



Interstate 880 Southbound HOV Lane Project: South Segment from Davis Street to Marina Boulevard

OCTOBER 2022

PROJECT OVERVIEW

The I-880 Southbound HOV Lane Project widened the southbound I-880 mainline from Davis Street to Marina Boulevard for a High-Occupancy Vehicle (HOV) lane, reconstructed Davis Street and Marina Boulevard overcrossings to accommodate the new lane and to provide standard vertical clearance over the freeway, and construction of a new sound wall.

The project was funded through federal, state and local funding sources. In May 2012, the California Transportation Commission allocated Proposition 1B Corridor Mobility Improvement Account funding for the construction phase of the project. The contract was awarded in September 2012, and the new HOV lane opened to traffic on October 20, 2015.

PROJECT NEED

- I-880 within project limits was heavily congested during morning/evening commute hours. The backup extended to Hegenberger Road. The number of vehicles using the I-880 was projected to grow by 30 percent in 2035. The extension of the southbound HOV was needed to reduce congestion and decrease travel time for HOV traffic.
- To enhance safety by providing standard vertical clearance for truck at the Davis Street and Marina Boulevard overcrossings.



 = Project Area North Segment  = Project Area South Segment

PROJECT BENEFITS

- The HOV lane increased vehicle occupancy in the corridor, reduced delays for HOV and mixed-flow vehicles, and helped to complete the HOV network between Alameda and Santa Clara Counties.
- The project reconstructed the overcrossings to provide a standard vertical clearance of 16.5 feet. The low overcrossings were routinely hit by oversized vehicles. Correction of this deficiency improved the reliability of the route for trucks and improved the reliability of commerce.



I-880 and Marina Boulevard Overcrossing – First Year of Plant Establishment Period.



I-880 and Davis Street Overcrossing – First Year of Plant Establishment Period.

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$1,515
PE/Environmental	\$1,937
Final Design (PS&E)	\$6,182
Right-of-Way	\$1,698
Construction	\$62,482
Total Expenditures	\$73,814

FUNDING SOURCES (\$ X 1,000)

Measure B	\$966
Federal	\$5,131
State (CMIA)	\$51,577
Local	\$16,140
Total Revenues	\$73,814

STATUS

Implementing Agency: Alameda CTC

Current Phase: Follow-up Landscape Construction Plant Establishment Period (PEP)

- Roadway Construction was completed in April 2016.
- The PEP is anticipated to end in December 2025.
- Caltrans and the City of San Leandro are responsible for maintenance beyond PEP.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, Federal Highway Administration, City on San Leandro

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2009	Spring 2010
Final Design/ROW	Spring 2010	Spring 2012
Roadway Construction	Fall 2012	Spring 2016
Landscape Construction	Fall 2020	Fall 2021
Landscape PEP	Fall 2021	Late 2025

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