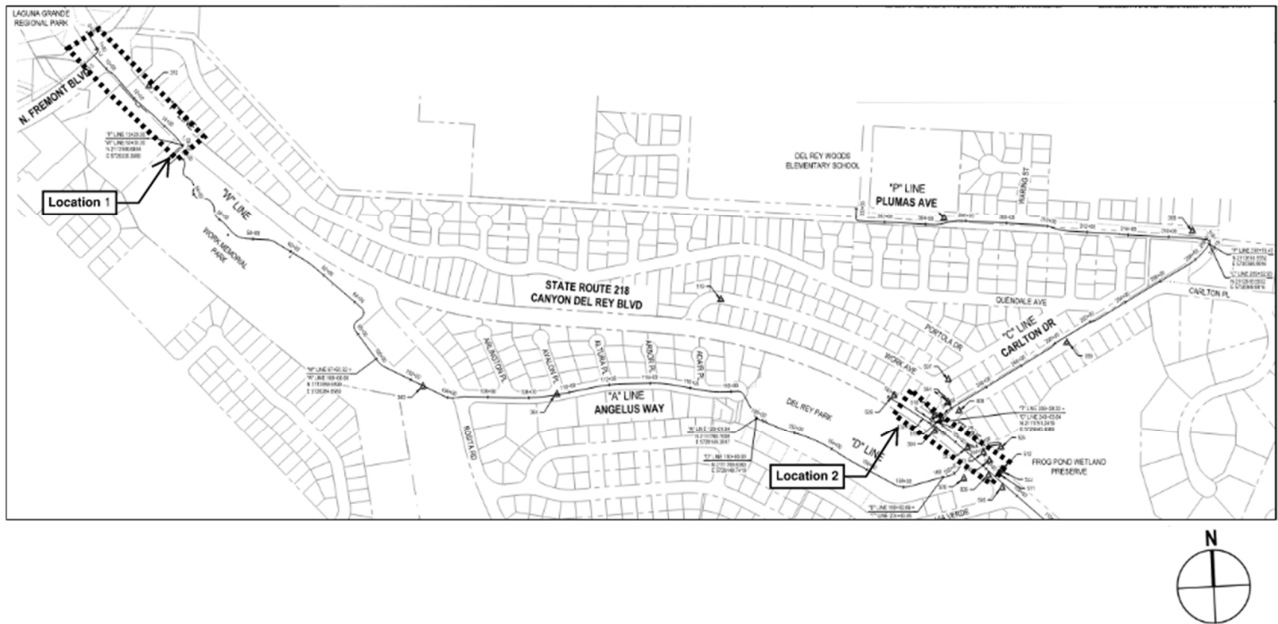
## PROJECT DESCRIPTION

The Transportation Agency for Monterey County (TAMC), in cooperation with California Department of Transportation (Caltrans), City of Del Rey Oaks (DRO), City of Seaside (Seaside), and City of Monterey (Monterey), proposes construction of the CDR Phase of the FORTAG Project. This project will construct Class I shared-use pedestrian and bicycle trail that extends 1.8 miles, with only two segments being constructed within the State Right of Way (ROW). This report only focuses on the construction taking place in State ROW. These locations are as follows, which are shown in the Location Map:

Location 1: beginning at south-west corner of the intersection of State Route (SR) 218 and North Fremont Boulevard in the Cities of Seaside and Monterey, traveling east and connecting Work Memorial Park and Del Rey Park through the City of Del Rey Oaks.

Location 2: Between Carlton Drive and Via Verde, the project will construct an undercrossing at SR 218, where the trail will travel under SR 218 into the southwest corner of Monterey Peninsula Regional Park District's Frog Pond Wetland Preserve on the north side of SR 218. From the north side of the new undercrossing, the trail will construct a switchback up to the existing grade on the north side of SR 218, increasing in elevation by approximately 25' and continue west to Carlton Drive. The existing crosswalk across SR 218 on the west side of Carlton Dr. will be enhanced to increase visibility and meet ADA requirements.

