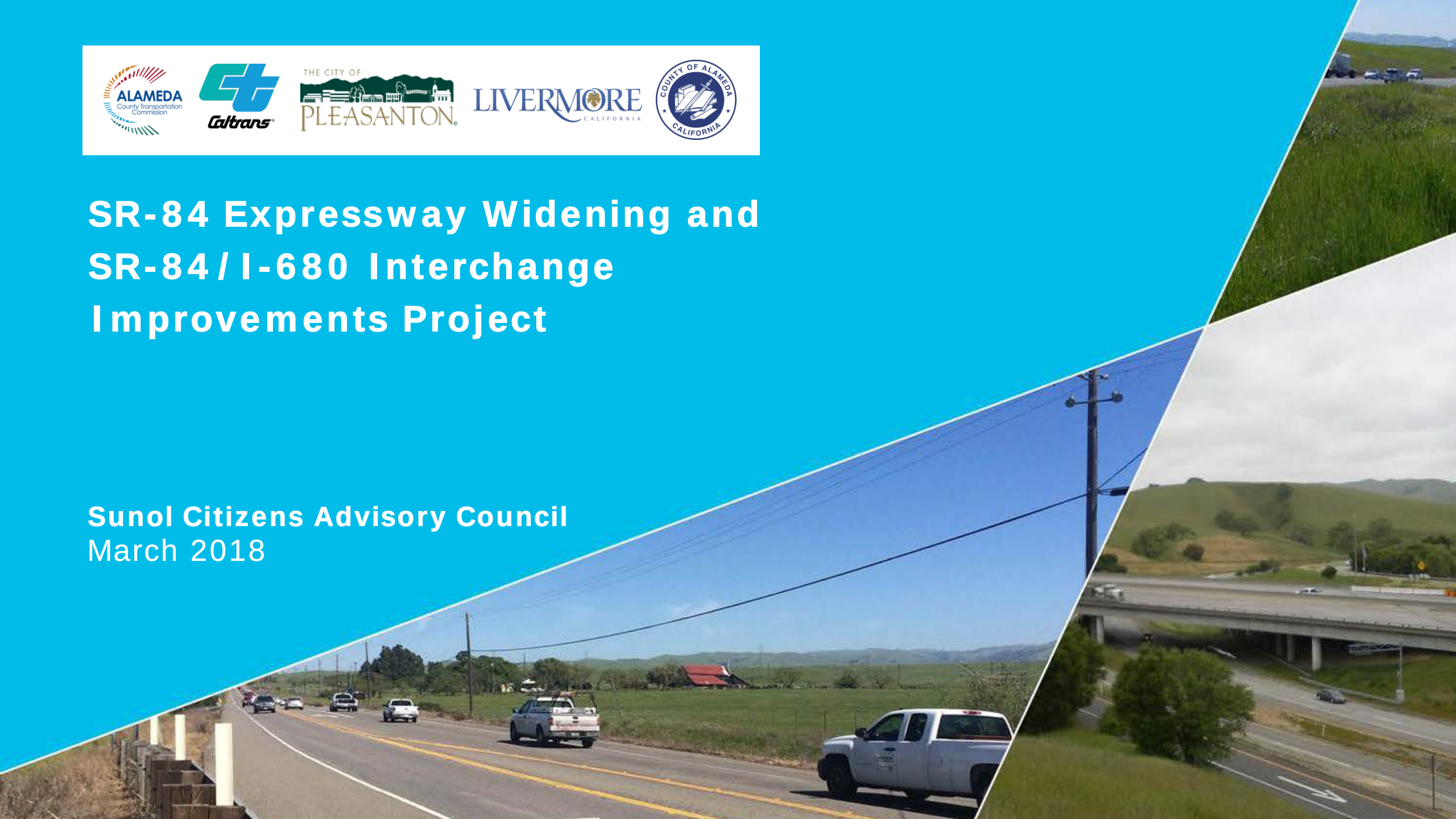
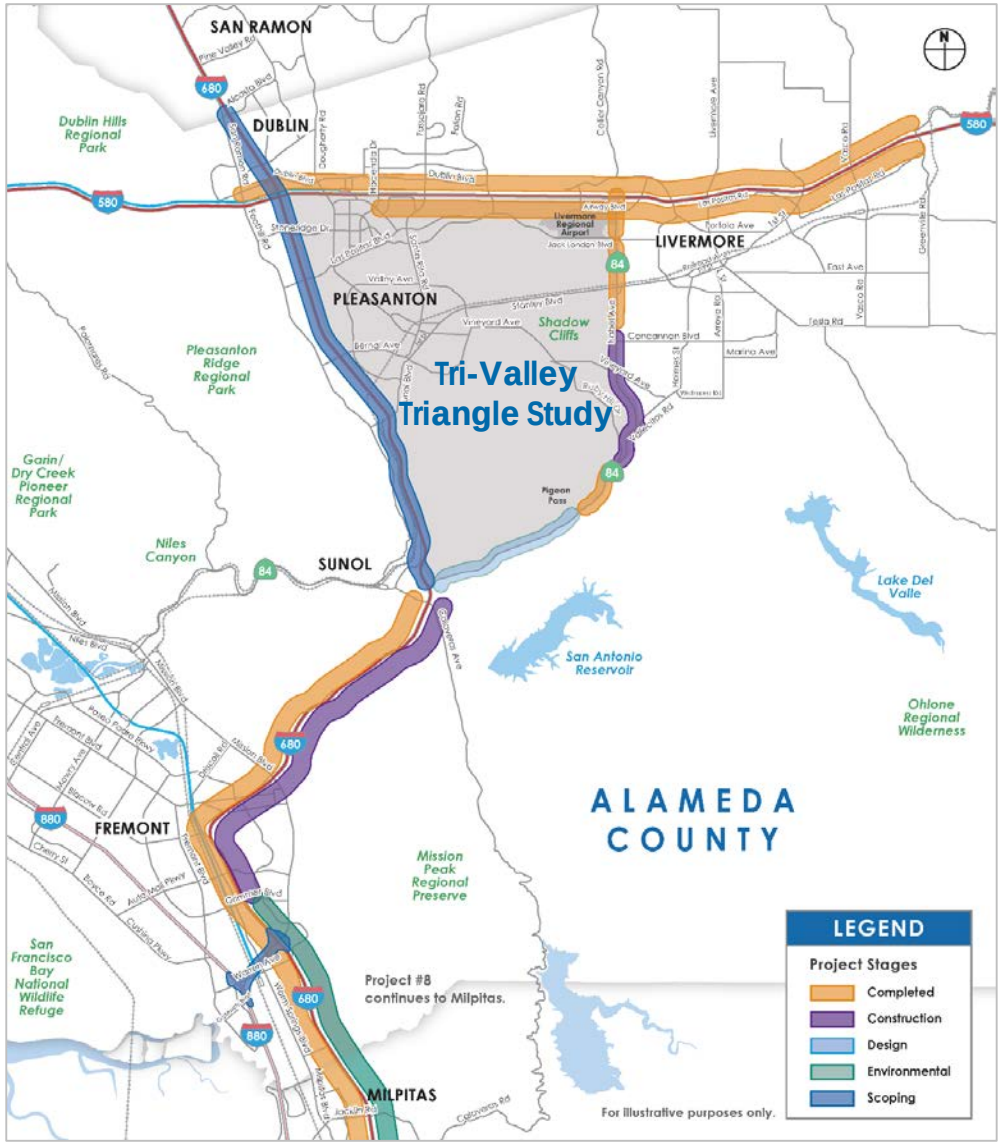
SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements Project

