

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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5/12/2020

Governor's Office of Planning & Research*Making Conservation
a California Way of Life.***MAY 07 2020**

May 7, 2020

STATE CLEARINGHOUSE

SCH #2020049031

GTS # 04-ALA-2020-00530

GTS ID: 19243

ALA/61/PM 16.77

Toby Perry, Project Manager
East Bay Regional Parks District,
Design and Construction Department
2950 Peralta Oaks Court
Oakland, CA 94605

MLK Regional Shoreline Bay Trail Gap (Doolittle Drive South) and Improvements Project – Mitigated Negative Declaration (MND)

Dear Toby Perry:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the MLK Regional Shoreline Bay Trail Gap (Doolittle Drive South) and Improvements Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the April 2020 MND.

Project Understanding

The East Bay Regional Parks District (District) proposes to fill a gap in the San Francisco Bay Trail (Bay Trail) and make improvements within the existing Martin Luther King Jr. Regional Shoreline. The project includes construction of approximately 2,300 linear feet of a new trail section of the Bay Trail to close an existing Bay Trail gap, as well as resurfacing and/or widening of approximately 1,600 feet of existing Bay Trail to the north and south of the gap segment. Improvements include replacement of the existing two-lane boat launch, shoreline protection, parking lot resurfacing/restriping, and removal of a boat ramp. Construction is expected to begin in April 2021 with a tentative one-year construction timeframe. The project is located adjacent to State Route (SR)-61, with some improvements taking place on the State Right-of-Way (ROW).

Hydraulics

Caltrans Hydraulics staff conducted a field visit on April 28, 2020. During the field visit, Caltrans Hydraulics staff noted drainage structures that may be affected due to the widening portion of the project. Please refer to the attachments for site specific details for nine (9) locations that correspond to the observations below.

- Culverts at all the locations may need to be extended. If culvert extension is necessary, culverts with an existing tide gate would need to be replaced and properly reconnected;
- The drainage system at locations 5 and 6 are connected to locations 7 and 8;
- Location 6's pipes are coming from what appears to be a pump station. Operators of the pump station should be notified of any construction plans if the culverts require extensions; and
- No new drainage structures are anticipated since the runoff will be draining into San Leandro Bay.

Plan Revisions

On Fig. 2B on page 15 of the environmental document, the leader line for the Caltrans ROW line on the left side of the sheet is not in the correct place. Please revise its location.

Lead Agency

As the Lead Agency, the District is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

As noted on page 1-7, the project would require a Caltrans Encroachment Permit for work being done on the State ROW. Please note that Caltrans facilities impacted by the project must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard

Toby Perry, Project Manager
May 7, 2020
Page 3

Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

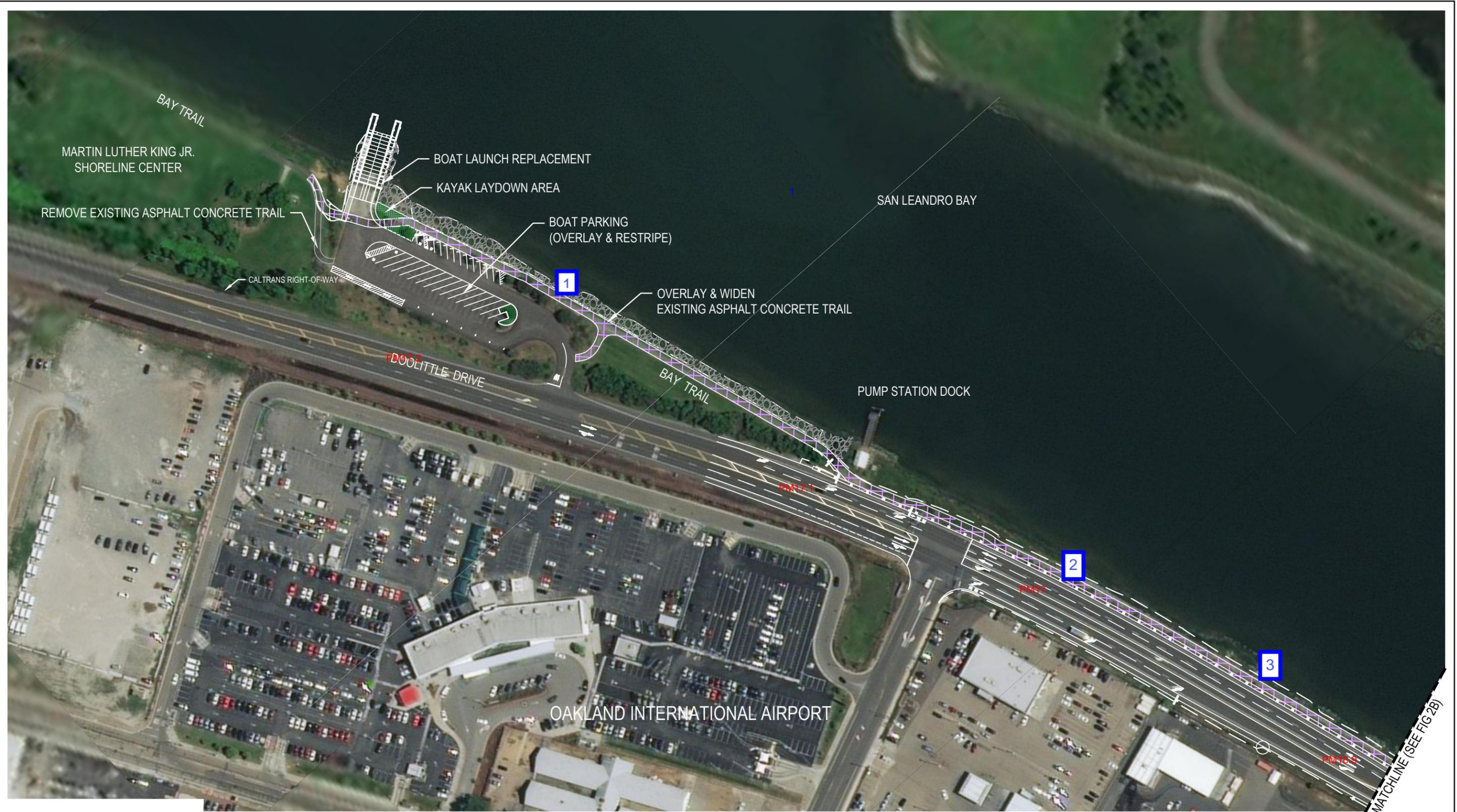
Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

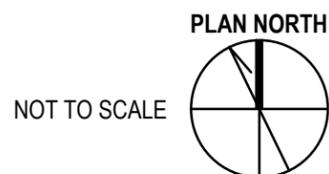
Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



LEGEND

-  METAL BEAM GUARDRAIL
-  FILL LIMITS
-  SLOPE PROTECTION LIMITS
-  BIKE PATH LIMITS



East Bay 
 Regional Park District

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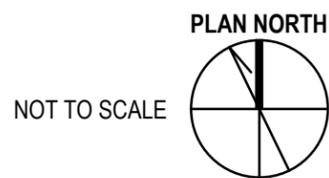
**EAST BAY REGIONAL PARK DISTRICT
 MLK SHORELINE BAY TRAIL GAP
 (DOOLITTLE DRIVE SOUTH) AND
 IMPROVEMENTS PROJECT**

FIGURE 2A



LEGEND

-  METAL BEAM GUARDRAIL
-  FILL LIMITS
-  SLOPE PROTECTION LIMITS
-  BIKE PATH LIMITS



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**EAST BAY REGIONAL PARK DISTRICT
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FIGURE 2B

MLK SITE VISIT SUMMARY (4-28-2020)

All images and video: <https://drive.google.com/open?id=1GJ9AZOYPsEE12NgS1vcmXDSy0ZKqSuUI>

Location 1 (PM 17.2)

- Tidal gate 14 ft to the edge of the paved trail



Location 2 (PM 17)

- Approximately 6" pipe, about 30 ft from ETW



Location 3 (PM 16.9)

- Approximately 24" pipe with tidal gate
- Flared opening on opposite side of the street



Location 4 (PM 16.8)

- Approximately 15" pipe with tidal gate, 21 ft from ETW
- Hole in ground on opposite side of the street



Low Point (PM 16.7)

- City of Alameda noted a low point in the road near "Watermelon Rock"



Location 5 & 6 (PM 16.6)

- Locations 5 & 6 are connected to Location 7 & 8
 - Location 6 coming from a pump station and the owners/operators should be notified
- One approximately 6" plastic pipe about 43 ft from ETW
- Two approximately 18" pipe with tidal gate about 57 ft from ETW
 - One pipe protruding further out 4 ft



Location 7 & 8 (PM 16.6)

- Connected to Locations 5 & 6
- Retention pond on Airport side of the road
- One small plastic pipe near wooden double post sign
- A pumping plant with two large pipes and 2 small plastic pipes below



Location 9 (PM 16.5)

- Two sets of DI (4 total) near the intersection of Swan Way

