



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

SUMMER 2025

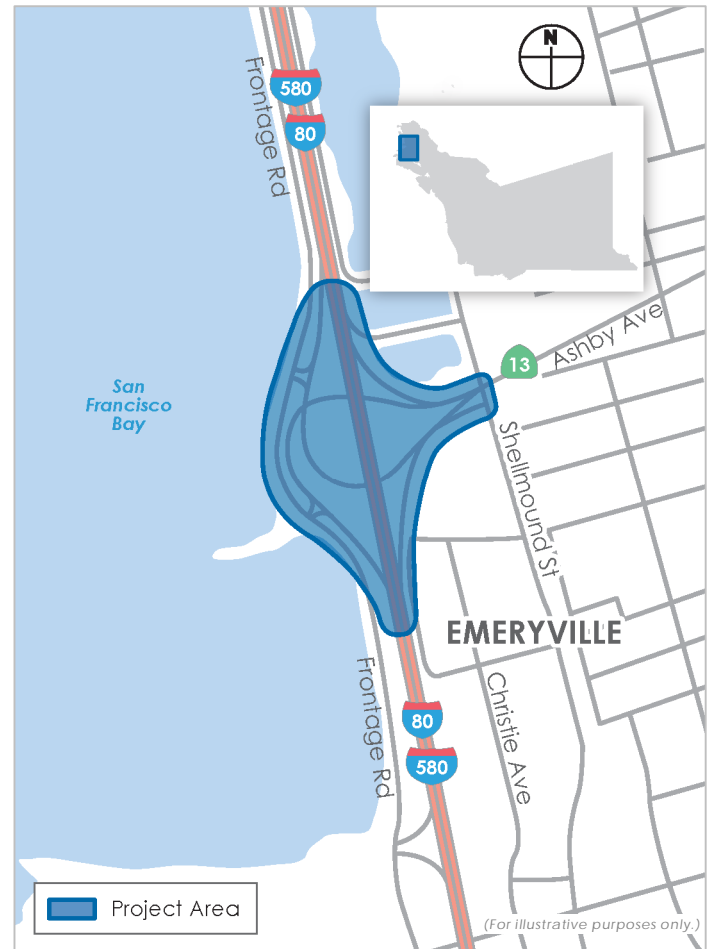
## PROJECT OVERVIEW

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 non-vehicle 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.



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.
- Continually seeking consensus on Project design elements

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Berkeley and Emeryville

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

Final Design (PS&E) <sup>1</sup>	\$8,670
Right-of-Way/Utility	\$3,000
Construction <sup>2</sup>	\$38,330
Total Expenditures	\$50,000

<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	\$41,501
Federal	\$50
State	\$50
Local (Other)	\$8,399
Total Revenues	\$50,000

SCHEDULE BY PHASE

	Begin	End
Final Design*	Summer 2024	Late 2027
Construction*	Summer 2028	Late 2030

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

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