



# Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

SPRING 2026

## Project Overview

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange and Industrial Parkway West interchange, including:

- A northbound off-ramp to Industrial Parkway West
- A southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp
- Bridge reconstruction over I-880
- Surface street improvements and realignment

Due to their close proximity, improvements at both interchanges are being developed as a single project.



Aerial map of project location. (For illustrative purposes only.)

## Project Need

- I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few movements experiencing high delay during a.m. and p.m. peak hours.
- Observed queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline.
- The Whipple Road–Industrial Parkway Southwest interchange was identified by the cities of Union City and Hayward as needing bicycle and pedestrian improvements to enhance the connectivity between the east and west sides of I-880.
- There is no designated bicycle facility along Whipple Road or Industrial Parkway at I-880, and the sidewalk along the north side of Whipple Road is narrow.
- The pavement condition of Whipple Road within the Caltrans right-of-way is degraded and is in need of major rehabilitation.

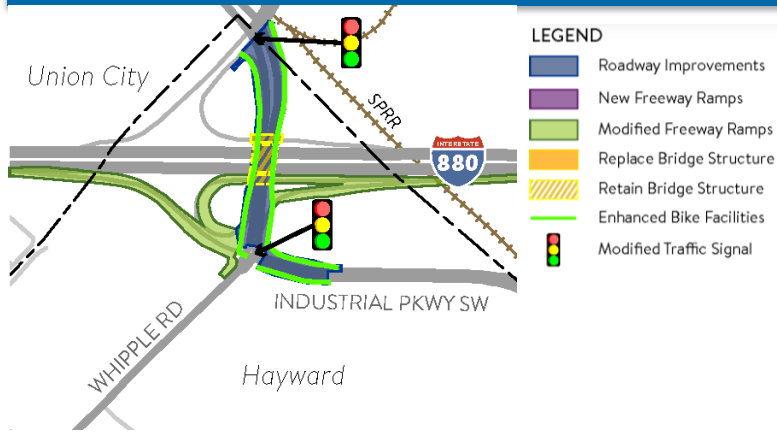
## Project Benefits

- **Strengthens goods movement** along the I-880 corridor—part of the National Primary Freight Network—improving access to major industrial, warehousing, and commercial centers
- **Improves freeway access and supports economic growth** by easing travel for workers, freight, and businesses
- **Relieves congestion** at freeway interchanges, enhancing traffic flow and reducing delays
- **Enhances safety for all users** through better roadway design and upgraded connections
- **Improves local business access** along Whipple Road, supporting corridor vitality
- **Modernizes transit connections** to and from I-880, expanding travel options for workers and residents
- **Improves bicycle and pedestrian access** across the freeway, increasing connectivity and safety



## Design Alternatives

### Design Variation – Retain Existing Bridge Structure

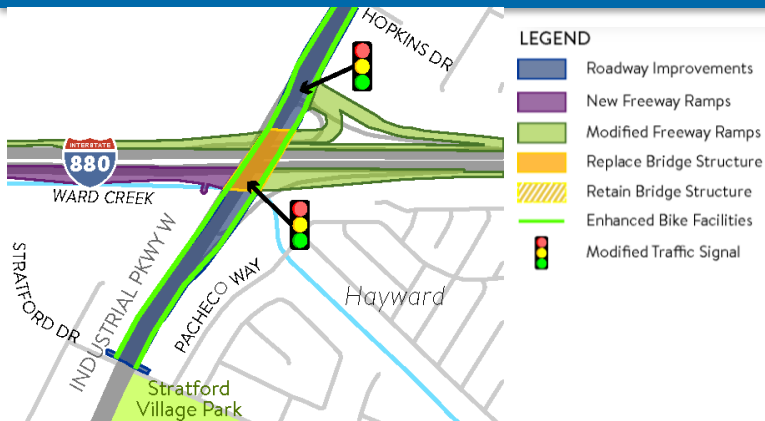


Whipple Road Interchange

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

Planning/Scoping	\$925
PE/Environmental	\$5,025
Final Design (PS&E)	\$15,600
Right-of-Way	\$30,000
Construction	\$198,450
<b>Total Expenditures</b>	<b>\$250,000</b>

### Tight Diamond/Partial Cloverleaf Hybrid



Industrial Parkway Interchange

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

Measure BB	\$104,000
Federal	TBD
State	\$50
Local	TBD
TBD	\$145,950
<b>Total Revenues</b>	<b>\$250,000</b>

Note: Measure BB funding is subject to future Commission approval.

## Status

**Implementing Agency:** Alameda CTC

**Current Phase:** Plans, Specifications and Estimate (PS&E)

- Final Environmental Document was approved on September 20, 2022.
- Final Project Report was approved on October 3, 2022.

## Partners and Stakeholders

Caltrans, Alameda CTC, and the cities of Hayward and Union City

### SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2017	Summer 2018
PE/Environmental	Summer 2018	Summer 2022
Final Design	Summer 2022	TBD
Right-of-Way	Summer 2022	TBD
Construction	TBD	TBD

Note: Project construction schedule is contingent on funding availability.