



# Interstate 80/Ashby Avenue (SR-13) Interchange Improvements

JANUARY 2023

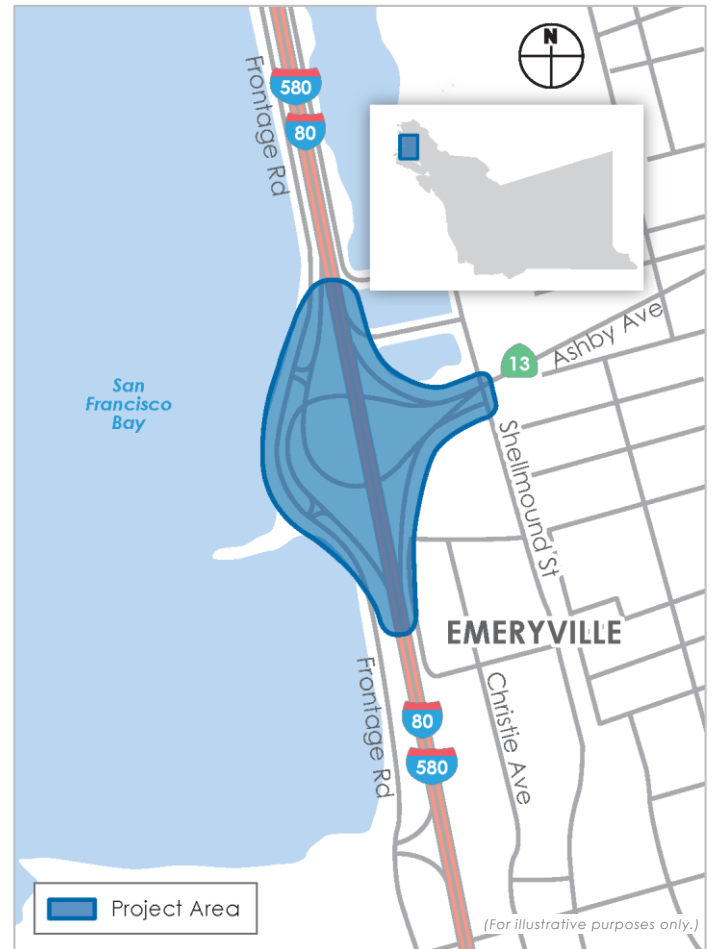
## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, proposes to reconstruct the I-80/ Ashby Avenue interchange to improve accessibility, safety, traffic flow, and bicycle and pedestrian facilities. These improvements are intended to provide traffic congestion relief and enhanced mobility at this critical access point and important intersection of regional transportation routes. The project will also provide multimodal transport options, while improving community connectedness, including connectivity to the existing Bay Trail. This project was approved by Alameda County voters in 2014 under Measure BB and represents a direct investment in regional infrastructure and economic development. It will provide a direct connection between westbound Interstate 80 (I-80) and Emeryville by way of Shellmound Street. Improvements will include:

- A new bridge to replace existing bridges
- A new interchange form with connections to Shellmound Street and Frontage Road
- Provision of bicycle and pedestrian access over the I-80 freeway at the Ashby Avenue interchange

## PROJECT NEED

- The existing I-80/Ashby interchange provides no access to Shellmound Street to/from westbound I-80 nor from Shellmound Street to Frontage Road.
- All westbound traffic to access Emeryville must use the Powell Street interchange.
- There is no direct pedestrian and bicyclist access to the Bay Trail from Shellmound Street.



## PROJECT BENEFITS

- Improves mobility and reduces congestion on Ashby Avenue at the I-80/Powell Street interchange and at the intersection of Ashby Avenue and 7th Street
- Provides safe access for pedestrians and bicyclists to connect across I-80, linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park
- Replaces existing bridges and provides multimodal transport options with another bicycle and pedestrian overcrossing, improving community connectedness and connectivity to the existing Bay Trail

# INTERSTATE 80/ASHBY AVENUE (SR-13) INTERCHANGE IMPROVEMENTS



Aerial view of I-80/Ashby Avenue (SR-13) interchange.



Aerial view rendering of the separated bicycle and pedestrian bridge at the I-80/Ashby Avenue (SR-13) interchange.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Concurrent Project Approval/Environmental

Document (PA&ED) and Final Design

- A public scoping meeting was held on May 22, 2019.
- Draft Environmental Document (DED) was circulated for 45-day public review beginning December 15, 2021 through January 31, 2022.
- Project Approval and Final Environmental Document (PA&ED) is anticipated in mid-2023.
- Final Design phase activities commenced in August 2022

## PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Berkeley and Emeryville

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

|                                  |                  |
|----------------------------------|------------------|
| Scoping/PE/Environmental         | \$5,850          |
| Final Design (PS&E) <sup>1</sup> | \$12,200         |
| Right-of-Way/Utility             | \$3,000          |
| Construction <sup>2</sup>        | \$136,000        |
| <b>Total Expenditures</b>        | <b>\$157,050</b> |

<sup>1</sup>The final design phase includes right-of-way support.  
<sup>2</sup>The construction phase includes construction support.

## FUNDING SOURCES (\$ X 1,000)

|                       |                  |
|-----------------------|------------------|
| Measure BB            | \$52,000         |
| Federal               | \$0              |
| State                 | \$50             |
| Local (Other)         | \$0              |
| TBD                   | \$105,000        |
| <b>Total Revenues</b> | <b>\$157,050</b> |

## SCHEDULE BY PHASE

|   | Begin       | End         |
|---|-------------|-------------|
| Preliminary Engineering/<br>Environmental | Fall 2017   | Mid 2023    |
| Final Design                              | Summer 2022 | Early 2025  |
| Right-of-Way                              | Fall 2022   | Fall 2024   |
| Construction                              | Late 2025   | Spring 2028 |

Note: Schedule subject to funding availability.

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