Highway 101 Corridor – North of the Gate
Improvements to the Highway 101 Corridor North of the Golden Gate Bridge
DRAFT Corridor System Management Plan
October 10, 2006

The Transportation Authority of Marin, TAM, the Sonoma County Transportation Authority, SCTA, and the Mendocino Council of Governments, MCOG, are pleased to present the Highway 101 Strategic Plan outlining the needs and benefits of investing in improvements in the Highway 101 corridor north of the Golden Gate Bridge. This vital corridor and its interdependent east-west highways allow for movement of people and goods along its 180 mile length, providing North Bay residents and visitors with access to jobs, housing, parks and recreation, tourist destinations, and shopping. Through a regionally collaborative effort, our three-county transportation agencies have assembled a history of both accomplishments and needs along Highway 101, and a call to action to prevent further degradation to the corridor and its vital economy.

To meet the current and future transportation demands along the Highway 101 corridor, we have invested nearly every transportation dollar we have received into projects that improve mobility in the corridor. We have made a commitment to our residents and businesses to increase their transportation choices through investments in transit, passenger rail, and bicycle/pedestrian pathways along with investments in Highway 101 and our local streets and roads. These investments have generated economic growth as well as savings in travel time, accident costs, and the cost of bringing goods to and from our markets.

Unfortunately, there are substantial unfilled needs still remaining. We have been able to develop a number of critical projects to a point where they are ready for construction; however, much of the funding necessary to construct these infrastructure improvements is missing. It is imperative that the years it has taken for our agencies to ready these projects for construction not go to waste. The immense effort to reach consensus with the public, in cooperation with Caltrans, the Federal Highway Administration, numerous resource agencies and devoted advocacy groups must not be lost.

Highway 101 is the lifeline of the North Bay and the entire North Coast. There are no viable highway alternatives to this route because of topographical, environmental, and development constraints. We must all work cooperatively to manage this corridor to correct existing deficiencies as well as to ensure mobility for future generations. The economic benefits of investing in this critical interregional corridor will serve to protect and enhance the economic health we are experiencing now. Without further investment, the resulting degradation will adversely affect labor market access, the cost of obtaining product inputs, and the cost of supplying finished products to customers.

Join us in completing the investment we have begun, to improve Highway 101, our access to the greater Bay Area, our Main Street. We invite your support for investment in the Highway 101 Corridor, North of the Gate.

Dianne Steinhauser
Executive Director, Transportation Authority of Marin

Suzanne Smith
Executive Director, Sonoma County Transportation Authority

Phil Dow
Executive Director, Mendocino Council of Governments
Highway 101 Corridor - North of the Gate

Project are listed by location south to north – no priority listed

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<td>EAST BURLINGAME / THURON INTERCHANGE</td>
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<td>Larkspur/Corte Madera</td>
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<td>In Environmental - Estimated Approval Spring 2009, Estimated Start Construction Spring 2010</td>
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<td>ROSENFELD PARK EXPRESSWAY TO WILLARD AVENUE</td>
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<td>Mendocino County</td>
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<td>Hopland</td>
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<td>THE HOPLAND BYPASS PROJECT</td>
<td>In Environmental - Estimated Approval Summer 2010, Estimated Start Construction Spring 2012</td>
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<td>Ukiah area</td>
<td>MEN-02</td>
<td>ROUTE 101 CORRIDOR INTERCHANGE STUDY</td>
<td>In Development / Under Study</td>
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<td>ROUTE 101 CORRIDOR INTERCHANGE STUDY</td>
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<td>Related Projects</td>
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<td>Napa County</td>
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<td>Lake County</td>
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Updated: October 9, 2006
Highway 101 Corridor – North of the Gate

Improvements to the Highway 101 Corridor North of the Golden Gate Bridge

The Highway 101 Corridor North of the Golden Gate is the lifeline of Northern California communities located from southernmost Marin County through Sonoma County and up to the northern border of Mendocino County. This vital corridor that includes Highway 101 and its many interdependent highways and roads, functions as “main street” connecting several communities and allowing for the movement of goods between the Bay Area and the Oregon border. Highway 101 provides North Bay residents and visitors with access to jobs, housing, parks and recreation, tourism, and shopping.

