



Interstate 80/Gilman Street Interchange Improvement Project

JANUARY 2019

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

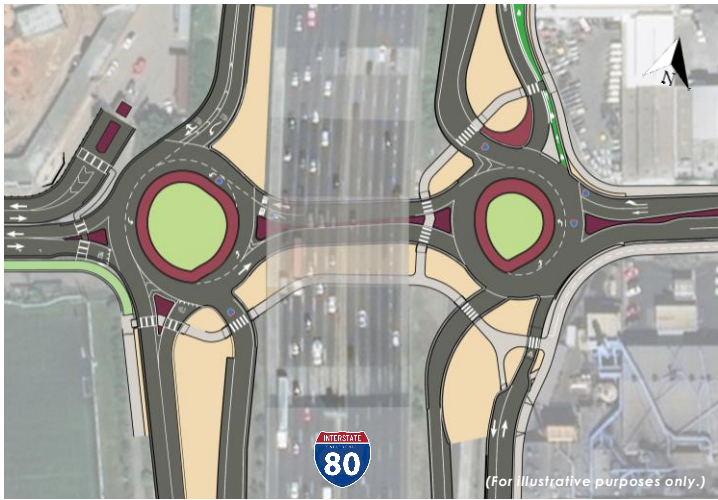


PROJECT NEED

- 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: Project Approval/Public Review of Environmental Document – Initial Study/Environmental Assessment with Proposed Negative Declaration

- 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
- Draft environmental document in late 2018
- Public hearing in January 15, 2019
- Final project approval and environmental document in summer 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	\$5,180
Final Design (PS&E)	\$4,893
Right-of-Way/Utility	\$2,600
Construction	\$41,890
Total Expenditures	\$55,357

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$23,987
Federal Accelerated Innovation Deployment Demonstration Program	\$1,080
State Planning, Programming and Monitoring/Local/EBMUD	\$354
State Active Transportation Program	\$4,152
State Transportation Improvement Program	\$25,784
Total Revenues	\$55,357

SCHEDULE BY PHASE¹

	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

¹ Schedule subject to funding availability.

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