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NCE Project No. 270.10.55

July 17, 2026

County of Mendocino Department of Transportation (DOT)  
340 Lake Mendocino Drive  
Ukiah, CA 95482

**RE: County of Mendocino Treatment Selection Audit  
Draft Report**

## **1 Introduction**

The Mendocino Council of Governments (MCOG) selected NCE to perform an audit of the pavement treatment selection for the County of Mendocino's 20-year Corrective/Preventative Maintenance Plan and its cost-effectiveness for the last 7 years, i.e. 2019-2025. NCE conducted an independent assessment of the treatments using pre-treatment and recent condition survey data, Google Street View, and the 2026 Automated Condition Survey vehicle pictures and reported project costs to ascertain the cost-effectiveness of treatments and their performance over time. This report provides an overview of the methodology and the results of the audit.

## **2 Methodology**

This section describes the methodology, metrics, and data used to determine the cost-effectiveness of the treatments used by the County.

### **2.1 Treatment History**

The County provided a list of treatments from 2019-2025 showing pavement maintenance and rehabilitation (M&R) data for 145 road sections covering 233.8 lane miles (120.5 miles). Table 1 shows a summary of the different treatments used by the County from 2019-2025.

The primary treatments used by the County are cold in-place recycling (CIR) and full-depth recycling (FDR). More than 65 percent of the mileage treated (75 miles) includes FDR/CIR with chip seal surfaces. Single or double chip seals are the County's preferred pavement maintenance treatments applied on approximately 33 percent of the lane miles in the previous 7 years.

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**Table 1. Treatments Used by County of Mendocino DOT 2019-2025**

| Treatment                                          | Number of Sections | Lane Miles*  | Miles*        |
|----------------------------------------------------|--------------------|--------------|---------------|
| FDR                                                | 42                 | 57.25        | 32.33         |
| FDR w/ Double Chip Seal                            | 26                 | 47.12        | 23.56         |
| FDR w/ 5/16" Chip Seal                             | 14                 | 27.34        | 13.67         |
| 4" FDR (Cement) w/ Chip Seal                       | 6                  | 11.14        | 5.57          |
| CIR w/ Double Chip Seal                            | 7                  | 10.36        | 5.18          |
| 4" HMA Wearing Course                              | 1                  | 2.43         | 1.22          |
| 3" AC Overlay                                      | 1                  | 1.97         | 1.97          |
| Type III Micro Leveling Course w/ Double Chip Seal | 22                 | 27.74        | 13.90         |
| Single Chip Seal                                   | 18                 | 32.76        | 16.38         |
| Double Chip Seal                                   | 8                  | 15.67        | 7.83          |
| <b>Total</b>                                       | <b>145</b>         | <b>233.8</b> | <b>120.53</b> |

\*Lane Miles and Miles extracted from County's StreetSaver database. Actual work mileage might be slightly different

### 2.1.1 Treatment Descriptions

#### Full Depth Recycling (FDR)

FDR is a recycling method in which all or part of the asphalt pavement section and a predetermined depth of underlying materials are treated to produce a stabilized base course. Different stabilizing agents include asphalt emulsion, calcium chloride, portland cement, fly ash, and lime. The FDR process includes 1) pulverization, 2) addition and mixing of a stabilizing agent, 3) removal and shaping of the mixed material, 4) compaction, and 5) placement of a surface or a wearing course such as an overlay or chip seal. If the in-place material is insufficient to provide an adequate depth of the treated base, new materials may be imported and included in the process. This recycling method is typical for depths ranging from 4 to 12 inches but can be up to 19 inches.

The advantages of FDR include:

- Significant improvement to a pavement structure without altering geometry
- Elimination of environmental and structural distresses such as longitudinal and transverse cracking, reflective cracking, fatigue cracking, rutting, and potholes
- Restoration of pavement crown and slope
- Improving ride quality by removing irregularities and rough areas
- Accommodation of widening operations
- Low production and engineering costs
- Reduced environmental impact in terms of waste material

Full Depth Reclamation technique can be considered a value engineered method, as off haul of materials is minimized and the materials are recycled in place - often at a considerable cost reduction over traditional reconstruction. These sections require comparatively less HMA than a comparable "mill and overlay" or

“remove and replace” option and will provide a stable base platform for road sections well into the future meaning that costly base repairs will be minimized as future maintenance. One major benefit of this design is that it allows considerable flexibility in developing overall grading design for the road should that be necessary. However, the depths of utilities and other constructability issues should be checked before deciding on FDR.

### **Cold In-Place Recycling (CIR)**

This rehabilitation technique involves pulverization of the in-place AC material (and sometimes small amounts of AB/SG) and blending this material with asphalt emulsion and compacting into a asphalt bound layers. The stabilized material is then be capped with a new hot mix asphalt (HMA) layer or chip seal. The CIR technique provides a brand-new asphalt bound layer utilizing the existing surface where the pavement is rejuvenated, and the existing crack patterns are removed. Consequently, the life cycle cost of this treatment will potentially be significantly lower.

Cracked pavements that are structurally sound, have a moderately thick asphalt pavement section and have well-drained bases are the best candidates for CIR. CIR is generally used for the roads which mostly exhibit high frequency and high severity *non-load* associated distresses (thermal cracking, block cracking, raveling, etc.) along with small levels of load-related fatigue cracking. Areas of localized base-repair typically do not exceed over 5% of the section area for CIR. Overall, this design replaces the heavily cracked existing pavement with a newly bound layer which heavily mitigates reflective cracking issues.

### **HMA (AC) Overlay**

This treatment involves placement of a newly produced hot mix asphalt (asphalt concrete) overlay onto the existing pavement. Often base repairs (digouts) are conducted on the existing pavement where the pavement has structurally failed. This treatment is done in situations where the existing structure is inadequate and can benefit from more thickness, such as a surface that is just initiating load related cracking.

### **Chip Seal and Double Chip Seal**

A chip seal is a pavement preservation treatment that is a combination of two separate processes. Initially a layer of asphalt emulsion is spread onto the pavement and this is followed by the application of damp chips (specially graded rocks). These chips are then rolled to embed into the asphalt emulsion layer and the two layers form a system to help keep underlying cracks at bay. A double chip seal includes a repeat application of the asphalt emulsion and the chips, forming a thicker more robust treatment.

Chip seals are typically applied on pavements with mid level and above PCIs to maintain their condition and provide a positive friction surface. Double chip seals provide added durability and can be used on pavements with lower PCIs where the distress present is largely environmental rather than structural.

### **Type III Microsurfacing with Double Chip Seal**

This “multi-layer” treatment takes advantage of the benefits of both types of materials being placed. It is generally placed as an “economy” treatment on low PCI roads that might otherwise be reconstructed through much more costly means. It is designed to hold the road surface together and provide a smooth wearing surface.

