



Department of Transportation (MCDOT)

Director's Report – July 18, 2017

Annual MCDOT Capital Improvement Project Development Activities:

- **2016-2017 Storm Recovery Effort:** MCDOT staff has been performing site reviews with staff from the California Emergency Management Agency (Cal EMA) and the Federal Emergency Management Agency (FEMA). It will cost approximately \$8.3 million to restore the most critical “B” (protective measures) and “C” (permanent repair) list sites this year and will be financed using normal material operating funds. Reimbursement is expected to be somewhere in the range of 75% to 93.75%.

Mendocino County's Federal Highway Administration Agency (FHWA) eligible “on system” roads have approximately nine storm-related damage sites, and the process of notification and application is ongoing. These nine sites (three from 2016) have an estimated repair cost of approximately \$3.5 million, which will also be financed using normal material operating funds. Reimbursement of 88.53% is expected.

All nine FHWA-ER **2016-17** sites are listed below:

Main Street, Mendocino, County Road (CR) 407E	Milepost (MP) 0.03	
Branscomb Road	CR 429	MP 17.21 & 21.50 (3 rd priority)
Comptche Ukiah/Orr Springs Road	CR 223	MP 17.25 & 39.20 (1 st priority)
Mountain View Road	CR 510	MP 17.21, 14.50, & 22.02 (2 nd priority)
Bell Springs Road	CR 324	MP 17.70

All thirty-seven Cal EMA/FEMA **2017** sites are listed below:

Peachland Road	CR 128	MP 0.35, 1.14, 0.95 (1 st priority)
Ridgeway Highway	CR 249	MP 2.50
Eel River Road	CR 240B	MP 7.85 & 8.10 (4 th priority)
Shimmins Ridge Road	CR 310B	MP 2.70
Albion Little River Road	CR 403	MP 0.35
Laytonville Dos Rios Road	CR 322	MP 0.99, 1.01, 4.19, 6.15, (3.34 & 3.66 2 nd)
Low Gap Road	CR 212	MP 19.40
Pine Ridge Road	CR 220	MP 4.52 & 5.30
Primrose Drive	CR 604	MP 3.40 & 3.80
Peacock Drive	CR 619	MP 0.45
Mallard Street	CR 621	MP 0.10
Robinson Creek Road	CR 125	MP 1.52
Blue Lake Terrace	CR 671A	MP 0.50
Fish Rock Road	CR 122	MP 17.35, 5.95 & 19.10
Spring Grove Drive	CR 401	MP 1.50
Blackhawk Drive	CR 371	MP 2.00 (3 rd priority)
Nokomis Road	CR 117	MP 0.10
Old Toll Road	CR 108	MP 3.31 & 3.33

University Road	CR 116B	MP 3.78
Marina Drive	CR 226	MP 0.52
Briceland Road	CR 435	MP 4.49 & 5.10
Spy Rock Road	CR 323	MP 8.00
Poonkinney Road	CR 326	MP 1.46

The estimated total damage to the County Maintained Road System is approximately \$11.8 million. MCDOT office staff are working very hard to ensure that Mendocino County receives all the emergency funds that we qualify for.

- **East Side Potter Valley Road Widening:** MCDOT proposes to remove, reconstruct, and widen a portion of East Side Potter Valley Road. The current road structure (base and pavement) is severely deteriorated and in need of reconstruction. The road currently consists of two 10-foot-wide travel lanes with ½ foot paved shoulders. The proposed project consists of grinding and recycling the current base and pavement using a process called foamed asphalt. The project will include widening the existing roadway to two 11-foot-wide travel lanes with 3-foot paved shoulders. The roadway will be further widened to include gravel shoulders of 1-foot to 5-foot widths. Current status of the project:

Mendocino County has obtained rights of way from the owners of 96 parcels for the project.

In 2015, the California Transportation Commission (CTC) approved an estimate of reduced projected funding available over the next five years for the state's State Transportation Improvement Program (STIP). All agencies will have to share in the reductions based on criterion used by the CTC in the allocation process. For Mendocino County, this meant "de-programming" a design project for the North State Street/Highway 101 interchange. This project could be reintroduced in the 2020 STIP cycle. The County's other STIP project, Eastside Potter Valley Road, was not cut but was delayed to the last year (2018-19) in the present STIP cycle or it may be pushed to the next cycle (2020-22).

