



Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

JANUARY 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange, including:

- A northbound off-ramp
- A southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp
- Bridge reconstruction over I-880
- Surface street improvements and realignment

Due to their close proximity to the I-880/Industrial Parkway West Interchange, these projects are being combined for project development.

PROJECT NEED

- I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few movements experiencing high delay during a.m. and p.m. peak hours.
- Observed queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline.
- The Whipple Road–Industrial Parkway South West interchange was identified by the cities of Union City and Hayward as needing bicycle and pedestrian improvements to enhance the connectivity between the east and west sides of I-880.
- There is no designated bicycle facility along Whipple Road or Industrial Parkway at I-880, and the sidewalk along the north side of Whipple Road is narrow.
- The pavement condition of Whipple Road within the Caltrans right-of-way is degraded and is in need of major rehabilitation.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Enhances safety
- Improves local business access along Whipple Road
- Improves bicycle and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway

INTERSTATE 880 INTERCHANGE IMPROVEMENTS (WHIPPLE RD/INDUSTRIAL PKWY SW AND INDUSTRIAL PKWY WEST)



Renderings of the project areas for the Feasibility Study.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE/Environmental)

- Feasibility Study was completed in May 2016.
- Project Study Report-Project Development Support(PSR-PDS) was completed in August 2018.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, and the cities of Hayward and Union City

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$1,000
PE/Environmental	\$5,250
Final Design (PS&E)	\$15,250
Right-of-Way	\$20,000
Construction	\$148,500
Total Expenditures	\$190,000

Note: Construction estimate is projected to the mid-year of construction, 2025.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$11,250
Federal	TBD
State	TBD
Local	TBD
TBD	\$178,750
Total Revenues	\$190,000

Note: Measure BB funding is subject to future Commission approval.

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2017	Summer 2018
PE/Environmental	Summer 2018	Summer 2020
Final Design	Fall 2020	Fall 2022
Right-of-Way	Fall 2020	Fall 2022
Construction	Summer 2023	Late 2025

Note: Project schedule subsequent to the preliminary engineering/ environmental phase is contingent on funding availability for future phases.