**FIGURE 1 – PROJECT LOCATION MAP**



# EXISTING FACILITIES

## **SR 218 / Canyon Del Rey Boulevard**

Classification: Conventional Highway

Design Vehicle: California Legal

SR 218 at Fremont Boulevard – SR 218 is a 4-lane undivided highway at this location, narrowing to a 2-lane highway just east of the intersection. The posted speed is 35 MPH in both directions. The east-bound approach to the intersection currently includes a left turn lane, one thru lane and one combined thru-right turn lane. The outside east-bound thru lane continues through the intersection and then quickly drops east of the intersection. Based upon field observations and data collection efforts, the lane is primarily used for right turns into the commercial driveway east of the intersection. The lane merges immediately adjacent to the commercial driveway and is primarily used by drivers exiting the commercial development. There is also a Monterey-Salinas Transit (MST) bus stop in this merging lane just west of the commercial driveway. This outside thru lane is an 11' lane with a sub-standard 2' shoulder in the gutter pan to the west and east of the intersection.

No bike lanes currently exist at this intersection. There is no continuous shoulder on SR 218 to the west of Fremont. An east bound bike lane begins east of Wilson Drive (behind Safeway). No bike lanes currently exist on Fremont Boulevard until a median Class IV facility begins approximately 850' south of the intersection at Casanova Avenue in the City of Monterey. There are existing cross walks on all four legs of the intersection; only the ramp on the northwest corner meets current ADA standards. There are sidewalks on the north side of SR 218 in both directions along commercial properties and on the south side extending down Fremont Boulevard to a bus stop and east on SR218 past the commercial property. There are overhead utility poles within the sidewalk which narrow the path of travel at several locations. No sidewalk continues west of the intersection on the south side of SR 218.

SR 218 at Carlton Drive – SR 218 is a 2-lane undivided highway with Class II bike lanes and no standard sidewalks at this location. The posted speed is 45 MPH in both directions. The lanes are mostly standard 12' lanes with 6' bike lanes. There is parking on the shoulder just west of the intersection with Carlton Drive on the south side of the roadway at the Del Rey Oaks City Hall and just east of the intersection in a gravel shoulder at the Monterey Peninsula Regional Park District's Frog Pond Wetland Preserve.

There is a west-bound bus stop in a wide and steeply sloped shoulder just east of Carlton Drive and an east-bound bus stop east of the intersection, which also serves as a right turn lane for the Del Rey Oaks corporation yard access road. Carlton Drive has a wide and steep intersection with the highway. Just north of the SR 218 intersection Work Avenue intersects with Carlton Drive, and there is a right turn slip lane making an extra wide pavement area. There is an existing crosswalk on the west side of the intersection of SR 218 with no accessible waiting area on the north side of the roadway and an accessible ramp on the south side leading to a non-standard asphalt walk exists along an HMA dike east to Via Verde.

# PROPOSED ENGINEERING FEATURES

Location 1 improvements SR 218 and North Fremont Boulevard include:

- Restriping the existing right/through lane on SR 218 west of North Fremont Blvd to be a right turn lane
- Restriping the existing merge lane on SR 218 east of North Fremont Blvd to be a right turn lane into the Safeway driveway
- Signal modifications
- Constructing curb bulb outs and curb ramps on the south side of SR 218.
- Median modifications
- Enhanced crosswalk markings
- New curb and gutter
- Concrete 8' - 10' Class I trail with 2' shoulders along the south side of SR 218

- Decorative paving/hardscape features to separate the Class I from the roadway
- Pavement delineation and markings
- Storm drain inlet
- Utility relocations

Location 2 improvements near SR 218 and Carlton Drive include:

- New curb, gutter, and sidewalks
- Concrete 8' - 10' Class I trail with 2' shoulders along the south side of SR 218
- Constructing curb bulb outs and curb ramps
- Rectangular rapid flashing beacons
- Pavement delineation and markings
- Trail lighting
- Bridge Undercrossing
- Retaining walls
- Enhanced crosswalk markings
- Storm drain inlets
- Utility relocations

## TRAFFIC IMPACTS

### **Motorized Traffic Impacts**

#### Location 1: North Fremont Blvd/SR 218

This intersection serves as the access ingress/egress for the Cities of Del Rey Oaks, Monterey and Seaside and is a critical intersection to the region. As such, construction activities will maintain full access to the maximum extent practicable and roadway, lane, and shoulder closures will be avoided to the maximum extent possible. However, some closures are anticipated. Non-motorized users must be accommodated during construction and pedestrian/bicycle detours will be made available. The contractor will be responsible for construction staging and detours for this work, as directed by the Specifications. Construction is anticipated to occur over the course of one season.

