



Oakland Alameda Access Project

MARCH 2022

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. An alternative that best meets the project's purpose and need has been selected. This alternative has been documented in the Final Environmental Document and is being carried into the final design phase, which commenced in February 2022.

PROJECT NEED

- Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect and access to/from the cities of Oakland and Alameda is circuitous
- Oakland Chinatown has a high volume of pedestrian activity and experiences substantial vehicle-pedestrian conflicts
- The I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District



PROJECT BENEFITS

- Improves multimodal safety and reduces conflicts between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods and the City of Alameda
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods



Aerial view of Oakland Alameda Access Project.



Rendering of 6th and Webster Streets

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design—Plans, Specifications and Estimates (PS&E)

Environmental Document: Environmental Impact Report/ Environmental Assessment

- Final Environmental Document approved on August 16, 2021
- Final Project Report approved on February 2, 2022

PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

www.alamedactc.org/oakland-alamedaproject

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$11,729
Final Design (PS&E)	\$12,000
Right-of-Way	\$5,966
Construction	\$98,033
Total Expenditures	\$129,900

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$73,445
Measure B	\$8,101
Federal	\$0
State	\$50
Regional	\$0
TBD	\$48,304
Total Revenue	\$129,900

SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Early 2022
Final Design	February 2022	Summer 2024
Right-of-Way	Early 2022	Summer 2024
Construction	Early 2025	Late 2027

Note: Information on this fact sheet is subject to periodic updates. Schedule assumes just-in-time funding.