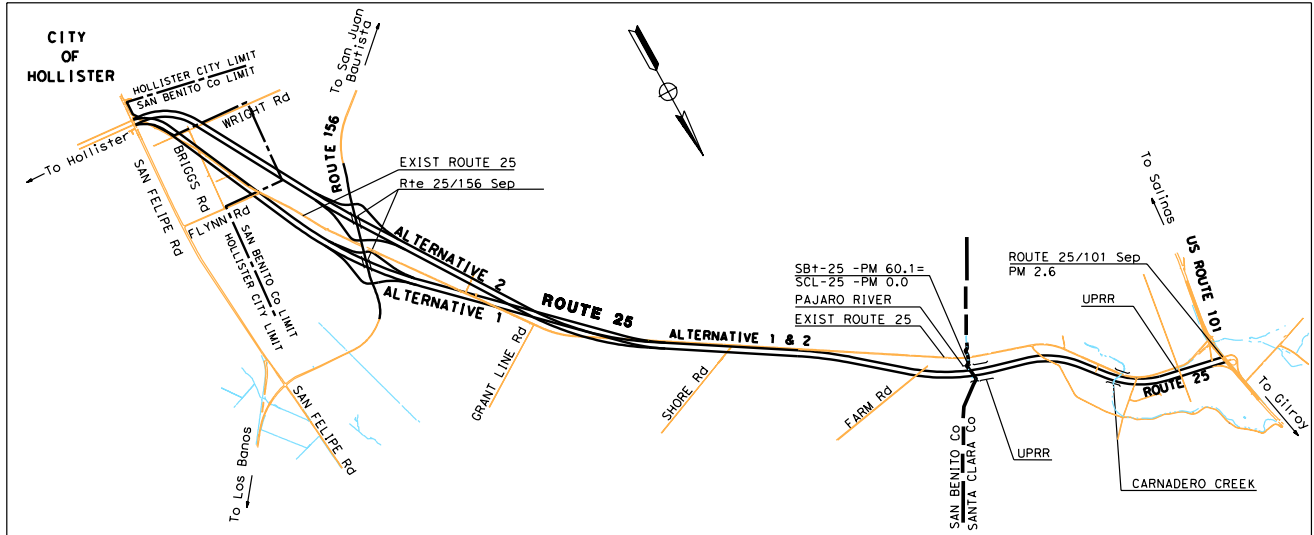


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04 – SCL -25, PM 0.0/2.6
05 – SBt - 156, PM R10.5/R12.2
05-220-485400
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December 2008

DRAFT PROJECT REPORT



**IN SAN BENITO AND SANTA CLARA COUNTIES IN AND NEAR HOLLISTER
ON ROUTE 25 FROM SAN FELIPE ROAD TO US ROUTE 101 AT PM 2.6 AND ON
ROUTE 156 FROM HUDNER OVERHEAD TO 0.8 MILE EAST OF ROUTE 25/156
INTERSECTION**

I have reviewed the right of way information contained in this Draft Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

SPIROS KARIMBAKAS
CENTRAL REGION DIVISION CHIEF
RIGHT OF WAY

APPROVAL RECOMMENDED BY:

RICHARD ROSALES
PROJECT MANAGER

APPROVED BY:

RICHARD KRUMHOLZ
DISTRICT 5 DIRECTOR

DATE

This Draft Project Report has been prepared under the direction of the following Registered Civil Engineer. The Registered Civil Engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

JOSE A. BAUTISTA
REGISTERED CIVIL ENGINEER

DATE

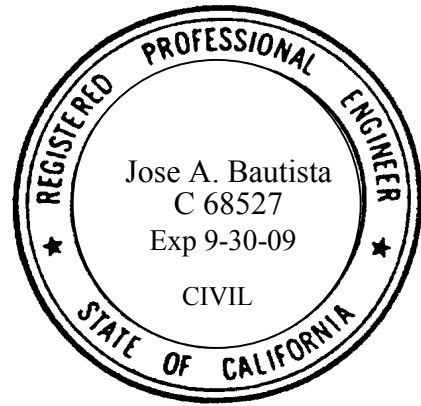


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DRAFT PROJECT REPORT

I. INTRODUCTION

This project proposes to widen Route 25 from an existing two-lane conventional highway to a four-lane divided expressway. This report proposes both a route adoption study and a construction project within the limits of the route adoption study. The route adoption study limits extends from San Felipe Road, within the City of Hollister, to US Route 101 at Post Mile 2.6 in Santa Clara County. The construction project limits extend from San Felipe Road to just west of Hudner Lane. This project was initiated at the request of the Council of San Benito County Governments (SBCOG) in coordination with the Santa Clara Valley Transportation Authority (VTA) and the Federal Highway Administration (FHWA).

This draft project report is evaluating five alternatives using current construction and Right of Way cost. The first set of alternatives, Alternatives 1 & 2, are proposed as the route adoption study alternatives, which encompass the full project limits and include an interchange at Route 25/156. Alternative 1 is estimated at \$317,457,000 and Alternative 2 is estimated at \$285,742,000. The second set of alternatives, Alternatives A & B, are intended as the construction alternatives, which propose to construct a portion of the route adoption Alternatives 1 & 2, respectively. Alternative A is estimated at \$97,588,000 and Alternative B is estimated at \$61,392,000. The fifth alternative is the “No Action Alternative” in which no action would be taken.

The project is programmed for PA&ED Support with a combination of local funds (SBCOG & VTA). Funding will be phased beyond PA&ED in segments due to the large cost of the improvements and the need to construct usable segments as rapidly as possible. This project has been assigned the Project Development Processing Category 1 due to the conversion of Route 25 from a conventional highway to an expressway with required access control and new right of way (R/W).

II. RECOMMENDATION

It is recommended that this Draft Project Report be approved to allow for public circulation of the Draft Environmental Document (DED) and the scheduling of a public hearing to discuss the viable alternatives developed in this report.

III. BACKGROUND

A. General

Route 25 begins at Route 198 in Monterey County. It travels north-northwest through San Benito and Santa Clara Counties, ending at the junction with US Route 101 south of the city of Gilroy. The route is 74.6 miles in length and is mainly a rural, two-lane conventional highway, except for sections in the City of Hollister in San Benito County, where the facility varies from two to five lanes.

Sweeping agricultural vistas, distant mountains, and rural residential development generally characterize the existing highway. Through Hollister, Route 25 currently serves as a downtown main street in specific locations. San Benito County Measure A Authority will soon be completing construction of the Route 25 Hollister Bypass located east of the City of Hollister core. This bypass will allow through-traffic to bypass the city by transferring the downtown section of Route 25 to the city after the Route Transfer Report approval.

North of Hollister, within San Benito and Santa Clara Counties, Route 25 is surrounded by flat agricultural land. It carries a growing mix of local, regional, and interregional traffic. Along this stretch, slower moving farm vehicles readily use Route 25.

Route 25 is the primary route between the job market in the Silicon Valley and affordable and available residential housing in San Benito County. Traffic volumes on local roads and Route 25 have increased dramatically in response to the job market in Santa Clara County. In addition, trucks traveling between Routes 101 and 152 divert to Routes 25 and 156. Increasing traffic, lack of alternate state routes, and conflict between slower moving agricultural and commuter traffic combine to cause escalating congestion and safety concerns within the project limits.

