



DATE: June 5, 2017

SUBJECT: I-680 Northbound Express Lane (PN 1369.000): Monthly Status Update

RECOMMENDATION: Monthly status update of the I-680 Northbound Express Lane project.

Summary

The I-680 Northbound Express Lane project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a 14-mile long northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project will be implemented with a phased approach focused on providing immediate operational benefits within current projected funding availability. The I-680 Northbound Express Lane - Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. The purpose of this item is to provide the Commission with a monthly status update on the project development and implementation activities which are either completed or planned for the Phase 1 project.

Background

The I-680 Northbound Express Lane project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County to construct a 14-mile long northbound HOV/Express Lane in the corridor. The project will provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; and 3) reduced congestion related accidents, thereby enhancing safety. The Express Lane facility will maximize available HOV lane capacity by offering solo drivers the choice to pay an electronic toll to access the lane, while regular carpool/carpool eligible users continue to use the lane at no cost.

Currently, there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that it is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 during weekday evening commutes between 2pm and 7pm. The bottlenecks occur near Washington Boulevard and at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The Phase 1 project will provide an initial 9-mile segment of new HOV/Express Lane from south of Auto Mall Parkway to SR 84 to eliminate the bottlenecks and alleviate much of the daily traffic congestion.

The Project Approval and Environmental Document (PA&ED) for the overall project was completed in July 2015. In December 2015, WMH Corporation was selected to prepare the civil design. In June 2016, Kapsch TrafficCom Transportation NA, Inc. was selected to provide Toll System Integration Services. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Project Implementation Approach

Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation. For the construction phase, Alameda CTC is the project sponsor and Caltrans is the implementing agency that will administer the construction of the Phase 1 project.

The approved Environmental Document and Project Report (PA&ED documents) included studies and analysis for construction of both the full project limits (SR 237 to SR 84) and an initial segment (south of Auto Mall Parkway to SR 84). The initial segment (Phase 1 project) is focused on providing immediate operational benefits within currently available funding. During development of the Phase 1 project, staff identified and implemented several geometric refinements to reduce costs and minimize environmental impacts.

To provide consistency in the tolling access configuration between I-680 northbound (NB) and southbound (SB) express lanes, the existing SB controlled access tolling configuration is being converted to an open access configuration. The I-680 SB tolling access conversion work is being incorporated into the Phase 1 project. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project into the Phase 1 project.

Project activities already completed and anticipated over the next three months:

- Preliminary tolling zone configuration and associated signing locations determined. Continue to finalize configuration of tolling facility (on-going).
- Continue preliminary toll system design and coordinate with civil design for construction staging/sequencing (on-going).
- Continue to coordinate with PG&E, AT&T and Comcast regarding power and communication service connection needs (on-going).
- Final Plans, Specification & Estimate (PS&E) package submitted to Caltrans marking completion of the final civil design.
- Work with the Consultant design team and Caltrans to complete activities necessary to secure permits/agreements required for Ready to List (RTL) milestone (June 2017)
 - Final Lake or Streambed Alteration Agreement received from the California Department Fish & Wildlife –completed February 2017.
 - The species mitigation agreement with the Ohlone West Conservation Bank– completed March 2017.
 - A License Agreement for a temporary construction agreement from the San Francisco Public Utility Commission approved – May 2017.

- An Incidental Take Permit (ITP) received from the California Department Fish & Wildlife – May 2017.
- Locate an off-site planting site for riparian trees.
- Six of the eight parcels required for the project have been acquired. For the remaining two parcels, the first has obtained a Resolution of Necessity (RON) and the order of possession is pending; for the second parcel, a RON hearing is scheduled for action by the California Transportation Commission (CTC) in June, and if secured and order of possession would be anticipated in early 2018.
- A cooperative agreement with Caltrans for the construction phase approved – May 2017.
- Initiated advanced tree removal contract (May 2017) and tree removal expected between October 2017 and February 2018, within time window allowed by permits.
- Alameda CTC is holding a Contractor's Outreach event to encourage prime contractors and toll system specialty contractors to team and bid on the contract when advertised by Caltrans on June 13, 2017.

The Phase 1 schedule is as follows:

Complete Final Design (PS&E)	May 2017
Ready To List (RTL)	June 2017
CTC Vote SHOPP funds	June 2017
Construction contract advertisement	July 2017
Construction	late 2017 - late 2019
Toll System Installation	mid 2019- late 2019
Testing	late 2019/early 2020
Express Lane opening	late 2019/early 2020

Fiscal Impact: There is no fiscal impact.

Staff Contact

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