



# Interstate 680 Sunol Express Lanes

NOVEMBER 2022

## 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 spring 2022.
- The northbound express lane is currently open for carpools with two or more persons (2+), vanpools, motorcycles and transit vehicles during peak hours.
- Revenue operations will begin in late fall 2022.

## 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/680\\_NB\\_Express\\_Lane\\_DED\\_Nov2014.pdf](http://www.dot.ca.gov/dist4/documents/680nbhovlane/680_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

## 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	\$7,968 <sup>1</sup>	(See footnote 1)
Final Design (PS&E)	\$16,323	\$10,000
Right-of-Way	\$3,570	\$5,000
Construction	\$173,359	\$115,000
<b>Total Expenditures</b>	<b>\$201,295</b>	<b>\$130,000</b>

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

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

	Phase 1	Phase 2
Measure B	\$136,907	TBD
Measure BB	\$5,789	TBD
State (TCRP, PPM) <sup>2</sup>	\$21,189	TBD
State (SHOPP) <sup>3</sup>	\$37,410	TBD
<b>Total Revenues</b>	<b>\$201,295</b>	<b>\$130,000</b>

<sup>2</sup> Traffic Congestion Relief Program (TCRP); Planning Programming and Monitoring (PPM).

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

## 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/Electric Toll Integration	Spring 2018*	Early 2023*

\*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.

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