B. Existing Facility

Within San Benito County Route 25 is a 2-lane undivided conventional highway. It is a north-south route consisting of one 12-foot lane for each direction of travel. A soft median barrier, which is a 4-foot striped paved median, separates the travel lanes. The paved shoulder width on both sides of the highway varies between 8 to 10 feet. This segment of Route 25 primarily traverses agricultural land and accommodates many driveways and pullout areas used by agricultural equipment.

In San Benito County, within the project limits, Route 25 contains five three-legged local street intersections, three four-legged local street intersections, approximately 57 driveways, one river crossing, one railroad crossing, and two at-grade signalized intersections at San Felipe Road and at Route 156.

In Santa Clara County, Route 25 contains two three-legged local street intersections, approximately 9 driveways, one river crossing, one creek crossing, one railroad crossing, and a grade-separated interchange at its junction to US Route 101. These intersections are located as follows:

Mile Post	LOCAL STREET OR CROSSING
SBt 51.5	San Felipe Road
51.9	Wright Road
52.2	Briggs Road (Right and Left)
52.6	Briggs Road (Right)
52.9	Flynn Road
53.6	McConnell Road
54.1	Rte 25/156 Junction
55.1	Hudner Lane
57.8	Shore Road
59.8	Union Pacific RR Crossing (Hollister Line)
SCI 0	Pajaro River-San Benito/Santa Clara County Line
0.6	Bolsa Road
1.5	Carnadero Creek
1.7	Bloomfield Avenue
2.1	Union Pacific RR Crossing (Main Line)

Within the project limits, Route 156 is a two-lane expressway that traverses agricultural lands. It serves as a rural minor arterial that carries local, regional and interregional traffic. Local commuters from San Benito County travel to and from Hollister and the San Juan Valley, as well as north on Route 25 toward Silicon Valley.

C. Project History

A Project Study Report (Project Development Support) [or PSR (PDS)] was initiated at the request of SBCOG to study alternatives that would further improve Route 25 as it extends to US Route 101. During this initial study, the Metropolitan Transportation Commission in Santa Clara County and the Santa Clara Valley Transportation Authority had not identified funding for the project. The PSR (PDS) was approved in April 2001, but did not receive programming in the 2002 STIP New Connections/Cross Traffic Improvement Program as was proposed. Instead the SBCOG partially programmed \$2,000,000 for PA&ED for this project, from local traffic impact fees, as reimbursed work under 20.10.400.000 Local Reimbursed Program. SBCOG has since amended their funding to \$17,385 in Local Traffic Impact Fees and \$ 1,982,615 in Transportation and Community and System Preservation Pilot Program (TCSP), a Federal Highway Administration grant. In May 2003, VTA programmed \$2,000,000 for PA&ED. Then in August of 2006, SBCOG added \$800,000 in SAFETE-LU funding and VTA added \$200,000 in local funding. Recently, in May of 2007, SBCOG programmed an additional \$745,090 for PA&ED due to scope changes and cost increases.

The approved PSR (PDS) proposed two “Build” alternatives and a “No-Build” alternative. Alternative 1 was the “No-Build Alternative”. Alternative 2 proposed a four-lane expressway with a 62-foot wide median, a frontage road system on both sides, and grade separations at both railroad crossings within the project limits. Included in this alternative was an interchange at the junction of Routes 25 and 156 in San Benito County and an upgraded interchange at Route 25 and US Route 101 in Santa Clara County. Alternative 3 proposed to widen the existing two-lane facility to a four-lane conventional divided highway within the project limits. Also included in this alternative is the construction of grade separations at all existing railroad crossings within the project limits and interchanges at the intersections of Route 25/156 and Route 25/101.

In October 2005 a supplemental PSR (PDS) was prepared at the request of VTA to increase the scope of work and project limits in Santa Clara County from the original PSR (PDS) approved on April 2, 2001. The proposed increase in scope of work included the proposed Route 25/101 interchange and the widening of US Route 101 from a four-lane expressway to a six-lane freeway from the US Route 101/Route 25 interchange to Monterey Road in Gilroy.

During the supplemental PSR (PDS) phase, further studies for safety, environmental impact, cost effectiveness, and new design concepts prompted reevaluation of the alternatives presented in the original PSR(PDS). Alternative 3, the “Conventional” Alternative in the original PSR (PDS) was reevaluated and found to not meet the purpose and need of the project. Therefore, this Draft Project Report (DPR) will feature two route adoption study alternatives (see Rejected Alternative).

SBCOG has been proactive in endorsing projects that would improve the safety and operation of Route 25 within the project limits. In 2003 the “Soft Median Barrier Project” was completed. This project constructed a 4 foot soft median barrier, a left turn channelization at the Route 25/Flynn Road intersection, and widened the shoulder to 10 feet. On April 28, 2005, approval was obtained to continue with the Plans, Specifications and Estimate preparation for the “Safety and Operational Enhancement Project”. This is a Local Oversight Project totally funded by SBCOG (05-0K5200) that proposes to close off existing driveways at three locations, construct access roads to consolidate the driveways, and install K-rail in the median of Route 25. The begin construction date for this project is scheduled for Spring 2009.

In December 2006, the VTA decided to remove the US Route 101/Route 25 interchange and all work on US Route 101 from this project and to incorporate it into another District 4 project (EA 04-3A1600), the 101 Widening Project. The VTA was trying to seek bond money to finance this portion of the project. Currently they are developing a Project Report that proposes to convert US Route 101 from an expressway to a six-lane freeway. Included in this Project Report are frontage roads to control access and a new US Route 101/Route 25 interchange.

D. Community Interaction

Safety has been a high priority for the Department's highway system. Through the Two and Three-Lane Monitoring System, the Department has established an ongoing process to identify high collision locations and act early to eliminate or minimize emerging safety concerns. The monitoring system's minimum criteria were met in 2000 for cross-centerline collisions on Route 25 between the San Felipe Road and the San Benito/Santa Clara County line.

This led to the formation of the multi-agency Highway 25 Safety Corridor Task Force "Safe-Smart-Alive on 25", of which the Department is a member. The Task Force considered both short- and long-term projects that could improve safety on Route 25. Endorsement of a number of projects has already occurred.

A public information meeting was held on September 3, 2003 as well as a scoping meeting on April 3, 2008. Both meetings were held in the City of Hollister, at the R.O. Hardin Elementary School. The change in environmental compliance approach to a TIER I Environmental Impact Statement/Environmental Impact Report (EIS/EIR), triggered the need for the scoping meeting. At these meetings the public had the opportunity to visit display stations, review the exhibits, as well as make comments and ask questions. The public and all interested parties were provided with information regarding the status of the project. Public input was received on the project alternatives prior to preparation of the Draft Environmental Document.

IV. NEED AND PURPOSE

A. Problem, Deficiencies, Justification

Increasing traffic and conflict between slower-moving agricultural/truck traffic and faster-moving commuter traffic combine to cause escalating congestion and safety concerns within the project limits.

The purpose of this project is:

- Select a route adoption corridor for State Route 25 between Hollister and Gilroy for planning purposes.
- Improve traffic flow, reduce delays, and enhance the movement of goods on State Route 25 between San Felipe Road in Hollister and Hudner Lane in San Benito County.
- Increase capacity along State Route 25 between San Felipe Road in Hollister and Hudner Lane in San Benito County.