Type III Microsurfacing is a truck mixed, blended material consisting of large rock (up to ½ inch), emulsion, set/break chemistry to control performance, and other additives. It forms a continuous smooth wearing surface when used as a pavement surfacing. In this application, this robust material is used as the initial layer for the multi-layer treatment and it serves the dual purpose of filling in the cracks on the existing pavement surface and

providing a smooth continuous surface for the lower layer of the double chip seal – thereby enhancing its performance.

## 2.2 Data Available

Three primary datasets were reviewed as part of this audit to assess the effectiveness of the pavement treatments:

- 1) Condition survey data: NCE performed condition surveys in 2017, 2021, and 2026 across the County to collect pavement distress data. The pavement distress data was then compiled into a composite index (0 to 100 scale) called the Pavement Condition Index (PCI). PCI is used by agencies to represent the current condition of the network as well as its constituent assets. We extracted the PCI of each of the pavement sections for all three survey years to provide us with a continuous assessment: before construction, right after construction, and a few years after construction.
- 2) Visual condition review using Google Street View and 2026 Automated Condition Survey pictures: We used Google Street View as well as pictures from the 2026 Automated Condition Survey to “travel” along all the pavement sections while observing the change in pavement condition for all available years. This allows us to fill in the blanks for the years when there were no condition surveys. Google Street View’s historical information also enable/8s us to track the progression of distresses from about 2007 to the current day.
- 3) Project costs: Cost information for each of the projects was found in the County’s pavement management database.

The condition survey data (such as PCI and distress quantities from before and after pavement treatments) in combination with the images from Google Street View and the project costs for the pavement treatments inform the cost-effectiveness assessment of the treatments.

## 2.3 Steps Used to Determine Cost-Effectiveness

We used the following steps for the audit to combine all the data from the above-mentioned sources to determine cost-effectiveness of each pavement section:

- 1) We locate the pavement section in Google Street View and analyze the latest available condition to check the current performance of the applied treatment.
- 2) The past condition surveys show the different pavement distresses that were present when the treatment was applied. Distress quantities identify which distresses to review and ensure they are not reflected through the new treatment.
- 3) Previous images of the pavements in Google Street View provide us with the context of the surrounding areas to determine potential pavement treatment options that were available to the County.
- 4) The pre-construction PCI of the pavement sections in combination with the observable conditions from Google Street View lets us determine the price range of the treatments that can be applied to the pavement condition.

- 5) The current condition of the pavement in the most recent condition survey provides us with an overview of the performance since construction. If the reduction in PCI since construction (assumed to be 100 at construction) exceeds the regular rate of pavement deterioration, the pavement section is flagged.
- 6) If the most recent Google Street View and the 2026 Automated Condition Survey do not show distresses reflecting through the treatment and the unit price of the treatment is less than the expected values, the pavement section is considered cost effective. Conversely, if the most recent Google Street View and the pavement distresses show locations that need to be addressed because of similar pavement failures as before, the pavement section is considered to not be cost-effective.
- 7) Appendix A shows the results of the audit for every pavement section.

## 2.4 Limitations of Observations/Methodology

While this analysis is able to largely assess the appropriateness of treatment selection and the ultimate cost effectiveness of the constructed end products, there are limitations. Google Street View images vary in quality and quantity over the length of the roads and for some roads in some locations, observations of pavement conditions, either prior to treatment or currently, were either incomplete or not available. NCE was not privy to the County's rationale for treatment selection, beyond pure condition. There were cases where treatments appeared to be either under or over applied, and these decisions may have been made due to budgetary, personnel, or other reasons unknown to NCE. Due to the small time available, NCE was not able to visit the project sites to make "on grade" assessments of overall ride and construction quality. Treatment performance, assuming it is reasonably well selected, is largely driven by quality of construction over other factors, and poor performance could therefore not be completely the result of treatment selection.

## 3 Summary and Conclusions

We present the following conclusions based on our assessment of the pavement treatments in Mendocino County during 2019-2025:

1. Our review found that 119 out of the 144 pavement sections reviewed showed that the County used a cost-effective treatment, while 16 sections were rated as Marginal, and 9 sections had a poor cost-effectiveness. This showed that approximately 93 percent of the time, the County selected a treatment that has performed well while only 6 percent of the sections needed a better treatment selection.
2. The County has leveraged the usage of leveling course with multiple chip seals to great advantage. Applying these treatments on pavement sections with PCIs below 25 (in the "Failed" condition category) to address widespread distresses like alligator cracking, advanced weathering, and block cracking is an effective use of the County's financial resources to extend the life of the existing pavement sections at a fraction of the cost compared to a conventional reconstruction. The pictures below show an example.



**Figure 1. Pictures showing condition on Lilac Rd before (left) and after (right) placing a leveling course and a Double Chip Seal**

3. Another commendable factor is the prevalence of full-depth (FDR) and cold in-place recycling (CIR) in the County's treatment selection process. The provided data shows the County used FDR and CIR in more than 65 percent of the lane miles that were reviewed. The County is responsible for maintaining long uninterrupted stretches of pavement with underlying subgrade materials of varying stiffness in rural areas. These factors make conventional rehabilitation options such as a mill & overlay prohibitively expensive and pose construction challenges and highlight the perfect use case for recycling. Using recycling techniques is an efficient method of performing rehabilitation and reconstruction in the County's network as this also provides the County with significant sustainability benefits as well as reducing the impact of hauling milled materials on haul routes, while maintaining cheaper unit costs.

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**Attachments: Attachment A - Cost Effectiveness Audit of Pavement Treatment Selection in County of Mendocino (2019-2025)**

## **Attachment A**

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### **Cost Effectiveness Audit of Pavement Treatment Selection in County of Mendocino (2019-2025)**