#### Location 2: SR 218 between Carlton Dr and Via Verde

Like Location 1, this stretch of SR 218 provides access to regional commuters and residents. As such, construction activities will maintain full access to the maximum extent practicable and roadway, lane, and shoulder closures will be avoided to the maximum extent possible. However, some closures are anticipated. Non-motorized access across SR 218 at the existing crossing on the west side of Carlton Dr and SR 218 should be maintained to the maximum extent practicable. However, if closure of the crossing is needed it should occur outside of City Hall's regular business hours.

The undercrossing structure was designed to accommodate two lanes of traffic and will be staged to shift traffic south, utilizing the shoulder to provide one 11' (minimum) lane in each direction while constructing the northern half of the structure. Once completed, traffic will be shifted north to the new structure where one 11' (minimum) lane in each direction will be provided and the southern structure is constructed.

The contractor will be responsible for construction staging and detours for this work, as directed by the Specifications. Construction is anticipated to occur over the course of two seasons.

Accommodations would be made to maintain and/or provide alternate routes for pedestrians and cyclists during all stages of construction. Some stages would include cyclists sharing the road with vehicles.

## TRANSPORTATION MANAGEMENT PLAN SUMMARY

The following TMP elements would be utilized to help reduce traveller delay and enhance traveller safety due to construction impacts and activities:

- 1) Public Information;
- 2) Motorist Information Strategies;
- 3) Incident Management;
- 4) Construction Strategies;
- 5) Contingency Plans; and
- 6) Alternate Route Strategies.

The cost estimates for the above TMP elements are listed in the attached Transportation Management Plan Checklist. These TMP elements are discussed in the following sections.

## TRANSPORTATION MANAGEMENT PLAN STRATEGIES

### Public Awareness Campaign

The Public Awareness Campaign (PAC) would be used to educate motorists, merchants, residents, and visitors/tourists about potential construction plans and schedule. Public awareness is expected to reduce the traffic demand in the construction zone by encouraging motorists to take alternate routes or to travel outside of closure hours.

The PAC would inform the public about the construction project and how it could affect their travel through the project area. The PAC would be run through TAMC and Cities of Del Rey Oaks, Seaside and Monterey and Caltrans District 5 Public Information Officer (PIO). The PIOs will ensure that project information is available on the various agencies websites and each website would provide the same updates on their website. The majority of project and traffic related inquiries can be directed to the PIO and primary point of contact (POC) designed by the Resident Engineer (RE) on the websites. For concerns beyond general traffic information, interested parties would be directed to contact RE's POC. The RE's POC name, phone number, and email address would be provided on the project website by the commencement of project construction.

### Motorist Information Strategies

Construction Area Signs would be placed throughout the project site, alerting the traveling public of construction ahead, closures and detours, lane changes/closures, and more.

Changeable Message Signs (CMS) would be posted at appropriate locations based on the current and upcoming staging. CMS would be used for notification of road/ramp closures and when there would be extended traffic delays. The CMS located at the project site would be activated as stated in the project specifications.

The public would be able to access road information by dialling Caltrans Highway Information Network (CHIN) at 1-800-427-ROAD. The public would also be able to obtain updated project information and traffic delay information by accessing the Road Information Bulletin (RIB) on the Caltrans website here: <https://roads.dot.ca.gov/>. The District Traffic Manager would update the RIB on a weekly basis. The RE would provide information to the Traffic Management Center as part of this effort.

### Incident Management

Local towing services and emergency responders contact information will be made available to the RE so that they may be called at the earliest opportunity to help minimize response times.

### Construction Strategies

Construction phasing, as described above, was developed to minimize impacts to the public by not only minimizing closures, but maximizing construction areas so that work can be performed more efficiently and the overall construction time is kept as short as possible.