Route 25 through the reduction/elimination of at-grade turning movements and driveway openings will improve the operation and safety of this facility. As documented in the December 2003 Final Transportation Concept Report (TCR), increased development and

traffic in the area has prompted the need for additional capacity. Growth and the future development will generate traffic demands beyond the existing two-lane conventional highway capacity.

The following are brief descriptions of roadway deficiencies that have been identified. This section points out existing and anticipated operational problems associated with this project on State Route 25 in San Benito and Santa Clara Counties.

Mainline Highway Deficiencies:

Slow moving farm vehicles entering the two-lane conventional roadway impede through-traffic speeds. Additional lanes are currently needed to avoid these conflicts. Capacity deficiencies due to increases in commute hour demands are a result of the job-housing imbalance that exists in San Benito and Santa Clara Counties.

Merge/Diverge Deficiencies:

On Route 25: Vehicles that access at-grade intersections lack left-turn and right-turn channelization. Optimal operation of intersections is obtained when acceleration and deceleration lanes are provided.

Street Intersection Deficiencies:

On Route 25: Numerous driveways and at-grade intersections exist along the route. Consolidation of access points should occur at selected locations within the project limits to maintain an acceptable Level of Service. Proposed frontage roads should serve to consolidate access.

Until an expressway conversion is implemented, Route 25 will continue to experience operational deficiencies created by merge and diverge crossing at all at-grade intersections. Furthermore, as the traffic congestion increases to an unacceptable Level of Service, it is anticipated that accident rates and operational problems will rise.

The route adoption alternatives proposed, when fully constructed, will provide the following benefits:

- Implementation of the Intelligent Transportation System
- Improved peak hour commute times
- Increased operational safety along the route
- Linkage to other modes of transportation
- Decreased demand on alternate routes
- Reduction in conflicts between commuter/other and agricultural traffic
- Elimination of two railroad at-grade crossings
- Enhanced movement of goods

B. Regional and System Planning

In 1993, FHWA classified Route 25 as a rural minor arterial and an urban or rural principal arterial depending on location. Route 25 between the junction with Route 156 in San Benito County and the junction with US Route 101 in Santa Clara County is on the Interregional Road System (IRRS). The IRRS identifies state routes considered important to the interregional movement of people and goods. Between Panoche Road in San Benito County to the junction with US Route 101 in Santa Clara County, Route 25 is included in the Freeway and Expressway System.

The December 2003 Transportation Concept Report (TCR) established a concept Level of Service (LOS) of C or better for Route 25, which corresponds to local concepts for the facility. The TCR reports the 2000 LOS for Route 25 was at E.

Currently the Departments vision is for the widening of the present Route 156 to a four-lane expressway. For this project, Route 25 Widening, Route 156 would only be widened to ensure optimal operation of the proposed Route 25/156 Interchange. Other studies and projects will address and provide the guidance for planning the Ultimate Transportation Corridor for Route 156.

Caltrans District 5, in association with Districts 4 and 10, as well as other local and regional public agency partners are developing Phase II of the System Analysis Study of Routes 101, 152, 156 and 25. These focus routes form what is commonly known as the Southern Gateway Corridor, which provides major east-west service for the interregional movement of goods and people.

The proposed improvements along Route 25 and Route 156 are consistent with the regional and interregional improvement for the movement of people, goods, and services between Santa Clara and San Benito Counties.

C. Traffic

Currently, the existing LOS of Route 25 during peak hour conditions is a substandard "E". Upon completion of the four-lane, divided expressway project, the peak hour projected LOS would be "B" and the projected design year LOS would be "C".

For Route 25, the AADT in the year 2006 averaged between 14,700 and 21,300 vehicles per day (vpd) in San Benito County, and 22,500 vpd in Santa Clara County. Traffic is expected to increase through the year 2035 due to growing population in San Benito County and job growth in Santa Clara County. Without additional capacity for Route 25 within the study area, this segment of Route 25 will continue to operate below the acceptable LOS C, experience congestion during peak hours, and thus increase travel time.

The traffic study was completed under the assumption that the construction and design year were 2015 and 2035, respectively. The forecasted construction year (2015) and the

design year (2035) values for the Design Designation were derived from the Association of Monterey Bay Area Governments (AMBAG) 2004 traffic model.

The No Action Alternative would not adequately address the long-term traffic growth on the existing alignment. Estimated traffic volumes along State Route 25 are expected to increase substantially for the next thirty years due to the development of Hollister and the surrounding areas. With the No Action Alternative, traffic would continue to be subject to traffic delays. The following tables show the projected traffic volumes for the alternatives.

TABLE 1A
Traffic Volume Summary for Alternatives 1, 2, A, & B

Location	Year 2006				Year 2015			
	AADT	DHV	K	D	AADT	DHV	K	D
Route 25-San Benito County (PM 51.5-54.0)	14,700	1,280	9%	74%	20,100	1,690	8%	71%
Route 25-San Benito County (PM 54.0-60.1)	21,300	1,880	9%	74%	22,900	2,130	9%	69%
Route 25-Santa Clara County (PM 0.0-2.0)	22,500	1,920	9%	70%	22,700	2,110	9%	65%
Route 156-San Benito County (PM 10.5-11.67)	14,000	940	7%	54%	16,979	1,270	7%	54%
Route 156-San Benito County (PM 11.67-13.22)	11,300	720	6%	51%	14,450	1,080	7%	52%

Note: AADT=Average Annual Daily Traffic DHV=Design Hourly Volume
K= 2-way peak hour percent of AADT D= Percent traffic in the peak direction

TABLE 1B
Traffic Volume Summary for Alternatives 1, 2, A, & B

Location	Year 2025				Year 2035			
	AADT	DHV	K	D	AADT	DHV	K	D
Route 25-San Benito County (PM 51.5-54.0)	23,500	2,010	9%	67%	26,900	2,720	10%	60%
Route 25-San Benito County (PM 54.0-60.1)	28,300	2,360	8%	62%	33,600	3,140	9%	60%
Route 25-Santa Clara County (PM 0.0-2.0)	27,800	2,295	8%	59%	32,800	3,120	10%	57%
Route 156-San Benito County (PM 10.5-11.67)	19,500	1,530	8%	55%	22,400	1,740	8%	52%
Route 156-San Benito County (PM 11.67-13.22)	17,000	1,340	8%	54%	19,700	1,520	8%	51%

TABLE 2A

Traffic Volume Summary for Alternative 5 - No Action Alternative

Location	Year 2006				Year 2015			
	AADT	DHV	K	D	AADT	DHV	K	D
Route 25-San Benito County (PM 51.5-54.0)	14,700	1,280	9%	74%	20,100	1,510	8%	68%
Route 25-San Benito County (PM 54.0-60.1)	21,300	1,880	9%	74%	22,900	1,920	8%	69%
Route 25-Santa Clara County (PM 0.0-2.0)	22,500	1,920	9%	70%	22,700	2,060	9%	65%
Route 156-San Benito County (PM 10.5-11.67)	14,000	940	7%	54%	16,979	1,240	7%	54%
Route 156-San Benito County (PM 11.67-13.22)	11,300	720	6%	51%	14,450	1,080	7%	53%

