

FACT SHEET
SR4 BYPASS PROJECT – PHASE 1

1) Project Description:

Phase 1 of the SR4 Bypass project involves construction of partial interchange at the SR4/SR4 Bypass (SR4BP) junction (no connection from the SR4BP to SR 160) with six lanes of freeway to Laurel Avenue and four lanes of freeway to Lone Tree Way; then, a two-lane limited access-controlled highway to the west end of Marsh Creek Road; then a two-lane conventional highway along Marsh Creek Road back to SR 4.

This Phase 1 project will be constructed in three segments. **Segment 1** will connect to SR4 halfway between Hillcrest Avenue and Main Street and continue south for approximately 3.1 miles to Lone Tree Way. **Segment 2** begins at Lone Tree Way and extends to Balfour Road for approximately 2.8 miles. **Segment 3** will begin at Balfour Road and extend southerly approximately 2.6 miles and connect back to existing State Route 4 via an improved Marsh Creek Road, approximately 4 miles. The total length of all three segments is approximately 12.4 miles.

2) Purpose and Need:

Significant growth occurring in East County resulted in ever-increasing traffic demand on existing SR4 through the downtown areas of Oakley and Brentwood. Upgrading the existing highway would have resulted in expensive and disruptive acquisition of residential and commercial properties, and therefore was not feasible. As such, the SR4 Bypass Project was constructed to the west of the Oakley and Brentwood downtown areas. The purpose of the SR4 Bypass Project is to provide necessary infrastructure to improve local circulation/mobility for Antioch, Oakley and Brentwood and at the same time, relieve through-traffic congestion in Oakley and Brentwood.

3) Project History:

In 1989, Contra Costa County and the cities of Antioch and Brentwood created the State Route 4 Bypass Authority through a Joint Powers Agency Agreement. In 1994, the Bypass Authority certified the project EIR and the Contra Costa County and the cities of Antioch and Brentwood have adopted the proposed Bypass precise alignment. Since that time, a number of addenda has been adopted to cover changes and assess impacts not included in the original document. The SR4BP Authority intends to transfer the roadway to the State upon completion of all the segments – subject to the approval by CTC.

4) Project Funding:

The principal source of revenue for the Bypass Program is from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA). This fee is currently collected on new home construction, as well as other land uses, in eastern Contra Costa County.

6) Milestones: (Caltrans performed oversight on the project in accordance with Caltrans policies on special-funded projects.)

<u>Project Milestone</u>	<u>Segment I</u>	<u>Segment II</u>	<u>Segment III</u>
EIR Certification	Dec 2004	Dec 2004	Dec 2004
EIR Addendum/Supp	Dec 2003	Jan 1999	Oct 2004
PS&E	Feb 2005	Mar 1999	Sep 2005
Approve/Award Contract	May 2005	June 1999	Oct. 2006
Complete Construction	July 2008	Aug 2002	Oct 2008

7) Project Estimate:

Estimated Cost (in \$M)	Segment 1 Phase 1	Segment 2 Phase 1	Segment 3 Phase 1	Total
Project Development	\$19.4	\$5.5	\$15.3	\$ 40.2
Construction	56.5	12.0	46.0	114.5
R/W and Utilities	37.8	15.8	29.1	82.7
Total Estimated Cost	\$113.7	\$33.3	\$90.4	\$ 237.4