State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 20, 2014

Reference No.: 2.3a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs
Chief
Division of Design

Subject: **ROUTE ADOPTION – STATE HIGHWAY, 05-SBT-25 PM R49.8/R52.4**
RESOLUTION HRA 14-01

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 14-01 and a route location map for State Highway Route (SR) 25. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. The resolution grants approval of State highway route adoption of SR 25 in San Benito County from Post Mile (PM) R49.8 to R52.4.

ISSUE:

The City of Hollister (City), through the Council of San Benito County Governments (SBtCOG), initiated and built a City of Hollister bypass of SR 25. It was requested that the Department adopt the bypass as the new location of SR 25. A Route Transfer Report (RTR) was signed on January 25, 2012. A Supplemental RTR approved on February 12, 2014, recommends approval of the route adoption. The Categorical Exception/Categorical Exclusion Determination, in accordance with the California Environmental Quality Act and the National Environmental Policy Act for the RTR was signed on January 25, 2012.

Recommended by: KARLA SUTLIFF
Chief Engineer

BACKGROUND

The purpose of this route adoption is to restore the connectivity of SR 25 by establishing a new alignment for a portion of State Route (SR) 25 east of downtown city of Hollister. A portion of SR 25 through the City was relinquished by the California Transportation Commission (Commission) on January 29, 2014. Senate Bill 788, approved by the Governor on October 3, 2013, allowed the relinquishment to precede the bypass route adoption by amending Section 325 of the Streets and Highways Code.

SR 25 traverses the entire north-south length of San Benito County. From the southern county boundary at the junction of SR 198 near King City, SR 25 extends north through the unincorporated communities of Paicines and Tres Pinos, and through the City to the northern county boundary near Gilroy where it connects to SR 101. This route is classified as a minor arterial, and it is primarily a rural facility.

Within the City, the relinquished portion of SR 25 is a two-lane facility with no shoulders except for a section through downtown Hollister. The one-mile long section along San Benito Street and San Felipe Road between 7th Street and Bolsa Road is four lanes wide and the shoulders are used for parking. Speed limits range from 25 mph to 40 mph and increases to 55 mph when SR 25 connects to Bolsa Road north of downtown.

The City, through the Council of San Benito County Governments (SBtCOG), initiated and built a bypass and requested that the Department adopt the bypass as the new location of SR 25. Additionally, the City desired to control the existing SR 25 within the city limits and accept relinquishment of the route through downtown Hollister (per City Council of City of Hollister Resolution No. 2013-180).

SBtCOG complied with both state and federal environmental requirements in planning for the construction of the bypass. The National Environmental Policy Act (NEPA) process was completed on December 18, 2003, with the Federal Highway Administration approval of the Finding of No Significant Impact. The California Environmental Quality Act (CEQA) process was completed on January 20, 2005, with the certification of the Supplemental Environmental Impact Report.

In 2006, the Department and SBtCOG entered into a cooperative agreement for the construction of the SR 25 City of Hollister bypass with the intention of transferring it to the Department through a future Transfer of Highway Location Commission action item. The agreement indicated that SBtCOG would design and construct the bypass in accordance with state highway standards, policies and practices. The route transfer would consist of two actions: 1) the adoption of the newly constructed bypass facility as the new SR 25 and 2) the relinquishment of the existing SR 25 within the city of Hollister to the City.

The bypass project construction was completed, and the roadway opened to travel in February 2009.

The bypass was constructed as an urban arterial 2.63 miles long with five at-grade intersections. It begins at the intersection of Sunnyslope/Tres Pinos Roads and Airline Highway (SR 25) and extends north as a six-lane facility with signalized intersections at Sunnyslope/Tres Pinos Roads and East Park Street. North of East Park Street, the bypass continues as a four-lane facility with signalized intersections at Hillcrest Road, Meridian Street, and Santa Ana Road. North of Santa Ana Road, the four-lane facility turns westward to intersect with San Felipe Road and connect to the two-lane Bolsa Road (SR 25).

