



LEIMERT BRIDGE SEISMIC RETROFIT PROJECT

Public Comment Response Log

Date: 03/25/19

No.	Commenter Information	Comment	Response
1.	<p>From: Lita Krowech [mailto:ljcrow@yahoo.com] Sent: Monday, March 4, 2019 11:52 AM To: Barati, Mohammad N. <MBarati@oaklandca.gov> Cc: Joseph Dashiell Jr <jfdjr54@comcast.net> Subject: Retrofit of Leimert Bridge</p>	<p>I will not be able to attend the meeting. However, one of my neighbors will try to ask about it. We need to make sure you have plans which allow people to exit the area in case of an emergency.</p> <p>Hi, What plans have been made to make sure there is sufficient ability to exit the neighborhoods over the Leimert Bridge in case of fire. Sausal Canyon and the Bridgeview Trail get very dry in the Summer and Fall and being able to get the neighbors out needs to be a priority. Maybe you could use temporary barriers if you block traffic on the Bridge.</p> <p>Please let us know what plans you have made.</p> <p>Lita Krowech Member: Oakmore Homes Association</p>	<p>The bridge is not anticipated to be completely closed to traffic during construction and will remain available as an emergency exit to the area during construction.</p> <p>Partial lane closures are anticipated during the bridge deck rehabilitation work which may extend over a period of one to two weeks. Additionally, partial lane closures may be required to crane equipment up and down from the bridge to beneath the bridge. Partial lane closures would be short-term in nature (up to several hours at a time) and would be limited to off-peak traffic hours whenever feasible.</p>
2.	<p>From: Nancy Caton [mailto:ncaton@sprynet.com] Sent: Monday, March 4, 2019 10:51 AM To: Barati, Mohammad N. <MBarati@oaklandca.gov> Subject: Leimert Bridge retrofit concerns from a long time property owner east of the bridge</p>	<p>Mr/Ms Barati</p> <p>I may not make it to the Dimond Center's open meeting, and wanted to put two concerns out there:</p> <p>First - the community has three businesses that make the neighborhood a neighborhood - Rocky's and two restaurants that one can walk to. They will be in serious danger of going out of business if the bridge closes, as they depend on drive by (the market) and folks from outside of the neighborhood (the two restaurants)</p> <p>Second, while my having to leave my house on Hoover via Fruitvale is not an individual hardship, if ALL the commuters are forced up Leimert or down Fruitvale, the snarled traffic will be nasty. Neither of those roads is designed to take the amount of traffic that Park can. Cars already rush on Leimert to the point of danger, and Fruitvale has speed bumps...</p> <p>Best regards,</p> <p>Nancy Caton 1974 Hoover Ave 415-535-7144 (cell phone)</p>	<p>The bridge is not anticipated to be completely closed to traffic during construction and will remain open to provide access to the Rocky's Market and the two restaurants during construction.</p> <p>Partial lane closures are anticipated during the bridge deck rehabilitation work which may extend over a period of one to two weeks. Additionally, partial lane closures may be required to crane equipment up and down from the bridge to beneath the bridge. Partial lane closures would be short-term in nature (up to several hours at a time) and would be limited to off-peak traffic hours whenever feasible.</p> <p>Because the bridge will remain open, traffic patterns are not expected to significantly deviate from the current traffic patterns.</p>
3.	<p>From: Ken Comcast [mailto:kenthames@comcast.net] Sent: Monday, March 4, 2019 1:41 PM To: Barati, Mohammad N. <MBarati@oaklandca.gov> Cc: Ice Joseph Dashiell <jfdjr54@comcast.net>; Denise Lombard <dtlombard@sbcglobal.net> Subject: Leimert Bridge Retrofit</p>	<p>Mr. Barati</p> <p>I am an Oakmore resident. Thanks for your work on the project. I have a few questions and comments.</p> <p>Will the bridge be closed during the retrofit? Also, how long is it expected to take?</p> <p>As you are aware, there are only a few streets that lead into the Oakmore community. Closing the bridge will greatly</p>	<p>The bridge is not anticipated to be completely closed to traffic during construction.</p> <p>Partial lane closures are anticipated during the bridge deck rehabilitation work which may extend over a period of one to two weeks. Additionally, partial lane closures may be required to crane equipment up and down from the bridge to beneath the bridge. Partial lane closures would be short-term in nature (up to</p>



