

FACT SHEET



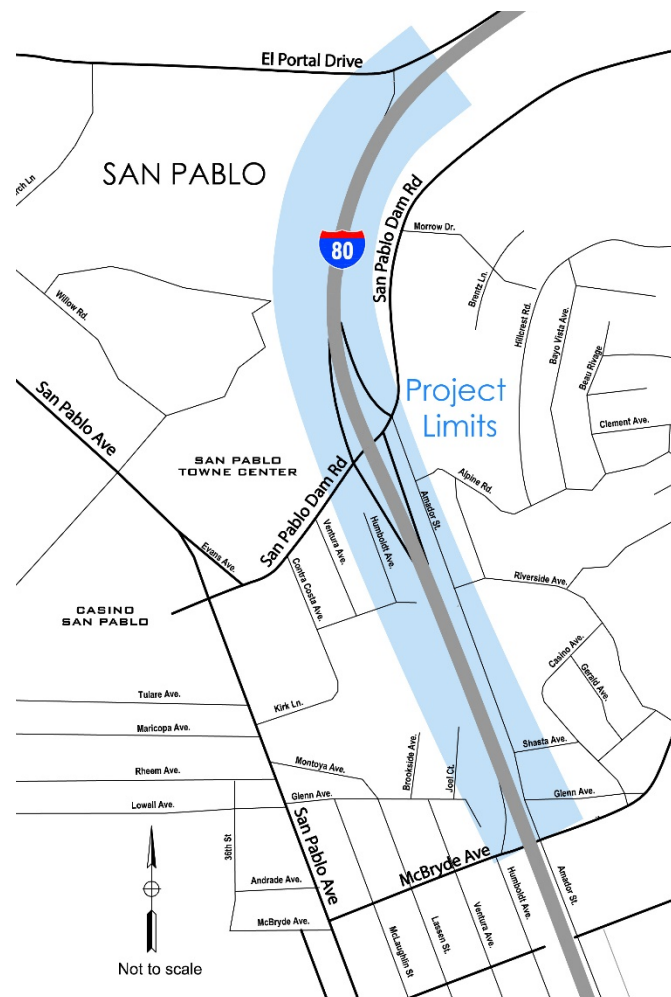
INTERSTATE 80/SAN PABLO DAM ROAD INTERCHANGE IMPROVEMENTS PHASE 2

Caltrans, Contra Costa Transportation Authority

Contact: Jean Finney, Deputy District Director | Jean.Finney@dot.ca.gov | (510) 715-7554

Project Location:

Interstate 80 (I-80) is a critical regional and interregional trade corridor in the San Francisco Bay Area. The I-80/San Pablo Dam Road (SPDR) Interchange is located in the City San Pablo in Contra Costa County, California. SPDR is a gateway to the City of San Pablo. It provides access to and from I-80 and nearby shopping and residential areas. SPDR is a regionally significant route as it connects State Route (SR 24) and I-80. The interchange experiences a high rate of truck collisions due to the substandard vertical clearance of the overcrossing and lack of outside shoulders on I-80. In addition, severe peak hour congestion and delays in the area are exasperated by ramp queue spill backs due to poor geometry and high volumes at the ramp intersections. Inadequate interchange spacing between SPDR and adjacent ramps at McBryde Avenue and El Portal Drive also result in poor weaving and congestion on westbound I-80. Inadequate pedestrian and bicycle facilities on SPDR hinders access across the city.



Project Location Map

Project Scope:

The project will reconstruct the existing I-80/SPDR Interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities. Due to the project size and available funding, it was segmented into two phases.

At a cost of approximately \$42 million, Phase 1 was constructed in 2017 and was largely funded by local and regional funds. Phase 1 relocated the El Portal Drive on-ramp to westbound I-80, extended the auxiliary lane along westbound I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstructed the Riverside Avenue pedestrian overcrossing.

Phase 2 will reconstruct the existing I-80/SPDR interchange and improve pedestrian and bicycle facilities across I-80. Specific improvements include the construction of a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek; reconstruction of the on- and off-

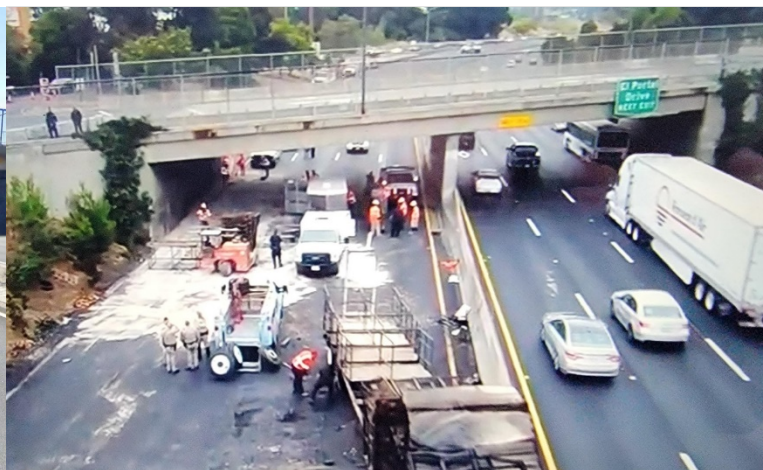
ramps to SPDR; replacement of the existing I-80/SPDR overcrossing with a 6-lane structure with wide sidewalks and shoulders, which will raise the vertical clearance of the substandard overcrossing and remove the existing bridge support walls that block the outside freeway shoulders; and realignment of Amador Street. Phase 2 is estimated to cost \$112 million.

Project Benefits:

The project significantly improves freight reliability, velocity, and throughput of regional and interregional commerce along I-80. It will substantially benefit both vehicular and pedestrian/bicycle traffic by enhancing operations and safety within the interchange area. When completed, the project will allow all trucks to safely pass through the area resulting in decreased collisions, injuries, congestion, and associated emissions. Improvements to sidewalks and bike lanes as part of the project will also reduce potential conflicts between trucks and residents of this regionally designated Equity Priority Community.

Total Project Cost	Total TCEP Request
\$112 million	\$19.7 million

PA/ED	PS&E	RTL	R/W	CON
Complete	July 2023 - June 2025	June 2025	July 2023 - Mar 2025	Dec 2025 - Nov 2027



Key Project Benefits



Safety



**Congestion
Relief**



**Goods
Movement,
Economic Vitality
and Job Creation**



**State of Good
Repair**



**Support Emission
Reduction and
Climate Goals**