Sunol Citizens Advisory Council
March 2018



TRI-VALLEY TRIANGLE STUDY



- Long-range plan for sequencing and implementing transportation improvement projects on I-580, I-680 and SR-84

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

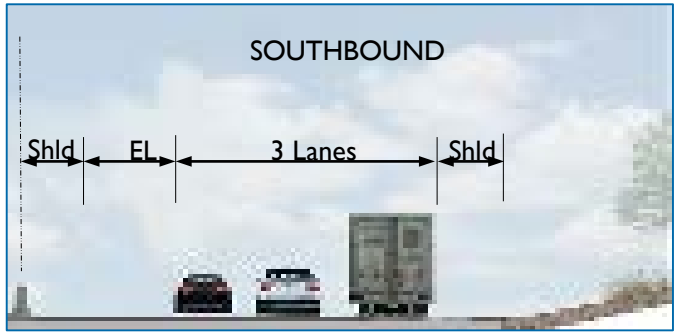
Caltrans Rehab

- Grimmer to Koopman

Scoping Phase

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

I-680 southbound south of Stoneridge Drive.



I-680 southbound proposed cross-section with express lane implementation.

Note: All maps and figures for illustrative purposes only.

Environmental Document
FALL 2020

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

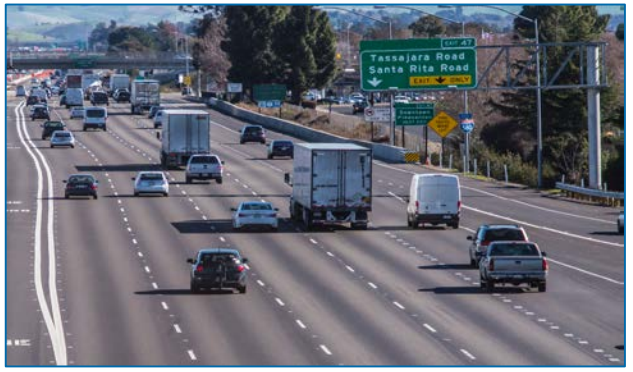
Total Project Cost	**$480 Million**
Estimated Available	**$20 Million**
Funding Need	**$460 Million**

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



PROJECT OVERVIEW

COMPLETE

Project 1 I-580 / SR-84 Isabel Interchange (0.9 miles)

Status	Construction complete; open to traffic March 2012
Total Cost	$113.2M
Funding	2000 Measure B, state bond, local and federal funds

COMPLETE

Project 2 SR-84 Expressway - North Segment (1.6 miles)

Status	Construction complete; open to traffic June 2014
Total Cost	$36.6M
Funding	2000 Measure B, state bond and local funds

CONSTRUCTION

Project 3 SR-84 84 Expressway - South Segment (2.4 miles)

Status	Construction started in October 2015; open to traffic target fall 2018
Total Cost	$110.0M
Funding	2014 Measure BB, 2000 Measure B, state and local funds

COMPLETE

Project 4 Pigeon Pass Improvements (2.1 miles)

Status	Construction complete; open to traffic October 2008
Total Cost	$32.0M
Funding	State SHOPP funds

ENVIRONMENTAL

Project 5 SR-84 Expressway Widening From South of Ruby Hill to I-680 and SR-84/I-680 Interchange Improvements (3.8 miles)

Status	Environmental phase; target end date summer 2018; open to traffic winter 2023
Total Cost	$220.0M
Funding	2014 Measure BB, 2000 Measure B, Tri Valley Transportation Development Fees

Note: Mileage per segment taken from the Caltrans Post Mile Log/Construction Plan Title Sheets

PROJECT 3:

CONSTRUCTION

SR-84 Expressway – South Segment

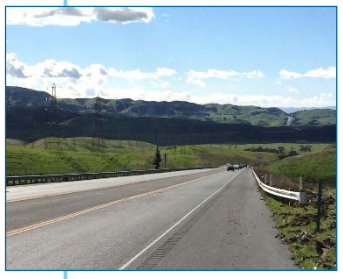
$105.4 Million

(For illustrative purposes only)

PROJECT 5

Environmental Phase

I-680/SR-84 Interchange



SR-84 looking eastbound near Ruby Hill

SR-84 looking westbound near Ruby Hill

Note: All maps and figures for illustrative purposes only.

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

[2]Schedule subject to funding availability.

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

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

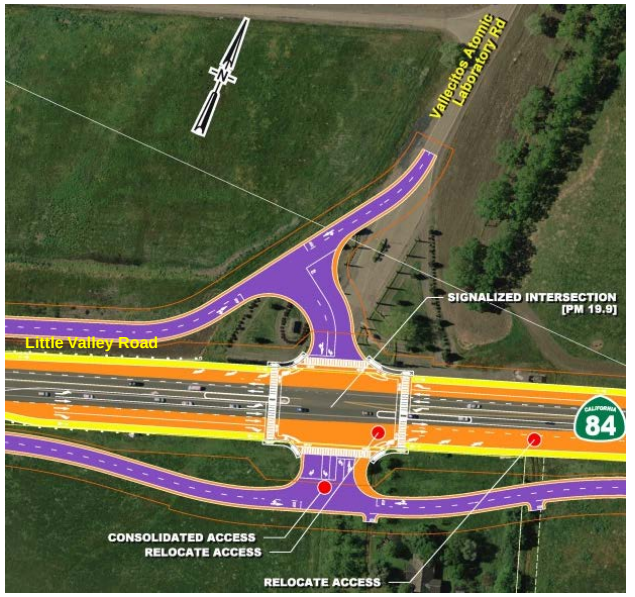
No Build Alternative

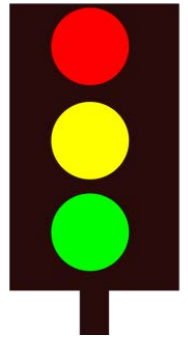
- No modifications; includes routine maintenance

