



# State Route 84/Interstate 680 Interchange Improvements

AUGUST 2024

## PROJECT OVERVIEW

Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), is conforming State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by:

- Modifying SR-84 to accommodate one additional lane in each direction.
- Implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84.

The project would also improve the SR-84/I-680 interchange operations by:

- Modifying ramps.
- Extending the existing southbound I-680 high-occupancy vehicle/express lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

Upon completion, this project will be the final segment in a series of improvements to bring SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

## PROJECT NEED

- SR-84 is congested during peak commute times.
- Interchange congestion affects operations of both SR-84 and I-680 and is projected to worsen.
- Collision rates on SR-84 and the interchange are higher than the state average, and access to SR-84 from driveways and local roads is difficult.
- The undivided roadway and uncontrolled access on SR-84 do not meet expressway standards.



## PROJECT BENEFITS

- Improves regional connectivity
- Improves interregional connectivity
- Relieves congestion
- Improves safety



I-680/SR-84 interchange.



## STATUS

**Implementing Agency:** Caltrans

**Current Phase:** Construction

- Final design and right-of-way acquisition was completed in September 2020.
- Construction contract was awarded in February 2021.
- Construction began in May 2021.

## PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County, Caltrans, FHWA and the cities of Livermore, Pleasanton and Sunol

### COST ESTIMATE BY PHASE (\$ X 1,000)

Preliminary Engineering/Environmental	\$5,671
Final Design	\$18,177
Right-of-Way	\$33,733
Construction	\$187,775
<b>Total Expenditures</b>	<b>\$245,356</b>

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$123,400
Measure B	\$1,000
Local <sup>1</sup>	
TVTC	\$14,940
SFPUC	\$1,300
Regional (RIP) <sup>2</sup>	\$11,114
Regional (RM 3) <sup>3</sup>	\$85,000
State (SB 1 LPP) <sup>4</sup>	\$8,602
<b>Total Revenues</b>	<b>\$245,356</b>

<sup>1</sup> Local funding includes the Tri-Valley Transportation Council (TVTC) and the San Francisco Public Utilities Commission (SFPUC).

<sup>2</sup> Regional Improvement Program (RIP).

<sup>3</sup> Regional Measure 3 (RM 3).

<sup>4</sup> Senate Bill 1 Local Partnership Program (SB 1 LPP).

### SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Summer 2018
CEQA Clearance	Spring 2015	Summer 2018
NEPA Clearance	Spring 2015	Summer 2018
Final Design	Summer 2018	Summer 2020
Right-of-Way	Summer 2018	Summer 2020
Construction	Spring 2021	Summer 2025

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