



Statement of Reaffirmation

SR 160 Transportation Concept Report

District 4

June 2017



District 4 System and Regional Planning began developing Transportation Concept Reports (TCRs) prior to Headquarters' commitment to the Department of Finance on TCR delivery and used a format different from Headquarters' 2012 TCR Guidelines and Template. A pre-2012 TCR defines the concept of a State owned/operated/maintained facility, projecting to a 25-year Planning horizon. It describes corridor characteristics such as the existing multimodal transportation network, land use as well as projected long-range corridor travel needs. These TCRs were designed for corridors with low complexity and represent a statement by Caltrans on what the future facility should be to better manage projected travel demand and other considerations such as interregional needs, Goods Movement, system preservation, stewardship and local concerns.

The SR 160 TCR was developed pursuant to Government Code 65086, which states that "the Department of Transportation as owner-operator of the State Highway System (SHS) shall carry out long-term planning to identify future highway improvement." It was informed by Caltrans statutes, policies and directives, along with local and regional partnership input and corridor analyses. Also used in the development of the concept were the Transportation System Development Plan (which has subsequently been replaced by the District System Management Plan Project List), California Transportation Plan, Regional Transportation Plan, Interregional Transportation Strategic Plan, Caltrans Traffic Operations strategies, Caltrans Freeway Agreements, and other regionally and locally approved transportation plans.

Development of the SR 160 TCR represented a cooperative planning effort that was dependent upon the participation and cooperation of key internal and external stakeholders. Caltrans Traffic Operations, Design, Transit and Community Planning, other functional units and external Stakeholders such as county Congestion Management Agencies (CMAs), counties and cities along the corridor have provided essential information, advice, and feedback during the preparation of this document.

The SR 160 TCR covered the majority of the topical areas required in the new TCR format. More importantly, the document's 25-year Corridor Concept that reflected statutes at the time (including Assembly Bill 32 and Senate Bill 375) conforms to current laws, regulations and Caltrans policies, and therefore still remains valid. While many short-term strategies recommended by the document may have already been or are currently being implemented, the remaining 25-year corridor strategies, especially those long-term recommendations that focus on system management and operations and multimodal improvements, are consistent with Caltrans Mission, Vision, Goals and Objectives as well as the Strategic Management Plan 2015-2020.

This Statement reaffirms the 25-year Corridor Concept as well as the long-term recommended strategies to help achieve the Concept as described in the SR 160 TCR. During the next phase of Corridor Planning,

Caltrans District 4 System and Regional Planning will work with Headquarters Division of Transportation Planning to revamp the System Planning program, identify new System Planning products and establish new formats/templates for corridor planning documents. The 25-year concept for each corridor will be revisited and updating documents developed prior to 2012 will be one of the high priorities. It is our goal that the new and improved products and formats will strategically accommodate document updates, address new SHOPP Asset Management requirements, and support further enhanced coordination and collaboration with internal and external stakeholders.

CALTRANS MISSION, VISION & GOALS

MISSION:

Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

VISION:

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork.

GOALS:

Safety and Health - Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

Stewardship and Efficiency – Responsibly manage California's transportation-related assets.

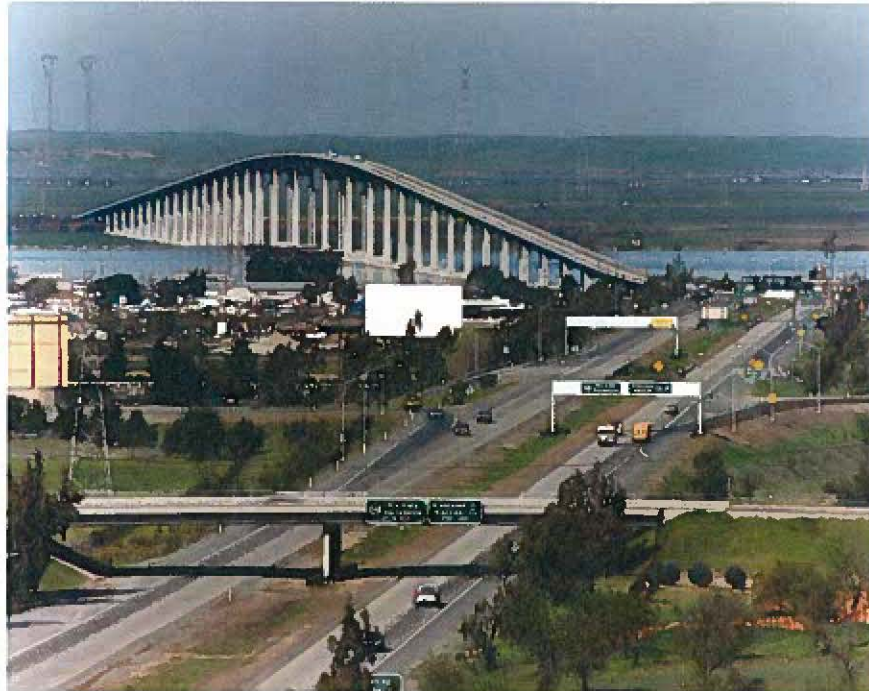
Sustainability, Livability and Economy - Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