Both alternatives were evaluated through 2045

BUILD ALTERNATIVE: SR-84

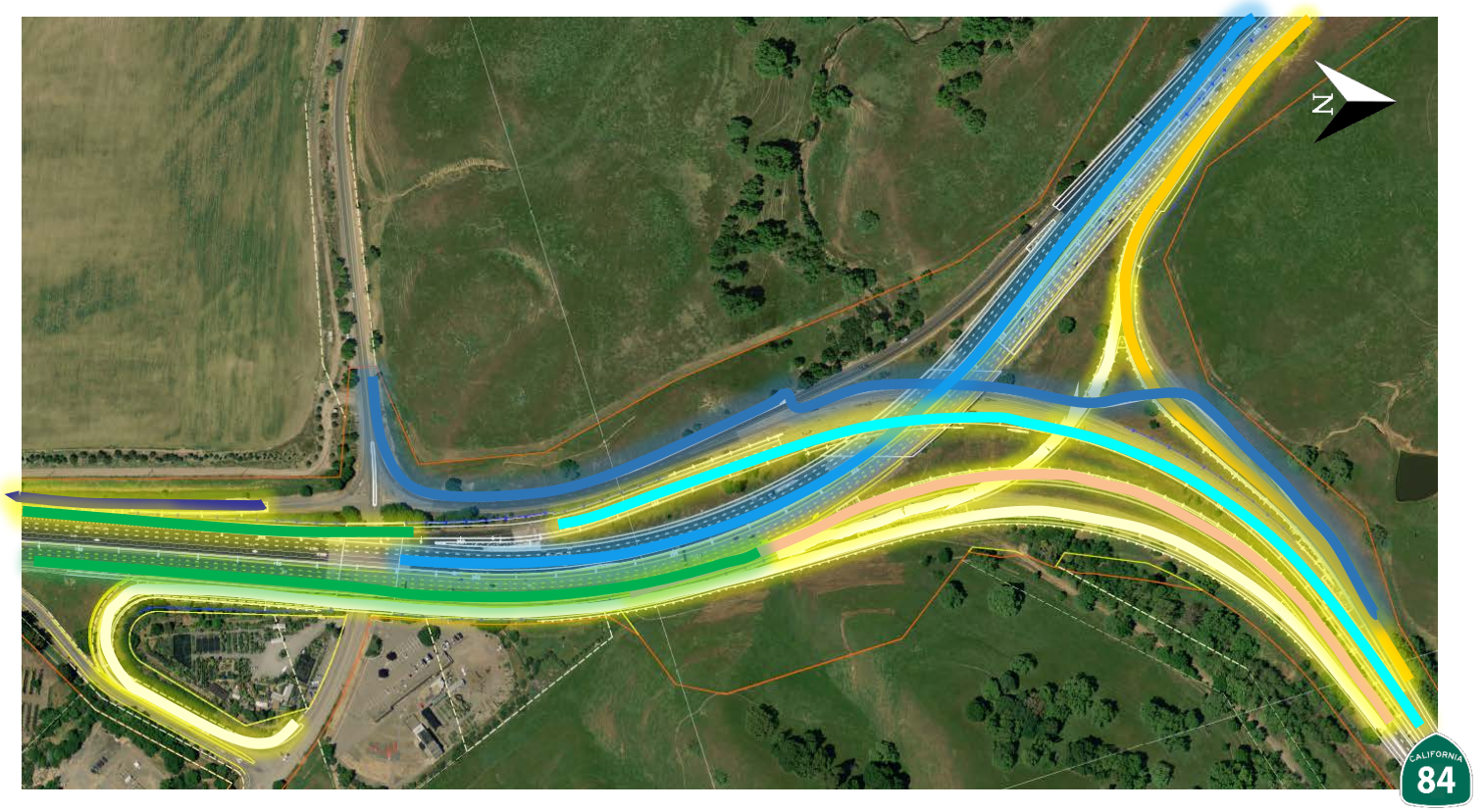
- **Two lanes** in each direction
- New **signalized intersection** at Little Valley Road/Vallecitos Atomic Laboratory Road
- **Frontage roads** to connect driveways and local roads with the new signal intersection
- Concrete **safety barriers** and retaining walls
- **Wildlife movement** features
-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





