# 2026 Pavement Management Program Update

## Mendocino County of Mendocino

Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482



**August 2026**

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## Final Report

# 2026 Pavement Management Program Update

## Mendocino County

August 2026

**Prepared for:**

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# Executive Summary

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments (MCOG) to update the Pavement Management Program (PMP) of Mendocino County using an automated survey. The purpose of the PMP is to help educate policymakers about the current condition of the road network and the impact of various scenarios on future network conditions. This report summarizes the findings from the 2026 PMP update.

The County is responsible for maintaining approximately 686.5 centerline miles of paved roads and 4.4 centerline miles of gravel roads, representing a substantial investment of approximately $478.6 million. The road network includes 4.3 centerline miles of arterial roads, 315.8 miles of collector roads, and 366.4 miles of Local roads. In March and April of 2026, NCE collected pavement condition data throughout the entire network using MTC distress protocols. Survey data were entered into the StreetSaver® database, which the County uses as a decision-support tool.

Overall, the County's pavement network is currently in "Poor" condition with an average pavement condition index (PCI) of 47. Overall, 33.7 percent of the County's road network area is in "Good" condition, approximately 16.1 percent is in "Fair" condition, 34.7 percent is in "Poor" condition, and 15.5 percent is in "Very Poor" condition.

The budget needs analysis indicated that the County needs to spend $220.1 million over the next 10 years to bring the road network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. To establish a pragmatic approach, 3 budget scenarios were examined using a yearly inflation rate of 3.0 percent for a 10-year analysis period. The budgeted amounts for the 3 scenarios include paving and construction-related costs, staff time, design, construction management, and contingencies.

The following table summarizes each scenario and its corresponding 10-year budget, PCI, and deferred maintenance costs at the end of the analysis period.

***Table A. Budget Scenario Analysis Summary***

| Scenario | Description | Annual Budget over 10-year ($M) | End of FY 35/36 | |
|---|---|---|---|---|
| | | | Network PCI | Deferred Maintenance ($M) |
| 1 | No Funds | 0 | 25 | 341.8 |
| 2 | $5.5M County's Current Budget | 5.5 | 50 | 244.9 |
| 3 | $11M (Additional Sales Tax) | 11 | 64 | 169.8 |

NCE recommends that the County increase the annual funding level to improve the overall network condition and stabilize the deferred maintenance. Scenario 3 accomplishes both of these objectives by increasing the

overall network PCI from 47 to 64 and stabilizing the deferred maintenance at $169.8 million by the end of FY 35/36.

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# 1 Introduction and Background

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments (MCOG) to update the Pavement Management Program (PMP) of Mendocino County.

In general, PMPs are "designed to provide objective information and useful data so that managers can make more consistent, cost-effective, and defensible decisions related to the preservation of a pavement network."[1] In other words, a PMP is designed to assist agencies with answering questions such as:

- What does the County's pavement network include?
- What is the current condition of the pavement network?
- What are the County's current M&R strategies?
- How much funding is required to perform all needed M&R treatments over the next analysis period (typically 4 to 10 years)?
- What effect does the County's existing funding have on the network condition and overall deferred maintenance[2]?
- What effect will other funding amounts have on the network condition and deferred maintenance?

To update the County's PMP, NCE surveyed pavement condition in compliance with the Metropolitan Transportation Commission's (MTC) modified[3] ASTM D6433[4] survey procedures. The surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs.

After inspection, all survey data were entered into the County's StreetSaver® database, and Pavement Condition Index (PCI) calculations were performed. NCE then reviewed and updated the County's decision tree, including maintenance and rehabilitation (M&R) strategies and treatment unit costs, analyzed the budget needs, and modeled 3 budget scenarios for the road network.

## 1.1 Purpose

The purpose of this report is to provide a comprehensive understanding of the overall pavement condition and facilitate effective planning and maintenance strategies for the County. The report assists policymakers in decision-making by showing the impacts of different funding strategies on the County's roads over the next 10 years. It also assists the County with identifying M&R priorities specific to the County's needs and highlights

[1] AASHTO *Guidelines for Pavement Management Systems*. (Washington, DC: American Association of State Highway and Transportation Officials, 1990).
[2] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.
[3] PCI Distress Identification Manuals (AC 5th Edition/PCC 4th Edition March 2022)
[4] ASTM D6433 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, ASTM International, West Conshohocken, PA, 2023, www.astm.org.

options for improving the current PCI. These options are developed by conducting "what-if" analyses using StreetSaver® software.

# 2 Pavement Distress Data Collection

Reliable pavement data is essential for making smart, cost-effective decisions about road maintenance. High-quality information ensures that repairs are prioritized where they are needed most, resources are used efficiently, and our roads remain safe and accessible for everyone.

## 2.1 Pavement Condition Survey

An MTC and OCTA certified inspection vehicle performed comprehensive pavement condition surveys on approximately 686.5 centerline miles of County-maintained roads. The survey included the assessment of all functional classifications within the County's road network.

### 2.1.1 Automated Data Collection for Roads

Automated pavement condition data was collected using ARRB's Hawkeye roadway survey system, which is equipped with Pavemetrics LCMS (Laser Crack Measurement System) technology. This advanced platform captures continuous pavement surface information at posted speeds, enabling a safe, efficient, and highly repeatable evaluation of roadway conditions. The LCMS technology uses high-resolution laser profiling and synchronized 2D/3D imaging to detect pavement distresses. The system comprises of many sub-components (see Figure 1) to provide automated, real-time, accurate, and repeatable roadway condition results, such as:

- Continuous longitudinal and transverse pavement profiles
- Alligator, longitudinal, transverse, and edge cracking detection and measurement
- Rutting depth and wheel-path surface deformation
- Ride quality indicators (e.g., roughness indices)
- 2D imagery and 3D laser topography of the pavement surface
- Lane markings and detectable surface features
- Precise positioning through integrated GPS/INS
- Measure surface macrotexture (e.g., MPD — Mean Profile Depth)
- Perform data collection independent of ambient lighting conditions

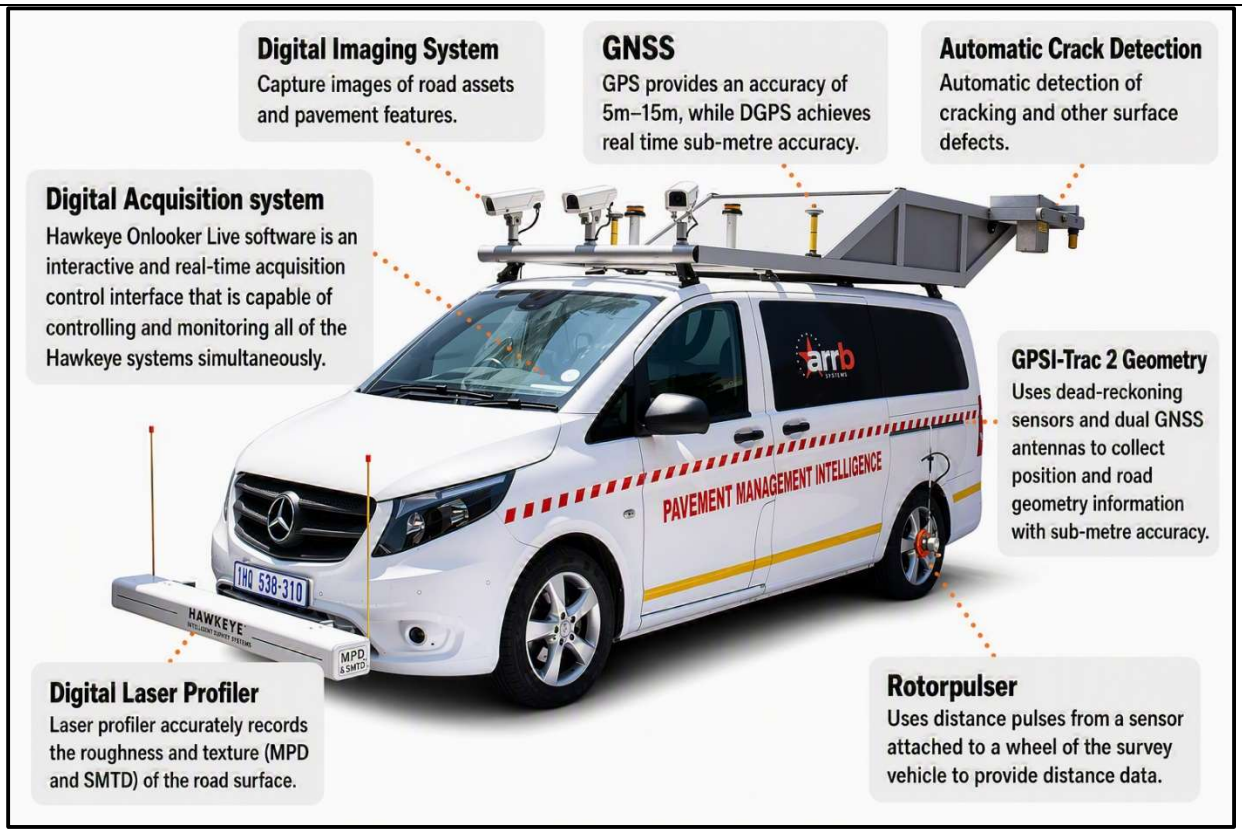



*Figure 1. Data Collection Vehicle.*

As part of the survey, 100% of the length of each road segment was collected. The pavement distress data collection process involved the use of high-resolution 3D digital imaging technology and integrated distress laser pavement roadway scanners, allowing the team to correctly quantify the type, severity, extent, start and stop points of all ASTM D6433 pavement distresses.

## 2.2 Quality Assurance/Quality Control

Quality management practices for pavement management suggest that a one-time inspection of the final data is typically inadequate and involves a high risk of failure. We recognize the importance of effectively implementing and maintaining quality control and assurance practices for pavement distress data. We use a proven approach that integrates quality management and control procedures throughout the entire data collection and delivery process.

NCE implemented a robust, multi-step QA/QC process for all data collection activities in Mendocino County, including multiple data verification methods, systematic quality checks, and technical validation.

### 2.2.1 Multiple Data Verification Methods

To ensure accuracy, several independent methods were used to verify the pavement condition data.

- **Comparison with M&R Data:** Cross-checking distress data with recent maintenance records provided by Mendocino County.

- **Historical PCI Comparison:** Typically, PCI drops by 3-5 points per year, so any sections that dropped more than that were flagged for review.
- **Desktop Review by Certified Inspectors:** Randomly selected inspections were independently reviewed by certified pavement inspectors to verify accuracy.

### 2.2.2 Systematic Quality Checks

NCE reviewed field procedures, compared field data with on-site conditions, and conducted random spot checks of data entry. Special attention was given to ensuring consistency between the automated road surveys and manual inspections.

### 2.2.3 Technical Validation

All processed data underwent final technical validation before being integrated into the PMS database. This included verification of data completeness, format consistency, and logical validation of condition values. The data collection systems were operated by certified technicians, ensuring consistency and reliability in the collected data.

## 2.3 Advisory Note

It should be noted that this scope of work and condition surveys did not address issues including, but not limited to traffic, safety and road hazards, geometric issues, road shoulders, sidewalks, curb and gutters, drainage issues, or short-term maintenance that should be performed.

# 3 Network Summary

The County is responsible for maintaining approximately 686.5 centerline miles of paved roads, which includes 4.3 centerline miles of arterial roads, 315.8 miles of collector roads, and 366.4 miles of Local roads. The network is composed primarily of asphalt concrete (AC) pavement sections. There are 10 gravel sections, totaling about 4.4 miles, that were not surveyed and are not included in the pavement needs or budget analysis. Table 1 summarizes the road network by functional class. Appendix A lists all the roads within the network, providing details such as the road name, beginning and ending location, surface type, functional classification, inspection date, and the inspected PCI.

*Table 1. Network Summary Statistics by Functional Class.*

| Functional Class | Centerline Mileage | Percent Area | Weighted Average PCI* | Condition |
|---|---|---|---|---|
| Arterials | 4.3 | 0.8% | 63 | Fair |
| Collectors | 315.8 | 47.1% | 58 | Fair |
| Locals | 366.4 | 52.1% | 36 | Poor |
| **Total** | **686.5** | **100.0%** | **47** | **Poor** |
| Gravel | 4.4 | - | - | - |

*The weighted average PCI is calculated by multiplying the area of each road section by the PCI of that section, totaling all sections together, and then dividing by the total area of the network area or functional classification.

Road pavements are one of the County's most valuable assets. The total road network replacement cost is estimated to be approximately $478.6 million. This can be viewed as the value of the pavement network and is the amount needed to fund a reconstruction of the entire paved network. The replacement cost is calculated by multiplying the total pavement area by the unit cost of reconstruction of the pavement structure. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.

# 4 Pavement Condition

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed road will have a PCI of 100, while a road in very poor condition will have a PCI of 24 or less. Pavement conditions are primarily affected by climate, traffic loads and volumes, construction materials, and age. For asphalt pavement, distress might include:

- Alligator (Fatigue) Cracking
- Block Cracking
- Distortions
- Longitudinal/Transverse Cracking
- Patching and Utility Cut Patching
- Rutting/Depression
- Raveling
- Weathering

The photographs in Figure 2 illustrate examples of asphalt concrete roads with different PCI ranges.




***Figure 2. Examples of Roads with Different PCIs.***

The definitions of the pavement condition categories and PCI ranges are shown in Table 2. These are the PCI "breakpoints" in StreetSaver®.

*Table 2. Pavement Condition Categories.*

| Condition Category | PCI Range | Description |
|---|---|---|
| Good | 70 – 100 | Pavements with minimal surface distress that may include some hairline longitudinal/transverse cracks and/or weathering. The pavement structure is sound, and minor oxidation may occur. |
| Fair | 50 – 69 | Pavements with significant distress that is predominantly non-load-related, such as longitudinal/transverse cracks, bleeding, block cracking, weathering, raveling, etc. The pavement structure is sound, and some oxidation has occurred. |
| Poor | 25 – 49 | Pavements with moderate to severe surface distresses. Extensive weathering or raveling, block cracking, and load-related distresses such as alligator cracking, rutting, and potholes may occur. |
| Very Poor | 0 – 24 | Pavements with severe weather-related distress and large quantities of load-related distress. These pavements are nearing the end of their service life. |

*Residential/Local sections have PCI breakpoints that are 10 points lower. For example, sections in the "Good" condition category have PCI Range from 60-100 and sections in the "Very Poor" condition category have PCI range from 0-14.

## 4.1 County's Current Pavement Condition

The County's current overall weighted average PCI for the network is 47, which places the overall road network pavement condition in the "Poor" category. Figure 3 shows the PCIs for roads network with different functional classifications. Road condition assessments by functional class indicate that 33.7% of the total network are categorized as 'Good,' 16.1% as 'Fair,' 34.7% as 'Poor,' and 15.5% as 'Very Poor'.

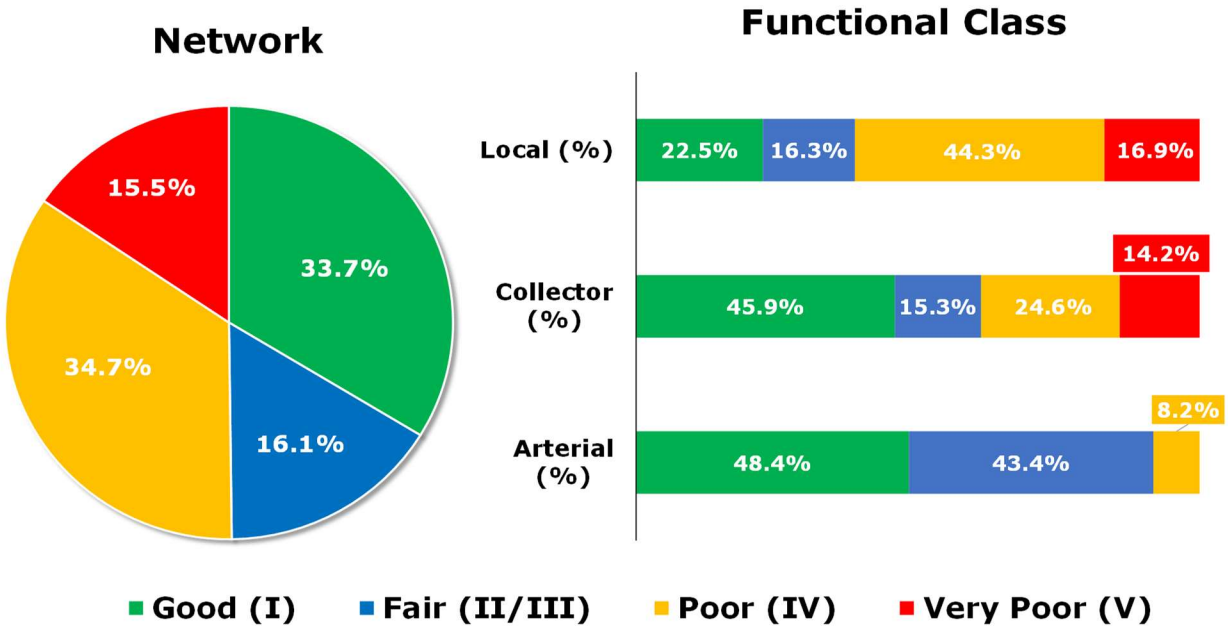



*Figure 3. Road Network Percent Pavement Area by Condition Category.*

## 4.2 PCI Comparison with Neighboring Agencies

Figure 4 shows the County's average network PCI compared to neighboring agencies as well as the statewide average PCI from the 2025 California Statewide Local Streets and Roads Needs Assessment[6]. The County's PCI of 47 positions the County 18 points below the 2026 statewide average of 65.

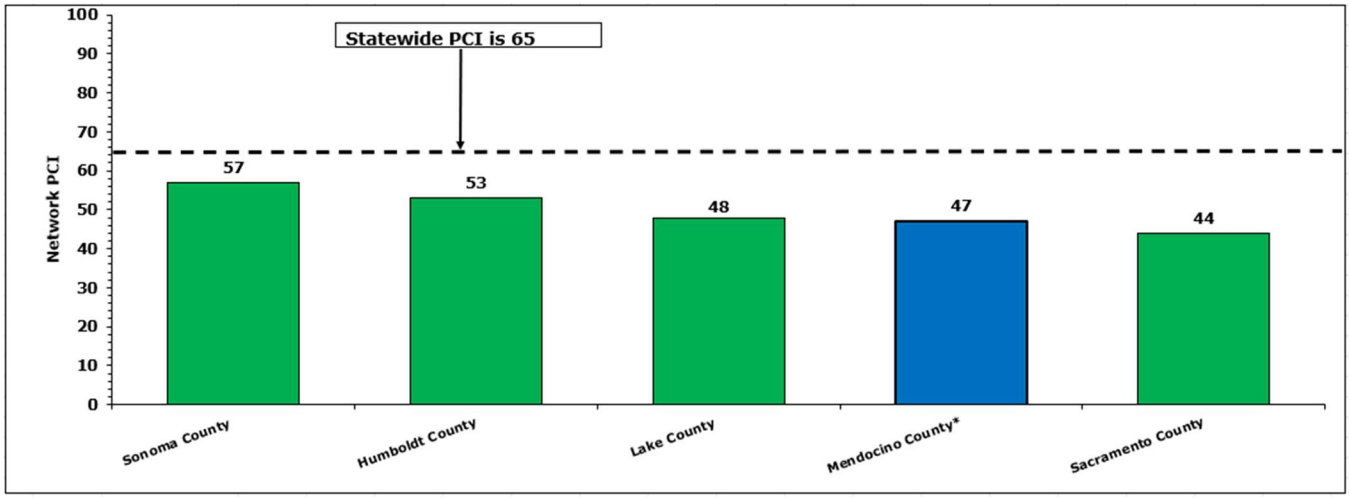



*Figure 4. Network PCI for Different Agencies.*

[6] "California Statewide Local Streets and Roads Needs Assessment 2026 Update". Nichols Consulting Engineers, Chtd., CA, 2026.

# 5 Maintenance and Rehabilitation Strategies

In general, surface treatments such as cape seals or chip seals are used when the pavements are in "Fair" to "Good" condition. This type of treatment is usually considered "preventive maintenance". When the pavement condition deteriorates to lower levels, overlays and full-depth structure replacements must be performed. These are considered "rehabilitation" or "reconstruction". In addition, base repairs for more localized distresses are commonly done in preparation for overlay and slurry seal treatments.

Based on a discussion with County staff, a detailed M&R decision tree was prepared and is included in Appendix B. Figure 5 presents the decision tree of arterials. This determined the most effective and realistic treatments for each group of roads by functional class and condition category.

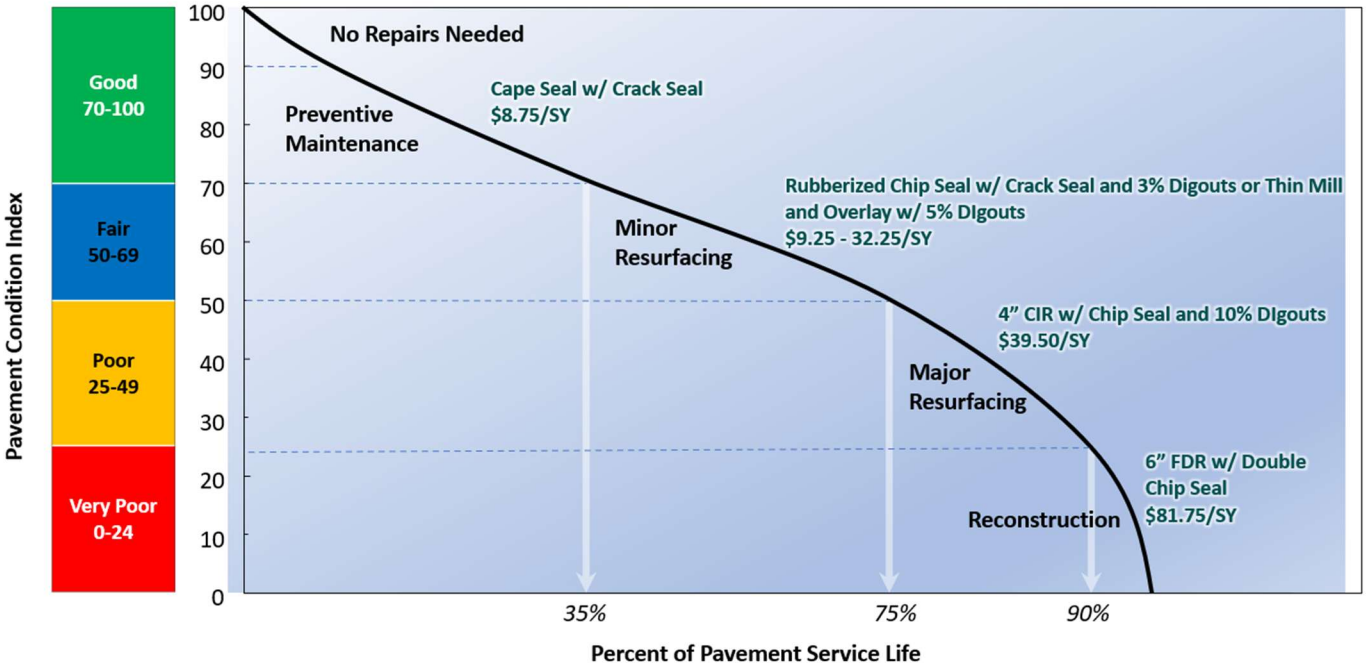



*Figure 5. Costs[7] of Maintaining Service Life (Arterial).*

Figure 5 illustrates how costs of pavement treatment increase as pavement conditions decrease over time. The dollar amounts shown in Figure 5 are based on recent bids received by the County and illustrate that it costs much less to maintain Arterials in good condition than to repair failed roads. By letting pavements deteriorate, roads that once cost about $8.75 per square yard to treat with cape seal with crack sealing may, in a few years, cost about $81.75 per square yard for a Full Depth Reclamation (FDR). Note that a cape seal can be applied on approximately 9 times as many lane miles as those requiring reconstruction for pavements in failed condition.

Because of this, a key pavement management repair strategy is to keep roads in "Good" to "Fair" condition from deteriorating. This is particularly true for roads in the "Fair" range since pavement deterioration will accelerate if left untreated. Pavements in "Fair" condition show some distress and require more than preventive

[7] In addition to the contractor's prices, unit costs are loaded to include staff time, design, construction management, contingencies, and non-asphalt concrete related work.

maintenance. At this point, a well-designed pavement will have reached between 35 and 50 percent of its life, and a thick overlay with fabric would be required to bring its condition back to “Good.” For pavements in the “Poor” category, approximately 30 percent of service life is left, and a thicker grind and overlay (2.5 to 4.0 inches) would be required to bring its condition back to “Good”. Pavements in “Very Poor” condition are near the ends of their service lives and often exhibit severe forms of distress such as potholes, rutting, and extensive cracking. At this stage, reconstruction is typically required. In general, arterials are expected to have a service life of approximately 25 years, while Local roads are expected to have a service life exceeding 30 years.

# 6 Budget Analysis

Based on the principle that it costs less to maintain roads in good condition than it does to repair those that have failed, cost-effective PMPs employ strategies that first eliminate deferred maintenance and then preserve the network with ongoing preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

## 6.1 Budget Needs

The first step in developing a cost-effective strategy is to determine, assuming an unconstrained budget, the total maintenance budget "needs" of the network, i.e., the funding required for every road in the network to reach optimal conditions based on the policy established in the decision tree. For the County, the cost of treatment(s) over the analysis period was calculated by multiplying unit costs by pavement section area at an annual inflation rate of 3.0 percent over a 10-year analysis period.

The budget needs are estimated to be approximately $220.1 million until the end of FY 35/36. Of the total budget needs, approximately $174.5 million (79.2 percent) would be devoted to rehabilitation, while the rest would be allocated for preventive maintenance. If the County follows this "ideal" strategy, the average network PCI will increase to 83 by FY 35/36. Table 3 below shows the impacts of expenditures on the PCI, assuming an unconstrained budget. Appendix C presents the following information regarding the budget needs: projected PCI, cost summary, and a summary of the preventive and rehabilitation maintenance treatments.

***Table 3. Budget Needs.***

| Fiscal Year | Current | 26/27 | 27/28 | 28/29 | 29/30 | 30/31 | 31/32 | 32/33 | 33/34 | 34/35 | 35/36 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Budget Needs ($M)** | 137.6 | 2.6 | 2.5 | 1.0 | 1.3 | 15.2 | 2.8 | 9.4 | 5.0 | 23.5 | 19.2 | 220.1 |
| **Rehabilitation ($M)** | 135.2 | 2.4 | 1.8 | 0.6 | 1.3 | 6.6 | 1.7 | 1.3 | 2.8 | 12.0 | 8.8 | 174.5 |
| **Preventive Maintenance ($M)** | 2.4 | 0.2 | 0.7 | 0.4 | 0.0 | 8.6 | 1.1 | 8.1 | 2.2 | 11.5 | 10.4 | 45.6 |
| **Treated PCI** | 47 | 85 | 82 | 81 | 79 | 82 | 78 | 77 | 76 | 84 | 83 | N/A |
| **Untreated PCI** | 47 | 44 | 40 | 37 | 34 | 32 | 30 | 29 | 27 | 26 | 25 | N/A |

## 6.2 Budget Scenarios

Having determined the road network's maintenance needs, the next step in developing a cost-effective M&R strategy is to generate several alternative budgets and analyze “what-if” scenarios. By examining the impacts of budget scenarios, the advantages and disadvantages of different funding levels and maintenance strategies can be illustrated.

The budgeted amounts for the 3 scenarios (noted below) include an inflation factor of 3.0 percent over a 10-year analysis period. They also include paving and construction-related costs (mobilization, traffic control, striping, etc.), staff time, design, construction management, and contingencies:

- Scenario 1: No Funds ($0M/year)
- Scenario 2: County’s Budget ($5.5M/year)
- Scenario 3:  County’s Budget + Added Sales Tax ($11.0M/year)

### 6.2.1 Scenario 1: No Funds ($0M/year)

This scenario shows what would happen if the County made no investments in road maintenance and rehabilitation over the analysis period. In this scenario, the PCI would drop from 47 to 25, and the deferred maintenance cost would be increased to 341.8 million by FY 35/36. In this scenario, 14.7 percent of the network will be in "Good" condition, 15.8 percent in "Fair" condition, 11.0 percent in "Poor" condition, and 58.5 percent in "Very Poor" condition at the end of the 10-year period.

| Fiscal Year | Current | 26/27 | 27/28 | 28/29 | 29/30 | 30/31 | 31/32 | 32/33 | 33/34 | 34/35 | 35/36 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| County's Budget ($M) | N/A | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Deferred Maintenance ($M) | $137.6 | $166.8 | $191.7 | $212.3 | $230.7 | $248.8 | $267.0 | $285.2 | $304.9 | $322.4 | $341.8 | N/A |
| Network PCI | 47 | 44 | 40 | 37 | 35 | 33 | 31 | 29 | 28 | 26 | 25 | N/A |

*Table 4. Cost Summary for Scenario 1.*

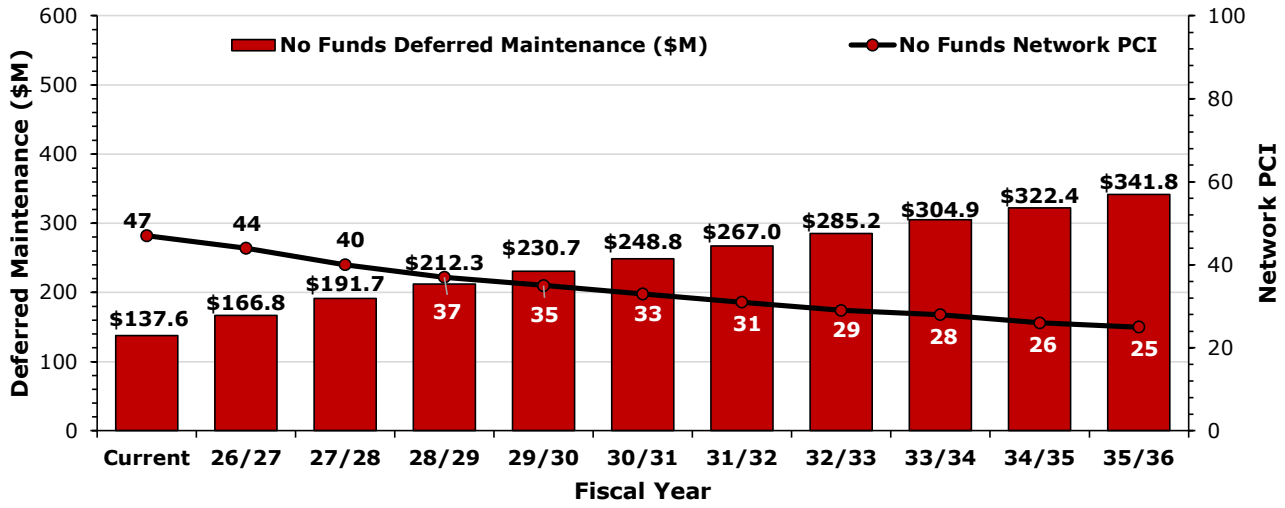



*Figure 6. PCI versus Deferred Maintenance for Scenario 1.*

### 6.2.2 Scenario 2: County's Current Budget ($5.5M/year)

At the County's anticipated budget of $5.5 million every year, the network PCI will increase from 47 to 50 by FY 35/36. Scenario 2 allocated an average of 3.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 52.5 percent of the network will be in "Good" condition, 7.6 percent will be in "Fair" condition, 5.3 percent will be in "Poor" condition, and 34.6 percent will be in "Very Poor" condition. The deferred maintenance cost will increase from $137.6 million to $244.9 million by FY 35/36. Table 5 and Figure 7 show the outcomes under this scenario. A list of sections selected for treatment is provided in Appendix E.

