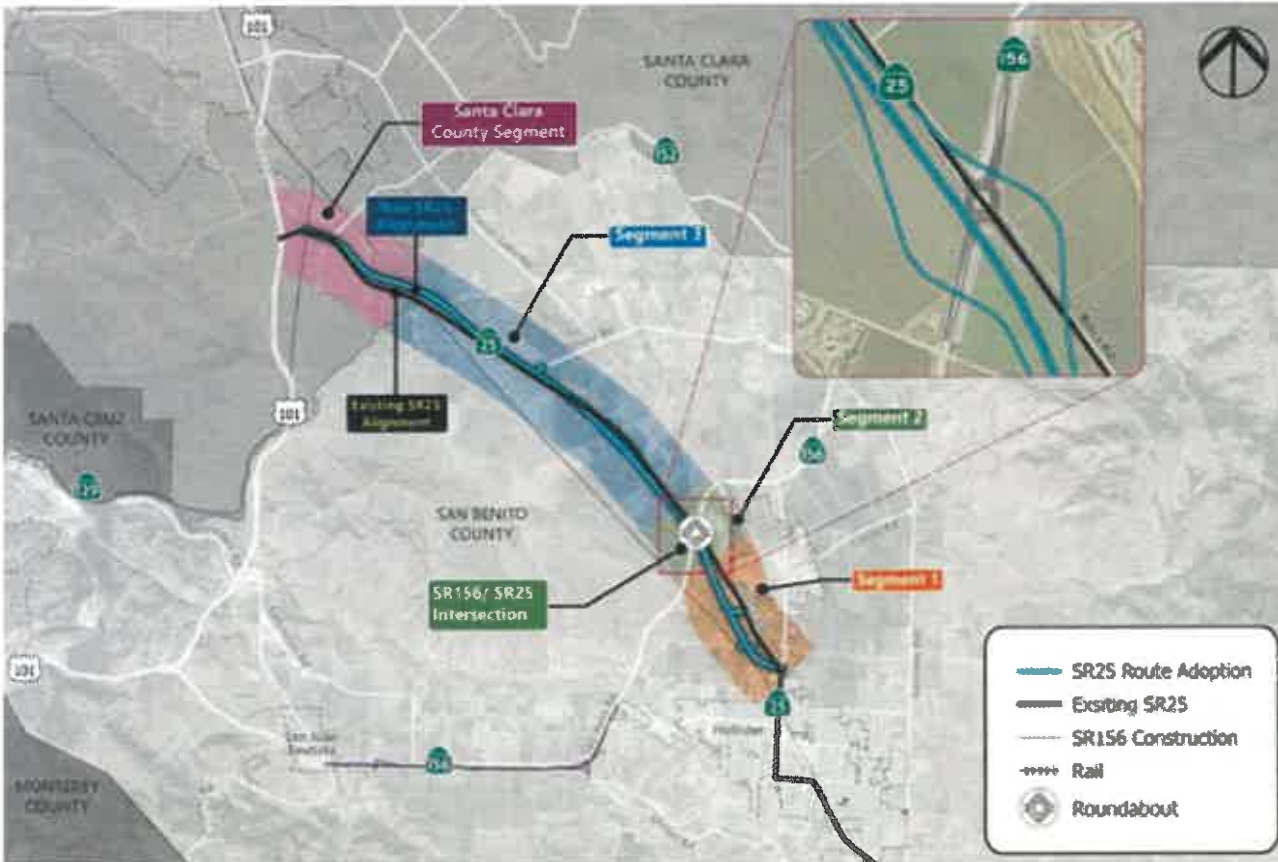


State Route 25 Improvement Project

San Benito & Santa Clara Counties - State Route 25



Purpose & Need

Purpose:

- Reduce fatal and serious injury collisions.
- Reduce traffic diversion on local roads.
- Improve travel time reliability.
- Improve multi-modal travel opportunities.
- Meet current and future travel demand.
- Provide reliable goods movement.
- Improve connectivity and mobility between communities.

Need:

- Safety/collision issues.
- Increased travel demand.
- Limited multi-modal transportation.
- Traffic diversion to surrounding rural roads.
- Delays along SR 25 during peak periods.
- Workforce travel outside of County.

Tiered Analysis

A Programmatic Environmental Impact Report will be prepared that will consist of two tiers of analysis, Tier 1 Program-Level Analysis and Tier 2 Project-Level Analysis. The tiered approach to the environmental analysis will allow for all components of the project to be analyzed under one document and constructed in segments as funding becomes available. The Tier 1 Program-Level Analysis will focus on the entire study corridor, and the Tier 2 Project-Level Analysis will focus on a fundable portion of the study corridor.

Description

This project will improve 10.2 miles of existing two lane highway on SR 25 from San Felipe Rd in San Benito County to Bloomfield Ave in Santa Clara County. The project was initiated by the Council of San Benito County Governments (SBCOG) in coordination with the Santa Clara Valley Transportation Authority (VTA). SBCOG's input will be critical in determining the project's cost and schedule. The project design will be influenced by Measure G, SB 743, and CAPTI policies. Additional grant funding will be needed in order to stay on schedule and fully fund the project.