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



OTHER ALTERNATIVES CONSIDERED

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

ENVIRONMENTAL REVIEW: DRAFT EIR/EA

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

Lead Agency

Caltrans

Partner Agencies

ALAMEDA County Transportation Commission

THE CITY OF PLEASANTON

LIVERMORE CALIFORNIA

COUNTY OF ALAMEDA CALIFORNIA

State

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

Federal

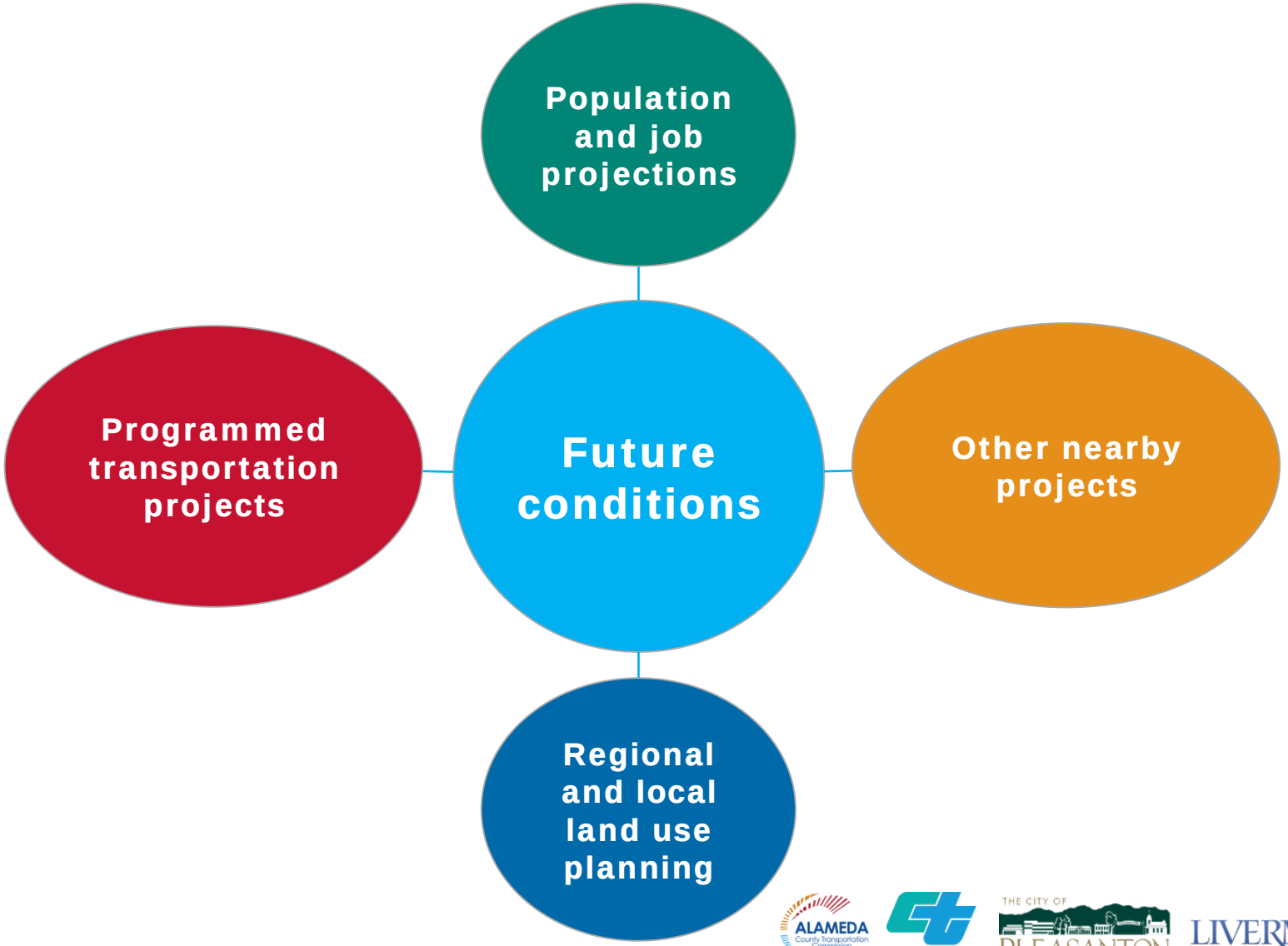
- National Environmental Policy Act (NEPA)
  - Environmental Assessment (EA)

DRAFT EIR/EA

- Purpose and need
- Alternatives
- Environmental findings
- Avoidance, minimization and mitigation measures

