

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2018122057

Project Title: Interstate 80(I-80)/Gilman Street Interchange Improvement Project

Lead Agency: California Department of Transportation (Caltrans) District 4

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Project Location: Albany/Berkeley Alameda County
City County

Project Description (Proposed actions, location, and/or consequences).

The Project includes the reconfiguration of I-80 ramps and intersections at Gilman Street. The existing nonsignalized intersection configuration with stop-controlled ramp termini would be replaced with two hybrid single-lane roundabouts with multilane portions on Gilman Street at the I-80 ramp terminals. The I-80 ramps and frontage road intersections at each ramp intersection would be combined to form a single roundabout intersection on each side of I-80. Gilman Street would be reconstructed on the west from the parking lots at Tom Bates Regional Sports Complex along the western portion of Gilman Street to the eastern side of the 4th Street intersection. Work would include reconstruction of West Frontage Road and Eastshore Highway within the Project limits. All modified roadways, including ramps, frontage roads, and arterials, would be improved. Improvements would include mill and overlay of pavement, striping, relocation of drainage inlets, lighting, and signage. A shared-use Class I path for pedestrians/bicyclists would be constructed on the south side of Gilman Street from 2nd Street to the eastern roundabout. The shared-use path would extend south along Eastshore Highway, where it would then connect to a proposed pedestrian/bicycle overcrossing. The overcrossing would be constructed over I-80, merging into the existing Bay Trail. The Project would extend the Bay Trail approximately 660 feet to the west along the south side of Gilman Street. Improvements would also be made to provide bicycle connectivity from 4th Street to Harrison Street to 5th Street between the Codornices Creek Path and the two-way cycle track on Gilman Street. The existing Gilman Street outfall within the Bay will be replaced, requiring in water work.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

All the Project's impacts were determined to be either "no impact" or a "less than significant impact." Because of this, no mitigation measures were proposed.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Comments were received during circulation of the Draft Environmental Document. Several comments expressed support for the proposed project. No comments were received that expressed opposition to the proposed project. Comments were received regarding potential aesthetic impacts, traffic pattern changes, homeless concerns, noise, recreational facility impacts (parking), and utilities.

Provide a list of the responsible or trustee agencies for the project.

Caltrans District 4
Alameda County Transportation Commission (ACTC)

Governor's Office of Planning & Research

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STATE CLEARINGHOUSE