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Welcome

Purissima Road Safety Improvement Project

Open Forum
PUBLIC INFORMATION MEETING

5:30 p.m. to 7:30 p.m.
Wednesday, April 22, 2009
Lompoc City Hall-City Council Chambers



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Welcome Please Sign In



PUBLIC INFORMATION MEETING



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Purissima Road Safety Improvement Project

Purpose and Need

PURPOSE

The purpose of the proposed project is to improve safety at the intersection of Route 246 and Purissima Road by reducing the potential for broadside collisions and decreasing the severity of accidents.

NEED

The intersection of Route 246 and Purissima Road is experiencing a pattern of broadside accidents. There have been twenty-five traffic collisions at the intersection in the five-year period between April 1, 2001 and March 31, 2006. (This is approximately four times the statewide average collision rate for similar intersections in California.) Of these collisions, twenty-one were broadside accidents involving vehicles turning left from Purissima Road onto Route 246. Of the twenty-one broadside collisions, eleven resulted in injuries.



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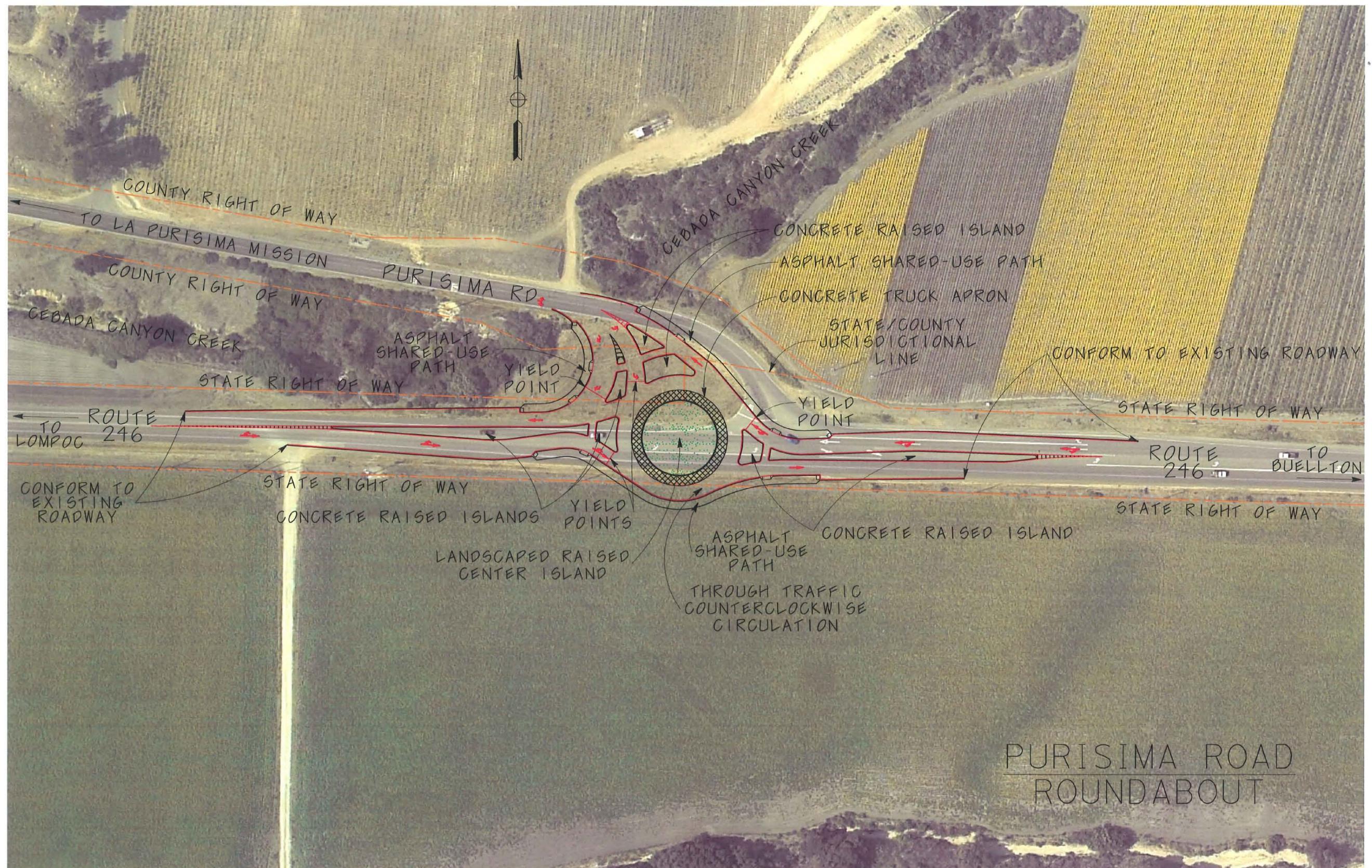
Purissima Road Safety Improvement Project

