Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Bruns Court Pedestrian Overcrossing

Lead Agency: California Department of Transportation | Contact Person: Lily Mu

Mailing Address: 111 Grand Avenue P.O. Box 23660, MS-8B | Phone: (510) 504-3139

City: Oakland | Zip: 94623 | County: Alameda

Project Location: County: Alameda | City/Nearest Community: Oakland

Cross Streets: State Route 13 at La Salle Avenue and Thornhill Drive | Zip Code:

Longitude/Latitude (degrees, minutes and seconds): 37 ° 49 ′ 40 ″ N / -122 ° 12 ′ 43 ″ W Total Acres:

Assessor's Parcel No.: Various | Section: | Twp.: | Range: | Base:

Within 2 Miles: State Hwy #: State Route 13 | Waterways:

Airports: | Railways: | Schools: Montclair Elementary School

Document Type:

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☒ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Other:

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☒ Other: CE

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other:

Development Type:

☐ Residential: Units Acres
☐ Office: Sq.ft. Acres Employees
☐ Commercial: Sq.ft. Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☒ Other: Highway

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☒ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☒ Coastal Zone ☐ Drainage/Absorption ☒ Economic/Jobs
☐ Fiscal ☒ Flood Plain/Flooding ☒ Forest Land/Fire Hazard ☒ Geologic/Seismic ☒ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities
☒ Recreation/Parks ☒ Schools/Universities ☒ Septic Systems ☐ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☐ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Growth Inducement ☒ Land Use ☒ Cumulative Effects ☐ Other:

Present Land Use/Zoning/General Plan Designation:

Residential development, open space, neighborhood center

Project Description: *(please use a separate page if necessary)*

See attached.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency	X	Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District # 4	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB #2
X	Caltrans Planning	X	Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
X	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
X	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 3		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
X	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of	X	Other: California Transportation Commission
X	Housing & Community Development	California Trar	Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date September 9, 2023 Ending Date October 8, 2023

Lead Agency (Complete if applicable):

Consulting Firm: _____
Address: 111 Grand Ave, MS 8B
City/State/Zip: _____
Contact: _____
Phone: _____

Applicant: Caltrans District 4
Address: 111 Grand Ave, MS 8B
City/State/Zip: Oakland, CA 94612
Phone: (510) 504-3139

Signature of Lead Agency Representative: _____ **Date:** 9/8/2023

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

0P890 Project Description – Bruns Court Pedestrian Overcrossing

Project Description:
The project proposes to demolish the existing steel girder POC and replace with one of the following proposed alternatives below. All proposed alternatives project elements will be designed for compliance with current design standards.

Alternatives:

Alternative 2: POC replacement with switchback structure between SR-13 and Moraga Avenue
Alternative 2 consists of three (3) major components: an at-grade pedestrian ramp, a precast concrete girder bridge, and a reinforced concrete switchback ramp structure. The proposed approach from Bruns Court will be the at-grade pedestrian path. After the at-grade pedestrian path, the main bridge deck will span across SR-13 followed by the switchback ramp structure located between SR-13 and Moraga Avenue. The use of a switchback ramp structure between SR-13 and Moraga Avenue is to minimize the environmental impact by reducing the overall footprint area of the structure.
The alignment of the at-grade pedestrian path is developed to minimize the cut and fill of earth work needed. The total length of the path will be approximately 260 feet with a width of 10 feet. The slope of the path will be 4.5% with a 2% cross slope. It is anticipated that retaining walls will be needed to retain the cut slope on the west side of the path and the fill slope on the east side of the path. The retaining walls will have a maximum height of 10 feet. It is anticipated that slope stabilization will be required.

The main bridge spanning across SR-13 will consist of one (1) abutment and two (2) bents. The bents will be in the median of SR-13 and between the northbound direction of SR-13 and Moraga Avenue. The bridge structure will be comprised of precast and prestress (P/S) concrete girders supported by reinforced concrete columns. The length of the main bridge deck is approximately 165 feet. The width of the travel way on the bridge will be 8 feet wide with 1-foot curb on each side. The slope of the main bridge deck will be 4.5% with a 2% cross slope. The abutment and the bents for the bridge structure will be supported by Cast in Drilled Hole (CIDH) concrete piles of 4-feet in diameter.

