

Canyon Road Bridge Replacement Project
Town of Moraga – Department of Public Works/Engineering



Community Meeting No. 1 - Responses to Public Comments

Comment Date: October 15th-October 27th 2014	
Response Date: 10/31/14	

No.	Comment	Response
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1	Speeding on Canyon Road; why not posted at 25 mph?	<p>The California Vehicle Code requires that engineering and traffic surveys for speed limits be conducted once every five years by governing municipalities. Speed limits generally are established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of traffic is moving. The general practice is to set the speed limit at the 5-mph increment at or below the 85th percentile speed unless other factors are present that would justify a lower speed limit. The most recent traffic survey on Canyon Road, north of Sanders Drive was conducted in 2012 and the 85th percentile speed was 41 mph. While the 85th percentile speed is 41 mph, due to the presence of a school, a church near Camino Pablo, bicycle and pedestrian activities, and to maintain a consistent speed limit along other segments of Moraga Road/Canyon Road, the recommended speed limit in the Report was 35 mph. The Town will look into conducting speed surveys located south of Camino Pablo and north of the Valle Vista Staging Area and consider setting a speed limit for this segment.</p>
2	Move bridge towards school.	<p>The natural alignment of the creek south of the bridge is parallel to the roadway. A shift of the roadway towards the school side would require a much longer bridge, increased cost, longer construction time and increased environmental impacts.</p>
3	There is a lot of speeding during rush hour.	<p>The weekday (Monday-Friday) peak hours are 7:00 a.m. and 5:00 p.m. The Moraga Police Lt. Jon King attended the Community Meeting on October 15, 2014 and is aware of this issue.</p>
4	Can you install a stop sign at the Canyon/Camino Pablo intersection?	<p>The installation of stop signs at an intersection is determined by guidelines in the California Manual of Traffic Control Devices (CA MUTCD), which requires intersections to meet stop sign warrants. Stop signs on Canyon Road, an arterial street, at the Camino Pablo intersection is very unlikely.</p>
5	Can you install speed bumps on Canyon Road?	<p>The Town has a history of installing and removing traffic calming measures, including speed bumps, on arterial streets. Speed bumps are not the appropriate traffic calming measure for arterial streets.</p>

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6	Did you consider installing a pedestrian only bridge?	A separate bike/pedestrian bridge was considered, but eliminated due to the additional costs associated with building a separate bridge. A separate pedestrian bridge would not be funded under the Highway Bridge Program used to fund this project.
7	The students on the cross-country team run through the pear orchard and cross the bridge. The coach is seen running with them.	The Town will contact the Moraga School District and inform them of these comments.
8	How high is the bridge going to be? Will it have an arch?	The driving surface on the bridge will be approximately 1'-6" higher than the existing condition in order to accommodate design flood elevations and clearance requirements. The roadway will have a gradual vertical curve and conform to the existing roadway elevations within 200 feet on each side of the bridge.
9	Can you tell us how long the temporary closures will be? What hours? During commute times? During school drop-off/pick-up times?	Extended temporary closures are not anticipated and all work is expected to be completed with traffic control using the temporary traffic signals and/or flagmen during the Town's regular construction hours. If an extended closure is requested by the Contractor in order to expedite operations, the Contractor would have to gain authorization from the Town, perform extension notification to the public and emergency services, as well as create an emergency response plan.
10	Can you coordinate with the County Sheriff/EBRPD Police on the speeding on Canyon Road? Radar trailers?	The Town will contact the County Public Works Department's Traffic Engineer and the EBRPD and inform them of these comments and learn about their procedures for requesting a radar trailer to be placed on Canyon Road.
11	What standards will the bridge be designed for?	The bridge design will incorporate the latest bridge design guidelines and policies by Caltrans which are used for vehicular bridge projects throughout the state. The bridge itself will be designed per "AASHTO LRFD Bridge Design Specifications, 4 th Edition" along with the most current Caltrans Amendments. Seismic Design will follow Caltrans' "Seismic Design Criteria" (SDC).
12	Are you going to use the school property?	There is a potential to use a portion of the pear orchard adjacent to the bridge site as a construction staging area. No other school facilities are expected to be impacted by the project.