System Performance - Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

Organizational Excellence - Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.



STATE ROUTE 160 TRANSPORTATION CONCEPT REPORT



The Transportation Concept Report (TCR) is a Caltrans long range planning document that informs the regional transportation planning process. The TCR provides information regarding route segments, including high priority projects for the highway over the next 25 years, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

Approvals:

 8-29-11

LEE TAUBENECK
District 4 Deputy Director
Planning and Local Assistance

Date

 8/29/11

BIJAN SARTIPI
District 4 Director

Date

Stakeholder Acknowledgement

District 4 is pleased to acknowledge the time and contributions of stakeholders and partner agencies to this TCR. Development of system planning documents such as this one is dependent upon the participation and cooperation of key stakeholders. This TCR represents a cooperative planning effort for SR 160. Representatives of the Contra Costa County Transportation Authority, TRANSPLAN, City of Antioch and City of Oakley provided essential information, advice and feedback for the preparation of this document.

This TCR will be posted on the Caltrans District 4 System Planning website at:
<http://www.dot.ca.gov/dist4/systemplanning/>

Document Preparation

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Transportation Concept Report Contents

The following pages provide an overall route description and summary information on each route segment. Each segment summary includes a segment map, a segment overview and data tables. A list of future projects for each segment is also included. These projects are separated into three categories:

1. **Programmed**—projects included in the State Transportation Improvement Program, State Highway Operations and Protection Plan, or California Federal Transportation Improvement Program;
2. **Planned**—projects included in an approved Regional Transportation Plan;
3. **Conceptual**—projects not yet included in a planning or programming document, but are recommended to maintain mobility and access along the segment.

Project listings include a brief description and estimated completion year.

State and Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local agencies, collaboratively planned, developed and implemented through the regional transportation planning and project development process. Such improvements will provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. Developments affecting this route and the regional State Highway System may necessitate that local jurisdictions provide nexus-based, proportional fair-share funding for future highway improvements.

State Route 160 Segment Map



Figure 1. SR 160 Segment Map.

State Route 160 Summary

State Route (SR) 160 is both an interregional connector serving the industrial areas of eastern Contra Costa County and a recreational route for traffic to the Sacramento/San Joaquin River Delta area. SR 160 is approximately 3.7 miles long within District 4. The Contra Costa/Sacramento County line which separates Caltrans District 3 from District 4 is located mid-span of the Antioch Bridge over the San Joaquin River. The northern anchorage of the Antioch Bridge ends on Sherman Island in Sacramento County. The current toll bridge was completed and opened to traffic in 1978. It measures 1.8 miles (2.9 km) and replaced the original structure that was built in 1926. The facility begins as a freeway at the SR 4 interchange. SR 160 is designated as a scenic highway for its entire length. After one interchange (Wilbur Avenue) the classification changes to conventional highway across the bridge. District 3 produced a TCR for SR 160 in Sacramento County in June 2010.

The pair of route segments listed below have a total length of 3.72 miles:

Segment A: CC T0.00 to CC 0.488 = SR 4 to Toll Plaza (District 4).

Segment B: CC 0.488 to CC 1.32 = Toll Plaza to Antioch Bridge Midpoint.

SR 160 is surrounded by residential Antioch, along with commercial and industrial land uses approaching the Antioch Bridge. On the east side of the facility Oakley land uses include single family residential and future master planned communities and agricultural uses (vineyard). The Antioch Bridge connects eastern Contra Costa County to agricultural lands of the Sacramento-San Joaquin Delta.

Transit service on SR 160 consists primarily of Rio Vista Delta Breeze Route 52 (State Route 160 Express) that connects Rio Vista to Pittsburg/Bay Point BART. Also intersecting SR 160 at SR 4 are Tri Delta Transit Routes 383, 391 and 393 connect Hillcrest Park and Ride to Oakley (Rte 383) Pittsburg BART to Brentwood Park and Ride (Rte 391), and lastly, Bay Point to Brentwood Park and Ride (Rte 393).

