Contractor Outreach
for the
I-680 Sunol Express Lane –
Northbound

Caltrans EA 04-4G0564
Alameda CTC PN 1369,000

Tuesday, June 13, 2017, 3 p.m.
I-680 Sunol Express Lane – Northbound

Auto Mall Boulevard to State Route 84

- 9 miles of high occupancy vehicle (HOV)/high occupancy toll (HOT) lanes
- Environmental clearance: July 2015
- Construction estimate: $100 to $125 million
Historical Traffic Speed Trends

- Corridor traffic volume increase resulted in lower p.m. peak average speed from north of Scott Creek Road through SR-84 in 2014 compared to 2008
Existing Northbound I-680

Bottleneck locations

• Bottlenecks occur during p.m. peak periods
  ➢ SR-262 to Washington
  ➢ SR-238 to Andrade
• Some traffic diverts onto local roads
• Queues begin to form around 2 p.m. on weekdays and extend past Scott Creek Road by height of the commute
Project Overview

Location
I-680 in southern Alameda County between Mission Boulevard (SR-262) and Koopman Road, approximately 10 miles of corridor improvements

Three key scope components

- **Construction** of a new I-680 northbound (NB) express lane between Auto Mall Parkway and SR-84
- **Conversion** of existing I-680 southbound (SB) express lane
- **Pavement rehabilitation** of existing freeway lanes
I-680 Sunol Express Lane – Northbound

• Add new continuous-access HOV/express lane from Auto Mall to SR-84 (Calaveras)
• Widen roadway in the median and to the outside
• Construct new auxiliary lane from Washington on-ramp to SR-238 (Mission) off-ramp
• Modify three bridges (Sheridan, Palm, Calaveras)
I-680 Sunol Express Lane – Northbound

- Construct nine retaining walls to accommodate widening
- Rehab existing pavement from Auto Mall Parkway to Koopman Road
- **Install electronic tolling equipment and signage**
- Install enhanced lighting and other safety features
Southbound Sunol Express Lane Conversion

- Convert SB express lane to continuous access from SR-262 (Mission Boulevard) to SR-84
- Integrate existing SB elements into the new toll system, south of SR-262
- Create a single toll operation for NB and SB
Median Widening/Pavement Rehab

I-680 Sunol Express Lane – Northbound

- North of Grimmer Blvd to South of Washington Blvd

TOTAL 1.8 MILES
Pavement Rehab/Restriping

- South of Washington Blvd to North of Paseo Padre Pkwy
- South of Mission Blvd to North of Vargas Rd
- North of Sheridan Rd to North of Andrade Rd
- North of Calaveras Rd to End of Project

TOTAL 2.4 MILES
Outside Widening/Pavement Rehab

- North of Paseo Padre Pkwy to South of Mission Blvd
- North of Vargas Rd to North of Sheridan Rd
- North of Andrade Rd to North of Calaveras Rd

**TOTAL 4.4 MILES**
**Project Scope**

**Adjacent/overlapping project coordination**
- Pavement rehabilitation on I-680
- Freeway Performance Initiative (FPI) ramp metering
- Toll system installation contract (Kapsch and a subcontracted local electrical contractor)

**General construction elements (subcontracting opportunities)**
- Asphalt paving
- New roadway section
- Pre-cast pavement slab replacement
- Bridge replacement and modifications
- Retaining walls
- Median barrier reconstruction
- **Toll system civil infrastructure**
  **SPECIALTY WORK & COORDINATION REQUIREMENTS**
- Electrical and lighting systems
- Overhead sign structures and safety lighting
- Traffic control
### Major Work Items

<table>
<thead>
<tr>
<th>Work Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electrical Work (Power, Communication, Lighting, Traffic Operations System and Toll System)</td>
<td>&gt;$15M</td>
</tr>
<tr>
<td>Bridge Widening and Retaining Walls</td>
<td>&gt;$35M</td>
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<tr>
<td>Drainage Work</td>
<td>&gt;$2M</td>
</tr>
<tr>
<td>Signage and Striping</td>
<td>&gt;$2.5M</td>
</tr>
<tr>
<td>Concrete Barrier, Guard Rail</td>
<td>&gt;$6.5M</td>
</tr>
<tr>
<td>Temporary K-rail</td>
<td>~110,000 LF</td>
</tr>
<tr>
<td>Roadway/Structure Excavation</td>
<td>~150,000 CY</td>
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<tr>
<td>Asphalt Concrete (Hot Mix, etc.)</td>
<td>~180,000 Ton</td>
</tr>
<tr>
<td>Concrete Pavement Slab Replacement</td>
<td>~5,000 CY</td>
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Project Schedule Milestones

- Advertisement (check the Caltrans website)  August 2017
- Bid Opening  September 2017
- Construction Contract Award  October 2017
- First Working Day  December 2017
- Construction Complete  Spring 2020 (estimate)

Note: Project schedule is subject to change. All of the above dates are tentative unless otherwise noted.
Schedule: Construction Working Hours

Daytime work (7 a.m. to 5 p.m. - typical)

• Maintain existing lane configurations
• Shoulder closures
• Work behind k-rail

Nighttime work (11 p.m. to 5 a.m. - typical)

• Mainline lane closures
• Ramp closures
• Full freeway closure
• Sheridan Road overcrossing
• Traffic detours required for ramp and full closures

Restrictions on closures for holidays and special events
Project Budget

• Construction contract range estimated at $100-$125 million

• Caltrans will be the implementing agency for the construction phase

• The Alameda County Transportation Commission (Alameda CTC) is a project sponsor and funding partner
Disadvantaged Business Enterprise Requirements

• Disadvantaged Business Enterprise (DBE) utilization requirements are anticipated to apply to this construction contract opportunity (given that Caltrans will be advertising)

• Contract specific requirements will be listed in the solicitation for bids
Project Resources

• Caltrans projects: [http://www.dot.ca.gov/projects.htm](http://www.dot.ca.gov/projects.htm)

• Caltrans Division of Engineering Services - Program/Project Management and Office Engineer: [http://www.dot.ca.gov/des/oe/](http://www.dot.ca.gov/des/oe/)

• Caltrans DBE database: [www.californiaucp.org](http://www.californiaucp.org)

• Alameda CTC Local Business Contract Equity Program (LBCE) database: [http://www.alamedactc.org/app_pages/view/4543](http://www.alamedactc.org/app_pages/view/4543)
Next Steps

**July/August 2017**

- Monitor Caltrans pending advertisements and request bid package

**August/September 2017**

- Participate in anticipated mandatory Caltrans pre-bid meeting, including review of anticipated DBE requirements

We look forward to seeing several competitive bids from carefully assembled contracting teams tailored for this project.