The California Transportation Commission, leading discussions on mobility improvements around the state, recognizes the critical need for infrastructure investments that “improve the connectivity of the state highway system between rural, suburban, and urban areas, or improve the operation or safety of a highway or road segment”. The Transportation Authority of Marin, the Sonoma County Transportation Authority and the Mendocino Council of Governments are all working together to identify projects to collectively improve the connections between these communities and ease current and future congestion.

Projections of travel demand show that portions of Highway 101 and related arterials will suffer increasingly severe congestion unless there are increases in transportation system capacity. This congestion impacts the communities along the corridor by slowing the movement of goods and limiting access to the resources in the corridor (jobs, recreation, shopping, businesses, etc…). In order to meet current and future demand, the operation and capacity of the transportation system must improve.

Economic needs of this vital interregional corridor:

➢ GOODS MOVEMENT: The Highway 101 corridor, including its major east-west access roads, is the primary goods movement corridor serving the North Coast. From Marin County northward, this is the only goods delivery corridor, tying the North Coast in with the greater San Francisco urban core, and the Port of Oakland; on-time delivery of goods and services is significantly hampered by congestion.

Sonoma County’s connections to the global market and its strong base of skilled workers will help its $17.7 billion local economy race past national growth rates by expanding 4% to 5% a year over the next 5 years. In parallel, for Marin County 20% of the workforce is commuting from outside the county lines further contributing to congestion.
ACCESS TO JOBS: The Metropolitan Transportation Commission (MTC) reports that during peak commuter hours, the biggest percentage increase in congestion since 2003 has occurred in Marin County, where daily vehicle hours of delay rose 20 percent. Sonoma County has experienced an increase in congestion since 2000 of 24 percent.

From their 2005 State of the System Report, MTC and Caltrans have recently announced that the second most congested corridor in the Bay Area is the Marin-Sonoma 101 Corridor, only surpassed by Alameda-Contra Costa Interstate 80.

HOUSING. The Wine Country InterRegional Partnership found that the increase in housing costs has continued at a rate significantly higher than in the Bay Area or statewide. The declining rate of housing production in Marin and Sonoma Counties has spurred housing growth in Mendocino and Lake Counties. This results in more people driving further distances to access resources.

TOURISM: The wine country of Sonoma County is well noted for its scenic natural resources attracting visitors from around the world. Summer Sundays continue to exhibit traffic levels that rival the weekday peak periods, as access these recreational resources dominate travel demand.

Muir Woods, Muir Beach, and the Tamalpais State Park area, accessed through the southern Marin/Sausalito area, are the second most frequently visited tourist attraction in the Bay Area, behind the Napa Valley Wine region. Both are accessed from the Highway 101 Corridor. In Marin County, the City of Sausalito has found that approximately 90% of tourists come to Sausalito in automobiles.

POPULATION: By the late 1990’s, Bay Area residential demand reached past the City of Cloverdale, moving into Mendocino County. Current residential growth proceeds at roughly three times the historic rate. According to Caltrans, in the Willits area, Highway 101 serves an increasingly heavy commuter, recreational and commercial traffic demand. Lack of capacity and increasing congestion on Highway 101 has resulted in delay and lengthy traffic queues north of the city limit.

These economic needs highlight key connections between the transportation demands of communities in the Highway 101 Corridor and the economic stability of those communities. The economic growth resulting from improving the transportation system as well as construction, maintenance and operations expenditures will lead to additional jobs, wages, and sales taxes within the region. Economic enhancement through the investment in corridor infrastructure improvements has been a focal point of the North Coast transportation leadership.
Highway 101 Corridor - North of the Gate

Project Status Key

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<th>In Design Phase</th>
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<th>In Construction / Project Complete</th>
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Marin County (Major Roads Intersecting 101: Highways 1 and 37, I-580)

