



# Statement of Reaffirmation

## SR 77 Transportation Concept Report

### District 4

### June 2017

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District 4 System and Regional Planning began developing Transportation Concept Reports (TCRs) prior to Headquarters' commitment to the Department of Finance on TCR delivery and used a format different from Headquarters' 2012 TCR Guidelines and Template. A pre-2012 TCR defines the concept of a State owned/operated/maintained facility, projecting to a 25-year Planning horizon. It describes corridor characteristics such as the existing multimodal transportation network, land use as well as projected long-range corridor travel needs. These TCRs were designed for corridors with low complexity and represent a statement by Caltrans on what the future facility should be to better manage projected travel demand and other considerations such as interregional needs, Goods Movement, system preservation, stewardship and local concerns.

The SR 77 TCR was developed pursuant to Government Code 65086, which states that "the Department of Transportation as owner-operator of the State Highway System (SHS) shall carry out long-term planning to identify future highway improvement." It was informed by Caltrans statutes, policies and directives, along with local and regional partnership input and corridor analyses. Also used in the development of the concept were the Transportation System Development Plan (which has subsequently been replaced by the District System Management Plan Project List), California Transportation Plan, Regional Transportation Plan, Interregional Transportation Strategic Plan, Caltrans Traffic Operations strategies, Caltrans Freeway Agreements, and other regionally and locally approved transportation plans.

Development of the SR 77 TCR represented a cooperative planning effort that was dependent upon the participation and cooperation of key internal and external stakeholders. Caltrans Traffic Operations, Design, Transit and Community Planning, other functional units and external Stakeholders such as county Congestion Management Agencies (CMAs), counties and cities along the corridor have provided essential information, advice, and feedback during the preparation of this document.

The SR 77 TCR covered the majority of the topical areas required in the new TCR format. More importantly, the document's 25-year Corridor Concept that reflected statutes at the time (including Assembly Bill 32 and Senate Bill 375) conforms to current laws, regulations and Caltrans policies, and therefore still remains valid. While many short-term strategies recommended by the document may have already been or are currently being implemented, the remaining 25-year corridor strategies, especially those long-term recommendations that focus on system management and operations and multimodal improvements, are consistent with Caltrans Mission, Vision, Goals and Objectives as well as the Strategic Management Plan 2015-2020.

This Statement reaffirms the 25-year Corridor Concept as well as the long-term recommended strategies to help achieve the Concept as described in the SR 77 TCR. During the next phase of Corridor Planning,

Caltrans District 4 System and Regional Planning will work with Headquarters Division of Transportation Planning to revamp the System Planning program, identify new System Planning products and establish new formats/templates for corridor planning documents. The 25-year concept for each corridor will be revisited and updating documents developed prior to 2012 will be one of the high priorities. It is our goal that the new and improved products and formats will strategically accommodate document updates, address new SHOPP Asset Management requirements, and support further enhanced coordination and collaboration with internal and external stakeholders.

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## CALTRANS MISSION, VISION & GOALS

### MISSION:

Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

### VISION:

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork.

### GOALS:

**Safety and Health** - Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

**Stewardship and Efficiency** – Responsibly manage California's transportation-related assets.

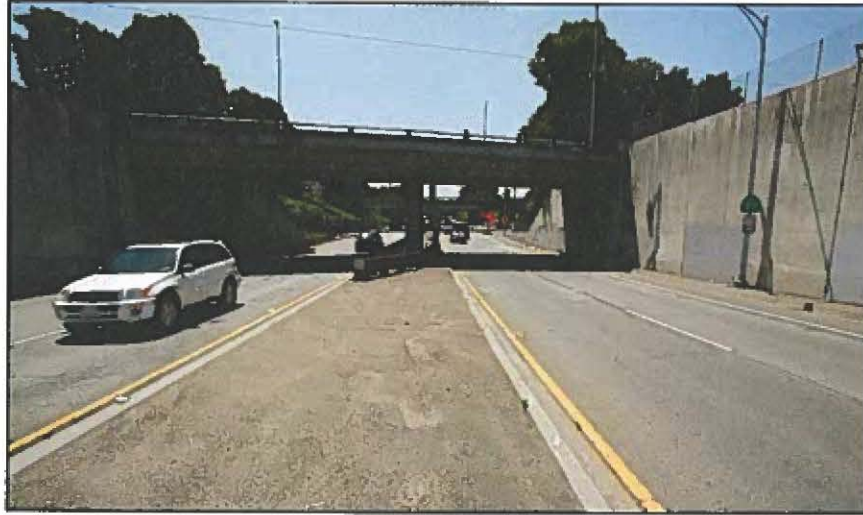
**Sustainability, Livability and Economy** - Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

**System Performance** - Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

**Organizational Excellence** - Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.



# STATE ROUTE 77 TRANSPORTATION CONCEPT REPORT (TCR)



The Transportation Concept Report (TCR) is a Caltrans long range planning document that informs the regional transportation planning process. The TCR provides information regarding route segments, including high priority projects for the highway through 2035, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

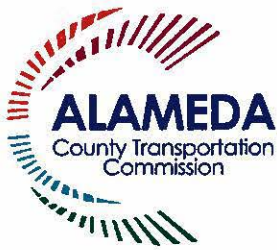
### Approvals:

