



Department of Transportation (MCDOT)

Director's Report – November 14, 2017

- **2017 Redwood Complex Fire Recovery:** MCDOT staff has been working closely with staff from the California Emergency Management Agency (CalEMA) and the Federal Emergency Management Agency (FEMA) and Federal Highway Administration Agency (FHWA). MCDOT is advancing guard rail replacement project in the FHWA program and guard rail and sub-surface road base damage from fire equipment in the FEMA program. MCDOT expects no more than \$180,000 in fire damage to County maintained road system; but, it is still early in the process and more damage may be discovered. CalEMA/FEMA is advising that final road surface damage be evaluated and estimates for repair made after debris clean up equipment is finished in the area. It could be a year or more before that repair work is done. MCDOT has been tracking debris clean up and protective measures taken by crews in our system and expect to request some \$30,000 in reimbursement which is about 93.75% of costs.

- **2016-2017 Storm Recovery Effort – Top Priority Projects Status:** MCDOT is advancing some nine sites in the FHWA program and thirty-seven sites in the FEMA program which were reported on in detail, in the July 18, 2017, Director's Report.

Three FHWA sites that are significant priorities: first, is Comptche Ukiah/Orr Springs Road, County Road (CR) 223, Milepost (MP) 39.20, where a temporary Bailey Bridge was installed. Second, is Mountain View Road, CR 510, at MP 22.02, is a culvert replacement and involves a stream and permitting delays will put that repair into next year. The third site is Branscomb Road, CR 429, MP 21.50.

Now for some good news, MCDOT received advance construction authorization for construction of pile wall(s) at Orr Springs Road, MP 39.20, and Branscomb Road, MP 21.50 the first week of November. MCDOT is proceeding with bidding this fall; however, it is too late in the construction season to complete work this year. Work will begin as soon as weather permits in the spring of 2018.

The Branscomb Road, MP 21.50, project can be constructed leaving as least one lane open with normal 20 minute delays during daytime activities of the contractor.

The Orr Springs Road project is a more difficult challenge, as there will need to be at least a five day complete road closure. MCDOT is striving for a Monday to Friday closure in order to be open by the weekend. In addition, there will be up to a ten day partial closure while the temporary Bailey Bridge is dissembled. It is anticipated that half of the tieback pile wall can be constructed next to the bridge and backfilled to form a single lane. Then the process of deconstruction of the temporary Bailey Bridge can be accomplished to the side so that a portion of the ten day partial closure can be kept to only midday with one lane open overnight and on weekends to allow for normal morning and evening commute during the day.

Mendocino County's top FEMA site is Peachland Road, CR 128, MP 0.95, where we still await NEPA clearance but we are poised to advance as soon as we can.