The switchback ramp structure that touches down between SR-13 and Moraga Avenue will be a cast in place reinforced concrete structure, which will be supported by five (5) reinforced concrete columns. The length and width of the switchback structure are approximately 207 feet and 22 feet, respectively. The slope of the ramps of the switchback structure will be 4.5%- with a 2% cross slope. The columns are anticipated to be supported by 5-foot diameter drilled piers. The construction of the switchback ramp structure will require falsework support.

Excavation between northbound SR-13 and Moraga Avenue will be required to provide enough space for construction of the lowest level of the switchback structure. A retaining wall will be required to provide adequate lateral support for SR-13 mainline. In addition to the retaining wall, a concrete barrier is needed to prevent vehicles from driving off the cut slope between SR-13 and Moraga Avenue and from colliding with the switchback ramp structure. The concrete barrier will be constructed on top of the retaining wall and extend beyond the ramp structure.

Traffic control devices will be installed to ensure the safety for the pedestrians crossing Moraga Avenue between the new POC and Montclair Park.

Alternative 3a and Alternative 3b: POC replacement with touchdown along Moraga Avenue

Alternatives 3a and 3b are developed to provide a similar traveling path as the existing POC. Similar to Alternative 2, Alternatives 3a and 3b consist of an at-grade pedestrian ramp, a precast concrete girder bridge, and a reinforced concrete ramp structure. Alternatives 3a and 3b extend the precast concrete girder bridge to span across both SR-13 and Moraga Avenue and touch down along the east side of Moraga Avenue.

The bridge structure will be the same for Alternatives 3a and 3b. It will consist of one (1) abutment and three (3) bents. The bents will be in the median of SR-13, between the northbound direction of SR-13 and Moraga Avenue, and adjacent to Montclair Park. The POC bridge structure will be comprised of precast prestressed (PC P/S) concrete girders. The length of the bridge structure is approximately 300 feet. The width, slope, cross slope, and foundation design of the bridge will be similar to those of Alternative 2. The design of the at-grade pedestrian path and the two retaining walls on the west side of SR-13 are the same from Alternative 2.

Alternative 3a will involve the take of approximately 20 parking spaces along the east side of Moraga Avenue and 6 parking spaces along the west side of Moraga Avenue. It will place the touchdown ramp within the existing parking spaces. The touchdown structure will be a 5% grade and will be approximately 420 feet long by 8 feet wide. It will require ten bents, spaced approximately 15 feet apart, and one abutment. The sidewalk will run beneath the new touchdown structure where possible and then bend to the west where there is insufficient headroom. The new road structure will consist of 10-foot inner lanes and 11-foot outer lanes.

Alternative 3b will involve a road diet that will remove two lanes from Moraga Avenue. The touchdown ramp will stay on the east side of Moraga Avenue, and a sidewalk and bicycle lane will be placed to the immediate west of the touchdown ramp. The touchdown structure will be a 5% grade and will be approximately 420 feet long by 8 feet wide. It will require ten bents, spaced approximately 15 feet apart, and one abutment. As part of the road diet, there will be 9-foot parking lanes on either side of Moraga Avenue, along with 5 foot bike lanes and 2 foot bike lane buffers. The two remaining travel lanes will be 10 feet. The road diet will extend from LaSalle Avenue to Thornhill Avenue.

Both Alternatives 3a and 3b will include a staircase on the south end of the touchdown ramp within the footprint of the existing POC staircase within Montclair Park. On the north end of the ramp, there will be a short at-grade walkway within the park to connect to an existing park walkway.

<u>Alternative 4: Local Street Improvements</u>

As an attempt to minimize environmental, park, and operation impacts introduced by the bridge replacement, the PDT developed a fourth alternative (Alternative 4) that will remove the existing bridge but not replace it. For this alternative, pedestrian traffic will be diverted to the nearby La Salle Avenue Overcrossing, which is approximately 800 feet south of the Bruns Court POC, as an alternate route for pedestrians to cross Highway 13. Alternative 4 will improve the local street facilities along La Salle Avenue and Moraga Avenue. It is anticipated that the local street improvements will be performed in partnership with the City of Oakland. The improvements include:

- Widening the sidewalk on the west side of Moraga Avenue between La Salle Avenue and Medau Place (Caltrans);
- Constructing bulbouts at the 4 corners at the intersection of La Salle Avenue and Moraga Avenue to shorten the crossing distance at this intersection (Caltrans);
- Refreshing the crosswalk striping with enhanced wet night visibility (Caltrans);

- Installing bicycle sharrows striping on La Salle Avenue OC to indicate the road is being shared by both motorists and bicyclists (Caltrans);
- Constructing a 5-foot-wide sidewalk along La Salle Avenue from the intersection of La Salle Avenue and Bruns Court to the La Salle Avenue OC (City of Oakland);
    - sidewalk may be constructed on either the northern or southern side of La Salle Avenue
- Installing a Class II bike lane on the uphill direction of La Salle Avenue from the La Salle Avenue OC to Bruns Court (City of Oakland);
- Constructing bulbouts at the intersection of La Salle Avenue and Liggett Drive (City of Oakland).