		<p>impact commute times, traffic and cause more noise and carbon pollution on the detour streets.</p> <p>If the bridge will close, It is important that the number of detour signs be sufficient enough to lead all residents, visitors and vendors to the various exits so that no one street is adversely affected versus another.</p> <p>Also, the signs should include neon lights for night driving.</p> <p>Homes that are closer to the construction should be provided with dust protection shielding. Dust will find its way into homes. Consider offering power washing to the most affected residents during and at the conclusion of the project.</p> <p>Many residents work from home. The noise from project will greatly impact them. Are there plans to deal with this issue?</p> <p>Finally, I recommend using Nextdoor and the Oakmore Listserv to keep residents updated on the project.</p> <p>When the community meetings are held, these issues are sure to come up. Hopefully, there is planning already in place to address them.</p>	<p>several hours at a time) and would be limited to off-peak traffic hours whenever feasible.</p> <p>Because the bridge will remain open, traffic patterns are not expected to significantly deviate from the current traffic patterns.</p> <p>All temporary traffic handling devices for the partial lane closures will comply with City and Caltrans temporary traffic control standards which accommodates reflectors for night time use.</p> <p>Equipment will be staged on City property (Dimond Canyon Park) east of Park Blvd at the top of the canyon and north of the bridge. Access to areas under the bridge is anticipated by entering the canyon below the bridge from the staging area at the top of the slopes, and/or equipment would need to be lowered from the bridge structure to the construction work area beneath the bridge.</p> <p>The proposed Carbon Fiber Reinforced Polymer (CFRP) wrap retrofit does not require demolition and the minimal concrete removal of unsound concrete at spalled areas are not anticipated to produce much dust. There will be minimal clear and grub and earthwork required on this project and construction Best Management Practices (BMP) will be enforced to provide dust control of any dust from construction.</p> <p>There will be typical construction noise from generators, pneumatic tools, asphaltic concrete grinders, construction diesel engines and vehicle back-up alarms. No pile driving and minimal earthwork is needed for this project and the Carbon Fiber Reinforced Polymer (CFRP) repair construction is anticipated to be relatively quiet. Construction equipment can be expected to generate intermittent noise levels ranging from approximately 75 to 96 decibels. Any internal combustion engine used on the job will be required to be equipped with an appropriate muffler. Although no night work is anticipated to be required for this project, noise levels will be required to not exceed 86 decibels from job site activities from 9:00 pm to 6:00 am if night work is needed.</p> <p>The City is currently coordinating with the Landmarks Board and will also coordinate with the Oakmore HOA and the Piedmont Pines HOA, to provide project updates and notifications through Nextdoor and the Oakmore Listserv.</p>
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4.	Questions from March 5, Public Meeting for Leimert Bridge Seismic Retrofit Project	Do you need access to under the bridge via the Dimond Canyon Trail? A fence is planned between the creek and the trail in May 2019.	The contractor is anticipated to grade a path from their staging area to the east of Park Blvd and north of the bridge down to the beneath the bridge. Most of the contractor's access will be from this path or craning down equipment from the bridge deck. Prior to construction