The Project now requires approximately \$7 million of additional funding to pay for the increased construction costs and MCDOT is seeking additional funding sources. On May 2, 2017, the Board of Supervisors (BOS) supported an application by MCDOT requesting \$7 million in California Federal Lands Access Program (CFLAP) funding to leverage the \$3.5 million STIP funds currently allocated for construction, and the \$5.1 million STIP and local funding already spent on Phase I. Phase I included Design, CEQA, Right of Way, and Utility Relocation phases.

If the CFLAP application is unsuccessful then the additional funding expected from Senate Bill 1 might provide the required \$7 million (approximate) of additional funding needed to pay for the increased construction costs and could be applied for in the next STIP cycle (2020-22).

- **Branscomb Road Pedestrian/Multi-use Connecting Bridge at Ten Mile Creek (Laytonville):** MCDOT Project Number 3041-A1201 provides for the construction of a +/- 120 foot long by 8 foot wide pedestrian bridge over Ten Mile Creek along Branscomb Road, CR 429, at MP 25.41. The construction is to be funded principally through the use of STIP Transportation Enhancement funding (\$385,000) with the remainder provided through Mendocino Council of Governments (MCOG). An additional \$131,000 for construction will be provided through MCOG's 2% Bike and Pedestrian funds to cover the shortfall. Construction will require a general contractor and should enable the project to be completed in Fiscal Year (FY) 2017-18. Construction Bids were opened January 19, 2017. All bids exceeded construction funding; MCDOT rejected all bids and is

searching for additional funding. The Project needs about \$318,641 in additional funds. CTC allowed a 14 month extension until June 2018, for \$385,000 in expiring TE funds. The BOS approved an additional \$118,641 to the \$269,566 the county already paid. If MCOG approves an additional \$200,000 to this \$131,000 along with remaining Federal TE of \$385,000; then the project will meet the \$834,641 in estimated remaining costs and MCDOT will attempt rebid this in the fall of 2017.

- Seismic Retrofit Program:** The Eureka Hill Road Bridge Project, Eureka Hill Road, CR 505, MP 4.92, over the Garcia River (retrofit) is the last project in this program and is in the Right-of-Way phase. After the 1998 Loma Prieta Earthquake, California identified state funds to pay the 20% federal match applicable to the FHWA Highway Bridge Replacement and Rehabilitation (HBRR) Program. Throughout the 1990's, MCDOT has utilized the program to make the necessary seismic corrections to the bridges identified on our list. Eureka Hill Road is the last project. The right of way and construction phases are eligible to use the state's share of Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA). LBSRA will provide the 11.47% match to the FHWA Bridge Program for right of way acquisition and construction.

- Mendocino ADA Ramp and Stairs at the corners of Main & Kasten Streets:** The ramp and stairs have been constructed. Upon approval of the Mendocino Historical Review Board MCDOT hopes to add a railing to the ramp which will match the stairs.

- Replacement of 100% reimbursed bridges (by way of the Toll Credits Program):** These bridges have been fully funded with little local match required (there is some ineligible effort) through FHWA programs. They are expected to bid in the next three to five years. The first nine bridges listed below have been authorized by FHWA and funded. These bridges are being surveyed, with preliminary environmental clearance work in progress. The remaining bridges are at various stages of the application process and were submitted in 2014.

	Name	Stream	Area	Activity	Construction
1	East Hill Road Bridge	Davis Creek	Willits	Replacement	2018
2	Sherwood Road Bridge	Rowes Creek	Willits	Replacement	2018
3	Hill Road Bridge	Mill Creek	Covelo	Replacement	2019
4	Briceland Road Bridge	Mattole River	Whale Gulch	Replacement	2019
5	Reeves Canyon Road Bridge	Forsythe Creek	Redwood Valley	Replacement	2017
6	Philo-Greenwood Bridge	Navarro River	Comptche	Rehabilitation	2020
7	Powerhouse Road Bridge	Williams Creek	Potter Valley	Replacement	2020
8	Wilderness Lodge Rd Bridge	Dutch Charlie Ck	Branscomb	Replacement	2021
9	Reynolds Highway Bridge	Outlet Creek	Willits	Replacement	2020
10	Lambert Lane Bridge	Robinson Creek	Boonville	Replacement	2020
11	Usal Road Bridge	Usal Creek	State Park Beach	Replacement	2021

