



FACT SHEET: Highways

State Route 85 Noise Reduction Program (Phase 2)

Overview

To address existing noise concerns on State Route (SR) 85, VTA is working with cities along SR 85 and Caltrans to study, test and implement noise reduction treatments.

Objectives

The purpose of the SR 85 Noise Reduction Project Phase 2 is to test the effectiveness of noise reduction measures at the five locations identified in the SR 85 Noise Reduction Study completed in September 2016. The results of these tests will be used to evaluate the costs and benefits for possible corridor wide measures at some point in the future. The Project will construct noise reduction measures that include pavement overlays or other pavement surface treatments at select locations along SR 85. The project will modify existing sound walls at a subset of two or three of these locations for additional noise reduction.

Project Features

The specific recommended noise reduction measures at each location may change based on additional input from Caltrans and other stakeholders. The Project will also re-examine the feasibility to implement a noise attenuating cap to the top of the existing sound walls. The five test locations along SR 85 are listed below:

- **Location 1:** Lubich Drive in Mountain View. Approximately 1,600 feet of pavement surfacing (both northbound and southbound) to reduce noise generation for vehicle tire/pavement interface.
- **Location 2:** SR 85 near S. Bernardo Avenue/The Dalles intersection in Sunnyvale. Approximately 2,800 feet of pavement surfacing to reduce noise generation for vehicle tire/pavement interface.
- **Location 3:** SR 85 between McClellan Road Overcrossing and S. Stelling Road Overcrossing in Cupertino. Approximately 2,600 feet pavement surfacing to reduce noise generation for vehicle tire/pavement interface.
- **Location 4:** SR 85 near the Cox Avenue Overcrossing in Saratoga. Approximately 3,500 feet of pavement surfacing to reduce noise generation for vehicle tire/pavement interface.
- **Location 5:** SR 85 west of the Callahan Avenue Undercrossing in San Jose. Approximately 1,200 feet of pavement surfacing to reduce noise generation for vehicle tire/pavement interface.

Capital Cost/Project Funding

The project cost is estimated to be \$10 million.

Project Schedule

Preliminary Engineering Spring 2021 - Fall 2021

Environmental Clearance Fall 2021 - Spring 2022

Design and Engineering Spring 2022 - Fall 2023

Construction* Fall 2023 - Summer 2024

*Full funding for this phase of the project has not yet been identified

Project Partners



How to Reach Us

VTA's Community Outreach

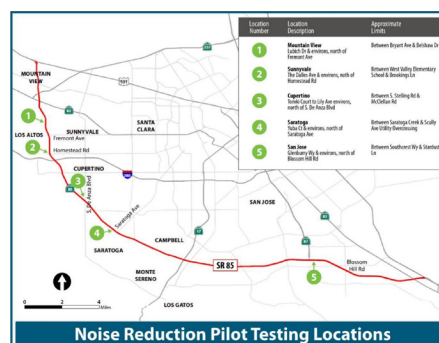
(408) 321-7575

(408) 321-2330 TTY

www.vta.org/sr85noisereduction

community.outreach@vta.org

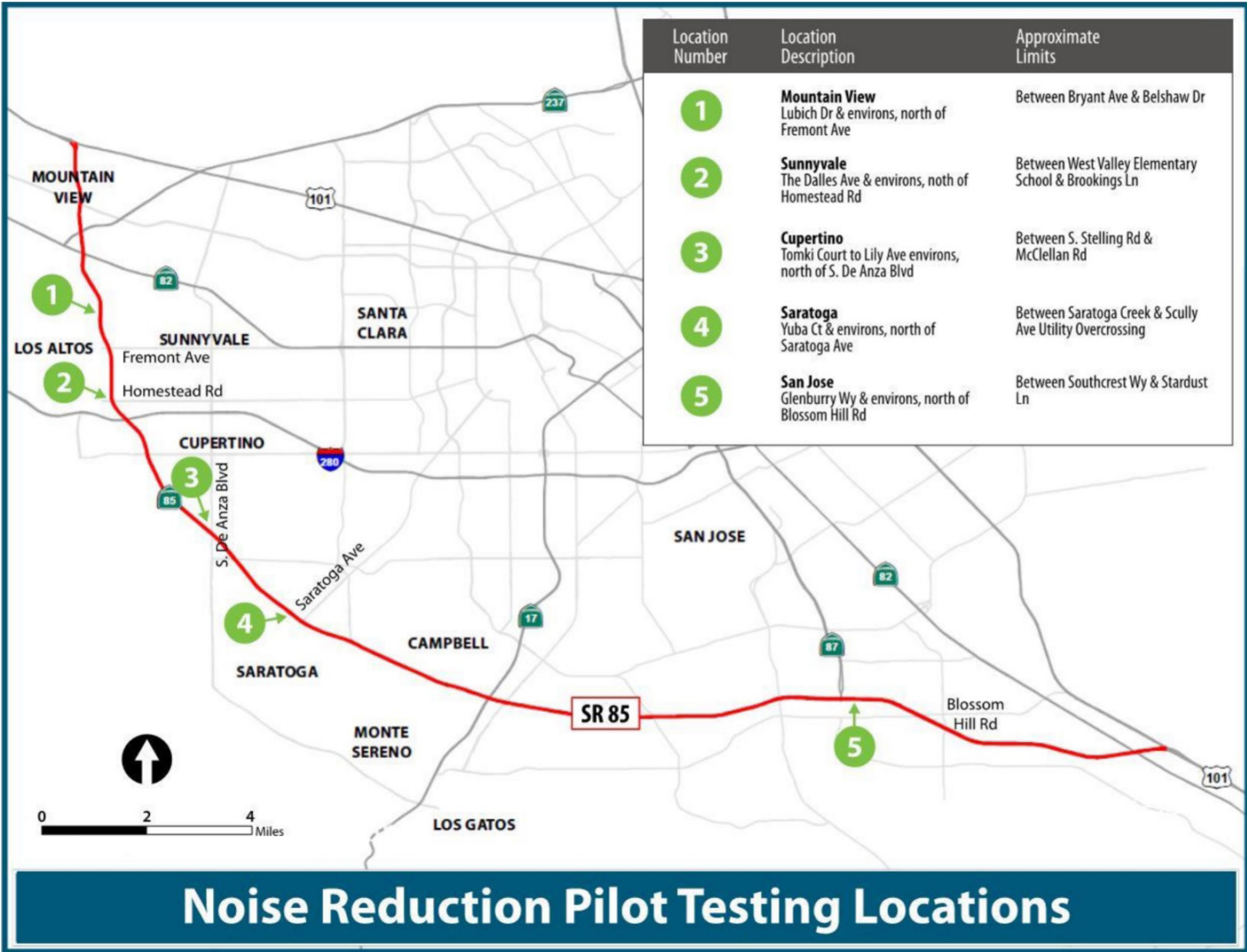
See back for project map.





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