*Table 5. Cost Summary for Scenario 2.*

| Fiscal Year | Current | 26/27 | 27/28 | 28/29 | 29/30 | 30/31 | 31/32 | 32/33 | 33/34 | 34/35 | 35/36 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| County's Budget ($M) | N/A | $5.5 | $5.5 | $5.5 | $5.5 | $5.5 | $5.5 | $5.5 | $5.5 | $5.5 | $5.5 | $55.0 |
| Deferred Maintenance ($M) | $137.6 | $161.3 | $172.2 | $179.7 | $186.5 | $191.7 | $199.5 | $210.4 | $221.0 | $230.8 | $244.9 | N/A |
| Network PCI | 47 | 52 | 51 | 49 | 48 | 48 | 48 | 49 | 48 | 48 | 50 | N/A |

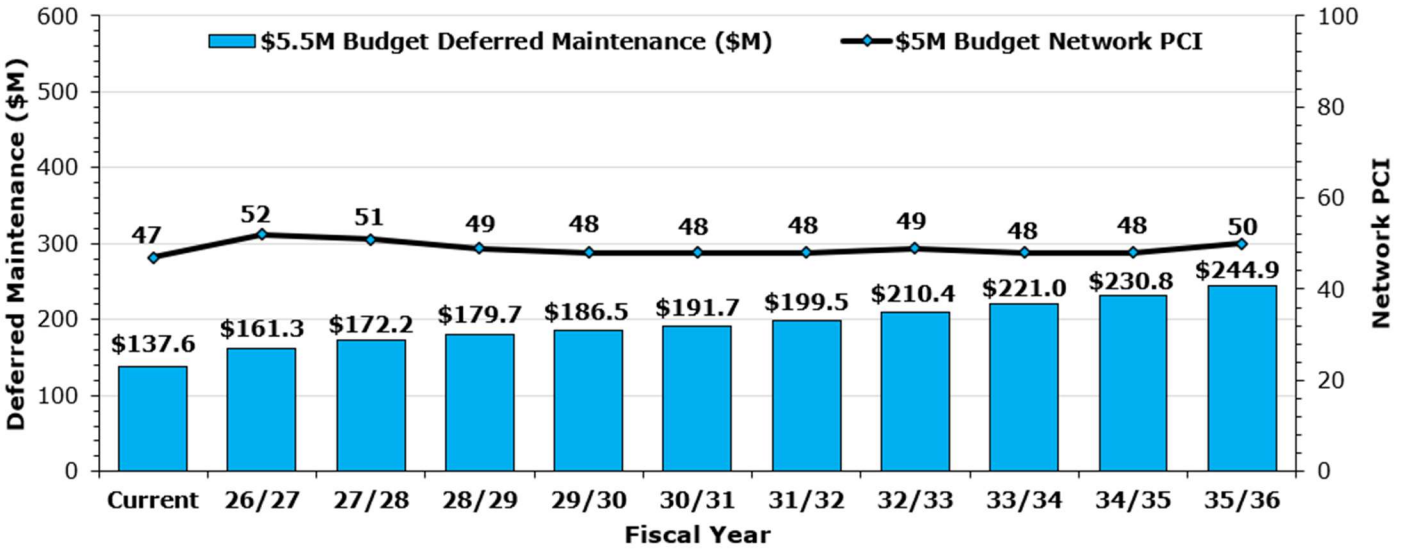



*Figure 7. PCI versus Deferred Maintenance for Scenario 2.*

### 6.2.3 Scenario 3: Current Budget + Additional Sales Tax ($11M/year)

In this scenario, it is assumed that the additional sales tax measure will pass, doubling the County's annual pavement budget to $11 million per year. As shown in Table 6 and Figure 8 for Scenario 3, the estimated financial commitment is a budget of $11 million annually over 10 years. Scenario 3 allocated an average of 1.3 percent of the budget towards preventive maintenance. As a result, the deferred maintenance cost will increase from $137.6 million to $169.8 million by FY 35/36. In this scenario, 66.4 percent of the network will be in "Good" condition, 9.9 percent will be in "Fair" condition, 2.0 percent will be in "Poor" condition, and 21.7 percent will be in "Very Poor" condition after 10 years.

| Fiscal Year | Current | 26/27 | 27/28 | 28/29 | 29/30 | 30/31 | 31/32 | 32/33 | 33/34 | 34/35 | 35/36 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| County's Budget ($M) | N/A | $11.0 | $11.0 | $11.0 | $11.0 | $11.0 | $11.0 | $11.0 | $11.0 | $11.0 | $11.0 | $110.0 |
| Deferred Maintenance ($M) | $137.6 | $135.4 | $155.8 | $157.7 | $158.9 | $159.6 | $159.3 | $163.8 | $167.0 | $169.2 | $169.8 | N/A |
| Network PCI | 47 | 56 | 54 | 55 | 58 | 59 | 61 | 60 | 60 | 60 | 64 | N/A |

*Table 6. Cost Summary for Scenario 3.*

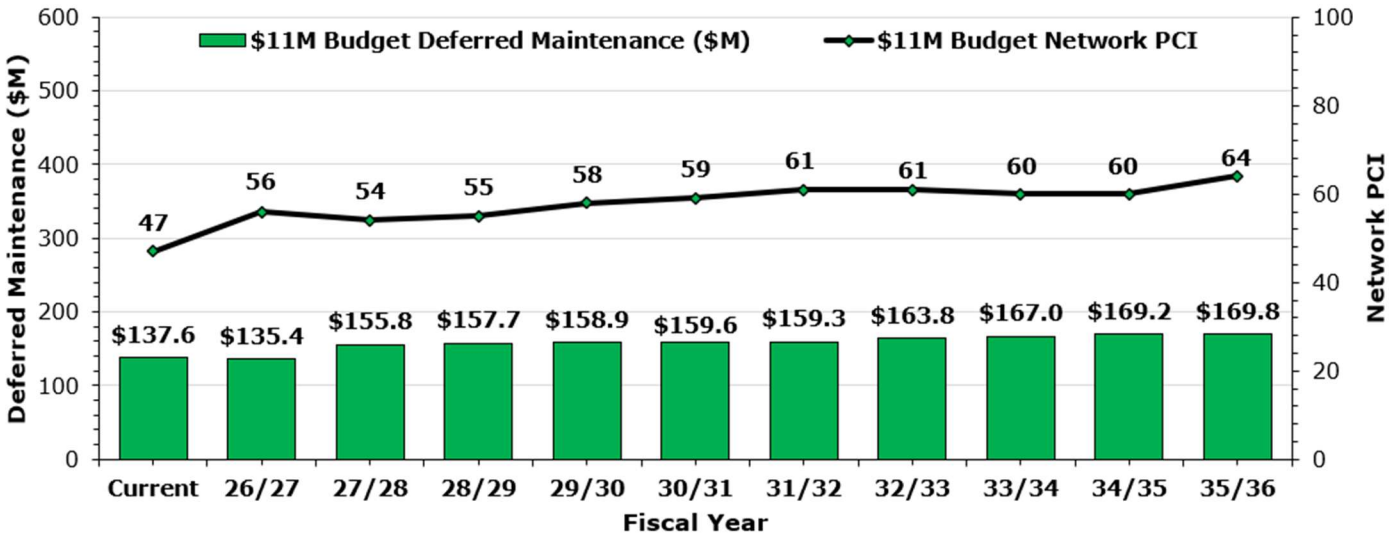



*Figure 8. PCI versus Deferred Maintenance for Scenario 3.*

## 6.3 Scenario Summary and Comparisons

**Scenario 1: No Funds ($0/year) –**This scenario assumes that the County will allocate no funding for road maintenance and rehabilitation throughout the 10-year analysis period. As a result, the network PCI is projected to decrease sharply from 47 to 25, while the cost of deferred maintenance[9] is projected to increase from $137.6 million to $341.8 million by FY 35/36.

**Scenario 2: County's Current Budget ($5.5M/year) –** The network PCI is projected to increase from 47 to 50 by the end of the 10-year analysis period. The cost of deferred maintenance[10] will increase from $137.6 million to $244.9 million by FY 35/36.

**Scenario 3: Current Budget + Additional Sales Tax ($11M/year) –** The network PCI is projected to increase from 47 to 64 by the end of the 10-year analysis period. The cost of deferred maintenance[11] will increase from $137.6 million to $169.8 million by FY 35/36.

The following table summarizes each scenario and its corresponding 10-year budget, PCI, and deferred maintenance costs at the end of the analysis period. Appendix D shows the cost and network condition summary for each scenario and Appendix F shows the current PCI conditions in FY25/26 and after treatment in FY 35/36 for each scenario.

*Table 7. Budget Scenario Analysis Summary.*

| Scenario | Description | Annual Budget over 10-year ($M) | End of FY 35/36 | |
|---|---|---|---|---|
| | | | Network PCI | Deferred Maintenance ($M) |
| 1 | No Funds | 0 | 25 | 341.8 |
| 2 | County's Current Budget | 5.5 | 50 | 244.9 |
| 3 | County's Current Budget + Sales Tax | 11 | 64 | 169.8 |

Figure 9 compares the annual changes in PCI under each budget scenario, and Figure 10 illustrates the corresponding annual changes in deferred maintenance. Under Scenario 1, the PCI is projected to decrease by approximately 2 points per year. In contrast, under Scenario 2, the PCI initially increases, then gradually declines before leveling off, and finally begins to increase again toward the end of the analysis period. (Figure 9). Under Scenario 3, the PCI increases sharply during the first year to 56 and then for the most part continues to improve more gradually over the remainder of the analysis period, with a larger increase in the final year. In addition, as seen in Figure 10, deferred maintenance is projected to increase by an average of $20.4 million annually under

[9] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.
[10] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.
[11] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.

Scenario 1, an average of $10.7 million annually under Scenario 2, and an average of $3.2 million under Scenario 3.

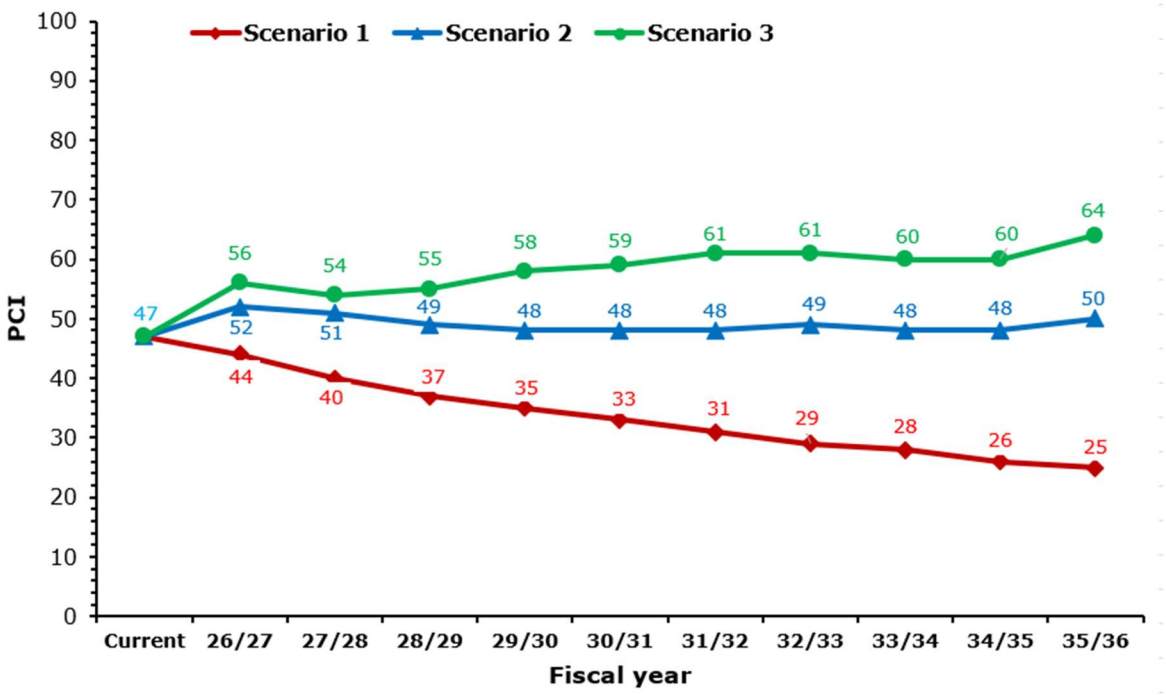



*Figure 9. Comparison of Annual PCI by Scenario.*

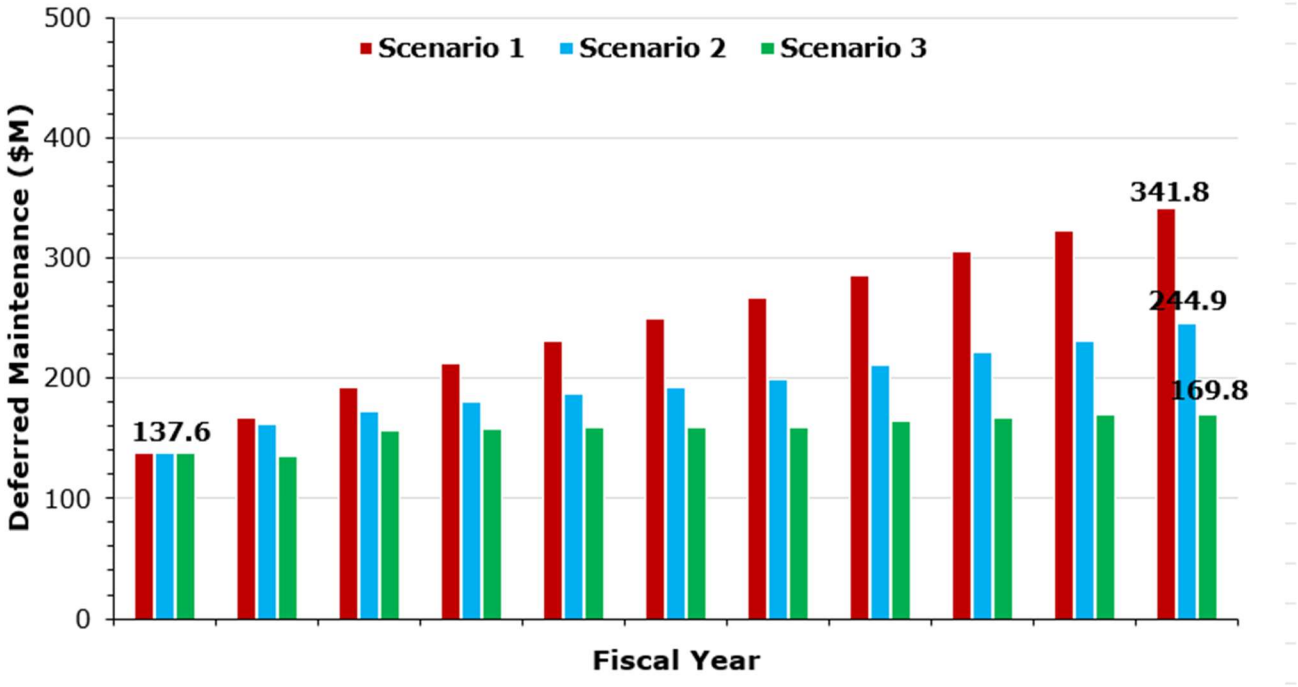



*Figure 10. Comparison of Annual Deferred Maintenance by Scenario.*

Figure 11 illustrates the percentage change in pavement conditions for each scenario at the end of FY 35/36. Scenario 2 and Scenario 3 will significantly increase the proportion of the network in the "Good" condition compared with current conditions. In contrast, Scenario 1 is projected to result in a substantial decline in the portion of the network in “Good” condition and a significant increase in the portion in “Very Poor” condition, as would be expected if the County allocates no funding for road maintenance and rehabilitation.

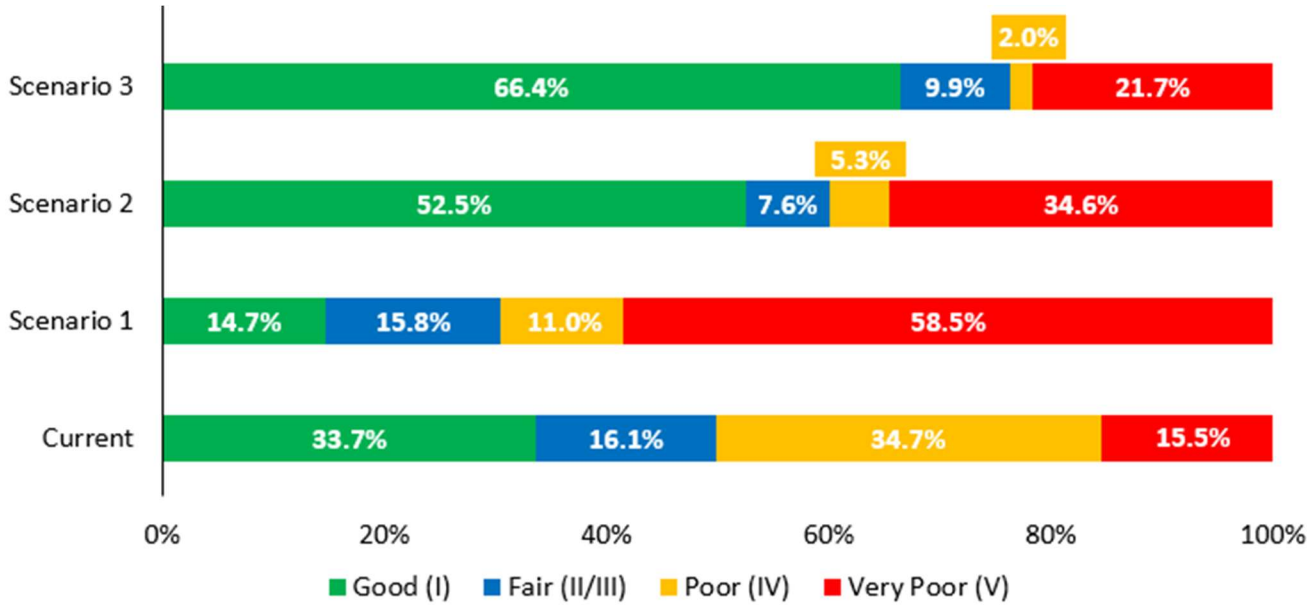



*Figure 11. Comparison of Pavement Condition by FY 35/36 by Scenarios.*

Scenario 1, an average of $10.7 million annually under Scenario 2, and an average of $3.2 million under Scenario 3.

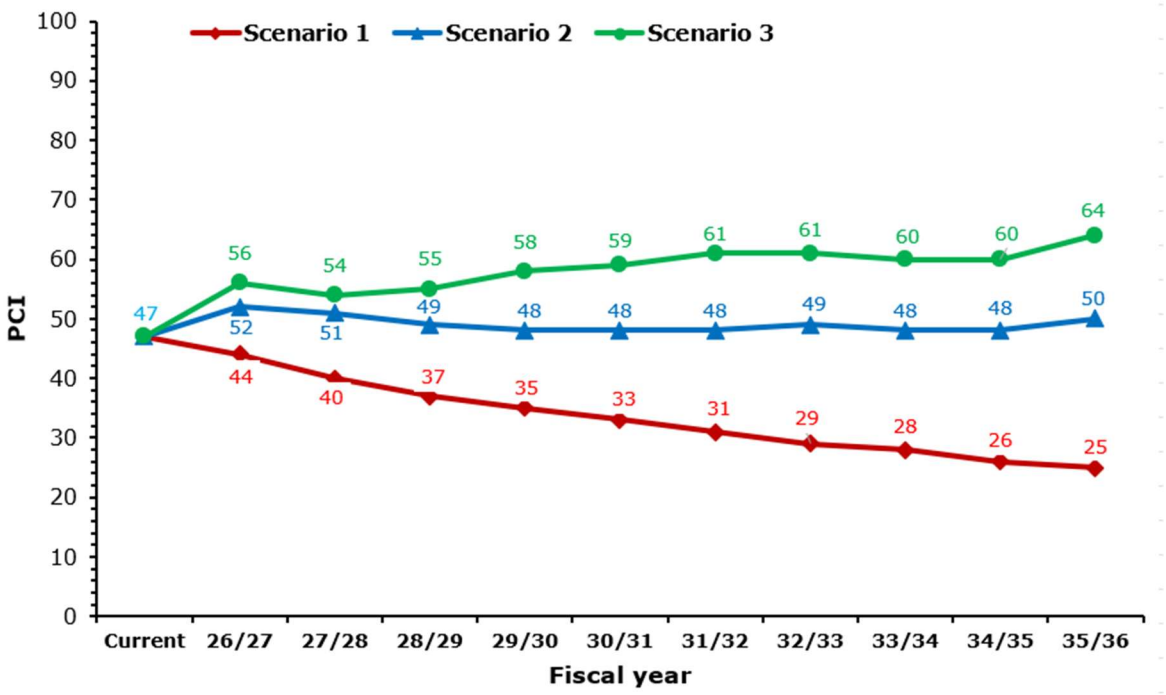



*Figure 9. Comparison of Annual PCI by Scenario.*

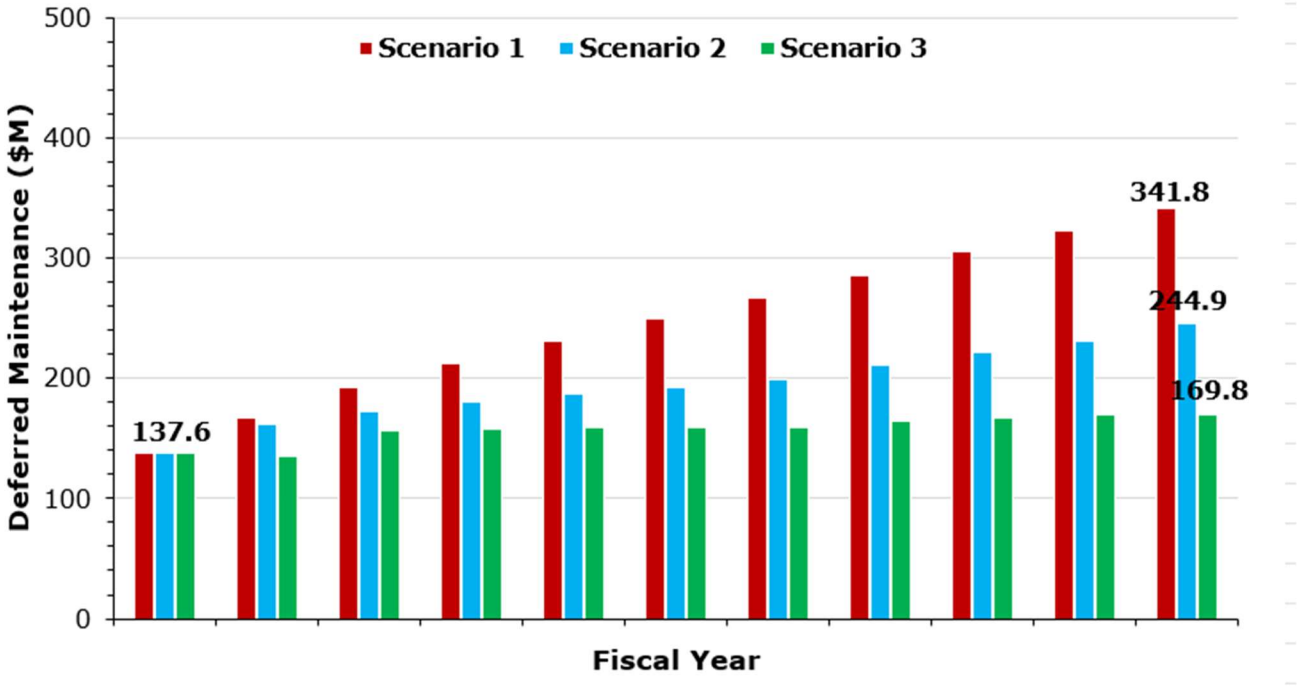



*Figure 10. Comparison of Annual Deferred Maintenance by Scenario.*

# 7 Conclusions and Recommendations

Mendocino County has made a substantial investment of $478.6 million in its pavement network. Overall, the network is in the "Poor" condition with a PCI of 47. The County's existing annual budget (Scenario 2) of $5.5 million over 10 years is expected to increase the overall network PCI from 47 to 50. Under Scenario 3, PCI would increase from 47 to 64 by FY 35/36 with an investment of $11 million annually. Under Scenario 1, PCI would decrease to 25 and the deferred maintenance would increase to $341.8 million.

## 7.1 Recommendations

NCE recommends that the County increase the funding level to improve the network condition and stabilize deferred maintenance. Scenario 3 accomplishes both these objectives by increasing the PCI from 47 to 64 and stabilizing the deferred maintenance at $169.8 million by the end of FY 35/36.

In addition, the County should consider the following recommendations:

1. **Additional Funding –** Here are some potential sources of funding the County can pursue:

   **Federal Funding Sources**

   - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
   - Highway Safety Improvement Program (HSIP)
   - Bipartisan Infrastructure Investment and Jobs Act (IIJA)
   - Regional Surface Transportation Program (RSTP)
   - Surface Transportation Program (STP)
   - Demo-High Priority Projects Program
   - Highway Bridge Program (HBP)

   **State Funding Sources**

   - Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
   - State Transportation Improvement Program (STIP)
   - State SB1 Local Partnership Program (LPP)

   **Local/Regional Funding Sources**

   - General funds
   - Local sales tax measures
   - Transportation mitigation fees

2. **Pavement Maintenance Strategies –** Continue with a well-funded preventive maintenance program to preserve the good roads in "Fair" condition and rehabilitation projects to improve pavements in poor

condition. This is necessary to maintain at least the portion of the road network in "Fair" condition and avoid increasing the deferred maintenance.

3. **Inspection Strategies –** Monitor future pavement performance and ongoing maintenance needs by updating the required inventory of the County's collector roads every 2 to 3 years at a minimum. NCE recommends that the County also inspect the Local road network every 4 to 5 years.
4. **M&R Decision Tree –** Review and update the M&R treatment strategies and associated unit costs annually to reflect new construction techniques and costs so that the budget analysis results remain reliable and accurate.

# Appendix A

## Section Description Inventory – Average (Weighted by Area) PCI

## Section Description Inventory Report

This report lists a variety of section description information for each of the County's pavement sections. It lists the street and section identifiers, limits, functional class (FC), surface type, number of lanes, lengths, widths, and inspected PCI.

