



**MENDOCINO COUNTY DEPARTMENT OF TRANSPORTATION
DIRECTOR'S REPORT
JUNE 2025**

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 has developed 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 prepared. 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 2025 Corrective Maintenance Projects in the Hopland area, including tree trimming, mowing, ditch cleaning, base repairs and drainage improvements
- Paving projects in compliance with AB720 on East Side and West Side Potter Valley Roads, Navarro Ridge Road, Branscomb Road, and Deerwood Drive Extension
- Slip out repairs on Marina Drive
- Base repairs on University Road
- Paving the intersection of Howard Street and Airport Road in Covelo
- Replacing various culverts 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
- Replacing missing and damaged road signage Countywide
- Inspecting and repairing various bridge and box culverts

Storm Damage (Budget Unit 3030)

2019 Storm Damage Projects

The 2019 Storm Damage repair project on Briceland Road, CR 435, at M.P. 4.79 was completed in the 2024 summer construction season

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,
- 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)

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 2025 Corrective/Preventative Maintenance Project (Year 7) will be funded with SB 1 funds. The project consists of recycling the roadway on various roads in the Hopland area for a base followed by a double chip seal on 18.5 miles of County Maintained roads including: Mountain House Road, Feliz Creek Road, Old Hopland-Yorkville Road/County Road 110, McDowell Street, Sanel Street, Knox Street, Howell Street, Harrison Street, and First Street. The project is anticipated to be completed in the 2025 summer construction season.

Pursuant to Board Resolution No. 25-047 (March 11, 2025), bids for Department of Transportation (DOT) Contract No. 250002, 2025 Corrective/Preventative Maintenance on Various County Roads in the Hopland Area, were opened as scheduled on Tuesday, April 8, 2025. American Pavement Systems, Inc. of Modesto, California, was deemed the apparent “low bidder” for this project with a base bid of \$3,763,922.95, plus Bid Additives 1, 2, and 3 for a total construction amount of \$5,447,216.95. The Engineer’s Estimate for the contract was \$4,535,144.80, plus Bid Additives 1, 2, and 3 for a total construction amount of \$6,045,922.57.

Low Bid:	\$3,763,922.95
Bid Additives:	\$1,683,294.00
Contingencies:	<u>\$544,722.00</u>
Estimated Construction Contract Total:	<u>\$5,991,938.95</u>
Plans, Specifications, and Estimate:	<u>\$22,564.88</u>
Right-of-Way:	<u>\$0.00</u>

Anticipated Construction Engineering:	<u>\$817,083.00</u>
<u>Total Anticipated Project Cost:</u>	<u>\$6,831,586.83</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. The project is anticipated to be completed in the 2025 summer construction season. Consor Engineering has been hired to provide construction management support services.

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:	<u>\$1,765,800.00</u>
<u>Total Anticipated Project Cost:</u>	<u>\$17,969,158.58</u>

Working Days: 340

- Replacement of the Lambert Lane Bridge over Robinson Creek has a federal reimbursement rate of 100%, using the federal Toll Credits program for the local match. The project provides for the replacement of the existing structurally deficient concrete bridge with a wider two-lane concrete and steel bridge with bike lanes on Lambert Lane (CR 123A) over Robinson Creek at mile post 0.10 and is anticipated to be completed in the 2025 summer construction season. MGE Engineering has been hired to provide construction management support services.

Pursuant to Board Resolution No. 25-032, bids for MCDOT Contract No. 230001, the Lambert Lane over Robinson Creek Bridge Replacement project, were opened as scheduled on April 15, 2025. The lowest, responsive, responsible bidder was West Coast Contractors, Inc. of Coos Bay, Oregon with a bid of \$6,220,347.67. The Engineer's Estimate for the contract was \$5,900,294.51.

