



I-880 North Safety and Operational Improvements at 23rd and 29th Avenues

MAY 2022

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the City of Oakland constructed operational and safety improvements on Interstate 880 (I-880) at 23rd and 29th Avenues in Oakland. The project improvements include:

- Replacement of the freeway overcrossing structures
- Safety improvements to the northbound on- and off-ramps
- Safety improvements to the freeway mainline
- Soundwall installation in the northbound direction between 29th and 23rd Avenues
- Modification of local streets
- Landscape enhancement

Phase 1 and **Phase 2** of this project were completed on May 31, 2017 and culminated with the opening of the new three-lane overcrossing replacement structure.

Phase 3: Construction of the northbound I-880 off-ramp to 29th Avenue was completed December 20, 2018.

Phase 4: Reconstruction of the 23rd Avenue overcrossing was completed and opened to traffic on November 10, 2018.

Phase 5: Reconstruction of the northbound I-880 off-ramp to 23rd Avenue was completed on May 25, 2019.

PROJECT NEED

- Interstate 880 is a major route for commuters and goods movement at all times of the day. In the vicinity of the 23rd Avenue and 29th Avenue interchanges, I-880 experiences high volumes and a high accident rate compared to similar freeways.
- The critical bottleneck was the close proximity between the 23rd and 29th Avenue interchanges, which results in short acceleration and weaving distances.
- Low vertical clearances of overcrossings and non-standard design of existing ramps also contributed to the need for safety and operational improvements.
- Between 26th and 29th Avenues, the bordering residential community and Lazear Elementary School experienced traffic noise due to a lack of freeway soundwalls.



PROJECT BENEFITS

- Ramp and intersection modifications at both interchanges increased safety and operations along the freeway as well as on local neighborhood roadways.
- The extended auxiliary lane along northbound I-880 provided a longer weaving section and reduce merging conflicts that result from speed differentials.
- Replacement of both 23rd and 29th Avenue overcrossing structures provided standard vertical clearance for freeway traffic and reduced collisions with the bridge structures. The new 29th Avenue overcrossing improved pedestrian and bicycle facilities. Bridge columns were reconfigured to allow for the widening of the I-880 mainline freeway and shoulders.
- A soundwall reduced noise impacts at the school and in the residential neighborhood.



29th Avenue off-ramp and roundabout and overcrossing structure.



Aerial view of the 29th Avenue off-ramp and roundabout.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Closeout

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Oakland

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

PE/Environmental	\$5,945
Final Design (PS&E)	\$9,767
Right-of-Way/Utility	\$15,286
Construction	\$80,090
Total Expenditures	\$111,088

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$8,000
Measure B	\$4,920
Federal	\$1,787
State	\$79,989
Regional	\$12,300
Local	\$4,092
Total Revenues	\$111,088

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	November 2007	April 2010
Final Design	April 2010	May 2013
Right-of-Way/Utility	May 2010	Winter 2018
Advertisement/Award	August 2013	April 2014
Construction	July 2014	May 2019
Plant Establishment	May 2019	May 2020
Closeout	May 2020	June 2023

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