All of the County's road sections are included in the report. The report is sorted alphabetically by Road Name and Section ID and by descending PCIs. The field descriptions in this report are listed on the next page.

| Header | Description |
|---|---|
| Street ID | Street identification in StreetSaver® unique for each street |
| Road Name | The name of the road as indicated by street signs in the field |
| Section ID | Section identification number in StreetSaver® unique for each section of one street |
| Beg Location | Beginning limit of the section |
| End Location | Ending limit of the section |
| Functional Class | Functional Classification (A – Arterial, C – Collector, R – Residential |
| Surface Type | Surface Type (AC = Asphalt Concrete, AC/AC = Asphalt Concrete Overlay of existing Asphalt Concrete, PCC = Portland Cement Concrete, AC/PCC = Asphalt Concrete Overlay of existing Portland Cement Concrete, G = Gravel, ST = Surface Treatment) |
| Lanes | Number of lanes of the section |
| Length (ft) | Length of the section in feet |
| Width (ft) | Average width of the section in feet |
| Area (sf) | Area of the section in square feet |
| PCI | Average Inspected PCI for the section |
| Condition Category | "Very Good" = PCI > 70, "Fair" = PCI > 50 & < 70, "Poor" = PCI > 25 & < 50, "Very Poor" = PCI < 25 |

