



Interstate 80/Gilman Street Interchange Improvement Project

MAY 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street



PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design - Plan, Specifications and Estimate Phase (PS&E).

- Project Study Report - Project Development Support (PSR-PDS) approved by Caltrans in October 2014
- Scoping open house held in April 2016
- Weekly/monthly workshops with stakeholders
- Consensus on pedestrian overcrossing location and Active Transportation Program elements
- Final project approval and environmental document completed in June 2019
- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

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

Planning/Scoping	\$794
PE/Environmental	\$4,809
Final Design (PS&E)	\$6,147
Right-of-Way/Utility	\$3,116
Construction	\$46,858
Total Expenditures	\$61,724

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$12,000
Federal	\$1,076
State (ATP) ¹	\$4,152
State (STIP) ^{2, 3}	\$41,484
Other (Local, State and EBMUD) ⁴	\$345
TBD	\$2,667
Total Revenues	\$61,724

¹ State funding includes the Active Transportation Program (ATP).

² State funding includes the State Transportation Improvement Program (STIP).

³ Includes STIP funding proposed for California Transportation Commission approval in March 2020.

⁴ Other funding includes local, state and East Bay Municipal Utility District (EBMUD) funding.

SCHEDULE BY PHASE⁵

	Begin	End
Scoping	Spring 2012	Fall 2014
Preliminary Engineering/ Environmental	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020
Right-of-Way	Fall 2018	Summer 2020
Construction	Late 2020	Summer 2023

⁵ Schedule subject to funding availability.

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