The bypass provides an improved level of service and better serves regional traffic than the existing SR 25, which is located in a congested downtown and commercial area. However, this facility presents a number of deficiencies that do not comply with Department standards. The Route Transfer Report (RTR) approved on April 2, 2012, identified these deficiencies and did not recommend the route transfer until corrective action was taken. The bypass non-standard features included deficiencies with the hydraulic-drainage systems (improper construction of drainage inlets, type of dike used, etc.), roadway geometrics (super-elevation rate is insufficient for the posted speed), storm water management (the project did not comply with the National Pollutant Discharge Elimination System Permit), roadway pavement (longitudinal cracks in the shoulder section and concrete dikes), soundwall (separation along the expansion joints), and signal loops (advance loops at the signals are at the wrong locations).

With the proposal from the Department to program a SHOPP project to address the deficiencies, the City agreed to accept relinquishment of the existing SR 25 within the city limits at no cost to the Department. The City pursued enabling legislation to allow the Commission to approve the relinquishment of SR 25 to the City.

In June 2013, the Project Study Report (PSR) was approved to allow the Department to program the SHOPP project and address the deficiencies identified in the RTR. The estimated cost of the project is approximately $ 9,235,000, which includes construction and Right of Way costs escalated to the year of construction. The project is scheduled to begin construction in Fiscal Year 2017-18.

On October 3, 2013, the Governor approved Senate Bill 788, allowing the relinquishment to precede the bypass route adoption by amending Section 325 of the Streets and Highways Code.

On January 29, 2014, the Commission approved relinquishment of a portion of SR 25 to the City. The relinquished alignment through downtown Hollister runs along Tres Pinos Road and San Benito Street, to the intersection of San Felipe Road and Bolsa Road (SR 25).

A Supplemental RTR to document the corrective actions taken to enable approval of the route adoption was approved on February 12, 2014. This Supplemental RTR is supported by the original RTR approved on April 2, 2012. The Categorical Exception/Categorical Exclusion Determination, in accordance with the California Environmental Quality Act and the National Environmental Policy Act for the original RTR was signed on January 25, 2012.

The bypass benefits to the Department include: a new facility with access control between intersections, no parking allowed, and a striped bike lane within the eight-foot wide shoulder. All bypass intersections are projected to be at Level of Service (LOS) C or better in 2025, with the exception of the intersection at San Felipe Road. It will be at LOS D, but improved from the existing condition of LOS F. In comparison, the relinquished SR 25 route serves local traffic at lower levels of service, allows parking, functions as a minor arterial with multiple access points between intersections, and does not provide for a bike lane. The expected ten-year bypass maintenance cost is comparable to the maintenance cost for the relinquished SR 25.

The route adoption has the support of all local agencies. Resolutions requesting the Department to transfer SR 25 to the bypass have been passed by the City, the County of San Benito, and SBtCOG.

The Commission's approval of the proposed bypass route adoption would complete the SR 25 route transfer. The PSR for the proposed project to address the bypass deficiencies is included in the proposed 2014 SHOPP.

Attachments:

Resolution HRA 14-01
Location Map
Vicinity Map
Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
05-SBt-25 PM R49.8/R52.4