# Appendix A-1

## Sections Listed By Name

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 428D | ABALONE STREET - 428D | 000001 | 0.00 MM e/o SH 1 | 0.07 MM w/o 428F | R | ST | 2 | 386 | 18 | 6948 | 22 | Very Poor |
| 606C | ACACIA COURT - 606C | 000001 | 0.00 MM n/o 604 | 0.11 MM END | R | ST | 2 | 550 | 22 | 14407 | 14 | Very Poor |
| 606D | ACACIA PLACE - 606D | 000002 | 0.00 MM s/o 604 | 0.17 MM END | R | ST | 2 | 884 | 22 | 21755 | 8 | Very Poor |
| 270 | ACORN WAY - 270 | 000001 | 0.00 MM e/o 204 | 0.05 MM END | R | AC/AC | 2 | 302 | 24 | 7248 | 8 | Very Poor |
| 232C | ADREVENO WAY - 232C | 000003 | 232 ROAD E | S. CDS | R | ST | 2 | 1656 | 28 | 49152 | 35 | Poor |
| 344 | AGENCY ROAD - 344 | 000010 | 0.00 MP w/o 336 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 26 | Poor |
| 344 | AGENCY ROAD - 344 | 010016 | 1.00 MM | 1.58 MM n/o 337G | R | ST | 2 | 3052 | 20 | 61040 | 28 | Poor |
| 229D | AGNES LN - 229D | 000003 | N. STATE ST | END | R | AC | 2 | 578 | 33 | 21458 | 26 | Poor |
| 126 | AIRPORT ROAD - 126 | 000006 | 0.00 MM e/o 510 | 0.62 MM EOP | R | AC | 2 | 3282 | 24 | 78768 | 19 | Very Poor |
| 337B-W | AIRPORT ROAD - 337B | 002003 | 0.23 MM BOP | 0.29 MM END n/o SOUTH AIRPORT | R | ST | 2 | 335 | 22 | 7370 | 25 | Poor |
| 337B-E | AIRPORT ROAD - 337B | 000001 | 0.00 MM s/o airport entrance | 0.12 MM n/o bridge approach p | R | AC | 2 | 656 | 26 | 17056 | 89 | Very Good |
| 337B-E | AIRPORT ROAD - 337B | 001003 | 0.12 MM n/o bridge approach p | 0.31 MM s/o 334D HOWARD ST | R | ST | 2 | 974 | 18 | 17532 | 6 | Very Poor |
| 424 | AIRPORT ROAD - 424 | 000010 | 0.00 MM Fort Bragg City Limit | 1.00 MM | R | AC | 2 | 5280 | 20 | 105600 | 95 | Very Good |
| 424 | AIRPORT ROAD - 424 | 010015 | 1.00 MM | 1.47 MM EOP | R | AC | 2 | 2461 | 20 | 49220 | 99 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 000008 | 0.00 MM SH 1 | 0.75 MP | R | AC | 2 | 3836 | 18 | 69048 | 97 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 008015 | 0.75 MP | 1.50 MP | R | AC | 2 | 3657 | 18 | 65826 | 98 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 015023 | 1.50 MP | 2.27 MP | R | AC | 2 | 4145 | 20 | 82900 | 97 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 023030 | 2.27 MP | 2.99 MM s/o 404 | R | ST | 2 | 4145 | 22 | 91190 | 99 | Very Good |
| 402 | ALBION RIDGE ROAD - 402 | 000008 | 0.00 MM e/o SH 1 | 0.75 MP | R | AC | 2 | 3988 | 20 | 79760 | 78 | Very Good |
| 402 | ALBION RIDGE ROAD - 402 | 008018 | 0.75 MP | 1.75 MP | R | AC | 2 | 4866 | 20 | 97320 | 91 | Very Good |
| 402 | ALBION RIDGE ROAD - 402 | 018028 | 1.75 MP | 2.75 MP | R | ST | 2 | 5442 | 20 | 108840 | 35 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 028040 | 2.75 MP | 4.00 MP | R | AC/AC | 2 | 6910 | 22 | 152020 | 28 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 040050 | 4.00 MP | 5.00 MP | R | ST | 2 | 5274 | 20 | 105480 | 43 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 050060 | 5.00 MP | 5.99 MP | R | ST | 2 | 4656 | 20 | 93120 | 47 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 060066 | 5.99 MP | 6.61 MP road narrows | R | ST | 2 | 3202 | 18 | 57636 | 58 | Fair |
| 402 | ALBION RIDGE ROAD - 402 | 066076 | 6.61 MP road narrows | 7.58 MM END | R | ST | 2 | 5664 | 16 | 90624 | 35 | Poor |
| 403A | ALBION RIVER NORTH SIDE - 403A | 000003 | 0.00 MM e/o SH 1 | 0.25 MM at end of w.side fenc | R | AC/AC | 2 | 1306 | 16 | 20896 | 17 | Very Poor |
| 402A | ALBION RIVER SOUTH SIDE - 402A | 000001 | 0.00 MM n/o 402 | 0.07 MM road narrows n/o 402C | R | AC/AC | 2 | 380 | 18 | 6840 | 18 | Very Poor |
| 402A | ALBION RIVER SOUTH SIDE - 402A | 001001 | 0.07 MM road narrows n/o 402C | 0.10 MM EOP | R | AC/AC | 1 | 120 | 12 | 1440 | 16 | Very Poor |
| 407D | ALBION STREET - 402B | 000002 | 0.00 MM e/o 407I | 0.16 MM w/o 407L (minus 407J) | R | AC | 2 | 848 | 16 | 13568 | 8 | Very Poor |
| 407D | ALBION STREET - 402B | 002003 | 0.16 MM e/o 407L | 0.32 MM w/o 500 | R | AC | 1 | 855 | 12 | 10260 | 9 | Very Poor |
| 407D | ALBION STREET - 402B | 003004 | 0.32 MM e/o 500 | 0.37 MM w/o 407P | R | AC | 1 | 245 | 14 | 3430 | 32 | Poor |
| 402B | ALBION STREET - 402B | 000002 | 0.00 MM e/o 402A | 0.15 MM END | R | AC/AC | 1 | 766 | 14 | 10724 | 9 | Very Poor |
| 625 | ALCOTT LANE - 625 | 000001 | 0.00 MM n/o 623 | 0.08 MM | R | AC/AC | 2 | 425 | 22 | 9350 | 51 | Fair |
| 625 | ALCOTT LANE - 625 | 001001 | 0.08 MM | 0.12 MM END | R | AC/AC | 2 | 203 | 22 | 5972 | 4 | Very Poor |
| 625B | ALCOTT PLACE - 625B | 000000 | 0.00 MM w/o 625A | 0.04 MM END | R | AC/AC | 2 | 220 | 22 | 6346 | 16 | Very Poor |
| 625A | ALCOTT TERRACE - 625A | 000000 | 0.00 MM n/o 625 | 0.04 MM | R | AC/AC | 2 | 200 | 22 | 4400 | 46 | Poor |
| 625A | ALCOTT TERRACE - 625A | 001002 | 0.04 MM | 0.15 MM END | R | ST | 2 | 772 | 22 | 18490 | 35 | Poor |
| 515 | ALDER CREEK BEACH ROAD - 515 | 000007 | 0.00 MM w/o SH 1 | 0.72 MM EOP | R | ST | 1 | 3798 | 14 | 53172 | 16 | Very Poor |
| 222A | ALICANTE LANE - 222A | 000001 | 0.00 MM s/o 222 | 0.11 MM n/o 222B | R | AC/AC | 2 | 583 | 34 | 19822 | 57 | Fair |
| 577 | ALTA MESA ROAD - 577 | 000001 | 0.00 MM n/o 568 | 0.07 MM END | R | AC/AC | 2 | 378 | 22 | 8316 | 96 | Very Good |
| 451 | AMETHYST DRIVE - 451 | 000002 | 0.00 MM s/o 414F | 0.21 MM END | R | ST | 2 | 1115 | 24 | 28567 | 67 | Fair |
| 150 | ANDERSON VALLEY WAY - 150 | 000010 | 0.00 MM WEST END | 1.00 MM | R | AC/AC | 2 | 5280 | 24 | 126720 | 60 | Fair |
| 150 | ANDERSON VALLEY WAY - 150 | 010020 | 1.00 MM | 2.00 MM | R | AC/AC | 2 | 5280 | 24 | 126720 | 59 | Fair |
| 150 | ANDERSON VALLEY WAY - 150 | 020030 | 2.00 MM | 2.97 MM intersection | R | AC/AC | 2 | 5106 | 24 | 122544 | 67 | Fair |
| 150 | ANDERSON VALLEY WAY - 150 | 030032 | 2.97 MM intersection | 3.16 MM EAST END AT CALTRANS | R | AC/AC | 2 | 994 | 24 | 28052 | 43 | Poor |
| 215I | ANTLER ROAD - 215I | 000002 | 0.00 MM e/o 215J | 0.17 MM END | R | AC/AC | 2 | 878 | 20 | 18523 | 13 | Very Poor |
| 227E | ANTONI LANE - 227E | 000001 | 227 CALPELL AROAD | 0.11 MM END | R | ST | 2 | 630 | 33 | 23174 | 15 | Very Poor |
| 214 | APPOLINARIS DR - 214 | 000003 | VISCHY SPRINGS | TEHUACAN RD | R | AC | 2 | 2683 | 34 | 91222 | 52 | Fair |
| 549 | AQUISTAPACE ROAD - 549 | 000001 | 0.00 MM e/o 547 | 0.10 MM END | R | AC/AC | 2 | 546 | 20 | 10920 | 85 | Very Good |
| 609E | ARCHER LANE - 609E | 000002 | 0.00 MM n/o 609 | 0.20 MM | R | AC/AC | 2 | 1054 | 22 | 37806 | 13 | Very Poor |
| 609E | ARCHER LANE - 609E | 002003 | 0.20 MM | 0.30 MM END | R | AC/AC | 2 | 596 | 22 | 14618 | 11 | Very Poor |
| 609F | ARCHER PLACE - 609F | 000001 | 0.00 MM e/o 609E | 0.10 MM END | R | AC/AC | 2 | 506 | 22 | 13439 | 44 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 214B | ARDESCH CT - 214B | 000003 | APPOLINARES DR | END | R | AC | 2 | 151 | 34 | 5134 | 87 | Very Good |
| 583 | ARENA CIRCLE - 583 | 000002 | 0.00 MM s/o 551 | 0.21 MM s/o 551 | R | AC/AC | 2 | 1080 | 22 | 23760 | 68 | Fair |
| 584 | ARENA COURT - 584 | 000001 | 0.00 MM s/o 551 | 0.06 MM END | R | AC/AC | 2 | 320 | 22 | 9347 | 87 | Very Good |
| 215G | ARROYO ROAD - 215G | 000001 | 0.00 MM s/o 215B | 0.07 MM END at club driveway | R | AC/AC | 2 | 415 | 21 | 8715 | 8 | Very Poor |
| 646 | AZALEA PLACE - 646 | 000001 | 0.00 MM s/o 604 | 0.10 MM END | R | AC/AC | 2 | 514 | 22 | 12814 | 8 | Very Poor |
| 645 | AZALEA STREET - 645 | 000002 | 0.00 MM n/o 604 | 0.15 MM s/o 644 | R | AC/AC | 2 | 778 | 22 | 17116 | 8 | Very Poor |
| 415G | BABCOCK LANE - 207 | 000002 | 0.00 MM n/o SH 20 | 0.17 MM END | R | ST | 1 | 900 | 14 | 12600 | 17 | Very Poor |
| 207 | BABCOCK LANE - 207 | 000006 | 0.00 MM n/o SH 222 | 0.62 MM Ukiah City Limits | R | ST | 2 | 3282 | 22 | 72204 | 75 | Very Good |
| 421A | BALD HILL ROAD - 421A | 000011 | 0.00 MM n/o 421 | 1.07 MM END | R | AC/AC | 2 | 5661 | 16 | 90576 | 20 | Very Poor |
| 238C | BALLOU TERRACE - 238C | 000001 | 0.00 MM n/o 238D | 0.12 MM s/o 238B | R | AC/AC | 2 | 604 | 22 | 13288 | 39 | Poor |
| 574 | BARNEGAT DRIVE - 574 | 000004 | 0.00 MM n/o 507 | 0.40 MM END | R | ST | 2 | 2114 | 20 | 42280 | 21 | Very Poor |
| 337G | BARNES LANE - 337G | 000010 | 0.00 MM e/o 336 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 45 | Poor |
| 337G | BARNES LANE - 337G | 010015 | 1.00 MM | 1.48 MM n/o SH 162 | R | ST | 2 | 2527 | 20 | 50540 | 55 | Fair |
| 337G | BARNES LANE - 337G | 015022 | 1.48 MM s/o SH 162 | 2.23 MM END | R | ST | 2 | 3945 | 20 | 78900 | 70 | Very Good |
| 417 | BASIN STREET - 417 | 000003 | 0.00 MM e/o 415 | 0.33 MM END | R | AC/AC | 2 | 1757 | 31 | 54467 | 33 | Poor |
| 447 | BASIN VIEW DRIVE - 447 | 000002 | 0.00 MM n/o 415I | 0.16 MM END | R | AC | 2 | 946 | 20 | 25770 | 100 | Very Good |
| 319H | BAUER ROAD - 319H | 000005 | 0.00 MM w/o 429 | 0.47 MM e/o 8155 | R | ST | 2 | 2492 | 20 | 49840 | 78 | Very Good |
| 439A | BAY VIEW AVENUE - 439A | 000002 | 0.00 MM west end | 0.19 MM east end EOP | R | ST | 1 | 995 | 14 | 13930 | 49 | Poor |
| 373 | BAYWOOD WAY - 373 | 000003 | 0.00 MM e/o 372 | 0.33 MM END | R | ST | 2 | 1722 | 16 | 31296 | 37 | Poor |
| 630C | BEAR CIRCLE - 630C | 000002 | 0.00 MM n/o 630 | 0.18 MM END | R | ST | 2 | 944 | 22 | 22274 | 8 | Very Poor |
| 630E | BEAR COURT - 630E | 000000 | 0.00 MM w/o 630 | 0.04 MM END | R | AC/AC | 2 | 218 | 20 | 5986 | 8 | Very Poor |
| 630 | BEAR DRIVE - 630 | 000010 | 0.00 MM w/o 623 | 1.00 MM | R | ST | 2 | 5280 | 22 | 116160 | 18 | Very Poor |
| 630 | BEAR DRIVE - 630 | 010014 | 1.00 MM | 1.41 MM END | R | ST | 2 | 2177 | 22 | 48757 | 8 | Very Poor |
| 632 | BEAR LANE - 632 | 000002 | 0.00 MM s/o 630 | 0.16 MM END | R | ST | 2 | 820 | 22 | 20347 | 8 | Very Poor |
| 630A | BEAR PLACE - 630A | 000002 | 0.00 MM w/o 630 | 0.20 MM END | R | ST | 2 | 1085 | 22 | 25376 | 8 | Very Poor |
| 630B | BEAR TERRACE - 630B | 000003 | 0.00 MM n/o 630 | 0.29 MM END | R | ST | 2 | 1532 | 22 | 35210 | 7 | Very Poor |
| 238B | BEL ARBRES ROAD - 238B | 000006 | 0.00 MM w/o 239 | 0.62 MM at n.side end county | R | AC/AC | 2 | 3282 | 22 | 72204 | 90 | Very Good |
| BELLSPRING | BELL SPRINGS ROAD - BELLSPRING | 000001 | 0.00 MP | 0.5 MP | R | AC | 2 | 2600 | 15 | 39000 | 13 | Very Poor |
| 227H | BELTRAMI DRIVE - 704 | 100 | VAN HOUSEN DR | VINTAGE DR | R | AC | 2 | 660 | 36 | 23760 | 65 | Fair |
| 227H | BELTRAMI DRIVE - 704 | 200 | VINTAGE DR | KENWOOD DR | R | AC | 2 | 600 | 39 | 23400 | 39 | Poor |
| 415E | BENSON LANE - 415E | 000003 | 0.00 MM n/o SH 20 | 0.34 MM | R | AC | 2 | 1814 | 24 | 43536 | 98 | Very Good |
| 415E | BENSON LANE - 415E | 003007 | 0.34 MM | 0.70 MM END | R | AC | 2 | 1877 | 18 | 33786 | 93 | Very Good |
| 543 | BIG GULCH ROAD - 543 | 000004 | 0.00 MM e/o SH 1 | 0.39 MM END | R | AC/AC | 2 | 2060 | 18 | 37080 | 11 | Very Poor |
| 120A | BIG OAKS DRIVE - 120A | 000004 | 0.00 MM SH 128 | 0.35 MM EOP | R | ST | 2 | 1866 | 18 | 33588 | 92 | Very Good |
| 310A | BIG TRAILS DRIVE - 310A | 000003 | 0.00 MM w/o US 101 | 0.30 MM w/o US 101 | R | AC/AC | 2 | 1590 | 22 | 34980 | 14 | Very Poor |
| 337C | BIGGAR LANE - 337C | 000003 | 0.00 MM BOP | 0.25 MM w/o 337H | R | ST | 2 | 1309 | 18 | 23562 | 26 | Poor |
| 337C | BIGGAR LANE - 337C | 003010 | 0.25 MM e/o 337H | 1.00 MM w/o SH 162 | R | ST | 2 | 3966 | 18 | 71388 | 65 | Fair |
| 337C | BIGGAR LANE - 337C | 010015 | 1.00 MM | 1.49 MM END at white fence po | R | ST | 2 | 2576 | 18 | 46368 | 26 | Poor |
| 600D | BIRCH CIRCLE - 600D | 000001 | 0.00 MM s/o 600 | 0.11 MM END | R | ST | 2 | 576 | 22 | 14979 | 8 | Very Poor |
| 600B | BIRCH COURT - 600B | 000001 | 0.00 MM e/o 600 | 0.11 MM END | R | ST | 2 | 575 | 22 | 14957 | 10 | Very Poor |
| 602 | BIRCH DRIVE - 602 | 000003 | 0.00 MM s/o 601 | 0.29 MM END | R | ST | 2 | 1532 | 22 | 33704 | 8 | Very Poor |
| 600E | BIRCH LANE - 600E | 000001 | 0.00 MM s/o 600 | 0.13 MM END | R | ST | 2 | 664 | 22 | 16915 | 7 | Very Poor |
| 600C | BIRCH PLACE - 600C | 000001 | 0.00 MM s/o 600 | 0.10 MM END | R | ST | 2 | 520 | 22 | 12946 | 13 | Very Poor |
| 600A | BIRCH ROAD - 600A | 000003 | 0.00 MM e/o 602 | 0.27 MM w/o 600 | R | ST | 2 | 1384 | 22 | 30448 | 20 | Very Poor |
| 601 | BIRCH STREET - 601 | 000001 | 0.00 MM w/o 311 | 0.24MM at new overlay | C | AC/AC | 2 | 1260 | 20 | 25200 | 73 | Very Good |
| 601 | BIRCH STREET - 601 | 001003 | 0.24 MM begin new overlay | 0.41 MM end new overlay | C | AC/AC | 2 | 899 | 20 | 17980 | 52 | Fair |
| 601 | BIRCH STREET - 601 | 003008 | 0.41 MM end new overlay | 0.78 MM w/o 311B | C | AC/AC | 2 | 1950 | 20 | 39000 | 60 | Fair |
| 600 | BIRCH TERRACE - 600 | 000004 | 0.00 MM w/o 311 | 0.42 MM END | R | AC | 2 | 2202 | 22 | 49950 | 27 | Poor |
| 370 | BLACK BART DRIVE - 370 | 000012 | 0.00 MM US 101 | 1.17 MM | R | ST | 2 | 6161 | 22 | 135542 | 33 | Poor |
| 370 | BLACK BART DRIVE - 370 | 012023 | 1.17 MM | 2.34 MM END e/o 372 | R | ST | 2 | 6161 | 18 | 110898 | 22 | Very Poor |
| 371 | BLACKHAWK DRIVE - 371 | 000010 | 0.00 MM w/o 370 | 1.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 20 | Very Poor |
| 371 | BLACKHAWK DRIVE - 371 | 010020 | 1.00 MM | 2.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 11 | Very Poor |
| 371 | BLACKHAWK DRIVE - 371 | 020030 | 2.00 MM | 3.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 33 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 371 | BLACKHAWK DRIVE - 371 | 030040 | 3.00 MM | 3.95 MM END e/o Williams Ranc | R | ST | 2 | 4995 | 16 | 79920 | 21 | Very Poor |
| 407U | BLAIR STREET - 407U | 000002 | 0.00 MM n/o 407Y | 0.18 MM s/o 408 | R | AC | 1 | 921 | 14 | 12894 | 27 | Poor |
| 312H | BLOSSER LANE - 312H | 000000 | 0.00 MM n/o 312C | 0.03 MM Willits City Limits | C | AC/AC | 2 | 158 | 18 | 2844 | 28 | Poor |
| 604A | BLUE JAY LANE - 604A | 000002 | 0.00 MM s/o 604 | 0.18 MM END | R | ST | 2 | 954 | 22 | 22614 | 7 | Very Poor |
| 604B | BLUE JAY PLACE - 604B | 000001 | 0.00 MM s/o 604 | 0.10 MM END | R | ST | 2 | 521 | 22 | 13769 | 8 | Very Poor |
| 671 | BLUE LAKE COURT - 671 | 000003 | 0.00 MM s/o 670 | 0.32 MM END | R | AC/AC | 2 | 1699 | 22 | 40642 | 8 | Very Poor |
| 670C | BLUE LAKE LANE - 670C | 000001 | 0.00 MM n/o 670 | 0.14 MM END | R | AC/AC | 2 | 743 | 22 | 18653 | 8 | Very Poor |
| 670B | BLUE LAKE PLACE - 670B | 000001 | 0.00 MM s/o 670B | 0.12 MM END | R | AC/AC | 2 | 609 | 22 | 14904 | 19 | Very Poor |
| 670 | BLUE LAKE ROAD - 670 | 000001 | RIDGE WAY | BLUE LAKE PLACE | R | AC | 2 | 1500 | 33 | 49500 | 10 | Very Poor |
| 670 | BLUE LAKE ROAD - 670 | 000003 | 0.00 MM END west | RIDGE WAY | R | ST | 2 | 598 | 26 | 15548 | 12 | Very Poor |
| 670 | BLUE LAKE ROAD - 670 | 003009 | BLUE LAKE PL | 0.87 MM END east | R | AC/AC | 2 | 2400 | 22 | 52800 | 10 | Very Poor |
| 671A | BLUE LAKE TERRACE - 671A | 000007 | 0.00 MM e/o 671 | 0.72 MM END | R | AC/AC | 2 | 3774 | 22 | 86292 | 11 | Very Poor |
| 107F | BLUE OAK DRIVE - 107F | 000002 | 0.00 MM n/o 107E | 0.22 MM END | R | AC/AC | 2 | 1182 | 28 | 35880 | 15 | Very Poor |
| 524B | BOCA CHICA - 524B | 000000 | 524 PACIFIC WOODS RD | 524C TICKLED PINK DRIVE | R | AC/AC | 2 | 210 | 22 | 4620 | 26 | Poor |
| 413 | BOICE LANE - 413 | 000002 | 0.00 MM e/o 436 | 0.19 MM w/o SH 1 | R | AC/AC | 1 | 980 | 10 | 9800 | 17 | Very Poor |
| 413 | BOICE LANE - 413 | 002006 | 0.19 MM e/o SH 1 | 0.59 MM | R | AC | 2 | 2102 | 20 | 42040 | 96 | Very Good |
| 413 | BOICE LANE - 413 | 006012 | 0.59 MM | 1.22 MM n/o 412A | R | AC | 2 | 3324 | 20 | 66480 | 91 | Very Good |
| 209A | BOURBON LANE - 209A | 000001 | 0.00 MM w/o 209 | 0.07 MM END | R | AC/AC | 2 | 386 | 20 | 7720 | 14 | Very Poor |
| 534A | BOURNS WAY - 534A | 000002 | 0.00 MM n/o 534 | 0.18 MM s/o 534 | R | AC/AC | 2 | 938 | 24 | 22512 | 12 | Very Poor |
| 227I | BRAIRWOOD DRIVE - 703 | 100 | BELTRAMI DR | VAN HOUSEN DR | R | AC | 2 | 1212 | 36 | 43632 | 62 | Fair |
| 105A | BRANCH ROAD - 105A | 000005 | 105 RANCHERIA ROAD | 118 | R | ST | 2 | 2488 | 18 | 44784 | 16 | Very Poor |
| 429 | BRANSCOMB ROAD - 429 | 000008 | 0.00 MM e/o SH 1 | 0.75 MP | C | ST | 2 | 3748 | 22 | 82456 | 19 | Very Poor |
| 429 | BRANSCOMB ROAD - 429 | 008018 | 0.75 MP | 1.75 MP | C | ST | 2 | 4846 | 22 | 106612 | 33 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 018018 | 1.75 MP | 1.79 MM EOP | C | ST | 2 | 836 | 16 | 13376 | 48 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 020020 | MP 1.79 | MP 2.55 | C | ST | 2 | 5200 | 15 | 78000 | 16 | Very Poor |
| 429 | BRANSCOMB ROAD - 429 | 026028 | 2.55 MM BOP | 2.75 MP | C | AC | 2 | 74 | 15 | 1110 | 43 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 028028 | 2.75 MP | 2.77 MM EOP | C | AC | 2 | 1117 | 15 | 16755 | 43 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 030000 | MP 2.97 | MP 3.44 | C | ST | 2 | 3000 | 20 | 60000 | 52 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 034000 | MP 3.44 | MP 3.65 | C | ST | 2 | 2000 | 15 | 30000 | 66 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 036500 | MP 3.65 | MP 3.75 | C | ST | 2 | 1000 | 15 | 15000 | 96 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 037500 | MP 3.75 | MP 4.00 | C | ST | 2 | 2050 | 15 | 30750 | 79 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 040000 | MP 4.00 | MP 5.00 | C | ST | 2 | 5100 | 20 | 102000 | 92 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 050000 | MP 5.00 | MP 6.00 | C | ST | 2 | 5200 | 22 | 114400 | 89 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 060000 | MP 6.00 | MP 7.00 | C | ST | 2 | 6050 | 22 | 133100 | 52 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 070000 | MP 7.00 | MP 7.67 | C | ST | 2 | 4000 | 18 | 72000 | 45 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 077079 | 7.67 MM BOP | 7.91 MP | C | ST | 2 | 583 | 24 | 13992 | 15 | Very Poor |
| 429 | BRANSCOMB ROAD - 429 | 079091 | 7.91 MP | 9.09 MP | C | ST | 2 | 5373 | 24 | 128952 | 30 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 091100 | 9.09 MP | 9.95 MP | C | ST | 2 | 3682 | 24 | 88368 | 73 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 100111 | 9.95 MP | 11.09 MP | C | ST | 2 | 5083 | 24 | 121992 | 90 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 111121 | 11.09 MP | 12.08 MP | C | ST | 2 | 5366 | 24 | 128784 | 83 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 121131 | 12.08 MP | 13.09 MP | C | ST | 2 | 5382 | 24 | 129168 | 70 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 131142 | 13.09 MP | 14.19 MP | C | ST | 2 | 5286 | 24 | 126864 | 65 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 142151 | 14.19 MP | 15.14 MP | C | AC | 2 | 5214 | 24 | 125136 | 76 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 151159 | 15.14 MP | 15.93 MP | C | ST | 2 | 3955 | 24 | 94920 | 62 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 159171 | 15.93 MP | 17.05 MP | C | ST | 2 | 5695 | 24 | 136680 | 48 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 171181 | 17.05 MP | 18.10 MP | C | ST | 2 | 5351 | 24 | 128424 | 51 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 181192 | 18.10 MP | 19.17 MP | C | ST | 2 | 5561 | 24 | 133464 | 37 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 192202 | 19.17 MP | 20.18 MP | C | ST | 2 | 5156 | 26 | 134056 | 30 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 202216 | 20.18 MP | 21.64 MP | C | ST | 2 | 7625 | 26 | 198250 | 45 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 216222 | 21.64 MP | 22.16 MP | C | ST | 2 | 2789 | 33 | 92037 | 53 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 222233 | 22.16 MP | 23.31 MP | C | ST | 2 | 5592 | 22 | 144606 | 42 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 233246 | 23.31 MP | 24.61 MP | C | ST | 2 | 6514 | 22 | 143308 | 43 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 246258 | 24.61 MP | 25.75 MP | C | AC | 2 | 5868 | 24 | 129096 | 47 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 258259 | 25.75 MP | 25.88 MP w/o US 101 | C | ST | 2 | 428 | 24 | 10272 | 60 | Fair |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 | BRAY ROAD - 305 | 000002 | 0.00 MM n/o 303 | 0.22 MM s/o 306 | R | AC | 2 | 1163 | 20 | 23260 | 87 | Very Good |
| 500B | BREWERY GLUCH DRIVE - 500B | 000006 | SH 1 (N) | SH 1 (S) | R | AC/AC | 2 | 2964 | 20 | 59280 | 60 | Fair |
| 210D | BRIGGS LANE - 210D | 000000 | 0.00 MM s/o 210C | 0.04 MM END | R | AC/AC | 2 | 194 | 25 | 4850 | 23 | Very Poor |
| 572 | BRISTOL ROAD - 572 | 000005 | 0.00 MM n/o 570 | 0.45 MM END | R | ST | 2 | 2380 | 22 | 52360 | 25 | Poor |
| 572 | BRISTOL ROAD - 572 | 000006 | STONESBORO | LOOP | R | ST | 2 | 2400 | 23 | 55200 | 25 | Poor |
| 450 | BROOKFIELD DRIVE - 450 | 000001 | 0.00 MM e/o SH 1 | 0.08 MM END | R | ST | 2 | 423 | 18 | 7614 | 47 | Poor |
| 311B | BROOKTRAILS DRIVE - 311B | 000004 | 0.00 MM w/o 311 | 0.40 MM n/o 601 | C | AC/AC | 2 | 2130 | 28 | 59640 | 37 | Poor |
| 311B | BROOKTRAILS DRIVE - 311B | 004008 | 0.40 MM n/o 601 | 0.82 MM s/o 604 | C | AC/AC | 2 | 2204 | 30 | 66120 | 6 | Very Poor |
| 609B | BROWN COURT - 609B | 000000 | 0.00 MM e/o 609A | 0.03 MM END | R | ST | 2 | 138 | 22 | 4542 | 36 | Poor |
| 609C | BROWN PLACE - 609C | 000001 | 0.00 MM e/o 609A | 0.05 MM END | R | ST | 2 | 252 | 22 | 7050 | 20 | Very Poor |
| 609A | BROWN ROAD - 609A | 000002 | 0.00 MM s/o 609 | 0.16 MM END | R | ST | 2 | 860 | 22 | 19218 | 8 | Very Poor |
| 217 | BRUSH STREET - 217 | 000001 | 0.00 MM Ukiah City Limits | 0.12 MM e/o 216 pavement chan | R | ST | 2 | 647 | 18 | 11646 | 19 | Very Poor |
| 217 | BRUSH STREET - 217 | 001002 | 0.12 MM e/o 216 pavement chan | 0.22 MM pavement and width ch | R | AC/AC | 2 | 500 | 26 | 13000 | 91 | Very Good |
| 217 | BRUSH STREET - 217 | 002004 | 0.22 MM pavement and width ch | 0.39 MM END | R | ST | 1 | 927 | 12 | 11470 | 14 | Very Poor |
| 644A | BUCKEYE CIRCLE - 644A | 000000 | 0.00 MM n/o 644 | 0.03 MM END | R | AC/AC | 2 | 151 | 22 | 5629 | 9 | Very Poor |
| 650B | BUCKEYE COURT - 650B | 000001 | 0.00 MM w/o 650 | 0.05 MM END | R | AC/AC | 2 | 284 | 24 | 8983 | 17 | Very Poor |
| 650 | BUCKEYE DRIVE - 650 | 000007 | 0.00 MM n/o 644 | 0.67 MM w/o 649 | R | AC/AC | 2 | 3540 | 24 | 84960 | 10 | Very Poor |
| 650A | BUCKEYE LANE - 650A | 000001 | 0.00 MM s/o 650 | 0.11 MM END | R | AC/AC | 2 | 592 | 24 | 15071 | 9 | Very Poor |
| 644B | BUCKEYE PLACE - 644B | 000002 | 0.00 MM n/o 644 | 0.20 MM END | R | AC/AC | 2 | 1042 | 24 | 26394 | 7 | Very Poor |
| 644 | BUCKEYE ROAD - 644 | 000010 | 0.00 MM END | 1.02 MM w/o 649 | R | AC/AC | 2 | 5364 | 24 | 130903 | 12 | Very Poor |
| 644 | BUCKEYE ROAD - 644 | 010015 | 1.02 MM e/o 649 | 1.52 MM w/o 642 | R | AC/AC | 2 | 2624 | 24 | 62976 | 10 | Very Poor |
| 105B | BUCKMAN DRIVE - 105B | 000002 | SH 175 | EOP | R | ST | 2 | 1316 | 18 | 23688 | 98 | Very Good |
| 251H | BURGUNDY DRIVE - 251H | 000001 | 251F TOKAY LANE | 251A MALAGA DRIVE | R | AC/AC | 2 | 445 | 35 | 15575 | 42 | Poor |
| 209H | BURKE ROAD - 209H | 000001 | 0.00 MM s/o SH 22 | 0.09 MM END | R | AC/AC | 2 | 490 | 20 | 9800 | 11 | Very Poor |
| 243 | BURRIS LANE - 243 | 000011 | 0.00 MM e/o 240 | 1.13 MM EOP | R | ST | 2 | 5959 | 18 | 107262 | 16 | Very Poor |
| 424A | BURROWS RANCH ROAD - 424A | 000003 | 0.00 MM n/o 424 | 0.29 MM END | R | ST | 2 | 1516 | 18 | 27288 | 9 | Very Poor |
| 247 | BUSCH LANE - 247 | 000005 | 0.00 MM e/o 246 | 0.46 MM w/o 247A | R | ST | 2 | 2439 | 18 | 43902 | 5 | Very Poor |
| 247 | BUSCH LANE - 247 | 005012 | 0.46 MM w/o 247A | 1.20 MM w/o 248A | R | ST | 2 | 3904 | 18 | 70272 | 50 | Fair |
| 250C | BUSH STREET - 250C | 000002 | 0.00 MM s/o 250B | 0.20 MM END | C | AC/AC | 2 | 954 | 48 | 45792 | 50 | Fair |
| 251I | CABERNET PLACE - 251I | 000000 | 0.00 MM s/o 251C | 0.02 MM END | R | AC/AC | 2 | 106 | 72 | 8282 | 22 | Very Poor |
| 408B | CAHTO STREET - 408B | 000001 | 0.00 MM e/o 407M | 0.10 MM w/o 500 | R | ST | 1 | 526 | 12 | 6312 | 12 | Very Poor |
| 407B | CALPELLA STREET - 407B | 000001 | 0.00 MM e/o 407F | 0.08 MM 2/o 407I | R | AC | 2 | 410 | 16 | 6560 | 43 | Poor |
| 407B | CALPELLA STREET - 407B | 001002 | 0.08 MM e/o 407I | 0.16 MM w/o 407K | R | AC | 2 | 417 | 16 | 6672 | 22 | Very Poor |
| 407B | CALPELLA STREET - 407B | 002003 | 0.16 MM w/o 407K | 0.24 MM w/o 407L (break) | R | AC | 2 | 416 | 16 | 6656 | 41 | Poor |
| 407B | CALPELLA STREET - 407B | 003004 | 0.24 MM e/o 407L (break) | 0.32 MM w/o 500 | R | ST | 2 | 402 | 20 | 8040 | 50 | Fair |
| 642C | CAMELLIA CIRCLE - 642C | 000001 | 0.00 MM w/o 642 | 0.10 MM END | R | ST | 2 | 520 | 22 | 12946 | 12 | Very Poor |
| 642B | CAMELLIA COURT - 642B | 000001 | 0.00 MM w/o 642 | 0.06 MM END | R | ST | 2 | 312 | 22 | 9171 | 16 | Very Poor |
| 642 | CAMELLIA DRIVE - 642 | 000002 | 0.00 MM n/o 604 | 0.19 MM s/o 605 | R | ST | 2 | 2055 | 24 | 49320 | 10 | Very Poor |
| 642A | CAMELLIA PLACE - 642A | 000001 | 0.00 MM e/o 642 | 0.09 MM END | R | AC/AC | 2 | 475 | 22 | 12757 | 8 | Very Poor |
| 516 | CAMERON ROAD - 516 | 000010 | 0.00 MM e/o SH 1 | 1.01 MP | R | ST | 2 | 4947 | 16 | 79152 | 98 | Very Good |
| 516 | CAMERON ROAD - 516 | 010020 | 1.01 MP | 2.03 MP | R | ST | 2 | 5063 | 18 | 91134 | 96 | Very Good |
| 516 | CAMERON ROAD - 516 | 020032 | 2.03 MP | 3.18 MP | R | ST | 2 | 5685 | 18 | 102330 | 99 | Very Good |
| 516 | CAMERON ROAD - 516 | 032041 | 3.18 MP | 4.14 MP | R | ST | 2 | 4750 | 18 | 85500 | 100 | Very Good |
| 516 | CAMERON ROAD - 516 | 041053 | 4.14 MP | 5.31 MP | R | ST | 2 | 5851 | 20 | 117020 | 99 | Very Good |
| 516 | CAMERON ROAD - 516 | 050056 | 5.31 MP | 5.57 MM END n/o 132 | R | ST | 2 | 3123 | 22 | 68706 | 97 | Very Good |