  
\_\_\_\_\_  
LEE TAUBENECK  
California Department of Transportation  
District 4 Deputy Director  
Planning and Local Assistance

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
BIJAN SARTIPI  
California Department of Transportation  
District 4 Director

  
\_\_\_\_\_  
Date



**Commission Chair**  
Mark Green, Mayor - Union City

September 20, 2011

**Commission Vice Chair**  
Scott Haggerty, Supervisor - District 1


Bijan Sartipi, District Director  
California Department of Transportation, District 4  
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**AC Transit**  
Greg Harper, Director

**Alameda County Supervisors**  
Nadia Lockyer - District 2  
Wilma Chan - District 3  
Nate Miley - District 4  
Keith Carson - District 5

**SUBJECT:** Letter of Support for the Transportation Concept Report (TCR) for State Route 77 (SR-77)

**BART**  
Thomas Blalock, Director

Dear Mr. Sartipi: 

**City of Alameda**  
Rob Bonta, Vice Mayor

The Alameda County Transportation Commission (Alameda CTC) is writing to express support of the Transportation Concept Report (TCR) for State Route 77 (SR-77) prepared by District 4 System Planning staff. We have reviewed the SR-77 TCR, and concur with its assessment and future facility concept. This collaborative planning document, which included the City of Oakland, will be useful to the Alameda County Transportation Commission by better informing the planning process and related activities regarding this route, especially in light of the on-going Countywide Transportation Plan update.

**City of Albany**  
Farid Javandel, Mayor

**City of Berkeley**  
Laurie Capitelli, Councilmember

**City of Dublin**  
Tim Sbranti, Mayor

**City of Emeryville**  
Ruth Atkin, Councilmember

**City of Fremont**  
Suzanne Chan, Vice Mayor

We look forward to working with you on future system planning efforts to develop a collaborative vision for elements of the State Highway System in our jurisdiction. If you have any questions regarding this matter, please contact Beth Walukas, Alameda CTC Deputy Director of Planning at 510/208-7405 or [bwalukas@alamedactc.org](mailto:bwalukas@alamedactc.org)

**City of Hayward**  
Olden Henson, Councilmember

**City of Livermore**  
Marshall Kamena, Mayor

**City of Newark**  
Luis Freitas, Vice Mayor

Sincerely,

**City of Oakland**  
Councilmembers  
Larry Reid  
Rebecca Kaplan



ARTHUR L. DAO

**City of Piedmont**  
John Chiang, Vice Mayor

**City of Pleasanton**  
Jennifer Hosterman, Mayor

Executive Director  
Alameda County Transportation Commission

**City of San Leandro**  
Joyce R. Starosciak, Councilmember

**Executive Director**  
Arthur L. Dao

Cc: Erik Alm, Caltrans District 4  
John McKenzie, Caltrans District 4  
Bruce Williams, City of Oakland  
Beth Walukas, Deputy Director of Planning  
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation  
Stewart Ng, Deputy Director of Programs and Projects

## Stakeholder Acknowledgement

District 4 is pleased to acknowledge the time and contributions of stakeholders and partner agencies to this TCR. Development of system planning documents such as this one is dependent upon the participation and cooperation of key stakeholders. This TCR represents a cooperative planning effort for SR 77. Representatives of the Alameda County Transportation Commission (Alameda CTC) and the City of Oakland provided essential information, advice and feedback for the preparation of this document.

This TCR will be posted on the Caltrans District 4 System Planning website at:  
<http://www.dot.ca.gov/dist4/systemplanning/>

## Document Preparation

This SR 77 Transportation Concept Report was prepared by:

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System Planning East Branch

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System Planning East Branch

**Please contact below for any questions about this TCR:**

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## Transportation Concept Report Contents

The following pages provide an overall route description and summary information on each route segment. Each summary includes a segment map, a segment overview and data tables. A list of future projects for each segment is also included. These projects are separated into three categories:

1. **Programmed**—projects included in the State Transportation Improvement Program (STIP), State Highway Operations and Protection Plan (SHOPP), or Transportation Improvement Program (TIP);
2. **Planned**—projects included in an approved Regional Transportation Plan (RTP);
3. **Conceptual**—projects not yet included in a planning or programming document, but are recommended to maintain mobility and access along the segment.

Project listings include a brief description and estimated completion year.

## State and Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local agencies, collaboratively planned, developed and implemented through the regional transportation planning and project development process. Such improvements will provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. Developments affecting this route and the regional State Highway System may necessitate that local jurisdictions provide nexus-based, proportional fair-share funding for future highway improvements.

