

# Project Overview: I-680 Express Lanes from SR 84 to Alcosta Boulevard

# CONTENTS

Click through this presentation for a brief overview of:

- The proposed project,
- The environmental process, and
- The project schedule.

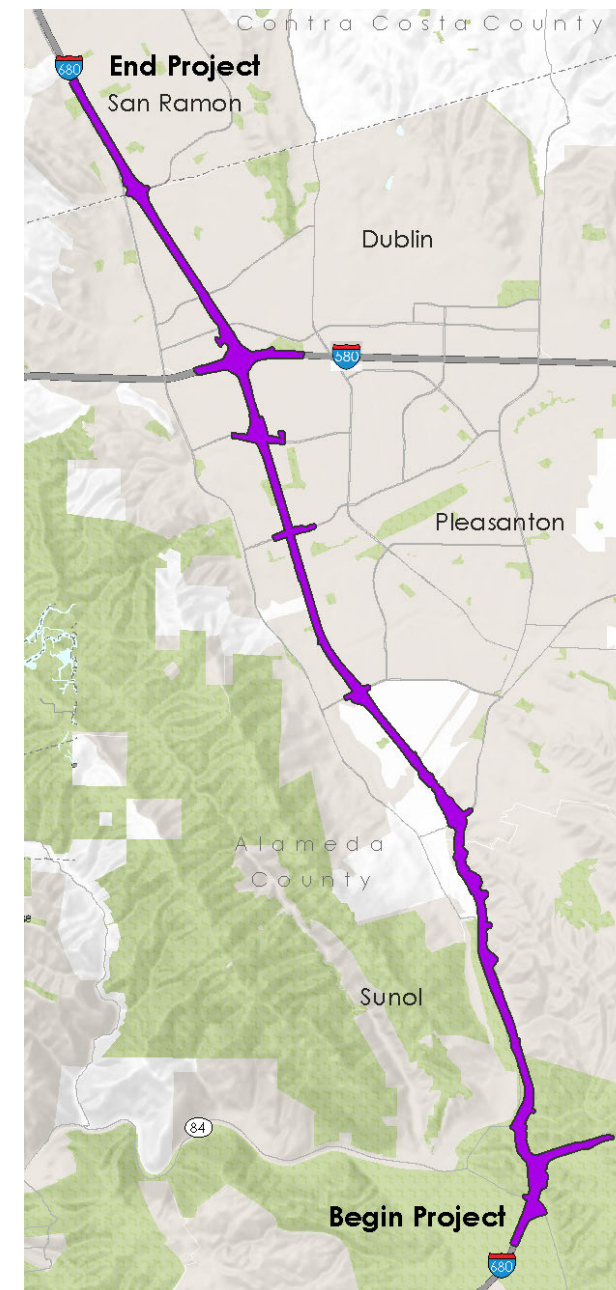
*For more information on this project, be sure to visit [www.alamedactc.org/680gapclosure](http://www.alamedactc.org/680gapclosure).*

# Proposed Project



# WHAT'S BEING PLANNED

The proposed project would build **express lanes** on northbound and southbound Interstate 680 (I-680) from State Route (SR) 84 (Vallecitos Road) in Alameda County to north of Alcosta Boulevard in Contra Costa County.



# WHAT'S BEING PLANNED

The project would also:

- Install electronic tolling equipment and signage, including toll gantries, toll readers and antennas;
- Widen pavement in the median and shoulders;
- Widen or modify bridges;
- Construct or replace concrete barriers, retaining walls, and sound walls; and
- Upgrade safety features throughout the project corridor.

# WHAT'S BEING PLANNED

Express lanes allow freeways to be used more efficiently by:

- Managing capacity and speed to provide reliable travel times;
- Allowing some traffic to shift from the remaining lanes, reducing congestion for all travelers; and
- Using tolls to cover express lane operation and maintenance costs.