| 428 | CAMP 2 TEN MILE ROAD - 428 | 000011 | 0.00 MM e/o SH 1 | 1.07 MM EOP | R | ST | 2 | 5622 | 16 | 89952 | 38 | Poor |
| 252H | CANYON COURT - 252H | 000002 | 0.00 MM w/o 252G | 0.20 MM END e/o address 760 | R | AC/AC | 1 | 1068 | 14 | 14952 | 11 | Very Poor |
| 312D | CANYON DRIVE - 253C | 000000 | 0.00 MM w/o 312C | 0.02 MM END | R | AC/AC | 2 | 100 | 22 | 2200 | 66 | Fair |
| 253C | CANYON DRIVE - 253C | 000001 | 0.00 MM w/o 209 | 0.12 MM END | R | AC/AC | 2 | 638 | 34 | 21692 | 2 | Very Poor |
| 308 | CANYON ROAD - 308 | 000010 | 0.00 MM e/o 306 | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 27 | Poor |
| 308 | CANYON ROAD - 308 | 010020 | 1.00 MM | 2.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 25 | Poor |
| 308 | CANYON ROAD - 308 | 020030 | 2.00 MM | 3.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 18 | Very Poor |
| 308 | CANYON ROAD - 308 | 030037 | 3.00 MM | 3.68 MM EOP | C | ST | 2 | 3662 | 20 | 73240 | 43 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 308 | CANYON ROAD - 308 | 040042 | 3.68 MM BOP | 4.22 MM w/o 237D | C | ST | 2 | 2851 | 18 | 51318 | 25 | Poor |
| 407H | CARLSON STREET - 407H | 000001 | 0.00 MM n/o 407C | 0.08 MM s/o 407A (minus 407 x | C | ST | 1 | 407 | 10 | 4070 | 78 | Very Good |
| 222C | CARRIGAN LANE - 222C | 000003 | 0.00 MM s/o 251M at pave join | 0.30 MM s/o 222 | R | AC/AC | 2 | 1571 | 32 | 50272 | 38 | Poor |
| 409 | CASPAR - LITTLE LAKE RO - 409 | 000011 | 0.00 MM e/o SH 1 | 1.10 MP | C | AC/AC | 2 | 5699 | 24 | 125378 | 28 | Poor |
| 409 | CASPAR - LITTLE LAKE RO - 409 | 011024 | 1.10 MP | 2.39 MP | C | ST | 2 | 6645 | 18 | 119610 | 24 | Very Poor |
| 409 | CASPAR - LITTLE LAKE RO - 409 | 024033 | 2.39 MP | 3.27 MM EOP | C | ST | 2 | 4928 | 16 | 78848 | 53 | Fair |
| 410B | CASPAR FRONTAGE ROAD WE - 410B | 000003 | 0.00 MM e/o 569 | 0.30 MM END | R | ST | 1 | 1567 | 10 | 19894 | 12 | Very Poor |
| 410 | CASPAR ORCHARD ROAD - 410 | 000002 | 0.00 MM s/o 411A | 0.22 MM n/o Caspar Logging Ro | R | ST | 2 | 1165 | 20 | 23300 | 21 | Very Poor |
| 410 | CASPAR ORCHARD ROAD - 410 | 002010 | 0.22 MM n/o Caspar Logging Ro | 0.95 MM EOP | R | ST | 1 | 3875 | 12 | 46500 | 26 | Poor |
| 569 | CASPAR ROAD - 569 | 000008 | 0.00 MM n/o 410B | 0.78 MM w/o SH 1 | R | ST | 2 | 4129 | 22 | 90838 | 80 | Very Good |
| 410E | CASPAR STREET - 410E | 000002 | 0.00 MM e/o 569 | 0.23 MM w/o SH 1 | R | AC/AC | 2 | 1216 | 24 | 29184 | 47 | Poor |
| 611 | CASTEEL DRIVE - 611 | 000005 | 0.00 MM e/o 608 | 0.47 MM w/o 609 | R | AC/AC | 2 | 2476 | 22 | 54472 | 22 | Very Poor |
| 214C | CATALAN CT - 214C | 000003 | APPOLINARIS DR | END | R | AC | 2 | 628 | 34 | 21352 | 15 | Very Poor |
| 332A | CEMETARY LANE - 332A | 000010 | 0.00 MM w/o SH 162 | 1.03 MM at cemetary flagpole | R | ST | 2 | 5410 | 16 | 86560 | 16 | Very Poor |
| 546 | CENTER STREET - 114 | 000001 | 0.00 MM e/o SH 1 | 0.05 MM END EOP | R | AC/AC | 2 | 246 | 20 | 4920 | 63 | Fair |
| 114 | CENTER STREET - 114 | 000000 | 0.00 MM BOP at Hopland Fire D | 0.04 MM e/o US 101 | R | AC/AC | 2 | 225 | 30 | 6750 | 17 | Very Poor |
| 114 | CENTER STREET - 114 | 000002 | 0.04 MM w/o US 101 | 0.16 MM END | R | AC/AC | 2 | 605 | 24 | 14520 | 15 | Very Poor |
| 303 | CENTER VALLEY ROAD - 303 | 000002 | 0.00 MM Willits City Limits | BRAY RD | C | ST | 2 | 1881 | 20 | 37620 | 54 | Fair |
| 303 | CENTER VALLEY ROAD - 303 | 002012 | BRAY RD | SAWYERS LN | R | ST | 2 | 3847 | 20 | 76940 | 38 | Poor |
| 303 | CENTER VALLEY ROAD - 303 | 012022 | SAWYERS LN | 2.24 MM n/o 301 | R | ST | 2 | 5280 | 20 | 105600 | 39 | Poor |
| 229 | CENTRAL AVENUE - 229 | 000007 | 0.00 MM w/o 104 | 0.70 MM pavement change | R | AC/AC | 2 | 3700 | 22 | 81400 | 95 | Very Good |
| 229 | CENTRAL AVENUE - 229 | 007009 | 0.70 MM pavement change | 0.92 MM n/o 229B | R | AC/AC | 2 | 1178 | 24 | 28272 | 73 | Very Good |
| 229 | CENTRAL AVENUE - 229 | 009020 | 0.92 MM n/o 229B | 2.00 MM s/o 239 | R | AC/AC | 2 | 5691 | 24 | 136584 | 56 | Fair |
| 251B | CHABLIS COURT - 251B | 000001 | 0.00 MM w/o 251 | 0.10 MM END | R | AC/AC | 2 | 531 | 34 | 20358 | 57 | Fair |
| 251C | CHABLIS DRIVE - 251C | 000004 | 0.00 MM e/o 251 | 0.35 MM w/o 250C | R | AC/AC | 2 | 1868 | 36 | 67248 | 42 | Poor |
| 251L | CHARDONAY COURT - 251L | 000001 | 0.00 MM n/o 251C | 0.06 MM END | R | AC/AC | 2 | 305 | 32 | 12224 | 31 | Poor |
| 218D | CHATEAU PLACE - 218D | 000001 | 0.00 MM e/o 218C | 0.13 MM END | R | AC/AC | 2 | 716 | 24 | 20288 | 8 | Very Poor |
| 304D | CHINQUAPIN DRIVE - 304D | 000007 | 0.00 MM n/o 304A | 0.74 MM END | R | AC/AC | 2 | 3914 | 20 | 82839 | 36 | Poor |
| 334E | CHURCH STREET - 334E | 000000 | 0.00 MM e/o 335C | 0.04 MM w/o 335D | R | AC/AC | 2 | 224 | 18 | 4032 | 21 | Very Poor |
| 130B | CLARK ROAD - 130B | 000002 | 0.00 MM w/o SH 128 | 0.15 MM EOP | R | ST | 1 | 785 | 14 | 10990 | 40 | Poor |
| 407Q | CLARK STREET - 407Q | 000002 | 0.00 MM n/o 407R | 0.11 M n/o 407R (PAVT CHANGE) | R | ST | 2 | 600 | 18 | 10800 | 14 | Very Poor |
| 407Q | CLARK STREET - 407Q | 000006 | 0.11 M n/o 407R (PAVT CHANGE) | 0.26 MM s/o 408 | R | ST | 2 | 792 | 18 | 14256 | 52 | Fair |
| 440 | CLIFF WAY - 440 | 000001 | 0.00 MM n/o 439 | 0.12 MM Fort Bragg City Limit | R | AC | 2 | 655 | 22 | 14410 | 63 | Fair |
| 603C | CLOVER CIRCLE - 603C | 000001 | 0.00 MM n/o 603A | 0.11 MM END | R | AC/AC | 2 | 572 | 22 | 14090 | 8 | Very Poor |
| 603D | CLOVER COURT - 603D | 000002 | 0.00 MM n/o 603A | 0.15 MM END | R | AC/AC | 2 | 768 | 22 | 19203 | 11 | Very Poor |
| 603A | CLOVER DRIVE - 603A | 000008 | 0.00 MM n/o 603 | 0.79 MM END | R | AC/AC | 2 | 4185 | 24 | 101946 | 8 | Very Poor |
| 603B | CLOVER PLACE - 603B | 000001 | 0.00 MM w/o 603A | 0.09 MM END | R | AC/AC | 2 | 488 | 22 | 13043 | 18 | Very Poor |
| 603 | CLOVER ROAD - 603 | 000004 | 0.00 MM w/o 601 | 0.38 MM w/o 604 | C | ST | 2 | 2011 | 26 | 52286 | 24 | Very Poor |
| 603 | CLOVER ROAD - 603 | 004008 | 0.38 MM w/o 604 | 0.78 MM END | C | ST | 2 | 2127 | 22 | 49101 | 13 | Very Poor |
| 311C | COBB DRIVE - 311C | 000007 | 0.00 MM e/o 311B | 0.67 MM e/o 311B | C | AC/AC | 2 | 3545 | 22 | 77990 | 16 | Very Poor |
| 311D | COBB PLACE - 311D | 000001 | 0.00 MM e/o 311C | 0.05 MM END | C | ST | 2 | 276 | 22 | 7578 | 13 | Very Poor |
| 232A | COLONY DRIVE - 232A | 000008 | 0.00 MM n/o 232 | 0.76 MM e/o 233 | R | ST | 2 | 3992 | 18 | 71856 | 11 | Very Poor |
| 232A | COLONY DRIVE - 232A | 008014 | 0.76 MM e/o 233 | 1.35 MM s/o 234 | R | ST | 2 | 3114 | 22 | 68508 | 20 | Very Poor |
| 223 | COMPTCHE UKIAH ROAD - 223 | 000010 | 0.00 MM e/o SH 1 | 0.96 MP | C | AC | 2 | 4848 | 20 | 96960 | 58 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 010020 | 0.96 MP | 2.00 MP | C | AC | 2 | 5610 | 20 | 112200 | 34 | Poor |
| 223 | COMPTCHE UKIAH ROAD - 223 | 020030 | 2.00 MP | 3.00 MP | C | AC | 2 | 5294 | 22 | 116468 | 24 | Very Poor |
| 223 | COMPTCHE UKIAH ROAD - 223 | 030039 | 3.00 MP | 3.92 MP | C | AC | 2 | 4682 | 22 | 103004 | 48 | Poor |
| 223 | COMPTCHE UKIAH ROAD - 223 | 039050 | 3.92 MP | 5.00 MP | C | AC | 2 | 5667 | 20 | 113340 | 63 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 050061 | 5.00 MP | 6.06 MP | C | AC | 2 | 5725 | 18 | 103050 | 51 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 061069 | 6.06 MP | 6.94 MP | C | AC | 2 | 4265 | 18 | 76770 | 86 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 069080 | 6.94 MP | 8.00 MP | C | AC | 2 | 5584 | 20 | 111680 | 79 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 080088 | 8.00 MP | 8.76 MP | C | AC | 2 | 3882 | 20 | 77640 | 69 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 088099 | 8.76 MP | 9.86 MP | C | AC | 2 | 5743 | 22 | 126346 | 72 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 223 | COMPTCHE UKIAH ROAD - 223 | 099111 | 9.86 MP | 11.11 MP | C | AC | 2 | 6434 | 20 | 128680 | 50 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 111120 | 11.11 MP | 12.00 MP | C | AC | 2 | 4715 | 20 | 94300 | 78 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 120130 | 12.00 MP | 13.00 MP | C | AC | 2 | 5125 | 20 | 102500 | 74 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 130140 | 13.00 MP | 14.00 MP | C | AC | 2 | 5488 | 20 | 109760 | 69 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 140150 | 14.00 MP | 15.00 MP | C | AC | 2 | 5021 | 18 | 90378 | 73 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 150160 | 15.00 MP | 15.96 MP | C | ST | 2 | 4940 | 20 | 98800 | 82 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 160168 | 15.96 MP | 16.79 MP | C | ST | 2 | 4241 | 22 | 93302 | 84 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 168180 | 16.79 MP | 18.03 MP | C | ST | 2 | 6356 | 22 | 139832 | 83 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 180190 | 18.03 MP | 19.00 MP | C | ST | 2 | 5017 | 20 | 100340 | 82 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 190200 | 19.00 MP | 20.00 MP | C | ST | 2 | 5113 | 22 | 112486 | 75 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 200210 | 20.00 MP | 21.00 MP | C | ST | 2 | 5165 | 20 | 103300 | 77 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 210216 | 21.00 MP | 21.55 MP | C | ST | 2 | 2704 | 20 | 54080 | 95 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 216225 | 21.55 MP | 22.52 MP | C | AC | 2 | 5047 | 20 | 100940 | 56 | Fair |
| 251G | CONCORD STREET - 251G | 000001 | 0.00 MM n/o 251F | 0.09 MM s/o 251A | R | AC/AC | 2 | 480 | 35 | 16800 | 39 | Poor |
| 534C | COOKS COURT - 534C | 000001 | 0.00 MM e/o SH 1 | 0.06 MM END | R | AC/AC | 2 | 338 | 16 | 8134 | 22 | Very Poor |
| 531 | CORAL COURT - 531 | 000002 | 0.00 MM w/o 530 | 0.16 MM END | R | AC/AC | 2 | 840 | 22 | 18526 | 16 | Very Poor |
| 230B | CORI LANE - 230B | 000001 | 0.00 MM w/o 230 | 0.12 MM END | R | AC/AC | 2 | 622 | 25 | 18574 | 9 | Very Poor |
| 337E | COVELO REFUSE ROAD - 337E | 000004 | 0.00 MM n/o 337H at signpost | 0.42 MM | R | ST | 2 | 2198 | 22 | 48356 | 24 | Very Poor |
| 337E | COVELO REFUSE ROAD - 337E | 004014 | 0.42 MM | 1.42 MM END | R | ST | 2 | 5280 | 22 | 116160 | 44 | Poor |
| 407 | COVELO STREET - 407 | 000001 | 0.00 MM e/o 407L | 0.08 MM w/o 407M | R | ST | 2 | 414 | 16 | 6624 | 12 | Very Poor |
| 407 | COVELO STREET - 407 | 001002 | 0.08 MM e/o 407M | 0.16 MM w/o 500 | R | ST | 2 | 424 | 16 | 6784 | 22 | Very Poor |
| 573 | COVENTRY LANE - 573 | 000001 | 0.00 MM e/o 572 | 0.07 MM END | R | AC/AC | 2 | 374 | 22 | 10535 | 7 | Very Poor |
| 628A | COYOTE LANE - 628A | 000002 | 0.00 MM e/o 628 | 0.17 MM END | R | ST | 2 | 928 | 22 | 22723 | 71 | Very Good |
| 628B | COYOTE PLACE - 628B | 000001 | 0.00 MM n/o 628A | 0.11 MM END | R | ST | 2 | 596 | 22 | 13975 | 8 | Very Poor |
| 628 | COYOTE ROAD - 628 | 000004 | 0.00 MM n/o 623 | 0.39 MM END | R | ST | 2 | 2068 | 22 | 47002 | 41 | Poor |
| 112A | CR 112A - 112A | 000002 | HEWLITT STURTEVAN ROAD | US 101 | R | ST | 1 | 1202 | 14 | 16828 | 8 | Very Poor |
| 118 | CR 118 - 118 | 000007 | 105 RANCHERIA | 0.72 MM END | R | ST | 2 | 3790 | 18 | 68220 | 50 | Fair |
| 404B | CR 404B - 404B | 000002 | LITTLE RIVER AIRPORT ROAD | END AT AIRPORT | R | ST | 2 | 1006 | 22 | 22132 | 36 | Poor |
| 407X | CR 407X - 407X | 000001 | HILLS ROAD | BLAIR STREET | R | AC | 1 | 263 | 14 | 3682 | 16 | Very Poor |
| 410D | CR 410D - 410D | 000001 | CASPAR FRONTAGE ROAD | CASPAR STREET | R | ST | 2 | 672 | 24 | 16128 | 97 | Very Good |
| 430 | CR 430 - 430 | 001002 | 0.12 MM e/o SH 1 | 0.20 MM END | R | ST | 2 | 430 | 24 | 10320 | 41 | Poor |
| 500A | CR 500A - 500A | 000003 | GORDON LANE | SH 1 | R | AC/AC | 2 | 1350 | 20 | 27000 | 61 | Fair |
| 204M | CRANE ROAD - 204M | 000001 | 0.00 MM w/o 204 | 0.14 MM w/o 204N | R | AC/AC | 2 | 746 | 30 | 22380 | 43 | Poor |
| 204N | CRANE TERRACE - 204N | 000002 | 0.00 MM n/o 204M | 0.15 MM END | R | AC/AC | 2 | 763 | 30 | 22890 | 15 | Very Poor |
| 613B | CRAWFORD DRIVE - 613B | 000006 | 0.00 MM e/o 608 | 0.57 MM s/o 613 | R | AC/AC | 2 | 3014 | 22 | 66308 | 22 | Very Poor |
| 337H-S | CRAWFORD ROAD - 337H-N | 000010 | 0.00 MM n/o 337A | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 32 | Poor |
| 337H-S | CRAWFORD ROAD - 337H-N | 010013 | 1.00 MM | 1.32 MM s/o 337E at signpost | C | ST | 2 | 1673 | 20 | 33460 | 65 | Fair |
| 337H-N | CRAWFORD ROAD - 337H-N | 000005 | 0.00 MM s/o 337D | 0.50 MM s/o 337F | C | ST | 2 | 2656 | 18 | 47808 | 15 | Very Poor |
| 510B | CREAMERY LANE - 510B | 000002 | 0.00 MM e/o SH 1 | 0.23 MM END at phone pole s.s | R | ST | 1 | 1185 | 12 | 14220 | 45 | Poor |
| 312E | CREST DRIVE - 312E | 000001 | 0.00 MM w/o 312C | 0.09 MM at Sherwood Hill Dr. | R | AC/AC | 2 | 480 | 32 | 15360 | 9 | Very Poor |
| 210A | CRESTVIEW DRIVE - 210A | 000004 | 0.00 MM w/o 209 | 0.44 MM END private property | R | AC/AC | 1 | 2330 | 14 | 32620 | 10 | Very Poor |
| 407RR | CRESTWOOD DRIVE - 407RR | 000002 | 0.00 MM s/o 407R | 0.23 MM END | R | ST | 2 | 1224 | 25 | 30600 | 13 | Very Poor |
| 511 | CRISPIN ROAD - 511 | 000006 | 0.00 MM e/o SH 1 | 0.56 MM e/o cattle guard | R | ST | 2 | 2941 | 20 | 58820 | 51 | Fair |
| 511 | CRISPIN ROAD - 511 | 006011 | 0.56 MM e/o cattle guard | 1.10 MM | R | ST | 1 | 2860 | 14 | 40040 | 47 | Poor |
| 699 | CROW PLACE - 699 | 000000 | 0.00 MM w/o 311 | 0.04 MM END | R | AC/AC | 2 | 204 | 22 | 5351 | 37 | Poor |
| 407AA | CUMMINGS STREET - 407AA | 000001 | 0.00 MM n/o 408 | 0.12 MM END | R | ST | 2 | 614 | 18 | 11052 | 69 | Fair |
| CURLEY | CURLEY LANE - CURLEY | 00001 | HWY 1 | END | R | ST | 2 | 7920 | 14 | 110880 | 65 | Fair |
| 240A | CUTOFF ROAD - 240A | 000005 | 0.00 MM e/o 240B | 0.48 MM s/o 240B | R | AC/AC | 2 | 2514 | 22 | 55308 | 16 | Very Poor |
| 578 | CYPRESS CIRCLE - 578 | 000000 | 0.00 MM n/o 568 | 0.03 MM END | R | AC/AC | 2 | 170 | 22 | 5246 | 90 | Very Good |
| 606 | CYPRESS DRIVE - 606 | 000003 | 0.00 MM e/o 642 | 0.34 MM | R | AC/AC | 2 | 1574 | 24 | 37776 | 8 | Very Poor |
| 606 | CYPRESS DRIVE - 606 | 003007 | 0.34 MM | 0.68 MM w/o 604 | R | AC/AC | 2 | 1796 | 24 | 43104 | 10 | Very Poor |
| 411B | CYPRESS LANE - 411B | 000001 | 0.00 MM n/o 411A | 0.13 MM n/o 411 | R | ST | 2 | 680 | 18 | 12240 | 11 | Very Poor |
| 575 | CYPRESS PARKWAY - 575 | 000002 | 0.00 MM s/o 568 | 0.21 MM w/o 568 | R | AC/AC | 2 | 1082 | 22 | 23804 | 97 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 606A | CYPRESS PLACE - 606A | 000001 | 0.00 MM e/o 606 | 0.07 MM END | R | AC/AC | 2 | 385 | 22 | 9976 | 8 | Very Poor |
| 576 | CYPRESS POINT ROAD - 576 | 000002 | 0.00 MM n/o 568 | 0.23 MM n/o 568 | R | AC/AC | 2 | 1198 | 20 | 23960 | 89 | Very Good |
| 606B | CYPRESS ROAD - 438 | 000001 | 0.00 MM n/o 604 | 0.07 MM s/o 606 | R | ST | 2 | 350 | 20 | 7000 | 7 | Very Poor |
| 438 | CYPRESS ROAD - 438 | 000003 | 0.00 MM w/o 436B | 0.32 MM END | R | ST | 2 | 1699 | 16 | 27184 | 59 | Fair |
| 523C | CYPRESS WAY - 523C | 000001 | 0.00 MM n/o 523 | 0.13 MM END | R | AC/AC | 2 | 697 | 24 | 19832 | 30 | Poor |
| 653A | DAISY COURT - 653A | 000000 | 0.00 MM n/o 653 | 0.03 MM END | R | AC/AC | 2 | 152 | 22 | 4850 | 10 | Very Poor |
| 653 | DAISY DRIVE - 653 | 000004 | 0.00 MM s/o 604 | 0.37 MM e/o 641 (653 section) | R | ST | 2 | 1929 | 24 | 46296 | 8 | Very Poor |
| 653B | DAISY LANE - 653B | 000001 | 0.00 MM n/o 653 | 0.08 MM END | R | AC/AC | 2 | 428 | 22 | 10922 | 9 | Very Poor |
| 653C | DAISY PLACE - 653C | 000000 | 0.00 MM w/o 653B | 0.04 MM END | R | AC/AC | 2 | 221 | 22 | 5725 | 88 | Very Good |
| 613 | DAPHNE DRIVE - 613 | 000004 | 0.00 MM e/o 608 | 0.39 MM w/o 609 | R | AC/AC | 2 | 2066 | 22 | 45452 | 38 | Poor |
| 608 | DAPHNE WAY - 608 | 000009 | 0.00 MM e/o 311 | 0.85 MM s/o 623 | C | AC/AC | 2 | 4536 | 26 | 117936 | 96 | Very Good |
| 318A | DAVIDSON LANE - 318A | 000003 | 0.00 MM e/o US 101 | 0.32 MM END | R | ST | 2 | 1699 | 16 | 27184 | 52 | Fair |
| 309B | DAVIDSON ROAD - 309B | 000002 | 0.00 MM s/o 309 | 0.15 MM END | R | AC/AC | 2 | 784 | 22 | 17248 | 7 | Very Poor |
| 309A | DAVIS STREET - 309A | 000002 | 0.00 MM s/o 309 | 0.17 MM END | R | AC/AC | 2 | 898 | 22 | 19756 | 10 | Very Poor |
| 623A | DEER LANE - 623A | 000001 | 0.00 MM n/o 623 | 0.06 MM END | R | AC/AC | 2 | 300 | 22 | 6600 | 16 | Very Poor |
| 623B | DEER PLACE - 623B | 000000 | 0.00 MM w/o 623A | 0.04 MM END | R | AC/AC | 2 | 185 | 22 | 6377 | 9 | Very Poor |
| 623C | DEER ROAD - 623C | 000001 | 0.00 MM n/o 623 | 0.07 MM END | R | AC/AC | 2 | 377 | 22 | 8294 | 14 | Very Poor |
| 215B | DEERWOOD DRIVE - 215B | 000006 | 215A REDEMEYER ROAD | 215BX WILDWOOD ROAD | R | AC/AC | 2 | 3010 | 22 | 66220 | 57 | Fair |
| 215BX | DEERWOOD DRIVE EXT. - 215BX | 000010 | 215B WILDWOOD DRIVE | 255 WOODLAKE DRIVE | R | AC/AC | 2 | 5059 | 22 | 111298 | 48 | Poor |
| 215BX | DEERWOOD DRIVE EXT. - 215BX | 010017 | 0.96 MM e/o 255 | 2180 FT E/O 255 | R | AC/AC | 2 | 2180 | 18 | 39240 | 64 | Fair |
| 215BX | DEERWOOD DRIVE EXT. - 215BX | 010018 | 255 WOODLAKE DRIVE | EOP | R | AC | 2 | 1394 | 18 | 25092 | 36 | Poor |
| 440D | DEL MAR DRIVE - 440D | 000001 | 0.00 MM n/o 439 | 0.14 MM EOP | R | ST | 2 | 751 | 18 | 13518 | 76 | Very Good |
| 312 | DELLA AVENUE - 312 | 000003 | 0.00 MM w/o 312A | 0.27 MM e/o 312C | C | AC/AC | 2 | 1410 | 22 | 31020 | 80 | Very Good |
| 420A | DENNISON LANE - 420A | 000002 | 0.00 MM e/o 420B | 0.15 MM n/o new city pavement | R | ST | 1 | 779 | 14 | 10906 | 17 | Very Poor |
| 251 | DESPINA DRIVE - 251 | 000003 | 0.00 MM Ukiah City Limits | 222 LOVERS LANE | C | AC/AC | 2 | 1517 | 40 | 60680 | 41 | Poor |
| 335E | DINGMAN STREET - 335E | 000001 | 0.00 MM n/o 334C | 0.10 MM s/o 327C | R | ST | 2 | 545 | 22 | 11990 | 58 | Fair |
| 329-S | DOBIE LANE - 329-N | 000010 | 0.00 MP n/o 327B | 1.00 MM | C | ST | 2 | 5280 | 22 | 116160 | 11 | Very Poor |
| 329-S | DOBIE LANE - 329-N | 010020 | 1.00 MM | 2.00 MM | R | ST | 2 | 5280 | 22 | 116160 | 6 | Very Poor |
| 329-S | DOBIE LANE - 329-N | 020022 | 2.00 MM | 2.20 MM EOP | R | ST | 2 | 1049 | 22 | 23078 | 7 | Very Poor |
| 329-N | DOBIE LANE - 329-N | 000002 | 0.00 MM BOP | 0.21 MM s/o 327C | R | ST | 2 | 1096 | 24 | 26304 | 47 | Poor |
| 641B | DOGWOOD LANE - 641B | 000001 | 0.00 MM n/o 641 (640 section) | 0.11 MM END | R | AC/AC | 2 | 562 | 22 | 13870 | 8 | Very Poor |
| 641A | DOGWOOD TERRACE - 641A | 000003 | 0.00 MM n/o 641 (640 section) | 0.29 MM END | R | AC/AC | 2 | 1512 | 22 | 35571 | 7 | Very Poor |
| 124C | DONNA DRIVE - 124C | 000001 | 0.00 MM s/o SH 253 | 0.10 MM END | R | AC/AC | 2 | 533 | 32 | 17056 | 24 | Very Poor |
| 563 | DOUBLOON WAY - 563 | 000001 | 0.00 MM n/o 562 | 0.06 MM END | R | AC/AC | 2 | 325 | 16 | 7066 | 50 | Fair |
| 571 | DUXBURY ROAD - 571 | 000006 | 0.00 MM s/o 570 | 0.57 MM s/o 570 | R | ST | 2 | 3088 | 22 | 67936 | 13 | Very Poor |
| 698 | EAGLE PLACE - 698 | 000000 | 0.00 MM w/o 311 | 0.04 MM END | R | AC/AC | 2 | 230 | 22 | 5923 | 8 | Very Poor |
| 420 | EAST CEDAR STREET - 420 | 000002 | 0.00 MM Fort Bragg City Limit | 0.21 MM w/o 420A | R | AC/AC | 2 | 1096 | 16 | 17536 | 11 | Very Poor |
| 420 | EAST CEDAR STREET - 420 | 002004 | 0.21 MM w/o 420A | 0.40 MM e/o 420C | R | AC/AC | 2 | 1000 | 16 | 16000 | 23 | Very Poor |
| 208 | EAST GOBBI STREET - 208 | 000004 | 0.00 MM Ukiah City Limits | 0.38 MM EOP END | R | AC/AC | 2 | 2000 | 22 | 44000 | 19 | Very Poor |
| 301 | EAST HILL ROAD - 301 | 000010 | 0.00 MM Willits City Limits | 1.00 MM | C | AC/AC | 2 | 5280 | 22 | 116160 | 19 | Very Poor |
| 301 | EAST HILL ROAD - 301 | 010019 | 1.00 MM | 1.92 MM w/o EAST SIDE RD | C | AC/AC | 2 | 4866 | 22 | 107052 | 45 | Poor |
| 402C | EAST LANE - 327C | 000001 | 0.00 MM e/o 402A | 0.10 MM n/o 402B | R | AC/AC | 1 | 512 | 10 | 5120 | 38 | Poor |
| 327C | EAST LANE - 327C | 000010 | 0.00 MM e/o SH 162 | 1.00 MM | C | ST | 2 | 5280 | 32 | 168960 | 25 | Poor |
| 327C | EAST LANE - 327C | 010022 | 1.00 MM | 2.20 MP | C | ST | 2 | 5852 | 32 | 187264 | 20 | Very Poor |
| 327C | EAST LANE - 327C | 022034 | 2.20 MP | 3.35 MP | C | ST | 2 | 6298 | 32 | 201536 | 20 | Very Poor |
| 327C | EAST LANE - 327C | 034033 | 3.35 MP | 3.32 MM w/o 327B | C | ST | 2 | 87 | 32 | 2784 | 43 | Poor |
| 230 | EAST ROAD - 230 | 000011 | 0.00 MP SH20 | 1.06 MP | C | AC/AC | 2 | 5697 | 22 | 125334 | 58 | Fair |
| 230 | EAST ROAD - 230 | 011020 | 1.06 MP | 2.01 MM n/o 230B Cori Lane | C | AC/AC | 2 | 4926 | 22 | 108372 | 67 | Fair |
| 230 | EAST ROAD - 230 | 020030 | 2.01 MM n/o 230B Cori Lane | 3.00 MP | C | AC/AC | 2 | 5043 | 22 | 110946 | 68 | Fair |
| 230 | EAST ROAD - 230 | 030040 | 3.00 MP | 4.00 MP | C | AC/AC | 2 | 5385 | 22 | 118470 | 64 | Fair |
| 230 | EAST ROAD - 230 | 040051 | 4.00 MP | 5.09 MP | C | AC/AC | 2 | 5472 | 22 | 120384 | 75 | Very Good |
| 230 | EAST ROAD - 230 | 051052 | 5.09 MP | 5.24 MM e/o 237 | C | AC/AC | 2 | 1118 | 24 | 25632 | 78 | Very Good |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 000010 | 0.00 MP n/o 227B | 1.00 MP | C | AC | 2 | 5280 | 20 | 105600 | 94 | Very Good |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 227 | EAST SIDE CALPELLA ROAD - 227 | 010020 | 1.00 MM | 2.00 MP | C | AC | 2 | 5280 | 20 | 105600 | 94 | Very Good |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 020030 | 2.00 MP | 3.00 MP s/o 229B | C | AC | 2 | 5280 | 20 | 105600 | 88 | Very Good |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 030037 | 3.00 MP s/o 229B | 3.72 MM pavement change | C | AC | 2 | 3826 | 22 | 84172 | 57 | Fair |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 037038 | 3.72 MM pavement change | 3.75 MM s/o SH 20 | C | AC/AC | 2 | 134 | 22 | 2948 | 100 | Very Good |
| 240 | EAST SIDE POTTER VALLEY - 240 | 000011 | 0.00 MP n/o SH 20 | 1.06 MP | C | AC/AC | 2 | 5680 | 24 | 136320 | 45 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 011020 | 1.06 MP | 2.00 MP | C | AC/AC | 2 | 5059 | 24 | 121416 | 26 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 020024 | 2.00 MP | 2.44 MM pavement change e/o b | C | AC/AC | 2 | 2152 | 24 | 51648 | 17 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 024025 | 2.44 MM pavement change e/o b | 2.52 MM pavement change | C | AC/AC | 2 | 408 | 25 | 10200 | 22 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 025032 | 2.52 MM pavement change | 3.24 MM pavement change n/o 2 | C | AC/AC | 2 | 3811 | 24 | 91464 | 32 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 032043 | 3.24 MM pavement change n/o 2 | 4.25 MP | C | AC/AC | 2 | 5034 | 22 | 110748 | 11 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 043051 | 4.25 MP | 5.05 MP | C | AC/AC | 2 | 4267 | 22 | 93874 | 13 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 051060 | 5.05 MP | 6.04 MP | C | AC/AC | 2 | 5168 | 22 | 113696 | 49 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 060064 | 6.04 MP | 6.39 MM e/o 430B | C | AC/AC | 2 | 2164 | 22 | 47608 | 100 | Very Good |
| 105 | EAST SIDE RANCHERIA ROA - 105 | 000004 | 0.00 MM e/o 117 | 0.41 MM e/o 118 road narrows | R | ST | 2 | 2177 | 18 | 39186 | 91 | Very Good |
| 105 | EAST SIDE RANCHERIA ROA - 105 | 004007 | 0.41 MM e/o 118 road narrows | 0.72 MM EOP | R | ST | 2 | 1652 | 16 | 26432 | 30 | Poor |
| 334A | EBERLE STREET - 334A | 000001 | 0.00 MM w/o SH 162 | 0.08 MM END | R | ST | 2 | 426 | 24 | 10224 | 34 | Poor |
| 240B | EEL RIVER ROAD - 240B | 000010 | 0.00 MP n/o 245 | 1.00 MM | C | ST | 2 | 5280 | 22 | 116160 | 17 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 010019 | 1.00 MM | 1.94 MP | C | ST | 2 | 4964 | 22 | 109208 | 31 | Poor |
| 240B | EEL RIVER ROAD - 240B | 019026 | 1.94 MP | 2.63 MM pavement change | C | ST | 2 | 3634 | 22 | 79948 | 18 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 026034 | 2.63 MM pavement change | 3.36 MM pavement change | C | AC/AC | 2 | 3886 | 20 | 77720 | 12 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 034037 | 3.36 MM pavement change | 3.65 MM pavement change | C | AC/AC | 2 | 1483 | 20 | 29660 | 17 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 037041 | 3.65 MM pavement change | 4.05 MM s/o 240A at "Y" | C | AC/AC | 2 | 2123 | 20 | 42460 | 19 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 041049 | 4.05 MM s/o 240A at "Y" | 4.85 MM e/o 242 | C | ST | 2 | 4230 | 20 | 84600 | 16 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 049055 | 4.85 MM e/o 242 | 5.54 MM nw/o 240A | C | ST | 2 | 3663 | 24 | 87912 | 19 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 055058 | 5.54 MM nw/o 240A | 5.84 MM pavement change | C | ST | 2 | 1576 | 24 | 37824 | 24 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 058061 | 5.84 MM pavement change | 6.10 MM pavement change | C | AC/AC | 2 | 1352 | 24 | 32448 | 76 | Very Good |
| 240B | EEL RIVER ROAD - 240B | 061064 | 6.10 MM pavement change | 6.34 MM EOP 144' past end pav | C | ST | 2 | 1292 | 22 | 28424 | 81 | Very Good |
| 218 | EL DORADO ROAD - 218 | 000003 | 0.00 MM e/o 215A | 0.33 MM w/o 215E | R | AC/AC | 2 | 1780 | 24 | 42720 | 8 | Very Poor |
| 107B | EL ROBLE ROAD - 107B | 000001 | 0.00 MM n/o 139 at pavement c | 0.09 MM END at gate | R | AC/AC | 2 | 485 | 22 | 10670 | 5 | Very Poor |
| 258 | ELLEN LYNN ROAD - 258 | 000006 | 0.00 MM e/o 237 | 0.60 MM e/o 237 | R | AC/AC | 2 | 3296 | 34 | 112064 | 16 | Very Poor |
| 321B | ELLIOTT DRIVE - 321B | 000002 | 0.00 MM n/o 319 | 0.23 MM e/o 321C | R | ST | 2 | 1223 | 22 | 26906 | 19 | Very Poor |
| 414A | ELLISON WAY - 414A | 000004 | 0.00 MM e/o 414C | 0.39 MM w/o 414 | R | AC | 2 | 2057 | 16 | 32912 | 93 | Very Good |