# State Route 77 Segment Map

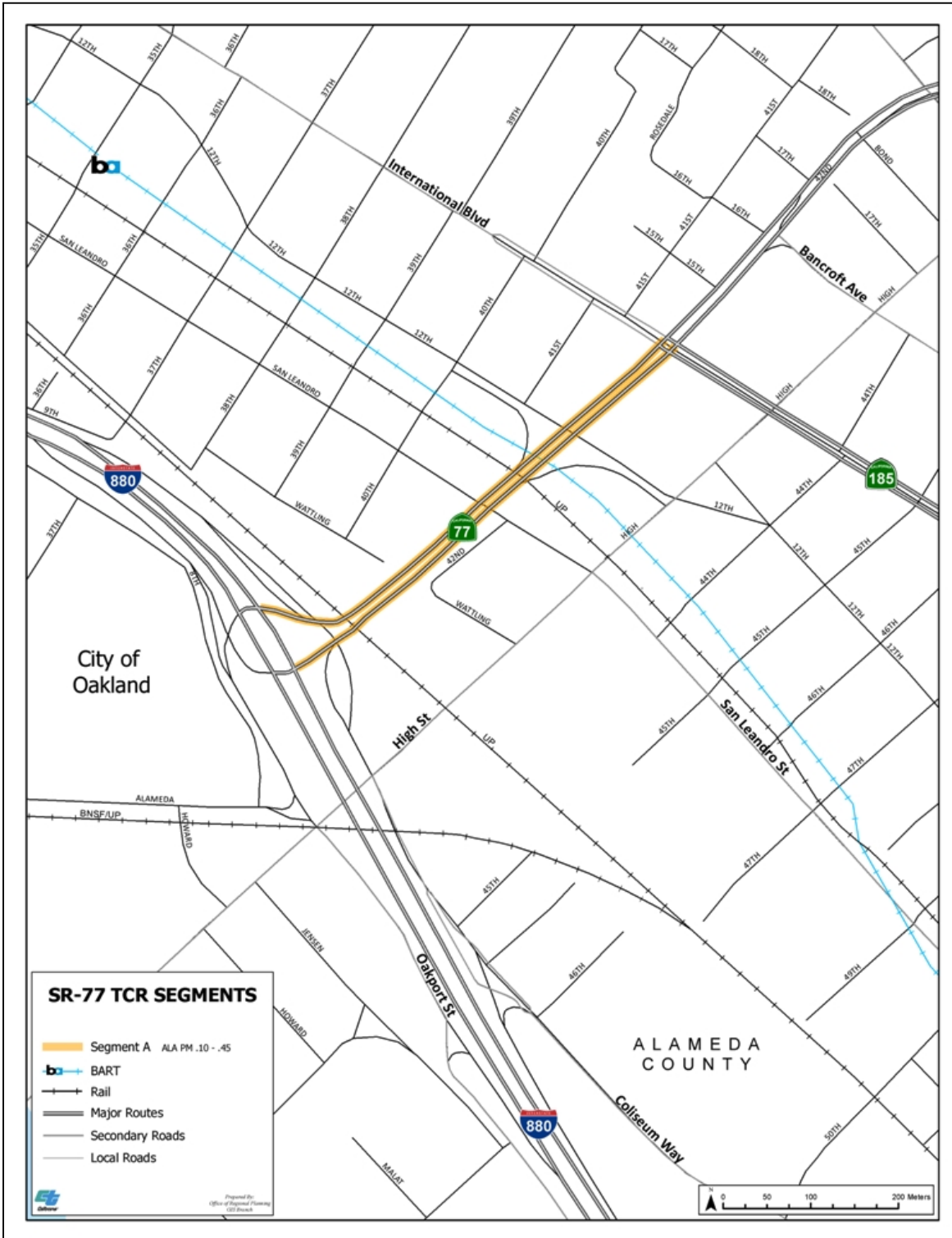


Figure 1. SR 77 Segment Map.

## State Route 77 Description

State Route (SR) 77 is a .35 mile long four-lane conventional highway facility with freeway on/off ramps, serving to connect SR 185 and I-880. The route begins at the I-880/ SR 77/High Street Interchange then proceeds north ending at SR 185 (International Blvd.) in the City of Oakland. The route consists of three segments:

**Segment A:** I-880 junction in Oakland to SR 185 (International Blvd.) – (ALA postmile 0.10 - .45)

**Segment B:** SR 185 (International Blvd.) to ALA/CC County Line (segment to remain unconstructed)

**Segment C:** ALA/CC County Line to Route 24 (segment to remain unconstructed)

Section 377 of the Highway and Streets Code provides the legislative description of SR 77, shown in Appendix A.

In 1974, Segment B of SR 77 was rescinded from the Freeway and Expressway System followed one year later (1975) by Segment C. Later in 1975 Segment B was deleted from the Freeway and Expressway System whereas Segment C remains in the Freeway and Expressway System. The 1985 Caltrans Route Corridor Report (RCR) acknowledges this change in the route describing it as a single segment beginning at I-880 and ending at SR 185 with segments B and C remaining unconstructed.

Land use along the constructed route is characterized by small clusters of residential mixed among manufacturing, storage, commercial and retail land uses. SR 77 serves goods movement traffic between areas of economic activity in the City of Oakland, providing access to the interstate system via I-880 in proximity to the Port of Oakland. Some 2.5% of the traffic on SR 77 is truck movements. Of these trucks 21.65% are 5 axle trucks. In 2009 the modal split in the City of Oakland is 57.5% SOV, 11.9% HOV, 16.9% Transit 4.4% Bike/Pedestrian.

During the next twenty-five years traffic on the route is expected to increase by 22%. Short term improvements planned include seismic retrofitting and reconfiguration of the I-880/SR 77/High Street interchange. Other projects/strategies recommended include pavement rehabilitation of I-880 between SR 77/High Street and 5<sup>th</sup> Avenue in the City of Oakland.