TABLE 2B

Traffic Volume Summary for Alternative 5 - No Action Alternative

Location	Year 2025				Year 2035			
	AADT	DHV	K	D	AADT	DHV	K	D
Route 25-San Benito County (PM 51.5-54.0)	23,800	1,710	7%	61%	23,700	2,120	9%	75%
Route 25-San Benito County (PM 54.0-60.1)	29,100	1,965	7%	60%	28,900	2,310	8%	56%
Route 25-Santa Clara County (PM 0.0-2.0)	33,500	2,200	7%	59%	32,200	2,755	9%	53%
Route 156-San Benito County (PM 10.5-11.67)	22,000	1,470	7%	55%	22,700	1,600	8%	54%
Route 156-San Benito County (PM 11.67-13.22)	20,500	1,350	7%	56%	21,100	1,760	8%	54%

- **Accident Rates**

Within the project limits the Traffic Accident Surveillance and Analysis System (TASAS) “Table B” indicates there were 184 accidents (0-fatal, 65-injury) reported within a three year period along Route 25 in San Benito and Santa Clara Counties. The accident rate breakdown for the three-year period between September 1, 2004 and August 31, 2007 is as follows for each Route within their respective counties and within the project limits:

TABLE 3A- Route 25 (San Benito County)

Accident Rate (Accidents per Million Vehicle Miles)					
ACTUAL			STATE AVERAGE		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0	0.22	0.59	0.034	0.46	0.960

TABLE 3B- Route 25 (Santa Clara County)

Accident Rate (Accidents per Million Vehicle Miles)					
ACTUAL			STATE AVERAGE		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0	0.2	0.72	0.035	0.45	0.920

TABLE 3C- Route 156 (San Benito County)

Accident Rate (Accidents per Million Vehicle Miles)					
ACTUAL			STATE AVERAGE		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0	0.35	0.89	0.036	0.32	0.600

At the Junction of Route 25/156 intersections, 13 accidents were reported during the same three-year time period. The actual accident rates are lower than the state average for similar intersections. The corresponding rates for these intersections are as follows:

TABLE 4

Accident Rate (Accidents per Million Vehicles)						
INTERSECTION	ACTUAL			STATE AVERAGE		
	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
Junction Rte 25/156	0.000	0.32	0.81	0.007	0.33	0.70

As traffic increases at the at-grade intersection, the vehicle conflicts will continue to increase and the potential for more accidents will occur. The alternatives discussed in this report have the potential to reduce certain types of collisions.

V. ALTERNATIVES

A. Viable Alternatives

1. Alternative 1 - Route Adoption

From Briggs Road to just south of Flynn Road, Route 25 would retain its current alignment. The existing facility would be rehabilitated to meet the 20-year traffic demand and would serve as the Route 25 southbound lanes. The two northbound lanes would be constructed to the east of the existing highway. Wright Road and Flynn Road would be the only two local roads within this section to continue their connection to the facility. Briggs Road (East and West) would not connect to Route 25 but would terminate as cul-de-sacs with access to Route 25 via Wright Road and Flynn Road. The intent is to reduce the number of access connections within this section of the expressway. Extensive utility relocation is anticipated within this segment.

As Route 25 continues in a northward direction, the alignment is located further east and away from existing Route 25. The alignment location would allow for the construction of a spread diamond (Type L-2) interchange with Route 156. Minor impacts to existing traffic and the operation of the existing Route 25/Route 156 at-grade signalized intersection would be expected during the construction period. The interchange proposed would provide the space needed for future loop ramps. In addition, an under crossing would be required to give access to the Don Chapin quarry business located on the east side of the proposed facility. At this location, the existing Route 25 would serve as the frontage road providing access to the quarry. McConnell Road to the west and existing Route 25 just south of Route 156 would terminate as cul-de-sacs. The profile of Route 25 would match that of the existing highway from San Felipe Road to Flynn Road, elevate to span across the Don Chapin driveway, and then drop back down to the existing Route 156. Route 156 would remain a two-lane facility and be elevated to span across Route 25. The profile for Route 25 varies between 2 to 10 feet from San Felipe Road to Farm Road.

Proposed Route 25, just north of Hudner Lane, crosses the existing facility and remains on the west side for approximately 1.5 miles. It then crosses the existing facility again just south of Shore Road and remains to the east until Bloomfield Road. The shift in alignment at both locations is due to the presence of wetlands. Within this segment, an at-grade intersection, labeled Grant Line Road is proposed approximately half the distance from Hudner Lane to Shore Road. Hudner Lane is too close to the proposed Route 25 Route 156 interchange. Therefore, vehicles on Hudner Lane would access Route 25 via a frontage road system on the west side. The frontage road would direct traffic to the proposed Grant Line at-grade intersection. A proposed frontage road along the east side of Route 25 from Grant Line to just south of Pajaro River would provide access to land-locked parcels. The frontage road would terminate as a cul-de-sac. The profile for Route 25 varies between 2 to 10 feet from San Felipe Road to Pajaro River.

From the Pajaro River northward, the alignment is located within a floodplain. The profile is elevated to a minimum height of seven feet and access is limited to the proposed Bolsa Road intersection. Structures are proposed to span across Pajaro River, Carnadero Creek, and the two UPRR crossings. Existing Bloomfield Avenue and Bolsa Road would no longer be connected to Route 25, but rather terminate as cul-de-sacs.

Alternative 1 would affect 83 parcels and is anticipated to require the acquisition of 657 acres of property. The estimated project cost is shown below, for more detailed information see the cost estimate on Attachment D, and for more right of way information see Attachment E.

	ALTERNATIVE 1 COST
ROADWAY COST	\$223,877,000
STRUCTURE COST	\$36,808,000
RIGHT OF WAY COST	\$56,772,000
TOTAL	\$317,457,000

2. Alternative 2 - Route Adoption

Alternative 2 proposes the same design as Alternative 1 for Route 25 in Santa Clara County including the frontage road systems. The portion of Route 25 in San Benito County from 0.5 mile south of Shore Road to the San Benito/Santa Clara County line also matches the proposal shown in Alternative 1.

Alternative 2 differs within the stretch between San Felipe Road (southern project limits) and Hudner Lane. Alternative 2 proposes an alignment that is located west of the existing alignment from San Felipe Road to 0.6 mile north of the proposed Grant Line at-grade intersection. At this location, Route 25 crosses existing facility and matches the Alternative 1 alignment. Moving Route 25 to the east side avoids impacts to wetlands located on the west side of Route 25 near Shore Road. The existing driveways and local streets connecting to existing Route 25 on the west side would remain unchanged. Utility relocation effort in this stretch would be minor. In addition, two potential hazardous waste sites would be avoided.

With Alternative 2, Wright Road and Briggs Road would connect to the proposed Route 25 facility. A west frontage road would be constructed to provide access to the properties in this area. The Route 25/156 interchange would be constructed west of the existing Route 25/156 at-grade signalized intersection to minimize impacts to existing Route 25 traffic. Existing Route 25 would remain as the easterly frontage road. Route 156 would be elevated to span across Route 25 and remain a two-lane facility as in Alternative 1. As Route 25 continues northward, the same at-grade

intersections are proposed. A frontage road north of Route 156 beginning at McConnell Road would extend to about 0.4 mile south of Shore Road where it connects to existing Route 25. Existing Route 25 northward would function as the westerly frontage road.

Alternative 2 would affect 57 parcels and is anticipated to require the acquisition of 660 acres of property. The estimated project cost is shown below, for more detailed information see the cost estimate on Attachment D, and for more right of way information see Attachment E.

