



MENDOCINO COUNTY DEPARTMENT OF TRANSPORTATION DIRECTOR'S REPORT JUNE 2026

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. Work has begun on stormwater catch basins in the greater Ukiah area and work is expected to ramp up in Summer 2026.

Road Fund (Budget Unit 3010)

Road Maintenance

Road maintenance crews continue to work on the following activities:

- Prep work for the 2026 Corrective Maintenance Projects in the Fort Bragg area, including tree trimming, mowing, ditch cleaning, base repairs and drainage improvements
- Paving projects in compliance with AB720 on Tomki, Center Valley, Albion Ridge, Pacific Woods.
- Slip out repairs on Robinson Creek
- Paving Howard Street and Branscomb Road.
- 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)

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), the Federal Emergency Management Agency (FEMA), and the California Disaster Assistance Act (CDAA).

- The Department of Transportation (DOT) is currently working to complete environmental clearances, permitting, and design for the following storm damage sites, with construction anticipated in the summer of 2027, pending grant funding allocations:
 - Mendocino Pass Road, CR 338, at M.P. 15.50,
 - Mendocino Pass Road, CR 338, at M.P. 16.75,
 - Mountain View Road, CR 510, at M.P. 1.69,
 - Laytonville-Dos Rios Road, CR 322, at M.P. 3.91,
 - Buckeye Lane, CR 650A, at M.P. 0.50.
- The 2023 Storm Damage Repairs on Fish Rock Road, CR 122, at M.P. 19.75 provides for the completion of construction of a soldier pile tie-back wall and drainage structures.

Pursuant to Board Resolution No. 23-089 (May 9, 2023), bids for DOT Contract No. 250048, the 2023 Storm Damage Repairs on Fish Rock Road, CR 122, M.P. 19.75, were opened as scheduled on Thursday, April 2, 2026. Gregg Simpson Trucking of Ukiah, California, was deemed the apparent "low bidder" for this project with a bid of \$400,395. The Engineer's Estimate for the contract was \$455,150. The project will be funded through FEMA (93.75%) and CDAA, with the local match covered by the Road Fund. It is anticipated to be completed in Summer 2026.

Low Bid:	\$400,395
Contingencies:	<u>\$40,039</u>
Construction Contract Total:	<u>\$440,434</u>
Plans, Specifications, and Estimate (Estimated):	<u>\$70,000</u>
Right-of-Way (Estimated):	<u>\$0</u>
Anticipated Construction Engineering:	<u>\$66,065</u>
Total Anticipated Project Cost:	<u>\$576,499</u>

Working Days: 30

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 2026 Corrective/Preventative Maintenance Project (Year 8) will be funded with SB 1 funds. The project consists of a single or double chip seal on approximately 23 miles of County Maintained roads in the Caspar area including: Caspar Road, Caspar Street, Fern Creek Road, Caspar Little Lake Road, Caspar Orchard Road, Point Cabrillo Drive, and Comptche Ukiah Road. The project is anticipated to be completed during the late summer 2026 construction season.

Pursuant to Board Resolution No. 26-091 (May 19, 2026), bids will be solicited in early June with the bid opening in early July 2026.

Active Transportation Program (ATP)

The Round Valley Safe Routes to School Project will provide for the installation of sidewalks, curbs, gutters, crosswalks, bike lanes, and other infrastructure methods to improve pedestrian and bicyclist safety at various locations along Howard Street, Airport Road, and Foothill Boulevard in the town of Covelo. This project will be 100% funded through the ATP for completion of all phases of work, including Project Approval and Environmental Documents (PA&ED), Plans, Specifications, and Estimate (PS&E), Right of Way, and Construction. Funds for completion of PA&ED were awarded at the December 2025 California Transportation Commission (CTC) meeting. Proposals for a consultant to complete PA&ED and PS&E are currently under review by DOT staff, and a consultant will be selected later this month to begin the PA&ED work.

Highway Bridge Program (HBP)

The HBP is a federal-aid program administered by FHWA to support the replacement, rehabilitation, preservation, protection, and construction of public highway bridges over waterways, other highways, railroads, or topographical barriers when deemed significantly important by the State and FHWA. The program ensures that bridges meet safety standards and remain functional for public use.