<table>
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<tr>
<th>Location ID</th>
<th>Project Scope</th>
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<tbody>
<tr>
<td>Mill Valley</td>
<td>MRN-01 EAST BILTHEDALE / TIBURON INTERCHANGE The Hwy 101/ Hwy 131 - East Blithedale/Tiburon Blvd. - Interchange project, located in the City of Mill Valley, would improve traffic operations, relieve congestion, and improve safety at a location marred by excessive traffic backups.</td>
</tr>
<tr>
<td>Larkspur / Corte Madera</td>
<td>MRN-02 GREENBRAE / HIGHWAY 101/I-580 COMPLEX The Greenbrae Corridor Improvement Project is proposed to address transportation problems and traffic congestion along the Highway 101 corridor from south of Tamalpais Drive to the Highway 101/I-580 Interchange. The Transportation Authority of Marin (TAM) has initiated the environmental review and preliminary engineering for the corridor and will be developing a series of multi-modal improvement options.</td>
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<tr>
<td>Larkspur</td>
<td>MRN-03 EAST SIR FRANCIS DRAKE BOULEVARD IMPROVEMENTS PROJECT The East Sir Francis Drake Boulevard Project will provide an additional westbound through lane under Highway 101 and extend easterly for approximately 500 feet. The project will improve safety by reducing congestion and improving traffic flow.</td>
</tr>
<tr>
<td>San Rafael / Larkspur</td>
<td>MRN-04 HIGHWAY 101 GAP CLOSURE Four segments of the Highway 101 Gap Closure Project will provide a continuous carpool lane through central Marin County. These improvements will increase traffic flow and relieve congestion. The carpool lane is anticipated to be complete by Fall 2008.</td>
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<td>MRN-04/01 CALPARK HILL SEGMENT: The Calpark Hill Segment is the first segment of the HOV Gap Closure project is from Sir Francis Drake Blvd to the I-580/101 separation and is complete.</td>
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<td>MRN-04/02 CORTE MADERA CREEK SEGMENT: The second segment of the HOV Gap Closure project is from the Greenbrae Pedestrian Overcrossing to Sir Francis Drake Boulevard and is complete.</td>
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Highway 101 Corridor - North of the Gate

Project are listed by location south to north -- no priority listed

In Development / Under Study
In Environmental Phase
In Design Phase
In Construction / Project Complete

Location ID Project Scope

CENTRAL SAN RAFAEL PROJECT: The third segment of the HOV Gap Closure project is from the Coleman Pedestrian Overcrossing to I-580/101 separation. Work includes constructing a northbound and southbound HOV lane, replacing the 101 southbound to I-580 eastbound connector, re-aligning West Francisco Boulevard, relocating utilities underground and drainage improvements. The project is presently under construction to be completed Fall 2008.

CENTRAL SAN RAFAEL PUERTO SUELLO HILL SEGMENT: The fourth segment of the HOV Gap Closure project is from the Coleman Pedestrian Overcrossing to North San Pedro Road. Work includes constructing a northbound and southbound HOV lane, replacing the west soundwall, installing noise reduction material for both the east and west soundwalls, relocating existing railroad tracks, and constructing a multi-use path. Construction is scheduled to start in February 2007 pending a CTC vote of funds in November 2006.

MARIN SONOMA NARROWS PROJECT
The 17-Mile MSN Project proposes to add High Occupancy Vehicle (HOV) facilities throughout the corridor (between Novato and Petaluma) to adjoin with existing/planned HOV lanes south and north of the project limits. Widening to include HOV facilities will require replacing the Petaluma River Bridge and upgrading the “Narrows” segment of the corridor from an expressway to a freeway with controlled access points.

Segment A – Route 37 to Atherton Avenue
Proposes to add contiguous HOV lanes to the existing freeway with all of the widening in the existing median, with additional improvements.

Segment B – Atherton Avenue to north of Route 116 (East)
Proposes to upgrade existing expressway to freeway, eliminating 80 uncontrolled access points. This improvement will also allow for contiguous HOV lanes - in some areas widening the roadway for HOV lanes would also require mainline realignment including replacing the Petaluma River Bridge.

Segment C - Route 116 (East) to Old Redwood Highway
Proposes to add contiguous HOV lanes to the existing freeway with all of the widening in the existing median, with additional improvements.
### Location ID: Highway 101 Corridor - North of the Gate

- **In Development / Under Study**
- **In Environmental Phase**
- **In Design Phase**
- **In Construction / Project Complete**