| Road Name                     | Begin Location    | End Location     | Lanes | FC   | Surface Type | Length (f) | Width (ft) | Area (sf) | 2017 Insp PCI | 2021 Insp PCI | 2026 Insp PCI | 2019 Treatment                                     | Appx. Unit Cost (\$/SY) | PCI Drop Since Construction | Condition Review | Cost Effectiveness |
|-------------------------------|-------------------|------------------|-------|------|--------------|------------|------------|-----------|---------------|---------------|---------------|----------------------------------------------------|-------------------------|-----------------------------|------------------|--------------------|
| PEARL DRIVE - 412A            | 0.00 MM e/o SH 1  | 0.53 MM e/o 413  | 2     | RL   | AC           | 2,802      | 16         | 44,832    | 25            | 95            | 97            | Type III Micro Leveling Course w/ Double Chip Seal | \$9.32                  | 3                           | Good             | Good               |
| BOICE LANE - 413              | 0.19 MM e/o SH 1  | 0.59 MM          | 2     | RL   | AC           | 2,102      | 20         | 42,040    | 11            | 95            | 96            | Type III Micro Leveling Course w/ Double Chip Seal | \$12.96                 | 4                           | Good             | Good               |
| BOICE LANE - 413              | 0.59 MM           | 1.22 MM n/o 412A | 2     | RL   | AC           | 3,324      | 20         | 66,480    | 18            | 95            | 91            | Type III Micro Leveling Course w/ Double Chip Seal | \$3.69                  | 9                           | Good             | Good               |
| SIMPSON LANE - 414            | 0.00 MM e/o SH 1  | 0.50 MP          | 2     | RMaC | AC           | 2,662      | 22         | 58,564    | 90            | 87            | 81            | Single Chip Seal                                   | \$32.72                 | 19                          | Good             | Good               |
| SIMPSON LANE - 414            | 0.50 MP           | 1.50 MP          | 2     | RMaC | AC           | 5,145      | 22         | 113,190   | 95            | 74            | 91            | Single Chip Seal                                   | \$32.72                 | 9                           | Good             | Good               |
| SIMPSON LANE - 414            | 1.50 MP           | 2.44 MM          | 2     | RMaC | AC           | 4,967      | 22         | 109,274   | 91            | 93            | 80            | Single Chip Seal                                   | \$32.72                 | 20                          | Fair             | Marginal           |
| SIMPSON LANE - 414            | 2.44 MM           | 3.50 MM END EOP  | 2     | RL   | AC           | 5,576      | 18         | 100,368   | 43            | 93            | 91            | CIR w/ Double Chip Seal                            | \$32.72                 | 9                           | Good             | Good               |
| MITCHELL CREEK DRIVE - 414B   | 0.00 MM s/o 414   | 1.00 MM          | 2     | RL   | AC           | 5,280      | 20         | 105,600   | 47            | 94            | 63            | CIR w/ Double Chip Seal                            | \$19.91                 | 37                          | Good             | Marginal           |
| MITCHELL CREEK DRIVE - 414B   | 1.00 MM           | 1.99 MM END EOP  | 2     | RL   | AC           | 5,245      | 20         | 104,900   | 53            | 95            | 94            | CIR w/ Double Chip Seal                            | \$19.91                 | 6                           | Good             | Good               |
| SUMMERS LANE - 415D           | 0.00 MM n/o SH 20 | 0.22 MM          | 2     | RL   | AC           | 1,162      | 22         | 25,564    | 87            | 95            | 99            | Type III Micro Leveling Course w/ Double Chip Seal | \$9.33                  | 1                           | Good             | Good               |
| SUMMERS LANE - 415D           | 0.22 MM           | 0.74 MM END      | 2     | RL   | ST           | 2,729      | 21         | 57,309    | 53            | 89            | 100           | Type III Micro Leveling Course w/ Double Chip Seal | \$9.33                  | 0                           | Good             | Good               |
| BENSON LANE - 415E            | 0.00 MM n/o SH 20 | 0.34 MM          | 2     | RL   | AC           | 1,814      | 24         | 43,536    | 13            | 95            | 98            | CIR w/ Double Chip Seal                            | \$18.83                 | 2                           | Good             | Good               |
| BENSON LANE - 415E            | 0.34 MM           | 0.70 MM END      | 2     | RL   | AC           | 1,877      | 18         | 33,786    | 25            | 95            | 93            | CIR w/ Double Chip Seal                            | \$18.83                 | 7                           | Good             | Good               |
| NOYO ACRES DRIVE - 415F       | 0.00 MM n/o SH 20 | 0.67 MM END      | 2     | RL   | AC/AC        | 3,524      | 24         | 84,576    | 35            | 90            | 97            | Type III Micro Leveling Course w/ Double Chip Seal | \$8.52                  | 3                           | Good             | Good               |
| HANSON ROAD - 415H            | 0.00 MM n/o 415E  | 0.67 MM END      | 2     | RL   | AC           | 3,553      | 26         | 92,378    | 43            | 95            | 82            | Type III Micro Leveling Course w/ Double Chip Seal | \$9.24                  | 18                          | Good             | Good               |
| FORT BRAGG - SHERWOOD R - 419 | 1.00 MP           | 2.00 MP          | 2     | RMiC | AC           | 5,463      | 16         | 87,408    | 8             | 95            | 96            | Type III Micro Leveling Course w/ Double Chip Seal | \$11.80                 | 4                           | Good             | Good               |
| FORT BRAGG - SHERWOOD R - 419 | 2.00 MP           | 3.09 MM          | 2     | RMiC | AC           | 5,416      | 16         | 86,656    | 18            | 95            | 98            | Type III Micro Leveling Course w/ Double Chip Seal | \$11.80                 | 2                           | Good             | Good               |
| FORT BRAGG - SHERWOOD R - 419 | 3.09 MM           | 4.00 MP          | 2     | RMiC | AC           | 5,416      | 16         | 86,656    | 40            | 96            | 92            | Type III Micro Leveling Course w/ Double Chip Seal | \$11.80                 | 8                           | Good             | Good               |
| FORT BRAGG - SHERWOOD R - 419 | 4.00 MP           | 4.18 MM EOP      | 1     | RMiC | AC           | 342        | 14         | 4,788     | 25            | 96            | 27            | Type III Micro Leveling Course w/ Double Chip Seal | \$11.80                 | 73                          | No Data          | Not Treated        |
| WARD AVENUE - 425B            | 0.00 MM n/o SH 1  | 1.00 MM          | 2     | RL   | AC           | 5,280      | 20         | 105,600   | 15            | 95            | 98            | CIR w/ Double Chip Seal                            | \$11.80                 | 2                           | Good             | Good               |
| WARD AVENUE - 425B            | 1.00 MM           | 1.43 MM n/o 425C | 2     | RL   | AC           | 2,267      | 20         | 45,340    | 20            | 95            | 100           | CIR w/ Double Chip Seal                            | \$11.80                 | 0                           | Good             | Good               |
| BASIN VIEW DRIVE - 447        | 0.00 MM n/o 415I  | 0.16 MM END      | 2     | RL   | AC           | 946        | 20         | 25,770    | 14            | 98            | 100           | Type III Micro Leveling Course w/ Double Chip Seal | \$9.84                  | 0                           | Good             | Good               |



