



Department of Transportation (MCDOT)

Director's Report – December 12 & 13, 2011

- 2012 Discretionary Grant Programs — Federal Highway Administration: MCDOT staff personnel completed work on project applications for two proposals under the FY-2012/2013 solicitation to be administered by Caltrans and delivered the required documentation packages to Caltrans District 1 prior to the established deadline of 5:00 p.m. on December 9, 2011. Mendocino County is applying for 2 of the discretionary grant programs - Public Lands Highways - \$45 million available nationwide and Transportation, Community and System Preservation - \$29 million available nationwide. Mendocino County is applying for a \$2.5 million Transportation, Community, and System Preservation (TCSP) Program grant for the North State Street Intersection modifications between (and including) the Highway 101 ramps and Ford Road (Ukiah Area).

Mendocino County is also applying for a \$2.5 million Public Lands Highway (PLH) Discretionary Program grant to provide access to public lands to the Mendocino National Forest via East Side Potter Valley Road which is a major ingress and egress for the Mendocino National Forest and Lake Pillsbury.

The application packages required for TCSP and PLH Program funding is very detailed and exacting. A recommended component of the package is a Resolution by the relevant elected body supporting the proposed project, which was approved by the Board at their regular meeting of December 6, 2011. The staff application conclusion for North State Street is presented below and the other application (Potter Valley) will be highlighted in a future Director's Report.

Installation of roundabouts on North State Street at the US 101 ramps will help to preserve and enhance the utility and viability of the North State Street corridor. A two-way left turn lane constructed immediately north of these ramps in 2009 yielded a 50% accident reduction in that segment by eliminating left turn accidents. This project will build on that success.

These ramp connections provide freeway access for a variety of existing residential, educational, commercial and industrial land uses. The continued growth along this corridor anticipated by the County's Ukiah Valley Area Plan is being confirmed by applications and inquiries from property owners. To accommodate further development while minimizing its impacts on the transportation system, the community and the environment, the area plan promotes compact development, mixed uses and infill projects. These will reduce travel demand and encourage the use of transit and non-motorized modes. The plan also advocates measures such as roundabouts that improve system efficiency where increased capacity is necessary.

The 2010 corridor study prepared for the Mendocino County Department of Transportation and funded by the Redevelopment Agency of Mendocino County selected roundabouts as the preferred alternative at this location for a number reasons. The comparison in Table 1 (following page) shows the quantifiable operational and safety effects. The community enhancement benefits of roundabouts, such as landscaping opportunities and accommodating alternative transportation, are less quantifiable but no less desirable.

Comparison of Alternatives



Roundabout Alternative



Signal Alternative

SAFETY

Conflict Points -(N/S)	16 / 15 (west leg deleted)
Impact Speed / Type	15-20 MPH / glancing
Collisions	Up to: 40% fewer total 70% fewer injury 90% fewer fatal

17 / 24
Up to 45+MPH / T-bone
Base of comparison

TRAFFIC OPERATIONS

Level of Service (LOS)	C / C
in 2030 - (N/S)	
Delay	No Stops Required

E / C
Stops Often Required

RIGHT OF WAY

None Required

None Required