#### Project Scope

**Sonoma County (Major Roads Intersecting 101: Highway 128, 116, 12)**

<table>
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<tr>
<th>Location</th>
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| Petaluma       | SON-02| OLD REDWOOD HIGHWAY INTERCHANGE  
This project provides for widening or replacing the existing Old Redwood Highway overcrossing at Highway 101. Interchange improvements are also included to provide better traffic flow on and off Highway 101. |
| Rohnert Park / | SON-03| OLD REDWOOD HIGHWAY IN PETALUMA TO ROHNERT PARK EXPRESSWAY  
This project will add HOV lanes in each direction, ramp improvements, auxiliary lanes, and a northbound climbing lane over the Cotati Grade. |
| Petaluma       | SON-04| ROHNERT PARK EXPRESSWAY TO WILFRED AVENUE  
This project will add HOV lanes in each direction, add auxiliary lanes between the Rohnert Park Expressway and Wilfred Avenue Interchanges, provide ramp improvements, expand an existing park-and-ride lot, and modify the local street network to improve access and circulation. |
| Rohnert Park   | SON-05| WILFRED AVENUE TO HIGHWAY 12  
This project is part of a larger effort to improve safety and traffic flow along Route 101 in Marin and Sonoma Counties. By encouraging travelers to use travel modes other than single occupancy, HOV lanes can help lessen congestion by providing time savings over mixed flow lanes. Increased usage of HOV lanes can also accommodate future commute travel growth. Construction is complete. |
| Santa Rosa /   | SON-06| HIGHWAY 12 TO STEELE LANE/ STEELE LANE INTERCHANGE IMPROVEMENTS  
From Highway 12 to Steele Lane along Highway 101, HOV lanes will be added in each direction. Ramp improvements and auxiliary lanes will also be provided to encourage HOV use and improve mainline traffic operations. The project also includes new structures, structure replacement and improvements, sound wall construction and relocation, and modification to the surrounding local street network to improve local circulation and access. Construction is underway to be completed in Spring 2009. |
| Rohnert Park   | SON-07| STEELE LANE TO WINDSOR RIVER ROAD  
This project will add HOV lanes in each direction, ramp improvements and auxiliary lanes will also be provided to encourage HOV use and improve mainline traffic operations. |
## Project Scope

### Hopland MEN-01

**THE HOPLAND BYPASS PROJECT**

The Hopland Bypass Project was initiated to address existing and anticipated traffic congestion, on Route 101, in and near the Hopland area. The Hopland Bypass design is ongoing. Currently design staff are working on refining alignments to minimize the project footprint on cultural and biological resources.

### Ukiah area MEN-02

**ROUTE 101 CORRIDOR INTERCHANGE STUDY**

Study evaluates six freeway interchanges along Route 101 in the Ukiah area: Lake Mendocino Drive, North State Street, East Perkins Street / Vichy Springs Road, East Gobbi Street, Talmage Road (State Route 222), South State Street (State Route 253).

### Willits / Brooktrails MEN-03

**BROOKTRAILS 2ND ACCESS**

Brooktrails is an unincorporated residential community immediately west of Willits with only one access to the community, Sherwood Road, which intersects with Highway 101 within Willits. A new access to the Brooktrails community is planned to improve safety, reduce congestion, and provide emergency access to the area.

### Willits MEN-04

**WILLITS BYPASS**

A project is programmed to construct a new segment of Highway 101 that will bypass the City of Willits, in Mendocino County, California. The intention of the Bypass is to relieve congestion, reduce delays and improve safety for interregional traffic on Highway 101. The project limits begin about 0.8 miles south of Haehl Creek Overhead and end about 1.5 miles north of Reynolds Highway, a distance of approximately 9.2 miles.

### Laytonville MEN-05

**LAYTONVILLE HIGHWAY 101 IMPROVEMENTS**

The section of Highway 101 north and south of Branscomb Road in Laytonville is programmed for curve realignment to improve safety issues. The Mendocino Council of Governments (MCOG) lists the Laytonville Bypass as a long-term project to be assessed in the future.

### Garberville / Leggett MEN-06

**CONFUSION HILL:**

The project is located on Highway 101, 13 km (8 miles) north of Leggett and 30 km (18.5 miles) south of Garberville in Mendocino County. This project will relocate approximately 1.5 miles of the existing highway, to the west via two bridges, in order to avoid the massive slide area. A large, ancient rock slide complex extends from the South Fork of the Eel River to more than 1,000 feet above, enveloping the current highway, 140 feet above the river. Numerous closures last winter were all due to continued slide activity. The project is under construction with an estimated completion of Fall 2009.