| Road Name                     | Begin Location     | End Location    | Lanes | FC   | Surface Type | Length (f) | Width (ft) | Area (sf) | 2017 Insp PCI | 2021 Insp PCI | 2026 Insp PCI | 2020 Treatment          | Appx. Unit Cost (\$/SY) | PCI Drop Since Construction | Condition Review | Cost Effectiveness |
|-------------------------------|--------------------|-----------------|-------|------|--------------|------------|------------|-----------|---------------|---------------|---------------|-------------------------|-------------------------|-----------------------------|------------------|--------------------|
| FLYNN CREEK ROAD - 135        | 0.00 MP n/o SH 128 | 1.07 MP         | 2     | RMaC | AC           | 5,563      | 19         | 105,697   | 49            | 95            | 94            | FDR w/ Double Chip Seal | \$20.51                 | 6                           | Good             | Good               |
| FLYNN CREEK ROAD - 135        | 1.07 MP            | 2.20 MP         | 2     | RMaC | AC           | 5,900      | 20         | 118,000   | 51            | 95            | 94            | FDR w/ Double Chip Seal | \$20.51                 | 6                           | Good             | Good               |
| FLYNN CREEK ROAD - 135        | 2.20 MP            | 3.50 MP         | 2     | RMaC | AC           | 6,769      | 20         | 135,380   | 32            | 95            | 88            | FDR w/ Double Chip Seal | \$20.51                 | 12                          | Good             | Good               |
| FLYNN CREEK ROAD - 135        | 3.50 MP            | 4.40 MP         | 2     | RMaC | AC           | 4,673      | 20         | 93,460    | 44            | 95            | 96            | FDR w/ Double Chip Seal | \$20.51                 | 4                           | Good             | Good               |
| FLYNN CREEK ROAD - 135        | 4.40 MP            | 5.27 MP         | 2     | RMaC | AC           | 4,538      | 20         | 90,760    | 40            | 95            | 97            | FDR w/ Double Chip Seal | \$20.51                 | 3                           | Good             | Good               |
| FLYNN CREEK ROAD - 135        | 5.27 MP            | 6.50 MP         | 2     | RMaC | AC           | 6,405      | 20         | 128,100   | 33            | 96            | 96            | FDR w/ Double Chip Seal | \$20.51                 | 4                           | Good             | Good               |
| FLYNN CREEK ROAD - 135        | 6.50 MP            | 7.44 MP         | 2     | RMaC | AC           | 4,866      | 20         | 97,320    | 35            | 95            | 89            | FDR w/ Double Chip Seal | \$20.51                 | 11                          | Good             | Good               |
| FLYNN CREEK ROAD - 135        | 7.44 MP            | 8.50 MP s/o 223 | 2     | RMaC | AC           | 5,464      | 20         | 109,280   | 36            | 95            | 95            | FDR w/ Double Chip Seal | \$20.51                 | 5                           | Good             | Good               |
| COMPTCHE UKIAH ROAD - 223     | 0.00 MM e/o SH 1   | 0.96 MP         | 2     | RMaC | AC           | 4,848      | 20         | 96,960    | 68            | 94            | 58            | Single Chip Seal        | \$5.38                  | 42                          | Poor             | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 0.96 MP            | 2.00 MP         | 2     | RMaC | AC           | 5,610      | 20         | 112,200   | 35            | 99            | 34            | Single Chip Seal        | \$5.38                  | 66                          | Poor             | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 2.00 MP            | 3.00 MP         | 2     | RMaC | AC           | 5,294      | 22         | 116,468   | 19            | 99            | 24            | Single Chip Seal        | \$5.38                  | 76                          | Poor             | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 3.00 MP            | 3.92 MP         | 2     | RMaC | AC           | 4,682      | 22         | 103,004   | 44            | 89            | 48            | Single Chip Seal        | \$5.38                  | 52                          | Poor             | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 3.92 MP            | 5.00 MP         | 2     | RMaC | AC           | 5,667      | 20         | 113,340   | 59            | 79            | 63            | Single Chip Seal        | \$5.38                  | 37                          | No Data          | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 5.00 MP            | 6.06 MP         | 2     | RMaC | AC           | 5,725      | 18         | 103,050   | 27            | 89            | 51            | Single Chip Seal        | \$5.38                  | 49                          | Poor             | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 6.06 MP            | 6.94 MP         | 2     | RMaC | AC           | 4,265      | 18         | 76,770    | 98            | 90            | 86            | Single Chip Seal        | \$5.38                  | 14                          | Poor             | Marginal           |
| COMPTCHE UKIAH ROAD - 223     | 6.94 MP            | 8.00 MP         | 2     | RMaC | AC           | 5,584      | 20         | 111,680   | 88            | 89            | 79            | Single Chip Seal        | \$5.38                  | 21                          | Poor             | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 8.00 MP            | 8.76 MP         | 2     | RMaC | AC           | 3,882      | 20         | 77,640    | 85            | 82            | 69            | Single Chip Seal        | \$5.38                  | 31                          | Poor             | Poor               |
| COMPTCHE UKIAH ROAD - 223     | 8.76 MP            | 9.86 MP         | 2     | RMaC | AC           | 5,743      | 22         | 126,346   | 87            | 91            | 72            | Single Chip Seal        | \$5.38                  | 28                          | Poor             | Poor               |
| ALBION - LITTLE RIVER R - 403 | 0.00 MM SH 1       | 0.75 MP         | 2     | RL   | AC           | 3,836      | 18         | 69,048    | 51            | 95            | 97            | FDR w/ Double Chip Seal | \$32.16                 | 3                           | Good             | Good               |
| ALBION - LITTLE RIVER R - 403 | 0.75 MP            | 1.50 MP         | 2     | RL   | AC           | 3,657      | 18         | 65,826    | 64            | 95            | 98            | FDR w/ Double Chip Seal | \$32.16                 | 2                           | Good             | Good               |
| ALBION - LITTLE RIVER R - 403 | 1.50 MP            | 2.27 MP         | 2     | RL   | AC           | 4,145      | 20         | 82,900    | 46            | 95            | 97            | FDR w/ Double Chip Seal | \$32.16                 | 3                           | Good             | Good               |
| ALBION - LITTLE RIVER R - 403 | 2.27 MP            | 2.99 MM s/o 404 | 2     | RL   | ST           | 4,145      | 22         | 91,190    | 40            | 95            | 99            | FDR w/ Double Chip Seal | \$32.16                 | 1                           | Good             | Good               |