| 452 | EMERALD DRIVE - 452 | 000002 | 0.00 MM w/o 451 | 0.19 MM END | R | ST | 2 | 1007 | 26 | 22353 | 43 | Poor |
| 126B | ESTATE COURT - 126B | 000001 | 0.00 MM e/o 126C | 0.05 MM END | R | AC/AC | 2 | 282 | 22 | 6204 | 31 | Poor |
| 126A | ESTATE DRIVE - 126A | 000005 | 0.00 MM e/o 126 C | 0.52 MM n/o 126 | R | AC/AC | 2 | 2850 | 24 | 68400 | 26 | Poor |
| 550 | EUCALYPTUS WAY - 550 | 000001 | 0.00 MM n/o 549 | 0.05 MM END | R | AC/AC | 2 | 284 | 22 | 6624 | 96 | Very Good |
| 201C | EUNICE COURT - 201C | 000010 | 0.00 MM e/o 200 | 0.16 MM END | R | AC/AC | 2 | 864 | 33 | 29356 | 12 | Very Poor |
| 505 | EUREKA HILL ROAD - 505 | 000011 | POINT ARENA CITY LIMITS M.P 0+0 | M.P 0.5 | C | AC/AC | 2 | 2640 | 26 | 68640 | 94 | Very Good |
| 505 | EUREKA HILL ROAD - 505 | 000012 | 0.00 MM Point Arena City Limi | 1.19 MP | C | AC/AC | 2 | 6113 | 22 | 134486 | 33 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 012022 | 1.19 MP | 2.24 MP | C | AC/AC | 2 | 5355 | 22 | 117810 | 14 | Very Poor |
| 505 | EUREKA HILL ROAD - 505 | 022034 | 2.24 MP | 3.35 MP | C | AC/AC | 2 | 5848 | 22 | 128656 | 35 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 034040 | 3.35 MP | 3.95 MP | R | AC/AC | 2 | 3181 | 20 | 63620 | 39 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 040049 | 3.95 MP | 4.92 MP | R | AC/AC | 2 | 4921 | 20 | 98420 | 32 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 050060 | 4.92 MP | 5.98 MP | R | ST | 2 | 5604 | 20 | 112080 | 27 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 060070 | 5.98 MP | 6.99 MP | R | ST | 2 | 5129 | 20 | 102580 | 29 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 070080 | 6.99 MP | 7.99 MP | R | ST | 2 | 5092 | 20 | 101840 | 43 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 080090 | 7.99 MP | 9.00 MP | R | ST | 2 | 5198 | 20 | 103960 | 22 | Very Poor |
| 505 | EUREKA HILL ROAD - 505 | 090103 | 9.00 MP | 9.54 MP END at AFB | R | ST | 2 | 2841 | 20 | 56820 | 18 | Very Poor |
| 407P | EVERGREEN STREET - 407P | 000001 | 0.00 MM n/o 407E | 0.14 MM s/o 407S | R | AC | 1 | 732 | 14 | 10248 | 9 | Very Poor |
| 314 | EXLEY ROAD - 314 | 000006 | 0.00 MM Willits City Limits | 0.60 MM END | R | AC/AC | 2 | 3184 | 16 | 50944 | 14 | Very Poor |
| 617 | FAIRBANKS PLACE - 617 | 000003 | 0.00 MM e/o 311 | 0.25 MM END | R | ST | 2 | 1338 | 22 | 30299 | 7 | Very Poor |
| 327A | FAIRBANKS ROAD - 327A | 000010 | 0.00 MP e/o SH 162 | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 24 | Very Poor |
| 327A | FAIRBANKS ROAD - 327A | 010020 | 1.00 MM | 2.00 MP w/o 329 | C | ST | 2 | 5154 | 20 | 103080 | 18 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 252D | FAIRVIEW COURT - 252D | 000002 | 0.00 MM e/o 252A | 0.20 MM s/o 252 | R | AC/AC | 2 | 1065 | 34 | 36210 | 9 | Very Poor |
| 252D | FAIRVIEW COURT - 252D | 002003 | 0.20 MM w/o 252A | 0.29 MM END | R | AC/AC | 2 | 486 | 28 | 16392 | 17 | Very Poor |
| 253E | FAULL AVENUE - 253E | 000002 | 0.00 MM e/o 253B | 0.19 MM n/o 253B | R | AC/AC | 2 | 948 | 34 | 32232 | 14 | Very Poor |
| 215E | FAWN PLACE - 215E | 000001 | 0.00 MM s/o 215B | S CDS | R | AC/AC | 2 | 268 | 22 | 7402 | 13 | Very Poor |
| 215K | FAWNWOOD DRIVE - 215K | 000003 | 0.00 MM e/o 218E at end post | 0.28 MM s/o 215J | R | AC/AC | 2 | 1483 | 20 | 29660 | 29 | Poor |
| 250B | FEED LOT LANE - 250B | 000001 | 0.00 MM w/o 250C | 0.08 MM w/o 106 | C | AC/AC | 2 | 410 | 33 | 13530 | 37 | Poor |
| 109 | FELIZ CREEK ROAD - 109 | 000010 | 0.00 MM w/o 111 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 99 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 010014 | 1.00 MM | 1.41 MM s/o 110 at 109 signpo | R | ST | 2 | 2145 | 20 | 42900 | 99 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 014024 | 1.41 MM n/o 110 at 109 signpo | 2.41 MM pavement change | R | ST | 1 | 5264 | 14 | 73696 | 97 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 024034 | 2.41 MM pavement change | 3.41 MM e/o creek | R | ST | 1 | 5280 | 14 | 73920 | 97 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 034037 | 3.41 MM e/o creek | 3.71 MM END at end marker | R | ST | 1 | 1601 | 12 | 19212 | 20 | Very Poor |
| 205A | FERN CANYON DRIVE - 205A | 000002 | 0.00 MM e/o 201 | 0.17 MM END at property gate | R | ST | 2 | 902 | 24 | 21648 | 11 | Very Poor |
| 205B | FERN CANYON PLACE - 205B | 000001 | 0.00 MM s/o 205A | 0.11 MM END | R | ST | 2 | 570 | 16 | 9120 | 11 | Very Poor |
| 411A | FERN CREEK ROAD - 411A | 000010 | 0.00 MM e/o SH 1 | 0.96 MM END | R | ST | 2 | 5067 | 24 | 121608 | 32 | Poor |
| 410A | FERN DRIVE - 410A | 000002 | 0.00 MM w/o 564 | 0.21 MM END | R | ST | 2 | 1089 | 20 | 23122 | 34 | Poor |
| 204P | FIR TERRACE DRIVE - 204P | 000002 | 0.00 MM e/o 204 | 0.17 MM END | R | AC/AC | 2 | 918 | 33 | 32678 | 56 | Fair |
| 210 | FIRCREST DRIVE - 210 | 000005 | SOUTH STATE STREET | 0.54 MM END at gate posts | R | AC/AC | 1 | 3660 | 37 | 135420 | 14 | Very Poor |
| 228B | FIRST AVENUE - 228B | 000004 | 0.00 MM n/o 228A | 0.35 MM e/o 228B | R | AC/AC | 2 | 1824 | 33 | 60192 | 9 | Very Poor |
| 114A | FIRST STREET (Hopland - 114A | 001002 | 0.07 MM w/o US 101 | 0.13 MM e/o 114 | R | AC/AC | 1 | 314 | 10 | 3140 | 6 | Very Poor |
| 115C | FIRST STREET (Old Hopl - 115C | 000001 | 0.00 MM e/o SH 175 | 0.07 MM w/o 115A | R | AC/AC | 2 | 339 | 18 | 6102 | 94 | Very Good |
| 122 | FISH ROCK ROAD - 122 | 000009 | 0.00 MP e/o SH 1 | 0.94 MP | C | ST | 2 | 4911 | 18 | 88398 | 71 | Very Good |
| 122 | FISH ROCK ROAD - 122 | 009020 | 0.94 MP | 2.80 MP | C | AC | 2 | 9843 | 18 | 177174 | 87 | Very Good |
| 122 | FISH ROCK ROAD - 122 | 020030 | 2.80 MP | 3.00 MP | C | ST | 2 | 900 | 22 | 19800 | 35 | Poor |
| 122 | FISH ROCK ROAD - 122 | 030040 | 3.00 MP | 4.00 MP | R | ST | 2 | 5348 | 22 | 117656 | 23 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 040049 | 4.00 MP | 4.88 MP EOP | R | ST | 2 | 4635 | 20 | 92700 | 14 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 190191 | 19.04 MM BOP | 19.13 MP | R | ST | 2 | 488 | 24 | 11712 | 53 | Fair |
| 122 | FISH ROCK ROAD - 122 | 191206 | 19.13 MP | 20.62 MP | R | ST | 2 | 6568 | 20 | 131360 | 22 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 206217 | 20.62 MP | 21.66 MP | R | ST | 2 | 5439 | 20 | 108780 | 25 | Poor |
| 122 | FISH ROCK ROAD - 122 | 217225 | 21.66 MP | 22.52 MP | R | ST | 2 | 4428 | 22 | 97416 | 33 | Poor |
| 122 | FISH ROCK ROAD - 122 | 225235 | 22.52 MP | 23.49 MP | R | ST | 2 | 5040 | 20 | 100800 | 26 | Poor |
| 122 | FISH ROCK ROAD - 122 | 235246 | 23.49 MP | 24.57 MP | R | ST | 2 | 5618 | 20 | 112360 | 16 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 246255 | 24.57 MP | 25.48 MP | R | ST | 2 | 4801 | 20 | 96020 | 33 | Poor |
| 122 | FISH ROCK ROAD - 122 | 255265 | 25.48 MP | 26.45 MP | R | ST | 2 | 5455 | 22 | 120010 | 28 | Poor |
| 122 | FISH ROCK ROAD - 122 | 265275 | 26.45 MP | 27.54 MP | R | AC/AC | 2 | 5688 | 22 | 125136 | 25 | Poor |
| 122 | FISH ROCK ROAD - 122 | 275288 | 27.54 MP | 28.79 MP s/o SH 128 | R | ST | 2 | 5942 | 24 | 142608 | 33 | Poor |
| 237I | FISHER LAKE DRIVE - 237I | 000003 | 237D TOMKI ROAD | 0.25 MM END | R | AC/AC | 2 | 1324 | 32 | 42368 | 15 | Very Poor |
| 333 | FISHERMAN DRIVE - 333 | 000003 | 0.00 MM n/o 325 | 0.28 MM END | R | ST | 2 | 1471 | 22 | 32362 | 60 | Fair |
| 407W | FLORES STREET - 407W | 000001 | 0.00 MM e/o 407U | 0.11 MM w/o 407V | R | AC | 2 | 570 | 16 | 9120 | 32 | Poor |
| 135 | FLYNN CREEK ROAD - 135 | 000011 | 0.00 MP n/o SH 128 | 1.07 MP | C | AC | 2 | 5563 | 19 | 105697 | 94 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 011022 | 1.07 MP | 2.20 MP | C | AC | 2 | 5900 | 20 | 118000 | 94 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 022035 | 2.20 MP | 3.50 MP | C | AC | 2 | 6769 | 20 | 135380 | 88 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 035044 | 3.50 MP | 4.40 MP | C | AC | 2 | 4673 | 20 | 93460 | 96 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 044053 | 4.40 MP | 5.27 MP | C | AC | 2 | 4538 | 20 | 90760 | 97 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 053065 | 5.27 MP | 6.50 MP | C | AC | 2 | 6405 | 20 | 128100 | 96 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 065074 | 6.50 MP | 7.44 MP | C | AC | 2 | 4866 | 20 | 97320 | 89 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 074085 | 7.44 MP | 8.50 MP s/o 223 | C | AC | 2 | 5464 | 20 | 109280 | 95 | Very Good |
| 337A | FOOTHILL BOULEVARD - 337A | 000009 | 0.00 MM s/o 334D | 0.88 MM EOP | C | AC/AC | 2 | 4634 | 22 | 101948 | 66 | Fair |
| 250 | FORD ROAD - 250 | 000001 | 0.00 MM e/o 104 | 0.14 MM change to 2 lanes | R | AC/AC | 3 | 749 | 37 | 27713 | 78 | Very Good |
| 250 | FORD ROAD - 250 | 001003 | 0.14 MM change to 2 lanes | 0.28 MM pavement change | R | AC/AC | 2 | 750 | 30 | 22500 | 76 | Very Good |
| 250 | FORD ROAD - 250 | 003004 | 0.28 MM pavement change | 0.38 MM END | R | AC/AC | 3 | 490 | 24 | 11760 | 84 | Very Good |
| 407M | FORD STREET - 407M | 000001 | 0.00 MM n/o 407C | 0.08 MM 407A | R | ST | 2 | 409 | 22 | 8998 | 31 | Poor |
| 407M | FORD STREET - 407M | 001002 | 0.08 MM n/o 407A | 0.16 MM END | R | ST | 2 | 441 | 22 | 9702 | 39 | Poor |
| 524F | FOREST COURT - 524F | 000001 | 0.00 MM e/o 524E | 0.09 MM END | R | AC/AC | 2 | 475 | 20 | 12924 | 19 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424D | FOREST LANE - 424D | 000005 | 0.00 MM e/o 424C | 0.48 MM END | R | ST | 2 | 2548 | 20 | 53407 | 34 | Poor |
| 551B | FOREST VIEW CIRCLE - 551B | 000001 | 0.00 MM s/o 551A | 0.05 MM END | R | AC/AC | 2 | 268 | 24 | 7816 | 32 | Poor |
| 551C | FOREST VIEW COURT - 551C | 000000 | 0.00 MM s/o 551A | 0.03 MM END | R | AC/AC | 2 | 140 | 24 | 4744 | 76 | Very Good |
| 551A | FOREST VIEW ROAD - 551A | 000007 | 0.00 MM s/o 551 | 0.74 MM w/o 551 | R | AC/AC | 2 | 3892 | 24 | 93408 | 65 | Fair |
| 236C | FORSYTHE DRIVE - 236C | 000002 | 0.00 MM EOP s/o 236D | 0.20 MM EOP e/o 236B | R | AC/AC | 2 | 1062 | 28 | 29736 | 29 | Poor |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 000010 | 0.00 MP Fort Bragg City Limit | 1.00 MP | C | AC | 2 | 5437 | 18 | 97866 | 98 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 010020 | 1.00 MP | 2.00 MP | C | AC | 2 | 5463 | 16 | 87408 | 96 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 020031 | 2.00 MP | 3.09 MM | C | AC | 2 | 5416 | 16 | 86656 | 98 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 031040 | 3.09 MM | 4.00 MP | C | AC | 2 | 5416 | 16 | 86656 | 92 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 040042 | 4.00 MP | 4.18 MM EOP | C | AC | 1 | 342 | 14 | 4788 | 27 | Poor |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 289295 | 28.87 MM BOP | 29.53 MP | C | ST | 2 | 4040 | 20 | 80800 | 25 | Poor |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 295307 | 29.53 MP | 30.68 MM at phone cable sign | R | ST | 2 | 6161 | 20 | 123220 | 16 | Very Poor |
| 321A | FOSTER AVENUE - 321A | 000004 | 0.00 MM n/o 319 | 0.36 MM s/o 319A | R | ST | 2 | 1895 | 22 | 41690 | 52 | Fair |
| 629 | FOX ROAD - 629 | 000006 | 0.00 MM e/o 630 | 0.63 MM w/o 628 | R | ST | 2 | 3334 | 22 | 73348 | 8 | Very Poor |
| 414D | FRANKLIN ROAD - 414D | 000006 | 0.00 MM e/o 414B | 0.63 MM s/o 414 | R | ST | 2 | 3309 | 18 | 59562 | 36 | Poor |
| 414D | FRANKLIN ROAD - 414D | 006009 | 0.63 MM n/o 414 | 0.92 MM END | R | ST | 2 | 1550 | 18 | 27900 | 34 | Poor |
| 337K | FRAZIER LANE - 337K | 000005 | 0.00 MM n/o SH 162 | 0.50 MM END | R | ST | 1 | 2644 | 14 | 37016 | 20 | Very Poor |
| 524A | FRIENDLY AVENUE - 524A | 000001 | 0.00 MM n/o 524 | 0.07 MM s/o 524C | R | AC/AC | 2 | 355 | 22 | 7810 | 24 | Very Poor |
| 227C | FRONTAGE ROAD A - 227C | 000003 | 0.00 MM w/o 227B | 0.30 MM END | R | AC/AC | 2 | 1562 | 20 | 31240 | 39 | Poor |
| 139 | FRONTAGE ROAD C - 139 | 000004 | 0.00 MM at gate | 0.39 MM s/o 107B at pavement | R | AC/AC | 2 | 2042 | 22 | 44924 | 14 | Very Poor |
| 140 | FRONTAGE ROAD D - 140 | 000011 | 0.00 MM n/o 107A | 1.11 MM END at state/county | R | AC/AC | 2 | 5861 | 22 | 128942 | 39 | Poor |
| 141 | FRONTAGE ROAD E - 141 | 000001 | 0.00 MM END EOP south | 0.11 MM END at gate north | R | AC/AC | 2 | 574 | 22 | 12628 | 42 | Poor |
| 251D | GAMAY PLACE - 251D | 000001 | 0.00 MM n/o 251C | 0.10 MM END | R | AC/AC | 2 | 538 | 32 | 19680 | 53 | Fair |
| 552 | GARCIA COURT - 552 | 000001 | 0.00 MM w/o SH 1 | 0.06 MM END | R | AC/AC | 2 | 318 | 22 | 7859 | 80 | Very Good |
| 507 | GARCIA RIVER ROAD aka B - 507 | 000010 | 0.00 MM n/o 507 | 1.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 9 | Very Poor |
| 507 | GARCIA RIVER ROAD aka B - 507 | 010019 | 1.00 MM | 1.93 MM END at gate to gravel | R | ST | 1 | 4914 | 14 | 68796 | 13 | Very Poor |
| 541 | GAYLE CIRCLE - 541 | 000001 | 0.00 MM e/o 540 | 0.11 MM END | R | ST | 2 | 572 | 20 | 13887 | 51 | Fair |
| 222D | GEORGE PLACE - 222D | 000001 | 0.00 MM n/o 222B | 0.07 MM END | R | AC/AC | 2 | 301 | 34 | 18606 | 56 | Fair |
| 414C | GEORGES LANE - 414C | 000006 | 0.00 MM s/o 414 | 0.59 MM END | R | ST | 2 | 3108 | 18 | 55944 | 66 | Fair |
| GEYSER | GEYSERS ROAD - GEYSER | 000001 | US101 | SONOMA COUNTY LINE | R | AC | 2 | 3670 | 29 | 106430 | 63 | Fair |
| 412E | GIBNEY LANE - 412E | 000011 | 0.00 MM e/o SH 1 | 1.11 MM END | R | AC/AC | 2 | 5859 | 20 | 117180 | 27 | Poor |
| 246 | GIBSON LANE - 246 | 000007 | 0.00 MM w/o 240B | 0.68 MM pavement change | R | AC/AC | 2 | 3578 | 20 | 71560 | 15 | Very Poor |
| 246 | GIBSON LANE - 246 | 007014 | 0.68 MM pavement change | 1.41 MM pavement change | R | ST | 2 | 3869 | 20 | 77380 | 12 | Very Poor |
| 246 | GIBSON LANE - 246 | 014016 | 1.41 MM pavement change | 1.57 MM w/o 245A | R | AC/AC | 2 | 866 | 20 | 17320 | 8 | Very Poor |
| 246 | GIBSON LANE - 246 | 016026 | 1.57 MM w/o 245A | 2.59 MM road narrows n/o 247 | R | ST | 2 | 5390 | 22 | 118580 | 13 | Very Poor |
| 246 | GIBSON LANE - 246 | 026028 | 2.59 MM road narrows n/o 247 | 2.75 MM at end marker | R | ST | 1 | 862 | 14 | 12068 | 26 | Poor |
| 206 | GIELOW LANE - 206 | 000008 | 0.00 MM e/o 205 | 2995 FT E/O 205 (RUDDICK CUNNI | R | ST | 1 | 2995 | 14 | 41930 | 36 | Poor |
| 206 | GIELOW LANE - 206 | 000009 | 2995 FT E/O 205 (RUDDICK CUNNI | 0.73 MM w/o 201 | R | ST | 1 | 872 | 14 | 12208 | 4 | Very Poor |
| 534 | GLENNEN DRIVE - 534 | 000004 | 0.00 MM e/o SH 1 | 0.42 MM END EOP | R | AC/AC | 2 | 2220 | 24 | 53280 | 12 | Very Poor |
| 209I | GLENROB - 209I | 000001 | 0.00 MM s/o SH 222 | 0.09 MM END | R | AC/AC | 2 | 492 | 20 | 9840 | 14 | Very Poor |
| 204H | GLENWOOD DRIVE - 204H | 000002 | 0.00 MM w/o 204 | 0.20 MM END | R | AC/AC | 2 | 1058 | 32 | 34762 | 27 | Poor |
| 640A | GOOSE CIRCLE - 640A | 000000 | 0.00 MM s/o 640 | 0.04 MM END | R | ST | 2 | 230 | 22 | 6566 | 9 | Very Poor |
| 640D | GOOSE COURT - 640D | 000001 | 0.00 MM s/o 640 | 0.08 MM END | R | ST | 2 | 410 | 22 | 10526 | 28 | Poor |
| 639 | GOOSE LANE - 639 | 000002 | 0.00 MM s/o 640 | 0.16 MM END | R | ST | 2 | 860 | 22 | 19783 | 7 | Very Poor |
| 640C | GOOSE PLACE - 640C | 000001 | 0.00 MM s/o 640 | 0.10 MM END | R | ST | 2 | 502 | 22 | 13351 | 12 | Very Poor |
| 640 | GOOSE ROAD - 640 | 000012 | 0.00 MM w/o 604 | 1.22 MM e/o 641 | C | ST | 2 | 6427 | 24 | 154248 | 95 | Very Good |
| 404A | GORDON LANE - 404A | 000007 | 0.00 MM e/o SH 1 | 0.70 MM END | R | AC/AC | 2 | 3680 | 20 | 73600 | 89 | Very Good |
| 232B | GOWAN WAY - 232B | 000003 | 0.00 MM e/o 230 | 0.29 MM s/o 232C | R | AC/AC | 2 | 1508 | 22 | 33176 | 17 | Very Poor |
| 334B | GRANGE STREET - 334B | 000002 | 0.00 MM e/o 335A | 0.17 MM w/o 335B | R | ST | 2 | 931 | 24 | 22334 | 54 | Fair |
| 334B | GRANGE STREET - 334B | 002004 | 0.17 MM e/o 335B | 0.34 MM w/o SH 162 | R | ST | 2 | 888 | 24 | 21312 | 25 | Poor |
| 415C | GRAVEL PIT ROAD - 415C | 000001 | 0.00 MM s/o SH 20 | 0.11 MM END | R | ST | 2 | 566 | 16 | 9056 | 51 | Fair |
| 334C | GREELY STREET - 334C | 000002 | 0.00 MM e/o 335C | 0.17 MM w/o 335B | R | ST | 2 | 1120.2 | 24 | 26884.8 | 32 | Poor |
| 334C | GREELY STREET - 334C | 002004 | 0.17 MM e/o 335B | 0.34 MM SH 162 | R | ST | 2 | 909 | 24 | 21816 | 49 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 334C | GREELY STREET - 334C | 004004 | 0.34 MM e/o SH 162 | 0.38 MM s/o 335E | R | ST | 2 | 201 | 36 | 7236 | 53 | Fair |
| 579 | GREEN LING CIRCLE - 579 | 000001 | 0.00 MM w/o 557 | 0.10 MM END | R | ST | 2 | 550 | 24 | 16364 | 40 | Poor |
| 130C | GSCHWEND ROAD - 130C | 000003 | 0.00 MM s/o SH 128 | 0.27 MM END at marker | R | ST | 1 | 1413 | 12 | 16956 | 22 | Very Poor |
| 502A | GUALALA COURT - 502A | 000003 | 0.00 MM w/o 502 | 0.27 MM w/o 502 | R | AC/AC | 2 | 1443 | 18 | 25974 | 53 | Fair |
| 501 | GUALALA ROAD - 501 | 000015 | 0.00 MM e/o 501a | PVMT CHANGE | R | ST | 2 | 661 | 18 | 11898 | 48 | Poor |
| 501 | GUALALA ROAD - 501 | 000017 | PVMT CHANGE | 1.48 MM width changes | R | ST | 2 | 7619 | 18 | 137142 | 21 | Very Poor |
| 501 | GUALALA ROAD - 501 | 015017 | 1.48 MM width changes | 1.68 MM END w/o bridge | R | AC | 1 | 1180 | 14 | 16520 | 15 | Very Poor |
| 203B | GUIDIVILLE RESERVATION - 203B | 000009 | 0.00 MM n/o 203 | 0.85 MM END of circle | R | ST | 2 | 4472 | 18 | 80496 | 26 | Poor |
| 407Z | GURLEY LANE - 407Z | 000002 | 0.00 MM n/o 408 | 0.23 M n/o 408 (PAVT CHANGE) | R | ST | 2 | 1230 | 16 | 19680 | 30 | Poor |
| 407Z | GURLEY LANE - 407Z | 000006 | 0.23 M n/o 408 (PAVT CHANGE) | 0.33 MM END EOP | R | ST | 2 | 518 | 16 | 8288 | 40 | Poor |
| 124A | HAEHL STREET - 124A | 000002 | 0.00 MM signpost e/o SH 128 | 0.18 MM signpost e/o SH 128 | R | AC/AC | 2 | 848 | 22 | 18656 | 38 | Poor |
| 555 | HANSON CIRCLE - 555 | 000001 | 0.00 MM n/o 540 | 0.14 MM END | R | ST | 2 | 725 | 20 | 14900 | 32 | Poor |
| 415H | HANSON ROAD - 415H | 000007 | 0.00 MM n/o 415E | 0.67 MM END | R | AC | 2 | 3553 | 26 | 92378 | 82 | Very Good |
| 424E | HAPPY LANE - 424E | 000002 | 0.00 MM e/o SH1 | 0.19 MM END EOP | R | ST | 2 | 996 | 17 | 16932 | 17 | Very Poor |
| 321 | HARMON DRIVE - 321 | 000004 | 0.00 MM e/o US 101 | 0.38 MM s/o 322 | R | ST | 2 | 1996 | 17 | 33932 | 34 | Poor |
| 626 | HARRAH DRIVE - 626 | 000002 | 0.00 MM e/o 624 | 0.18 MM s/o 623 | R | AC/AC | 2 | 956 | 22 | 21032 | 21 | Very Poor |
| 626A | HARRAH PLACE - 626A | 000001 | 0.00 MM n/o 623 | 0.05 MM | R | AC/AC | 2 | 256 | 22 | 5632 | 18 | Very Poor |
| 626A | HARRAH PLACE - 626A | 001002 | 0.05 MM | 0.18 MM END | R | AC/AC | 2 | 696 | 22 | 16818 | 8 | Very Poor |
| 115A | HARRISON STREET - 115A | 000002 | 0.00 MM s/o SH 175 | 0.19 MM END | R | AC/AC | 2 | 998 | 24 | 23952 | 98 | Very Good |
| 319 | HARWOOD ROAD - 319 | 000004 | 0.00 MM w/o US 101 | 0.35 MM e/o 321D | R | ST | 2 | 1825 | 22 | 40150 | 27 | Poor |
| 136 | HASTINGS FRONTAGE ROAD - 136 | 000006 | 0.00 MM s/o Ukiah City Limits | 0.63 MM END | R | AC/AC | 2 | 3326 | 22 | 73172 | 19 | Very Poor |
| 623D | HAWK COURT - 623D | 000000 | 0.00 MM s/o 624 | 0.03 MM END | R | AC/AC | 2 | 145 | 22 | 4696 | 26 | Poor |
| 624 | HAWK DRIVE - 624 | 000006 | 0.00 MM n/o 618 | 0.55 MM s/o 623 | R | AC/AC | 2 | 2911 | 24 | 69864 | 12 | Very Poor |
| 624 | HAWK DRIVE - 624 | 006008 | 0.55 MM n/o 6/23 | 0.78 MM | R | AC/AC | 2 | 1212 | 22 | 26664 | 24 | Very Poor |
| 620A | HAWK LANE - 620A | 000001 | 0.00 MM e/o 620 | 0.13 MM w/o 624 | R | AC/AC | 2 | 681 | 22 | 14982 | 39 | Poor |
| 622A | HAWK PLACE - 622A | 000001 | 0.00 MM w/o 622 | 0.05 MM END | R | AC/AC | 2 | 246 | 22 | 6275 | 13 | Very Poor |
| 622 | HAWK ROAD - 622 | 000003 | 0.00 MM n/o 620A | 0.26 MM e/o 621 | R | AC/AC | 2 | 1359 | 22 | 29898 | 20 | Very Poor |
| 620 | HAWK TERRACE - 620 | 000002 | 0.00 MM e/o 311 | 0.15 MM | R | AC/AC | 2 | 777 | 22 | 17094 | 17 | Very Poor |
| 620 | HAWK TERRACE - 620 | 002002 | 0.15 MM | 0.23 MM END | R | AC/AC | 2 | 428 | 22 | 10922 | 15 | Very Poor |
| 245A | HAWN CREEK ROAD - 245A | 000010 | 0.00 MM w/o 245 | 1.00 MM s/o 246 | R | ST | 2 | 5303 | 16 | 84848 | 13 | Very Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 000006 | 0.00 MM Willits City Limits | 0.64 MP | C | AC/AC | 2 | 3303 | 20 | 66060 | 70 | Very Good |
| 306 | HEARST-WILLITS ROAD - 306 | 006016 | 0.64 MP | 1.64 MP | C | AC/AC | 2 | 5190 | 20 | 103800 | 38 | Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 016025 | 1.64 MP | 2.51 MM w/o 308 | C | AC/AC | 2 | 4782 | 20 | 95640 | 23 | Very Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 025030 | 2.51 MM w/o 308 | 3.00 MP | C | AC/AC | 2 | 2357 | 20 | 47140 | 19 | Very Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 030042 | 3.00 MP | 4.19 MP | C | AC/AC | 2 | 6083 | 16 | 97328 | 31 | Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 042052 | 4.19 MP | 5.32 MM EOP | C | AC/AC | 1 | 6351 | 14 | 88914 | 30 | Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 057058 | 5.62 MM BOP | 5.83 MM EOP at no tresspassin | C | AC/AC | 2 | 1108 | 18 | 19944 | 42 | Poor |
| 407FF | HEESER DRIVE - 407FF | 000009 | 0.00 MM w/o 407F | 0.94 MM w/o 500 | C | ST | 2 | 4984 | 20 | 99680 | 74 | Very Good |
| 407I | HEESER STREET - 407I | 000001 | 0.00 MM n/o 407E | 0.08 MM s/o 407C | C | AC | 2 | 395 | 32 | 12640 | 11 | Very Poor |
| 407I | HEESER STREET - 407I | 001002 | 0.08 MM n/o 407C | 0.16 MM s/o 407A | C | AC | 2 | 425 | 33 | 14025 | 24 | Very Poor |
| 230C | HELD ROAD - 230C | 000002 | 0.00 MM w/o 230 | 0.18 MM at sign post missing | R | ST | 2 | 921 | 18 | 16578 | 26 | Poor |
| 337N | HENDERSON LANE - 337N | 000005 | 0.00 MM n/o 337A | 0.51 MM e/o 337P at white lin | R | ST | 1 | 2702 | 13 | 35126 | 23 | Very Poor |
| 337P | HENDERSON ROAD - 337P | 000007 | 0.00 MM BOP | 0.67 MM w/o 337H | R | ST | 2 | 3525 | 19 | 66975 | 13 | Very Poor |
| 337P | HENDERSON ROAD - 337P | 007009 | 0.67 MM e/o 337H | 0.90 MM w/o 337N at white lin | R | ST | 2 | 1248 | 16 | 19968 | 15 | Very Poor |
| 107 | HENRY ROMER ROAD - 107 | 000002 | 0.00 MM | 0.12 MM | R | AC/AC | 2 | 641 | 22 | 14102 | 23 | Very Poor |
| 107C | HENRY STATION ROAD - 107C | 000003 | 0.00 MM e/o US 101 | 0.30 MM to 107D signpost | R | AC/AC | 2 | 1554 | 28 | 43512 | 11 | Very Poor |
| 225A | HENSLEY CREEK ROAD - 225A | 000002 | 104 N STATE STREET | PAVEMENT CHANGE | R | AC/AC | 2 | 916 | 40 | 36640 | 44 | Poor |
| 112 | HEWLITT & STURTEVANT - 112 | 000002 | 0.00 MM w/o US 101 | 0.23 MM road widens | R | ST | 1 | 1220 | 14 | 17080 | 15 | Very Poor |
| 112 | HEWLITT & STURTEVANT - 112 | 002004 | 0.23 MM road widens | 0.43 MM road narrows | R | ST | 2 | 1052 | 22 | 23144 | 41 | Poor |
| 112 | HEWLITT & STURTEVANT - 112 | 004006 | 0.43 MM road narrows | 0.62 MM at property fence | R | ST | 2 | 984 | 16 | 15744 | 7 | Very Poor |
| 121 | HIBBARD ROAD - 121 | 000000 | 0.00 MM s/o SH 128 | 0.04 MM | R | AC | 2 | 228 | 20 | 4560 | 84 | Very Good |
| 335A | HIGH SCHOOL STREET - 335A | 000002 | 0.00 MM END | 0.18 MM s/o 334D | R | AC/AC | 2 | 920 | 22 | 20240 | 46 | Poor |
| 335A | HIGH SCHOOL STREET - 335A | 002003 | 0.18 MM n/o 334D | 0.25 MM END | R | AC/AC | 2 | 386 | 26 | 10036 | 73 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 327B | HILL ROAD - 327B | 000010 | 0.00 MP e/o 329 MP 0.00 | 1.00 MP | C | ST | 2 | 5070 | 22 | 111540 | 11 | Very Poor |
| 327B | HILL ROAD - 327B | 010018 | 1.00 MP | 1.75 MP | C | ST | 2 | 3888 | 22 | 85536 | 15 | Very Poor |
| 327B | HILL ROAD - 327B | 018028 | 1.75 MP | 2.75 MP | C | ST | 2 | 5283 | 16 | 84528 | 16 | Very Poor |
| 327B | HILL ROAD - 327B | 028040 | 2.75 MP | 4.00 MP | C | ST | 2 | 6193 | 18 | 111474 | 19 | Very Poor |
| 327B | HILL ROAD - 327B | 040052 | 4.00 MP | 5.20 MP e/o 327C | C | ST | 2 | 6336 | 18 | 114048 | 16 | Very Poor |
| 428F | HILLCREST TERRACE - 428F | 000002 | 0.00 MM n/o SH 1 | 0.17 MM END | R | ST | 2 | 883 | 18 | 15894 | 55 | Fair |
| 407T | HILLS ROAD - 407T | 001002 | 0.08 MM s/o 407X | 0.23 MM s/o 408 | R | AC | 1 | 791 | 20 | 15820 | 16 | Very Poor |
| 301F | HILLTOP DRIVE - 301F | 000010 | 0.00 MM e/o 301 | 0.96 MM EOP | R | ST | 2 | 5058 | 20 | 101160 | 29 | Poor |
| 558 | HILMA CIRCLE - 558 | 000001 | 0.00 MM s/o 540 | 0.11 MM END | R | ST | 2 | 565 | 22 | 13936 | 24 | Very Poor |
| 301E | HOLLANDS LANE - 301E | 000005 | 0.00 MM w/o US 101 | 0.49 MM w/o US 101 | R | AC/AC | 2 | 2580 | 22 | 56760 | 40 | Poor |
| 412 | HOLQUIST LANE - 412 | 000002 | 0.00 MM e/o 412E | 0.18 MM END at LP fence line | R | AC/AC | 2 | 927 | 20 | 18540 | 53 | Fair |
| 229C | HOPKINS STREET - 229C | 000001 | E EOP | 104 N. STATE STREET | R | AC/AC | 2 | 240 | 26 | 6240 | 33 | Poor |
| 229C | HOPKINS STREET - 229C | 001001 | 104 N. STATE STREET | W END | R | AC/AC | 2 | 376 | 16 | 6016 | 29 | Poor |
| 407N | HOWARD STREET - 334D | 000001 | 0.00 MM n/o 407E | 0.08 MM s/o 407C | R | ST | 2 | 410 | 22 | 9020 | 14 | Very Poor |
| 407N | HOWARD STREET - 334D | 001002 | 0.08 MM n/o 407C | 0.20 MM s/o 408 | R | ST | 2 | 614 | 22 | 13508 | 8 | Very Poor |
| 334D | HOWARD STREET - 334D | 000005 | 0.00 MM w/o SH 162 | 0.49 MM road narrows | C | ST | 2 | 2579 | 38 | 98002 | 25 | Poor |
| 334D | HOWARD STREET - 334D | 005005 | 0.49 MM road narrows | 0.53 MM e/o 337B | C | ST | 2 | 183 | 32 | 5856 | 100 | Very Good |
| 206B | HOWELL CREEK ROAD - 206B | 000003 | 0.00 MM e/o 205 | 0.26 MM END | R | ST | 1 | 1392 | 14 | 19488 | 4 | Very Poor |
| 115F | HOWELL STREET - 115F | 000000 | 0.00 MM w/o SH 175 | 0.03 MM s/o 115E | R | AC/AC | 2 | 180 | 22 | 3960 | 100 | Very Good |
| 523B | HUBERT DRIVE - 523B | 000001 | 0.00 MM n/o 523A | 0.10 MM s/o 523A | R | AC/AC | 2 | 514 | 22 | 11308 | 7 | Very Poor |