- 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 over Robinson Creek at mile post 0.10. Construction began in Summer 2025 and is anticipated to be completed in the 2026 Summer construction season by the contractor, West Coast Contractors, Inc. of Coos Bay, Oregon.
- The following bridges currently in the FHWA HBP are 100% reimbursed, using the federal Toll Credits program for the local match. The projects are currently in the engineering design, environmental, and/or right-of-way acquisition phases and are expected to bid in the next three to seven years, pending FHWA funding allocation.

	Name	Stream	Area	Activity	Anticipated Construction
1	Wilderness Lodge Rd Bridge	Dutch Charlie Creek	Branscomb	Replacement	2027
2	Philo-Greenwood Bridge	Navarro River	Philo	Rehabilitation	2028 & 2029
3	Hill Road Bridge	Mill Creek	Covelo	Replacement	2028
4	Usal Road Bridge	Usal Creek	State Park Beach	Replacement	2029
5	Reynolds Highway Bridge	Outlet Creek	Willits	Replacement	2030
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	Anticipated Construction
9	Mountain View Road	Rancheria Creek	Boonville	Preventative Maintenance	2033
10	Low Gap Road	Masonite Industrial Rd	Ukiah	Replacement	2036

- DOT is currently working on grant applications for the following new bridges to be accepted into the HBP. These bridges will be 88.53% federally reimbursed, with an 11.47% local match.

	Road	Stream	Area	Activity	Project Start
11	Gualala Road	N Fork Gualala River	Gualala	Replacement	TBD

Highway Bridge Program (HBP) Mitigation Maintenance

The Eureka Hill Road Bridge over the Garcia River Revegetation Project provides for the completion of mitigation vegetation planting and erosion control measures for the recently completed seismic retrofit of the bridge. Construction is anticipated to be completed in early Summer 2026.

The Sediment Basin Repair Project at the Sherwood Road Bridge over Rows Creek provides for the repair and enhancement of an existing drainage system that was part of the bridge replacement project, which had begun to fail due to stormwater discharges from the roadway. Construction is anticipated to be completed in early Summer 2026.

Highway Safety Improvement Program (HSIP)

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 2023 HSIP Guardrail Upgrades 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, Primrose Drive, Comptche-Ukiah Road, Vichy Springs Road, and Old River Road. Construction is anticipated to be completed in early Summer 2026.
- The 2023 HSIP Systemic Improvements on Mendocino County Roadway Segments 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 pedestrian crossings. 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 2027 summer construction season.

- The 2023 HSIP Systemic Roadway Segment Improvements 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.

Pursuant to Board Resolution No. 25-090 (May 20, 2025), bids for DOT Contract No. 250035, 2023 HSIP Systemic Roadway Segment Improvements on Various County Maintained Roads, were opened as scheduled on Thursday, May 7, 2026. Gregg Simpson Trucking of Ukiah, California, was deemed the apparent "low bidder" for this project with a bid of \$300,435.00. The Engineer's Estimate for the contract was \$322,275.00. The project will be funded through the HSIP (90%), with the local match covered by the Road Fund. It is anticipated to be completed in Summer 2026.

Low Bid:	\$300,435
Contingencies:	<u>\$30,043</u>
Construction Contract Total:	<u>\$330,478</u>
Plans, Specifications, and Estimate (Estimated):	<u>\$51,750</u>
Right-of-Way (Estimated):	<u>\$0</u>
Anticipated Construction Engineering:	<u>\$49,572</u>
<u>Total Anticipated Project Cost:</u>	<u>\$431,800</u>

Working Days:	45
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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 IIJA 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 PA&ED and PS&E through LTCAP Cycle 1, and DOT is currently working on environmental clearances, permitting, and preliminary design:

- The Brooktrails Second Access 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, likely connecting Sherwood Road to North Main Street in Willits, California. Environmental clearances and preliminary design are anticipated to be completed by June 2027. DOT continues to seek grant funding for completion of right of way and construction.