According to the American Community Survey, in 2009 the mode split in the Antioch/Oakley area is 72.5% SOV, 17.4% HOV, 5.0% Transit, 1.7% bike/ped.

Nearby agriculture and industrial land uses contribute to a relatively large truck percentage of 11%. The five axle truck share is 44%. SR 160 is designated as a federal Surface Transportation Assistance Act (STAA) Terminal Access Route which represent portions of state routes or local roads that can accommodate and permit access for larger STAA trucks.

The Antioch Bridge is open to pedestrians and bicyclists. MTC's Regional Bicycle Plan identifies East 18th Street/Main Street and Wilbur Avenue as locations along the corridor to expand the regional bicycle network (proposed class II and class III bicycle routes respectively). Bike access to the Antioch Bridge is via Wilbur Avenue, travelling under the SR 160 overcrossing before turning left onto the bridge.

There is a park and ride lot located at SR 4 and Hillcrest Ave, approximately two miles southwest of the SR 160 corridor. This park and ride lot has 218 parking spaces and bicycle parking available.

Complete Streets Deputy Directive 64-Revision #16 directs Caltrans to consider the access needs of all users as part of its planning and project development. Table 1 below notes some key characteristics of intersections along SR 160 that have an effect on bicycle and pedestrian access to and across the facility.

SR 160 Ramp Intersection Features and Characteristics

Interchange	Interchange Type*	Pedestrian Countdown Y/N Timer	Raised Median Y/N	Number of Lanes Crossed**	Number of Marked Crossings
East 18 th St / Main St (NB SR 160)	L-10	N	Y	4	None
East 18 th St/ Main St. (SB SR 160)	L-10	Y	Y	4	3
(NB SR 160) Wilbur Ave	L-4	N	Y	4	None
(SB SR 160) Wilbur Ave	L-4	N	Y	2	1

Table 1. SR 160 Ramp Intersection Features and Characteristics.

*<http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0500.pdf>

**Includes turn lanes

There are two freeway interchanges along the corridor. Pedestrian improvement opportunities exist where pedestrian crossings can be added as well as pedestrian countdown equipment installed.

State Route 160 Segment A Summary

As illustrated in Figure 1, segment A begins as a four lane freeway in the eastern portion of Antioch with a paved median. SR 160 crosses over, via grade separation, Burlington Northern Santa Fe (BNSF) railroad tracks approximately 600 feet south of Wilbur Ave. The freeway portion continues until it reaches the Toll Plaza. SR 160 transitions from the toll plaza onto the Antioch Bridge. The toll plaza has three lanes consisting of a dedicated HOV lane during peak periods and a dedicated Fastrak lane.

Limited retail, commercial and residential uses exist adjacent to SR 160 in Antioch and Oakley. The City of Oakley has developed plans for a master planned commercial site located near the Main St/ East 18th interchange. Oakley has also planned for a major research and development center near SR 160/Wilbur Ave. interchange. Bicycles and pedestrians are not allowed on the freeway portion of the facility.

State Route 160 Segment B Summary

Segment B begins as SR 160 transitions to a two lane conventional highway divided bridge. A concrete median separates traffic across the entire span over the San Joaquin River. The Antioch Bridge is open to bicyclists and pedestrians. Shoulder width ranges from two to five feet (inside and outside shoulders respectively) on the bridge.



Photograph : Antioch Bridge—looking south from Sherman Island (5-13-2009)

State Route 160 TCR Segment Traffic Data

Segment A

Location					Forecasted LOS and Facility Type				
Segment	Description	County	Post Mile From	Post Mile To	2010 LOS*	25-Year Future LOS	25-Year Concept LOS	Existing Facility	Concept Facility
A	SR 4 to Toll Plaza	CC	T0.0	0.488	D	F	F	4F	4F
B	Toll Plaza to Midpoint	CC	0.488	1.32	D	F	F	2C	2C
SAC	Midpoint Antioch Bridge to Touchdown.	SAC	0.0	1.30	D	F	F	2C	2C

Table 2a. SR 160 TCR Segment Traffic Data.

*NB and SB peak periods CCTA (2000 H.C.M).

Current Traffic Data--2009						Prior Three Years	Future Traffic Data--2035				
Segment	% of Trucks	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume Over Capacity	Collision Rate Index*	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume Over Capacity	
A	5.4%	60%	3,091	41,000	1.13	-45%	55%	4,126	48,100	1.41	
B	5.4%	55%	2,608	37,500	0.93	-45%	55%	3,268	45,500	1.24	

Table 2b. SR 160 TCR Segment Traffic Data.