Low Bid:	\$6,220,347.67
Contingencies:	<u>\$622,034.77</u>
Construction Contract Total:	<u>\$6,842,382.44</u>
Plans, Specifications, and Estimate (Estimated):	<u>\$1,164,000.00</u>
Right-of-Way (Estimated):	<u>\$290,000.00</u>
Anticipated Construction Engineering:	<u>\$916,250.00</u>
Total Anticipated Project Cost:	<u>\$9,212,632.44</u>

Working Days: 120

- 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	Wilderness Lodge Rd Bridge	Dutch Charlie Creek	Branscomb	Replacement	2026
2	Philo-Greenwood Bridge	Navarro River	Philo	Rehabilitation	2027 & 2028
3	Hill Road Bridge	Mill Creek	Covelo	Replacement	2027
4	Usal Road Bridge	Usal Creek	State Park Beach	Replacement	2028
5	Reynolds Highway Bridge	Outlet Creek	Willits	Replacement	2029
6	Briceland Road Bridge	Mattole River	Whale Gulch	Replacement	2030
7	Fort Bragg Sherwood Road	Sherwood Creek	Willits	Replacement	2032
8	Camp 1 Ten Mile Road	S Fork Ten Mile River	Cleone	Replacement	2035

- The following new bridges, accepted into the HBP in 2023, will be 88.53% federally reimbursed, with an 11.47% local match. Funding is programmed in future fiscal years.

	Road	Stream	Area	Activity	Project Start
9	Mountain View Road	Rancheria Creek	Boonville	Preventative Maint.	2026
10	Low Gap Road	Masonite Industrial Rd	Ukiah	Replacement	2026

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). This project is anticipated to be completed in the 2026 summer construction season.
- 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. This project is anticipated to be completed by the end of 2025.
- 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. This project is anticipated to be completed by the end of 2025.

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. 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 \$12M (no local match) each in funding to complete 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. This project was awarded \$40M (10% local match) in funding to complete right of way and construction through the LTCAP Cycle 2, and construction is anticipated to be complete by the end of 2032.

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 and NEPA are complete, design is in process, and the RW phase is anticipated to begin in the fall of 2025. The project is anticipated to be complete by the end of 2028.

Sediment Reduction

MCDOT will resume implementation of a previous 2014 sediment reduction project on Fish Rock Road that could not be completed due to funding constraints. The renewed project will implement sediment reduction treatments that were previously identified and prioritized through completion of the 5 Counties Salmonid Conservation Program's Direct Inventory of Road Treatments (DIRT) inventory.

This proposed project will implement treatments at a minimum of 7, and up to 17 sites along a 3.2-mile section of Fish Rock Road following Mill Creek within the upper Garcia River watershed. General Location and Project Location Maps are attached. Proposed treatments include: elimination of filled and diverted stream crossings, replacement and upgrading of existing stream crossing culverts, embankment slide stabilization, and installation of rock energy dissipators and other appropriate erosion control measures.

Most of the proposed treatment sites are existing stream crossing culverts which are undersized, significantly deteriorated, and susceptible to plugging. The focus of sediment reduction treatments is to improve stream crossing culvert function and resiliency and to correct legacy erosion issues along Fish Rock Road to reduce road-related sediment delivery to the Garcia River watershed.

\$480,000 has been awarded by Caltrans to complete this project, with construction anticipated to be completed in 2027. Additionally, MCDOT expects to receive another \$1.25M in funding from the Waterboard to complete environmental, design, and construction of a larger fish passage culvert and any culverts that can't be completed with the original Caltrans funding.

Airports

Little River Airport (BU 3060/3090)

The airplane parking apron at Little River Airport is badly weathered and needs to be repaved. Mead & Hunt designed the reconstruction and while performing the geotechnical investigation, found a lack of baserock under the pavement, meaning that the entire structural section needs to be rebuilt. Upon completion of the design, DOT advertised the construction project and received four bids. The apparent low bidder is CSI Services out of San Pedro at \$2M.

DOT has applied for FAA grants to cover approximately 90% of the construction costs, leaving a local match of about \$45,000. The contract will not be awarded until confirmation of the FAA grants.



