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.
**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**


Operations webpage: [http://www.alamedactc.org/680express](http://www.alamedactc.org/680express)

Environmental Impact Report/Environmental Assessment (EIR/EA)


**PARTNERS AND STAKEHOLDERS**

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

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**COST ESTIMATE BY PHASE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Scoping</th>
<th>Preliminary Engineering/Environmental</th>
<th>Final Design (PS&amp;E)</th>
<th>Right-of-Way</th>
<th>Construction</th>
<th>Total Expenditures</th>
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<tbody>
<tr>
<td>Phase 1</td>
<td>$75(^1)</td>
<td>$7,968(^1)</td>
<td>$16,323</td>
<td>$3,570</td>
<td>$173,359</td>
<td>$201,295</td>
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<tr>
<td>Phase 2</td>
<td>(See footnote 1)</td>
<td>(See footnote 1)</td>
<td>$10,000</td>
<td>$5,000</td>
<td>$115,000</td>
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</table>

\(^1\) Combined cost estimate for Phase 1 and Phase 2.

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**SCHEDULE BY PHASE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Begin</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering/Environmental (EIR/EA)</td>
<td>September 2011</td>
<td>July 2015</td>
</tr>
<tr>
<td>Final Design</td>
<td>August 2015*</td>
<td>June 2017*</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>August 2015*</td>
<td>June 2017*</td>
</tr>
<tr>
<td>Advertisement/Award</td>
<td>Summer 2017*</td>
<td>Fall 2017*</td>
</tr>
<tr>
<td>Construction/Electric Toll Integration</td>
<td>Spring 2018*</td>
<td>Early 2023*</td>
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</table>

*These dates are for Phase 1 only.

\(^4\) 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.

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**FUNDING SOURCES**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Measure B</th>
<th>Measure BB</th>
<th>State (TCRP, PPM)(^2)</th>
<th>State (SHOPP)(^3)</th>
<th>Total Revenues</th>
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<tbody>
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<td>Phase 1</td>
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<td>TBD</td>
<td>TBD</td>
<td>$130,000</td>
</tr>
</tbody>
</table>

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

\(^3\) State Highway Operation and Protection Program (SHOPP).

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