



## MENDOCINO COUNTY DEPARTMENT OF TRANSPORTATION DIRECTOR'S REPORT - PROJECT ACTIVITIES

**JUNE 2024**

*Supporting a Prepared and Resilient County*

### *Land Improvement (Budget Unit 1910)*

#### National Pollution Discharge Elimination System (NPDES) Phase II – Second Permit

The Mendocino County Department of Transportation (MCDOT) has developed and is currently implementing programs to comply with Mendocino County's NPDES Phase II Permit. Trash Capture Devices were installed to bring the Fort Bragg area into compliance. A consultant is currently developing the plans and specifications to install approximately 38 devices in the Ukiah area, including Calpella and Redwood Valley. CEQA is complete and bid documents are close to completion. These costs are being paid for through American Plan Rescue Act (ARPA) funds.

### *Road Fund (Budget Unit 3010)*

#### Road Maintenance

Road maintenance crews continue to work on the following activities:

- Prep work for the 2024 Corrective Maintenance Project on Mountain View Road, including tree trimming, mowing, ditch cleaning, and drainage improvements
- Paving project on Mill Creek Drive in Fort Bragg, in conjunction with State Parks
- Paving the intersection of Howard Street and Airport Road in Covelo
- Replacing culvert in various areas throughout the County
- Dura-Patching roadway sections Countywide
- Mowing roadside vegetation
- Striping the centerlines and fog lines of roads Countywide
- Grading gravel roads throughout the County

### *Storm Damage (Budget Unit 3030)*

#### 2019 Storm Damage Projects

The following 2019 Storm Damage projects were completed in the 2023 summer construction season:

- Mountain View Road, County Road (CR) 510, at M.P. 13.95
- Mountain View Road, CR 510, at M.P. 20.00.

The following 2019 Storm Damage projects are anticipated to be completed in the 2024 summer construction season:

- Briceland Road, CR 435, at M.P. 4.79.

### 2023 Storm Damage Projects

Storm damage to roads incurred during the December – January 2023 severe winter storms are eligible for reimbursement through the Federal Highway Administration (FHWA) and the Federal Emergency Management Agency (FEMA).

MCDOT is currently working to complete environmental clearances, permitting, and design for the following storm damage sites:

- Mendocino Pass Road, CR 338, at M.P. 15.50 (Emergency Opening repairs completed Spring 2024),
- Mendocino Pass Road, CR 338, at M.P. 16.75,
- Mountain View Road, CR 510, at M.P. 1.69,
- Fish Rock Road, CR 122, at M.P. 19.75,
- Laytonville-Dos Rios Road, CR 322, at M.P. 3.91,
- Zenia Road, CR 337, at M.P. 0.55,
- Briceland Road, CR 435, at M.P. 4.79
- Peacock Drive, CR 619, at M.P. 0.50, and
- Buckeye Lane, CR 650A, at M.P. 0.50.

## *Roads and Bridges (Budget Unit 3041)*

### Bridge Seismic Retrofit Program

After the 1989 Loma Prieta Earthquake, California identified state funds to pay the 20% local match applicable to the FHWA Highway Bridge Replacement and Rehabilitation (HBRR) Program. Right-of-way and construction phases were eligible for federal reimbursement of 88.53% through the FHWA Highway Bridge Program (HBP). The 11.47% local match was funded with Toll Credits for right-of-way and with the State's share of Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA) for construction. Throughout the 1990's, MCDOT utilized the program to make necessary seismic corrections to bridges identified as needing seismic retrofitting. The Eureka Hill Road Bridge over the Garcia River was the last of the County's seismic retrofit projects and was completed in the 2023 summer construction season.

### Corrective/Preventative Maintenance Program

The January 8, 2019, Director's Report outlined a 20-year plan for expenditures under the Road Repair and Accountability Act of 2017, Senate Bill 1 (SB 1) to meet moderate Pavement Condition Index (PCI) improvement goals by using a combination of pavement preservation and corrective maintenance activities. The 2024 Corrective/Preventative Maintenance Project (Year 6) will be primarily funded through SB 1 funds and will be supplemented with an additional \$2M in State Transportation Improvement Program (STIP) funds. The project consists of recycling the current roadway for a base followed by a double chipseal on 15 miles of Mountain View Road, 0.75 miles of asphalt overlays on sections of the roadway with sharp turns and steep grades, and a double

chipseal on the remaining sections of roadway. The project is anticipated to be completed in the 2024 summer construction season.