| Road Name              | Begin Location | End Location | Lanes | FC   | Surface Type | Length (f) | Width (ft) | Area (sf) | 2017 Insp PCI | 2021 Insp PCI | 2026 Insp PCI | 2021 Treatment          | Appx. Unit Cost (\$/SY) | PCI Drop Since Construction | Condition Review | Cost Effectiveness |
|------------------------|----------------|--------------|-------|------|--------------|------------|------------|-----------|---------------|---------------|---------------|-------------------------|-------------------------|-----------------------------|------------------|--------------------|
| ORR SPRINGS ROAD - 223 | 24.45 MP       | 25.66 MP     | 2     | RMaC | ST           | 6,207      | 18         | 111,726   | 13            | 19            | 97            | FDR w/ Double Chip Seal | \$32.24                 | 3                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 25.66 MP       | 26.00 MP     | 2     | RMaC | ST           | 1,771      | 18         | 31,878    | 22            | 18            | 90            | FDR w/ Double Chip Seal | \$32.24                 | 10                          | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 26.00 MP       | 27.04 MP     | 2     | RMaC | ST           | 5,339      | 16         | 85,424    | 5             | 16            | 91            | FDR w/ Double Chip Seal | \$32.24                 | 9                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 27.04 MP       | 27.98 MP     | 2     | RMaC | ST           | 4,907      | 18         | 88,326    | 10            | 12            | 94            | FDR w/ Double Chip Seal | \$32.24                 | 6                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 27.98 MP       | 28.84 MP     | 2     | RMaC | ST           | 4,385      | 18         | 78,930    | 3             | 9             | 86            | FDR w/ Double Chip Seal | \$32.24                 | 14                          | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 28.84 MP       | 29.82 MP     | 2     | RMaC | AC           | 5,085      | 18         | 91,530    | 22            | 100           | 93            | FDR w/ Double Chip Seal | \$32.24                 | 7                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 29.82 MP       | 31.12 MP     | 2     | RMaC | AC           | 6,641      | 18         | 119,538   | 15            | 100           | 91            | FDR w/ Double Chip Seal | \$32.24                 | 9                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 31.12 MP       | 31.61 MP     | 2     | RMaC | AC           | 2,565      | 16         | 41,040    | 26            | 100           | 100           | FDR w/ Double Chip Seal | \$32.24                 | 0                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 31.61 MP       | 32.00 MP     | 2     | RMaC | AC           | 1,948      | 20         | 38,960    | 4             | 100           | 96            | FDR w/ Double Chip Seal | \$32.24                 | 4                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 32.00 MP       | 32.98 MP     | 2     | RMaC | AC           | 4,900      | 22         | 107,800   | 15            | 100           | 97            | FDR w/ Double Chip Seal | \$32.24                 | 3                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 32.98 MP       | 33.98 MP     | 2     | RMaC | AC           | 5,059      | 22         | 111,298   | 33            | 100           | 97            | FDR w/ Double Chip Seal | \$32.24                 | 3                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 33.98 MP       | 34.98 MP     | 2     | RMaC | AC           | 5,056      | 20         | 101,120   | 14            | 100           | 84            | FDR w/ Double Chip Seal | \$32.24                 | 16                          | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 34.98 MP       | 36.32 MP     | 2     | RMaC | AC           | 6,922      | 20         | 138,440   | 16            | 100           | 93            | FDR w/ Double Chip Seal | \$32.24                 | 7                           | Good             | Good               |
| ORR SPRINGS ROAD - 223 | 36.32 MP       | 37.02 MP     | 2     | RMaC | AC           | 3,638      | 20         | 72,760    | 35            | 100           | 95            | FDR w/ Double Chip Seal | \$32.24                 | 5                           | Good             | Good               |



| Road Name            | Begin Location          | End Location                  | Lanes | FC   | Surface Type | Length (f) | Width (ft) | Area (sf) | 2017 Insp PCI | 2021 Insp PCI | 2026 Insp PCI | 2022 Treatment                                     | Appx. Unit Cost (\$/SY) | PCI Drop Since Construction | Condition Review | Cost Effectiveness |
|----------------------|-------------------------|-------------------------------|-------|------|--------------|------------|------------|-----------|---------------|---------------|---------------|----------------------------------------------------|-------------------------|-----------------------------|------------------|--------------------|
| PRIMROSE DRIVE - 604 | 0.00 MM END             | 1.41 MM midpoint of 649 new s | 2     | RMaC | AC/AC        | 7,439      | 24         | 178,536   | 11            | 28            | 98            | Type III Micro Leveling Course w/ Double Chip Seal | No Data                 | 2                           | Fair             | Marginal           |
| LILAC ROAD - 605     | 0.00 MM w/o 604         | 0.74 MM pavement change       | 2     | RMiC | AC/AC        | 3,927      | 24         | 94,248    | 54            | 49            | 98            | Type III Micro Leveling Course w/ Double Chip Seal | \$11.95                 | 2                           | Good             | Good               |
| LILAC ROAD - 605     | 0.74 MM pavement change | 1.41 MM s/o 603               | 2     | RMiC | AC/AC        | 3,510      | 24         | 84,240    | 39            | 40            | 98            | Type III Micro Leveling Course w/ Double Chip Seal | \$11.95                 | 2                           | Good             | Good               |
| DAPHNE WAY - 608     | 0.00 MM e/o 311         | 0.85 MM s/o 623               | 2     | RMaC | AC/AC        | 4,536      | 26         | 117,936   | 18            | 25            | 96            | Type III Micro Leveling Course w/ Double Chip Seal | \$10.95                 | 4                           | Good             | Good               |
| POPPY DRIVE - 623    | 0.00 MM n/o 604         | 0.84 MM e/o 633               | 2     | RMaC | ST           | 4,457      | 28         | 124,796   | 79            | 79            | 97            | Type III Micro Leveling Course w/ Double Chip Seal | \$10.61                 | 3                           | Fair             | Marginal           |
| POPPY DRIVE - 623    | 0.84 MM e/o 633         | 1.76 MM s/o 619               | 2     | RMaC | ST           | 4,844      | 28         | 135,632   | 59            | 71            | 99            | Type III Micro Leveling Course w/ Double Chip Seal | \$10.61                 | 1                           | Fair             | Marginal           |
| POPPY DRIVE - 623    | 1.76 MM s/o 619         | 2.31 MM w/o 311               | 2     | RMaC | AC           | 2,915      | 28         | 81,620    | 43            | 39            | 89            | Type III Micro Leveling Course w/ Double Chip Seal | \$10.61                 | 11                          | Good             | Good               |
| POPPY DRIVE - 623    | 2.31 MM e/o 311         | 2.58 MM pavement change       | 2     | RMaC | AC/AC        | 1,425      | 26         | 37,050    | 28            | 46            | 96            | Type III Micro Leveling Course w/ Double Chip Seal | \$10.61                 | 4                           | Good             | Good               |
| POPPY DRIVE - 623    | 2.58 MM pavement change | 2.79 MM pavement change       | 2     | RMaC | ST           | 1,093      | 26         | 28,418    | 72            | 67            | 94            | Type III Micro Leveling Course w/ Double Chip Seal | \$10.61                 | 6                           | Good             | Good               |
| POPPY DRIVE - 623    | 2.79 MM pavement change | 3.26 MM END at airport        | 2     | RMaC | AC/AC        | 2,473      | 26         | 64,298    | 65            | 68            | 96            | Type III Micro Leveling Course w/ Double Chip Seal | \$10.61                 | 4                           | Good             | Good               |
| GOOSE ROAD - 640     | 0.00 MM w/o 604         | 1.22 MM e/o 641               | 2     | RMiC | ST           | 6,427      | 24         | 154,248   | 32            | 35            | 95            | 4" HMA Wearing Course                              | \$60.21                 | 5                           | Good             | Marginal           |



