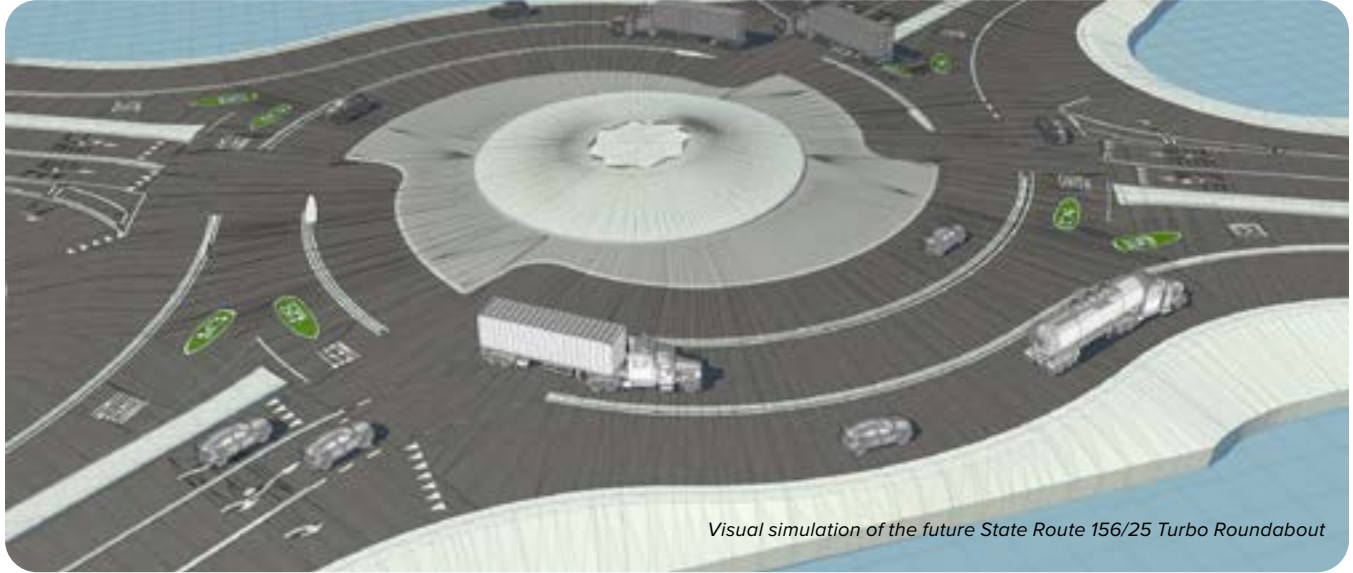


STATE ROUTE 156/25 TURBO ROUNDABOUT PROJECT



Project Description

Caltrans is constructing a turbo roundabout at the intersection of highways 25 and 156 in San Benito County. A turbo roundabout is an innovative, new facility design that will improve safety while maintaining traffic flow and efficiency at the intersection. A turbo roundabout operates similar to a regular roundabout but has additional features that reduce the potential for collisions.

Project Benefits

The San Benito Route 25/156 Turbo Roundabout Project is designed to meet immediate safety needs at this intersection. This intersection serves commuters and important goods movement for the region and had been experiencing a pattern of broadside and rear end collisions – more than twice the number of collisions as similar intersections in California. The long-term vision to realign and widen highway 25 and construct a new interchange at 156 is part of the COG's 40-year plan and dependent on future funding.

More Information

Caltrans and the Council of San Benito County Governments created an educational “how-to” video that guides users how to navigate the new facility. The [video is available](#) in English and Spanish and posted on the Caltrans District 5 [YouTube](#) page.

More information can be found online at sanbenitocog.org/transportation-updates, or by calling Caltrans District 5 Public Affairs at 805-549-3318.

Project Cost

- **Construction & Right of Way**
– \$11.1 M
- **Support Costs**
– \$3.8
- **Total**
– \$14.9 M

The project is fully funded through State Highway Operation & Protection Program funds (SHOPP)

Project Schedule

- **Environmental** - June 2018
- **Design** - March 2021
- **Construction Start** - June 2022
- **Construction End** - Early 2024
- **Open to Public** - Early 2024

Project Contact

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Frequently Asked Questions

Why a turbo roundabout?

A turbo roundabout will offer a good solution to safety and capacity problems at the intersection. At intersections where roundabouts have been installed in California, replacing the existing signalized intersections, collisions have been reduced. The purpose of this project is to reduce the severity of collisions and fatalities. A turbo roundabout will accomplish this with additional features like three-inch lane dividers, overhead signage and pavement markings.

How will a turbo roundabout be better than a signal?

Since 2011, Caltrans implemented several small projects that modified the existing signal. These modifications included adjusting the signal timing, installing “signal ahead” signs, installing flashing beacons, and upgrading the size of the signal heads. Although these countermeasures have had some benefit, the replacement of the signalized intersection with a turbo roundabout will achieve the safety benefit to reduce the severity of collisions at this location.

How will large trucks be accommodated?

The turbo roundabout is a 2-lane design. The design reflects the need to address both traffic volumes, including truck volumes that use the intersection today and into the future. Features to accommodate all the turning movements of a tractor trailer rig are included in this design. An example of a design feature to accommodate the sweep of the trailer wheels as it makes its way through the roundabout, a truck apron (mountable truck apron) is constructed around the inside of the turbo roundabout.

Why is an interchange not being considered for this intersection?

An interchange at SR 25 and 156 is the long-range improvement planned as part of the larger SR 25 Expressway Conversion Project. Prior to Measure G being passed, funding for the widening and the interchange was not available. The Caltrans State Highway Operation and Protection Program (SHOPP), which funds safety projects identified the need to address safety at this location in the interim. The proposal to place an interchange at this location will not be finalized, under best case scenarios, until 2028. In the short-term, Caltrans is addressing this safety need until the long-range plan of an interchange can be implemented.

How will the turbo roundabout operate in a high-speed setting?

Although the proposed turbo roundabout is located at the junction of two high speed rural routes, the design would emphasize speed control. Design features would control the speed that vehicles enter, navigate and exit the roundabout. Lower vehicle speeds could provide the following safety benefits:

- Provide more time for entering drivers to judge, adjust speed for, and enter a gap in circulating traffic, allowing for safer merges
- Reduce the frequency and severity of collisions



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