	ALTERNATIVE 2 COST
ROADWAY COST	\$206,810,000
STRUCTURE COST	\$33,757,000
RIGHT OF WAY COST	\$45,175,000
TOTAL	\$285,742,000

3. Alternative A

Alternative A proposes to construct a 3.8-mile portion of the project proposed in Alternative 1 from San Felipe Road to just north of Hudner Lane. The design feature not included is the Route 25/ Route 156 interchange, instead an at-grade intersection is proposed. The interim design features needed to make this alternative function operationally are located at the north end of the project. These features include cul-de-sacs on the east and west frontage roads, a perpendicular connection to Route 25, and the transition back to the existing highway. Alternative A would affect 47 parcels and is anticipated to require the acquisition of 178 acres of property.

	ALTERNATIVE A COST
ROADWAY COST	\$57,659,000
STRUCTURE COST	\$3,052,000
RIGHT OF WAY COST	\$36,877,000
TOTAL	\$97,588,000

4. Alternative B

Alternative B proposes to construct a 3.8-mile portion of the project proposed in Alternative 2 from San Felipe Road to just north of Hudner Lane. As in Alternative A, the design feature not included is the Route 25/ Route 156 interchange; instead an at-grade intersection is proposed. Also as in Alternative A, the design features needed to make this alternative function operationally are located at the north end of the project. These features include cul-de-sacs on the east and west frontage roads, a perpendicular connection to Route 25, and the transition back to the existing highway.

Alternative B would affect 26 parcels and is anticipated to require the acquisition of 189 acres of property.

	ALTERNATIVE B COST
ROADWAY COST	\$42,871,000
STRUCTURE COST	\$0
RIGHT OF WAY COST	\$18,521,000
TOTAL	\$61,392,000

B. Discussion of Viable Alternatives

Attachment C shows the route adoption study alternatives as well as the construction alternatives in relation to the existing alignment of State Route 25 and Route 156. Typical cross-sections of the proposed facilities are shown in Attachment B.

The following concepts and geometrics apply partially to the construction alternatives as well as fully to the two route adoption study alternatives. Although, since the ultimate route concept is to build beyond the construct alternative to the route adoption alternative, this discussion would apply to the route adoption alternative.

The proposed Route 25 mainline would be a four-lane expressway with 12-foot wide traffic lanes, 10-foot outside shoulders and 5-foot inside shoulders. The median width would be 62 feet. The design speed of the mainline facility would be 80 miles per hour (mph). Route 156 would be a two-lane expressway with 12-foot lanes, 10-foot outside shoulders. The proposed widening of Route 156 would be to the south of the existing route.

For the Route Adoption alternatives only, a spread diamond (Type L-2) interchange is proposed for the Route 25 connection to existing Route 156 in San Benito County. The interchange would be designed to allow the construction of future loop on-ramps. New ramps are proposed with 12-foot lanes, 4-foot inside shoulders and 8-foot outside shoulders.

This project would also include the following Intelligent Transportation System (ITS) components: Changeable Message Signs (CMS), Highway Advisory Radio, and Surveillance Loops. Information obtained from these components would be monitored from the Traffic Management Center in District 5 and District 4. This enables the TMC to alert travelers of upcoming conditions via the CMS boards.

- **Frontage Roads**

Due to the nature of eliminating access to the highway to ensure proper operation of the mainline lanes, a frontage road system is proposed. This system would collect local traffic to the east and west of the proposed mainline alignment and allow access to the expressway through the proposed at-grade intersections. Existing Route 25, wherever feasible, would remain and serve to complete the proposed frontage road system. The frontage roads would have 12-foot lanes with 8-foot to 10-foot shoulders and be consistent with the San Benito and Santa Clara County standards. The minimum design speed for the frontage roads and crossroads would range between 35 and 45 mph. The frontage roads would be relinquished to San Benito County and Santa Clara County once the project is complete. A deflection study would be performed on the existing Route 25 lanes to determine pavement rehabilitation needs prior to relinquishment. The cost to resurface the lanes has been included in the cost estimate.

- **Non-Standard Mandatory Design Features**

There are no mandatory design exceptions proposed at this time.

- **Interim Features**

This project does not propose any interim features.

- **Noise Barriers**

A Noise Study Report evaluated potential noise impacts due to the proposed realignment of State Route 25 within the project limits. According to Caltrans Standards a minimum of 5 dBA noise reduction must be achieved at the impacted receiver in order for the barrier to be considered feasible. A Barrier analysis was performed at one location and determined that a sound wall is not feasible.

- **Utility and other Owner Involvement**

Utility relocations would be required for both viable alternatives due to construction and acquisition of right of way within the project limits. A preliminary utility relocation study has been conducted and relocation costs are included in the Right of Way Data Sheets (see Attachment E). A field review indicated that the following companies would be affected, Pacific Gas & Electric, AT&T, and City of Hollister water lines.

- **Park and Ride**

There is an existing park-and-ride facility located across from Briggs Road in front of the Sheriff's Training Center. According to the District 5 Park-and-Ride Coordinator, this facility has been closed for approximately two years due to non-use. As coordination continues with the local agencies, the needs to conserve, expand, and or relocate the park and ride would be determined.

- **Maintenance Vehicle Pullouts (MVP's)**

For the Route Adoption alternatives only, it is proposed to install four MVP's at the Route 25/156 interchange. Final Locations are to be determined by the Landscape Architecture and Maintenance Departments.

- **Railroad Involvement**

A construction and maintenance agreement with Union Pacific Railroad would be required. This project proposes to construct the Union Pacific Overhead (Hollister Line) near Pajaro River at the San Benito/Santa Clara County line and the Union Pacific Overhead (Main Line) near US Route 101. The overhead bridges would be designed to accommodate a future railroad track as per Union Pacific Railroad requirements.

- **Highway Planting**

Highway planting and irrigation work would include replacement planting and landscape planting. Planting would integrate the new facility with the adjacent community and its natural surroundings. It would buffer objectionable views and soften the visual impacts of large structures and graded slopes and would provide attractive interchanges at community entrances. Landscaping design elements would meet the recommendations of the visual impact analysis. The "plantable" area would conform to standard traffic setback requirements for clear recovery and sight distance as well as other environmental factors such as slope aspect and soil type.

Planting would be irrigated by well water. New wells would be constructed as part of this project. A computerized Remote Irrigation Control System (RICS) may be included to maximize conservation of water. Reclaimed water is not available in this area at this time, however the City of Hollister has contacted the Department to discuss the possibility of providing reclaimed water to the area near the Hollister Airport. If reclaimed water were to become available it could be used. The availability of water from groundwater wells or reclaimed water, its quantity and quality for irrigation purposes, would need to be confirmed. The planting palette would consist of mostly drought tolerant natives which can be weaned off irrigation as they mature unless a steady source of reclaimed water were used, in which case more water tolerant plants would be planted.

Irrigation design would maximize design for safety practices such as valve clustering, and roadwork would include maintenance vehicle pullouts and access gates. Planting and irrigation design would reflect Departmental goals to control invasive plant species, reduce pesticide use and suppress fire. Irrigation pipe would be purple pipe or tagged white pipe in anticipation of future transmission of reclaimed water.

Planting would be done as a separate follow-up contract to the roadway project. Certain elements such as irrigation wells and crossovers would be constructed with the road project.

