

FACT SHEET



METROPOLITAN
TRANSPORTATION
COMMISSION



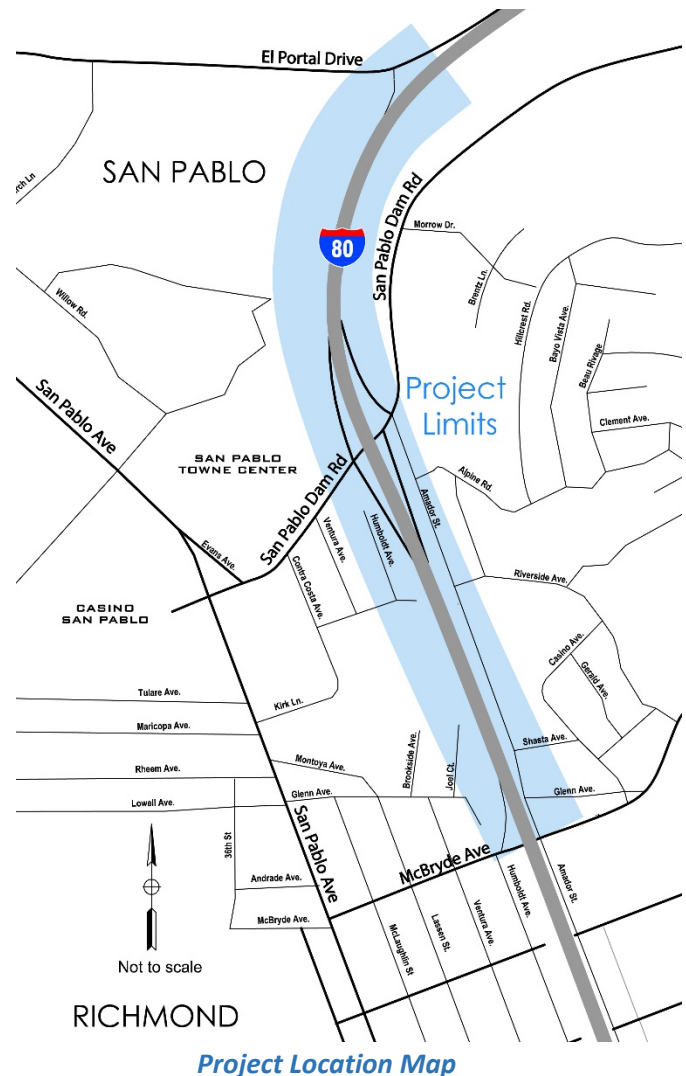
CONTRA COSTA
transportation
authority

INTERSTATE 80/SAN PABLO DAM ROAD INTERCHANGE IMPROVEMENTS PHASE 2

Caltrans, Metropolitan Transportation Commission, Contra Costa Transportation Authority

Project Location:

Interstate (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 of 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 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 completed 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 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 outside freeway shoulders, reconstruct the on- and off-ramps to SPDR, construct a new connector road on the west side of I-80 to connect SPDR to

McBryde Avenue with a new bridge over Wildcat Creek, and realign Amador Street. Phase 2 is estimated to cost \$112 million, with \$19.7 million in TCEP funds requested for Design and ROW.

Project Cost:

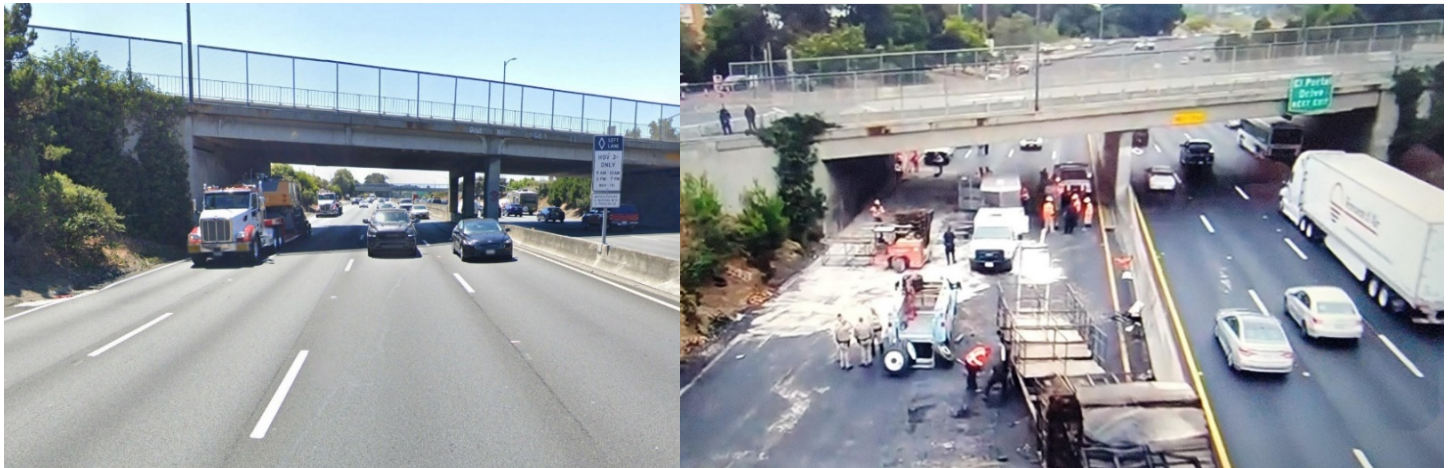
Total Project Cost	Total TCEP Request (PS&E and ROW)	Matching Funds
\$112 million	\$19.7 million	\$4.3 million

Project Schedule:

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

Project Benefits:

The Project significantly improves freight reliability, velocity, and throughput of regional and interregional commerce along I-80. It will also 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.



Key Project Benefits



Safety



Congestion Relief



Goods Movement, Economic Vitality and Job Creation



State of Good Repair



Support Emission Reduction and Climate Goals