

PAST STUDIES

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

PROJECT PARTNERS

- **Alameda CTC**
- **City of Berkeley**
- **Caltrans**

CONSULTANT TEAM KEY MEMBERS

- **Parsons – Project Management**
- **OMNI-MEANS – Roundabout Design**
- **TJKM – Traffic Engineering**

PROJECT PURPOSE



Simplify and improve the navigation, mobility, and traffic operations at the I-80/Gilman Street interchange.



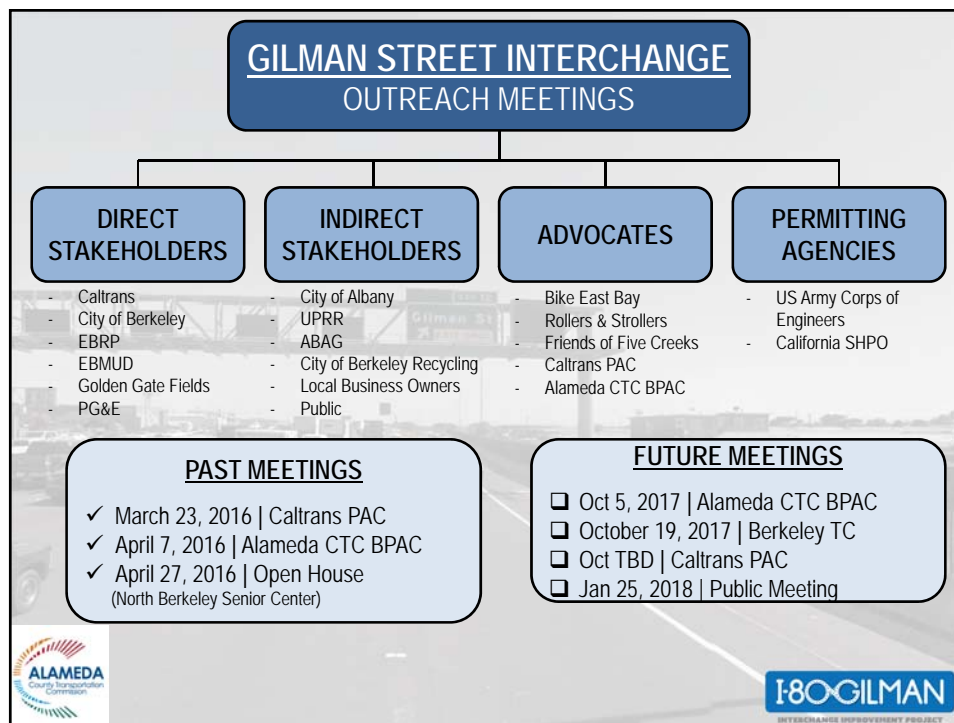
Reduce congestion, vehicle queues and conflicts at the I-80/Gilman Street interchange.

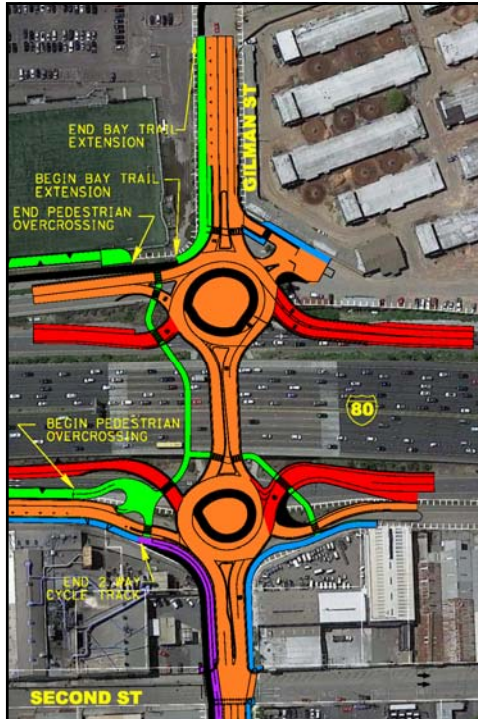


Improve local and regional bicycle connections and pedestrian facilities through the I-80/Gilman Street interchange.



Improve safety for all modes of transportation.






