



Interstate 80/Ashby Avenue (SR-13) Interchange Improvements, Phase 1 (BPOC) Project

SPRING 2025

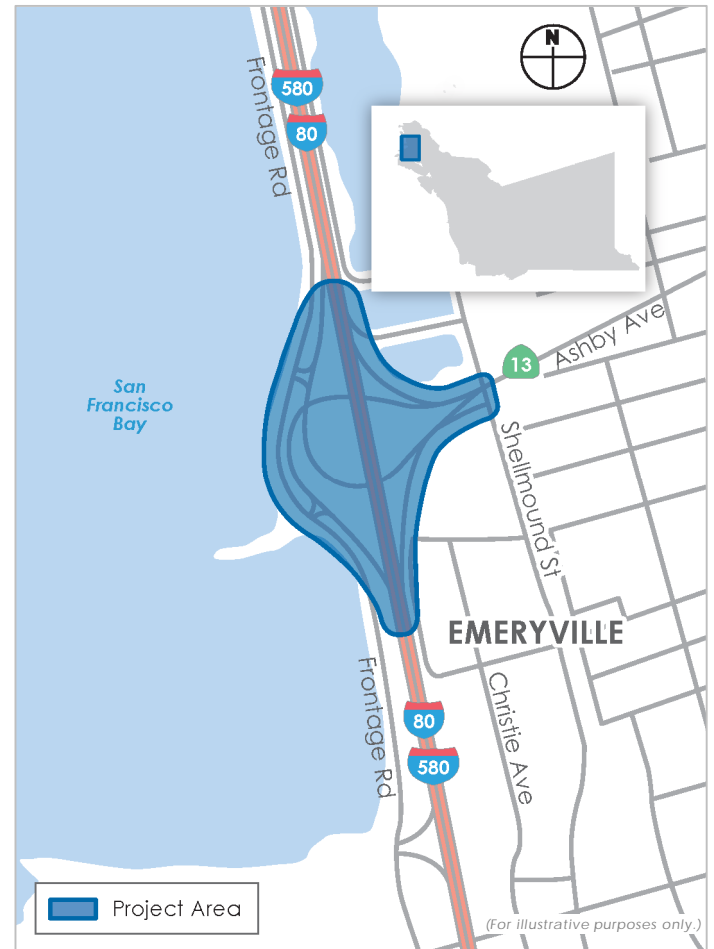
PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, is proposing to construct a Bicycle and Pedestrian Overcrossing (BPOC) structure across Interstate 80 (I-80) to advance the bicycle and pedestrian facility improvements as Phase 1 of the I-80/Ashby Avenue (SR-13) Interchange Improvements project. The proposed Phase 1 - BPOC Project improvements will provide multi-modal transport options, by providing an east-west connection across I-80, including connectivity to the existing Bay Trail and Point Emery. In April 2024, via a public process, the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) was amended to advance Phase 1 improvements. The Phase 1 - BPOC Project improvements will include:

- Construction of a stand-alone overcrossing structure to provide east-west bicycle and pedestrian access across I-80 from facilities east of the interchange to the Bay Trail and Point Emery
- Modifying Frontage Road and I-80 on- and off-ramps near Point Emery

PROJECT NEED

- There is no direct pedestrian and bicyclist access to the Bay Trail from Shellmound Street.



PROJECT BENEFITS

- Improves safety by creating a dedicated crossing over I-80 for non-vehicle travel that reduces conflicts
- Improves connectivity by providing direct access between residential neighborhoods and the San Francisco Bay Trail, which connects to multiple parks, commercial and employment centers
- Creates a shared bicycle and pedestrian facility that is comfortable and accessible for families and people of all ages and abilities.

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



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



A sample stand-alone bicycle and pedestrian bridge.

STATUS

Implementing Agency: Alameda CTC

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

- Final Design phase activities commenced in July 2024.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Berkeley and Emeryville

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

Final Design (PS&E) ¹	\$8,877
Right-of-Way/Utility	\$0
Construction ²	\$41,000
Total Expenditures	\$49,877

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

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$41,758
Federal	\$50
State	\$50
Local (Other)	\$8,019
Total Revenues	\$49,877

SCHEDULE BY PHASE

	Begin	End
Final Design*	Summer 2024	Early 2027
Construction*	Late 2027	Early 2029

*Reflects Phase 1 Project near-term bicycle and pedestrian improvements.

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