



# Interstate 680 Sunol Express Lanes (Phase 1 and Phase 2)

JANUARY 2020

## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), environmentally cleared the construction of a high occupancy vehicle (HOV)/express lane on northbound Interstate 680 (I-680) from the State Route 237 (SR-237) interchange in Santa Clara County to north of the State Route 84 (SR-84) interchange in Alameda County. The project was split into two phases to expedite the delivery. Phase 1 broke ground in April 2018.

### Phase 1 (From State Route 262 (SR-262) to SR-84.)

- Widen the freeway to accommodate the HOV/express lane together with several auxiliary lanes to facilitate the smooth and safe transition of traffic between local streets and the freeway between interchanges.
- Add a new 9-mile HOV/express lane and associated improvements between Auto Mall Parkway and SR-84, providing congestion relief in the corridor.
- Upgrade the I-680 Southbound Express Lane access configuration from controlled access to a near continuous access configuration.
- Modify bridge crossings.
- Construct retaining walls to accommodate the widening.
- Repave the full project limits.

### Phase 2 (Will widen from SR-262 to the County line.)

- Construct HOV/high occupancy toll lanes in the northbound direction on I-680 from the county line south of SR-262.
- Construct nearly five miles of HOV/express lane along the I-680 corridor through widening, along with other necessary improvements, including structure widening/modification and retaining walls.



## PROJECT NEED

- I-680 at the Sunol grade is one of the top 10 most congested freeway corridors in the Bay Area.
- Two primary bottlenecks on this project are SR-238 to Andrade Road and SR-262 to Washington Boulevard.
- Queues near Andrade Road begin to form at 2 p.m. or earlier most weekdays and extend beyond Scott Creek Road (nearly 10 miles) by the peak afternoon commute.
- Travel time delay contributes to diverted traffic on Calaveras Boulevard, Mission Road and Mission Boulevard.

## PROJECT BENEFITS

- Reduces congestion
- Accommodates current and future increases in traffic
- Provides state-of-the-art technology that allows for improved enforcement, greater reliability and faster travel speeds in the general purpose lanes.



Interstate 680 northbound.

### COST ESTIMATE BY PHASE<sup>1</sup> (\$ x 1,000)

	Phase 1	Phase 2
Scoping	\$75 <sup>1</sup>	(See footnote 1)
Preliminary Engineering/ Environmental	\$8,039 <sup>1</sup>	(See footnote 1)
Final Design (PS&E)	\$17,111	\$10,000
Right-of-Way	\$4,770	\$5,000
Construction	\$175,789	\$115,000
<b>Total Expenditures</b>	<b>\$205,784</b>	<b>\$130,000</b>

<sup>1</sup> Combined cost estimate for Phase 1 and Phase 2.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Phase 1 - Construction

- Project approval and environmental clearance were complete in summer 2015.
- The construction contract was awarded in late November 2017.
- Construction on Phase 1 began in March 2018 and is expected to continue through fall 2020.
- To date, the contractor has achieved 67% progress on various bid items at various locations.

## PROJECT DOCUMENTS

**Project web page:** <http://www.alamedactc.org/680express>

**Environmental Impact Report/Environmental Assessment (EIR/EA)**

**Draft:** [http://www.dot.ca.gov/dist4/documents/680nbhovlane/1680\\_NB\\_Express\\_Lane\\_DED\\_Nov2014.pdf](http://www.dot.ca.gov/dist4/documents/680nbhovlane/1680_NB_Express_Lane_DED_Nov2014.pdf)

**Final EIR/EA with finding of no significant impact (FONSI):**

[http://www.dot.ca.gov/d4/documents-environmental/680nbhovlane/680final/Report-I-680\\_NB\\_Express\\_Lane\\_FED\\_July2015.pdf](http://www.dot.ca.gov/d4/documents-environmental/680nbhovlane/680final/Report-I-680_NB_Express_Lane_FED_July2015.pdf)

## PARTNERS AND STAKEHOLDERS

Caltrans, California Transportation Commission, FHWA, cities of Pleasanton, Fremont and Milpitas, and the Santa Clara Valley Transportation Authority

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

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

	Phase 1	Phase 2
Measure BB	\$10,000	TBD
Measure B	\$137,500	TBD
State (TCRP) <sup>2</sup>	\$20,874	TBD
State (SHOPP) <sup>3</sup>	\$37,410	TBD
<b>Total Revenues</b>	<b>\$205,784</b>	<b>\$130,000</b>

<sup>2</sup> Traffic Congestion Relief Program.

<sup>3</sup> State Highway Operation and Protection Program.

### SCHEDULE BY PHASE<sup>4</sup>

	Begin	End
Preliminary Engineering/ Environmental (EIR/EA)	September 2011	July 2015
Final Design	August 2015*	June 2017*
Right-of-Way	August 2015*	June 2017*
Advertisement/Award	Summer 2017*	Fall 2017*
Construction	Spring 2018*	Fall 2020*

\*These dates are for Phase 1 only.

<sup>4</sup> Phase 2 work is contingent upon coordination with the Santa Clara Valley Transportation Authority's implementation of the northbound express lane from the county line to SR-237.