



I-80 GILMAN

I-80 Gilman Interchange Improvements



Presented to
Alameda CTC Programs and Projects Committee (PPC)
May 14, 2018



Project Highlights

- **November 2014** Named Project in 2014 Transportation Expenditure Plan (TEP), earmarked \$24 M
- **June/July 2015** Parsons Transportation Group (PTG) selected to provide Project Approval & Environmental Document (PA&ED) and Plans Specifications & Estimates (PS&E) (optional task); \$2.6 M contract for PA&ED executed
- **April 2016** Environmental scoping meeting held for alternatives/options
- **December 2017**
 - Awarded \$4.152 M in funding from the Active Transportation Program (ATP)
 - State Transportation Improvement Program (STIP) exchange of \$12 M
 - \$1 M amendment to PTG for additional preliminary engineering
- **February 2018** Extensive public meetings/briefings

Ongoing stakeholder workshops (weekly/monthly)



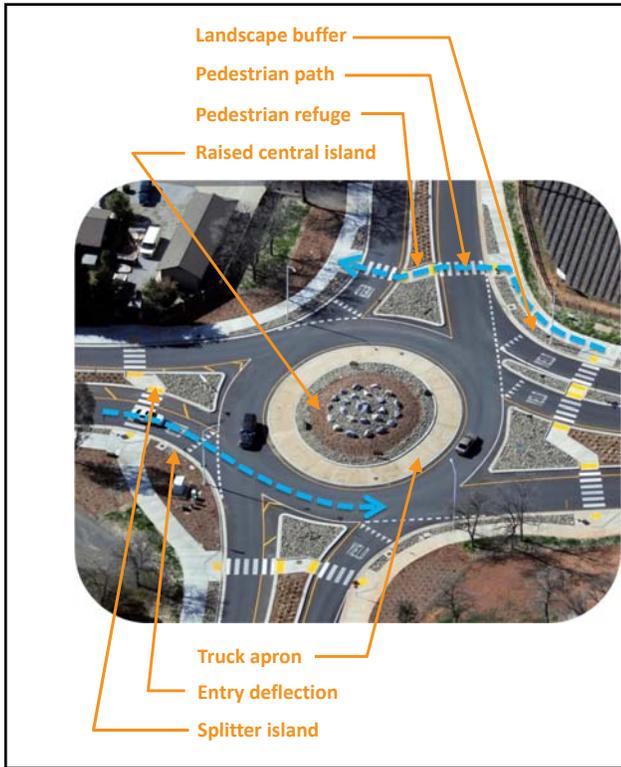
Past Studies

- 1998 West Berkeley Parking and Circulation Study
- 2005 Gilman Street Interchange Improvement Study
- 2005 Draft Project Study Report (PSR)
- 2009 West Berkeley Circulation Master Plan Report
- 2014 Project Study Report-Project Development Support (PSR-PDS)

These studies concluded:

- Signalization and stop signs would both fail.
- No room for diamond interchange.

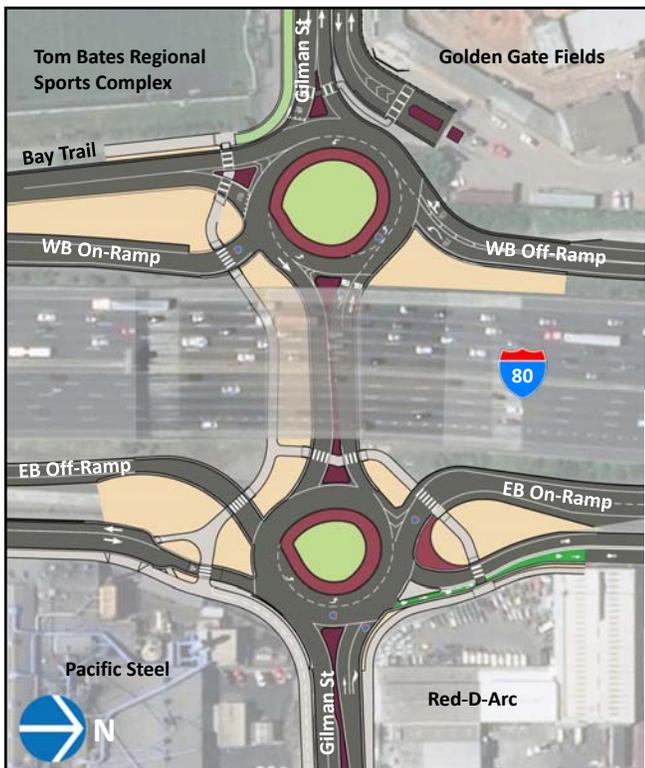
Only workable solution is roundabouts.



- » Only need to watch for traffic coming from one direction at a time
- » Shorter, simpler pedestrian crossings
- » Slower traffic
- » Pedestrian refuges
- » Landscape separation
- » Shared-use path

Roundabout Operations

Illustrations are conceptual drafts and are subject to change.



- » **Two roundabouts**
 - Landscaped areas
 - Modified access to Golden Gate Fields stables
 - Change in access from Gilman to Eastshore Highway
- » **Pedestrian/bike overcrossing (POC) over I-80 to the south**
- » **Sidewalks and at-grade path through interchange**
- » **Pedestrian/bike from Tom Bates Complex to Cordonces Creek**
 - Gilman Street cycle track to new signal at Fourth Street
 - Bike improvements from Gilman/Fourth Street to Codornices Creek
- » **Bay Trail gap closure at foot of Gilman Street**

Design Elements

Illustrations are conceptual drafts and are subject to change.