### SR 77 Intersection Data

Intersection	Signalized Y/N	Pedestrian Countdown Timer Y/N	Raised Median Y/N	Number of Lanes Crossed	Number of Marked Crossings
SR 77 Northbound E. 12 <sup>th</sup> St, off-ramp.	Y	N	N	2	2
SR 77 Southbound E. 12 <sup>th</sup> St. on-ramp.	N	N	N	2	1
High St./I-880 /SR 77 Northbound on-ramp	Y	N	N	4	2
SR 77 / SR 185-International Blvd.	Y	N	Y	5	4

Table 1. SR 77 Intersection Data.



There is no transit service along SR 77 from I-880, eastward until the intersection of SR 77 with SR 185 (International Blvd.). The junction of SR 77 and SR 185 is served by Alameda County (AC) Transit Local Routes 1, 14, 47 and 801 and Bus Rapid Transit 1R. These routes originate at Fruitvale and Bay Fair Bay Area Rapid Transit District (BART) stations; they traverse the intersection of SR 77 and SR 185 as part of their routes. AC Transit local routes (14 and 47) access the regional transit network at Fruitvale BART station with connections to AC Transit local lines (20, 21, 39, 51A, 62, and 339), Transbay line (O) and the BART Dublin-Pleasanton, San Francisco Airport (SFO)/Daly City and Fremont-Richmond lines. Figure 2 illustrates AC Transit stops in proximity to SR 77.

Non-motorized vehicles are prohibited along SR 77. While pedestrian access is available on the adjoining street connections with SR 77 on and off ramps and shared signalized intersections, there are no dedicated bicycle facilities on streets crossing or parallel to SR 77. Pedestrian and bicycle access across SR 77 is possible using the adjacent network of City of Oakland surface streets (such as 41<sup>st</sup>, 42<sup>nd</sup>, and San Leandro Avenues and 8<sup>th</sup> and 12<sup>th</sup> Streets). The class II and III bicycle facility on Bancroft Avenue and 39<sup>th</sup> Street provide cyclists with the ability to access destinations such as the Fruitvale District and the Cities of Alameda and San Leandro.