| Road Name                    | Begin Location   | End Location        | Lanes | FC   | Surface Type | Length (f) | Width (ft) | Area (sf) | 2017 Insp PCI | 2021 Insp PCI | 2026 Insp PCI | 2022 Treatment               | Appx. Unit Cost (\$/SY) | PCI Drop Since Construction | Condition Review | Cost Effectiveness |
|------------------------------|------------------|---------------------|-------|------|--------------|------------|------------|-----------|---------------|---------------|---------------|------------------------------|-------------------------|-----------------------------|------------------|--------------------|
| PHILO - GREENWOOD ROAD - 132 | 0.00 MM SH 1     | 0.98 MP             | 2     | RMiC | ST           | 4,985      | 20         | 99,700    | 32            | 16            | 97            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 3                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 0.98 MP          | 1.92 MP             | 2     | RMiC | ST           | 4,975      | 20         | 99,500    | 22            | 20            | 98            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 2                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 1.92 MP          | 2.75 MP             | 2     | RMiC | ST           | 4,029      | 20         | 80,580    | 27            | 27            | 96            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 4                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 2.75 MP          | 3.75 MP             | 2     | RMiC | ST           | 5,277      | 20         | 105,540   | 25            | 23            | 98            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 2                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 3.75 MP          | 4.92 MP             | 2     | RMiC | ST           | 6,453      | 20         | 129,060   | 28            | 15            | 98            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 2                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 4.92 MP          | 5.98 MP             | 2     | RMiC | ST           | 5,311      | 20         | 106,220   | 37            | 6             | 98            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 2                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 5.98 MP          | 7.00 MP             | 2     | RMiC | ST           | 5,201      | 22         | 114,422   | 48            | 34            | 97            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 3                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 7.00 MP          | 7.88 MP             | 2     | RMiC | ST           | 5,171      | 20         | 103,420   | 62            | 48            | 98            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 2                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 7.88 MP          | 9.11 MP             | 2     | RMiC | ST           | 5,775      | 22         | 127,050   | 70            | 66            | 98            | Single Chip Seal             | \$15.19                 | 2                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 9.11 MP          | 10.03 MP            | 2     | RMiC | ST           | 4,775      | 22         | 105,050   | 58            | 55            | 81            | Single Chip Seal             | \$15.19                 | 19                          | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 10.03 MP         | 10.99 MP            | 2     | RMiC | ST           | 4,979      | 22         | 109,538   | 71            | 60            | 80            | Single Chip Seal             | \$15.19                 | 20                          | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 10.99 MP         | 11.90 MP            | 2     | RMiC | ST           | 4,705      | 22         | 103,510   | 60            | 57            | 74            | Single Chip Seal             | \$15.19                 | 26                          | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 11.90 MP         | 13.00 MP            | 2     | RMiC | ST           | 5,744      | 22         | 126,368   | 44            | 42            | 87            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 13                          | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 13.00 MP         | 14.02 MP            | 2     | RMiC | ST           | 5,005      | 22         | 110,110   | 46            | 34            | 96            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 4                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 14.02 MP         | 14.90 MP            | 2     | RMiC | ST           | 4,510      | 22         | 99,220    | 34            | 25            | 96            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 4                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 14.90 MP         | 15.89 MP            | 2     | RMiC | ST           | 5,284      | 24         | 126,816   | 43            | 32            | 93            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 7                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 15.89 MP         | 16.76 MP            | 2     | RMiC | ST           | 4,507      | 24         | 108,168   | 52            | 49            | 93            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 7                           | Good             | Good               |
| PHILO - GREENWOOD ROAD - 132 | 16.76 MP         | 17.86 MP s/o SH 128 | 2     | RMiC | ST           | 5,717      | 22         | 125,774   | 58            | 44            | 98            | FDR w/ 5/16" Chip Seal       | \$15.19                 | 2                           | Good             | Good               |
| CAMERON ROAD - 516           | 0.00 MM e/o SH 1 | 1.01 MP             | 2     | RL   | ST           | 4,947      | 16         | 79,152    | 26            | 19            | 98            | 4" FDR (Cement) w/ Chip Seal | \$19.63                 | 2                           | Good             | Good               |
| CAMERON ROAD - 516           | 1.01 MP          | 2.03 MP             | 2     | RL   | ST           | 5,063      | 18         | 91,134    | 62            | 42            | 96            | 4" FDR (Cement) w/ Chip Seal | \$19.63                 | 4                           | Good             | Good               |
| CAMERON ROAD - 516           | 2.03 MP          | 3.18 MP             | 2     | RL   | ST           | 5,685      | 18         | 102,330   | 51            | 64            | 99            | 4" FDR (Cement) w/ Chip Seal | \$19.63                 | 1                           | Good             | Good               |
| CAMERON ROAD - 516           | 3.18 MP          | 4.14 MP             | 2     | RL   | ST           | 4,750      | 18         | 85,500    | 67            | 46            | 100           | 4" FDR (Cement) w/ Chip Seal | \$19.63                 | 0                           | Good             | Good               |
| CAMERON ROAD - 516           | 4.14 MP          | 5.31 MP             | 2     | RL   | ST           | 5,851      | 20         | 117,020   | 55            | 37            | 99            | 4" FDR (Cement) w/ Chip Seal | \$19.63                 | 1                           | Good             | Good               |
| CAMERON ROAD - 516           | 5.31 MP          | 5.57 MM END n/o 132 | 2     | RL   | ST           | 3,123      | 22         | 68,706    | 59            | 71            | 97            | 4" FDR (Cement) w/ Chip Seal | \$19.63                 | 3                           | Good             | Good               |