### Humboldt County, Garberville / Leggett MEN-07

**RICHARDSON GROVE:**

Approximately 3.5 miles of Highway 101 in northern Mendocino County abruptly narrows to two lanes as the highway crosses the Eel River into Humboldt County. The portion of the highway that bisects Richardson Grove State Park is extremely constrained by large old-growth Redwood trees which significantly impacts highway operations in southern Humboldt County.
MARIN HIGHWAY 101 / 131 INTERCHANGE IMPROVEMENT PROJECT

LOCATION:
Project limits are along East Blithedale/Tiburon Boulevard near the Highway 101 interchange in Mill Valley (near Tiburon) in Marin County.

PROJECT SCOPE:
The project proposes improvements needed to improve traffic operations, relieve congestion and reduce traffic accidents in the project area. Improvements include widening parts of East Blithedale and Tiburon Boulevard and realigning/widening Highway 101 on- and off-ramps. Implementation of the project is planned in phases to reduce recurring congestion due to increased traffic volumes.

PROJECT STATUS / SCHEDULE:

FUNDING:
Funds needed: $20.5 Million

STAKEHOLDERS:
The Transportation Authority of Marin, Caltrans, FHWA
GREENBRAE CORRIDOR/
HIGHWAY 101/I-580 COMPLEX

LOCATION:
Project limits are along the Highway 101 corridor from south of Tamalpais Drive to north of the Highway 101/I-580 Interchange in central Marin County.

PROJECT SCOPE:
The Greenbrae Corridor Improvement Project was proposed to address transportation problems and traffic congestion along the Highway 101 corridor from south of Tamalpais Drive to north of the Highway 101/I-580 Interchange in central Marin County. The Transportation Authority of Marin (TAM) has initiated the environmental review and preliminary engineering for the corridor and will be developing a series of multi-modal improvement alternatives.

PROJECT STATUS / SCHEDULE:
TAM is currently conducting outreach activities to develop the community’s vision for the corridor and build consensus on options to address issues.

FUNDING:
Total Project Costs:
$170 Million
Current Funding:
$95 Million (partially funded by Regional Measure 2)
Funding Needed:
$75 Million

STAKEHOLDERS:
The Transportation Authority of Marin, City of Larkspur, City of San Rafael, City of Corte Madera, Caltrans, FHWA
EAST SIR FRANCIS DRAKE BOULEVARD IMPROVEMENTS PROJECT

LOCATION: The project area is the segment of East Sir Francis Drake Boulevard from Larkspur Landing Circle/Ferry Terminal to Highway 101 in the City of Larkspur.

PROJECT SCOPE: The East Sir Francis Drake Boulevard Improvements Project will provide an additional westbound through lane under Highway 101 and extend easterly for approximately 500 feet. The reconfigured medians will provide an area for a potential future railroad or pedestrian/bicycle pathway support column. The project will improve safety by reducing congestion and improving traffic flow, and will provide better access to the Larkspur Ferry Terminal.

PROJECT STATUS / SCHEDULE:
Project is complete


FUNDING: Project amount funded: $1,050,000 Fully funded through Regional Measure 2

STAKEHOLDERS:
Transportation Authority of Marin, City of Larkspur, Caltrans, Federal Highway Administration
HIGHWAY 101 GAP CLOSURE

**LOCATION:** Central Marin County between the Richmond-San Rafael Bridge and Route 37.

**PROJECT SCOPE:**
Four segments of the Highway 101 Gap Closure Project will provide a continuous carpool lane through central Marin County to increase traffic flow and relieve congestion for motorists and transit riders using the carpool lane. Work includes constructing northbound and southbound HOV lanes, replacing soundwalls, installing noise reduction material for the soundwalls, relocating existing railroad tracks, a multi-use path, and drainage improvements. Landscaping will take place after all work on the four segments is complete.

**PROJECT STATUS / SCHEDULE:**
- Segment I - The Calpark Hill Segment from Sir Francis Drake Blvd to the I-580/101 separation and is complete.
- Segment II - The Corte Madera Creek Segment from the Greenbrae Pedestrian Overcrossing to Sir Francis Drake Boulevard and is complete.
- Segment IV – Central San Rafael Puerto Suello Hill Segment from the Coleman Pedestrian Overcrossing to North San Pedro Road. Construction: January 2007 – December 2008

**FUNDING:**
Project amount funded: $175,000,000

**STAKEHOLDERS:**
Transportation Authority of Marin, Town of Corte Madera, City of San Rafael, Town of Larkspur, Caltrans, Federal Highway Administration
MARIN SONOMA NARROWS PROJECT

**LOCATION:** The MSN Project extends 17 miles between State Route 37 in Novato (Marin County) and Old Redwood Highway in Petaluma (Sonoma County) along a rural, largely undeveloped corridor.