Resolution HRA 14-01

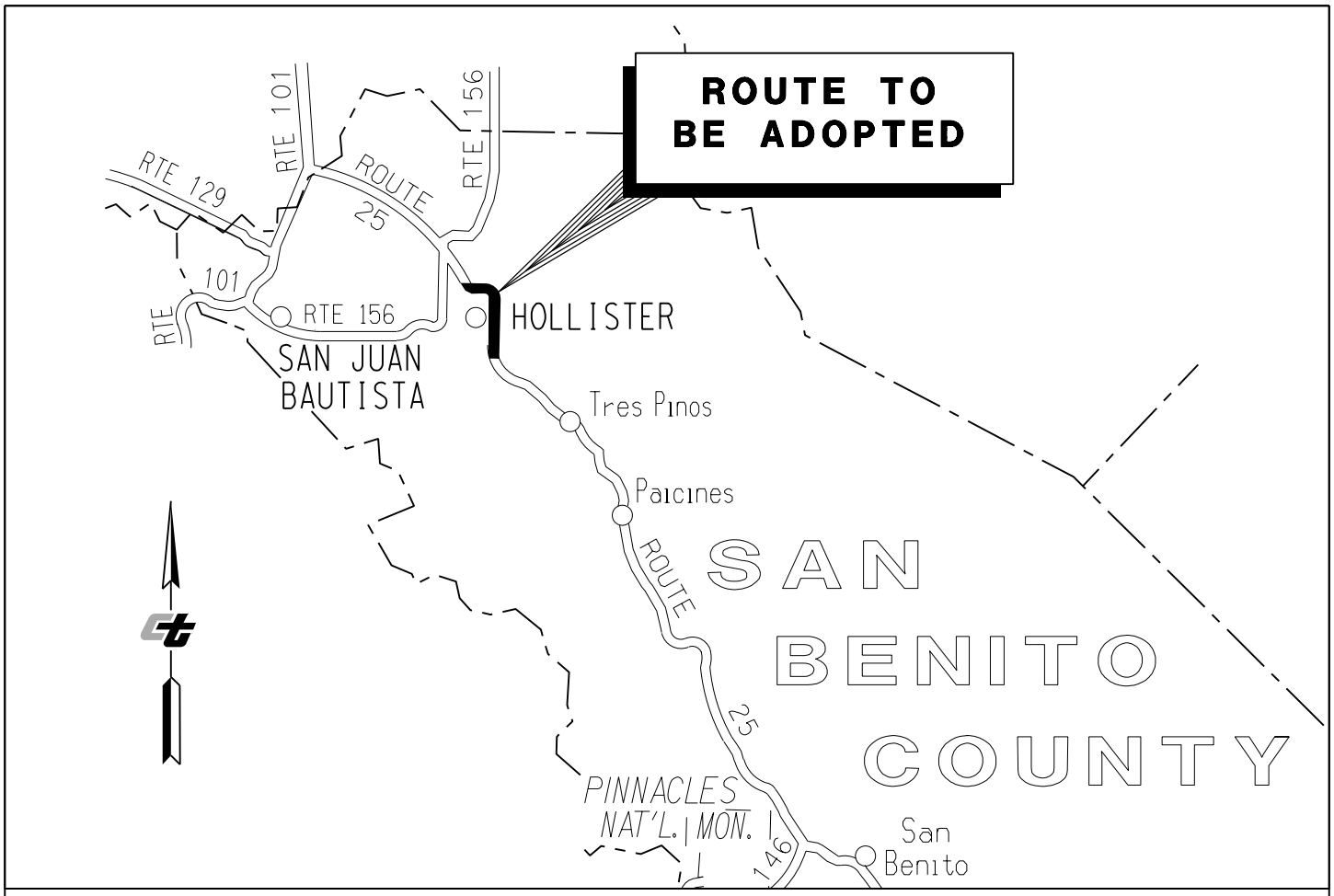
WHEREAS, the County of San Benito, the City of Hollister and the California Department of Transportation request approval of this Route Adoption as State Highway; and

WHEREAS, a Categorical Exemption/Categorical Exclusion Determination, in accordance with the California Environmental Quality Act and the National Environmental Policy Act, was signed on January 25, 2012; and

WHEREAS, the Supplemental Route Transfer Report recommending the route adoption was approved on February 12, 2014.

