SR-84 Expressway Widening and
SR-84/I-680 Interchange
Improvements Project

Sunol Citizens Advisory Council
March 2018
• Long-range plan for sequencing and implementing transportation improvement projects on I-580, I-680 and SR-84
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

I-680 SUNOL EXPRESS LANES KEY COMPONENTS

Southbound Express Lane

- Access conversion of existing I-680 express lane from SR-84 to SR-262
- Upgrade existing toll system and pavement for a near continuous access express lane facility

Northbound: HOV/Express

- Phase 1:
  9-mile HOV/HOT lane from South of Auto Mall Parkway to SR-84

Caltrans Rehab

- Grimmer to Koopman

For illustrative purposes only.
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

I-680 EXPRESS LANES FROM SR-84 TO ALCOSTA BLVD.

Project Description

The project proposes construction of a 10-mile segment of express lanes along I-680:

- Southbound HOV/express lanes from Alcosta Boulevard to Koopman Road
- Northbound HOV/express lanes from SR-84 to Alcosta Boulevard

Environmental Document

Total Project Cost
- $480 Million

Estimated Available Funding
- $20 Million

Funding Need
- $460 Million

Note: All maps and figures for illustrative purposes only.
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

I-580 EXPRESS LANES

Opened to traffic February 2016
(http://alamedactc.org/580Express)

- On average, 18,600 daily toll-paying trips (total average 30,000 daily express lane trips)
- 6% of the corridor’s solo drivers choose to use the express lanes as toll-paying customers instead of the general purpose lanes, reducing congestion in the general purpose lanes
- 40% of express lane occupied by HOV eligible users (including carpool and clean air vehicles)
- 1/4th of all express lane users travel the full length the express lane (in one direction or the other)
- Average speed differential between the general purpose lanes and express lanes varies from 5-25 mph during the commute period along various segments of the corridor
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

PROJECT OVERVIEW

Project 1 - SR-84/I-680 Interchange
Status: Construction complete; open to traffic March 2012
Total Cost: $13.2M
Funding: 100% State bond, local and federal funds

Project 2 - SR-84 Expressway - North Segment
Status: Construction complete; open to traffic June 2014
Total Cost: $56.6M
Funding: 100% State bond and local funds

Project 3 - SR-84/680 Interchange
Status: Construction started in October 2015; open to traffic target late 2018
Total Cost: $110M
Funding: 2014 Measure D, 2000 Measure B, state and local funds

Project 4 - Phelan Parkway Improvements
Status: Construction complete; open to traffic October 2016
Total Cost: $2.8M
Funding: State SHPP funds

Project 5 - SR-84 Expressway Widening From Sunol to Niles, SR-680/630, SR-84/I-680 Interchange Improvements
Status: Environmental phase target end date summer 2018; open to traffic estimate 2023
Total Cost: $200M
Funding: 2014 Measure BB, 2000 Measure B, Tri-Valley Transportation Development Fund

Note: All project segments taken from the Caltrans, Port Valley Log/Construction Plan Title Sheets.
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

PROJECT 3:

SR-84 Expressway – South Segment

$105.4 Million

(For illustrative purposes only.)
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

PROJECT 5

Environmental Document
SUMMER 2018

Project Description

Conformation of SR-84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County:

- Interchange ramp modifications
- Auxiliary lanes
- Extension of existing southbound I-680 high-occupancy vehicle (HOV)/express lane to the north

Total Project Cost: $220 M

Note: All maps and figures for illustrative purposes only.
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

PURPOSE

• **Alleviate existing and future traffic congestion** on SR-84
• **Improve traffic circulation between SR-84 and I-680** and around the SR-84/I-680 interchange
• **Improve safety** for motorists and cyclists
• **Conform** this segment of SR-84 to Caltrans expressway standards
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

NEED

- SR-84 is **congested** for approximately nine hours each weekday (southbound 5:30-9 a.m., northbound 3-7:30 p.m.)
- P.M. peak period **bottleneck** on northbound I-680 between the Calaveras Road/SR-84 on-ramp and northbound SR-84 off-ramp
- **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
- Undivided roadway and uncontrolled access on SR-84 do not meet **expressway standards**
- No formal **bicycle facilities** on SR-84 or at the interchange
# Alternatives

## Build Alternative

- Maximizes use of existing roadway of SR-84 **by widening along the existing alignment**
- Includes improvements on I-680 and at the SR-84/I-680 interchange
- Alignment adjusted for environmental resource avoidance

## No Build Alternative

- No modifications; includes routine maintenance

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*Both alternatives were evaluated through 2045*
BUILD ALTERNATIVE: SR-84