## Transit Stops Near SR 77

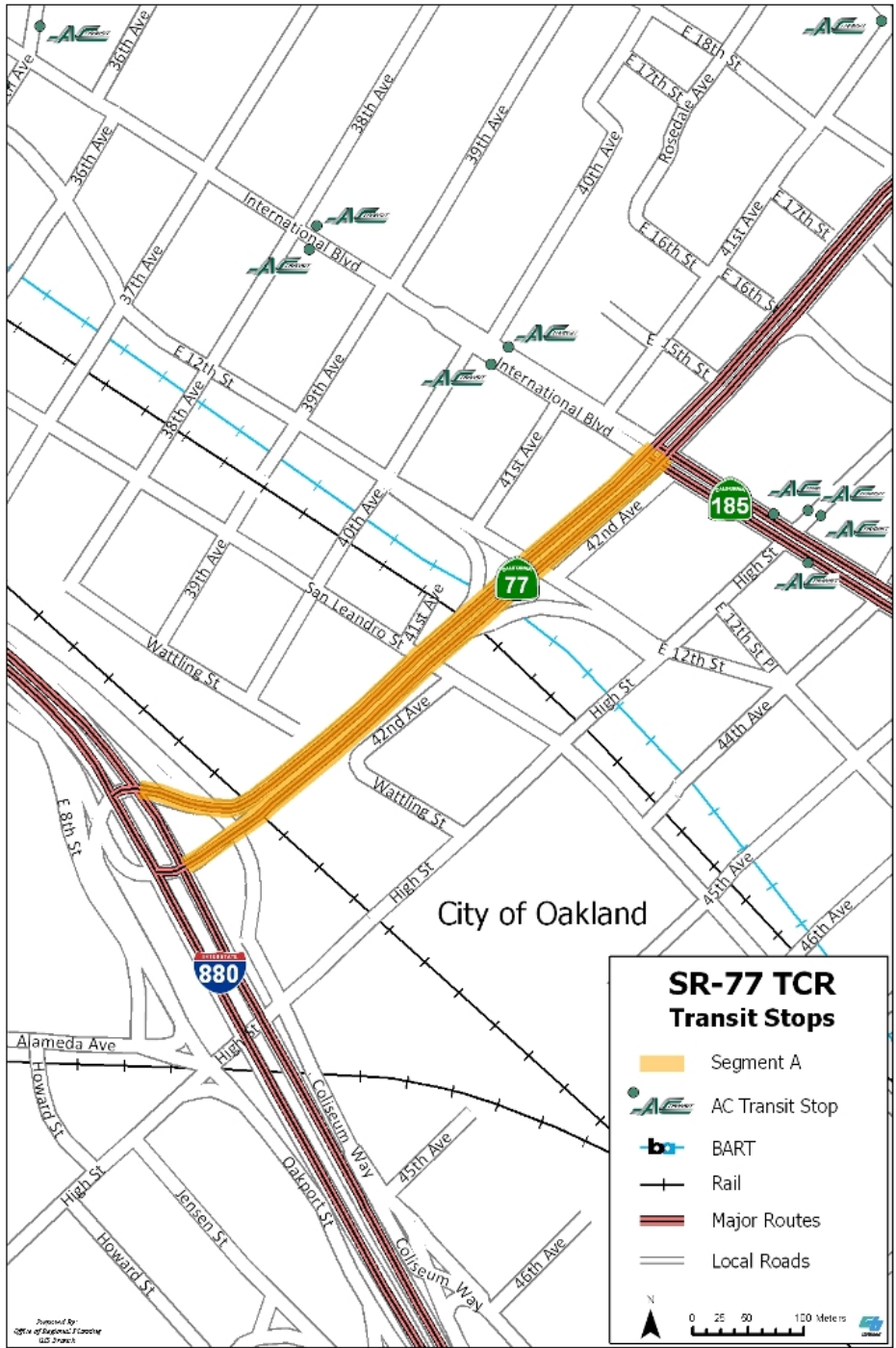


Figure 2. AC Transit stops near SR 77.

## State Route 77 TCR Summary and Traffic Data

Location					Forecasted Level Of Service (LOS) and Facility Type				
Segment	Description	County	Post Mile From	Post Mile To	Current LOS*	25-Year Future LOS**	25-Year Concept LOS	Existing Facility	Concept Facility
A	I-880 to SR 185 (International Blvd)	ALA	0.10	0.45	B (AM-EB)	D	D	4C	4C
B	SR 185 to ALA/CC County Line	ALA	0.45	5.35	NA	NA	NA	UNC	UNC
C	ALA/CC County Line to SR 24	CC	0.00	8.50	NA	NA	NA	UNC	UNC

Table 3a. SR 77 TCR Summary and Traffic Data.

Note: Facility Code C= Conventional F=Freeway NA=Not Applicable UNC=Unconstructed

\* Current LOS source: Alameda CTC 2010 LOS Monitoring Report

\*\*Level Of Service forecasts are extrapolated from the Metropolitan Transportation Commission (MTC) Travel Demand Model (TDM) projected twenty-five year growth in regional jobs and population without improvements.

Current Traffic Data--2009						2007 - 2010	Future Traffic Data--2035			
Segment	% of Trucks	Directional Split	Peak Hour Traffic WB	Average Daily Traffic	Volume Over Capacity	Collision Rate Index*	Directional Split	Peak Hour Traffic WB	Average Daily Traffic	Volume Over Capacity
A	2.53	68%	1,110	12,750	.73	-70%	51%	1,776	20,400	.87
B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
C	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Table 3b. SR 77 Summary and Traffic Data.

Note: NA=Not Applicable

\*Collision Rate Index: The percentage by which each segment's reported collisions rate (fatal, injury and property damage only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-year Caltrans Traffic Accident Surveillance and Analysis System data.

Between April 1st, 2007 and March 31st, 2010, there were a total of 4 accidents on SR 77; of these 1 involved a fatality and 1 one included an injury. These accidents were not located at any one location within the corridor.

## Environmental Factors

The environmental factors map (Figure 3) depicts environmental issues in the vicinity of SR 77. There are five bridges constructed before 1955 along the corridor; none of which are eligible to be listed on the National Register of Historic Places (NRHP)<sup>1</sup>. There are underground and submerged hazardous waste sites located at the eastern most segments of SR 77. The Fruitvale/Diamond, Transit Oriented Development Corridor Priority Development Areas (PDA) and East Bay Greenway Priority Conservation Area (PCA) are within the route's area of influence.

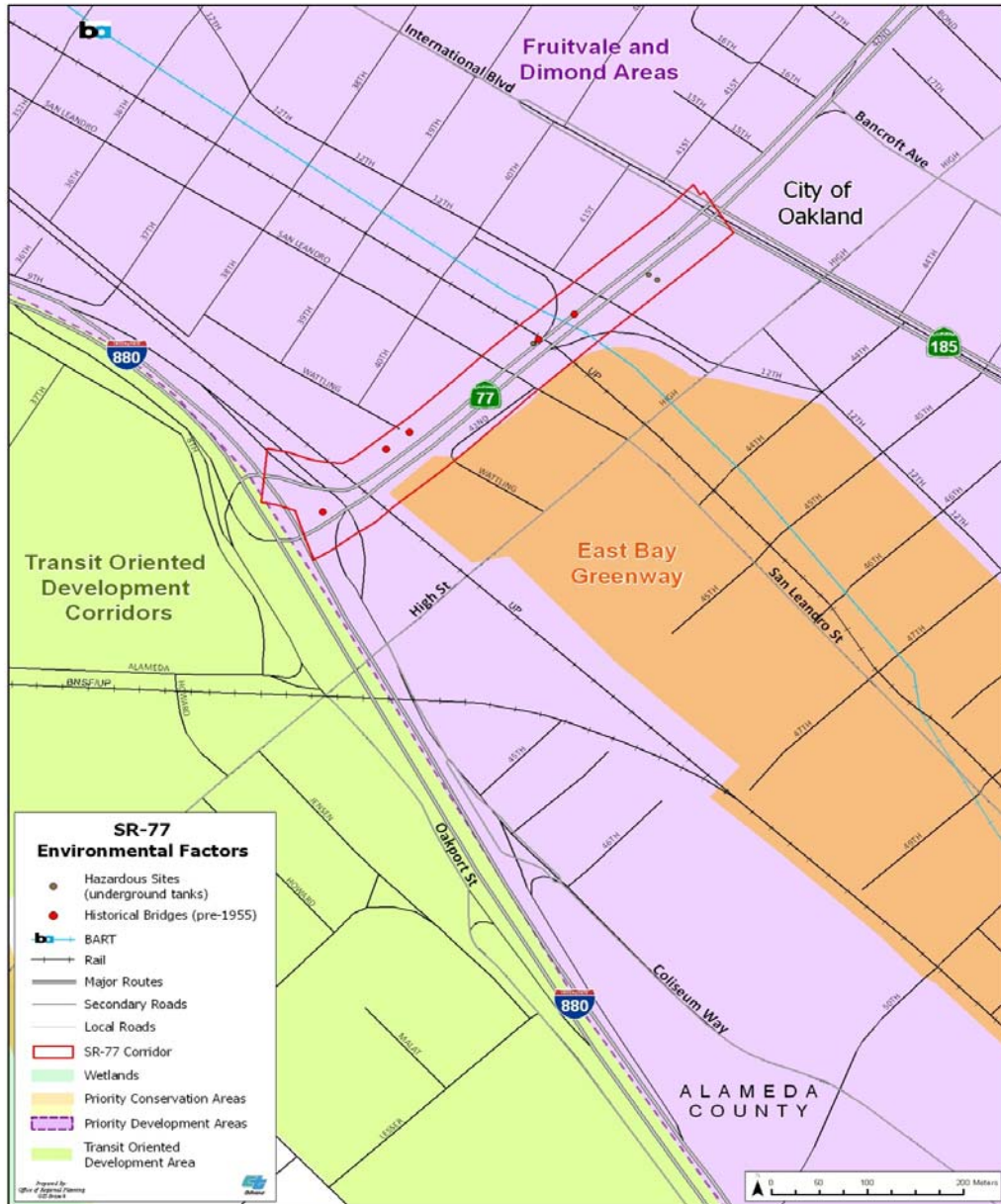


Figure 3, Environmental Factors map

<sup>1</sup> Source: Caltrans, 2005 Update of the Historic Bridge Inventory.

## SR 77 Sea Level Rise

The 2009 *Vulnerability of Transportation Systems to Sea Level Rise Preliminary Assessment* states that the SR 77 corridor would be impacted by a 55 inch rise in the sea level. Executive Order (EO) S-13-08 signed in November 2008. The EO directs state agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100. Although EO S-13-08 allows for some exemptions for routine maintenance projects and for projects programmed for construction through 2013, the intent is to plan ahead to assess project vulnerability and reduce anticipated risks associated with sea level.

Figure 4 on the next page shows a color-coded representation of vulnerability to inundation by average 100-year high-water levels for different amounts of sea level rise. Most of these areas are currently behind levees or other protective structures, and would only be inundated if those structures were to fail. Smaller areas shaded in light green, yellow, orange and red that correspond to areas at risk of inundation under different amounts of projected future sea level rise (50, 100, and 150 cm, relative to mean sea level in the year 2000). In the case of SR 77, even without sea level rise, in the event of a 100 year flood the route risks being inundated.

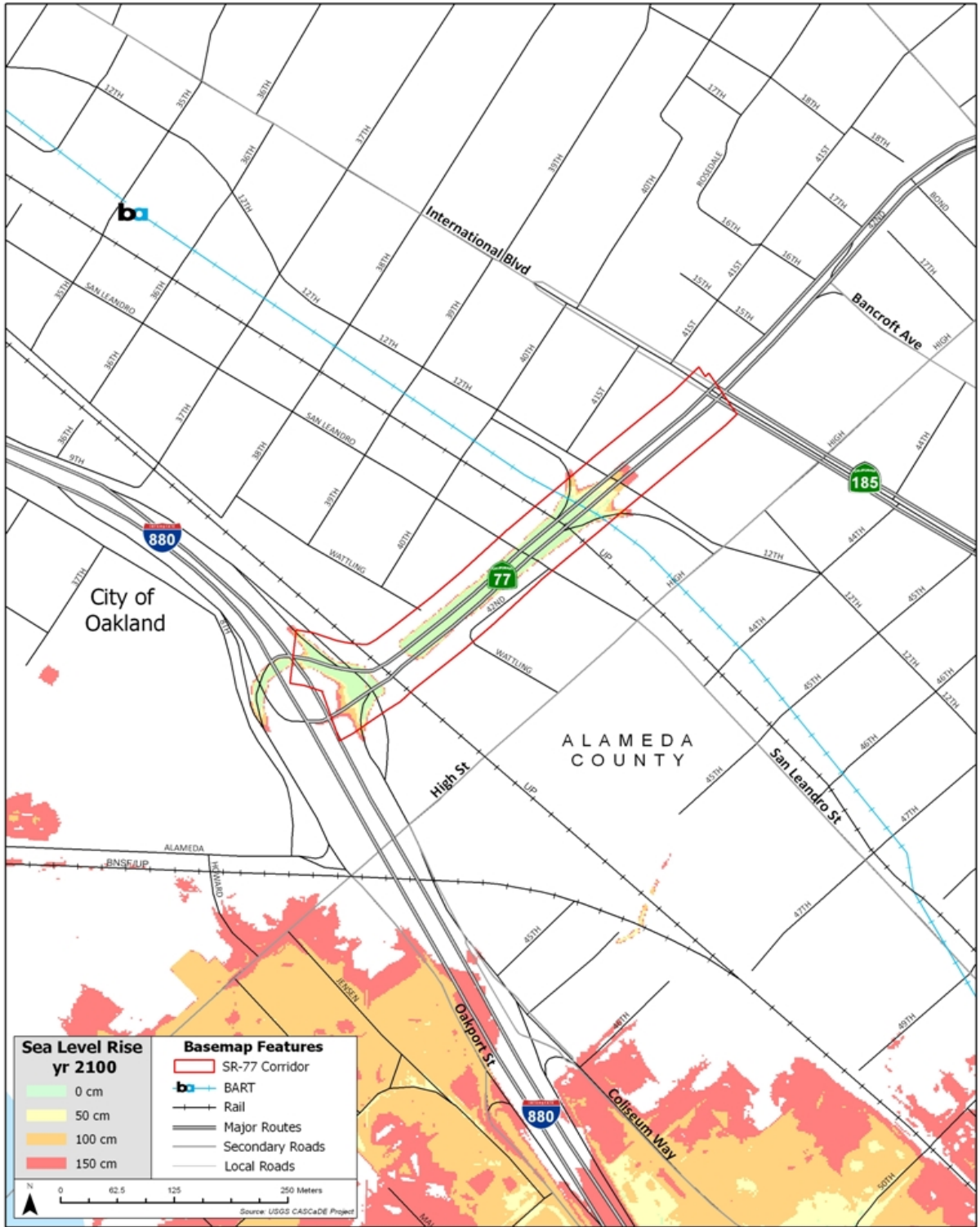


Figure 4, SR 77 Sea Level Rise map

## State Route 77 Corridor Issues

### Connectivity – Operations

The scope of the I-880/ SR 77/High Street interchange retrofit project in the City of Oakland includes improving the connectivity between I-880, High Street and SR 77. The current interchange limits SR 77 and I-880 off ramp capacity to one lane and constrains left turns onto connecting surface streets resulting in congestion at the surface streets intersections, the freeway connectors and ramp queues that back up on I-880 and SR 77. To alleviate this, the project will reconstruct the I-880/ SR 77/High Street as a split diamond interchange. The result will be that SR 77 will be extended under I-880 with the northbound and southbound I-880 on and off ramps connecting to this extension at two at grade intersections on either side of the I-880. This is expected to increase off and on ramp capacities at the intersections and regulate flow through the interchange thus reducing intersection and ramp congestion.

### Relinquishment / Re-Designation of SR-77

The Caltrans 1985 RCR notes that the City of Oakland suggested the Department support the elimination of SR 77 from the State Highway System and that segment A of SR 77 be re designated as part of SR 185.

Assembly Bill 2259 (1995-96) amends section 377 of the Highway and Streets Code in order to designate SR 77 as a Secondary Tier Route on the State Highway System. With this new designation SR 77 is further described as a route having local significance, whose adoption could be subject to relinquishment to an appropriate governmental agency other than the Department of Transportation.

In April 2005 Caltrans District 4 designated the constructed segment of SR 77 as a candidate for relinquishment. Discussions with the City of Oakland regarding their interest in relinquishment are pending.

### Deletion of Segment C from the State Highway System.

On July 17, 1975 the segment of SR 77 between unconstructed SR 93, near Moraga and SR 24 near the City of Lafayette via Bollinger Canyon Road was rescinded by the then State Highway Commission due to local opposition and the lack of funds to construct this segment of SR 77.

### Bicycle – Pedestrian

The I-880/SR 77/High Street interchange seismic retrofit project will improve pedestrian access but not bicycle access at the interchange. The pedestrian improvements to the I-880/SR 77/High Street interchange will include design standard width sidewalks, ADA ramps, crosswalks and pedestrian countdowns. The remaining pedestrian and bicycle crossings along and across the remainder of SR 77 corridor are not part of this seismic retrofit project.

### Right of Way

There is no unutilized right of way available beyond the existing facility as described.

## Highway Improvement Projects

### Programmed

- EA 16542: I-880/SR 77/High Street Interchange Retrofit Project. Scope includes replacing the existing I-880 mainline structure with new structures and reconfiguring the I-880/SR 77/High Street Interchange with at-grade intersections. Reconstruct frontage roads to accommodate structures. This project is funded with \$59 Million dollars in STIP funds. The project is currently under construction and is anticipated to be completed in Summer 2014.
- EA 1A6811: I-880 Roadway Rehabilitation between 5<sup>th</sup> Avenue and High Street (Phase I). Slab replacement from ALA 880 PM 28.22, High Street to PM 29.89, 5<sup>th</sup> Avenue including the SB off-ramp to 23<sup>rd</sup> Avenue/Kennedy Avenue and SB off-ramp to Embarcadero Way. This phase of the project is funded with \$5 Million dollars in SHOPP funds. The project is currently under construction and is anticipated to be completed in May 2012.
- EA 1A6821: I-880 Roadway Rehabilitation between 5<sup>th</sup> Avenue and High Street (Phase II). Crack Seal and overlay, concrete barrier installation, and ramp metering infrastructure from ALA PM 28.22, High Street to PM 28.25, Fruitvale Avenue and from PM 29.00, 23<sup>rd</sup> Avenue to PM 29.89, 5<sup>th</sup> Avenue, 23<sup>rd</sup> Avenue including the SB off-ramp at Kennedy Street and the SB off-ramp at Embarcadero Way. This phase of the project is funded with \$17.7 Million dollars in SHOPP funds. Estimated completion date April 2013.