*Collision Rate Index: The percentage by which each segment's reported collisions rate (fatal, injury and property damage only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-year Caltrans Traffic Accident Surveillance and Analysis System data.

Due to the limited availability of other direct routes along the Sacramento River, agricultural traffic, goods movement traffic, and recreational traffic use this segment. Commuter traffic is increasing due to growth in adjacent regions. Current LOS is D and expected to decline to LOS F by 2035.

During the next twenty-five years AADT in the corridor is expected to increase by 30%. Trucks account for 11% of traffic volume within the corridor. Five axle trucks account for almost half of the 11% that travel over the Antioch Bridge to fertile farmland of the Sacramento – San Joaquin Delta. Peak hour traffic is expected to increase by 2035. The future traffic data shows degradation of SR 160 with a Volume to Capacity ratio (v/c) of 1.41, (Segment A) and 1.24 (Segment B), equating to LOS F condition if only programmed and planned projects are constructed within the 25 year period. Increased demand and operational issues contribute to the degradation of the facility. The toll plaza is a bottleneck that contributes to minor operational issues in that area.

SR 160 Environmental Factors and Constraints Map

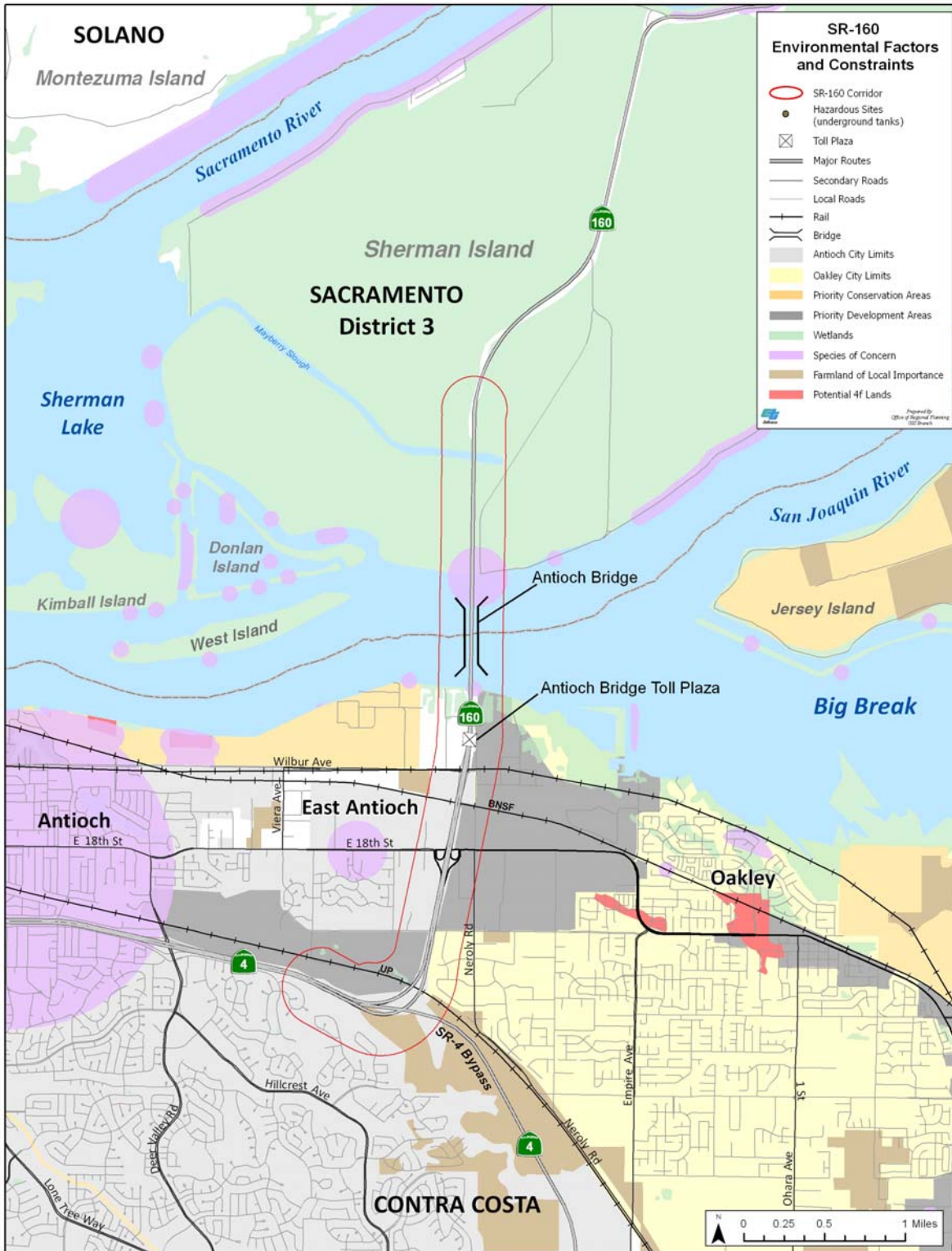


Figure 2. SR 160 Environmental Factors and Constraints Map.

