

TOWER CRANE

Request:

Use of two through traffic lanes and a right turn pocket on westbound Washington Boulevard for two three-day periods – the first to erect the tower crane that will service the site and the second to dismantle the tower crane at the conclusion of the job. The work would occur on 3 consecutive days including a Saturday and Sunday in order to avoid weekday commuter traffic to the maximum extent possible. The request is for lane closures only – no full street closures: travel will still be available on westbound and eastbound Washington Boulevard during the two three-day periods. To ensure the closures will be limited to 3 consecutive days, we will request permission for 12-hour work shifts on one Saturday and one Sunday for the tower erection and on one Saturday and one Sunday for the tower dismantling. To create the 12-hour shifts, we would request construction between the hours of, for example, 7:00 AM through 7:00 PM or 8:00 AM through 8:00 PM on those Saturdays and Sundays. In order to conform to CalOSHA requirements, the crane-related work will be the only construction activity on our site during the entirety of the assembly period.

The City's Engineering Division has previously reviewed a traffic control plan for assembly of the tower crane base – a one-day single lane closure. That plan was approved to be implemented once the City receives a date certain for the work. Our understanding is that the permit is shown "as yet to be issued" in the City's records. The one-day single lane closure will occur two weeks prior to the crane assembly.

Why is this necessary?

A tower crane can only be erected and dismantled from the street as the project site is surrounded by occupied buildings to the north and east. The tower crane, once erected, allows us to hoist all other items within the current construction fencing restrictions. The only alternative to a tower crane would, we believe, be more disruptive to the surrounding communities.

In the absence of a tower crane, hoisting of materials onto the site would be achieved via movable cranes. Those movable cranes would be located within vehicle travel lanes when in use and would service the site by moving around the site along Washington and National as the work requires. Using street right of way in this manner would necessitate repeated temporary road closures. Given the multiple locations, this approach to hoisting would also require a multitude of traffic configurations given the many crane locations, requiring careful communication to the community each time a lane closure occurs in a new location, as well as communicating the days and times of such closures.

The tower crane allows us to service the entire site from one fixed location and avoid future temporary lane closures. The use of mobile cranes is also less efficient than the use of a single tower crane, which affects the construction schedule. If we were to use

mobile cranes, it would increase the overall construction schedule by 3 to 6 months, including the use of the sidewalks on National & Washington Boulevards and the bike lane on Washington Boulevard for construction staging.

Was this understood at the time of the comprehensive plan?

Yes. The Conditions of Approval (35G) require us to locate our crane(s) entirely on site or on adjacent property (meaning private property). We investigated the use of adjacent property and that is not feasible. We will locate our crane entirely within our site, which of course, requires that the crane must be erected using public right of way for a period of 3 days. The disassembly process will require the same.

What steps are you taking to minimize the disruption to local streets?

We have conducted a review of the technology options as well as the installation company. We believe the crane we have selected as well as the installation company will ensure the fastest and least disruptive experience and allow us to reduce to the street closure to a minimum achievable. We will work closely with the City to achieve a desirable traffic management plan and to ensure that plan is communicated to the community via mail, messaging signs and other channels.

Did you look at other alternatives?

Yes, we investigated private property as well as a National Boulevard option. Should we use National Boulevard we believe that all north and southbound lanes of National would need to be closed to ensure safe assembly and installation of the crane. We believe this would be more disruptive than reducing the number of westbound lanes on Washington Boulevard.

We ruled out use of mobile cranes as an alternative due to the recurring disruption to local traffic, the potential for confusion and irritation in the community associated with changing crane locations and lane closure configurations, and the effect upon the project construction schedule, which is reduced by 3 – 6 months by use of a tower crane.

Is there anything you can do to reduce the duration of the work in traffic lanes?

CalOSHA allows tower crane erection to happen during daylight hours only. We would be looking to erect the tower crane approximately August 2018 and dismantle it approximately June 2019. Should the City approve the early start to construction, work can begin shortly after first daylight and continue until last daylight in an effort to minimize the duration of the lane closures. The summer dates should also allow the lane closures to occur outside of peak activity for area public schools as well as regular commuting.