| Road Name                | Begin Location   | End Location | Lanes | FC   | Surface Type | Length (f) | Width (ft) | Area (sf) | 2017 Insp PCI | 2021 Insp PCI | 2026 Insp PCI | 2022 Treatment   | Appx. Unit Cost (\$/SY) | PCI Drop Since Construction | Condition Review | Cost Effectiveness |
|--------------------------|------------------|--------------|-------|------|--------------|------------|------------|-----------|---------------|---------------|---------------|------------------|-------------------------|-----------------------------|------------------|--------------------|
| MOUNTAIN VIEW ROAD - 510 | 0.00 MP e/o SH 1 | 1.00 MP      | 2     | RMaC | ST           | 5,211      | 22         | 114,642   | 99            | 90            | 95            | Double Chip Seal | \$ 10.31                | 5                           | Good             | Marginal           |
| MOUNTAIN VIEW ROAD - 510 | 1.00 MP          | 1.90 MP      | 2     | RMaC | ST           | 4,764      | 22         | 104,808   | 81            | 90            | 94            | Double Chip Seal | \$ 10.31                | 6                           | Good             | Marginal           |
| MOUNTAIN VIEW ROAD - 510 | 1.90 MP          | 3.03 MP      | 2     | RMaC | ST           | 5,805      | 20         | 116,100   | 62            | 64            | 98            | Double Chip Seal | \$ 10.31                | 2                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 3.03 MP          | 3.75 MP      | 2     | RMaC | ST           | 3,706      | 22         | 81,532    | 64            | 72            | 97            | Double Chip Seal | \$ 10.31                | 3                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 3.75 MP          | 4.98 MP      | 2     | RMaC | ST           | 6,308      | 22         | 138,776   | 64            | 63            | 97            | Double Chip Seal | \$ 10.31                | 3                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 4.98 MP          | 6.00 MP      | 2     | RMaC | ST           | 5,347      | 20         | 106,940   | 70            | 79            | 96            | Double Chip Seal | \$ 10.31                | 4                           | Good             | Marginal           |
| MOUNTAIN VIEW ROAD - 510 | 6.00 MP          | 6.79 MP      | 2     | RMaC | ST           | 4,167      | 20         | 83,340    | 65            | 73            | 96            | Double Chip Seal | \$ 10.31                | 4                           | Good             | Marginal           |
| MOUNTAIN VIEW ROAD - 510 | 6.79 MP          | 7.83 MP      | 2     | RMaC | ST           | 5,366      | 22         | 118,052   | 44            | 40            | 96            | FDR              | \$ 10.31                | 4                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 7.83 MP          | 9.00 MP      | 2     | RMaC | ST           | 6,108      | 22         | 134,376   | 54            | 39            | 98            | FDR              | \$ 10.31                | 2                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 9.00 MP          | 9.87 MP      | 2     | RMaC | ST           | 4,520      | 22         | 99,440    | 63            | 44            | 96            | FDR              | \$ 10.31                | 4                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 9.87 MP          | 11.00 MP     | 2     | RMaC | ST           | 5,953      | 22         | 130,966   | 36            | 33            | 99            | FDR              | \$ 10.31                | 1                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 11.00 MP         | 12.06 MP     | 2     | RMaC | ST           | 5,512      | 22         | 121,264   | 43            | 38            | 99            | FDR              | \$ 10.31                | 1                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 12.06 MP         | 13.34 MP     | 2     | RMaC | ST           | 6,653      | 22         | 146,366   | 45            | 31            | 98            | FDR              | \$ 10.31                | 2                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 13.34 MP         | 14.48 MP     | 2     | RMaC | ST           | 5,827      | 22         | 128,194   | 46            | 46            | 97            | FDR              | \$ 10.31                | 3                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 14.48 MP         | 15.44 MP     | 2     | RMaC | ST           | 4,921      | 22         | 108,262   | 40            | 40            | 97            | FDR              | \$ 10.31                | 3                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 15.44 MP         | 16.39 MP     | 2     | RMaC | ST           | 4,989      | 16         | 79,824    | 37            | 59            | 97            | FDR              | \$ 10.31                | 3                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 16.95 MP         | 18.27 MP     | 2     | RMaC | ST           | 6,842      | 18         | 123,156   | 50            | 50            | 97            | FDR              | \$ 10.31                | 3                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 18.27 MP         | 19.33 MP     | 2     | RMaC | ST           | 5,635      | 20         | 112,700   | 64            | 62            | 95            | FDR              | \$ 10.31                | 5                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 19.33 MP         | 20.30 MP     | 2     | RMaC | ST           | 5,105      | 20         | 102,100   | 49            | 41            | 95            | FDR              | \$ 10.31                | 5                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 20.30 MP         | 21.35 MP     | 2     | RMaC | AC           | 5,436      | 20         | 108,720   | 52            | 51            | 98            | FDR              | \$ 10.31                | 2                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 21.35 MP         | 22.33 MP     | 2     | RMaC | ST           | 3,967      | 18         | 71,406    | 45            | 46            | 97            | FDR              | \$ 10.31                | 3                           | Good             | Good               |
| MOUNTAIN VIEW ROAD - 510 | 22.33 MP         | 23.34 MP     | 2     | RMaC | ST           | 5,191      | 16         | 83,056    | 38            | 43            | 95            | 3" AC Overlay    | \$ 10.31                | 5                           | Good             | Marginal           |
| MOUNTAIN VIEW ROAD - 510 | 23.34 MP         | 24.51 MP     | 2     | RMaC | AC           | 6,058      | 20         | 121,160   | 62            | 78            | 88            | Double Chip Seal | \$ 10.31                | 12                          | Good             | Marginal           |