Preliminary Project Cost

Fund Source Other/Local
 Construction & R/W Capital Costs TBD
 (Current Year Dollars)

Project Cost Subject to Change

Contact

Project Manager
 Terry Thompson
 terry.thompson@dot.ca.gov
 (805) 503-5013

Current Schedule

Begin Environ. & NOP Meeting	Fall 2024
DED Circulation & Public Meeting	Summer 2026
Approve Proj. Report & Environ. Doc.	Spring 2027
Final Design & Obtain Permits	Winter 2029
Begin Construction	Summer 2030



Alternatives Under Consideration

The following section depicts alternatives proposed to improve the State Route 25 (SR 25) corridor. This factsheet provides a broad, summary-level overview. Additional details and considerations abound for all alternatives and sub-alternatives. Please find more details about the project here: <http://sanbenitocog.org/hwy25/>

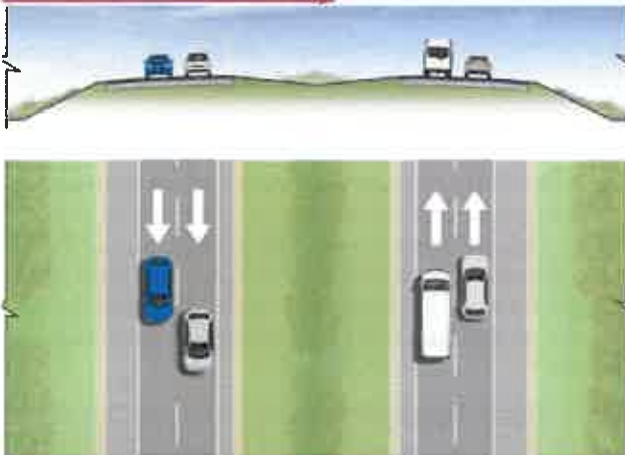
Alternative 2

4-Lane Expressway

Description

- 4-lane expressway on a new alignment
- SR 25/SR 156 interchange
- Existing 2-lane conventional highway to become frontage road (not shown in visual rendering)
- Capital cost: TBD

Visual Rendering



Design Options

- 4 lanes with High Occupancy Vehicle (HOV) lane on the left and a general-purpose lane on the right for each direction
- 4 lanes with High Occupancy Toll (HOT) lane on the left and a general-purpose lane on the right for each direction
- 4 lanes with bus lane on the left and a general-purpose lane on the right for each direction

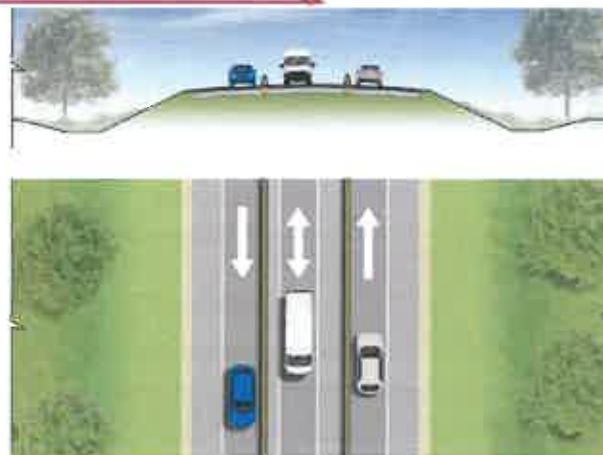
Alternative 3

Reversible Lane

Description

- 3-lane expressway on a new alignment
- Middle, general-purpose reversible lane
- SR 25/SR 156 interchange
- Existing 2-lane conventional highway to become frontage road (not shown in visual rendering)
- Capital cost: TBD

Visual Rendering



Design Options

- Reversible High Occupancy Vehicle (HOV) lane
- Reversible High Occupancy Toll (HOT) lane
- Reversible bus lane

*The reversible lane would serve northbound travel in the morning peak and southbound travel in the

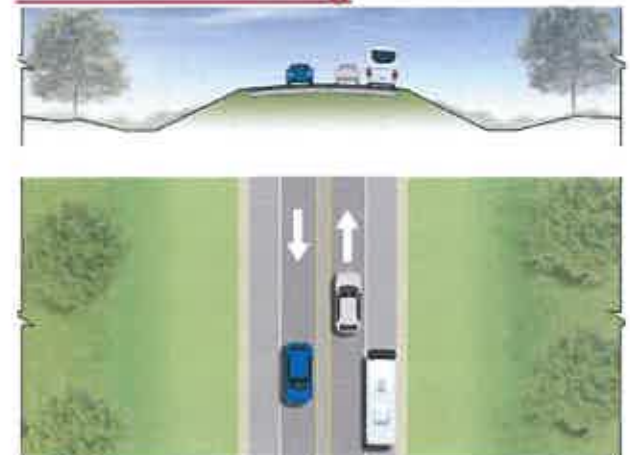
Alternative 4

2-Lane Expressway

Description

- 2-lane expressway on a new alignment
- SR 25/SR 156 interchange
- Existing 2-lane conventional highway to become frontage road (not shown in visual rendering)
- Capital cost: TBD