Demolition of the Existing Bruns Court Pedestrian Overcrossing

The existing POC structure is comprised of a concrete deck on steel girders. The top concrete deck will need to be demolished first. Protective covers can be placed underneath the bridge deck for debris interception during demolition. This cover placement would allow traffic to continue below while the deck demolition is being performed. If protective covers are not implemented, full freeway closures will be needed to allow the debris to fall.

To remove the steel girders, full freeway closure and Moraga Avenue closure (not simultaneously) will be required. There are joints along the bridges that can be used to separate the bridge into individual pieces for removal. Removal of the girders can be performed in shifts. It is anticipated that temporary support such as falsework bents would be required to provide support for the bridge as the steel girders are being removed by pieces. The removal of the middle support at the median of SR-13 can be performed behind k-rails.

Construction Methods:

For Alternatives 2 and 3, the columns supporting the bridge and the switchback ramp structure will be founded on CIDH piles. The existing concrete barriers along the median of SR-13 may be removed to allow for construction access for the foundation work. When the foundation work is completed, formwork will be required to construct the columns. Once the columns are completed, the precast girders can be lifted by cranes, which will require a full closure for SR-13 and Moraga Avenue (not simultaneously). The bridge deck can be cast in place during nighttime lane closure.

For Alternative 4, the existing sidewalk and curb and gutter will be sawcut, broken into pieces, and hauled off site. Class 2 Aggregate Base (AB) will be imported and compacted before pouring the concrete. Part of the existing roadway may also be removed to provide space to place the formwork for the gutter. The roadway will then be paved back to the original grade.

Utilities:

For Alternative 2, utility relocation is anticipated. A 16” EBMUD water line and a communication line run across the area between SR-13 and Moraga Avenue. Trenching will be required to establish a service point, which includes a new service cabinet, new pull boxes and conduit, and conductors for the lighting system.

For Alternatives 3a and 3b, utility relocation is anticipated. A new service point will be required for the new POC lighting system, which will require trenching. The new POC lighting system will involve a new service cabinet, new pull boxes and conduit, and conductors.

For Alternative 4, the construction of the bulbouts and sidewalks will require utility relocation due to the proximity and density of observed manholes and utilities nearby. The traffic signals near the proposed

improvements along La Salle Avenue are anticipated to be modified/relocated to ensure compliance with ADA requirements for the sidewalk/bulbouts. The existing service point will be used, but a new service cabinet will be needed for the new city lighting system. This service point replacement will also involve trenching, new service cabinet, new pull boxes and conduit, and conductors.

Drainage:

A request for hydraulics recommendation will be submitted for Alternative 2. Based on similarity between Alternatives 2 and 3, the drainage pattern is not anticipated to be significantly different between Alternative 2 and Alternative 3. It is anticipated the drainage recommendation for Alternative 2 will be similar to the recommendation for Alternative 3.

Alternatives 3a and 3b are not expected to affect the drainage pattern significantly. Based on the hydraulics recommendation, the storm drainage runoff from the on-grade pedestrian path, the bridge, and the switchback ramp structure will be drained through downspouts installed in the structure. Rock Slope Protection (RSP) will be installed right at the outfall of downspouts to minimize erosion and protect the slope.

For Alternative 4, the drainage pattern is not expected to differ significantly. The existing drainage inlets (Dis) and culverts will be relocated due to the construction of sidewalks and bulbouts. It is anticipated that the utility lines will likely be impacted by the proposed work.

Right of Way:

For Alternative 2, the replacement POC and the ramps are within Caltrans' Right of Way (ROW). Permit to Enter to Construct (PTETC) is anticipated for staging and construction toward the end of Bruns Court and along Moraga Avenue for the demolition of the existing POC and construction of the on-grade ramp and switchback ramp structures.