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13	Have you considered the fish population?	Fish populations will be researched and included in a detailed natural environmental study as required by National Environmental Policy Act. Requirements to mitigate potential impacts on protected species will be incorporated into the project.
14	The bridge is too wide. Why is the shoulder so wide?	The shoulders are the minimum width for the class of roadway per AASHTO's "A Policy on Geometric Design of Highways and Streets".
15	What utilities are on the bridge?	Existing utilities at the bridge site include overhead power/telephone and fiber optic cables. At this time, it has not been established which utilities will be carried on the proposed bridge, and the Town has not received feedback from any utility agencies that they are installing new utilities across the bridge. However, an opening will be provided on the new bridge to accommodate future utilities.
16	Can the bridge be bat nursery habitat? An opportunity; bat boxes under bridge?; Caltrans example at Niles Canyon	This suggestion will be investigated during the environmental study phase and incorporated into the bridge design process if applicable. The Town has installed similar bat boxes at other Town locations to support the Town's Integrated Pest Management Policy.
17	Can Canyon Road speed limit to the Valle Vista Staging Area be signed for 25 mph.	See Response to Comment #1.
18	What animal species are around?	Based on limited information developed so far, California Reg Legged Frog, Alameda Whipsnake are anticipated protected species. CA Tiger Salamanders are not likely to be found in the project vicinity.
19	Are you going to dam the creek?	Temporary cofferdams consisting of clean, bagged gravel will be placed upstream and downstream of the construction site in order to dewater the construction site. A pipe culvert will be provided between the two dams to maintain creek flows and to protect water quality. This work will be performed in the summer months and is not anticipated to impact fish migration. The temporary cofferdams and pipe culvert will be removed from the creek after construction of the new bridge is complete.

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20	It is great that the bridge will be widened and have pedestrian lane. I am very concerned with the traffic speeds in the area. Will be good to have 25 mph. I hope you can institute the lower speed limit soon.	See Response to Comments #1, 10 and 17.
21	If I can help in any way, let me know. Your cost estimate seems very low!	The construction cost estimate is preliminary and is based on similar projects. The cost includes an allowance for contingencies.
22	I think the alignment of the bridge is currently unsafe. The 25 mph speed limit will not work. The bridge should be designed with a new alignment just slightly south, on the east-side. Enclosed concrete structure could be used for nursery habitat if designed for bat access. Nursery habitat is rare in the Bay Area. Caltrans did a nice nursery habitat in the Niles Canyon.	Per current standards, the existing curved alignment is equivalent to a design curve that is under 25 mph (equivalent to a 20 mph posted speed limit) and has inadequate sight and stopping distances. The proposed project would provide sight and stopping distances according to current standards and will greatly improve upon the existing condition. See Response to Comment #2. See Response to Comment #16.
23	Thank you so much for the good info. So appreciate that the bridge surface has been fixed & the huge bump/dip at joint was fixed for the next couple years.	The failed pavement at the north approach to the existing bridge was repaired this past summer (2014). If you notice any new potholes, please contact the Town Public Works Department. Potholes throughout Town are filled once a month. You can e-mail the locations to potholes@moraga.ca.us .
24	– I couldn't stay the whole meeting, but I did learn that the "orientation or alignment" of the bridge will be about the same as it is right now, and that the design speed would be 25 mph. Is that correct? I can't help but think that could be a problem. Can you provide me (via email) with some additional information on this?	See Response to Comment #22.

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25	What are the factors which distinguish a design for 30 mph from 35 mph? Alignment radii, sight distance, others?	Factors for the design speed include horizontal curve radii and stopping sight distance. For a 30 mph design speed (25 mph posted speed limit), the minimum horizontal curve radius required is 300' with a stopping sight distance of 200'. For a 35 mph design speed (30 mph posted speed limit), the minimum horizontal curve radius required is 430' with a stopping sight distance of 250'.
26	If at some future time the Town Council chose to return the speed limit in the area to 35 mph, would your having installed a bridge rated at 30 mph present any kind of a safety hazard?	The posted speed limit in the area could not be increased from 25mph to 35mph in the future.
27	Have you checked with the appropriate people at CalTrans to see if they would approve the lowered speed limit on an arterial roadway during times when school is not in session? Who is the CalTrans person who grants such approvals?	Posted speeds limits are the jurisdiction of the Town of Moraga. See Response to Comment #1.
28	Why have you not considered straightening out the route? We have lots of bicyclists and motorcyclists who barrel down from Moraga and either have trouble making that turn or are going way too fast and you can't see them because there is no line of sight. If the road were straightened there I think it would be safer. If the bridge has to be replaced anyway, why not get rid of the blind curve?	See Response to Comments #2 and #22.
29	Was it considered realigning the south end of the bridge to the east to change the angle of the bridge and create more of a straight-away on the south side of the bridge.	The location of the south abutment is constrained by the topography and alignment of the creek, as well as the need to maintain a portion of the existing bridge open during construction. Shifting the abutment to the east would require a much longer bridge to span the creek with the abutment supports outside of the creek flows.

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30	The website information states that there are 6,000 vehicles traveling over the bridge daily. He believes that this number is incorrect and way too high.	The 6,000 average daily traffic (ADT) value is the number listed in Caltrans' bridge inspection report. Based on a recent traffic study conducted for the bridge replacement project, the ADT at the bridge site is approximately 2,350. The ADT north of the bridge site (between De La Cruz Way and Larch Avenue) is approximately 9,400.
31	Has the designer considered a "backpack" bridge?	A "backpack" bridge is an arch culvert type of structure that is not being considered for this project because of the natural terrain of the project site and the long clear span that is needed for the bridge to meet the hydraulic requirements of the creek and environmental concerns.