The draft EIR/EA accounts for planned future growth through 2045

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

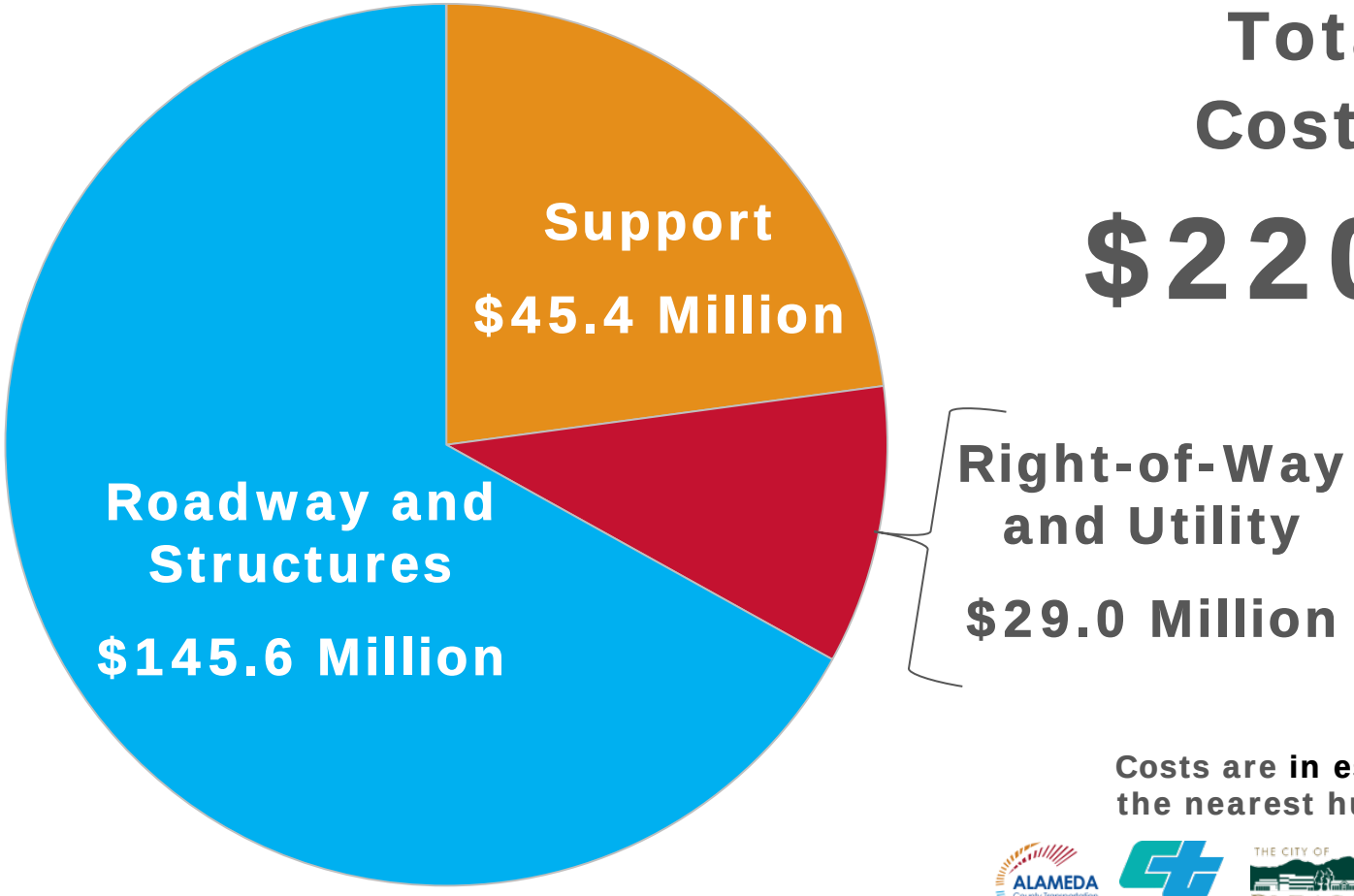
ALTERNATIVE	2025 Peak Period VHD		2045 Peak Period VHD	
	AM	PM	AM	PM
No Build	19,600	16,100	36,500	20,300
Build	12,300	5,200	33,300	15,600
VHD Savings (%)	-37%	-68%	-9%	-23%

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

PROJECT COST ESTIMATE

Senate Bill 1 funding application submitted for construction



Total Project Cost Estimate:

$220 Million

Costs are **in escalated years**, rounded to the nearest hundred thousand

PROJECT AND ENVIRONMENTAL SCHEDULE

Project Study Report 2003

Environmental 2015-2018 ★

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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