Visual Rendering



Design Options

- 2-lane expressway with Bus-on-Shoulder system
- ** Bus-on-Shoulder alternative is depicted above



State Route 25 Improvement Project

Alternatives Under Consideration

The following section depicts alternatives proposed to improve the State Route 25 (SR 25) corridor. This factsheet provides a broad, summary-level overview. Additional details and considerations abound for all alternatives and sub-alternatives. Please find more details about the project here: <http://sanbenito.org.org/hwy25/>

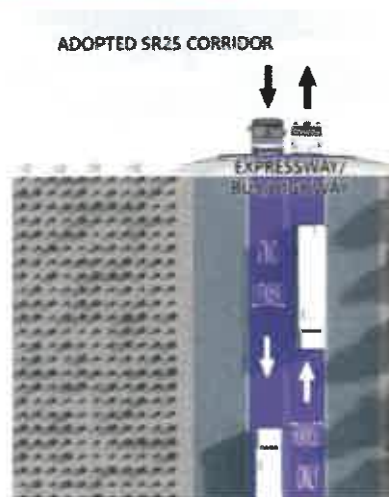
Alternative 5

2-Lane Busway

Description

- 2-lane transit only busway on a new alignment
- Existing 2-lane conventional highway continues to serve general traffic
- Capital cost: TBD

Visual Rendering



Design Options

- Busway with bike lanes
- Busway with multimodal trail

Alternative 6*

1-Lane Busway

Description

- 1-lane reversible transit only busway adjacent to Union Pacific Hollister Branch Line
- Existing 2-lane conventional highway continues to serve general traffic
- Capital cost: TBD

Visual Rendering



Design Options

- Busway with bike lanes
- Busway with multimodal trail

*SBCOG is Lead

Alternative 7*

Commuter Rail Service

Description

- New passenger rail service on the Union Pacific Hollister Branch Line
- Existing 2-lane conventional highway continues to serve general traffic
- Capital cost: TBD

Visual Rendering



Design Options

- New service between Hollister and Gilroy
- Caltrain extension to Hollister

*SBCOG is lead





FACT SHEET: Highways

US 101/SR 25 Interchange - Phase 1

Overview

The existing US 101/SR 25 interchange, located just south of Gilroy in Santa Clara County, is over thirty years old. It cannot accommodate traffic demands due to rapid growth in commuter, commercial, and recreational traffic that passes through this area. These conditions, coupled with high travel speeds, have resulted in higher-than-average accident rates in the interchange area, and traffic backups onto southbound US 101.

This Phase 1 project sets the stage for future implementation of the overall interchange reconfiguration slightly north of the current interchange. Phase 1 will accommodate future improvements to US 101, SR 25, SR 152, and provide a connection point at the interchange for a future Santa Teresa Boulevard extension to Castro Valley Road.



Objectives

- Improve connectivity between US 101 and SR 25
- Improve traffic operations along US 101 and SR 25 with added ramp storage & signals
- Enhance safety within the interchange area by reducing ramp backups onto southbound US 101 and provide improved access for safer merges
- Support the overall future interchange reconfiguration, including US 101 and SR 25 widening, and future SR 152 improvements between US 101 and SR 156

Project Features

Phase 1 will reconstruct the US 101/SR 25 interchange slightly north of the current interchange.

- Replace the SR 25 two-lane overcrossing with a four-lane overcrossing spanning across US 101
- Increase the length of the southbound US 101 off-ramp to SR 25 to decrease traffic back-ups onto US 101
- Upgrade the northbound US 101 ramps to improve the exit and merging operations
- Install new traffic signals at the ramp intersections to improve traffic flow

As additional funding becomes available, future phases of interchange improvements will be scheduled. These future upgrades include converting the interchange to a partial cloverleaf or diamond ramp configuration with potential direct connectors, frontage roads for local and bicycle access, and grade separating SR 25 from the Union Pacific Railroad east of US101.

The overall project is included in the Valley Transportation Plan (VTP) 2040 Highway Program.

Project Schedule

Environmental Approval	2019 – 2022
Design Completion	2019 – 2024
Project Construction	2024 – 2027

Funding

The total cost for Phase 1 is estimated to be approximately \$136 million for design, environmental updates, right-of-way property acquisitions, and construction. The project will be funded with a combination of VTA 2016 Measure B funds, and State SB-1 funds.

Funding Partners



How to Reach Us

VTA's Community Outreach
(408) 321-7575, (408) 321-2330 TTY

www.vta.org/sr25
community.outreach@vta.org

