

I-880 Interchange Improvements at Whipple Road-Industrial Parkway Southwest and Industrial Parkway West

Frequently Asked Questions

Overview

What is the purpose of the project and why is it important?

The purpose of the I-880 Interchange Improvements Project (project) is to improve the current and expected future traffic flow at the I-880/Whipple Road Industrial Parkway Southwest and the I-880/Industrial Parkway West interchanges. This will be achieved by improving accessibility and enhancing mobility at the interchanges, completing the partial interchange at I-880/Industrial Parkway West, and improving bicycle and pedestrian access through both interchanges. These improvements will enhance mobility to the Hayward Industrial Technology and Innovation (ITI) Corridor, provide access to Industrial Parkway West for northbound I-880 traffic, and improve safety for bicyclists and pedestrians traveling through the intersections.

What phase of development is the project currently in?

This project is subject to the requirements of both the National Environmental Quality Act (NEPA) and the California Environmental Quality Act (CEQA). The project is currently undergoing environmental review. At this phase of development, Caltrans and Alameda County Transportation Commission (Alameda CTC) are soliciting public review and comment on the Draft Environmental Document (DED). For more information and to review the DED, please visit the project webpage: www.alamedactc.org/880WhippleIndustrial.

How will this project be funded?

The project is expected to be funded partially through \$104,000,000 from Measure BB. Other federal, state, and local funds, to be identified, will provide the remaining estimated funding of approximately \$116,000,000. The project schedule subsequent to the preliminary engineering/environmental review phase is contingent on funding availability for future phases.

What entities are involved in this project?

The California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) Alameda CTC, City of Hayward, and Union City.

Alternatives Design

What are the alternatives currently under consideration?

There are three Build Alternatives and one Design Variation considered in the environmental document. The differences between the Build Alternatives are related to the proposed southbound on-ramp and off-ramp configurations at the I-880/Industrial Parkway Interchange. The Design Variation would preserve the three existing Whipple Road undercrossing structures and make improvements to the interchange and local roads within the constraints of the existing structures. The Design Variation is applicable to all three Build Alternatives. See Section 1.3.1 of the DED for a detailed comparison of the Build Alternatives.

What is the anticipated design timeline?

The final design phase is expected to begin in fall 2021 and is scheduled to end in Fall 2023, depending on the availability of funds. A full breakdown of the project schedule is available on [the project factsheet](#).

Bike, Pedestrian, and Transit Accessibility

Will there be bike paths or safe sidewalks?

Yes. The Build Alternatives considered in the environmental document propose dedicated bike facilities and sidewalks in both directions at the I-880/Industrial Parkway West and I-880/Whipple Road-Industrial Parkway Southwest interchanges. The proposed bike facilities may include separated “on-street” bike lanes, or multi-use paths depending on the preferred interchange alternative. The design team has reached out to various bicycle stakeholders in the area to solicit feedback on the proposed design concepts.

Will there be a bus lane?

No. A bus lane is not proposed for this project. However, nearby bus-stops will be preserved with the project.

Community Engagement

How are you conducting public outreach during the pandemic, and how will you ensure that all members of the community have an opportunity to provide input?

The cities and Alameda CTC are following Caltrans guidelines pertaining to COVID-19 and virtual meetings. Where a public hearing is necessary, alternate forms of public involvement can include, but are not limited to, “virtual” meetings. The Commission is also considering environmental justice and accessibility, such as mobile compatibility, close captioning, and translation services.

What opportunities are provided for public input on the environmental documents? –

The DED is available for review on the project website www.alamedactc.org/880WhippleIndustrial. Members of the public can submit comments on the DED via our online comment form at www.surveymonkey.com/r/I-880-Interchange, via email to whippleindustrialinterchangeproject@dot.ca.gov, or via postal mail to

Caltrans District 4
ATTN: Charles Winter
Office of Environmental Analysis
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

When can I submit a comment on the DED?

In accordance with CEQA requirements the public review period will last 45 days. Comments will be accepted between January 20, 2021 and March 5, 2021 via the communication channels mentioned above.

Community Impacts

What is the anticipated construction timeline?

Construction is expected to begin in spring 2024 and is scheduled to end in fall 2027, depending on the availability of funds. A full breakdown of the project schedule is available on [the project factsheet](#).

How will construction temporarily affect traffic operations and circulation in the project area?

Temporary lane and ramp closures resulting from construction activities occurring along roadways, ramps, sidewalks, and pedestrian crossings would be required. However, vehicular, bicycle and pedestrian circulation would be maintained in each direction (using detours and temporary signs, as required). A Transportation Management Plan would be prepared to ensure efficient movement of local and regional traffic during construction. The Transportation Management Plan would provide public outreach to inform local community and general public regarding times and locations of upcoming construction, provide signage in and approaching the project area, and incident management for traffic control in the vicinity of construction activities.

What temporary Air Quality and Noise impacts should be anticipated during construction?

Noise and emissions resulting from construction would follow appropriate and applicable regulations and thresholds. Project is not expected to cause or contribute to, or worsen, air quality.

Construction noise would primarily result from the operation of heavy construction equipment and arrival and departure of heavy-duty trucks. Construction noise would be short-term and intermittent. The project would also adhere to standard Caltrans noise control measures. During the detailed design phase, project team will further evaluate construction strategies including timing, duration and potential mitigation measures.