Environmental Factors and Constraints

Figure 2 depicts environmental issues in the vicinity of SR 160. Just west of SR 160 there is an area where a species of concern, the Antioch Dunes Evening Primrose (plant) is located. Additionally, Mason's Lilaeopsis (plant), Soft Bird's Beak (plant) and Giant Garter Snake located on the north anchorage of the Antioch Bridge. There are Priority Conservation Areas (PCA) and Priority Development Areas (PDA), within the route's area of influence.

Sea level Rise

The 2009 *Vulnerability of Transportation Systems to Sea Level Rise Preliminary Assessment* states that the SR 160 corridor is among the most likely to be impacted by an expected 55 inch rise in the sea level by 2100. Executive Order (EO) S-13-08 in November 2008 directs state agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100. Although EO S-13-08 allows for some exemptions for routine maintenance projects and for projects programmed for construction through 2013, the intent is to plan ahead to assess project vulnerability and reduce anticipated risks associated with sea level rise.

Regional Blueprint Planning Program

The Regional Blueprint Planning Program is a voluntary, competitive grant program funded by the State of California that supports Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to conduct comprehensive scenario planning. The San Francisco Bay Area participates in the Regional Blueprint planning program through grants funding the Focusing Our Vision program (FOCUS). The primary goal of FOCUS is to encourage future growth near transit and in the existing communities that surround the San Francisco Bay. The goal is also to enhance existing neighborhoods and provide housing and transportation choices for all residents.

Priority Development Areas

Beginning in 2007, local governments in the Bay Area through the FOCUS program have applied for regional designation of an area within their community as a PDA. PDAs are infill development opportunities within existing communities. They are committed to creating more housing choices in locations easily accessible to transit, jobs, shopping and services. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing. A *planned area* is part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan. A *potential area* may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.

Priority Development Areas

- Antioch – Hillcrest eBART Station
- Oakley – Employment Planning Area

Priority Conservation Areas

As part of the FOCUS program, PCAs are areas of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. The purpose of designating PCAs through the FOCUS Program is to accelerate protection of key natural lands regional agencies are working with state agencies and funding entities to encourage protection of these important natural resources.

Priority Conservation Areas

- There is a potential PCA located west of SR 160 south of Antioch Bridge toll plaza.

SR 160 Corridor Issues

- SR 4 Bypass freeway facility connection to SR 160 is incomplete; future SR 4 demand is expected to show need for improved SR 160 connection.
- Right of way is available from the Toll Plaza PM 0.70 southward to PM 0.0.
- Antioch and Oakley development expected to increase travel demand at the 18th St. and SR 160 and Wilbur/SR 160 interchanges.
- Programmed improvement at 18th/SR 160 is expected to accommodate 2035 demands.
- The planned SR 4/Hillcrest eBART station is expected to spur development and travel demand in the vicinity of the corridor.
- The toll plaza is a bottleneck that contributes to currently minor operational issues (backups) in that area.
- Planned relinquishment of Main Street (conventional SR 4) to Oakley, and adoption of SR 4 Bypass as the new SR 4 routing is in progress. Once it is complete, SR 160 will commence at the SR 4 Bypass interchange. Old SR 4 ramps will be redesignated as SR 160.
- The city of Oakley Parks and Recreation Master Plan proposes multi-use trails near the SR 160 corridor.

Highway Improvement Projects

Programmed:

- Widen Wilbur Ave East of BNSF Railroad tracks to SR 160 from 2 to 4 lanes - Complete 2014
- Antioch Bridge Seismic Retrofit Project Construction - Complete Spring 2012
- 18th St. I/C improvements, including: Constructing and improve sidewalks at E. 18th /Main St SR 160 NB & SB off-ramps. – IQA of PSR being performed by CC Design sponsored by Oakley.

Planned:

- Construct freeway-to-freeway direct connectors between Route 4 Bypass and Route 160 Sponsored and funded by SR 4 Bypass Authority.