MENDOCINO COUNTY DEPARTMENT OF TRANSPORTATION
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Supporting a Safe and Healthy County

Solid Waste and Landfills (Budget Units 4510 & 4511)

Caspar Landfill Vegetation Maintenance

The Caspar Landfill vegetation management project consists of annual mowing to control vegetative growth for landfill inspection purposes and fuel load reduction. The work consists of mowing grasses on the landfill cap and access roads, control of vegetative growth on road shoulders, trails, around monitoring wells, fence gates and from within rock slope protection facing.

Pursuant to Board Resolution No. 25-037 (February 25, 2025), bids for MCDOT Contract No. 250003, the Caspar Landfill vegetation management project, were opened as scheduled on May 1, 2025. The lowest responsive, responsible bidder was Eger Beaver Tree Service, Inc., of Fort Bragg, California with an annual base bid of \$27,000 per year for a three-year term (\$81,000 total). The Engineer's Estimate (base bid) for the contract was \$33,250 annually (\$99,750 total). Fifty percent of the project cost will be reimbursed by the City of Fort Bragg through an existing Joint Powers Agreement (JPA) for maintenance of the jointly-owned landfill.

Low Bid:	\$81,000.00
Contingencies:	<u>\$4,050.00</u>
Construction Contract Total:	<u>\$85,050.00</u>
Plans, Specifications, and Estimate (Estimated):	<u>\$3,840.00</u>
Right-of-Way (Estimated):	<u>\$0.00</u>
Anticipated Construction Engineering:	<u>\$2,400.00</u>
Total Anticipated Project Cost:	<u>\$91,290.00</u>

Working Days: 15 (5 per year)

South Coast Landfill Final Closure Construction

South Coast Landfill was operated by Mendocino County from 1970 through 2000. The site ceased operations in 2000 but has yet to undergo final closure. Mendocino County Department of Transportation (MCDOT) received authorization for closure construction from the required regulatory agencies in June 2021. Since that time, the final closure construction project has been advertised for bids on two occasions; each time the low bid was higher than the available funds for the project. With additional funds now secured, MCDOT plans to pursue final closure construction of South Coast Landfill in Spring/Summer 2026. Separate Agreements are currently being developed for construction engineering support, construction management, and construction quality assurance services due to the highly specialized technical aspects of the project.

In general, the major features of the construction project will include:

- Establishment of permanent benchmarks for closure construction.
- Clearing, Grubbing, and Demolition.
- Potholing to determine limits of existing refuse; verifying thickness of existing refuse considered for removal; verifying proposed Final Cover System limits.
- Relocation of excavated waste from refuse potholing to reconsolidation area;
- Miscellaneous grading, soil import, unclassified excavation, and unclassified fill (Excavate, fill, transport, screen and place select soil).
- Placement and compaction of Unclassified Fill to effectuate bench width and gradient; Placement and compaction of Final Cover System pursuant to project specifications.
- Installation of a 60-mil LLDPE Geomembrane (Super Grip Net) with Closure Turf overlay and Ballast system;
- Construct Miscellaneous Civil and Drainage Improvements.
- Construction erosion control improvements.

Water Agency (Budget Unit 0326)

Mendocino County Drought Resilience Plan

Under Senate Bill (SB) 552, each county in California is required develop a plan demonstrating the potential drought and water shortage risk and propose interim and long-term solutions for state small water systems and domestic wells within the county. In February 2024, the County was awarded a grant in the amount of \$124,974 from California Department of Water Resources' County Drought Resilience Planning Assistance Program to assist in developing a drought resilience plan. Using those funds, County staff worked with consultant EKI Environment & Water, Inc., the University of California Cooperative Extension (UCCE), and the Mendocino County Drought Task Force to develop the Mendocino County Drought Resilience Plan. The plan was adopted by the Board of Supervisors on May 20, 2025, and has now been submitted to Department of Water Resources.