Pursuant to Board Resolution No. 24-052 (April 9, 2024), bids for MCDOT Contract No. 240002, 2024 Corrective/Preventative Maintenance were opened as scheduled on Thursday, May 16, 2024. American Pavement Systems, Inc. of Modesto, California was deemed the apparent lowest responsive, responsible bidder with a base bid of \$2,353,000.00. The Engineer’s Estimate (base bid) for the contract was \$3,759,558.14.

Low Bid:	\$2,353,000.00
Bid Additives:	\$7,469,248.97
Contingencies:	<u>\$746,924.89</u>
Estimated Construction Contract Total:	<u>\$8,216,173.86</u>
Plans, Specifications, and Estimate:	<u>\$41,560.41</u>
Right-of-Way:	<u>\$0.00</u>
Anticipated Construction Engineering:	<u>\$250,000</u>
<u>Total Anticipated Project Cost:</u>	<u>\$8,507,734.27</u>

Working Days: 42

### Highway Bridge Program (HBP)

Replacement of the Ackerman Creek Bridge at North State Street has a federal reimbursement rate of 88.53% with an 11.47% local match. Mendocino College has provided much of the local match funding for this project from their portion of the City of Ukiah Regional Development Authority (RDA) grant due to their interest in pedestrian, bicycle, and vehicular traffic needs along North State Street. The addition of bike lanes with curb, gutter, and sidewalks will facilitate public access to the Ackerman Creek Bridge and be beneficial to the entire community as well as to the College. Additional local match funding for construction is being covered with funds from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA).

The project will replace the existing bridge with a new, wider bridge with wider roadway approaches, bike lanes with curb, gutter, and sidewalk. The project includes stream restoration of Ackerman Creek, including a new fish passageway. This two-season project is anticipated to begin construction during the 2025 construction season and finish in 2026.

Pursuant to Board Resolution No. 24-023 (February 6, 2024), bids for MCDOT Contract No. 200093, the Ackerman Creek Bridge at North State Street Bridge Replacement project, were opened as scheduled on April 30, 2024. The lowest responsive, responsible bidder was Granite Construction Company of Ukiah, California with a base bid of \$12,891,324.25. The Engineer’s Estimate (base bid) for the contract was \$11,914,621.95.

Low Bid:	\$12,891,234.25
Contingencies:	<u>\$1,289,124.33</u>
Construction Contract Total:	<u>\$14,180,358.58</u>
Plans, Specifications, and Estimate (Estimated):	<u>\$1,323,000</u>
Right-of-Way (Estimated):	<u>\$700,000.00</u>

Anticipated Construction Engineering: \$1,765,800.00  
Total Anticipated Project Cost: \$17,969,158.58

Working Days: 340

The following bridges currently in the FHWA HBP are 100% reimbursed, using the federal Toll Credits program for the local match. The projects are expected to bid in the next three to five years, pending FHWA funding and are currently in the engineering design, environmental, and/or right-of-way acquisition phases.

	Name	Stream	Area	Activity	Anticipated Construction
1	Lambert Lane Bridge	Robinson Creek	Boonville	Replacement	2025
2	Wilderness Lodge Rd Bridge	Dutch Charlie Creek	Branscomb	Replacement	2027
3	Philo-Greenwood Bridge	Navarro River	Philo	Rehabilitation	2026 & 2027
4	Hill Road Bridge	Mill Creek	Covelo	Replacement	2028
5	Usal Road Bridge	Usal Creek	State Park Beach	Replacement	2028
6	Reynolds Highway Bridge	Outlet Creek	Willits	Replacement	2029
7	Briceland Road Bridge	Mattole River	Whale Gulch	Replacement	2029

The following new bridges accepted into the HBP in 2023 will be 88.53% federally reimbursed, with an 11.47% local match.

	Road	Stream	Area	Activity	Project Start
1	Camp 1 Ten Mile Road	S Fork Ten Mile River	Cleone	Replacement	2023
2	Hearst Willits Road	Eel River	Hearst	Preventative Maint.	2025
3	Fort Bragg Sherwood Road	Sherwood Creek	Willits	Replacement	2025
4	Mountain View Road	Rancheria Creek	Boonville	Preventative Maint.	2026
5	Low Gap Road*	Masonite Industrial Rd	Ukiah	Replacement	2025

\* Application submitted and anticipated to be accepted into the HBP in 2024.

### Highway Safety Improvement Program (HSIP)

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. Under IIJA, the HSIP is a core federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means.