**PROJECT SCOPE:**
The MSN Project proposes to add High Occupancy Vehicle (HOV) facilities throughout the corridor to adjoin the HOV lanes south of the project limits and tie to the proposed HOV lanes to the north extending from Petaluma to Windsor. Widening to include HOV facilities will require replacing the Petaluma River Bridge and upgrading the “Narrows” segment of the corridor from an expressway to a freeway with controlled access points, provide interchanges and frontage roads to replace at grade intersections and driveways, and make ramp improvements. Other improvements include new structures, structure improvements, ramp improvements and intelligent transportation systems, including ramp metering.

**PROJECT STATUS / SCHEDULE:**
The project will be constructed in phases. Initial construction phases include the upgrading of the expressway portion to freeway standards, from Atherton Avenue in Novato to Highway 116 East in Petaluma, eliminating 80 at-grade access points (Segment B). This phase will also include the replacement of the Petaluma River Bridge. Later phases include median widening through Novato (Segment A) and median widening through Petaluma (Segment C) to complete the 17 mile carpool project.

**FUNDING:**
Project amount funded: $82 Million
Funds needed: $552 Million

**STAKEHOLDERS:**
Transportation Authority of Marin, Sonoma County Transportation Authority, Caltrans, Federal Highway Administration
OLD REDWOOD HIGHWAY INTERCHANGE

LOCATION: The project is located in the City of Petaluma, in Sonoma County, California at the intersection of Old Redwood Highway and Highway 101.

PROJECT SCOPE: This project provides for widening or replacing the existing Old Redwood Highway overcrossing at Highway 101. Interchange improvements are also included to provide better traffic flow on and off Highway 101.

PROJECT STATUS / SCHEDULE: A funding plan and schedule is under development. Sonoma County’s Measure M provides $10 Million for this project.

FUNDING:
Project amount funded: $10 Million
Funds needed: TBD

STAKEHOLDERS:
Sonoma County Transportation Authority, City of Petaluma, Caltrans, Federal Highway Administration
OLD REDWOOD HIGHWAY IN PETALUMA TO ROHNERT PARK EXPRESSWAY

LOCATION: The project extends 6.4 miles along Highway 101 from Petaluma to Rohnert Park in Sonoma County.

PROJECT SCOPE:
This project will add HOV lanes in each direction, ramp improvements, auxiliary lanes, and a northbound climbing lane along the Cotati Grade. The project also includes new structures, structure improvements, intelligent transportation systems including ramp metering, and soundwalls.

PROJECT STATUS / SCHEDULE:
Environmental approval is anticipated in 2007, and construction is anticipated to begin in 2009. This project is funded through the environmental, design, and right of way phases and construction is partially funded.

FUNDING:
Project amount funded: $67 Million
Funds needed: $108 Million

STAKEHOLDERS:
Sonoma County Transportation Authority, City of Petaluma, City of Rohnert Park, Caltrans, Federal Highway Administration
ROHNERT PARK EXPRESSWAY TO WILFRED AVENUE

**LOCATION:** The project extends 1.6 miles between Rohnert Park Expressway to Wilfred Avenue in the City of Rohnert Park in Sonoma County.

**PROJECT SCOPE:**
This project will add HOV lanes in each direction, add auxiliary lanes between the Rohnert Park Expressway and Wilfred Avenue Interchanges, provide ramp improvements, expand an existing park-and-ride lot, modify the local street network to improve access and circulation, and add intelligent transportation systems including ramp metering.

**PROJECT STATUS / SCHEDULE:**
This project is funded through the environmental design and right of way phases and construction is partially funded.

**FUNDING:**
Project amount funded: $40 Million
Funds needed: $33 Million

**STAKEHOLDERS:**
City of Rohnert Park, Sonoma County Transportation Authority, Caltrans, Federal Highway Administration
WILFRED AVENUE TO HIGHWAY 12

LOCATION:
The project limits are in Sonoma County along Highway 101 between Wilfred Avenue and the Route 101/12 Interchange (4.5 miles).

PROJECT SCOPE:
This project added HOV lanes in each direction. Other improvements include auxiliary lanes, ramp improvements, and intelligent transportation systems including ramp metering.