			<p>mobilization, the contractor may use the trail to survey the construction site. However, no heavy equipment access will be needed via the Dimond Canyon Trail.</p> <p>The fence planned between the creek and trail is not part of this project.</p>
5.		Will the City project be able to restrict access to beneath the bridge from Rocky's Market parking lot area to help prevent future graffiti beneath the bridge?	The project does not have any plans to restrict that current access point but the City will look into see if additional improvements could be feasibly added to the project.
6.		Will dust be produced from the work. If so will homes near the bridge receive dust protection shielding?	There will be very little earthwork required with this project and standard Best Management Practices (BMPs) requirements will be implemented to mitigate any dust during construction. The project does not anticipate to require dust protective shielding for nearby homes.
7.		Will the work allow for traffic to cross the bridge while in progress?	Yes, the bridge will remain open during construction. Staged construction using one lane closures over the bridge is anticipated during the bridge deck rehabilitation work. This staged construction utilizing one lane closure traffic handling is anticipated to not take longer than 1 to 2 week period during the construction. Completely closing the bridge may be required for short durations to accommodate bridge deck resurfacing. However, any full closures would be very limited, restricted to off-peak traffic hours, and notice will be posted on the bridge and at the project website ahead of time if the bridge needs to be closed.
8.		Any chance of widening the sidewalks on each side of the bridge?	Widening the sidewalks on the bridge may likely trigger a Finding of Effect (FOE) on the historical significance of the bridge if the bridge sidewalks and barriers are integral with the bridge and the bridge has to be widened. The City can evaluate whether widening the sidewalks by reducing the lane widths are feasible or shifting the lanes to one side and combining the sidewalk widths to one side is feasible. The City will post an update to the this response when evaluations are complete.
9.		How will the contractor access bridge footings and how will the project minimize damage to canyon slope during process?	The contractor is anticipated to grade a path from their staging area to the east of Park Blvd and north of the bridge down to the beneath the bridge. Most of the contractor's access will be from this path or craning down equipment from the bridge deck. The Creek Protection Permit and other conditions of approval in the specifications will limit the area as well as the number and size of trees that can be removed based on the approved CEQA environmental clearance document. The construction staging area and path will be regraded and revegetated to match the existing conditions after construction.
10.		How will the project keep construction debris out of creek?	The project specifications will require a protective cover over the trail, also a work platform (scaffolding) will be build over the creek. Which will prevent debris from falling into the creek from the construction above. There will be very little earthwork required with this project and standard Best Management Practices



			(BMPs) requirements will be implemented to mitigate storm water runoff into the creek during construction.
11.		How are they addressing nearby storm drains, storm drains in the canyon are eroded by Rocky's Market parking lot?	Currently the nearby storm drains adjacent to the bridge is not a part of the planned improvements with this project as the project Highway Bridge Project (HBP) funding restriction will not allow for improvements not related to the bridge retrofit. The City will review the site and discuss the issue with other City Departments for any solution.
12.		Underside of bridge is attractive nuisance for graffiti – how address?	The graffiti on the barrier above the deck will be removed as a part of the barrier rehabilitation repair. The project will also cover over the graffiti on the elements that requires Carbon Fiber Reinforced Polymer (CFRP) wrap beneath the bridge but is not anticipated to remove or paint over the existing graffiti on the elements that will not receive the CFRP bridge retrofit wrap. The project does not have any plans to restrict the current access point beneath the bridge from Rocky's Market parking lot but the City will look into see if additional improvements could be feasibly added to the project.
13.		Instead of spending \$1M on the physical appearance of the bridge, can bridge pedestrian walk-way be wider, even if only one-side?	Widening the sidewalks on the bridge may likely trigger a Finding of Adverse Effect (FOE) on the historical significance of the bridge if the bridge sidewalks and barriers are integral with the bridge and the bridge has to be widened. The City can evaluate whether widening the sidewalks by reducing the lane widths are feasible or shifting the lanes to one side and combining the sidewalk widths to one side is feasible. The City will post an update to the this response when evaluations are complete.
14.		Will City of Oakland repair the illegal access by Rocky's Market to prevent graffiti?	The project does not have any plans to restrict the current access point beneath the bridge from Rocky's Market parking lot but the City will look into see if additional improvements could be feasibly added to the project.
15.		Can the bridge be painted with anti-graffiti paint?	The project currently does not have plans to remove the existing graffiti and paint over with anti-graffiti coatings. Application of anti-graffiti paint is not recommended by the project Architectural Historian because application of coatings may result in damage to the underlying concrete material, either through degradation of the materials from the paint coating itself, or from damage done as part of the maintenance of the anti-graffiti coating.