The following projects were awarded preliminary engineering and environmental, right-of-way, and construction funds through HSIP Cycle 11, and MCDOT is currently working on environmental clearances, permitting, and design:

- Systemic Improvements on Mendocino County Roadway Segments: This project provides for the installation of Advance Curve Warning Signs on Branscomb Road from Willits Avenue to Kenny Creek Road, Eastside Calpella Road from Marina Drive to the State Route 20 on/off

ramp, Comptche-Ukiah Road from Highway 1 to the Mendocino Headlands State Park, and Mountain View Road, as well as the installation of sidewalks/pathways on Crawford Road from Biggar Lane to Foothill Boulevard and South State Street from Laws Avenue to Beacon Lane, including the installation/upgrade of the pedestrian crossing. The Mendocino Council of Governments (MCOG) is providing the local match for the two sidewalks through the 2% Bicycle and Pedestrian Local Transportation Funds (LTF).

- Systemic Roadway Segment Improvements: This project provides for the installation/upgrade of signs with new fluorescent sheeting (regulatory or warning) and the installation of chevron signs on horizontal curves, delineators, reflectors, and/or object markers on roadway segments along Branscomb Road, Eastside Calpella Road, North State Street, Sherwood Road, Comptche-Ukiah Road, Simpson Lane, Vichy Springs Road, Valley Road, South State Street, Mountain View Road, Pudding Creek Road, Eel River Road, and Henderson Lane.
- Guardrail Upgrades on Various Mendocino County Maintained Roads: This project provides for the upgrade of existing guardrails and end treatments at areas with a high probability of vehicles unintentionally exiting the roadway along segments of East Side Potter Valley Road, Point Cabrillo Drive, Babcock Lane, Primrose Drive, and Comptche-Ukiah Road.

#### Local Transportation Climate Adaptation Program (LTCAP)

The LTCAP Program was created by Senate Bill 198 to make the State's transportation infrastructure resilient to climate hazards. The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes. The LTCAP received \$148 million of General Fund in Fiscal Year 2021-22. In addition to State funds, the LTCAP Program is supported by the IJA which created a new resilience formula program, the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). The PROTECT Program provides California with approximately \$252.5 million dollars over five years through 2026 with funds for resilience improvements that protect surface transportation assets.

The following projects were awarded preliminary engineering and environmental through LTCAP Cycle 1, and MCDOT is currently working on environmental clearances, permitting, and design:

- Brooktrails Second Access: This project aims at providing the communities of the Brooktrails Township, the Sherwood Valley Rancheria of Pomo Indians of California, and surrounding areas with a second access into and out of the Brooktrails Township and surrounding communities. It provides for the development of an approximately 2-mile, two-lane arterial local road with paved shoulders and a new local bridge structure over Upp Creek, likely connecting Sherwood Road at the intersection of Primrose Drive to North Main Street in Willits, California.
- Redemeyer Road Extension: This project aims at enhancing access and safety for communities within the Ukiah Valley including Pepperwood Place, Deerwood, El Dorado, Vichy Springs, and the Guidiville Rancheria. It includes the construction of a two-lane arterial local road with paved shoulders and a local bridge structure across the Russian River.

## State Transportation Improvement Program (STIP)

The STIP provides capital funding to regional agencies that can be used for a variety of projects, including streets, roads, and highways, as well as bicycle and pedestrian projects. Historically, the STIP has been the source of most of the transportation funding for large scale projects within the Mendocino County region.

The North State Street Interchange Improvements Project was accepted into the 2020 STIP cycle, with funds programmed to complete the Project Approval and Environmental Documentation (PA&ED); Plans, Specifications, and Estimate (PS&E); Right of way (RW), and Construction (\$14M in CON funds awarded 2024) phases. This project provides for the construction of two roundabouts along North State Street at the intersection with Kuki Lane and at the State Highway 101 southbound interchanges. CEQA is complete, NEPA and design are in process, and the RW phase is anticipated to begin in the fall of 2024.

## Airports

### Round Valley Airport (BU 3050/3080)

A Federal Aviation Administration (FAA) grant has been secured for an update to the Airport Pavement Management System (APMS), also known as an Airport Pavement Management Plan, and is nearly complete. A grant application has been submitted for funding to update the Airport Layout Plan (ALP). These updates are anticipated to cost \$230,000 with 90% being reimbursed by FAA grant funds.

### Little River Airport (BU 3060/3090)

Airport Improvement Plan (AIP) funding covers 90% of eligible project costs with an additional 4.5% available through Caltrans Division of Aeronautics. 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. The latest update of the Airport Pavement Management Plan was completed in 2020.

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. The FAA has not yet allocated grant funding for this project.

MCDOT has procured a grant for rehabilitating the hangar apron area. However, due to poor subgrade material, we are applying to turn this into a reconstruction project. A stronger base and pavement section will make the apron area better able to accommodate small jet parking.