Conceptual:

In addition to the planned and programmed projects noted above, the following conceptual projects are recommended for further study to support the Corridor Concept.

- Widen Main St SR 160 to Big Break Rd from 4 to 6 lanes
- Stripe adjacent roadway for bicycle lanes
- Bicycle and Pedestrian signage upgrades
- Open Road Tolling
- Wilbur/SR 160 Interchange Improvements

SR 160 Concept Rationale

The Corridor Concept conveys Caltrans vision for a route with respect to corridor capacity and operations for a 25-year planning horizon.

The future concept of the SR 160 Corridor is to maintain a four – lane freeway to the Antioch Bridge Toll Plaza and maintain a two lane Antioch Bridge. Short term improvements include Antioch Bridge Seismic Retrofit project, and widening Wilbur Avenue east of BNSF Railroad tracks to SR 160. The future operational issues (due to increased demand) at SR 4 and SR 160 junction will be addressed with the completion of the northbound and southbound connectors, respectively. Open road tolling has potential to improve operations in the vicinity of the toll plaza.

Complete Streets recommendations include improving crosswalk makings, adding additional pedestrian countdown to signal crossings, increased signage for pedestrians will also help improve pedestrian access in East Antioch and the City of Oakley.

Bicycles are allowed on the Antioch bridge, but additional bicycle improvements would benefit bicycle and pedestrian access for the adjacent roadways approaching SR 160 (Main St / East 18 St and Wilbur Ave), intersections with SR 160 prior to the Antioch bridge, and well as the Antioch bridge span itself. This concept supports recent SR 4 CSMP and SR 4 Bypass plans.

Appendix A State Route 160 Freeway Agreement

A Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

The legislative intent for requiring Freeway Agreements is to obtain local agency support of local road closures, changes to the local circulation system, and to protect property rights and assure adequate service to the community. The agreements may be modified at any time by mutual consent of the parties involved as may become necessary. Table A1 lists the current Freeway Agreement on the SR 160 corridor.

Adopted Date	County	Post Miles	Description	Agreement With
7-10-2007	CC	0.0/0.5	From Route 4 to North City Limits at Wilbur Ave.	City of Antioch

Table A1. SR 160 Corridor Freeway Agreement.

04-CC-4-PM R29.5/T31.5
In the City of Antioch
From 0.6 mile East of Hillcrest
Avenue to Route 160

04-CC-160-PM 0.0/0.5
In the City of Antioch
From Route 4 to North City Limits
At Wilbur Avenue

FREEWAY AGREEMENT

THIS AGREEMENT, made and entered into on this 10th day of July, 2007, by and between the STATE OF CALIFORNIA, acting by and through the Department of Transportation (herein referred to as "STATE"), and the City of Antioch (herein referred to as "CITY"),

WITNESSETH:

WHEREAS, the highways described above have been declared to be freeways by Resolutions of the California Highway Commission on May 18, 1949 and February 19, 1957; and

WHEREAS, STATE and the County of Contra Costa have entered into a Freeway Agreement dated January 5, 1966, relating to that portion of State Highway Route 4 from 0.3 mile east of "A" Street to State Highway Route 160 and State Highway Route 160 from State Highway Route 4 to Contra Costa/Sacramento County line; and

WHEREAS, CITY has subsequently annexed certain areas including portions of such freeway covered by said Freeway Agreement dated January 5, 1966 with the County of Contra Costa; and

WHEREAS, a revised plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects streets of the CITY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a new Freeway Agreement in accordance with the revised plan of said freeway;

NOW, THEREFORE, IT IS AGREED:

1. This Agreement supersedes that portion of said Freeway Agreement dated January 5, 1966 from 0.6 mile east of Hillcrest Avenue on State Highway Route 4 to the north CITY limits at Wilbur Avenue on State Highway Route 160.
2. CITY agrees and consents to the closing of CITY streets, relocation of CITY streets, construction of frontage roads and other local streets, and other construction affecting CITY streets, all as shown on the plan map attached hereto marked Exhibit A and made a part hereof by this reference.
3. STATE shall, in construction of the freeway and at STATE'S expense, make such changes affecting CITY streets in accordance with the plan map attached hereto marked Exhibit A.