- **Two lanes** in each direction
- New **signalized intersection** at Little Valley Road/Vallecitos Atomic Laboratory Road
- **Frontage roads** to connect driveways and local roads with the new signal intersection
- Concrete **safety barriers** and retaining walls
- **Wildlife movement** features
- Class II (**striped**) **bikeways** in each direction
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

BUILD ALTERNATIVE: SR-84/I-680 INTERCHANGE

- Calaveras Road to NB I-680 flyover and EB SR-84 new connectors
- Realign WB SR-84 to NB I-680 connector
- NB I-680 to EB SR-84 connector - realign and widen to two-lane exit
- WB SR-84 to SB I-680 connector - add HOV preferential lane (widen to three lanes)
- Longer auxiliary lanes on I-680
- Separate Paloma Way to SB I-680 on ramp from WB SR-84 on ramp
- Extension of existing southbound I-680 HOV/express lane to the north
- Class I (separated)/II (striped) bikeway connection across I-680
**SR-84**
- Realign to north or south of existing roadway
- Widen to three lanes (1 NB/2 SB or 2 NB/1 SB)
- Realign to minimize impacts to Vallecitos Creek
- Reversible lanes

**SR-84/I-680 Interchange**
- Six ramp configurations
- Temporary closure of northbound I-680 on-ramp from Calaveras Road and detour via Paloma Way, Pleasanton-Sunol Road, and Koopman Road

**I-680**
- Reversible lanes
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

ENVIRONMENTAL REVIEW: DRAFT EIR/EA

- Draft environmental document update
  - Released October 2017
  - Formal Comment period ended December 18, 2017

**Lead Agency**

**Partner Agencies**

**State**
- California Environmental Quality Act (CEQA)
  - Environmental Impact Report (EIR)

**Federal**
- National Environmental Policy Act (NEPA)
  - Environmental Assessment (EA)
The draft EIR/EA accounts for planned future growth through 2045.
FUTURE CONDITIONS

- Population and job projections
- Other nearby projects
- Regional and local land use planning
- Programmed transportation projects
- Future conditions
TOPICS ADDRESSED

- Air quality
- Biological resources
- Climate change
- Community
- Cultural resources
- Cumulative impacts
- Energy
- Farmlands
- Geology/soils/seismicity
- Growth
- Hazardous waste and materials

- Hydrology and floodplains
- Land use
- Noise
- Paleontology
- Parks and recreation
- Traffic and transportation/pedestrian and bicycle facilities
- Utilities and emergency services
- Visual/aesthetics
- Water quality and stormwater runoff
PERMANENT CHANGES

• 19 partial property acquisitions; no relocations
• Change in access for some properties along SR-84
• Visual changes: roadway widening, flyover ramp, HOV/express lane signs, tree removal, new barriers and retaining walls
• 0 to 4 decibel increase in traffic noise through 2045
• Wetlands/waters; species habitat
• Reduced traffic delays through 2045
### VEHICLE HOURS OF DELAY (VHD) SAVINGS

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>2025 Peak Period VHD</th>
<th>2045 Peak Period VHD</th>
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<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
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<tr>
<td>No Build</td>
<td>19,600</td>
<td>16,100</td>
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<tr>
<td>Build</td>
<td>12,300</td>
<td>5,200</td>
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<tr>
<td>VHD Savings (%)</td>
<td>-37%</td>
<td>-68%</td>
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</tbody>
</table>
TEMPORARY CONSTRUCTION IMPACTS

• Limited nighttime closures/detours; minimal disruptions to property access (TMP)

• Dust (standard measures)

• Short-term noise increases (typically 9 a.m.-6 p.m.; standard measures)

• Water quality and stormwater runoff

• Wetlands/waters; species habitat
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

PROJECT COST ESTIMATE

Senate Bill 1 funding application submitted for construction

Roadway and Structures
$145.6 Million

Support
$45.4 Million

Right-of-Way and Utility
$29.0 Million

Total Project Cost Estimate:
$220 Million

Costs are in escalated years, rounded to the nearest hundred thousand
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

PROJECT AND ENVIRONMENTAL SCHEDULE

**Project Study Report 2003**

**Environmental Study and Preliminary Design 2015-2017**

**Detailed Design 2018-2020**

**Right-of-way 2018-2020**

**Construction 2021 - 2023**

- **Environmental Studies and Preliminary Design 2015-2017**
  - **Scoping 5/12/16-6/13/16**
  - **Draft EIR/EA Preparation 2016-2017**
  - **Public Review for Draft EIR/EA 11/1/17-12/18/17**
  - **Final EIR/EA Summer 2018**
Thank You

For more information, visit
www.AlamedaCTC.org

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