



State Route 84/Interstate 680 Interchange Improvements

OCTOBER 2022

PROJECT OVERVIEW

Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), proposes to conform 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 widen 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.
- Completion of construction is anticipated in winter 2024/2025.

PARTNERS AND STAKEHOLDERS

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

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

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

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

FUNDING SOURCES (\$ X 1,000)

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

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

² Regional Improvement Program (RIP).

³ Regional Measure 3 (RM 3).

⁴ 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	Winter 2024/2025