| Road Name                     | Begin Location                | End Location                  | Lanes | FC   | Surface Type | Length (f) | Width (ft) | Area (sf) | 2017 Insp PCI | 2021 Insp PCI | 2026 Insp PCI | 2022 Treatment   | Appx. Unit Cost (\$/SY) | PCI Drop Since Construction | Condition Review | Cost Effectiveness |
|-------------------------------|-------------------------------|-------------------------------|-------|------|--------------|------------|------------|-----------|---------------|---------------|---------------|------------------|-------------------------|-----------------------------|------------------|--------------------|
| EAST SIDE RANCHERIA ROA - 105 | 0.00 MM e/o 117               | 0.41 MM e/o 118 road narrows  | 2     | RL   | ST           | 2,177      | 18         | 39,186    | 32            | 27            | 91            | Single Chip Seal | \$ 7.68                 | 9                           | Fair             | Marginal           |
| OLD TOLL ROAD - 108           | 0.00 MM s/o SH 175            | 0.24 MM width change          | 2     | RL   | ST           | 1,251      | 18         | 22,518    | 13            | 17            | 98            | FDR              | \$ 25.17                | 2                           | Good             | Good               |
| OLD TOLL ROAD - 108           | 0.24 MM width change          | 1.00 MM                       | 1     | RL   | ST           | 4,029      | 14         | 56,406    | 22            | 14            | 98            | FDR              | \$ 25.17                | 2                           | Good             | Good               |
| OLD TOLL ROAD - 108           | 1.00 MM                       | 2.00 MM                       | 1     | RL   | ST           | 5,280      | 14         | 73,920    | 19            | 18            | 98            | FDR              | \$ 25.17                | 2                           | Good             | Good               |
| OLD TOLL ROAD - 108           | 2.00 MM                       | 2.77 MM EOP                   | 1     | RL   | ST           | 4,059      | 14         | 56,826    | 21            | 24            | 95            | FDR              | \$ 25.17                | 5                           | Good             | Good               |
| FELIZ CREEK ROAD - 109        | 0.00 MM w/o 111               | 1.00 MM                       | 2     | RL   | ST           | 5,280      | 20         | 105,600   | 92            | 70            | 99            | FDR              | \$ 22.61                | 1                           | Good             | Good               |
| FELIZ CREEK ROAD - 109        | 1.00 MM                       | 1.41 MM s/o 110 at 109 signpo | 2     | RL   | ST           | 2,145      | 20         | 42,900    | 92            | 79            | 99            | FDR              | \$ 22.61                | 1                           | Good             | Good               |
| FELIZ CREEK ROAD - 109        | 1.41 MM n/o 110 at 109 signpo | 2.41 MM pavement change       | 1     | RL   | ST           | 5,264      | 14         | 73,696    | 18            | 66            | 97            | FDR              | \$ 22.61                | 3                           | Good             | Good               |
| FELIZ CREEK ROAD - 109        | 2.41 MM pavement change       | 3.41 MM e/o creek             | 1     | RL   | ST           | 5,280      | 14         | 73,920    | 17            | 25            | 97            | FDR              | \$ 22.61                | 3                           | Good             | Good               |
| ROAD 110 - 110                | 0.00 MM w/o 109               | 1.00 MM                       | 2     | RL   | ST           | 5,280      | 16         | 84,480    | 18            | 40            | 96            | FDR              | No Data                 | 4                           | Good             | Good               |
| ROAD 110 - 110                | 1.00 MM                       | 2.00 MM                       | 1     | RL   | ST           | 5,280      | 14         | 73,920    | 31            | 20            | 97            | FDR              | No Data                 | 3                           | Good             | Good               |
| ROAD 110 - 110                | 2.00 MM                       | 3.00 MM                       | 1     | RL   | ST           | 5,280      | 14         | 73,920    | 15            | 14            | 96            | FDR              | No Data                 | 4                           | Good             | Good               |
| ROAD 110 - 110                | 3.00 MM                       | 3.69 MM EOP                   | 1     | RL   | ST           | 3,664      | 12         | 43,968    | 14            | 14            | 83            | FDR              | No Data                 | 17                          | Fair             | Marginal           |
| MOUNTAIN HOUSE ROAD - 111     | 2.05 MP                       | 3.11 MP                       | 2     | RMiC | ST           | 5,563      | 20         | 111,260   | 27            | 15            | 97            | FDR              | \$ 35.70                | 3                           | Good             | Good               |
| MOUNTAIN HOUSE ROAD - 111     | 3.11 MP                       | 3.98 MP                       | 2     | RMiC | ST           | 4,530      | 20         | 90,600    | 21            | 16            | 96            | FDR              | \$ 35.70                | 4                           | Good             | Good               |
| MOUNTAIN HOUSE ROAD - 111     | 3.98 MP                       | 4.98 MP                       | 2     | RMiC | ST           | 5,322      | 18         | 95,796    | 39            | 22            | 98            | FDR              | \$ 35.70                | 2                           | Good             | Good               |
| MOUNTAIN HOUSE ROAD - 111     | 4.98 MP                       | 6.14 MP                       | 2     | RMiC | ST           | 5,955      | 20         | 119,100   | 25            | 7             | 98            | FDR              | \$ 35.70                | 2                           | Good             | Good               |
| MOUNTAIN HOUSE ROAD - 111     | 6.14 MP                       | 7.06 MP                       | 2     | RMiC | ST           | 4,842      | 21         | 101,682   | 26            | 18            | 99            | FDR              | \$ 35.70                | 1                           | Good             | Good               |
| MOUNTAIN HOUSE ROAD - 111     | 7.06 MP                       | LAFRANCHI ROAD                | 2     | RMiC | ST           | 6,285      | 20         | 125,700   | 16            | 15            | 98            | FDR              | \$ 35.70                | 2                           | Good             | Good               |
| MOUNTAIN HOUSE ROAD - 111     | LAFRANCHI ROAD                | US 101                        | 2     | RMiC | ST           | 4,420      | 20         | 88,400    | 19            | 8             | 97            | FDR              | \$ 35.70                | 3                           | Good             | Good               |
| LA FRANCHI ROAD - 113         | US 101                        | MOUNTAIN HOUSE                | 2     | RL   | ST           | 1,422      | 16         | 22,752    | 18            | 21            | 96            | FDR              | \$ 21.27                | 4                           | Good             | Good               |
| HARRISON STREET - 115A        | 0.00 MM s/o SH 175            | 0.19 MM END                   | 2     | RL   | AC/AC        | 998        | 24         | 23,952    | 10            | 9             | 98            | FDR              | \$ 27.98                | 2                           | Good             | Good               |
| SANEL STREET - 115B           | 0.00 MM w/o 115F              | 0.03 MM s/o 115E              | 2     | RL   | AC/AC        | 170        | 18         | 3,060     | 26            | 16            | 100           | FDR              | \$ 31.91                | 0                           | Good             | Good               |
| SANEL STREET - 115B           | 0.03 MM n/o 115E              | 0.10 MM END                   | 2     | RL   | AC/AC        | 335        | 20         | 6,700     | 26            | 21            | 89            | FDR              | \$ 31.91                | 11                          | Fair             | Marginal           |
| FIRST STREET (Old Hopl - 115C | 0.00 MM e/o SH 175            | 0.07 MM w/o 115A              | 2     | RL   | AC/AC        | 339        | 18         | 6,102     | 9             | 2             | 94            | FDR              | \$ 38.37                | 6                           | Good             | Good               |
| KNOX STREET - 115D            | 0.00 MM w/o SH 175            | 0.03 MM e/o 115B              | 2     | RL   | AC/AC        | 180        | 18         | 3,240     | 1             | 3             | 100           | FDR              | \$ 38.94                | 0                           | Good             | Good               |
| MC DOWELL STREET - 115E       | 0.00 MM w/o 115A              | 0.06 MM e/o SH 175            | 2     | RL   | AC/AC        | 343        | 24         | 8,232     | 8             | 3             | 96            | FDR              | \$ 45.25                | 4                           | Good             | Good               |
| MC DOWELL STREET - 115E       | 0.06 MM e/o SH 175            | 0.14 MM END                   | 2     | RL   | AC/AC        | 385        | 20         | 7,700     | 12            | 13            | 95            | FDR              | \$ 45.25                | 5                           | Good             | Good               |
| HOWELL STREET - 115F          | 0.00 MM w/o SH 175            | 0.03 MM s/o 115E              | 2     | RL   | AC/AC        | 180        | 22         | 3,960     | 13            | 11            | 100           | FDR              | \$ 27.98                | 0                           | Good             | Good               |