PROJECT STATUS / SCHEDULE:
This project has been constructed and HOV lanes are open to traffic. Final work related to electrical items, sound walls, and landscaping is under way.

FUNDING:
Project amount funded: $29 Million
Funds needed: None

STAKEHOLDERS:
Sonoma County Transportation Authority, Caltrans, Federal Highway Administration
HIGHWAY 12 TO STEELE LANE/ STEELE LANE INTERCHANGE IMPROVEMENTS

LOCATION: Project area is located in Santa Rosa in Sonoma County from Highway 12 to Steele Lane along Highway 101 (2.5 miles).

PROJECT SCOPE:
This project will add HOV lanes in each direction. Ramp improvements and auxiliary lanes will also be provided to encourage HOV use and improve mainline traffic operations. The project also includes new structures, structure replacement and improvements, sound wall construction and relocation, modifications to the surrounding local street network to improve local circulation and access, and intelligent transportation systems including ramp metering. The Steele Lane Interchange Improvements Project was originally combined with the Highway 12 to Steele Lane Project, but now has a separate schedule. The project will reconstruct the interchange and add HOV lanes.

PROJECT STATUS / SCHEDULE:
Highway 12 to Steele Lane construction began in March 2006 with completion estimated in the spring of 2009. The Steele Lane Interchange Improvements Project construction began in March 2006 with completion estimated in the spring of 2008.

FUNDING:
Project amount funded: $136 Million
Funds needed: None

STAKEHOLDERS:
Sonoma County Transportation Authority, City of Santa Rosa, Caltrans, Federal Highway Administration
STEELE LANE TO WINDSOR RIVER ROAD

LOCATION: The project extends 7.5 miles along Highway 101 between the City of Santa Rosa and Town of Windsor in Sonoma County.

PROJECT SCOPE:
This project will add HOV lanes in each direction, ramp improvements and auxiliary lanes will also be provided to encourage HOV use and improve mainline traffic operations. The project also includes new structures, structure modifications, and intelligent transportation systems including ramp metering. Phase A will construct HOV lanes and rehabilitate the existing roadway. Phase B will construct a new Airport Boulevard Overcrossing and provide for other operational improvements.

PROJECT STATUS / SCHEDULE:
This project is funded through the environmental, right of way, and design phases and construction is partially funded.

FUNDING:
Project amount funded: $67 Million
Funds needed: $90 Million

STAKEHOLDERS:
Sonoma County Transportation Authority, City of Santa Rosa, Town of Windsor, Caltrans, Federal Highway Administration
THE HOPLAND BYPASS PROJECT

LOCATION: The project is located in the City of Hopland in Mendocino County.

PROJECT SCOPE:
The Hopland Bypass Project was initiated to address existing and anticipated traffic congestion, on Route 101, in and near the Hopland area. The construction of the northerly segment of a four-lane freeway/expressway connecting Burke Hill to the Hopland bypass is also included in the environmental studies related to the Hopland bypass, but may once again be separated from the bypass of Hopland proper due to fiscal constraints.

PROJECT STATUS / SCHEDULE:
The Hopland Bypass design is ongoing. Currently design staff are working on refining alignments to minimize the project footprint on cultural and biological resources. The project has a current minimal investment from RTIP funding. MCOG has agreed to fund this project at $5 million per STIP cycle until the full project is ready for construction.

FUNDING:
Project amount funded: $7 Million
Funds needed: $250 Million

STAKEHOLDERS:
Mendocino Council of Governments, City of Hopland, Caltrans, Federal Highway Administration
ROUTE 101 CORRIDOR INTERCHANGE STUDY IN MENDOCINO COUNTY, UKIAH AREA

LOCATION:
The study area is Highway 101 interchanges in the Ukiah area in Mendocino County.

PROJECT SCOPE:
The scope of this study has been to complete an evaluation of six freeway interchanges and recommended improvements along Highway 101 in the Ukiah area: Lake Mendocino Drive, North State Street, East Perkins Street / Vichy Springs Road, East Gobbi Street, Talmage Road (State Route 222), South State Street (State Route 253).

The study contained the following recommended short term operational and/or safety improvements to:
• E. Perkins St./Southbound Ramps Signal - $230,000
• E. Perkins St./Northbound Ramps Signal - $230,000
• Re-stripe/add a lane on Route 101 at N. State Street - $160,000
• North State St./Southbound Ramps Signal - $230,000
• North State Street/Southbound Ramps Signal - $240,000.