DESIGN ELEMENTS

- Two roundabouts
- Gateway Theme
- New sidewalks, undercrossing, and pedestrian/bike overcrossing
- Access restrictions to and from East Frontage Road
- Two-way Cycle Track on Gilman
- Extended Bay Trail

DESIGN ELEMENTS

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

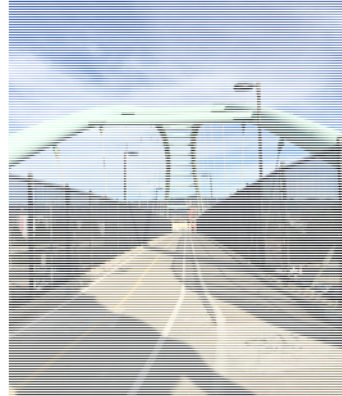


POC ALTERNATIVES EXISTING MIXED-USE PATHS

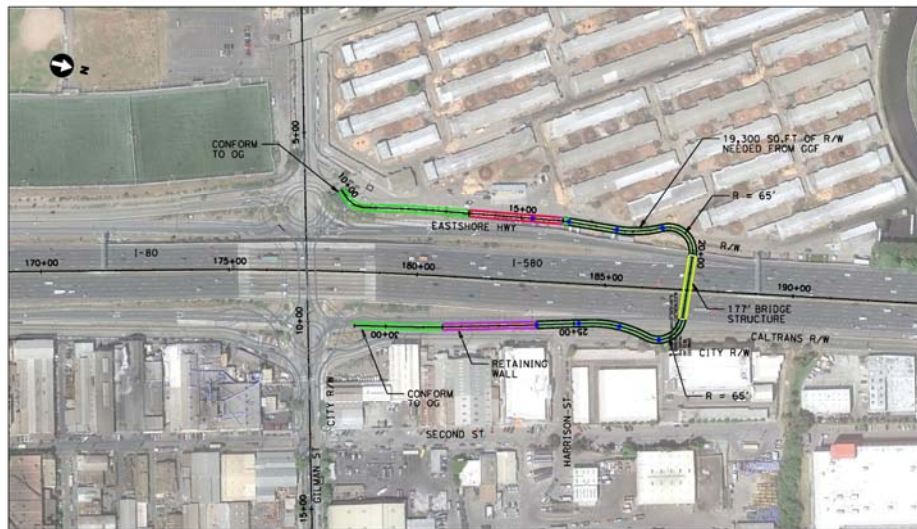
Bicycle and pedestrian path
on east span of SF-Oakland
Bay Bridge