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission (Commission) that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 25 from Sunnyslope Road to 0.1 mile west of San Felipe Road, in the county of San Benito, and officially designate it as 05-SBt-25, a State Highway, as said location is shown on the Route Adoption map submitted by Timothy Craggs, Chief Design Engineer; and

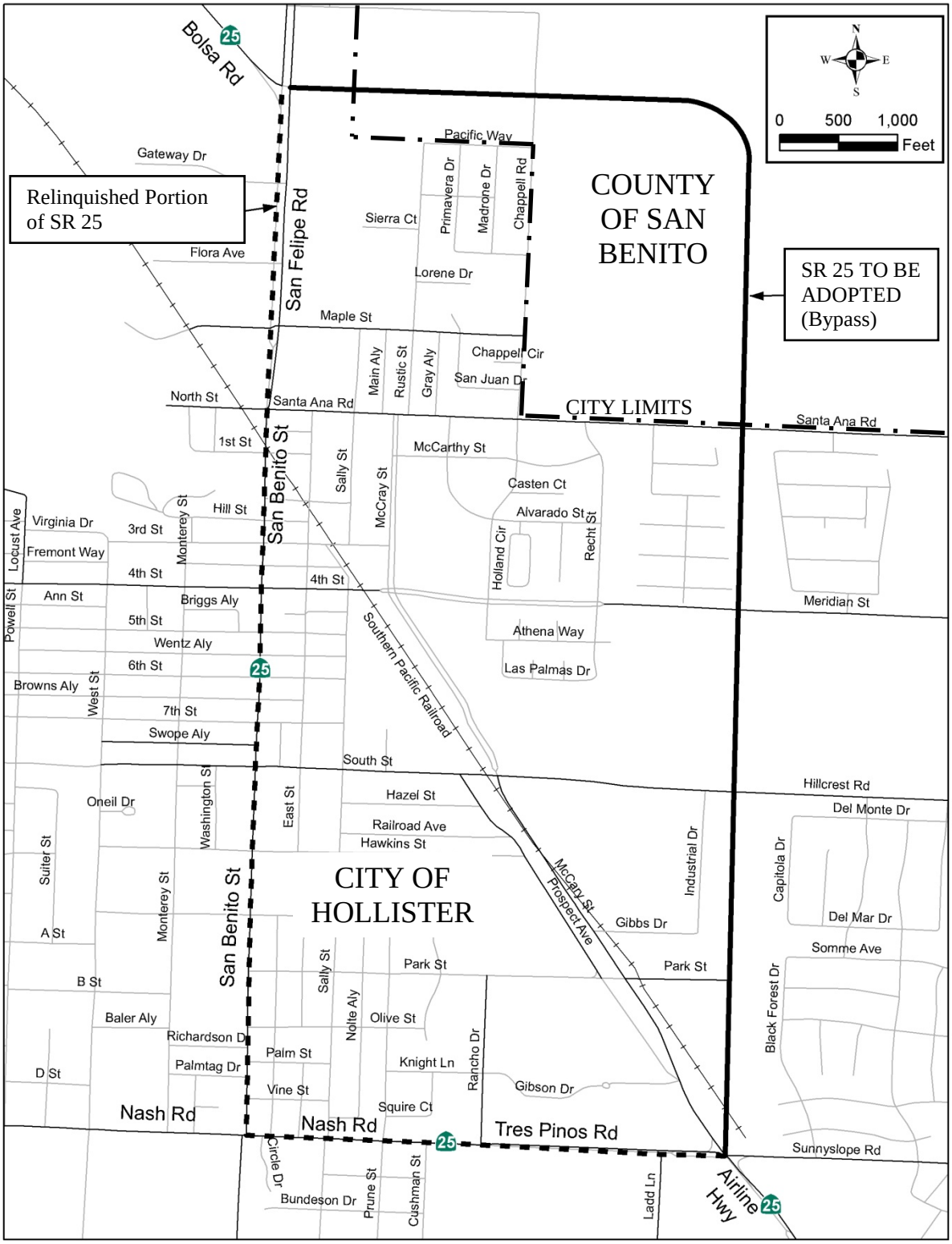
BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such location of said State Highway is for the best interest of the State.

