



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

SPRING 2025

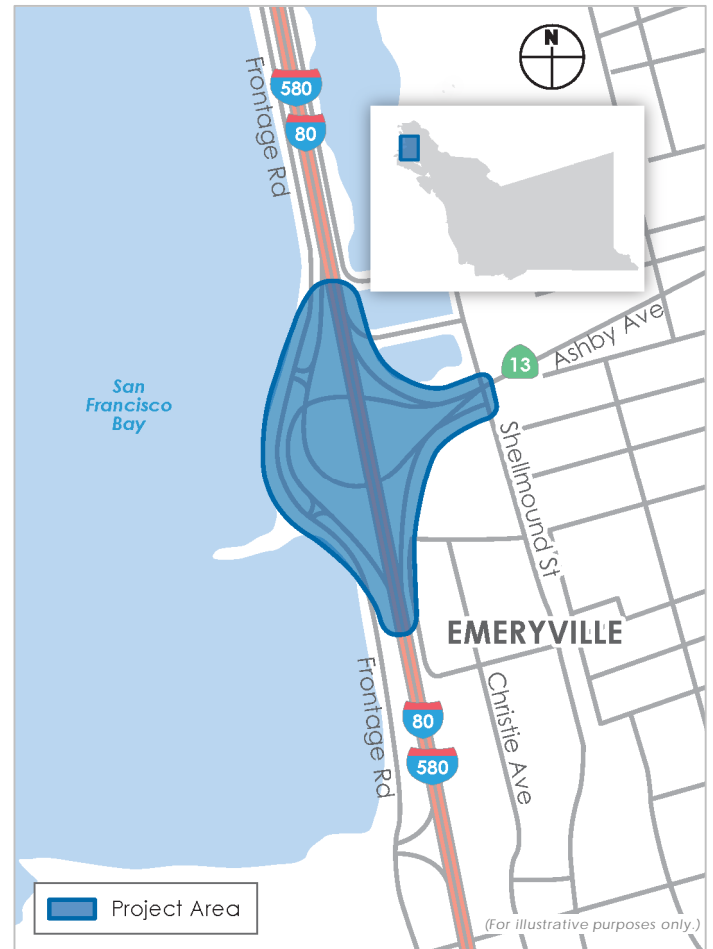
PROJECT OVERVIEW

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

- Modernizes infrastructure to improve mobility and reduce congestion
- Improves safety by creating a dedicated crossing over I-80 for non-vehicle travel that reduces conflicts
- Supports efficient and reliable goods movement and reduces diverted freight traffic on local streets by improving clearance for freight vehicles on I-80
- Improves connectivity for families and communities by providing direct access between residential neighborhoods and the San Francisco Bay Trail, which connects to multiple parks, commercial and employment centers.



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.

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

Scoping/PE/Environmental	\$5,850
Final Design (PS&E) ¹	\$12,250
Right-of-Way/Utility	\$3,000
Construction ²	\$136,000
Total Expenditures	\$157,100

¹The final design phase includes right-of-way support.
²The construction phase includes construction support.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$10,242
TBD	\$146,858
Total Revenues	\$157,100

STATUS

Implementing Agency: Alameda CTC

Current Phase: Concurrent Right-of-Way and Final Design

- Final Environmental Document was approved on December 28, 2023.
- The project was approved on January 12, 2024.
- Project construction will be phased to advance near-term improvements. Please see [the project Fact Sheet tab](#) for additional information on Phase 1 improvements.

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	Fall 2017	Early 2024
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Berkeley and Emeryville

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