- Former Redevelopment Agency (RDA) Project pursuant to Reimbursement Agreement Number 10-05 - Ackerman Creek Bridge:** The design contract for this project was awarded on June 14, 2011, by the Board. This contract will have 88.53% federal reimbursement for design, right of way, and construction phases. Design and environmental work are progressing well. The existing bridge was constructed in 1965, after the previous structure was washed out during a high flow event. Immediately downstream of the existing bridge is a 6' to 8' check dam with a Denil-type fish ladder. This was required due to long term degradation and head cutting in Ackerman Creek caused by downstream gravel extraction activities in the Russian River. This head cutting was a threat to the

stability of the previous bridge, which had shallow foundations. This check dam was a noted barrier to nine miles of fish spawning habitat. In 1983, a Denil-type fish ladder was installed under contract with the Department of Fish and Game (DFG) to aid in fish passage. Later the ladder was reinforced to provide low flow access again under contract with DFG. There is currently an upstream restoration project sponsored by the Pinoleville Pomo Indian Tribe to enhance fish habitat while re-vegetating and stabilizing the eroding banks. The County’s bridge replacement project will provide a roughened channel designed to facilitate fish passage improvement. Project cost is estimated at \$6,950,000.

Mendocino College has provided much of the local funding for this project from their portion of the City of Ukiah RDA because of their interest in pedestrian, bicycle, and vehicular traffic needs along North State Street. The addition of bike lanes with curb, gutter, and sidewalks that facilitates public access to Ackerman Creek Bridge is beneficial to the entire area community as well as to the College.

The Ackerman Creek Bridge Project Engineering Phase was completed in 2016, and moved to the Right-of-Way Phase in 2017. Construction funding is not programmed, but upon completion of the Right-of-Way Phase, allocation for construction may be requested. MCDOT is working with adjacent property owners in the acquisition process.

- 2017 Road Corrective Maintenance Project:** MCDOT has contracted cape seal projects over the past four years to preserve underlying pavements. We treated more miles of roads with available funds on road segments still in fair condition and applied principles of “pavement preservation” to hold the value of the existing surfacing. However, this year MCDOT is recommending that some of those failed road segments (that have deteriorated past a preservation treatment fix, but are significant local connector roads) be resurfaced, restored, and rehabilitated, using thick overlay methods. MCDOT will treat areas of road where the underlying base has failed with full thickness asphalt “dig outs”, with structural strength for the overall support of wheel loads together with the base underneath. Rehabilitation thickness of 3 inches of Hot Mix Asphalt is proven to last 21 years under moderate traffic loads, and it has been the desired standard in the past, when affordable.

<u>County Road (CR) Name</u>	<u>Beginning</u> <u>MP</u>	<u>Ending</u> <u>MP</u>	<u>Total Length</u>	<u>PCI</u>	<u>ADT</u>
Fish Rock Road, CR 122	0.10	2.10	2.0	35	182
Little River Airport Road, CR 404	3.38	5.88	2.5	36	105
Orr Springs Road (Dig Outs), CR 223	36.0	43.0	varies (patch)	40	377

Total— 4.5 miles of overlays

- Intersection/US 101 North State Street Interchange Camera Activated Signals:** MCDOT is starting work with a Project Development Team comprised of MCOG and the City of Ukiah, to develop a Camera Activated Signals coordination intersection. The goal is to better coordination of signals and traffic handling. The project is under construction at a cost of \$115,885.
- South Coast Landfill Closure:** Due to the unavailability of a cost effective soil borrow source, the original South Coast Landfill closure design was determined to be unfeasible. A new contract was put in place with consultant SWT Engineering, Inc., to update the closure plans using an artificial turf as an alternative to soil, which will also provide a potentially substantial cost savings. The contract included updates of the Final Closure/Post Closure Maintenance Plan and Report of

Waste Discharge to reflect the design changes. In December 2016, the updated documents were submitted to North Coast Regional Water Quality Control Board, CalRecycle, and Mendocino County's Health and Human Services Agency Environmental Health Division for approval. Construction is planned for the 2018 season.

