MARIPOSA BOARD OF SUPERVISORS
TRANSPORTATION UPDATE

CALTRANS DISTRICT 10 DIRECTOR
DAN MCELHINNEY, PE
NOVEMBER 12, 2019
MARIPOSA, CA
PROPOSED PROJECT PEDESTRIAN SAFETY FEATURES

10-MPA-140 Between 3rd and 12th Streets

- Improve Visibility of Crosswalks (Contrasted Stamped Concrete)
- Pedestrian Activated Inset Crossing Lights
- Overhead Crosswalk Lighting
- Ensure ADA Accessible Pathways and Ramps
PURPOSE & NEED OF PROJECT

PURPOSE: The purpose of the proposed project is to calm the traffic flow to reduce the total collision rate and the severity of collisions by utilizing enhanced pedestrian safety measures at uncontrolled intersections to improve driver awareness of pedestrians within marked crosswalks.

NEED: The collision rate for actual Fatal + Injury and the Total Accident Rate is significantly greater than the statewide average for similar highways. Existing pedestrian access facilities do not meet current standards for ADA compliance.

COMBINED PROJECTS: Combined 10-0Y600 MPA PED Safety Project with 10-0Y590 ADA project with same limits to reduce construction community impact and for efficiency.
PROJECT TIMELINE

PROJECT 10-0Y600 PEDESTRIAN SAFETY PROJECT

- Sept 2016: Project Approval & Env. Document
- April 2018: Design & R/W
- RTL Nov 30, '19: CTC Funds Jan 2020
- Dec 2020: Construction

Note: Combined with Project 10-0Y590 ADA after it was programmed.
ROUTE 140 FERGUSON FIRE AREA PRE-EMPTIVE CLOSURES IN 2018/2019
THANK YOU FOR A SUCCESSFUL PARTNERSHIP!

- NATIONAL WEATHER SERVICE
- CHP AND LOCAL LAW ENFORCEMENT
- MARIPOSA COUNTY
- LOCAL COMMUNITY and SCHOOLS
- CALTRANS MAINTENANCE STAFF (Jes McCoy and Crew)
7 CLOSURES 2018/19
SEASON 3500 CY OF DEBRIS
OCTOBER 2019
BRICEBURG FIRE
ROUTE 140 (postmile 42)
FERGUSON SLIDE
PROJECT UPDATE
NOVEMBER 12, 2019

DAN MCELHINNEY
CALTRANS DISTRICT 10
February 2015
• Phase I construction began

Scope of work
• Install rockfall mitigation
• Remove the talus
• Ready for access of a Cast In Place Rockshed (700 feet length)
November 2015
A rock avalanche (no injuries) resulted in the Department reevaluating the safety and feasibility of continuing construction of the cast in place rockshed contract.
JANUARY 2016
THE DEPARTMENT EMPLOYED ONE OF THE WORLD’S LEADING EXPERTS IN ROCKFALL ENGINEERING TO PERFORM A SLOPE STABILITY ANALYSIS.

SUMMER OF 2017
SLOPE STABILITY ANALYSIS WAS COMPLETED. RESULTS INDICATED THAT THE ROCKSHED WAS STILL A FEASIBLE ENGINEERING SOLUTION, HOWEVER CONSTRUCTABILITY ISSUES WERE IDENTIFIED.
2018 and 2019
• To address the constructability and safety risks Caltrans developed a new construction method to segmentally construct and launch the rockshed into its final location.

Major Differences
• Original Rockshed Cast-in-place:
The concrete structural elements were to be constructed with formwork in the finished position.

• Launched Segmental Rockshed:
Structural elements will be constructed in a safer area outside the slide zone and jacked by hydraulics on tracks into their final position sheltered from potential rock fall.
2019 and 2020

- Caltrans is working to complete the innovative redesign and secure funding during 2019/2020.
- A new slide talus removal contract using remote controlled equipment is planned for next summer to clear Route 140.
- Permits will be updated in 2019/2020 for the new rockshed method to help achieve a begin segmental construction in 2020/2021.
- The one-way detour bridges have been inspected and signals remain in place to keep the route operational.

- We are making every effort to deliver this project as soon as possible. Caltrans will update the Board in Spring 2020.