



Department of Transportation (MCDOT)

Director's Report – September 13, 2016

Annual County Capital Improvement Project Development Activities:

- **2011 Storm Damage:** The last project funded by Federal Highway Administration – Emergency Relief (FHWA-ER) **2011 Storm Damage Sites** will be completed this year:

Mountain View Road, County Road (CR) 510, Mile Post (M.P.) 14.04, will begin construction on September 15, 2016.

- **2016 Storm Damage – March 5, 2016 – March 15, 2016 Storm Damage:** On April 19, 2016, the California Emergency Management Agency reported that the Governor had declared an Emergency for storm caused damage to roads and highways in Alameda, Contra Costa, Del Norte, Humboldt, Mendocino, Napa, San Mateo, Santa Clara, Santa Cruz, Sonoma, and Trinity counties in regard to damage from the March 2016 storms. This action makes Mendocino County eligible for the FHWA-ER Program – for damage to “On System” roads in the amount of approximately \$0.5 million. MCDOT's project is in the Design Phase:

Main Street, Mendocino CR 407E M.P. 0.01

- **East Side Potter Valley Road Widening:** The Mendocino County Department of Transportation (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.

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, therefore, will have to share in the reductions based on criterion normally used by the CTC in allocation. 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 may be pushed to the next cycle (2020-22). MCDOT continues to wait for a Federal Lands Access Program cycle and hope for supplemental funding to complete this project.

- **Branscomb Road Pedestrian/Multi-use Connecting Bridge at Ten Mile Creek (Laytonville):** MCDOT Project No. 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 M.P. 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) (additional \$131,000 for construction through MCOG's 2% Bike and Pedestrian funds to fund the shortfall). CON will require a general contractor and should enable the project to be completed in Fiscal Year (FY) 2017-18 if bids are at or under \$516,000 – high estimate \$527,000.

- **Seismic Retrofit Program:** Two of the last three bridges being done under this program are either complete or in construction; School Way Bridge CR 236, over the West Fork of the Russian River, (replacement) and the Moore Street Bridge CR 229B, M.P. 0.45, over the West Fork of the Russian River, (retrofit). The Eureka Hill Road Bridge CR 505, M.P. 4.92, over the Garcia River, (retrofit) is in Right-of-Way phase. After the 1998 Loma Prieta Earthquake, California identified state funds to pay the 20% federal match applicable to the Federal Highway Administration (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 and 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 (HBP) for right of way acquisition and construction.

- **Mendocino ADA Ramp:** CON bids for the ramp will be opened September 22, 2016. Construction of the ramp should be complete this fall depending on weather. The addition of stairs will come later; negotiations with a design consultant are ongoing. Once the design is complete and Mendocino Historical Review Board approvals are given, the stairs will be constructed. If the contract is small MCDOT staff may undertake a "no-bid" contract to save time.

- **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	2017
2	Muir Mill Road Bridge	Baechtel Creek	Willits	Replacement	2016
3	Sherwood Road Bridge	Rowes Creek	Willits	Replacement	2017
4	Hill Road Bridge	Mill Creek	Covelo	Replacement	2018
5	Briceland Road Bridge	Mattole River	Whale Gulch	Replacement	2018
6	Reeves Canyon Road Bridge	Forsythe Creek	Redwood Valley	Replacement	2018
7	Philo-Greenwood Bridge	Navarro River	Comptche	Rehabilitation	2019
8	Powerhouse Road Bridge	Williams Creek	Potter Valley	Replacement	2020
9	Wilderness Lodge Rd Bridge	Dutch Charlie Ck	Branscomb	Replacement	2020
10	Reynolds Highway Bridge	Outlet Creek	Willits	Replacement	2020
11	Lambert Lane Bridge	Robinson Creek	Boonville	Replacement	2020

- **Former Redevelopment Agency (RDA) Project pursuant to Reimbursement Agreement NO. 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 well along. 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 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 either a roughened channel OR pool and chute design to facilitate fish passage improvement. 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 bridge is still in the PE phase with completion of PE expected by the end of 2017. Construction Funding is not programmed but upon completion of the Right-of-Way Phase, allocation for construction may be requested. MCDOT is working to speed up resource agency and utility relocation plans.

- **2016 Rubberized Chip Seal (Pavement Maintenance) Project:** The project consists of a three-layer application. The first layer is a slurry seal of emulsion and sand that is intended to fill large cracks. The middle layer is rubberized chip (crushed rock coated in oil and melted rubber) or "seal layer" (wearing surface). The last layer is a fog seal of thick black emulsion. This treatment is hoped to last approximately 15 years. The contractor, VSS International Inc., is expected to complete the work by the end of September.

<u>County Road Name</u>	<u>Beginning MP</u>	<u>Ending MP</u>	<u>Total Length</u>	<u>PCI</u>	<u>ADT</u>
North State Street, CR 104	0.00	0.55	0.55(1.15 multi)	25	8,000
North State Street, CR 104	2.15	4.80	2.65(3.0 multi)	61	4,400
Ford Road, CR 250	0.00	0.36	0.36	42	2,000
East Road, CR 230	0.00	1.50	1.50	21	3,700
Lake Mendocino Drive, CR 227B	0.33	1.33	1.00	41	6,538
South State Street, CR 104A	0.00	1.41	1.41(2.0 multi)	59	6,300
East Road, CR 230	1.50	5.40	3.90	40	2,518

Base Bid Total – 11.37 miles (12.91 miles due to "multi lane facilities")

- **Intersection/US 101 North State Street Interchange Camera Activated Signals:** MCDOT is starting work with a Project Development Team (PDT) comprised of MCOG, Caltrans, and the City of Ukiah, to develop a Camera coordination intersection. The goal is for better coordination and traffic handling with \$100,000 from MCOG, \$50,000 from the City of Ukiah and \$50,000 from MCDOT.

- **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 has been 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 potentially provide a substantial cost savings. The contract includes updates of the Final Closure/Post Closure Maintenance Plan and Report of Waste Discharge to reflect the design changes. Once completed, the updated documents

will be submitted to North Coast Regional Water Quality Control Board for approval. Construction is planned for the 2017 season.

- **Laytonville Landfill Cap Repair:** This project is currently out to bid, with the bid opening set for August 31, 2016. The plans for the repair of the slide, which occurred during a December 2015 storm, 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 is planned for the fall of 2016.

- **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 Airport Improvement Program (AIP) funding. Mead & Hunt, Inc. also helped the County update our Airport Capital Improvement Plan (ACIP) for FY 2016 – 2020. Maintaining a current ALP and ACIP is required to be eligible for AIP grant funding, which will hopefully fund more than \$4,000,000 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 taxilane 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 has caused the project to become taxiway reconstruction as opposed to rehabilitation, necessitating additional design work. After much negotiation, the FAA, through its AIP, recently approved a grant for \$135,020 to fund the Phase II Design work for the taxiway reconstruction project at a rate of 90%. In addition, an application will now be submitted to Caltrans Division of Aeronautics for a matching grant of 4.5%.

- **Round Valley Airport:** In the past year, Round Valley Airport has been reclassified as a General Aviation Unclassified airport, due to the limited number of fixed base aircraft. This new classification makes the airport ineligible for federal Airport Improvement Program (AIP) funding, with the exception 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. This fiscal year, the Department of Transportation plans to use several years of accumulated CAAP funds to repave the deteriorating emergency vehicle parking area adjacent to the helipad, making emergency vehicles' access to air ambulances safer and easier.

- **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.