| 610A | HULLETT PLACE - 610A | 000003 | 0.00 MM e/o 610 | 0.25 MM END | R | AC/AC | 2 | 1370 | 22 | 31646 | 27 | Poor |
| 325 | HUNTSMAN WAY - 325 | 000001 | 0.00 MM e/o US 101 | 0.13 MM e/o 333 | R | ST | 2 | 661 | 28 | 18508 | 95 | Very Good |
| 123 | HUTSELL ROAD - 123 | 000008 | 0.00 MM s/o SH 128 | 0.82 MM EOP | R | ST | 1 | 4308 | 14 | 60312 | 22 | Very Poor |
| 129 | INDIAN CREEK ROAD - 129 | 000007 | 0.00 MM n/o SH 128 | 0.69 MM EOP at creek | R | ST | 1 | 3649 | 14 | 51086 | 52 | Fair |
| 651 | IRIS DRIVE - 651 | 000008 | 0.00 MM s/o 604 | 0.83 MM e/o 641 | R | AC/AC | 2 | 4404 | 24 | 105696 | 11 | Very Poor |
| 651A | IRIS LANE - 651A | 000002 | 0.00 MM w/o 651 | 0.18 MM END | R | AC/AC | 2 | 958 | 22 | 22582 | 11 | Very Poor |
| 651B | IRIS PLACE - 651B | 000001 | 0.00 MM e/o 651 | 0.14 MM END | R | ST | 2 | 684 | 22 | 15911 | 10 | Very Poor |
| 651C | IRIS TERRACE - 651C | 000002 | 0.00 MM s/o 651 | 0.15 MM END | R | AC/AC | 2 | 810 | 22 | 19206 | 12 | Very Poor |
| 539 | IRISH BEACH DRIVE - 539 | 000003 | 0.00 MM w/o SH 1 | 0.25 MM END | R | AC/AC | 2 | 1304 | 24 | 33463 | 53 | Fair |
| 310F | IRVINE LODGE ROAD - 310F | 000006 | 0.00 MM e/o US 101 | 0.60 MM END | R | AC/AC | 2 | 2355 | 22 | 51810 | 94 | Very Good |
| 204J | ISOLA WAY - 204J | 000001 | 0.00 MM s/o 204F | 0.09 MM END | R | AC/AC | 1 | 477 | 14 | 6678 | 18 | Very Poor |
| 533 | IVERSEN COURT - 533 | 000001 | 0.00 MM e/o 533 | 0.08 MM END | R | AC/AC | 2 | 390 | 22 | 10086 | 10 | Very Poor |
| 532 | IVERSEN LANE - 532 | 000005 | 0.00 MM n/o 503 | 0.48 MM n/o 503 | R | AC/AC | 2 | 2542 | 22 | 55924 | 18 | Very Poor |
| 503B | IVERSEN POINT ROAD - 503B | 000001 | 0.00 MM w/o SH 1 | 0.09 MM END | R | ST | 2 | 482 | 16 | 11456 | 4 | Very Poor |
| 503 | IVERSEN ROAD - 503 | 000010 | 0.00 MP n/o 122 | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 89 | Very Good |
| 503 | IVERSEN ROAD - 503 | 010019 | 1.00 MM | 1.94 MP | C | ST | 2 | 4874 | 20 | 97480 | 85 | Very Good |
| 503 | IVERSEN ROAD - 503 | 019030 | 1.94 MP | 3.00 MP | C | ST | 2 | 5502 | 20 | 110040 | 80 | Very Good |
| 503 | IVERSEN ROAD - 503 | 030040 | 3.00 MP | 4.00 MP | C | ST | 2 | 5158 | 18 | 92844 | 78 | Very Good |
| 503 | IVERSEN ROAD - 503 | 040050 | 4.00 MP | 5.00 MP | C | ST | 2 | 5345 | 18 | 96210 | 52 | Fair |
| 503 | IVERSEN ROAD - 503 | 050060 | 5.00 MP | 6.00 MP | C | ST | 2 | 5277 | 18 | 94986 | 53 | Fair |
| 503 | IVERSEN ROAD - 503 | 060062 | 6.00 MP | 6.20 MP e/o SH 1 | C | ST | 2 | 906 | 18 | 16308 | 63 | Fair |
| IVERSO | IVERSON AVENUE - IVERSO | 000002 | 0.00 MM w/o SH 1 | 0.22 MM s/o PORT RD at stop | R | AC/AC | 2 | 1162 | 18 | 20916 | 80 | Very Good |
| 407R | JACKSON STREET - 407R | 000001 | 0.00 MM e/o SH 1 | 0.08 MM END | R | ST | 2 | 399 | 16 | 6384 | 22 | Very Poor |
| 453 | JADE COURT - 453 | 000001 | 0.00 MM e/o 451 | 0.01 MM END | R | ST | 2 | 510 | 24 | 14047 | 15 | Very Poor |
| 204E | JAMES STREET - 204E | 000002 | 0.00 MM w/o 204 | 0.15 MM END | R | AC/AC | 2 | 792 | 18 | 14256 | 15 | Very Poor |
| 267 | JEFFERSON LANE - 267 | 000002 | 0.00 MM e/o 209 | 0.17 MM w/o 104A | R | AC/AC | 2 | 876 | 24 | 21024 | 13 | Very Poor |
| 441 | JEFFERSON WAY - 441 | 000003 | 0.00 MM w/o SH 1 | 0.27 MM END | R | AC/AC | 2 | 1401 | 20 | 28020 | 8 | Very Poor |
| 423 | JOHN HYMAN ROAD - 423 | 000008 | 0.00 MM e/o 421 | 0.44 MM END | R | AC/AC | 1 | 2324 | 14 | 32536 | 24 | Very Poor |
| 422A | JOHNSON LANE - 422A | 000002 | 0.00 MM e/o 422 | 0.19 MM | R | ST | 2 | 1017 | 18 | 18306 | 33 | Poor |
| 411 | JOHNSON PARK ROAD - 411 | 000004 | 0.00 MM e/o 411B | 0.37 MM END | R | ST | 2 | 1952 | 18 | 35136 | 30 | Poor |
| 407L | KASTEN STREET - 407L | 000001 | 0.00 MM n/o 407E | 0.08 MM s/o 407C | R | AC/AC | 2 | 401 | 30 | 12030 | 11 | Very Poor |
| 407L | KASTEN STREET - 407L | 001002 | 0.08 MM n/o 407C | 0.16 MM s/o 407A | R | AC/AC | 2 | 406 | 30 | 12180 | 38 | Poor |
| 407L | KASTEN STREET - 407L | 002003 | 0.16 MM 407A | 0.25 MM END | R | AC/AC | 2 | 471 | 22 | 10362 | 36 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 407F | KELLY STREET - 407F | 000002 | 0.00 MM s/o 407A | 0.15 MM END | R | AC | 2 | 782 | 24 | 18768 | 48 | Poor |
| 227J | KENNWOOD DRIVE - 702 | 100 | BELTRAMI DR | VAN HOUSEN DR | R | AC | 2 | 1660 | 36 | 59760 | 53 | Fair |
| 512 | KINNEY ROAD - 512 | 000005 | 0.00 MM w/o SH 1 | 0.45 MM road narrows | R | ST | 2 | 2396 | 20 | 47920 | 53 | Fair |
| 512 | KINNEY ROAD - 512 | 005010 | 0.45 MM road narrows | 0.95 MM END | R | ST | 2 | 2594 | 16 | 41504 | 78 | Very Good |
| 204 | KNOB HILL ROAD - 204 | 000006 | 0.00 MM n/o 200 | 0.59 MM s/o 204I | C | AC/AC | 2 | 3134 | 21 | 65814 | 18 | Very Poor |
| 115D | KNOX STREET - 115D | 000000 | 0.00 MM w/o SH 175 | 0.03 MM e/o 115B | R | AC/AC | 2 | 180 | 18 | 3240 | 100 | Very Good |
| 250A | KUKI LANE - 250A | 000001 | 0.00 MM w/o 104 | 0.08 MM w/o 106 | R | AC/AC | 2 | 435 | 28 | 12180 | 34 | Poor |
| 250A | KUKI LANE - 250A | 001002 | 0.08 MM s/o 250A | 0.15 MM END | R | AC/AC | 2 | 373 | 20 | 7460 | 60 | Fair |
| 113 | LA FRANCHI ROAD - 113 | 000003 | US 101 | MOUNTAIN HOUSE | R | ST | 2 | 1422 | 16 | 22752 | 96 | Very Good |
| 227B | LAKE MENDOCINO DRIVE - 227B | 000002 | 0.00 MM e/o 227C at s.side po | 0.21 MM w/o 104 | C | AC/AC | 2 | 1211 | 32 | 38752 | 60 | Fair |
| 227B | LAKE MENDOCINO DRIVE - 227B | 002010 | 0.21 MM e/o 104 | 1.01 MM e/o 227 | C | AC/AC | 2 | 4208 | 22 | 92576 | 71 | Very Good |
| 227B | LAKE MENDOCINO DRIVE - 227B | 010013 | 1.01 MM e/o 227 | 1.33 MP END | C | AC/AC | 2 | 2022 | 21 | 42462 | 84 | Very Good |
| 226A | LAKE RIDGE DRIVE - 226A | 000003 | 0.00 MM s/o 226 | 0.28 MM END at co. road marke | R | AC/AC | 2 | 1468 | 18 | 26424 | 12 | Very Poor |
| LAKEST | LAKE STREET - LAKEST | 000005 | 0.00 MM w/o MAIN ST at signpo | 0.46 MM e/o SH 1 at LAKE ST s | R | AC/AC | 2 | 2439 | 21 | 51219 | 58 | Fair |
| 319B | LAKESIDE DRIVE - 319B | 000002 | 0.00 MM w/o 429 | 0.20 MM END | R | ST | 2 | 1068 | 20 | 21360 | 17 | Very Poor |
| 319C | LAKEVIEW AVENUE - 319C | 000005 | 0.00 MM n/o 429 | 0.45 MM s/o 319E | R | ST | 2 | 2349 | 22 | 51678 | 41 | Poor |
| 304B | LAKEWOOD DRIVE - 304B | 000002 | 0.00 MM e/o 304A | 0.22 MM at 304B/304C signpost | R | AC/AC | 2 | 1158 | 22 | 25476 | 15 | Very Poor |
| 123A | LAMBERT LANE - 123A | 000002 | 0.00 MM s/o SH 128 | 0.22 MM at change to chip sea | R | AC/AC | 2 | 1144 | 20 | 22880 | 29 | Poor |
| 500 | LANSING STREET - 500 | 000010 | 0.00 MM n/o 407E | 0.95 MM w/o SH 1 | C | AC | 2 | 5022 | 22 | 110484 | 79 | Very Good |
| 443 | LARKIN ROAD - 443 | 000002 | 0.00 MM SH 1 | 0.23 MM 444 | R | ST | 2 | 1239 | 18 | 22302 | 25 | Poor |
| 424B | LASSEN DRIVE - 424B | 000001 | 0.00 MM w/o SH 1 | 0.13 MM END | R | ST | 2 | 693 | 16 | 11088 | 37 | Poor |
| 238 | LAUGHLIN WAY - 238 | 000010 | 0.00 MM e/o 104 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 22 | Very Poor |
| 238 | LAUGHLIN WAY - 238 | 010020 | 1.00 MM | 1.69 MM w/o 237 | R | ST | 2 | 3660 | 20 | 73200 | 31 | Poor |
| 253B | LAWS AVENUE - 253B | 000002 | 0.00 MM w/o 104A | 0.20 MM e/o 209 | R | AC/AC | 2 | 1078 | 38 | 40964 | 58 | Fair |
| 253B | LAWS AVENUE - 253B | 002005 | 0.20 MM w/o 209 | 0.45 MM s/o 253 | R | AC/AC | 2 | 1297 | 38 | 49286 | 57 | Fair |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 000008 | 0.00 MM e/o US 101 | 0.80 EOP | C | ST | 2 | 4326 | 24 | 103824 | 37 | Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 011012 | 1.07 MM BOP | 1.23 MM EOP | C | ST | 2 | 871 | 24 | 20904 | 43 | Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 020021 | 1.95 MM BOP | 2.12 MM EOP | C | ST | 1 | 890 | 14 | 12460 | 12 | Very Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 025025 | 2.45 MP | 2.54 MP | C | ST | 2 | 484 | 16 | 7744 | 10 | Very Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 090091 | 8.95 MM BOP | 9.11 MM EOP | C | ST | 2 | 864 | 16 | 13824 | 20 | Very Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 108121 | 10.76 MM BOP | 12.06 MP w/o SH 162 | C | ST | 2 | 5355 | 18 | 96390 | 28 | Poor |
| 319F | LAYTONVILLE RESERVATION - 319F | 000003 | 0.00 MM s/o 429 | 0.32 MM s/o 429 | R | ST | 2 | 1698 | 24 | 40752 | 47 | Poor |
| 319G | LAYTONVILLE RESERVATION - 319G | 000001 | 0.00 MM s/o 319F | 0.13 MM END | R | ST | 1 | 682 | 10 | 6820 | 14 | Very Poor |
| 238E | LEES ROAD - 238E | 000002 | 0.00 MM e/o 238 | E CDS | R | ST | 1 | 860 | 14 | 12040 | 8 | Very Poor |
| 324B | LEGGETT FRONTAGE ROAD - 324B | 000004 | 0.00 MM e/o US 101 | 0.39 MM END | R | ST | 2 | 2050 | 28 | 59287 | 27 | Poor |
| 124D | LELAND LANE - 124D | 000002 | 0.00 MM e/o 124C | 0.17 MM EOP | R | AC/AC | 2 | 921 | 33 | 30393 | 20 | Very Poor |
| 238D | LENNIX DRIVE - 238D | 000003 | 0.00 MM w/o 238C | 0.27 MM END | R | AC/AC | 2 | 1422 | 22 | 31284 | 31 | Poor |
| 509 | LIGHTHOUSE ROAD - 509 | 000010 | 0.00 MM w/o SH 1 | 1.00 MM | R | AC | 1 | 5280 | 14 | 73920 | 61 | Fair |
| 509 | LIGHTHOUSE ROAD - 509 | 010022 | 1.00 MM | 2.17 MM EOP | R | AC/AC | 1 | 6172 | 14 | 86408 | 64 | Fair |
| 605D | LILAC CIRCLE - 605D | 000001 | 0.00 MM e/o 605 | 0.09 MM END | R | ST | 2 | 475 | 22 | 11313 | 8 | Very Poor |
| 605A | LILAC COURT - 605A | 000001 | 0.00 MM e/o 605 | 0.06 MM END | R | ST | 2 | 332 | 22 | 8810 | 8 | Very Poor |
| 605B | LILAC DRIVE - 605B | 000002 | 0.00 MM e/o 605 | 0.20 MM END | R | ST | 2 | 1037 | 22 | 23677 | 7 | Very Poor |
| 605E | LILAC LANE - 605E | 000001 | 0.00 MM e/o 605 | 0.14 MM END | R | ST | 2 | 736 | 22 | 17698 | 9 | Very Poor |
| 605F | LILAC PLACE - 605F | 000001 | 0.00 MM s/o 605 | 0.07 MM END | R | AC/AC | 2 | 360 | 22 | 9426 | 22 | Very Poor |
| 605 | LILAC ROAD - 605 | 000007 | 0.00 MM w/o 604 | 0.74 MM pavement change | C | AC/AC | 2 | 3927 | 24 | 94248 | 98 | Very Good |
| 605 | LILAC ROAD - 605 | 007014 | 0.74 MM pavement change | 1.41 MM s/o 603 | C | AC/AC | 2 | 3510 | 24 | 84240 | 98 | Very Good |
| 605C | LILAC TERRACE - 605C | 000003 | 0.00 MM w/o 605 | 0.25 MM END | R | ST | 2 | 1318 | 22 | 30502 | 9 | Very Poor |
| 204B | LINDA VISTA DRIVE - 204B | 000002 | 0.00 MM w/o 204 | 0.21 MM n/o 204D | R | AC/AC | 2 | 1055 | 20 | 21100 | 44 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 000002 | 0.00 MM e/o 500 | 0.17 MM w/o SH 1 | C | AC/AC | 2 | 917 | 22 | 20174 | 30 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 002010 | 0.17 MM e/o SH 1 | 1.00 MP | C | AC/AC | 2 | 4205 | 22 | 92510 | 27 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 010020 | 1.00 MP | 2.00 MP | C | AC | 2 | 5261 | 22 | 115742 | 35 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 020030 | 2.00 MP | 3.00 MP | C | AC | 2 | 5147 | 22 | 113234 | 47 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 030040 | 3.00 MP | 4.00 MP | C | AC | 2 | 5077 | 22 | 111694 | 26 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 408 | LITTLE LAKE ROAD - 408 | 040052 | 4.00 MP | 5.18 MP | C | AC | 2 | 6185 | 18 | 111330 | 31 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 052056 | 5.18 MP | 5.56 MM EOP | C | AC | 2 | 2545 | 16 | 40720 | 19 | Very Poor |
| 407A | LITTLE LAKE STREET - 407A | 000001 | 0.00 MM w/o 407F | 0.12 MM w/o 407J | C | AC/AC | 2 | 649 | 31 | 20119 | 44 | Poor |
| 407A | LITTLE LAKE STREET - 407A | 001004 | 0.12 MM w/o 407J | 0.42 MM w/o 500 | C | AC/AC | 2 | 1573 | 30 | 47190 | 16 | Very Poor |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 000010 | 0.00 MP e/o SH 1 | 1.00 MP | C | ST | 2 | 5180 | 22 | 113960 | 47 | Poor |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 010021 | 1.00 MP | 2.11 MP | C | ST | 2 | 5662 | 20 | 113240 | 31 | Poor |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 021030 | 2.11 MP | 3.00 MP | C | ST | 2 | 4979 | 18 | 89622 | 41 | Poor |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 030042 | 3.00 MP | 4.15 MP | C | AC | 2 | 5953 | 18 | 107154 | 89 | Very Good |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 042050 | 4.15 MP | 4.99 MP | C | AC | 2 | 4270 | 18 | 76860 | 99 | Very Good |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 050060 | 4.99 MP | 6.04 MP s/o 223 | C | AC | 2 | 5600 | 16 | 89600 | 98 | Very Good |
| 426 | LITTLE VALLEY ROAD - 426 | 000011 | 0.00 MM e/o SH 1 | 1.10 MP | R | AC/AC | 2 | 5852 | 20 | 117040 | 21 | Very Poor |
| 426 | LITTLE VALLEY ROAD - 426 | 011017 | 1.10 MP | 1.72 MP END 8131 | R | AC/AC | 2 | 3024 | 20 | 60480 | 22 | Very Poor |
| 312A | LOCUST STREET - 312A | 000004 | 0.00 MM s/o Holly Street - Wi | 0.43 MM s/o 315 width change | C | AC/AC | 2 | 2282 | 22 | 50204 | 39 | Poor |
| 312A | LOCUST STREET - 312A | 004008 | 0.43 MM s/o 315 width change | 0.78 MM at phone pole east si | R | AC/AC | 2 | 1850 | 18 | 33300 | 22 | Very Poor |
| 337M | LOGAN LANE - 337M | 000010 | 0.00 MM s/o SH 162 | 0.99 MM END | R | ST | 2 | 5248 | 18 | 97679 | 74 | Very Good |
| 444 | LORI LANE - 444 | 000001 | 0.00 MM 443 | 0.12 MM END | R | ST | 2 | 676 | 16 | 11979 | 10 | Very Poor |
| 335B | LOVELL STREET - 335B | 000002 | 0.00 MM s/o 334D | 0.21 MM END | R | AC/AC | 2 | 1111 | 26 | 28886 | 58 | Fair |
| 222 | LOVERS LANE - 222 | 000008 | KUKI LANE 250A | 220' W/O DESPINA DRIVE | C | AC/AC | 2 | 4140 | 24 | 99360 | 44 | Poor |
| 212 | LOW GAP ROAD - 212 | 208218 | 20.82 MM BOP | 21.84 MM Ukiah City Limits | C | ST | 2 | 5405 | 20 | 108100 | 17 | Very Poor |
| 618B | LUPINE COURT - 618B | 000001 | 0.00 MM n/o 618 | 0.05 MM END | R | ST | 2 | 266 | 22 | 7358 | 16 | Very Poor |
| 612 | LUPINE DRIVE - 612 | 000009 | 0.00 MM w/o 311 | 0.85 MM s/o 618 | R | AC/AC | 2 | 4477 | 22 | 98494 | 20 | Very Poor |
| 612A | LUPINE PLACE - 612A | 000001 | 0.00 MM n/o 612 | 0.05 MM END | R | AC/AC | 2 | 274 | 22 | 6891 | 11 | Very Poor |
| 618 | LUPINE WAY - 618 | 000003 | 0.00 MM e/o 618B | 0.27 MM w/o 311 | R | ST | 2 | 1414 | 22 | 31108 | 5 | Very Poor |
| 618 | LUPINE WAY - 618 | 003004 | 0.27 MM e/o 311 | 0.43 MM w/o 608 | R | ST | 2 | 851 | 22 | 18722 | 21 | Very Poor |
| 114B | MAC MILLAN DRIVE - 114B | 000003 | MOUNTAIN HOUSE | 0.26 MM END | R | AC/AC | 2 | 1390 | 32 | 44480 | 37 | Poor |
| 609G | MADRONE CIRCLE - 609G | 000002 | 0.00 MM s/o 609 | 0.20 MM END | R | ST | 2 | 1035 | 22 | 25077 | 8 | Very Poor |
| 609H | MADRONE COURT - 609H | 000001 | 0.00 MM n/o 623 | 0.06 MM END | R | ST | 2 | 294 | 22 | 7974 | 12 | Very Poor |
| 609 | MADRONE DRIVE - 204C | 000010 | 0.00 MM e/o 608 | 1.00 MM s/o 623 | C | AC/AC | 2 | 5314 | 28 | 148792 | 39 | Poor |
| 204C | MADRONE DRIVE - 204C | 000002 | 0.00 MM w/o 204 | 0.21 MM END | R | AC/AC | 2 | 1106 | 24 | 26544 | 14 | Very Poor |
| 234A | MADRONE LANE - 234A | 000003 | 0.00 MM n/o 234 | 0.30 MM END | R | ST | 2 | 1572 | 20 | 31440 | 31 | Poor |
| 609D | MADRONE PLACE - 609D | 000002 | 0.00 MM s/o 609 | 0.17 MM END | R | ST | 2 | 897 | 22 | 21240 | 29 | Poor |
| 610 | MADRONE WAY - 610 | 000004 | 0.00 MM e/o 608 | 0.35 MM n/o 609 | R | ST | 2 | 1850 | 22 | 40700 | 7 | Very Poor |
| MAINST | MAIN STREET - 245 | 000001 | 0.00 MM n/o SH 1 | 0.10 MM e/o LAKE ST at signpo | R | AC/AC | 2 | 500 | 22 | 11000 | 54 | Fair |
| 407E | MAIN STREET - 245 | 000003 | 0.00 MM e/o 407I | 0.33 MM w/o 500 | C | AC/AC | 2 | 1719 | 26 | 44694 | 21 | Very Poor |
| 407E | MAIN STREET - 245 | 003006 | 0.33 MM e/o 500 | 0.60 MM w/o SH 1 | C | AC/AC | 2 | 1412 | 26 | 36712 | 29 | Poor |
| 335D | MAIN STREET - 245 | 000003 | 0.00 MM s/o 334D | 0.27 MM n/o 334A | R | ST | 2 | 1411 | 20 | 28220 | 55 | Fair |
| 335D | MAIN STREET - 245 | 003003 | 0.27 MM n/o 334D | 0.33 MM END | R | ST | 2 | 336 | 30 | 10080 | 58 | Fair |
| 245 | MAIN STREET - 245 | 000010 | 0.00 MM e/o 245A at signpost | 0.98 MM w/o 248 | R | ST | 2 | 5175 | 18 | 93150 | 12 | Very Poor |
| 245 | MAIN STREET - 245 | 010017 | 0.98 MM w/o 248 | 1.73 MM e/o 240B | C | AC | 2 | 3966 | 24 | 95184 | 13 | Very Poor |
| 149 | MAINTENANCE YARD ROAD - 149 | 000001 | 0.00 MM n/o 227B | 0.05 MM END at gate | R | AC/AC | 2 | 262 | 24 | 6288 | 18 | Very Poor |
| 616A | MAIZE COURT - 616A | 000000 | 0.00 MM e/o 614 | 0.03 MM END | R | AC/AC | 2 | 178 | 22 | 5422 | 77 | Very Good |
| 616 | MAIZE DRIVE - 616 | 000003 | 0.00 MM n/o 623 | 0.26 MM s/o 616A | R | AC/AC | 2 | 1350 | 22 | 29700 | 92 | Very Good |
| 614C | MAIZE PLACE - 614C | 000001 | 0.00 MM s/o 614 | 0.09 MM END | R | AC/AC | 2 | 465 | 22 | 11736 | 10 | Very Poor |
| 614 | MAIZE WAY - 614 | 000003 | 0.00 MM n/o 623 | 0.28 MM e/o 616 | R | AC/AC | 2 | 1496 | 22 | 32912 | 45 | Poor |
| 251A | MALAGA DRIVE - 251A | 000002 | 0.00 MM w/o 251 | 0.16 MM pavement change | R | AC/AC | 2 | 817 | 35 | 28595 | 59 | Fair |
| 251A | MALAGA DRIVE - 251A | 002003 | 0.16 MM pavement change | 0.25 MM END | R | AC/AC | 2 | 475 | 35 | 17351 | 41 | Poor |
| 621 | MALLARD STREET - 621 | 000002 | 0.00 MM e/o 311 | 0.19 MM s/o 623 | R | ST | 2 | 993 | 24 | 23832 | 17 | Very Poor |
| 548 | MALLO PASS COURT - 548 | 000000 | 0.00 MM w/o 547 | 0.03 MM END | R | AC/AC | 1 | 178 | 12 | 2136 | 18 | Very Poor |
| 547 | MALLO PASS DRIVE - 547 | 000002 | 0.00 MM n/o 551 | 0.19 MM END | R | AC/AC | 2 | 992 | 22 | 21824 | 74 | Very Good |
| 412C | MALLORY DRIVE - 412C | 000002 | 0.00 MM n/o 412 | 0.24 MM e/o 412B | R | AC/AC | 2 | 1239 | 20 | 24780 | 18 | Very Poor |
| 508A | MAMIE LAIWA DRIVE - 508A | 000006 | 0.00 MM e/o 508 | 0.55 MM end new o/l s/o Ocean | R | AC/AC | 2 | 2880 | 18 | 51840 | 16 | Very Poor |
| 508A | MAMIE LAIWA DRIVE - 508A | 006007 | 0.55 MM end new o/l s/o Ocean | 0.72 MM END | R | AC/AC | 2 | 895 | 18 | 16110 | 40 | Poor |
| 304C | MANZANITA DRIVE - 204D | 000001 | 0.00 MM n/o 304B | 0.13 MM EOP END | R | AC/AC | 2 | 704 | 22 | 15488 | 10 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 204D | MANZANITA DRIVE - 204D | 000001 | 0.00 MM s/o 204B (break at 20 | 0.10 MM END | R | AC/AC | 2 | 498 | 24 | 11952 | 17 | Very Poor |
| 226 | MARINA DRIVE - 226 | 000010 | 0.00 MP e/o 227 | 0.97 MP | R | AC/AC | 2 | 5137 | 20 | 102740 | 22 | Very Poor |
| 226 | MARINA DRIVE - 226 | 010016 | 0.97 MP | 1.62 MM w/o parking lot | R | AC/AC | 2 | 3414 | 22 | 75108 | 29 | Poor |
| 226 | MARINA DRIVE - 226 | 016017 | 1.62 MM w/o parking lot | 1.72 MM e/o parking lot | R | AC/AC | 2 | 550 | 22 | 12100 | 44 | Poor |
| 226 | MARINA DRIVE - 226 | 017030 | 1.72 MM e/o parking lot | 1.9 M e/o prkinglot (Pavt Cha) | R | AC/AC | 2 | 1000 | 20 | 20000 | 52 | Fair |
| 226 | MARINA DRIVE - 226 | 019040 | 1.9 M e/o prkinglot (Pavt Cha) | 1.97 MM s/o SH 20 | R | AC/AC | 2 | 310 | 20 | 6200 | 32 | Poor |
| 544 | MARINE VIEW DRIVE - 544 | 000001 | 0.00 MM s/o 543 | 0.12 MM END | R | AC/AC | 2 | 622 | 20 | 14066 | 85 | Very Good |
| 148 | MASONITE ROAD - 148 | 000001 | 0.00 MM n/o 250 | 0.12 MM end at white stripe | R | AC/AC | 2 | 642 | 30 | 19260 | 10 | Very Poor |
| 201B | MC CLURE SUBDIVISION - 201B | 000005 | 0.00 MM e/o 200 | 0.52 MM END at gate | R | ST | 1 | 2724 | 14 | 38136 | 16 | Very Poor |
| 115E | MC DOWELL STREET - 115E | 000001 | 0.00 MM w/o 115A | 0.06 MM e/o SH 175 | R | AC/AC | 2 | 343 | 24 | 8232 | 96 | Very Good |
| 115E | MC DOWELL STREET - 115E | 001001 | 0.06 MM e/o SH 175 | 0.14 MM END | R | AC/AC | 2 | 385 | 20 | 7700 | 95 | Very Good |
| 525B | MEADOW COURT - 525B | 000000 | 0.00 MM n/o 525 | 0.04 MM END | R | AC/AC | 2 | 234 | 20 | 5536 | 24 | Very Poor |
| 218C | MEADOW DRIVE - 218C | 000003 | 0.00 MM n/o 2218 | 0.34 MM w/o 218E | R | AC/AC | 2 | 1774 | 24 | 42576 | 8 | Very Poor |
| 312C | MEADOWBROOK DRIVE - 252E | 000003 | 0.00 MM n/o Acorn Pl. speed b | 0.25 MM s/o 312H at stop | C | AC/AC | 2 | 1342 | 32 | 42944 | 17 | Very Poor |
| 252E | MEADOWBROOK DRIVE - 252E | 000002 | 0.00 MM e/o 252A | 0.20 MM w/o 104A | R | AC/AC | 2 | 1028 | 26 | 26728 | 8 | Very Poor |
| 126C | MEADOWS LANE - 126C | 000001 | 0.00 MM n/o 126 | 0.09 MM s/o 126A | R | AC/AC | 2 | 490 | 22 | 10780 | 22 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 000009 | 0.00 MP SH 162 END | 0.94 MP | C | ST | 2 | 4911 | 22 | 108042 | 21 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 009020 | 0.94 MP | 2.03 MP | C | ST | 2 | 5667 | 22 | 124674 | 22 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 020030 | 2.03 MP | 2.96 MP | C | ST | 2 | 4914 | 22 | 108108 | 39 | Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 030040 | 2.96 MP | 3.96 MM | C | ST | 2 | 5280 | 22 | 116160 | 49 | Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 040045 | 3.96 MM | 4.50 MP | C | ST | 2 | 2513 | 22 | 55286 | 70 | Very Good |
| 338 | MENDOCINO PASS ROAD - 338 | 045056 | 4.50 MP | 5.57 MP | C | AC | 2 | 5464 | 20 | 109280 | 23 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 056065 | 5.57 MP | 6.45 MP | C | AC | 2 | 3729 | 18 | 67122 | 15 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 065073 | 6.45 MP | 7.33 MM EOP | C | ST | 2 | 6229 | 22 | 137038 | 39 | Poor |
| 401A | MIDDLE RIDGE ROAD - 401A | 000010 | 0.00 MM w/o 402 | 1.00 MP | R | ST | 2 | 5492 | 16 | 87872 | 63 | Fair |
| 401A | MIDDLE RIDGE ROAD - 401A | 010019 | 1.00 MP | 1.88 MM EOP | R | ST | 1 | 4415 | 14 | 61810 | 38 | Poor |
| 227A | MILANI DRIVE - 227A | 000003 | 0.00 MM n/o 227 | 0.29 MM e/o 227 | R | AC/AC | 2 | 1580 | 18 | 28440 | 13 | Very Poor |
| 425 | MILL CREEK DRIVE - 425 | 000004 | 0.00 MM west end | 0.39 MM w/o SH1 | R | ST | 2 | 2083 | 20 | 41660 | 100 | Very Good |
| 425 | MILL CREEK DRIVE - 425 | 004010 | 0.39 MM e/o SH 1 | 0.99 MM phone pole | R | AC/AC | 2 | 3174 | 20 | 63480 | 21 | Very Poor |
| 203 | MILL CREEK ROAD - 203 | 000008 | 0.00 MM e/o 201 | 0.80 MM w/o 203B | C | ST | 2 | 4241 | 22 | 93302 | 78 | Very Good |
| 203 | MILL CREEK ROAD - 203 | 008018 | 0.80 MM w/o 203B | 1.76 MP | C | ST | 2 | 4885 | 16 | 78160 | 36 | Poor |
| 203 | MILL CREEK ROAD - 203 | 018027 | 1.76 MP | 2.66 MM w/o 203C | C | ST | 2 | 4898 | 16 | 78368 | 18 | Very Poor |
| 203 | MILL CREEK ROAD - 203 | 027038 | 2.66 MM w/o 203C | 3.78 MM EOP | R | ST | 1 | 5914 | 14 | 82796 | 27 | Poor |
| MILLST | MILL STREET - MILLST | 000002 | 0.00 MM e/o SH 1 | 0.18 MM END | R | AC/AC | 2 | 968 | 32 | 30976 | 77 | Very Good |
| 336 | MINA ROAD - 336 | 000010 | 0.00 MP n/o SH 162 | 1.00 MP | C | ST | 2 | 5280 | 22 | 116160 | 20 | Very Poor |
| 336 | MINA ROAD - 336 | 010022 | 1.00 MP | 2.17 MM EOP (at end of stripi | C | ST | 2 | 6463 | 20 | 129260 | 22 | Very Poor |
| 336 | MINA ROAD - 336 | 026029 | 2.64 MM BOP | 2.89 MM EOP | C | ST | 2 | 1306 | 20 | 26120 | 16 | Very Poor |
| 414B | MITCHELL CREEK DRIVE - 414B | 000010 | 0.00 MM s/o 414 | 1.00 MM | R | AC | 2 | 5280 | 20 | 105600 | 63 | Fair |
| 414B | MITCHELL CREEK DRIVE - 414B | 010020 | 1.00 MM | 1.99 MM END EOP | R | AC | 2 | 5245 | 20 | 104900 | 94 | Very Good |
| 237G | MOHAWK TRAIL - 237G | 000001 | 0.00 MM w/o 237 | 0.07 MM at county end marker | R | ST | 1 | 375 | 14 | 5250 | 76 | Very Good |
| 420C | MONSEN WAY - 420C | 000002 | 0.00 MM n/o 419 | 0.15 MM n/o 420 | R | ST | 2 | 782 | 16 | 12512 | 12 | Very Poor |
| 130A | MONTE BLOYD ROAD - 130A | 000003 | 0.00 MM s/o SH 128 | 0.31 MM END | R | ST | 1 | 1638 | 14 | 22932 | 30 | Poor |
| 440C | MONTEREY AVENUE - 440C | 000001 | 0.00 MM n/o 439 | 0.13 MM EOP | R | ST | 1 | 656 | 12 | 7872 | 82 | Very Good |
| 514C | MOONRISE DRIVE - 514C | 000003 | 0.00 MM e/o 502 | 0.30 MM END | R | AC/AC | 2 | 1556 | 28 | 46354 | 37 | Poor |
| 229B | MOORE STREET - 229B | 000000 | 0.00 MP e/o 229 | 0.01 MM pavement change | R | AC/AC | 2 | 62 | 22 | 1364 | 19 | Very Poor |
| 229B | MOORE STREET - 229B | 000004 | 0.01 MM pavement change | 0.36 MM w/o 104 | C | AC/AC | 2 | 1814 | 22 | 39908 | 48 | Poor |
| 229B | MOORE STREET - 229B | 004005 | 0.36 MM e/o 104 | 0.52 MM w/o 227 | C | AC/AC | 2 | 886 | 22 | 19492 | 22 | Very Poor |