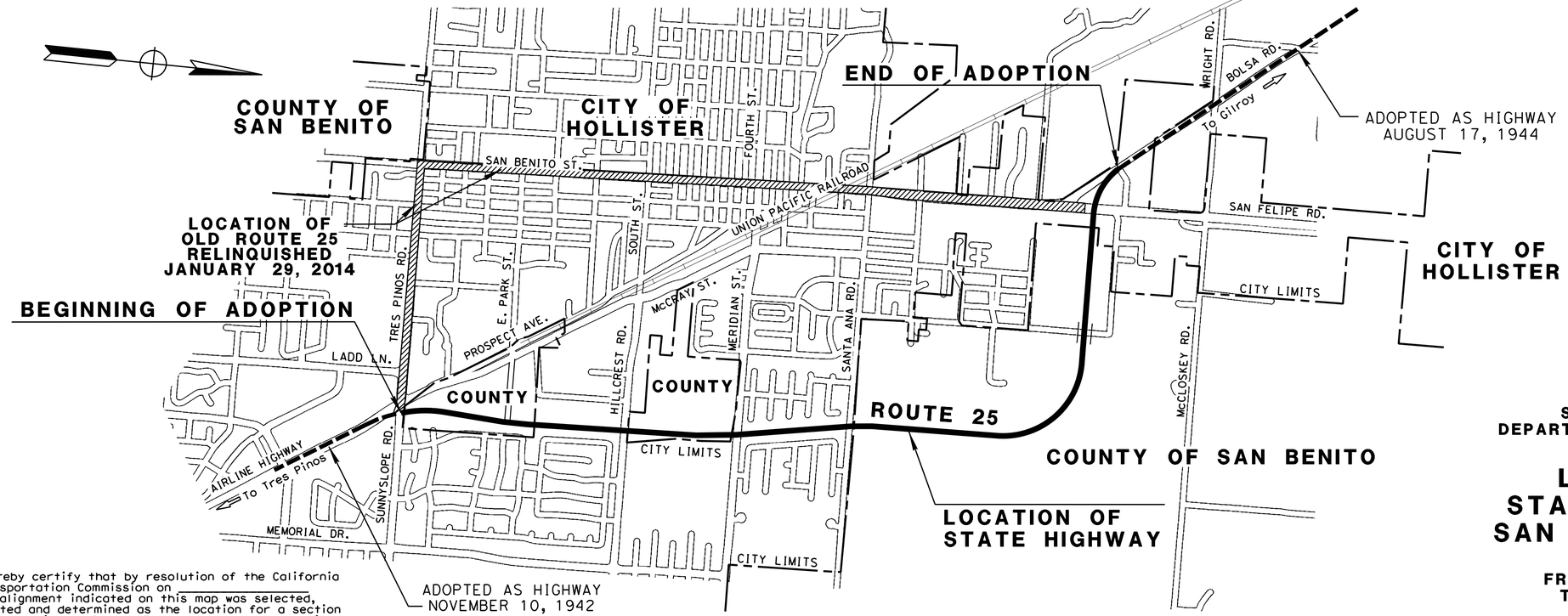


ROUTE ADOPTION
05-SBT-25

Caltrans

Vicinity Map





I hereby certify that this map was prepared persuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 25.

Date Submitted: _____

_____
Chief Design Engineer
Civil Engineer License No. _____

I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 25 and declared a state highway.

Attest: _____
Executive Director,
California Transportation Commission

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING

LOCATION OF STATE HIGHWAY IN SAN BENITO COUNTY

FROM SUNNYSLOPE ROAD TO 0.1 MILE WEST OF SAN FELIPE ROAD

05-SBT-25

02-13-14

IN SAN BENITO COUNTY P.M. R49.8/R52.4