04-CC-4-PM R29.5/T31.5
In the City of Antioch
From 0.6 mile East of Hillcrest
Avenue to Route 160

04-CC-160-PM 0.0/0.5
In the City of Antioch
From Route 4 to North City Limits
At Wilbur Avenue

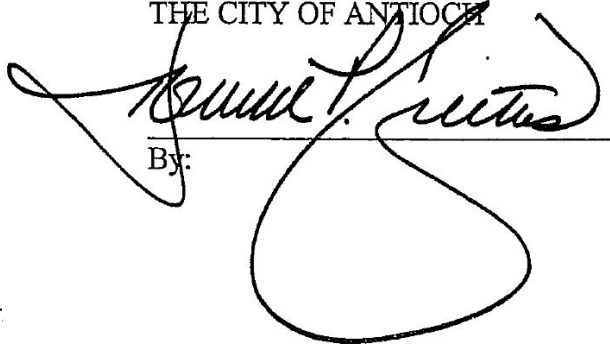
4. STATE agrees to acquire all necessary right of way as may be required for construction, reconstruction or alteration of CITY streets, frontage roads, and other local streets, and CITY hereby authorizes STATE to acquire on its behalf all such necessary right of way.
5. It is understood between the parties that the right of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway projects, the obligations of STATE hereunder shall be carried out at such time and for such unit or units of the projects as funds are budgeted and made lawfully available for such expenditures.
6. CITY will accept control and maintenance over each of the relocated or reconstructed CITY streets, and the frontage roads, and other STATE constructed local streets on receipt of written notice to CITY from STATE that the work thereon has been completed, except for any portion which is adopted by STATE as a part of the freeway proper. CITY will accept title to the portions of such roads lying outside the freeway limits upon relinquishment by STATE.
7. This Agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary for the best accomplishment, through STATE and CITY cooperation, of the whole freeway project for the benefit of the people of the STATE and of the CITY.


IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation


WILL KEMPTON
Director of Transportation
By:

THE CITY OF ANTIOCH


By:


For MARK LEJA
Chief Design Engineer

APPROVED AS TO FORM:


Attorney (State)

APPROVED AS TO FORM:



Attorney (City)

EXHIBIT A

7-10-07

LEGEND

 FREEWAY AND CONNECTIONS

LIMIT OF AGREEMENT
RTE 4 PM T31.5
RTE 160 PM 0.0

LIMIT OF AGREEMENT
RTE 160 PM 0.5

LIMIT OF AGREEMENT
RTE 4 PM R29.5

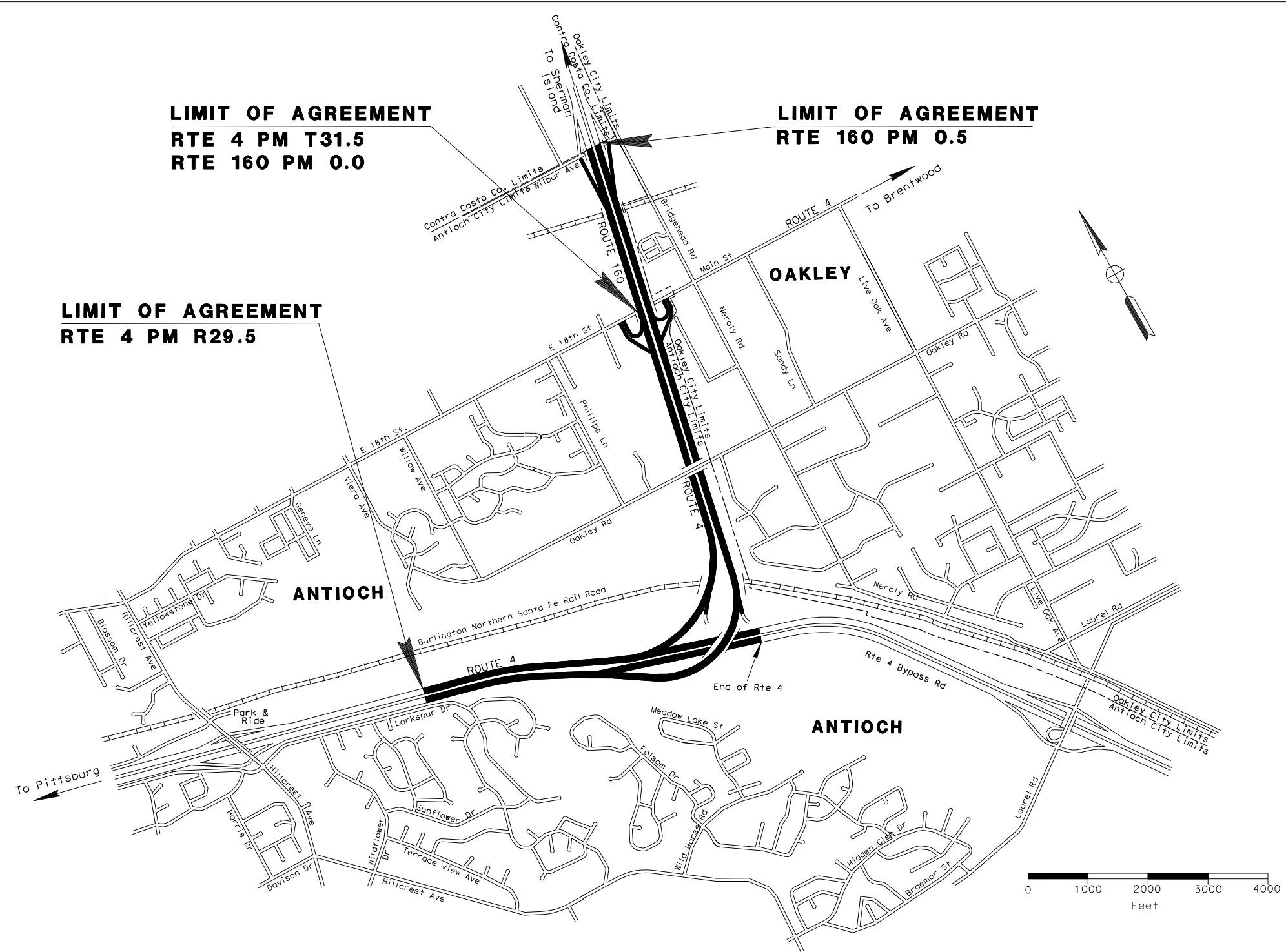
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

