



Interstate 80/Gilman Street Interchange Improvement Project

APRIL 2025

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 components of this project are 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

- Improves safety by reducing turn conflicts, improving merging and enhancing at-grade rail crossings
- Separates and provides direct connectivity for non-vehicle travelers across I-80, linking residential communities with regional recreation facilities and commercial areas
- Improves access and mobility for all road users
- Reduces congestion and queuing by simplifying traffic operations at the interchange.



Overlay of the roundabouts at the project location.



Bicycle and pedestrian overcrossing that is Phase 1 of the I-80 Gilman Interchange Improvements project.

STATUS

Implementing Agency: Caltrans
Current Phase: Construction

- Contract was awarded for Phase 1 in early 2021 and Phase 2 in early 2022.
- Phase 1 construction began in July 2021.
- Phase 2 construction began in July 2022.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD), Bay Area Air Quality Management District (BAAQMD), and various bicycle groups.

COST ESTIMATE BY PHASE ¹ (\$ x 1,000)	
Planning/Scoping	\$794
PE/Environmental	\$4,809
Final Design (PS&E)	\$8,106
Right-of-Way/Utility	\$7,015
Construction	\$79,608
Total Expenditures	\$100,332

FUNDING SOURCES (\$ x 1,000)	
Measure BB	\$34,352
Federal	\$3,077
Senate Bill 1 (SB1)	\$4,152
State (STIP) ¹	\$53,815
Other (Local, State, EBMUD and BAAQMD) ²	\$4,936
Total Revenues	\$100,332
¹ State Transportation Improvement Program. ² City of Berkeley, East Bay Municipal Utility District (EBMUD) and Bay Area Air Quality Management District (BAAQMD).	

SCHEDULE BY PHASE⁴

	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	Fall 2020	Fall 2018	Fall 2021
Right-of-Way	Fall 2018	Fall 2020	Fall 2018	Fall 2021
Construction	Spring 2021	Summer 2023	Summer 2022	Spring 2025

⁴ Schedule subject to funding availability.

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