- The Redemeyer Road Extension 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. However, because Federal PROTECT funds may no longer be available, the local match may be increased to 20%. Environmental clearances and preliminary design are anticipated to be completed by June 2027, and construction is anticipated to be completed by December 2032.

Pavement Management Plan

NCE, contracted with the Mendocino Council of Governments, has completed conducting pavement condition surveys and updating databases for the 782 miles of County and City streets and roads within Mendocino County, including 684 miles of County Maintained roads in order to update the Pavement Management Programs for the County of Mendocino, as well as the Cities of Ukiah, Fort Bragg, Willits, and Point Arena. Reports on the road conditions, needs, and budget scenarios will be completed in the Summer 2026. DOT staff is a part of the Pavement Management Plan's Technical Advisory Committee.

Sediment Reduction, Fish Passage, and Culvert Replacements

- The Fish Rock Road Sediment Reduction 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. 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.

- The Road B Crossing at Salt Hollow Creek Culvert Repair Project will stabilize the outlet of the existing culvert by removing failed outlet wingwalls and failed concreted rock slope protection (RSP) and replacing them with engineered rock slope protection walls. The project, which is anticipated to be completed in late Summer 2026, pending receipt of permits, is intended to provide interim stabilization of the culvert outlet, streambanks, and roadway embankment until funding can be obtained for a future culvert replacement project that will address fish passage, channel restoration, and long-term infrastructure needs. DOT is currently seeking grant funding to replace the existing culvert.

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, and final design and right of way are in process. The project is anticipated to be completed by the end of 2029.

Sustainable Transportation Planning (STP)

The Mendocino County Storm Drain Vulnerability Analysis Project will provide for a vulnerability analysis of culverts running under County-owned and maintained roadways for impacts due to climate change in the areas of Irish Beach, Old Hopland, Talmage, northern Ukiah, and along West Road in Redwood Valley. This project will be primarily funded through the STP (88.53%), with the local match covered by the Road Fund, for completion of this planning project. DOT staff are currently evaluating consultant proposals to complete the analysis and anticipates the work will begin in July 2026.

Round Valley and Little River Airports (Budget Units 3050 & 3060)

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. Construction is planned for Summer 2026.

Solid Waste and Landfills (Budget Units 4510 & 4511)

South Coast Landfill Final Closure Construction

The South Coast Landfill Final Closure Construction Project is currently underway and will complete the long-planned closure of the former landfill facility. The South Coast Landfill, operated by Mendocino County from 1970 to 2000, ceased operations in 2000 but has not previously undergone final closure activities.

Construction began in April 2026 under contract with Rege Construction, Inc. of Cloverdale, California. Work is scheduled to be completed in Fall 2026. Project costs are being funded through the South Coast Landfill Closure Account within the County's Landfill Closure Fund.

Laytonville Landfill Final Cover Remediation and Improvements Project

A revised Final Post-Closure Maintenance Plan has been submitted to CalRecycle and North Coast Regional Water Quality Control Board seeking approval to proceed with the Laytonville Landfill Final Cover Remediation and Improvements Project. Since its closure in 1998, the Laytonville Landfill has experienced recurring stability and erosion issues and has required multiple repairs. The project is intended to restore the integrity of the landfill cover system, improve long-term performance, and address ongoing maintenance needs. The project will include the following primary activities:

- **Side slope cover replacement** — Removal and reconstruction of the existing side slope cover section to correct stability deficiencies
- **Landfill gas system upgrades** — Improvements to the landfill gas collection and venting network
- **Surface water drainage reconstruction** — Rebuilding the drainage system to improve stormwater management and reduce erosion
- **Groundwater monitoring improvements** — Relocation of an existing groundwater piezometer and installation of a new downgradient monitoring well
- **Landfill gas probe relocation** — Relocation of an existing perimeter landfill gas monitoring probe

Once State regulatory approvals are obtained, the project will advance into final design, including preparation of construction plans and specifications. Construction is anticipated to occur in Summer 2027 or 2028. Project costs will be funded through the County's Landfill Closure Fund.