University Ave
pedestrian
overcrossing



POC ALTERNATIVES

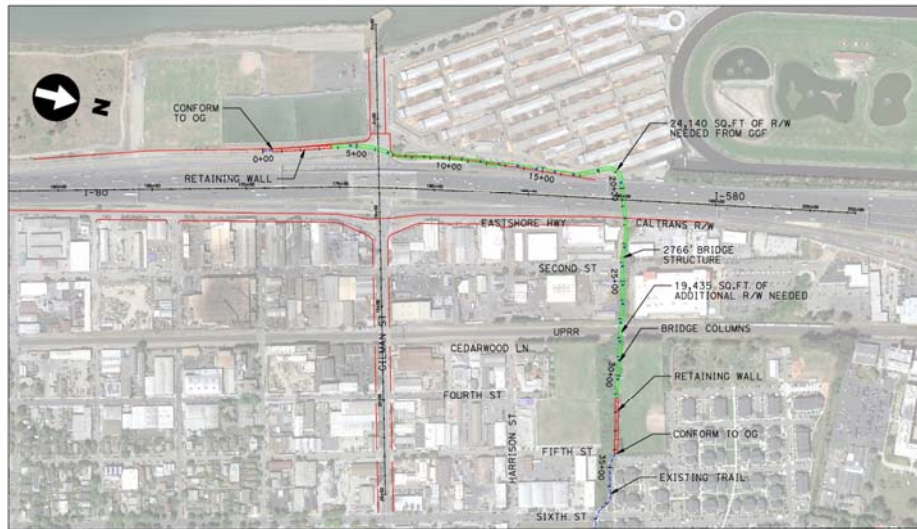


PARSONS

NORTHERN POC A1

1

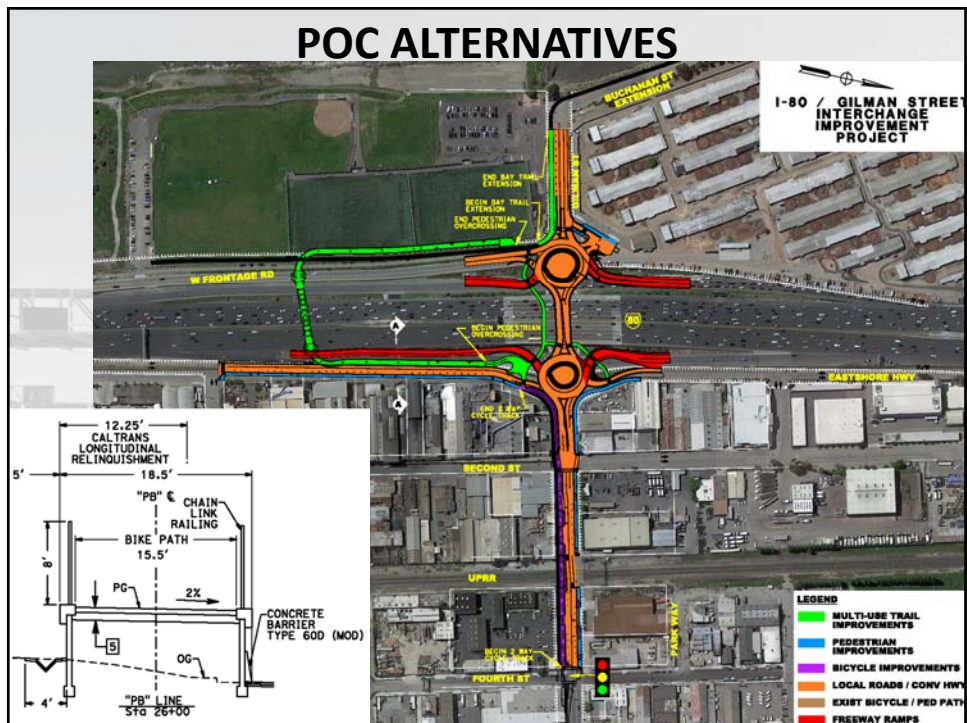
POC ALTERNATIVES

**PARSONS**

NORTHERN POC A2

1

POC ALTERNATIVES



PROS AND CONS			
	Northern A1 (horseshoe)	Northern A2 (to Codornices Creek)	Southern A3 (horseshoe)
Length	PRO - 1490 ft.	CON - 3360 ft.	PRO - 1490 ft.
Ped/bike Safety	PRO - no interference with freeway ramps	PRO - removes all at- grade crossings	PRO - no interference with freeway ramps
Environ. Impacts	CON - impacts to GG Fields	CON - fed/state listed species. - archaeological site	PRO - minimized impacts
R/W	CON - R/W take from GG Fields and Eastshore Hwy.	CON - easement from GG Fields, crosses UPRR	PRO - R/W available with few impacts
Cost	PRO - \$14-15M	CON - \$28-30M	PRO - \$14-15M
Schedule	CON - 12-18month delay due to R/W take	CON - 2 yr. delay due to env & R/W impacts	PRO - No Delay!

GILMAN PEDESTRIAN OVERCROSSING RENDERING



GILMAN PEDESTRIAN OVERCROSSING RENDERING



GILMAN PEDESTRIAN OVERCROSSING RENDERING



PROJECT COST AND FUNDING

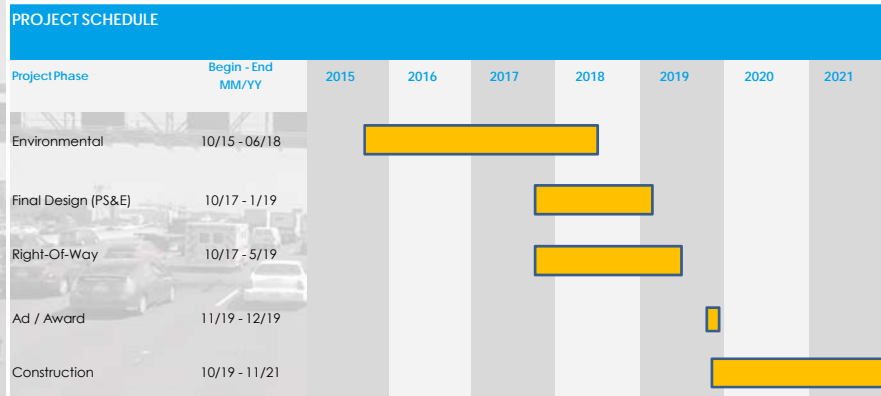
- Construction cost currently estimated at \$23.6 Million (in 2017 dollars).
- Measure BB Transportation Sales Tax commits \$24M
- \$460K from Federal funding
- \$4.1M from ATP (Cycle 3)

ENVIRONMENTAL REVIEW PROCESS

- Environmental document will be an Initial Study/Environmental Assessment.
- Environmental Resources to be studied:

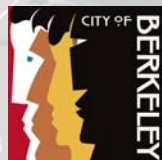
– Visual/aesthetic resources	– Air quality
– Cultural resources (historic, archaeological, & Native American coordination)	– Noise & vibration
– Water quality, hydrology, & floodplain	– Wetlands
– Geology, soils, seismic, & topography	– Habitat for special-status species
– Paleontology	– Traffic, bicycle, & pedestrian
– Hazardous materials	– Community
	– Utilities

CURRENT SCHEDULE



Thank You!

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT



PARSONS

This page intentionally left blank