

Howard N. Dashiell
DIRECTOR OF TRANSPORTATION

Road Commissioner
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FUNCTIONS

Administration & Business Services
Airports
Engineering
Land Improvement
Roads and Bridges
Landfills

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DEPARTMENT OF TRANSPORTATION
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November 6, 2018

Mendocino County Board of Supervisors
501 Low Gap Road, Room 1010
Ukiah, CA 95482

RE: ADOPTION OF RESOLUTION APPROVING AND EXECUTING DEPARTMENT OF TRANSPORTATION AGREEMENT NO. 180072, MEMORANDUM OF AGREEMENT WITH THE REDWOOD VALLEY COUNTY WATER DISTRICT CONCERNING THE REDWOOD FIRE DISASTER HAZARD MITIGATION GRANT PROGRAM REDWOOD VALLEY WATER INFRASTRUCTURE RETROFIT PROJECT (REDWOOD VALLEY AREA)

Honorable Board Members:

The Memorandum of Agreement (MOA) provided by Department of Transportation (DOT) Agreement Number (No.) 180072 identifies and sets forth the joint and individual responsibilities of the Redwood Valley County Water District (RVCWD) and the County of Mendocino concerning the Redwood Fire Disaster Hazard Mitigation Grant Program Redwood Valley Water Infrastructure Retrofit Project. Said responsibilities include provisions for retrofitting the RVCWD's water facilities in the project area under the County's Redwood Fire Disaster Hazard Mitigation Grant Program (HMGP) funding.

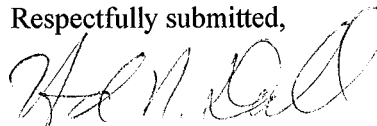
This project is attempting to mitigate seismic hazards currently threatening RVCWD infrastructure. The expected outcome is the replacement of approximately 15,026 feet of existing water main lines, installation of approximately 5,631 feet of new water main lines where necessary, and replacement of up to 304 water service lateral connections; existing infrastructure within the system was installed to unknown code standards, using unknown materials, and is of unknown age.

RVCWD infrastructure, if subjected to a sufficiently large seismic event, could suffer significant damage to the system. Replacing existing water main lines with modern, seismically-rated polyvinyl chloride (PVC) main lines, including restrained joint design, and modern backfill procedures, and a more robust system of valves to allow for isolating portions of the water distribution system for repair, will introduce a much larger degree of resiliency to the system. This modification to the system will also require the creation of mainline loops in locations where they do not yet exist, in order to limit system dead ends to enhance water quality throughout the system and limit water waste when performing routine system flushes. In addition, creating system loops will increase system resiliency in the event of a seismic failure of a section of water line. Looping the system allows sections to be closed or valved off for repair while service remains for others that are on a sections of water main not affected.

Specific responsibilities of each party are delineated in DOT Agreement No. 180072. A copy of the Agreement is enclosed for ready reference.

I will, of course, respond to any questions that you may have.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "H. N. Dashiell", written in a cursive style.

HOWARD N. DASHIELL
Director of Transportation

Enclosure

cc: DOT Project HMGPRVWD