



Interstate 680 Sunol Express Lanes

OCTOBER 2021

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-237 to Auto Mall Parkway)

- Construct nearly five miles of HOV/express lane along the northbound direction on I-680 from SR-237 to Auto Mall Parkway through widening I-680 along with other necessary improvements, including structure widening/modification and retaining walls.

Future development of Phase 2 will be performed in close coordination with the Santa Clara Valley Transportation Authority.



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.

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 November 2017.
- Construction on Phase 1 began in March 2018 and is expected to continue through fall 2020.
- To date, the contractor has achieved 89% progress on various bid items at various locations.
- Beginning October 29, 2020, the northbound express lane will open for carpools with two or more persons (2+), vanpools, motorcycles and transit vehicles during peak hours, and open to all during non-peak hours
- Revenue operations will begin in spring 2021.

PROJECT DOCUMENTS

Project webpage: <https://www.alamedactc.org/programs-projects/expresslanes/i-680-sunol-express-lanes-project/>

Operations webpage: <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

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

PARTNERS AND STAKEHOLDERS

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

COST ESTIMATE BY PHASE¹ (\$ x 1,000)

	Phase 1	Phase 2
Scoping	\$75 ¹	(See footnote 1)
Preliminary Engineering/ Environmental	\$8,235 ¹	(See footnote 1)
Final Design (PS&E)	\$16,814	\$10,000
Right-of-Way	\$3,290	\$5,000
Construction	\$157,221	\$115,000
Total Expenditures	\$185,635	\$130,000

¹ Combined cost estimate for Phase 1 and Phase 2.

FUNDING SOURCES (\$ x 1,000)

	Phase 1	Phase 2
Measure B	\$128,200	TBD
State (TCRP, PPM) ²	\$21,189	TBD
State (SHOPP) ³	\$36,246	TBD
Total Revenues	\$185,635	\$130,000

²Traffic Congestion Relief Program (TCRP); Planning Programming and Monitoring (PPM).

³State Highway Operation and Protection Program (SHOPP).

SCHEDULE BY PHASE⁴

	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 2021*

*These dates are for Phase 1 only.

⁴Phase 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.

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