

**Appendix I:  
Traffic Technical Memorandum**

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Mike Miller, P.E., Director

## Technical Memorandum

To: Julie Myrah, Branch Chief  
 Caltrans Maintenance Planning Service – District 10

Cc: Parminder Singh, District Local Assistance Engineer  
 Caltrans Office of Local Assistance – District 10

From: Mark Davis  
 Calaveras County Department of Public Works

Date: May 18, 2016

RE: Dogtown Road - Indian Creek Bridge Improvement Project – Traffic Technical Memorandum  
 Federal Project No. BRLO 5930(063)

### **PURPOSE OF THIS MEMORANDUM**

The purpose of this memo is to demonstrate that the traffic control and traffic routing required for the construction of the Indian Creek Bridge Improvements on Dogtown Road will provide less than significant impacts to area residents.

### **PROJECT DESCRIPTION**

Calaveras County, in coordination with the California Department of Transportation (Caltrans) propose to replace the existing Dogtown Road Bridge (Bridge Number 30C-0050) over Indian Creek. Dogtown Road is a rural two-way, 16-foot wide minor collector in rolling/mountainous terrain in Calaveras County. The road has a weekday traffic volume of approximately 100 vehicles per day. The existing bridge crosses Indian Creek approximately 4 miles east of State Route 49 or by road, approximately 6.5 miles north of State Route 4.

As indicated in the Caltrans Bridge Inspection Report, the bridge has a sufficiency rating of 69.1 and has been classified as functionally obsolete due to insufficient width as well as scoured and exposed foundations resulting from debris buildup. As a result, the bridge has been recommended for replacement.

The proposed project will replace the existing bridge over Indian Creek with a new structure accommodating two 10-foot lanes with two-foot shoulders. The alignment of Dogtown Road will be realigned approximately 15 feet to the west to facilitate construction staging. The project will not increase roadway capacity beyond what already exists. The roadway modifications required for the new roadway



profile will begin approximately 400 feet to the south of the new bridge and will conform approximately 400 feet to the north.

Construction will be staged in order to maintain traffic operations during construction. During the first stage, as a portion of the new bridge is constructed on the west side of the road, traffic will remain on the existing structure within an 11-foot traveled one way lane using one-way temporary stop control. During the second phase, traffic will shift to the new structure to the west side, which will have a 12-foot lane opening for one-way traffic using a one-way temporary stop control. The existing bridge will be removed in the second phase the remainder of the new structure will be completed. The temporary traffic control will be in use for an estimated six months of construction.

### **PUBLIC NOTIFICATION**

At least one week prior to the commencement of work, the Special Provisions will require the contractor to provide changeable message signs at each end of the project limits to notify drivers of the upcoming project and potential delays.

### **VEHICLE TRAFFIC CONTROL**

The contractor will use standard cones and barricades to protect work areas. The contractor will also install advance warning signs to alert approaching motorists of the work zones consistent with the most recent edition of the California Manual of Traffic Control Devices (MUTCD) for sign placement, etc. Advance warning signs may be reflective signs, changeable message boards, cones and barricades. Roadway traffic will have at least one lane open to allow for movement through the project area and across the creek. The contractor will provide flaggers as needed to temporarily hold traffic for staging equipment or construction. The work will be limited to 7:00 am to 6:00 pm, Monday through Friday, with weekend work if approved by Public Works. Where possible, the work will progress in localized sections with equipment lined up in sequence for grinding and paving. Other work will be performed in a manner that is least disruptive to the public. Flagging and other means of traffic control will be required to allow for the movement of traffic through the work zone. Cones, signing and flagging for traffic control will conform to the requirements of the California Manual of Uniform Traffic Control Devices (MUTCD) as modified by Caltrans.