Travel Paths Through Roundabouts

From Gilman St. to I-80 West and
 From Gilman St. To Golden Gate Fields and Eastshore State Park

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Travel Paths Through Roundabouts

From Eastshore State Park to I-80 East and
 From West Frontage Road south of Gilman Street to I-80 East

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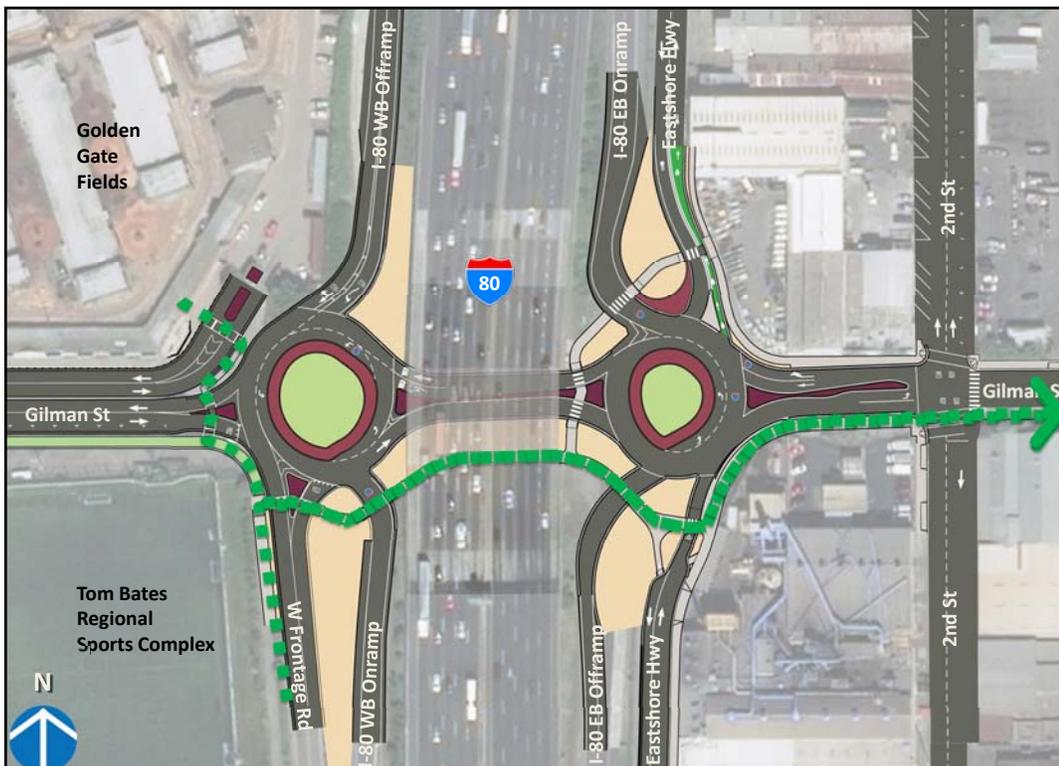


Travel Paths Through Roundabouts

From I-80 West to Gilman Street and

From I-80 East to Gilman Street

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Travel Paths Through Roundabouts

Pedestrian/ Bicycle route from West Frontage Road, north and south of Gilman Street, through the intersection to the east

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Pedestrian Overcrossing: Southern POC Option



Bike/Ped Connection from Tom Bates Sports Complex to Codornices Creek



Gilman Street Cycle Track



Bay Trail Gap Closure



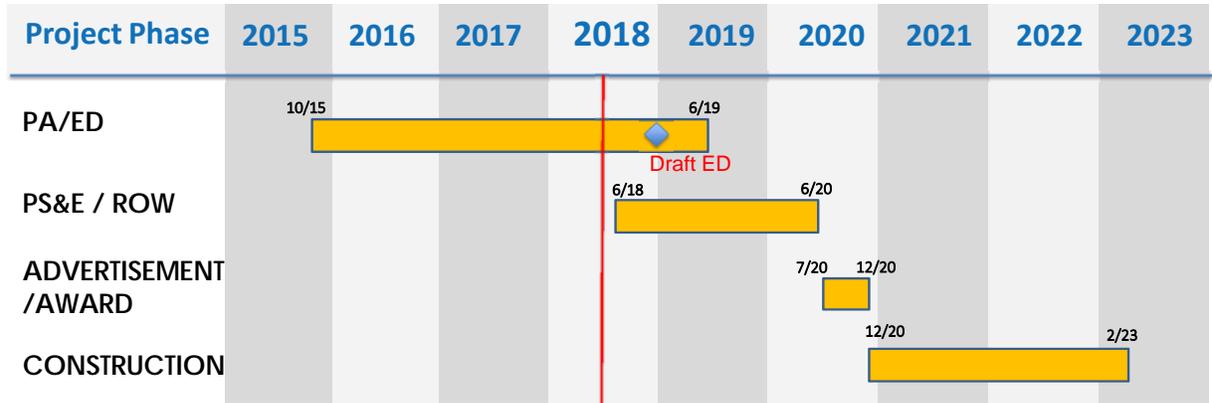
-  From I-80/
Gilman St. to
Northbound
Eastshore
Highway
-  From
Southbound
Eastshore
Highway to
Gilman St./
I-80 ramps

Change in Vehicular Access to Eastshore Highway

New paving, enhanced streetscape and signage

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Project Schedule



Legend:

DED: Draft Environmental Document
 PA/ED: Project Approval / Environmental Document
 (Preliminary Design / Environmental Document)
 PS&E: Plans, Specifications, and Estimates (Final Design)
 ROW: Right of Way

We are here

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