The Contractor would be required to submit a traffic control plan for the following week, outlining which types of control would be used. The traffic control plan shall contain a detailed contingency plan, addressing equipment standby, and emergency notification, if problems arise in opening the lane(s) within the designated timeframe. During construction activities requiring closures and extended delays, the contractor shall provide appropriate personnel to monitor activities and make decisions regarding activation of a contingency plan, if necessary.

### Contingency Plans

The Contractor would be responsible to prepare a contingency plan which shall identify key operational decision points with a schedule listing the expected completion time of each critical path activity. A communication plan shall include a decision tree with clearly defined lines of communication. The names, telephone numbers, and pager numbers (if applicable) and cell phone numbers of the Contractor's Project Manager, Caltrans Traffic Management Center (TMC), RE, Caltrans Permit and/or Construction Inspector, and other applicable personnel shall be provided.

### Alternate Route Strategies

No detours are proposed as this time.

## ATTACHMENTS

Transportation Management Plan Checklist



[ghd.com](http://ghd.com)

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# TRANSPORTATION MANAGEMENT PLAN CHECKLIST

**\*\* This checklist is to be signed and a copy be included in the Resident Engineer file \*\***

<b>EA/Project ID</b>	<u>EA 05-1M570</u>	<b>Co-Rte-PM:</b>	<u>MON - 218 - L0.8/0.11 &amp; 0.86/0.97</u>
<b>Project Engineer:</b>	<u>Lindsey Van Parys, P.E., GHD Inc.</u>	<b>Description:</b>	<u>Construct a bicycle trail along SR 218 at various locations in Monterey County</u>
<b>Date Prepared:</b>	<u>12/23/2022</u>	<b>Construction Cost:</b>	<u>3.8M State ROW    <b>Working Days:</b> 80 State ROW</u>

**Check each box and reference your attachments to the item(s) number(s) shown on the list.**

	Required	Not required	Not Applicable	COMMENTS
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**1.0 Public Information**

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

x				\$15,000 State Furnished Materials
x				\$30,000 Agency Furnished Materials

**2.0 Motorist Information Strategies**

- 2.1 Portable Changeable Message Signs
- 2.2 Construction Area Signs
- 2.3 Highway Advisory Radio (fixed and mobile)
- 2.4 Planned Lane Closure Web Site
- 2.5 Caltrans Highway Information Network (CHIN)

x				Included in "Traffic Control" Bid Item
x				Included in "Traffic Control" Bid Item
		x		
		x		
		x		

**3.0 Incident Management**

- 3.1 COZEEP
- 3.2 Tow Truck/Freeway Service Patrol

	x			
	x			

**4.0 Construction Strategies**

- 4.1 Lane/Ramp Closures Charts
  - 4.1.1 Constructability Review
  - 4.1.2 Detour through local street
- 4.2 Full Facility Closure
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
  - 4.4.1 Contractor Cont. Plan
  - 4.4.2 Emergency Detour Plan
  - 4.4.3 Emergency Notification Plan
- 4.5 SSP 12-4.02 and Others
- 4.6 A+B Bidding Provisions
- 4.7 Other Strategies:
  - Traffic Control System
  - Maintain Traffic

x				35 days of lane closure impacts
	x			
		x		
		x		
	x			
x				
x				Construction to provide upon engineer's request
x				Construction/Contractor to provide
x				Construction/Contractor to provide
x				Damage Clause Recommendation per standard
		x		
x				\$36,000 Bid Item
x				\$103,800 Supplemental Work Item

**5.0 Anticipate Delays**

- 5.1 Lane Closure Review Committee (for anticipated delays over 15 minutes)
- 5.2 Full (directional) freeway closures

	x			Delays more than 15 minutes are not anticipated
		x		

**5.3 Minimal delay anticipated -**

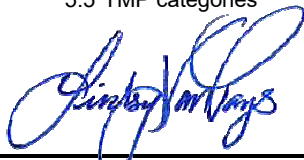
5.4 For detailed discussion, see TMP report

yes     no    If no, explain additional measures on attached sheet.

yes     no

5.5 TMP categories

Blanket TMP     Minor TMP     Major TMP



Project Manager, Lindsey Van Parys, P.E.

12/23/2022

Date: