



Interstate 80/Gilman Street Interchange Improvement Project

AUGUST 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

This project will be constructed in two phases:

Phase 1: Pedestrian and Bicycle Overcrossing

Phase 2: Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing

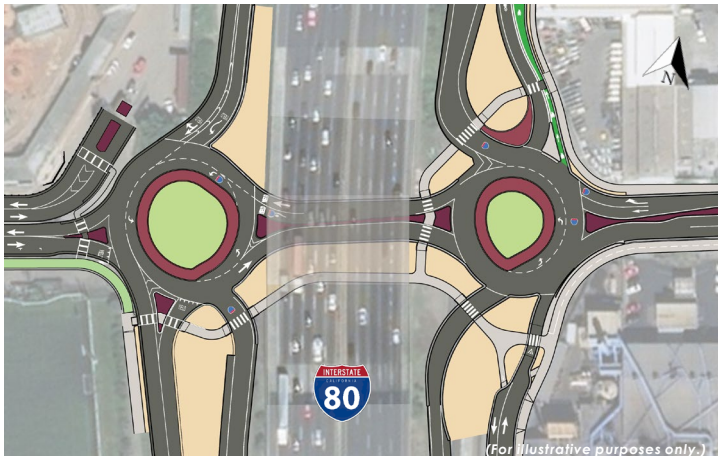


PROJECT NEED

- 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/Pre-Construction

- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019.
- Construction funding for Phase 1 approved by the California Transportation Commission in August 2020.

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 PHASE¹ (\$ x 1,000)

| | |
|---------------------------|-----------------------------|
| Planning/Scoping | \$794 |
| PE/Environmental | \$4,819 |
| Final Design (PS&E) | \$6,172 |
| Right-of-Way/Utility | \$2,645 |
| Construction | \$47,294 |
| Total Expenditures | \$61,724¹ |

¹ Does not include separate construction items funded by partner agencies, estimated at \$1.5 million.

FUNDING SOURCES² (\$ x 1,000)

| | |
|---|-----------------|
| Measure BB | \$14,400 |
| Federal | \$1,079 |
| State (ATP) ³ | \$4,152 |
| State (STIP) ⁴ | \$41,229 |
| Other (Local, State and EBMUD) ⁵ | \$364 |
| Total Revenues | \$61,724 |

² Does not include separate construction items funded by partner agencies, estimated at \$1.5 million.

³ Active Transportation Program.

⁴ State Transportation Improvement Program.

⁵ City of Berkeley and East Bay Municipal Utility District (EBMUD).

SCHEDULE BY PHASE⁶

| | PHASE 1 | | PHASE 2 | |
|---------------------------------------|-------------|-------------|-------------|-------------|
| | Begin | End | Begin | End |
| Scoping | Spring 2012 | Fall 2014 | Spring 2012 | Fall 2014 |
| Preliminary Engineering/Environmental | Fall 2015 | Summer 2019 | Fall 2015 | Summer 2019 |
| Final Design | Fall 2018 | Summer 2020 | Fall 2018 | Early 2021 |
| Right-of-Way | Fall 2018 | Summer 2020 | Fall 2018 | Late 2020 |
| Construction | Late 2020 | 2023 | Summer 2021 | 2023 |

⁶ Schedule subject to funding availability.

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