**\$** *Remaining funds are reinvested in other transportation improvements in the corridor*

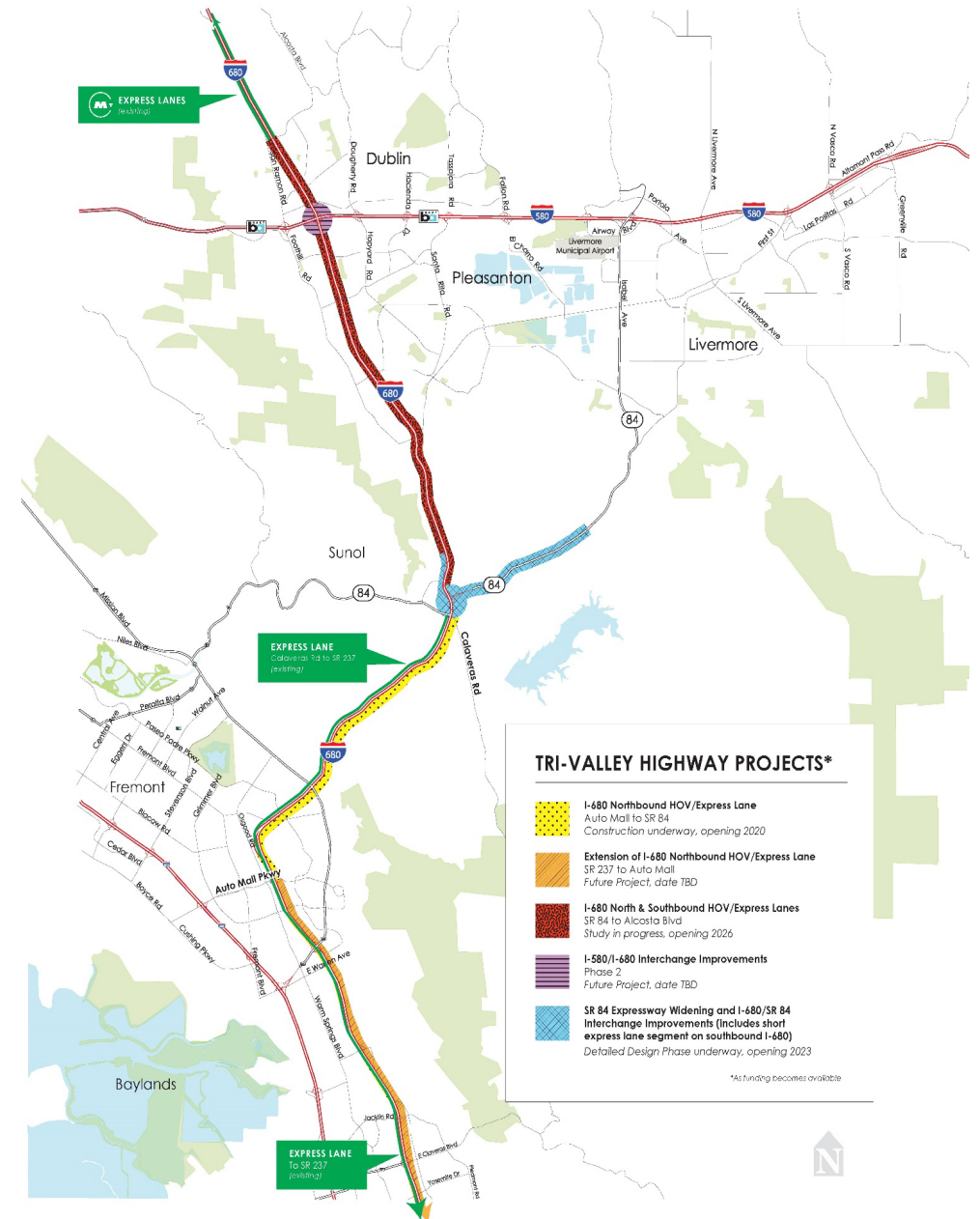


# WHAT'S BEING PLANNED

The proposed project would connect to other express lanes to the north and south, providing 35 miles of express lanes from:

- (Southbound) Rudgear Road in Walnut Creek to SR 237 in Milpitas
- (Northbound) SR 262 in Fremont to Livorna Road in Alamo

*Future programmed projects will complete express lanes south to SR 237 and north to Marina Vista Avenue in Martinez, providing a 48-mile express lane system.*






# Environmental Process



# ENVIRONMENTAL DOCUMENT

The California Department of Transportation (Caltrans) has studied the project's potential environmental effects. The report that describes the results of the study is a combined:

- Initial Study with Proposed Mitigated Negative Declaration (*under the California Environmental Quality Act*), and
- Environmental Assessment (*under the National Environmental Policy Act*)