- **Geotechnical**

A Preliminary Geotechnical Report (PGR) was prepared for this project. The Geotechnical considerations discussed in the PGR are preliminary and based upon limited site reconnaissance and literature review. According to the PGR the deposits within the project area are primarily Quaternary alluvial deposits consisting of silts, clays, sands, and gravels. Once a preferred alternative is selected, a subsurface investigation would be performed and included in the Final Geotechnical Report.

- **Erosion Control**

Components such as seeding, compost, straw, plug planting and sod would be used to control erosion and to revegetate all disturbed areas, including old road signatures, medians, staging areas, detours, and local connections outside the right of way. Other excavations both temporary and permanent, which result in additional disturbed areas such as haul roads, utility relocations, staging areas, and stockpiles, would also receive erosion control. Biodegradable erosion control netting would be used in certain locations. Intermittent barriers such as fiber rolls or gravel bags would also be used as needed to reduce flow velocities and to protect vulnerable top and toe of slopes. Dikes, berms, and down drains would be used to prevent roadway drainage from flowing over fill slopes steeper than 4:1. The permanent erosion control design would be coordinated with recommended temporary erosion control BMPs applied as part of storm water pollution prevention. Duff and topsoil would be collected as part of clearing and grubbing work and would be stockpiled and later reapplied to revegetation areas.

Areas disturbed during the design phase by geotechnical drilling operations would also require erosion control. Since this work is likely to occur prior to award of the project contract, erosion control measures would need to be applied either by Caltrans maintenance forces if possible, or by an outside contractor if the area of disturbance is too great for maintenance resources. Areas disturbed by utility relocations would also require erosion control measures. Erosion control done by the utility company would be in consultation with recommendations of the Landscape Architecture branch. The quantity of seed necessary for an erosion control effort of this size may require a contract to grow seed ahead of time specifically for this project.

- **Gates**

Right of way fencing would be included in this project. Access gate locations are to be determined by the Maintenance and Landscape Architecture Departments during the final design phase.

- **Hydraulics**

Most of the existing Route 25 segment in Santa Clara County encroaches the 100-year flood plain. A preliminary conceptual hydraulic study recommends Route 25 in Santa Clara County be elevated at least seven feet from the original ground. The

recommendation from Hydraulics is to provide linear ditches along the outside of any proposed frontage roads and on both sides of the mainline. Although the Pajaro River is this area's natural drainage way, it is listed on the 303(d) list for not meeting water quality standards. The use of vegetative swales and gross solids removal devices should be adequate in meeting existing treatment standards.

Proposing an elevated facility would constitute a floodplain encroachment; therefore culvert crossings need to be installed to prevent the expressway from becoming a dam if major flooding occurs. In addition, a significant amount of imported borrow would be required. It is anticipated that the imported borrow material needed for the project would come from a commercial source.

- **Non-Motorized and Pedestrian Facilities**

Due to the controlled access feature of the expressway and the largely agricultural setting there is very little non-motorized and pedestrian traffic.

- **Needed Roadway Rehabilitation and Upgrading**

The State construction contractor would be limited to the major local roads for hauling material to the construction site. No upgrading and/or rehabilitation of the haul roads are proposed. The majority of the haul from borrow site locations would be on State facilities.

C. No Action Alternative

The "No Action" Alternative means Route 25 would remain a two-lane conventional highway within the project limits. The potential for cross centerline accidents would continue. Direct access with existing at-grade intersections, median crossings and driveways would remain an operational issue. No interchange and frontage road network would be built. Operational and capacity deficiencies would continue to deteriorate as projected growth in the region occurs.

D. Rejected Alternatives

Alternative 3, "Conventional Highway", contained in the PSR (PDS) approved on 4/12/01, was rejected because it does not meet the purpose and need of the project. This alternative would not be consistent with the Route Concept Report for Route 25. There are 40 access points that would impede traffic flow between Hudner Lane and San Felipe Road even with two additional lanes. Adding two more lanes immediately adjacent to the existing highway would require removing or relocating more buildings and utilities. This proposal would add impacts and cost to the project without delivering the benefits of improving mainline traffic flow. The new highway would become essentially an

expressway once the alignment of the additional lanes is moved away to avoid these impacts. A conventional highway would not provide the additional safety benefits that an expressway provides via frontage roads and public road intersections. Frontage roads allow farm equipment to move from one parcel to another without accessing the expressway, while also sharing the road with fewer and slower moving vehicles.

It was decided by the Project Development Team to drop this alternative and to proceed with required studies to include Alternative 2 in this DPR. In doing so, the Department will have studied an alternate alignment, with differing impacts to those generated by Alternative 1 that can be considered in the selection of the preferred alternative.

VI. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

An Initial Site Assessment (ISA) was prepared by Caltrans Dated May 30, 2003 for this project. Updated reports were issued on November 29, 2006 and on December 1, 2008. The ISA included examination of consultant reports from previous ISAs and various other reports. The ISA identified three properties along the project alignment that are identified as having a “high potential” for contamination, seven properties with low to moderate potential to affect the project and 2 properties requiring no further action.

Category 1 Parcels - “High Potential”

- APN 019-090-031-0,720 Briggs Road. Hershey Auto Body and Paint. Does not affect Alternative 2 or B. There is no significant potential for encountering hazardous waste upon the unoccupied “take” portion of Alternative 1 and A. Taking of the entire parcel will require that effort be made to ensure that improper handling of solvents and other paint based materials did not result in contamination of soil or ground water.
- APN 019-020-014-0 County of San Benito Sheriff’s Department Shooting Range. The potential for encountering hazardous waste is minimal based on the design as shown for all alternatives.
- APN 014-040-002-0. According to the owner, there are no longer any underground storage tanks on-site as they were removed about 30 years ago. There is currently a 1,000-gallon gasoline and diesel above ground tanks on site. The Facility has a high potential of impacting the Alternative 1 and A.

Category 3 Parcels- “Low to Moderate Potential”

- APN 019-090-013-0, 160 Briggs Road, Hollister. Hollister Equipment, Chapman Woodworks, DeBrito Chocolate Factory, and Ferguson Plumbing HVAC at 132 Briggs Road. Alternative 1 and A affects the eastern corner of this parcel by

- constructing a frontage road and cul-de-sac. Alternative 2 and B bisects this parcel in an area that avoids the location of the former underground storage tanks.
- APN 014-020-003-0, 4364 Hwy 25. Hollister Truck parts. Truck repair shop with moderate potential for Alternative 1 and A to encounter Hazardous waste in the shop Building area, low potential of impacting Alternative 2 and B which bisects the parcel.
 - APN 019-020-013-0 1980 Bolsa Road (Hwy 25), Hollister. Machine shop Business. Moderate potential of impacting Alternative 1 and A.
 - APN 053-380-011-0, 790 Bolsa Road (Hwy 25), Hollister. Existing warehouse remodeled as a church. Moderate potential of impacting Alternative 1 and A.
 - APN 019-090-010-0, Situs is 231-233 Briggs Road, Hollister. Old Barn and 55 gallon drums stored on-site contents unknown. Moderate potential of impacting Alternative 1 and A.
 - APN 014-080-005-0, 2731 Bolsa Rd (Hwy 25), Hollister. Former School location. Property is west of the Alternative 1 and A. Low potential of impacting Alternative A or B.
 - APN 841-37-014, 1405 Bolsa Rd. Gilroy. El Camino Packing Inc. Moderate potential to affect Alternatives 1 and 2.
 - APN 841-33-006, 415 Bloomfield Ave. Bolsa Rd, Gilroy. A & D Christopher Ranch. 4. Moderate potential to affect Alternatives 1 and 2.

