

Project Information Sheet for Route 84 Realignment at Pigeon Pass In Alameda County

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1) Location Map:



2) Scope

The project will realign the 2-lane facility to improve the horizontal and vertical alignment and add standard outside shoulders, a median buffer, and climbing lanes in each direction.

3) Purpose and Need

SR-84, from I-680 to Isabel Avenue, is a two-lane conventional highway passing through rural, rolling, landscape. SR-84 provides access to I-680 for residents of the Cities of Livermore and Pleasanton and serves as an alternate route for commuters between I-680 and I-580.

SR-84 west of Ruby Hill Drive is winding and curvy with steep terrain. These factors cause congestion during peak hours and have contributed to a collision rate that is higher than statewide averages for similar facilities. The proposed 2.1 mile long project will upgrade the facility to meet current standards. Proposed geometric features, such as adding outside shoulders, adding a median buffer, straightening the alignment, and lowering the profile, will significantly improve safety by reducing the accident rate on the highway. The project will also add climbing lanes to improve mobility (level of service) over the pass by reducing travel delay times, as well as to enhance safety.

4) Current Status

1. Construction started in January 2007 and is targeted to be complete by spring 2010, approximately 16 months earlier than the original contract completion date (September 2011).
2. Stage 1 involves the construction of the new alignment to the south of the existing roadway. Earthwork for Stage 1 was completed in October 2007. Settlement periods are now complete and the new roadway structural sections are being installed. Paving of two lanes on the new alignment will begin in June 2008. We anticipate Stage 1 construction to be complete in mid to late summer 2008. This Stage will open a 2-lane portion of the new HWY 84 alignment to the public. Full and partial closures of HWY 84 will be required to tie the new roadway to the existing roadway.
3. Stages 2 and 3 include additional earthwork between the newly opened section of HWY 84 and the old alignment, obliterating portions of the old alignment, and paving of two climbing lanes. This work is expected to begin in late summer 2008 after the initial traffic switch to the new alignment is completed. Earthwork will be complete by October 2008. By the summer of 2009 settlement periods will be complete and construction of the roadway structural section can begin. The final paving is anticipated to be complete by late 2009. The final configuration of the new roadway is anticipated to be complete by spring 2010, weather permitting.

5) Cost Estimate & Programming

Construction Cost is estimated at \$24.0 million and is funded from the State Highway Operations & Protection Program (SHOPP).