 For short—"Draft IS/EA"

The Draft IS/EA is available for public review and comment through **June 30, 2020.**

# ENVIRONMENTAL DOCUMENT

The Draft IS/EA covers:

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



*The Draft IS/EA accounts for planned growth through 2045.*

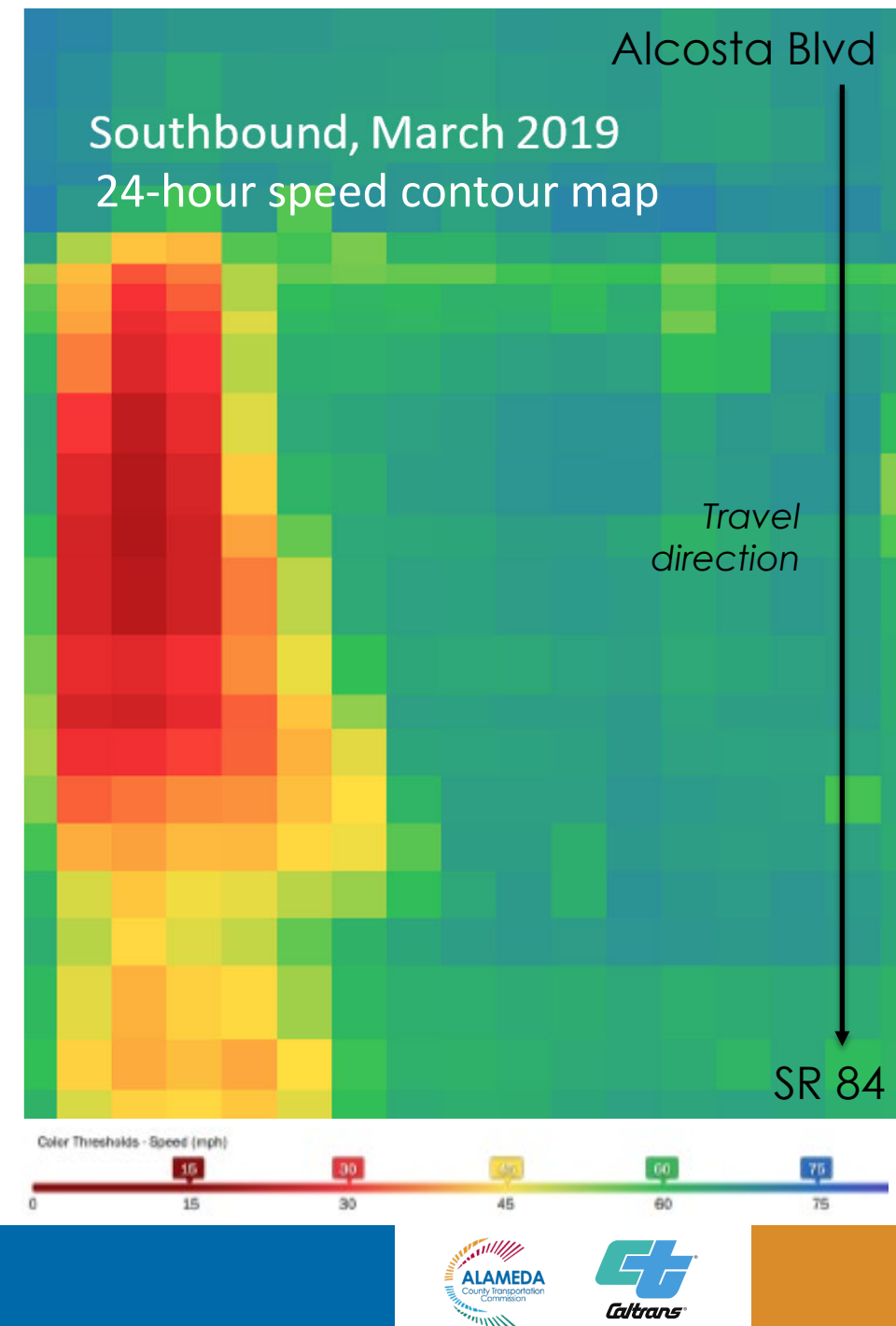
# PROJECT PURPOSE

The purposes of the project are to:

- Increase the efficiency of I-680 between the SR 84 interchange and north of the Alcosta Boulevard interchange to accommodate current and future traffic demand;
- Improve travel time and reliability for all users, including high occupancy vehicle (HOV) and transit users;
- Optimize freeway system management and traffic operations; and
- Contribute to the completion of 48 miles of contiguous express lanes between Santa Clara County and Contra Costa County.

