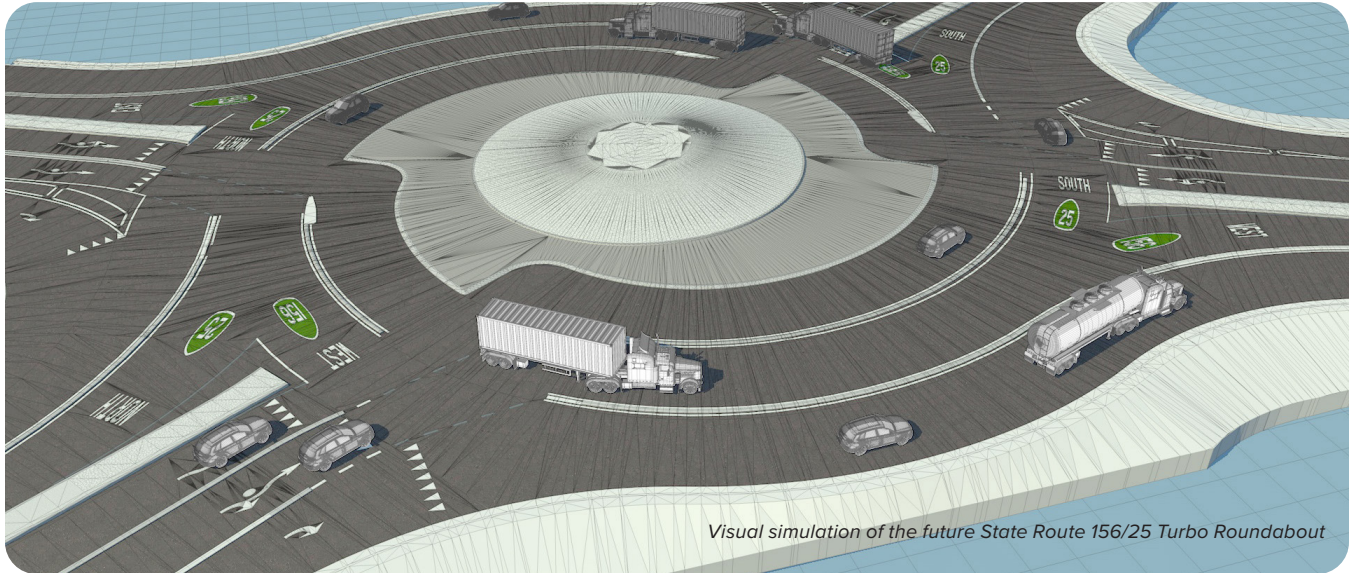


STATE ROUTE 156/25 TURBO ROUNDABOUT PROJECT



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. Improving highway 25 and constructing a new interchange at highways 25 and 156 is part of Caltrans' and the Council of San Benito County Governments' (SBtCOG) vision for the region.

More Information

Caltrans and SBtCOG 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 of highways 25 and 156. 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 at highways 25 and 156. A turbo roundabout will accomplish this with additional safety 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 also reduce the severity of collisions at this location.

How do I enter a turbo roundabout?

Entering a turbo roundabout is similar to entering a regular roundabout. Vehicles can enter the turbo roundabout when there is a safe gap in traffic. It is necessary for vehicles to slow down, wait for, and yield (stop if necessary) to vehicles already inside. Once inside the roundabout, it is important to provide an appropriate distance between your vehicle and others.

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 is a mountable truck apron - which accommodates the sweep of a trailer’s wheels as it makes its way through the 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. 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. 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 major commuter and truck routes, the final design emphasizes speed control. Design features will control the speed that vehicles enter, navigate and exit the roundabout. Lower vehicle speeds will 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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