### Planned

- I-880 Roadway Rehabilitation between 5<sup>th</sup> Avenue and High Street (Phase III). Crack seat and overlay, concrete barrier installation, and ramp metering infrastructure from ALA PM 28.51, Fruitvale Avenue to PM 28.66, 29<sup>th</sup> Avenue and from PM 28.66 29<sup>th</sup> Avenue to PM 29.00 23<sup>rd</sup> Avenue including the SB off-ramp at Fruitvale Avenue, SB on-ramp at 29<sup>th</sup> Avenue and the SB on-ramp from 23<sup>rd</sup> Avenue / Kennedy Street. It is anticipated that this phase of the project will be funded with \$10.0 Million dollars in future SHOPP funds.
- 12th Street Class 3 Arterial Bike Route across SR 77. The City of Oakland is currently working on marking and striping a segment of this facility to end at 40<sup>th</sup> Avenue.
- AC Transit Bus Rapid Transit (BRT) line along SR 185 between San Leandro, Oakland and Berkeley. The route will use SR-185 (International Boulevard) between San Leandro and Oakland crossing SR 77 at its junction with SR 185. Stops are planned for SR 185 and High and 39<sup>th</sup> Streets. Between Oakland and Berkeley the route will use Telegraph Ave.
- TIP ID ALA991081; 42<sup>nd</sup> Avenue (SR 77) & High Street Access Improvements. Local street improvements to improve local access and circulation including extending 42<sup>nd</sup> Avenue from the I-880 to Alameda Avenue. Its anticipated that this project will be funded with 15.9 Million dollars in TIP Funds.
- East Bay Greenway project; construct a series of Class I, II and III pedestrian and bicycle facilities between Oakland and Hayward along the BART elevated alignment. Project will include a Class II Bicycle facility crossing SR 77 along San Leandro Avenue.

### Conceptual

- Improve existing Bicycle-Pedestrian crossings along and across SR 77 (over and underpasses, and sidewalks) including Americans with Disabilities Act (ADA) ramps, crosswalk markings & pedestrian countdowns and safe havens east of the I-880/SR 77/High Street Interchange. Any future improvements to the SR 77 corridor will be subject to the policies set forth in California Department of Transportation Deputy Directive 64 (DD 64) Complete Streets and Federal Highway Design Manual.



## **State Route 77 Concept Rationale**

The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for a 25-year planning horizon. The future route concept for Segment A is to maintain the existing four-lane conventional facility while improving bicycle and pedestrian connections at the freeway on/off ramps. Planned and programmed interchange improvements are expected to address existing operational issues and provide an acceptable level of service.

Relinquishment of existing SR 77 is of interest to the District; the issue will be discussed with the City of Oakland. An alternative is re-designation of SR 77 as part of SR 185 following the deletion of the remaining unconstructed segments of SR 77 from the State Highway System. The District recommends pursuing deletion of the remaining unconstructed segments from the State Highway System by revising Section 377 of the Streets and Highways Code.

## **Appendix A: Legislative Description**

The Streets and Highway Code Section 377 documents the Legislative Description for State Route 77.

California Streets and Highways Code Section 377

Route 77 is from:

- (a) Route 880 near 42nd Avenue to a connection with Route 580 near High Street in Oakland.
- (b) Route 580 in Oakland to Route 24 near Lafayette.

## Appendix B: State Route 77 Freeway Agreements

A Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

The legislative intent for requiring Freeway Agreements is to obtain local agency support of local road closures, changes to the local circulation system, and to protect property rights and assure adequate service to the community. The agreements may be modified at any time by mutual consent of the parties involved as may become necessary. Table B1 lists the current Freeway Agreements along the SR 77 corridor.

Adopted Date	County	Post Miles	Description	Agreement With
7-30-2008	ALA	26.8/28.1	From Route 4 to North City Limits at Wilbur Ave.	<b>City of Oakland</b>
7-1-1991	ALA	0.10/.43	42 <sup>nd</sup> Avenue from junction with Route 880 to East 14 <sup>th</sup> Street	<b>City of Oakland</b>

Table B1. SR 77 Corridor Freeway Agreements.

## Appendix C: I-880 High Street SR 77 Interchange Seismic Retrofit Project

The project proposes to replace the High Street Overhead Structures on I-880. The Overhead consists of two parallel structures, one for each direction of travel. The project will reconfigure the State Route 77/42nd Avenue Interchange with I-880 to a partial diamond interchange with at-grade intersections.