Aerially Deposited Lead (ADL)

An Aerially Deposited Lead surveys were conducted for portions of Route 25 under Consultant Contract with GEOCON INC. contract # 05-0G390K-TC dated December 2001. A lead Compliance Plan Non-Standard Special Provision would incorporate the following information concerning lead contamination along Route 25; lead concentrations ranged from non-detectable to 400 mg/kg. The mean concentration predicted based on statistical analysis indicates that there would be 61.29 mg/kg lead contamination for soils removed to stockpiles from within the project confines. This level of ADL contamination in the soils is well below regulatory action levels, therefore soils may be reused or relinquished without restriction.

B. Value Analysis

A Value Analysis was performed for this project in December 2005. Several recommendations (shown below) were suggested to lower costs and maintain functionality.

TABLE 5-SUMMARY OF VALUE ANALYSIS ALTERNATIVES

No.	Status	Summary of Value Analysis Alternatives
1.0	Rejected	Maintain existing alignment on Rte 25 and widen to 4-lane expressway. Rejected due to wetland impacts located on both sides of the existing alignment and the design exceptions or upgrades needed to correct deficiencies.
2.1	Implemented	Eliminate Bolsa Road Interchange. Make it an at-grade intersection.
3.0	Implemented	Reduce median width on SR 25 from 86 feet to 62 feet.
4.0	Rejected	Shared driveway in lieu of frontage road where possible. Consolidate driveways between Shore Road and Hudner Lane. Rejected due to the uncertainty of the Right of Way acquisition (23 Parcels), consolidating driveways may not be feasible.
6.0	Rejected	Combine private driveways in lieu of Farm Road Under Crossing (eliminate Farm Road UC). Rejected due to the uncertainty of the Right of Way acquisition, combining driveways may not be feasible.

C. Resource Conservation

All measures would be taken to minimize the consumption, destruction, and the disposal of nonrenewable resources. Widening the highway to a four-lane expressway would result in congestion relief and a corresponding decrease in fuel consumption. This project proposes a new facility on a new alignment, but utilizes the existing Route 25 lanes as a frontage road, thus maximizing in-place highway facilities. Where feasible, salvaged and recycled material would be incorporated into the project.

Landscaping will use reclaimed water if it becomes available. Existing vegetation will be preserved whenever possible. New landscaping and erosion control will include the use of compost, which is processed from recycled vegetation or wood products. New lighting fixtures will meet Title 24 requirements for the reduction of light pollution in a rural area and will meet local county regulations, which protect night skies in the vicinity of the Fremont Peak Observatory.

D. Right of Way Issues

The right of way impacts have been evaluated for all alternatives. Right of Way Data Sheets for each alternative are included in Attachment E. The area being proposed for acquisition is mainly agricultural land. The number of impacted parcels for the route adoption alternatives 1 & 2 would be between 83 to 57 parcels and the right of way acquisition would range between 657 to 660 acres of land, respectively. The number of

impacted parcels for the construct alternatives A and B would be between 47 to 26 parcels and the right of way acquisition would range between 178 to 189 acres of land, respectively.

As part of the Relocation Impact studies for this project, right of way acquisition shall be planned in such a manner that the problems associated with the displacement of individuals, families, businesses, farms, and nonprofit organizations are recognized and solutions are developed to minimize the impacts of displacement. Since most of the parcels being affected are agricultural farmland on large lots, a relatively small number of businesses and residents would sustain relocation impacts. For Alternative 1 there will be 21 residential units and 10 non-residential units affected, Alternative A would affect 14 residential units and 8 non-residential units, Alternative 2 would affect 14 residential units and 4 non-residential units, and Alternative B would affect 9 residential units and 4 non-residential units. For additional information on each alternative, see the Right of Way Data Sheets (Attachment E).

E. Environmental Issues

A Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) has been prepared in accordance with Caltrans' environmental procedures, as well as State and Federal environmental regulations. The attached Draft Environmental Document (See Attachment J) is the appropriate document for the proposed work.

This proposed project would result in significant impacts to farmland because farming is the primary land use in the entire project area. However, if Alternative 1 or Alternative 2 is selected as a route adoption farmland would be protected from development until funds are obtained to construct portions of the planned expressway. Construction of either Alternative A or Alternative B would also mean a significant impact to farmland.

If either Alternative A or Alternative B were selected, other potential environmental impacts that would be reduced to less than significant with mitigation are visual impacts, aggregate mining, and impacts to paleontological resources.

For the route adoption alternatives, Alternative 1 and Alternative 2, detailed analysis and mitigation measures will be presented in one or more Tier II environmental documents which will be prepared for specific portions of the alignment at some time in the future as funding becomes available for construction. Impacts to wetlands and to Waters of the US at Carnadero Creek and the Pajaro River are expected to be small because the alignments were designed to avoid wetlands. Potential impacts to cultural resources have been avoided through the design of the project.

F. Air Quality Conformity

A portion of the project limits are located in the North Central Coast Air Basin in San Benito County and a portion is located within the San Francisco Bay Area Air Basin in

Santa Clara County. San Benito County air quality is governed by the Monterey Bay Air Pollution Control District. In addition, Santa Clara County air quality is governed by the Bay Area Air Pollution Control District. This project is not exempt from regional emissions analysis requirements because it is on a new alignment. Therefore, Caltrans staff completed an Air Quality Report (AQR) for the proposed project. The Report documented the anticipated air quality effects of the proposed project.

G. Title VI Considerations

This project has been developed in accordance with the Civil Rights Act of 1964, as amended, and Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Executive Order requires each Federal agency (or its designee) to take the appropriate and necessary steps to identify and address “disproportionately high and adverse” effects of federal projects on minority and low-income populations. The population of the study area is dispersed through out a rural landscape. Field surveys did not identify any minority or low-income neighborhoods. The study area population may be considered homogeneous.

H. Storm Water Pollution Prevention

The State Water Resources Control Board issued a National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Permit) to Caltrans in 1999 (Order No. 99-06-DWQ) to regulate storm water discharges from Caltrans facilities. The Permit regulates storm water discharges from Caltrans right of way both during and after construction. The Permit requires Caltrans storm water discharges to meet water quality standards through implementation of permanent and temporary Best Management Practices (BMPs) and other measures. The Permit directs Caltrans to implement and maintain an effective Storm Water Management Plan (SWMP).

The State Water Resources Control Board currently requires all jobs involving more than 1.0 acre to file a Notification of Construction (NOC) at least 30 days prior to the start of construction and have an approved “Storm Water Pollution Prevention Plan” (SWPPP) before construction may proceed.

The Regional Water Quality Control Boards will also require permanent Treatment Best Management Practices (BMPs) on major reconstruction that disturbs five acres or more of soil. As per the requirements outlined in the SWMP, storm water pollution prevention BMPs, treatment BMPs, and construction site BMPs have been evaluated for this project.

This project will file a Notification of Construction and include appropriate critical Treatment and Construction Site BMPs in the final construction bid package.

VII. OTHER CONSIDERATIONS AS APPROPRIATE

A. Public Hearing Process

A public hearing will be scheduled to allow for the presentation of the alternatives and the review of the Draft Environmental Document.

B. Route Matters

Both San Benito County and Santa Clara County do not have an existing Route Adoption or Freeway Agreement with Caltrans for Route 25. A Route Adoption and Freeway Agreement will be required once the final project report is approved.