For Alternatives 3a and 3b, permanent right of way acquisitions and temporary construction easements (TCE) are anticipated for constructing the touchdown structure along Moraga Avenue. A Permit to Enter to Construct (PTETC) is anticipated for staging and construction toward the end of Bruns Court and along Moraga Avenue for the demolition of the existing POC and construction of the on-grade ramp.

For Alternative 4, Permit to Enter to Construct (PTETC) is anticipated for staging and construction toward the end of Bruns Court and along Moraga Avenue for demolition of the POC. PTETC is also anticipated along La Salle Avenue and Moraga Avenue for the local street improvements. ROW acquisitions from the private properties for construction of the 5-foot wide sidewalk and the bulbouts will likely be required along the southern side of La Salle Avenue. Coordination with the City of Oakland and the private properties owners will be needed.

Construction Impacts:

No creek diversion is needed for the project. The number of working days is being developed through an ongoing Advance Planning Study (APS).

Anticipated construction equipment includes:

- Crane
- Backhoe with impact hammer
- Excavator
- Grader
- Drill rigs for CIDH
- Drill rigs for Geotechnical Boring
- Bulldozer
- Dump truck

- Loader
- Roller
- Gradall

Night work, weekend work, and full closures are anticipated at different stages of the demolition/construction process.

Staging, Equipment Laydown Areas, & Access Routes:
For Alternatives 2, 3a, and 3b, the construction of the foundations and the columns can be completed behind K-rail but most likely will require temporary closure of the shoulders of SR-13 and western sidewalk of Moraga Avenue. For Alternatives 3a and 3b, temporary closure for part of the Montclair Park will also be required for the construction of the touchdown ramp structure and new staircase. Temporary closure toward the end of Bruns Court may also be required to construct the on-grade ramp. Temporary sidewalk closures along Moraga Avenue will also be required to provide space for construction staging.

To provide access for construction equipment and materials access to construct the on-grade pedestrian ramp and the abutment of the bridge structure, a temporary construction access road may be needed (to be determined by the contractors). If the temporary access road is needed, it is anticipated that it will start from the outside shoulder of the Southbound (SB) SR-13 and extend to the on-grade pedestrian path and the abutment of the bridge structure. A construction area has been delineated to limit the area of construction activities to minimize the environmental impact.

For Alternative 4, temporary sidewalk closures will be required for the construction of the bulbouts and sidewalk along Moraga Avenue and La Salle Avenue.

Traffic Impacts:
Detour is required during demolition of the existing bridge and erection of the precast bridge. A full closure (both directions) for SR-13 is anticipated for the demolition of the span over the highway. Moraga Avenue will be used as a detour route. Closure of Moraga Avenue will be required during the demolition of the bridge span over Moraga Avenue.

For Alternatives 2, 3a, and 3b, erection of the precast bridge girders may be staged to avoid simultaneous closures of both directions of SR-13. Staged closures of SR-13 and Moraga Avenue are anticipated for Alternative 3. Shoulder closures along SR-13 are anticipated for constructing the middle bents of the new bridge. Temporary closure will be required along the sidewalk of Moraga Avenue and within Montclair Park. Pedestrian traffic to the other side of Moraga Avenue will be required.

For Alterative 4, temporary sidewalk closure will be required for construction of the sidewalk and bulbouts. Detours of the pedestrian traffic to the other side of Moraga Avenue and La Salle Avenue will be required.

During construction of the replacement POC and local street improvement, shuttle service will be provided during reasonable hours to provide transportation for the pedestrians between the intersection of Bruns Court and La Salle Avenue to the Montclair Park.

Vegetation/Tree Removal:
Vegetation/Tree removal are anticipated all proposed alternatives.

For Alterative 2, vegetation/tree removal will be required at the hillside of SR-13 for the on-grade ramp, at the median SR-13 for the main bridge, and at the median area between SR-13 and Moraga Avenue for installation of touchdown ramp.

For Alternatives 3a and 3b, vegetation/tree removal will be required at the hillside of SR-13 for the on-grade ramp, at the median SR-13 and at the median area between SR-13 and Moraga Avenue for the main bridge. Tree trimming may be required within Montclair Park.

For Alternative 4, vegetation/tree removal will be required along La Salle and Moraga Avenue for construction of the sidewalk and bulbouts.

Geotechnical Borings:

Geotechnical borings will be needed to identify the subsurface condition and provide geotechnical recommendation for the proposed POC structure in Alternatives 2 and 3.