PROJECT STATUS / SCHEDULE:
Prioritization was based on those near-term improvements that can be implemented easily in the near term. These near-term improvements were prioritized based on a cost-benefit analysis using a 10-year horizon.

FUNDING:
Project amount funded: $252,000
Funds needed: Completion priority projects as funding permits.

STAKEHOLDERS:
The Mendocino Council of Governments (MCOG), City of Ukiah.
WILLITS BYPASS PROJECT

**LOCATION:** City of Willits, in Mendocino County, California. The project limits begin about 0.8 miles south of Haehl Creek Overhead and end about 1.5 miles north of Reynolds Highway, a distance of approximately 9.2 miles.

**PROJECT SCOPE:**
The Willits Bypass project will construct a new segment of Highway 101 that will bypass the City of Willits, in Mendocino County and upgrade the segment to a full four-lane freeway. The intention of the Bypass is to relieve congestion, reduce delays and improve safety for interregional traffic on Highway 101. The completed bypass will also improve internal circulation for downtown Willits. Construction will be coordinated with the Brookstrail 2nd Access Project. Brooktrails is an unincorporated residential community immediately west of Willits with only one access to the community, Sherwood Road, which intersects with Highway 101 within Willits. A new access to the Brooktrails community is planned to improve safety, reduce congestion, and provide emergency access to the area.

**PROJECT STATUS / SCHEDULE:**
Complete programming and funding for the construction of a four-lane bypass of Willits. Route studies have been completed and the environmental studies leading to the selection of a final route alternative are nearly complete. It is anticipated that the final EIR will be completed in 2006.

**FUNDING:**
Project amount funded: MCOG $17.3 Million - 2002 STIP.
Funds needed: $116 Million

**STAKEHOLDERS:**
Mendocino Council of Governments (MCOG), City of Willits, Caltrans, Federal Highway Administration
LAYTONVILLE HIGHWAY 101 IMPROVEMENTS

LOCATION: City of Laytonville, in Mendocino County, California. The intersection of Branscomb Road and Highway 101 has been identified as for needed improvements.

PROJECT SCOPE:
The section of Highway 101 north and south of Branscomb Road in Laytonville is programmed for curve realignment to improve safety issues. The Mendocino Council of Governments (MCOG) lists the Laytonville Bypass as a long-term project to be assessed in the future. In 2006 Laytonville received $300,000 of the state’s federal Transportation Enhancement funds for construction projects and $2 million from Caltrans District 1 safety project for curve alignment of Highway 101 in the downtown area. Caltrans has awarded a Community Based Transportation Planning grant to the Laytonville Traffic Calming & Downtown Revitalization: Planning for a Livable Community project at $86,102.

PROJECT STATUS / SCHEDULE:
The 2006 State Highway Operation Protection Program (SHOPP) has identified year 2007/08 as the program year for the curve realignment. Should additional funding become available MCOG has identified the Laytonville Bypass as a long-term project for recommendation.

FUNDING:
Project amount funded:
MCOG $3.4 Million
Funds needed:
Bypass Project Estimate $118 Million;
Curve realignment $415,000

STAKEHOLDERS:
Mendocino Council of Governments (MCOG), Laytonville Area Municipal Advisory Council, the Local Government Commission, Caltrans, Federal Highway Administration
CONFUSION HILL

LOCATION: The proposed project is located on Highway 101, 13 km (8 miles) north of Leggett and 30 km (18.5 miles) south of Garberville in Mendocino County.

PROJECT SCOPE:
This project proposes to relocate approximately 1.5 miles of the existing highway, to the west via two bridges, in order to avoid the massive slide area. A large, ancient rock slide complex extends from the South Fork of the Eel River to more than 1,000 feet above, enveloping the current highway, 140 feet above the river. Numerous closures last winter were all due to continued slide activity.

PROJECT STATUS / SCHEDULE:
The Federal Highway Administration (FHWA) has approved Emergency Relief funding to relocate Route 101 at Confusion Hill. Repair work along the existing highway is underway.

FUNDING:
Project amount funded:
Emergency Relief

STAKEHOLDERS:
Mendocino Council of Governments, Caltrans, Federal Highway Administration