Project Description

This project proposes to upgrade the existing one-way stop controlled T-intersection with the construction of a single lane roundabout. The modern roundabout is now recognized nationally as an intersection type and traffic control treatment capable of providing unique and significant operational and safety benefits over a wide range of traffic volumes and conditions. After analyzing the two alternatives-signalized intersection and single lane roundabout-the project development team has decided to move forward with the single lane roundabout alternative. When a roundabout is compared to a signalized intersection, a roundabout has fewer conflict points with less severe collision types, a reduction in broadside collisions, as well as lower speeds. The single lane roundabout alternative was determined to meet the operational objectives of the design year 2035. A truck apron is included as part of the design to allow larger vehicles (vehicles with large turning radii), such as buses, trucks, tractor trailers, farm equipment, and emergency vehicles, to move easily through the roundabout



Preliminary Design



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Highway 246 Passing Lanes Project

Purpose and Need

PURPOSE

The purpose of the project is to improve the mobility along this segment of Route 246 by reducing the length of traffic queues, or platoons, caused by the lack of passing opportunities. The project will increase sight distance and reduce the length of the approaching uphill grade at the intersection of Tularosa Road. In addition, the project will reduce conflicts and improve the flow of traffic at several intersections. One side benefit of these changes will be improved safety.

NEED

This nine-mile segment of Route 246 is a two-lane conventional highway with numerous intersections and private access points. The terrain is essentially flat except for the area near Tularosa Road, which is near the top of a ridge. Short uphill grades on Route 246 approach the intersection from both directions. The primary land use along this highway segment is agriculture. Many farm implements, (tractors, plows, etc.), use the highway to access isolated fields.

Traffic studies for this highway segment show that vehicles spend 65% of the time behind slower moving traffic during peak hour. Although there are several locations along this highway segment where passing is permitted when safe, during periods of peak use, safe passing is limited by oncoming traffic. This causes queuing or platooning. This situation is exacerbated at Tularosa Road when heavy trucks and farm vehicles are slowed by the steep approach grades. Through traffic is further delayed when left-turning vehicles slow or stop in the through lane to wait for oncoming traffic to clear before they can safely complete their turn.

The passing lanes will reduce the possibility of unsafe passing by impatient motorists. The improved sight distance at Tularosa Road will allow motorists to more safely enter the stream of traffic on the highway. The left-turn channelizations will segregate left-turning vehicles, which currently slow and stop in the through lanes, thus reducing the possibility of rear-end type accidents.

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Highway 246 Passing Lanes Project

Project Description

Two sets of passing lanes in each direction, varying between 1.4 and 2.2 miles in length, will be constructed at 1.7 to 3.2 mile intervals to provide passing opportunities during peak periods. Lowering the highway profile through the intersection will reduce the length of the uphill grades approaching Tularosa Road. This will reduce the speed loss of heavy trucks and farm equipment at this location. The profile correction will also improve sight distance for vehicles entering the highway from Tularosa Road. Left-turn channelizations at Hapgood Road, Campbell Road, Big Ranch Road and Drum Canyon/Mail Road intersections will also improve the flow of traffic by removing turning vehicles from the through lanes, thus reducing delay. A two-way left-turn lane will be constructed between Hapgood Road and Big Ranch Road. A two-way left-turn lane will be constructed between Hapgood Road and Big Ranch Road.



The environmental studies are being wrapped up and the Draft Environmental Document will be released to the public in Summer, 2009.

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Purissima Road Safety Improvement Project

Public Comment

There are several ways you can provide input to our process:

Written comments may be placed in the comment box, or may be directly mailed to:

CALTRANS DISTRICT 5
Attention: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

or

E-mail: matt_c_fowler@dot.ca.gov

Contact Matt Fowler at (805) 542-4603

Please submit your comments by **May 7, 2009**

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