Relinquishment will be required for new local roads, local road connections to Route 25, and some segments of existing Route 25 that will serve as frontage roads. Before relinquishment to the appropriate local agencies (City of Hollister, San Benito County, and Santa Clara County), the existing Route 25 will be brought to a “state of good repair”. This cost is included in the project cost estimates.

C. Cooperative Agreements

Currently, a Cooperative Agreement has been executed for funding with VTA and SBCOG. A separate Cooperative Agreement will be drafted for relinquishment.

D. Permits

Several permits will be required from various agencies for the completion of the Route 25 Widening Project. The proposed project would require a 404 and 401 Permits from the United States Army Corps of Engineers for any activities in wetland, streambeds, channels or at crossings. The 404 Permit would be covered under a Nationwide Permit. The 404 Nationwide Permit is self-certifying at no cost to the proposed project. The Central Coast Regional Water Quality Board would issue the 401 Water Quality Permit for storm water discharges. A Notice of Intent must be filed with the Water Resources Control Board and processed for the National Pollutant Discharge Elimination System (NPDES) statewide storm water permit.

E. Transportation Management Plan for Use During Construction

A Transportation Management Plan (TMP) Checklist has been prepared and would continue to be updated during the design phase (Attachment G). TMP elements include public information, motorist information strategies, incident management, and

construction strategies. Since there is a potential for traffic delays during the construction phase of this project, every effort would be made to inform motorists. Construction sequences that affect traffic operations would be made public so alternative routes can be taken. The media would be used to keep the traveling public informed of construction progress and for disseminating information pertaining to delays, closures, and major changes in traffic patterns. As a part of incident management, Construction Zone Enhanced Enforcement Program (COZEEP) would be required. Nighttime work can be utilized to limit traffic disruptions. A majority of the construction work can be done outside of the existing alignment or behind temporary barriers and without lane closures.

F. Stage Construction

This project will be built in construction stages to minimize disruption to local and regional traffic. The majority of the widening would be constructed with little or no impact to existing traffic along existing Route 25. The use of proposed frontage roads would be required to temporarily allow existing traffic to flow with minor delays. The only detour system needed would be at the south end of the project, which would allow for the tie-in to Route 25 Hollister Bypass.

G. Accommodation of Oversize Loads

This project will be designed to accommodate Oversize Load access to and from the facility.

H. Graffiti Control

The project is not listed in an official graffiti prone county, however graffiti has been a problem in the area. The addition of new structures may increase incidents of graffiti.

New structures will include features such as texture and camouflaging colors, and landscaping and earth berms, to discourage access and opportunities for taggers. Sacrificial anti-graffiti coatings will also be included on new bridges and walls, if needed. Structures design of bridges will include features such as sloped edges to decrease hand-hold locations for taggers, and hidden tie-off bolts for harnesses or ropes to increase maintenance worker safety when structures have to be accessed for cleaning. Stakeholder involvement by maintenance, the CHP, and local school districts will be coordinated during design. "Report Graffiti" hotline phone numbers may also be posted at various locations.

I. Risk Management

A Risk Management Plan has been developed for this project (Attachment H). This plan lists potential risks for delivery of this project and the actions that may be taken.

J. Rubberized Asphalt Concrete (RAC)

Concrete pavement has been proposed for the Route 25 traveled way and shoulders. Asphalt concrete will only be used for Route 156, ramps and the local roads. Rubberized asphalt concrete has not been proposed for the ramps because of increased costs for relatively small quantities of asphalt concrete. Rubberized asphalt concrete will not be used for local roads that will be relinquished and maintained by the local agencies.

VIII. FUNDING AND PROGRAMMING

The project is programmed for PA&ED Support with a combination of local funds (SBCOG & VTA), Transportation & Community System Preservation (TCSP) funds, and from Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) High Priority Project (demonstration) funds as reimbursed work.

PS&E and Right of Way funding is proposed from a combination RIP, IIP, Local, and remaining SAFETEA-LU HPP demonstration funding. The SBCOG will propose project funding in the 2010 STIP for the next phases of this project (PS&E and R/W). Construction funding will be proposed in a future STIP cycle.

Due to the high cost of the route adoption alternatives, the construct projects were developed. The current estimated project construction cost is \$60,711,000 for Alternative A and \$42,871,000 for Alternative B. Escalated Right of Way Capital cost is \$36,877,000 for Alternative A and \$18,521,000 for Alternative B.

The escalated construction, right of way, and support costs are summarized in the table below (Based on Alternative B) followed by the proposed project schedule.

CAPITAL AND SUPPORT COST SUMMARY

Project Cost Component	Fiscal Years						Total
	Prior	2010/11	2011/12	2012/13	2013/14	2014/15	
PA&ED	6,872						6,872

PS&E		4,918				4,918
R/W Support		1,844				1,844
Const. Support				5,424		5,424
R/W Capital		18,521				18,521
Const. Capital				54,715		54,715
Total	6,872	25,283			60,139	92,294

Note: (1) All costs X \$1,000. Support costs escalated at 3.1%. Construction Capital escalated at 5%. Right of Way Capital escalated at 6%. (Capital Cost shown are for Alternative B)

(2) Support Categories are the same as those identified by SB 45.

The milestone schedule is as follows:

MILESTONES

Milestone	Month/Year
PA&ED	October 2009
R/W Certification	December 2013
Ready to List	March 2014
Contract Accept	July 2016

IX. REVIEWS

This project was reviewed and concurred by Ken Cozad, the Project Development Coordinator and Mike Janzen, the Geometric Reviewer in June 2007.

X. PROJECT PERSONNEL

CALTRANS PERSONNEL

Name	Position	Phone Number
Richard Rosales	Project Manager	805-549-3792
Jack R. Walker	Design Senior	559-243-3861
Jose Bautista	Project Engineer	559-243-3553
Trais Norris	Senior Environmental Planner	559-243-8178
Wendy Kronman	Environmental Generalist	559-243-8280
John Maddux	Right of Way	805-549-3352

XI. LIST OF ATTACHMENTS

- A. Project Location Map
- B. Typical Cross Sections
- C. Layouts
- D. Cost Estimates
- E. Right of Way Data Sheet
- F. Draft Environmental Document
- G. Traffic Management Plan Checklist
- H. Risk Management Plan
- I. SWDR (To be included in Final PR)

DISTRIBUTION LIST

FHWA – Dominic Hoang

District 5

Program/Project Management – Tim Gubbins
Project Manager – Richard Rosales
Program Management – Nancy Wickersham
Program Management – Johanna Andris
Traffic Safety – David Chesebro
Traffic Operations – Paul McClintic
Traffic Design- Hassan Marei
Maintenance – Lance Gorman
Traffic Management – Jacques Van Zeventer
Planning – Claudia Espino
Surveys- Jeremy Villegas
Surveys- Bob Fredricks
District 5 Records- Gail Hays

Central Region

Design Engineer (3) - Original + 2 Cc's
Environmental- Christine Cox
Materials Lab – Ron Sekhon
Resident Engineer (held by Design Engineer)
Right of Way –John Maddux
Landscape- Dennis Reeves
Surveys – Tama Gonzales
Program Management - Teresa Rix
Records – Victoria Pozuelo

Headquarters

Division of DES / OPPM – T.S. Tan
Division of Design- Design Report Routing
Environmental- Bob Pavlik