

= Interstate 205 ( California ) =

Interstate 205 ( abbreviated I @-@ 205 ) is a short auxiliary Interstate Highway that connects Interstate 5 with Interstate 580 in the San Joaquin Valley in the U.S. state of California . Along with those highways , I @-@ 205 forms the north side of a triangle around the city of Tracy . The route provides access from the San Francisco Bay Area to the northern San Joaquin Valley . It is officially designated as the Robert T. Monagan Freeway after the California legislator who represented the area from 1961 to 1973 .

When I @-@ 205 opened in December 1970 , it replaced 11th Street , which passed through downtown Tracy , as part of the primary all @-@ land connection between the Bay Area and Sacramento until the Carquinez Bridge opened in 1927 , and carried the Lincoln Highway and later U.S. Route 50 . 11th Street is now signed as Interstate 205 Business .

= = Route description = =

Interstate 205 begins at the bottom of I @-@ 580 's eight @-@ lane descent from Altamont Pass into the San Joaquin Valley . Here I @-@ 580 turns southeast to a junction with I @-@ 5 , paralleling the California Aqueduct and Delta @-@ Mendota Canal along the foothills , while I @-@ 205 continues east as a six @-@ lane roadway , immediately crossing both waterways . The first interchange is with Mountain House Parkway , formerly Patterson Pass Road , which serves the planned community of Mountain House . Next is a split with Business 205 , a business loop that follows 11th Street through Tracy . As I @-@ 205 curves east @-@ northeast and back east through the northern part of Tracy , it has interchanges with Grant Line Road ( County Route J4 towards Antioch ) , Tracy Boulevard ( County Route J13 through downtown Tracy ) , and MacArthur Drive . After several miles without an interchange , the highway ends at a merge with I @-@ 5 , where traffic can continue northeast to the junction with SR 120 near Manteca and then east on SR 120 towards Yosemite National Park or north on I @-@ 5 towards Stockton .

As it connects to I @-@ 580 , I @-@ 205 is a frequently @-@ congested major commuter route to the Bay Area . Signs on eastbound I @-@ 580 instruct travelers to take I @-@ 205 , SR 120 , and SR 99 to reach Modesto instead of using the direct , but non @-@ freeway , route SR 132 . I @-@ 205 also serves to connect the Bay Area with popular weekend destinations such as Yosemite , Reno , and Lake Tahoe . The Altamont Commuter Express provides commuters with an alternate route over Altamont Pass to San Jose and San Francisco , the latter through a transfer to BART .

= = History = =

When the Department of Engineering laid out the initial state highway system after the state 's voters approved a bond issue to pay for it in 1910 , they included Route 5 , connecting Santa Cruz and Oakland with Stockton via Altamont Pass . San Joaquin County paved the portion near Tracy with asphalt with their own bond issue , passed in 1909 , and the state later resurfaced it with concrete . In addition , the new concrete road bypassed Banta , which the old county road had passed through via Banta Road , F Street , and Grant Line Road . Otherwise , the road was relatively direct , coming down from Altamont Pass onto Grant Line Road , following Byron Highway into Tracy , and leaving east and northeasterly on 11th Street to the San Joaquin River at the Mossdale Crossing . The Lincoln Highway Association chose this route in 1913 for their transcontinental highway , where it remained until the Carquinez Bridge opened in 1927 , creating a shorter route via Vallejo . In 1926 , the American Association of State Highway Officials designated the Stockton @-@ Bay Area route as US 48 , which was absorbed by an extension of US 50 by the early 1930s .

A 1938 four @-@ lane bypass of the old road around Altamont Pass was extended east to Tracy as a four @-@ lane expressway on November 16 , 1954 . By then , the entire route between the Bay Area and Stockton was four or more lanes , following the present I @-@ 580 ( eastbound lanes where they separate ) , I @-@ 205 , 11th Street , and I @-@ 5 from Livermore through Tracy to

Stockton . During early planning for the Interstate Highway System , the main north @-@ south route through California ( now I @-@ 5 ) was to use SR 99 through the San Joaquin Valley ; a connection to the Bay Area split near Modesto and roughly followed US 50 . The Bureau of Public Roads approved a move to the proposed Westside Freeway in May 1957 , and in November they added a North Tracy Bypass that would connect I @-@ 5 and I @-@ 580 . Construction began in the late 1960s , incorporating part of the 1954 expressway and a new alignment bypassing Tracy to the north , and the \$ 14 million road opened to traffic on December 21 , 1970 . ( A short piece at the west end , including the bridge over the California Aqueduct , was upgraded several years earlier when I @-@ 580 and I @-@ 5 to the south were built . )

Since 1970 , I @-@ 205 has seen few changes . The largest have been widening from four to six lanes west of Business 205 in 1999 , and converting two diamond interchanges to partial cloverleafs ? Grant Line Road in about 1997 and Mountain House Parkway in 2007 ( including ramp meters ) . As of Summer 2009 , I @-@ 205 has been widened to six lanes ( three in each direction ) for its entire route . Also , the 1970s concrete pavement has been resurfaced with fresh asphalt from the junction of I @-@ 5 to due east of the 11th street connector ramp .

= = Future = =

Caltrans has plans to improve merging distances by constructing auxiliary lanes between the interchanges , and to add new interchanges at Lammers Road and Paradise Road .

= = Tracy business loop = =

Interstate 205 Business is a locally maintained business route . It locally follows 11th Street , the historic four @-@ lane alignment of U.S. Route 50 , through Tracy . The route begins at a split with I @-@ 205 west of the city . After passing through downtown Tracy , it curves northeast at a junction with former SR 33 , which has been truncated to the south at I @-@ 5 . The final stretch of Interstate 205 Business runs diagonally to a merge with I @-@ 5 , which comes from the south and continues northeast along the former US 50 alignment . The east end of Interstate 205 Business is about 3 / 4 mile ( 1 km ) southwest of the end of I @-@ 205 ; normally Interstate 205 Business would return to I @-@ 205 at both ends , but here I @-@ 205 and Interstate 205 Business both end at I @-@ 5 .

= = Exit list = =

Except where prefixed with a letter , postmiles were measured on the road as it was in 1964 , based on the alignment that existed at the time , and do not necessarily reflect current mileage . R reflects a realignment in the route since then , M indicates a second realignment , L refers an overlap due to a correction or change , and T indicates postmiles classified as temporary ( for a full list of prefixes , see the list of postmile definitions ) . Segments that remain unconstructed or have been relinquished to local control may be omitted . The numbers reset at county lines ; the start and end postmiles in each county are given in the county column .