- **Laytonville Landfill Cap Repair:** Bids for this project were opened August 31, 2016. Bouthillier's Construction Inc., of Willits, California was the low bidder. The plans for the repair of the slide include removal of the slipped material, replacement of the geo-composite drainage layer, and placement of a rock buttress, underdrain and rock slope protection. Construction was delayed due to early rains in 2016 and will be commencing in July 2017, to be completed by the end of this construction season.
- **Little River Airport:** The Little River Airport Layout Plan (ALP) Update received Federal Aviation Administration (FAA) approval on January 23, 2014, which was completed with the help of aviation consultant Mead & Hunt, Inc., using FAA Airport Improvement Program (AIP) funding. Mead & Hunt, Inc. also helped the County update the Airport Capital Improvement Plan (ACIP) for FY 2018 – 2022. Maintaining a current ALP and ACIP is required to be eligible for AIP grant funding, which will hopefully fund more than \$3,000,000 in critical capital improvements at Little River Airport over the next five years. The AIP funding covers 90% of eligible project costs with an additional 4.5% available through Caltrans Division of Aeronautics. These planned projects include reconstruction of the taxiway, taxiway connectors, and south apron, runway, and runway shoulder rehabilitation, and aircraft ramp, hangar, and taxiway pavement rehabilitation. Also planned is an update of the Airport Pavement Management Plan.

The Little River Airport Taxiway Rehabilitation Project was delayed after a survey revealed the need to lower the elevation of half of the taxiway due to FAA safety requirements. The required change to the scope of work caused the project to become taxiway reconstruction as opposed to rehabilitation, necessitating additional design work. After much negotiation, the FAA approved an AIP grant for \$135,020 to fund the Phase II Design work for the Taxiway Reconstruction Project at a rate of 90%, following which the County also received a Caltrans Division of Aeronautics matching grant of 4.5%.

The updated design was submitted to FAA in June 2017 and, following FAA approval, the project has now been advertised for bids as authorized by Resolution Number 17-083 (June 20, 2017). The bid opening is scheduled for July 27th, 2017. In order to account for the possibility of high bids, the project has been advertised to include a base bid (including half of Taxiway A and South Apron Pavements) and bid alternate (including the second half of Taxiway A and Taxiway Connectors B & C). Should only construction of the base bid be possible at this time due to funding constraints, additional funding is expected to be available in subsequent years to complete construction of the bid alternate. Construction is planned for Fall 2017 or Spring 2018, depending on a variety of factors including weather and timeliness of grant processing by the FAA. Construction will be funded with AIP funds at a rate of 90%, with a 4.5% matching grant from Caltrans Division of Aeronautics also anticipated.

- **Round Valley Airport:** Round Valley Airport has been reclassified as a General Aviation Unclassified airport, due to the limited number of fixed base aircraft. This classification makes the airport ineligible for AIP funding, with the exception being one pavement rehabilitation project every ten years. Round Valley Airport will be eligible for a project in Fiscal Year 2018/19. The airport remains eligible for California Aid to Airport Program (CAAP) funding, which provides \$10,000 per

year for small maintenance and improvement projects. MCDOT has awarded a contract to Mendocino Construction Services, Inc., of Willits, California, to reconstruct the deteriorating emergency vehicle parking area adjacent to the helipad, making emergency vehicles access to air ambulances safer and easier. This project will be funded by several years of accumulated CAAP funds. Construction is planned for July 2017.

- **National Pollution Discharge Elimination System (NPDES) Phase II – Second Permit:** MCDOT has developed and is currently implementing programs to comply with Mendocino County's NPDES Phase II Permit. A new "Trask Amendment" was issued in 2017, which a ten year implementation requirement to provide inlet (Track 1) catchment of trash in designated areas of the MS4. The county must identify those areas in a plan by this year. Submit a treatment (inlet catchment) product method to the Water Board by next year for approval and then implement the plan over the remaining eight years. MCDOT is working with the County's consultant by preparing a recommended area map based on our interpretation of the new order.