

= California State Route 160 =

State Route 160 ( SR 160 ) is a state highway in the U.S. state of California consisting of two sections . The longer , southern , section is a scenic highway through the alluvial plain of the Sacramento River , linking SR 4 in Antioch with Sacramento via the Antioch Bridge . The northern section , separated by the southern by Sacramento city streets , is the North Sacramento Freeway , running from the 16th Street Bridge over the American River to Interstate 80 Business towards Roseville .

This northern section was deleted from the definition in the Streets and Highways Code in 2003 , when the relinquished portion through downtown Sacramento was also removed , but it is still maintained and signed by the California Department of Transportation ( Caltrans ) as SR 160 . This portion is also part of the California Freeway and Expressway System , as is the piece south of SR 12 near Rio Vista , though , of the latter , only the southernmost piece in Antioch is built to freeway standards . The entire southern portion , from SR 4 to Sacramento , is part of the State Scenic Highway System .

= = Route description = =

State Route 160 begins in eastern Antioch at SR 4 . After two interchanges , the highway rises onto the two lane Antioch Bridge over the San Joaquin River . It cuts north across the center of Sherman Island , reaching the Sacramento River on the opposite shore . From here to Sacramento , SR 160 never strays far from the river , first following the east levee over the 1949 Three Mile Slough Bridge ( a lift bridge ) , past Brannan Island State Recreation Area , and across SR 12 opposite the river from Rio Vista . After passing Isleton , the highway crosses the river on the Isleton Bridge , a bascule bridge built in 1923 , and runs along the west shore on Grand Island , where it meets the east end of SR 220 . The Walnut Grove Bridge carries County Route J11 east across the river to Walnut Grove , and , at the north end of the island , SR 160 crosses the 1924 Steamboat Slough Bridge onto Sutter Island and then the 1923 Paintersville Bridge across the Sacramento River to the mainland , both bascule bridges .

On the mainland , SR 160 once again runs atop the east levee , now 1 ? 2 miles ( 1 @. @ 5 ? 3 km ) west of Interstate 5 . The final bridge over the river is the Freeport Bridge , which carries County Route E9 to the west levee , where it turns south to return to SR 160 at the west end of the Paintersville Bridge . About a mile ( 1 @. @ 5 km ) beyond the Freeport Bridge , SR 160 leaves the levee , enters the city of Sacramento ( where state maintenance and control ends ) , passes under I @- @ 5 , and farms give way to suburbs . Here the former SR 160 is known as Freeport Boulevard , a major surface road that passes the Sacramento Executive Airport and Sacramento City College . Freeport Boulevard turns to the northwest at about 4th Avenue . It was formerly a one @- @ way pair with 21st Street with Freeport heading one @- @ way southbound and 21st heading one @- @ way northbound . The city converted these streets back to two @- @ way streets for traffic calming purposes in 2008 . After a short jog west on Broadway , former SR 160 turns north on the one @- @ way pair of 15th ( southbound ) and 16th ( northbound ) Streets , almost immediately crossing Business 80 and entering downtown Sacramento .

15th and 16th Streets lead traffic north past the east side of the State Capitol grounds , which lie between L and N Streets . At F Street , the path of southbound SR 160 jogged west for three blocks to 12th Street ; both 12th and 16th Streets pass under the Union Pacific Railroad 's Martinez Subdivision ( where B Street would be ) in four @- @ lane subways , but 15th Street dead @- @ ends . 12th Street remains a one @- @ way southbound roadway , but the two @- @ way RT Light Rail now occupies its east side . 12th Street turns northeast at North B Street , and the two directions of former SR 160 come together at Richards Boulevard , just south of the 16th Street Bridge over the American River and the south end of the state @- @ maintained North Sacramento Freeway . The light rail , which crosses the river between the two directions of SR 160 , soon leaves at the Del Paso Boulevard interchange as the freeway turns east . Two folded diamonds at local streets and a northbound @- @ only entrance ramp from Tribute Road are all that remains before

SR 160 merges with Business 80 at the Arden Way interchange . Business 80 is also known as the Capital City Freeway here .

= = History = =

In the late 1910s , Sacramento County improved the county road along the levee of the Sacramento River between Sacramento and Rio Vista , which crossed the river twice on free ferries near Paintersville and Isleton . A toll ferry across the San Joaquin River connected Sherman Island , south of Rio Vista , with Antioch , where drivers could head west through the Broadway Tunnel to reach the San Francisco Bay , but the road between Rio Vista and the ferry was poor . In 1922 , the Victory Highway Association selected this " Netherlands Route " ( through what was locally promoted as the " Netherlands of America " ) for the Victory Highway west of Sacramento , as it was both shorter than the Lincoln Highway route via Stockton and more scenic . In particular , the river district would " impress [ the motorist ] with the enormous productive resources of this state as well as supply him with an unmatched scenic drive " , and the Broadway Tunnel approach to the bay would bring him " over the Victory Highway to the end of his journey in such a fashion that he will never forget the view spread before him as he first comes into sight of the San Francisco Bay region " .