4-CC-4 PM R29.5/T31.5
4-CC-160 PM 0.0/0.5

FREEWAY **IN THE CITY OF ANTIOCH**

ON ROUTE 4 FROM 0.6 MI EAST
HILLCREST AVE TO ROUTE 160
AND ON ROUTE 160 FROM ROUTE 4
TO NORTH CITY LIMITS AT WILBUR AVE

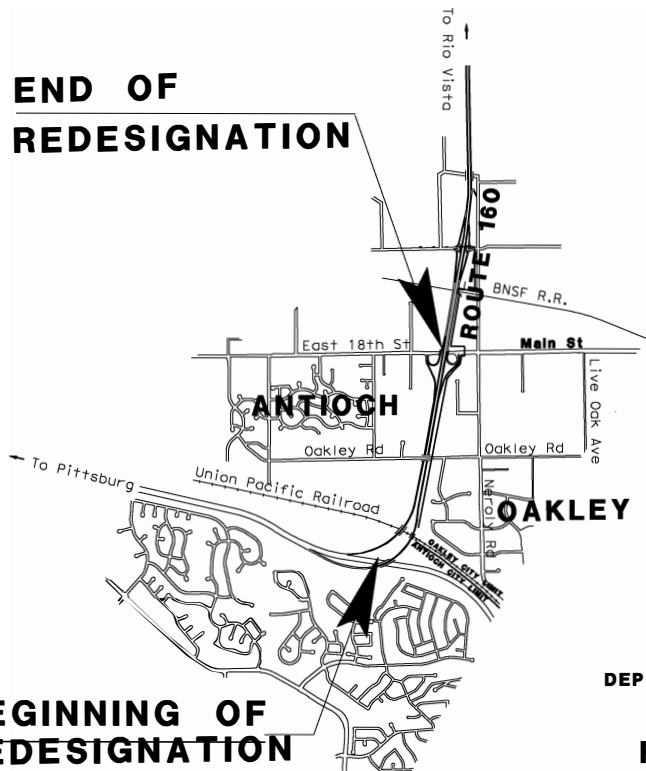
IN CONTRA COSTA COUNTY ON RTE 4 PM R29.5/T31.5 AND ON RTE 160 PM 0.0/0.5



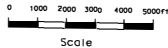
Appendix B State Route 160 Freeway Redesignation

Caltrans District 4 Design Division (Contra Costa County) is working on the SR 160 Freeway Redesignation, which will extend the route by approximately 1.1 miles, to the south. Please refer to the attached draft map for limits of the SR 160 redesignation. This redesignation is part of the SR 4 Bypass project activities.

**END OF
REDESIGNATION**



**BEGINNING OF
REDESIGNATION**



**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING**

REDESIGNATION

**IN CONTRA COSTA COUNTY
4-CC-4
TO
4-CC-160
FROM STATE HIGHWAY ROUTE 4
TO MAIN STREET**