# PROJECT NEED

- I-680 in the project area is congested for around 10 hours each weekday.
- Future Bay Area job and housing growth will increase the level and duration of congestion.
  - *Estimated 20% growth in I-680 corridor by 2040 (Plan Bay Area 2040)*
  - *Tri-Valley area grew 7 times faster than Alameda County, 1970-2010*





# ALTERNATIVES

Two alternatives are evaluated in the Draft IS/EA:

- Build
  - Could be constructed by phase, depending on funding
  - Phase 1 (Southbound) and Phase 2 (Northbound)
- No Build

*Both alternatives were evaluated through 2045.*

Other alternatives were considered but eliminated:

- Shorter express lane segments
- Reversible traffic lanes

# ENVIRONMENTAL REVIEW

Resources studied in the Draft IS/EA:

## No Effects

Agriculture and forestry resources  
Land use and planning  
Mineral resources  
Population and housing  
Recreation  
Tribal cultural resources



## Less than Significant Effects

Aesthetics  
Air quality  
Cultural resources  
Geology and soils  
Greenhouse gas emissions  
Hazards and hazardous materials  
Hydrology and water quality  
Transportation  
Public services  
Noise  
Utilities and service systems  
Wildfire

## Less than Significant Effects with Mitigation Incorporated

Biological resources

- Sensitive natural communities
- Trees
- Wetlands and other waters of the U.S.
- Threatened and endangered species

## No significant effects for any resources

# ENVIRONMENTAL REVIEW

Anticipated changes with the project include:

- Changes in views due to overhead signs, lighting, and vegetation removal
- 0 to 3 decibel increase in traffic noise through 2045
- Impacts to trees and species habitat
- Reduced traffic delays through 2045

# ENVIRONMENTAL REVIEW

## Vehicle Hours of Delay (VHD) Savings

Study Period	No Project VHD	Plus Project VHD	VHD Reduced with Project? (Yes/No, % change)
2025 AM	8,240	4,410	Yes – 46% reduction
2025 PM	5,390	3,540	Yes – 34% reduction
2045 AM	49,500	23,000	Yes – 54% reduction
2045 PM	51,500	39,500	Yes – 23% reduction

*2025 represents opening year, and 2045 represents future (horizon) year.*



# Project Schedule

# ENVIRONMENTAL SCHEDULE

Milestone	Completed
Preliminary Environmental Analysis / Preliminary Design	September 2018
Public Information Meetings	October 2018
Draft IS/EA Preparation	May 2020
Public review for Draft IS/EA	May-June 2020
Final IS/EA	September 2020

After the public circulation period ends:

- All comments will be considered,
- The Project Development Team (PDT) will select a preferred alternative, and
- Caltrans will make the final determination of the project's effect on the environment.

*The Final Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact will include responses to public comments.*

# PROJECT SCHEDULE

Milestone	Year of Completion
Project Study Report/Project Development Support	2018
Environmental	2020
Detailed Design and Right-of-Way*	Phase 1 (Southbound): 2021 Phase 2 (Northbound): 2024
Construction*	Phase 1 (Southbound): 2024 Phase 2 (Northbound): 2027

*\* Contingent upon funding availability*

## PROJECT COST

- Preliminary total cost estimate: \$480 million (includes support cost)

# WHERE YOU COME IN

- Please review the complete Draft IS/EA.

*Need a printed copy? Call Brian Gassner, 510-286-6025 (voice) or e-mail  
ALA680expresslanes@dot.ca.gov.*

- Attend a virtual open house (see [www.alamedactc.org/680gapclosure](http://www.alamedactc.org/680gapclosure)).
- Visit [www.alamedactc.org/680gapclosure](http://www.alamedactc.org/680gapclosure) for more information.
- Share your comments by June 30, 2020:



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# WHERE YOU COME IN

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# Thank you

[www.alamedactc.org](http://www.alamedactc.org)