Two bascule bridges ? the Paintersville Bridge and Isleton Bridge ? replaced the free ferries in 1923 , and are of a type patented by Joseph B. Strauss , who went on to design the Golden Gate Bridge . Local businessmen Aven Hanford and Oscar Klatt replaced the toll ferry with the tolled Antioch Bridge in mid -@- 1926 , almost a year before they opened the larger Carquinez Bridge to the west . The counties of Contra Costa and Sacramento organized a joint highway district in November 1925 to fund an improvement of the northern approach from Rio Vista ; the concrete highway was completed in July 1927 , creating a fully paved continuous route between Sacramento and the bay .

The legislature added this road to the state highway system in 1933 , and it became part of Legislative Route 11 , which had stretched east from Sacramento along US 50 . This part of Route 11 was not assigned a sign route number in 1934 , but , by 1937 , when the new Broadway Low Level Tunnel opened , it was part of Sign Route 24 . That route had initially begun at Woodland and traveled northeast and east through the Feather River Canyon , and was extended southeast from Woodland along Sign Route 16 to Sacramento and then south and west via Antioch to the San Francisco ? Oakland Bay Bridge approach in Berkeley . The California Freeway and Expressway System was formed in 1959 , and included in the planned upgrades was the road between Antioch and Rio Vista . ( North of Rio Vista the present SR 84 was part of the system . ) The entire length was included in the State Scenic Highway System in 1963 . In the 1964 renumbering , the Antioch @-@ Sacramento roadway was split between two routes : Route 84 from Antioch to SR 12 near Rio Vista , and Route 160 from SR 12 to Sacramento . However , the entire route was marked as SR 160 , and in 1981 the legislative definition was changed to reflect this .

The part of SR 160 through and north of downtown Sacramento began as part of Legislative Route 3 , which was added to the state highway system under the first bond issue , passed in 1910 , and left the city on the 16th Street Bridge over the American River , following Del Paso Boulevard , El Camino Avenue , and Auburn Boulevard to Roseville . ( The short piece from the end of Route 3 near the State Capitol south to Broadway and Freeport Boulevard was Route 4 , which followed SR 99 towards Los Angeles . ) Route 3 between Sacramento and Roseville was also part of the Victory Highway , and was marked as part of US 40 in 1928 and US 99E in 1929 . The North Sacramento Freeway opened on October 6 , 1947 , bypassing this route from the bridge to Auburn Boulevard near Ben Ali . In 1955 , the Elvas Freeway opened from the midpoint of the North Sacramento Freeway to the east side of downtown , and US 99E was moved off the south half of the older North Sacramento Freeway and onto the Elvas Freeway . The North Sacramento Freeway was included in the California Freeway and Expressway System when it was created in 1959 , and the part of Route 3 southwest of the Elvas Freeway , which carried I @-@ 80 , became part of SR 160 in the 1964 renumbering .

By 2000 , the city of Sacramento maintained the non @-@ freeway portion of SR 160 within the city

limits under a contract with Caltrans . However , since Caltrans 's main goal is to move traffic efficiently , the city was not able to carry out pedestrian @-@ friendly projects that they and local residents wanted . Under a law passed in July 1999 , Caltrans was authorized to relinquish any part of Route 160 within the city limits to Sacramento . The two agencies agreed , and on October 19 , 2000 the portion from the south city limits to the American River became the full responsibility of the city . A 2003 amendment to the Streets and Highways Code erroneously deleted not only this part , but the North Sacramento Freeway as well .

A project to convert the former southbound @-@ only Richards Boulevard access just south of the American River to a standard signalized intersection was completed in August 2007 ; this improves access to existing and future development in the area , including redevelopment of a former rail yard , while slowing northbound traffic heading for the bridge and freeway . Another project converting Freeport Boulevard and 21st Street south of Broadway into two @-@ way streets was also completed . 21st Street has carried northbound traffic since 1974 , when Caltrans took it over . This will calm traffic while improving the intersection at the south end of the former one @-@ way pair , which the RT Light Rail now crosses 21st Street just to the north of . In addition , the three blocks of F Street that carried southbound SR 160 from 12th Street to 15th Street have been calmed by the addition of a roundabout at 13th Street .

In 2012 , SR 4 was re @-@ routed to go further south to bypass Oakley and Brentwood . The southern end of SR 160 was then extended south to cover the part of the freeway that is no longer designated as SR 4 , from Main Street ( where State Route 4 originally exited the freeway ) to the fork of the new SR 4 ( formerly known as the State Route 4 Bypass , or Bypass Road ) .

In 2014 , construction began at the interchange with SR 4 to complete the two remaining ramps that would link southbound SR 160 to eastbound SR 4 and westbound SR 4 to northbound SR 160 . Construction was completed in March 2016 .

= = Major intersections = =

Except where prefixed with a letter , postmiles were measured in 1964 , based on the alignment as it ( and Route 84 south of Route 12 ) existed at that time , and do not necessarily reflect current mileage . The numbers reset at county lines ; the start and end postmiles in each county are given in the county column .