| 215H | MOSSWOOD ROAD - 215H | 000001 | 0.00 MM s/o 215BX | 0.08 MM END | R | AC/AC | 2 | 468 | 18 | 10170 | 9 | Very Poor |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 000010 | 0.00 MP n/o SH 128 | 0.97 MP | C | ST | 2 | 5067 | 20 | 101340 | 21 | Very Poor |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 010021 | 0.97 MP | 2.05 MP | C | ST | 2 | 5740 | 20 | 114800 | 41 | Poor |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 021031 | 2.05 MP | 3.11 MP | C | ST | 2 | 5563 | 20 | 111260 | 97 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 031040 | 3.11 MP | 3.98 MP | C | ST | 2 | 4530 | 20 | 90600 | 96 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 040050 | 3.98 MP | 4.98 MP | C | ST | 2 | 5322 | 18 | 95796 | 98 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 111 | MOUNTAIN HOUSE ROAD - 111 | 050061 | 4.98 MP | 6.14 MP | C | ST | 2 | 5955 | 20 | 119100 | 98 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 061071 | 6.14 MP | 7.06 MP | C | ST | 2 | 4842 | 21 | 101682 | 99 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 071080 | 7.06 MP | LAFRANCHI ROAD | C | ST | 2 | 6285 | 20 | 125700 | 98 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 080093 | LAFRANCHI ROAD | US 101 | C | ST | 2 | 4420 | 20 | 88400 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 000010 | 0.00 MP e/o SH 1 | 1.00 MP | C | ST | 2 | 5211 | 22 | 114642 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 010019 | 1.00 MP | 1.90 MP | C | ST | 2 | 4764 | 22 | 104808 | 94 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 019030 | 1.90 MP | 3.03 MP | C | ST | 2 | 5805 | 20 | 116100 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 030038 | 3.03 MP | 3.75 MP | C | ST | 2 | 3706 | 22 | 81532 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 038050 | 3.75 MP | 4.98 MP | C | ST | 2 | 6308 | 22 | 138776 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 050060 | 4.98 MP | 6.00 MP | C | ST | 2 | 5347 | 20 | 106940 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 060068 | 6.00 MP | 6.79 MP | C | ST | 2 | 4167 | 20 | 83340 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 068078 | 6.79 MP | 7.83 MP | C | ST | 2 | 5366 | 22 | 118052 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 078090 | 7.83 MP | 9.00 MP | C | ST | 2 | 6108 | 22 | 134376 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 090099 | 9.00 MP | 9.87 MP | C | ST | 2 | 4520 | 22 | 99440 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 099110 | 9.87 MP | 11.00 MP | C | ST | 2 | 5953 | 22 | 130966 | 99 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 110121 | 11.00 MP | 12.06 MP | C | ST | 2 | 5512 | 22 | 121264 | 99 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 121133 | 12.06 MP | 13.34 MP | C | ST | 2 | 6653 | 22 | 146366 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 133145 | 13.34 MP | 14.48 MP | C | ST | 2 | 5827 | 22 | 128194 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 145154 | 14.48 MP | 15.44 MP | C | ST | 2 | 4921 | 22 | 108262 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 154164 | 15.44 MP | 16.39 MP | C | ST | 2 | 4989 | 16 | 79824 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 164170 | 16.39 MP | 16.95 MP | C | ST | 2 | 2895 | 20 | 57900 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 170183 | 16.95 MP | 18.27 MP | C | ST | 2 | 6842 | 18 | 123156 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 183193 | 18.27 MP | 19.33 MP | C | ST | 2 | 5635 | 20 | 112700 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 193203 | 19.33 MP | 20.30 MP | C | ST | 2 | 5105 | 20 | 102100 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 203214 | 20.30 MP | 21.35 MP | C | AC | 2 | 5436 | 20 | 108720 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 214223 | 21.35 MP | 22.33 MP | C | ST | 2 | 3967 | 18 | 71406 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 223233 | 22.33 MP | 23.34 MP | C | ST | 2 | 5191 | 16 | 83056 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 233245 | 23.34 MP | 24.51 MP | C | AC | 2 | 6058 | 20 | 121160 | 88 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 245257 | 24.51 MP | 25.68 MP s/o SH 128 | C | ST | 2 | 2936 | 22 | 64592 | 93 | Very Good |
| 301C | MUIR MILL ROAD - 301C | 000012 | 0.00 MM w/o US 101 | 1.20 MM EOP | R | ST | 2 | 6313 | 16 | 101008 | 27 | Poor |
| 517A | NAVARRO BLUFF ROAD - 517A | 000003 | 0.00 MM e/o SH 1 south end | 0.28 MM EOP | R | AC/AC | 2 | 1470 | 18 | 26460 | 42 | Poor |
| 517A | NAVARRO BLUFF ROAD - 517A | 003011 | 1051 NAVARRO BLUFF ROAD | 1.05 MM w/o SH 1 north end | R | ST | 2 | 1311 | 18 | 23598 | 53 | Fair |
| 518 | NAVARRO RIDGE ROAD - 518 | 000010 | 0.00 MP e/o SH 1 | 1.00 MP | R | ST | 2 | 5193 | 16 | 83088 | 64 | Fair |
| 518 | NAVARRO RIDGE ROAD - 518 | 010020 | 1.00 MP | 2.00 MP | R | ST | 2 | 5051 | 16 | 80816 | 18 | Very Poor |
| 518 | NAVARRO RIDGE ROAD - 518 | 020033 | 2.00 MP | 3.25 MP | R | ST | 2 | 6516 | 18 | 117288 | 54 | Fair |
| 518 | NAVARRO RIDGE ROAD - 518 | 033041 | 3.25 MP | 4.12 MP EOP | R | ST | 2 | 4489 | 16 | 71824 | 24 | Very Poor |
| 553 | NAVARRO WAY - 553 | 000004 | 0.00 MM END south | 0.44 MM END north | R | AC/AC | 2 | 2330 | 22 | 52986 | 59 | Fair |
| 553 | NAVARRO WAY - 553 | 004005 | 0.44 MM e/o 553 proper | 0.48 MM w/o SH 1 | R | AC/AC | 2 | 232 | 24 | 5568 | 69 | Fair |
| 440A | NEPTUNE AVENUE - 440A | 001002 | 0.09 MM n/o 439 | 0.21 MM END EOP | R | ST | 1 | 625 | 14 | 8750 | 76 | Very Good |
| 408A | NICHOLS LANE - 408A | 000002 | 0.00 MM s/o 408 | 0.16 MM END | R | ST | 2 | 865 | 24 | 20760 | 69 | Fair |
| 526 | NO NAME - 106 | 000004 | 0.00 MM w/o SH 1 | 0.37 MM w/o SH 1 | R | ST | 2 | 1930 | 18 | 34740 | 80 | Very Good |
| 500D | NO NAME - 106 | 000002 | 0.00 MP w/o SH 1 | 0.19 MM END | R | ST | 2 | 1008 | 18 | 18144 | 23 | Very Poor |
| 442E | NO NAME - 106 | 000002 | 0.00 MM Humboldt County Line | 0.20 MM END | R | ST | 2 | 1045 | 26 | 30420 | 25 | Poor |
| 442D | NO NAME - 106 | 000003 | 0.00 MM END | 0.27 MM END | R | ST | 2 | 1428 | 27 | 40946 | 28 | Poor |
| 442C | NO NAME - 106 | 000005 | 0.00 MM US 101 | 0.53 MM END | R | ST | 2 | 2783 | 27 | 75753 | 25 | Poor |
| 442B | NO NAME - 106 | 000003 | 0.00 MM SH 271 | 0.31 MM END | R | ST | 2 | 1644 | 25 | 46450 | 41 | Poor |
| 442A | NO NAME - 106 | 000003 | 0.00 MM SH 271 | 0.28 MM END | R | ST | 2 | 1496 | 27 | 42874 | 72 | Very Good |
| 429B | NO NAME - 106 | 000001 | 0.00 MM n/o 429 | 0.14 MM END | R | ST | 2 | 759 | 24 | 18216 | 54 | Fair |
| 343 | NO NAME - 106 | 000002 | 0.00 MM n/o SH 162 | 0.13 M n/o SH162 (PAVT CHANGE) | R | AC/AC | 2 | 700 | 24 | 16800 | 41 | Poor |
| 343 | NO NAME - 106 | 000006 | 0.13 M n/o SH162 (PAVT CHANGE) | 0.32 MM pavement change | R | AC/AC | 2 | 961 | 24 | 23064 | 60 | Fair |
| 343 | NO NAME - 106 | 003006 | 0.32 MM pavement change | 0.57 MM END | R | ST | 2 | 1372 | 18 | 26442 | 100 | Very Good |
| 337L | NO NAME - 106 | 000005 | 0.00 MM n/o 337F | 0.50 MM n/o 337 | R | ST | 2 | 2636 | 18 | 47448 | 37 | Poor |
| 337L | NO NAME - 106 | 005008 | 0.50 MM e/o 337L intersection | 0.75 MM w/o 336 | R | ST | 2 | 1318 | 20 | 26360 | 19 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 337F | NO NAME - 106 | 000002 | 0.00 MM END | 0.19 MM e/o 337H | R | ST | 2 | 1014 | 18 | 18252 | 7 | Very Poor |
| 337F | NO NAME - 106 | 002010 | 0.19 MM e/o 337H | 0.95 MM w/o 336 | R | ST | 2 | 3995 | 18 | 71910 | 56 | Fair |
| 337D | NO NAME - 106 | 000008 | 0.00 MM w/o 337H-N | 0.75 MM w/o SH 162 | R | ST | 2 | 3966 | 20 | 79320 | 11 | Very Poor |
| 315 | NO NAME - 106 | 000002 | 0.00 MM w/o 312A | 0.20 MM at gate | R | AC/AC | 1 | 1036 | 14 | 14504 | 55 | Fair |
| 307 | NO NAME - 106 | 000006 | 0.00 MM US 101 | 0.61 MM | R | ST | 2 | 3233 | 28 | 90524 | 73 | Very Good |
| 307 | NO NAME - 106 | 006011 | 0.61 MM | 1.13 MM END | R | AC/AC | 2 | 2760 | 28 | 77280 | 38 | Poor |
| 260 | NO NAME - 106 | 000002 | N/O SH 20 | 0.24 MM END | R | AC/AC | 2 | 1268 | 20 | 25360 | 16 | Very Poor |
| 236A | NO NAME - 106 | 000002 | SCHOOL WAY 1500' e/o 237 | W END | R | ST | 1 | 650 | 14 | 9100 | 7 | Very Poor |
| 151 | NO NAME - 106 | 000005 | 0.00 MM n/o SH 128 | 0.45 MM END | R | AC/AC | 2 | 2374 | 22 | 52228 | 55 | Fair |
| 150B | NO NAME - 106 | 000000 | 0.00 MM n/o SH 128 | 0.02 MM END | R | AC/AC | 2 | 78 | 24 | 1872 | 70 | Very Good |
| 150A | NO NAME - 106 | 000003 | 0.00 MM n/o SH 128 | 0.25 MM end of circle | R | AC/AC | 2 | 1340 | 22 | 29480 | 7 | Very Poor |
| 106 | NO NAME - 106 | 000001 | KUKI LANE | FEED LOT LANE | R | ST | 2 | 574 | 34 | 19516 | 24 | Very Poor |
| 117 | NO NAME (Nokomis Road) - 117 | 000011 | 0.00 MM n/o SH 175 | 1.07 MM w/o 118 | R | ST | 2 | 5634 | 16 | 90144 | 89 | Very Good |
| 211 | NORGARD LANE - 211 | 000004 | 0.00 MM e/o 104A | 0.36 MM END | R | AC/AC | 2 | 1928 | 20 | 38560 | 11 | Very Poor |
| 408C | NORTH BIG RIVER ROAD - 408C | 000001 | 0.00 MM e/o SH 1 | 0.09 MM END | R | ST | 2 | 483 | 18 | 8694 | 23 | Very Poor |
| 247A | NORTH BUSCH ROAD - 247A | 000005 | 0.00 MM n/o 247A | 0.50 MM EOP | R | ST | 2 | 2630 | 16 | 42080 | 22 | Very Poor |
| 252F | NORTH COURT ROAD - 252F | 000002 | 0.00 MM e/o 209 | 0.19 MM n/o 252 | R | AC/AC | 2 | 1012 | 30 | 30360 | 23 | Very Poor |
| 415A | NORTH HARBOR DRIVE - 415A | 000005 | 0.00 MM Fort Bragg City Limit | 0.48 MM END at parking lot | R | AC/AC | 2 | 2516 | 18 | 45288 | 39 | Poor |
| 319E | NORTH ROAD - 319E | 000011 | 0.00 MM n/o 429 | 1.11 MM w/o 429 | R | ST | 2 | 5849 | 24 | 140376 | 78 | Very Good |
| 104 | NORTH STATE STREET - 104 | 000001 | 0.00 MM Ukiah City Limits | KUKI LN | A | AC/AC | 5 | 1067 | 60 | 64020 | 60 | Fair |
| 104 | NORTH STATE STREET - 104 | 001006 | KUKI LN | change to 2 lanes | A | AC/AC | 5 | 1672 | 60 | 100320 | 75 | Very Good |
| 104 | NORTH STATE STREET - 104 | 006013 | 0.62 MM change to 2 lanes | HENSLEY CREEK ROAD | C | AC | 3 | 4030 | 45 | 181350 | 70 | Very Good |
| 104 | NORTH STATE STREET - 104 | 015017 | HENSLEY CREEK ROAD | LAKE MENDOCINO DRIVE | C | AC | 3 | 2923 | 48 | 140304 | 56 | Fair |
| 104 | NORTH STATE STREET - 104 | 020022 | LAKE MENDOCINO DRIVE | PARDUCCI ROAD | C | AC | 2 | 1695 | 36 | 61020 | 75 | Very Good |
| 104 | NORTH STATE STREET - 104 | 023029 | PARDUCCI ROAD | POMO LANE | C | AC/AC | 2 | 3998 | 36 | 143928 | 61 | Fair |
| 104 | NORTH STATE STREET - 104 | 031038 | POMO LANE | 3.79 MP | C | AC/AC | 2 | 3999 | 32 | 127968 | 52 | Fair |
| 104 | NORTH STATE STREET - 104 | 038048 | 3.79 MP | MOORE STREET | C | AC/AC | 2 | 5708 | 28 | 159824 | 50 | Fair |
| 104 | NORTH STATE STREET - 104 | 048050 | MOORE STREET | THIRD STREET | C | AC/AC | 2 | 818 | 34 | 27812 | 14 | Very Poor |
| 104 | NORTH STATE STREET - 104 | 050061 | THIRD STREET | PAVEMENT CHANGE AT 5.77MM | C | AC/AC | 2 | 3921 | 28 | 109788 | 57 | Fair |
| 104 | NORTH STATE STREET - 104 | 061072 | PAVEMENT CHANGE AT 5.77MM | WEST ROAD | C | AC | 2 | 7700 | 40 | 308000 | 67 | Fair |
| 104 | NORTH STATE STREET - 104 | 072084 | WEST ROAD | US 101 | C | AC/AC | 2 | 6870 | 41 | 281670 | 76 | Very Good |
| 415F | NOYO ACRES DRIVE - 415F | 000007 | 0.00 MM n/o SH 20 | 0.67 MM END | R | AC/AC | 2 | 3524 | 24 | 84576 | 97 | Very Good |
| 554 | NOYO WAY - 554 | 000001 | 0.00 MM e/o 553 | 0.11 MM w/o SH 1 | R | AC/AC | 2 | 558 | 22 | 12276 | 39 | Poor |
| 420B | NURNBERGER LANE - 420B | 000001 | 0.00 MM n/o 420 | 0.13 MM n/o 420A | R | ST | 1 | 672 | 12 | 8064 | 48 | Poor |
| 648 | NUTMEG PLACE - 648 | 000001 | 0.00 MM n/o 604 | 0.10 MM END | R | AC/AC | 2 | 508 | 22 | 12682 | 8 | Very Poor |
| ORO REY | O' REY'S ROOST - ORO REY | 000001 | END | END | R | AC | 2 | 1400 | 24 | 33600 | 9 | Very Poor |
| 252A | OAK COURT ROAD - 252A | 000001 | 0.00 MM s/o 252F | 0.06 MM n/o 252 | A | AC/AC | 2 | 286 | 22 | 6292 | 58 | Fair |
| 252A | OAK COURT ROAD - 252A | 000004 | 0.00 MM s/o 252F | 0.40 MM e/o 252 (break at 252 | A | AC/AC | 2 | 2121 | 20 | 42420 | 49 | Poor |
| 237E | OAK GROVE DRIVE - 237E | 000003 | 0.00 MM w/o 237 | 0.32 MM END | R | ST | 1 | 1692 | 12 | 20304 | 23 | Very Poor |
| 252 | OAK KNOLL ROAD - 252 | 000002 | 0.00 MM w/o 104A | 0.18 MM w/o 252A | A | AC/AC | 2 | 922 | 28 | 25816 | 59 | Fair |
| 252 | OAK KNOLL ROAD - 252 | 002005 | 0.18 MM w/o 252A | 0.48 MM s/o 252A | R | AC/AC | 2 | 1611 | 28 | 45108 | 11 | Very Poor |
| 252 | OAK KNOLL ROAD - 252 | 005009 | 0.48 MM s/o 252A | 0.85 MM END | R | AC/AC | 2 | 1955 | 18 | 35190 | 16 | Very Poor |
| 236D | OAK POND COURT - 236D | 000001 | 0.00 MM w/o 236C | CDS | R | AC/AC | 2 | 404 | 24 | 13895 | 26 | Poor |
| 425A | OBAYLEY DRIVE - 425A | 000005 | 0.00 MM n/o 425 | 0.45 MM at phone pole east en | R | ST | 2 | 2386 | 16 | 38176 | 15 | Very Poor |
| 436 | OCEAN DRIVE - 436 | 000001 | 0.00 MM w/o SH 1 | 0.13 MM (break between ends) | R | ST | 2 | 665 | 22 | 14630 | 58 | Fair |
| 436 | OCEAN DRIVE - 436 | 001013 | 0.13 MM (break between ends) | 1.25 MM w/o SH 1 | R | ST | 2 | 5886 | 18 | 105948 | 27 | Poor |
| 523 | OCEAN DRIVE - 523 | 000002 | 0.00 MM w/o SH 1 | 0.16 MM SH 1 | R | AC/AC | 2 | 855 | 24 | 20520 | 24 | Very Poor |
| 523 | OCEAN DRIVE - 523 | 002003 | 0.16 MP e/o SH 1 | 0.33 MM END | R | AC/AC | 2 | 870 | 26 | 22620 | 41 | Poor |
| 449 | OCEAN MEADOWS CIRCLE - 449 | 000005 | 0.00 MM w/o SH 1 | 0.50 MM w/o SH 1 | R | ST | 2 | 2625 | 26 | 68250 | 37 | Poor |
| 514 | OCEAN RIDGE DRIVE - 514 | 000009 | 0.00 MM w/o 502 | 0.90 MM w/o 502 | R | AC/AC | 2 | 4736 | 26 | 123136 | 50 | Fair |
| 439 | OCEAN VIEW DRIVE - 439 | 000004 | 0.00 MM END w/o 440 | 0.42 MM pavement change | C | AC | 2 | 2217 | 18 | 39906 | 53 | Fair |
| 439 | OCEAN VIEW DRIVE - 439 | 004005 | 0.42 MM pavement change | 0.51 MM w/o SH 1 | C | AC/AC | 2 | 458 | 18 | 8244 | 50 | Fair |
| 514B | OCEAN VIEW LANE - 514B | 000001 | 0.00 MM s/o 514 | 0.14 MM END | R | AC/AC | 2 | 746 | 24 | 26328 | 14 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424C | ODOM LANE - 424C | 000004 | 0.00 MM e/o SH 1 | 0.40 MM at stop sign | R | ST | 2 | 2134 | 22 | 46948 | 37 | Poor |
| 424C | ODOM LANE - 424C | 004005 | 0.40 MM at stop sign | 0.50 MM END | R | ST | 2 | 447 | 16 | 7152 | 23 | Very Poor |
| 144 | OFF RAMP SH 20 - 144 | 000002 | SH 20 | EAST ROAD | R | AC/AC | 2 | 1226 | 26 | 31876 | 100 | Very Good |
| 436B | OLD COAST HIGHWAY - 436B | 000002 | 0.00 MM e/o SH 1 | 0.19 MM e/o SH 1 | R | AC/AC | 2 | 1012 | 18 | 18216 | 40 | Poor |
| 436B | OLD COAST HIGHWAY - 436B | 002006 | 0.19 MM w/o SH 1 | 0.57 MM w/o SH 1 | R | AC/AC | 2 | 1985 | 18 | 35730 | 10 | Very Poor |
| 513 | OLD COAST HIGHWAY - 513 | 000003 | 0.00 MM w/o SH 1 | 0.29 MM END | R | ST | 2 | 1531 | 16 | 24496 | 38 | Poor |
| 254 | OLD LAKE COUNTY ROAD - 254 | 000006 | 0.00 MM n/o SH 20 | 0.59 MM Lake County Line | R | AC/AC | 2 | 3115 | 18 | 56070 | 11 | Very Poor |
| 304 | OLD RIVER ROAD - 201 | 000009 | 0.00 MM n/o 304A | 0.94 MM | R | ST | 2 | 4909 | 20 | 98180 | 34 | Poor |
| 304 | OLD RIVER ROAD - 201 | 009021 | 0.94 MM | 2.14 MM n/o 309 | C | ST | 2 | 6384 | 20 | 127680 | 56 | Fair |
| 304 | OLD RIVER ROAD - 201 | 021031 | 2.14 MM n/o 309 | 3.09 MP s/o 308 | C | ST | 2 | 4997 | 18 | 89946 | 27 | Poor |
| 201 | OLD RIVER ROAD - 201 | 000010 | 0.00 MM e/o US 101 | 1.00 MP | C | ST | 2 | 5262 | 21 | 110502 | 54 | Fair |
| 201 | OLD RIVER ROAD - 201 | 010015 | 1.00 MP | 1.50 MP s/o SH 175 | C | ST | 2 | 2648 | 21 | 55608 | 65 | Fair |
| 201 | OLD RIVER ROAD - 201 | 015027 | 1.50 MM n/o SH 175 | 2.72 MP | C | ST | 2 | 6361 | 22 | 139942 | 71 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 027039 | 2.72 MP | 3.86 MP | C | ST | 2 | 5902 | 22 | 129844 | 69 | Fair |
| 201 | OLD RIVER ROAD - 201 | 039047 | 3.86 MP | 4.73 MP | C | ST | 2 | 4404 | 22 | 96888 | 72 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 047057 | 4.73 MP | 5.73 MP | C | ST | 2 | 5470 | 22 | 120340 | 65 | Fair |
| 201 | OLD RIVER ROAD - 201 | 057067 | 5.73 MP | 6.67 MP | C | ST | 2 | 4931 | 22 | 108482 | 75 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 067075 | 6.67 MP | 7.54 MP | C | ST | 2 | 4547 | 22 | 100034 | 74 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 075086 | 7.54 MP | 8.56 MP | C | ST | 2 | 5495 | 22 | 120890 | 73 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 086094 | 8.56 MP | 9.42 MP | C | ST | 2 | 4435 | 22 | 97570 | 72 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 094107 | 9.42 MP | 10.71 MP | C | ST | 2 | 6795 | 22 | 149490 | 68 | Fair |
| 201 | OLD RIVER ROAD - 201 | 107119 | 10.71 MP | 11.86 MP | C | ST | 2 | 5979 | 22 | 131538 | 70 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 119128 | 11.86 MP | 12.75 MP | C | ST | 2 | 4665 | 22 | 102630 | 71 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 130140 | 12.75 MP | 13.56 MP | C | ST | 2 | 4276 | 22 | 94072 | 50 | Fair |
| 201 | OLD RIVER ROAD - 201 | 136146 | 13.56 MP | 14.56 MM e/o SH 222 | A | ST | 2 | 5260 | 22 | 115720 | 50 | Fair |
| OLDSRD | OLD SHERWOOD ROAD - OLDSRD | 000001 | US101(NEW MP65) | EDP | R | AC | 2 | 650 | 22 | 14300 | 67 | Fair |
| 502 | OLD STAGE ROAD - 502 | 000009 | 0.00 MM e/o 501A | 0.78 MP | C | AC | 2 | 4118 | 20 | 82360 | 63 | Fair |
| 502 | OLD STAGE ROAD - 502 | 009020 | 0.78 MP | 2.00 MP | C | ST | 2 | 6442 | 20 | 128840 | 29 | Poor |
| 502 | OLD STAGE ROAD - 502 | 020030 | 2.00 MP | 3.03 MP | C | ST | 2 | 5404 | 20 | 108080 | 28 | Poor |
| 502 | OLD STAGE ROAD - 502 | 030040 | 3.03 MP | 4.00 MP | C | ST | 2 | 5112 | 20 | 102240 | 28 | Poor |
| 502 | OLD STAGE ROAD - 502 | 040050 | 4.00 MP | 5.00 MP | C | ST | 2 | 5133 | 20 | 102660 | 39 | Poor |
| 502 | OLD STAGE ROAD - 502 | 050057 | 5.00 MP | 5.66 MM END s/o 122 | C | ST | 2 | 3925 | 22 | 86350 | 42 | Poor |
| 501A | OLD STATE HIGHWAY - 501A | 000003 | 0.00 MM SH 1 | 0.32 MM w/o 502 road narrows | C | AC/AC | 2 | 1632 | 22 | 35904 | 56 | Fair |
| 501A | OLD STATE HIGHWAY - 501A | 003005 | 0.32 MM w/o 502 road narrows | 0.45 MM END | R | AC/AC | 2 | 704 | 16 | 11264 | 16 | Very Poor |
| 108 | OLD TOLL ROAD - 108 | 000002 | 0.00 MM s/o SH 175 | 0.24 MM width change | R | ST | 2 | 1251 | 18 | 22518 | 98 | Very Good |
| 108 | OLD TOLL ROAD - 108 | 002010 | 0.24 MM width change | 1.00 MM | R | ST | 1 | 4029 | 14 | 56406 | 98 | Very Good |
| 108 | OLD TOLL ROAD - 108 | 010020 | 1.00 MM | 2.00 MM | R | ST | 1 | 5280 | 14 | 73920 | 98 | Very Good |
| 108 | OLD TOLL ROAD - 108 | 020028 | 2.00 MM | 2.77 MM EOP | R | ST | 1 | 4059 | 14 | 56826 | 95 | Very Good |
| 415I | OLD WILLITS ROAD - 415I | 000001 | 0.00 MM e/o 415 | 0.14 MM end striping | R | AC/AC | 2 | 751 | 18 | 13518 | 34 | Poor |
| 415I | OLD WILLITS ROAD - 415I | 001003 | 0.14 MM end striping | 0.30 MM n/o SH 20 | R | AC/AC | 1 | 865 | 14 | 12110 | 57 | Fair |
| 428E | OMEGA DRIVE - 428E | 000002 | 0.00 MM w/o SH 1 | 0.17 MM w/o SH 1 | R | ST | 2 | 797 | 16 | 12757 | 24 | Very Poor |
| 147 | ORCHARD ACCESS ROAD - 147 | 000000 | 0.00 MM s/o 250 | 0.03 MM END at locked gate | R | AC/AC | 2 | 148 | 24 | 3552 | 26 | Poor |
| 627C | ORIOLE COURT - 627C | 000000 | 0.00 MM e/o 627 | 0.04 MM END | R | ST | 2 | 188 | 22 | 5642 | 7 | Very Poor |
| 627 | ORIOLE DRIVE - 627 | 000003 | 0.00 MM n/o 619 | 0.34 MM s/o 623 | R | AC/AC | 2 | 1765 | 22 | 38830 | 10 | Very Poor |
| 627 | ORIOLE DRIVE - 627 | 003009 | 0.34 MM n/o 623 | 0.86 MM e/o 628 | R | AC/AC | 2 | 2756 | 22 | 60632 | 11 | Very Poor |
| 627B | ORIOLE LANE - 627B | 000001 | 0.00 MM w/o 627 | 0.10 MM END | R | ST | 2 | 520 | 22 | 12303 | 7 | Very Poor |
| 627A | ORIOLE PLACE - 627A | 000001 | 0.00 MM n/o 627 | 0.07 MM END | R | AC/AC | 2 | 354 | 22 | 9294 | 7 | Very Poor |
| 127 | ORNBAUN ROAD - 127 | 000008 | 0.00 MM w/o 510 | 0.76 MM road narrows | R | ST | 2 | 4026 | 22 | 88572 | 37 | Poor |
| 127 | ORNBAUN ROAD - 127 | 008009 | 0.76 MM road narrows | 0.93 MM END at end marker | R | ST | 2 | 895 | 16 | 14320 | 76 | Very Good |
| 551D | OROREYS PLACE - 551D | 000001 | 0.00 MM n/o 551 | 0.08 MM END | R | AC/AC | 2 | 394 | 34 | 15700 | 20 | Very Poor |
| 551E | OROREYS ROOST - 551E | 000003 | 0.00 MM e/o 551D | 0.29 MM END | R | AC/AC | 2 | 1531 | 22 | 33682 | 16 | Very Poor |
| 223 | ORR SPRINGS ROAD - 223 | 225230 | 22.52 MP | 22.97 MM EOP | C | ST | 2 | 2376 | 20 | 47520 | 45 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 239245 | 23.91 MM BOP | 24.45 MP | C | ST | 2 | 2851 | 18 | 51318 | 86 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 223 | ORR SPRINGS ROAD - 223 | 245257 | 24.45 MP | 25.66 MP | C | ST | 2 | 6207 | 18 | 111726 | 97 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 257260 | 25.66 MP | 26.00 MP | C | ST | 2 | 1771 | 18 | 31878 | 90 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 260270 | 26.00 MP | 27.04 MP | C | ST | 2 | 5339 | 16 | 85424 | 91 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 270280 | 27.04 MP | 27.98 MP | C | ST | 2 | 4907 | 18 | 88326 | 94 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 280288 | 27.98 MP | 28.84 MP | C | ST | 2 | 4385 | 18 | 78930 | 86 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 288298 | 28.84 MP | 29.82 MP | C | AC | 2 | 5085 | 18 | 91530 | 93 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 298311 | 29.82 MP | 31.12 MP | C | AC | 2 | 6641 | 18 | 119538 | 91 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 311316 | 31.12 MP | 31.61 MP | C | AC | 2 | 2565 | 16 | 41040 | 100 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 316320 | 31.61 MP | 32.00 MP | C | AC | 2 | 1948 | 20 | 38960 | 96 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 320330 | 32.00 MP | 32.98 MP | C | AC | 2 | 4900 | 22 | 107800 | 97 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 330340 | 32.98 MP | 33.98 MP | C | AC | 2 | 5059 | 22 | 111298 | 97 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 340350 | 33.98 MP | 34.98 MP | C | AC | 2 | 5056 | 20 | 101120 | 84 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 350363 | 34.98 MP | 36.32 MP | C | AC | 2 | 6922 | 20 | 138440 | 93 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 363370 | 36.32 MP | 37.02 MP | C | AC | 2 | 3638 | 20 | 72760 | 95 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 370380 | 37.02 MP | 38.00 MP | C | ST | 2 | 5057 | 20 | 101140 | 53 | Fair |
| 223 | ORR SPRINGS ROAD - 223 | 380390 | 38.00 MP | 38.95 MP | C | ST | 2 | 4746 | 22 | 104412 | 39 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 390404 | 38.95 MP | 40.35 MP | C | ST | 2 | 7075 | 22 | 155650 | 31 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 404410 | 40.35 MP | 40.99 MP | C | ST | 2 | 3278 | 22 | 72116 | 17 | Very Poor |
| 223 | ORR SPRINGS ROAD - 223 | 410421 | 40.99 MP | 42.05 MP | C | ST | 2 | 5549 | 22 | 122078 | 15 | Very Poor |
| 223 | ORR SPRINGS ROAD - 223 | 420427 | 42.01 MM pavement change | 42.69 MM w/o 104 PINOLEVILLE | C | ST | 2 | 3537 | 22 | 77814 | 25 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 421420 | 42.69 MP PINOLEVILLE DRIVE | 43.37 MM N. STATE STREET | C | ST | 2 | 3710 | 22 | 81620 | 10 | Very Poor |
| 216 | ORR STREET - 216 | 000001 | 0.00 MM s/o 217 | 0.07 MM Ukiah City Limits | R | AC/AC | 2 | 370 | 22 | 8140 | 97 | Very Good |
| 631C | OTTER CIRCLE - 631C | 000001 | 0.00 MM n/o 631 | 0.11 MM END | R | ST | 2 | 568 | 22 | 14002 | 8 | Very Poor |
| 631D | OTTER COURT - 631D | 000001 | 0.00 MM n/o 631 | 0.14 MM END | R | ST | 2 | 740 | 22 | 17786 | 8 | Very Poor |
| 631 | OTTER DRIVE - 631 | 000005 | 0.00 MM n/o 630 | 0.45 MM n/o 630 | R | ST | 2 | 2395 | 22 | 52690 | 7 | Very Poor |
| 631B | OTTER LANE - 631B | 000001 | 0.00 MM w/o 631 | 0.12 MM END | R | ST | 2 | 604 | 22 | 14794 | 8 | Very Poor |
| 631A | OTTER PLACE - 631A | 000001 | 0.00 MM w/o 631 | 0.08 MM END | R | ST | 2 | 418 | 22 | 10702 | 8 | Very Poor |
| 542 | OTTER POINT CIRLCE - 542 | 000001 | 0.00 MM w/o 540 | 0.08 MM END | R | ST | 2 | 419 | 24 | 10819 | 68 | Fair |
| 428A | PACIFIC AVENUE - 428A | 000002 | 0.00 MM e/o SH 1 | 0.16 MM END | R | ST | 2 | 823 | 18 | 14814 | 55 | Fair |
| 530 | PACIFIC DRIVE - 440B | 000003 | 0.00 MM w/o SH 1 | 0.28 MM s/o 529 | R | AC/AC | 2 | 1448 | 22 | 31856 | 16 | Very Poor |
| 440B | PACIFIC DRIVE - 440B | 000003 | 0.00 MM n/o 439A | 0.27 MM s/o 439 | R | AC/AC | 2 | 1433 | 18 | 25794 | 31 | Poor |
| 440B | PACIFIC DRIVE - 440B | 003004 | 0.27 MM s/o 439 | 0.39 MM EOP | R | ST | 2 | 640 | 16 | 10240 | 88 | Very Good |
| 545 | PACIFIC VIEW DRIVE - 515A | 000001 | 0.00 MM s/o 543 | 0.13 MM END | R | AC/AC | 2 | 686 | 20 | 16167 | 43 | Poor |
| 515A | PACIFIC VIEW DRIVE - 515A | 000001 | 0.00 MM e/o SH 1 | 0.08 MM END | R | AC/AC | 2 | 525 | 16 | 10267 | 20 | Very Poor |
| 436A | PACIFIC WAY - 436A | 000004 | 0.00 MM w/o 436 | 0.43 MM END | R | ST | 2 | 2268 | 18 | 40824 | 33 | Poor |
| 524 | PACIFIC WOODS ROAD - 524 | 000010 | 0.00 MM e/o SH 1 | 1.00 MM | R | AC/AC | 2 | 5280 | 22 | 116160 | 30 | Poor |
| 524 | PACIFIC WOODS ROAD - 524 | 010015 | 1.00 MM | 1.45 MM w/o 502 | R | AC/AC | 2 | 2388 | 22 | 52536 | 26 | Poor |
| 559 | PACIFICA DRIVE - 559 | 000003 | 0.00 MM w/o 569 | 0.33 MM n/o 560 | R | ST | 2 | 1758 | 18 | 31644 | 30 | Poor |
| 615 | PADULA DRIVE - 615 | 000003 | 0.00 MM s/o 623 | 0.32 MM w/o 609 | R | AC/AC | 2 | 1694 | 22 | 37268 | 44 | Poor |
| 448 | PALETTE DRIVE - 448 | 000003 | 0.00 MM e/o 500 | 0.44 M e/o 500 (PAVT CHANGE) | R | AC/AC | 2 | 2337 | 18 | 42066 | 45 | Poor |
| 448 | PALETTE DRIVE - 448 | 000009 | 0.44 M e/o 500 (PAVT CHANGE) | 0.60 MM e/o 500 | R | AC/AC | 2 | 850 | 18 | 15300 | 23 | Very Poor |
| 224 | PARDUCCI ROAD - 224 | 000004 | 0.00 MM w/o 104 | 0.44 MM width changes n/o cro | R | AC/AC | 2 | 2322 | 22 | 51084 | 17 | Very Poor |
| 224 | PARDUCCI ROAD - 224 | 004006 | 0.44 MM width changes n/o cro | 0.58 MM at end of county road | R | AC/AC | 2 | 736 | 18 | 13248 | 25 | Poor |
| 425C | PARK DRIVE - 425C | 000006 | 0.00 MM e/o 425B | 0.56 MM e/o 425B | R | ST | 2 | 2947 | 18 | 53046 | 10 | Very Poor |
| 215C | PARK TERRACE - 215C | 000000 | 0.00 MM n/o 215B DEERWOOD | 0.04 MM END | R | AC/AC | 2 | 186 | 22 | 6286 | 10 | Very Poor |
| 437 | PARK VIEW DRIVE - 437 | 000003 | 0.00 MM e/o SH 1 | 0.27 MM END | R | AC/AC | 1 | 1428 | 12 | 17136 | 12 | Very Poor |
| 128 | PEACHLAND ROAD - 128 | 000002 | 0.00 MM n/o SH 128 | 0.15 MM road narrows | R | AC/AC | 2 | 798 | 22 | 17556 | 17 | Very Poor |
| 128 | PEACHLAND ROAD - 128 | 002003 | 0.15 MM road narrows | 0.28 MM EOP s/o cattle guard | R | ST | 1 | 686 | 14 | 9604 | 20 | Very Poor |
| 619 | PEACOCK DRIVE - 619 | 000006 | 0.00 MM e/o 623 | 0.63 MM w/o 311 | R | AC/AC | 2 | 3309 | 22 | 72798 | 27 | Poor |
| 619A | PEACOCK LANE - 619A | 000001 | 0.00 MM n/o 619 | 0.09 MM END | R | AC/AC | 2 | 470 | 22 | 11846 | 6 | Very Poor |
| 619B | PEACOCK PLACE - 619B | 000001 | 0.00 MM n/o 619 | 0.06 MM END | R | AC/AC | 2 | 310 | 22 | 8326 | 27 | Poor |
| 618A | PEACOCK ROAD - 618A | 000003 | 0.00 MM n/o 618 | 0.34 MM s/o 619 | R | ST | 2 | 1760 | 24 | 42240 | 18 | Very Poor |
| 412A | PEARL DRIVE - 412A | 000005 | 0.00 MM e/o SH 1 | 0.53 MM e/o 413 | R | AC | 2 | 2802 | 16 | 44832 | 97 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 412F | PEARL RANCH ROAD - 412F | 000003 | 0.00 MM s/o 412A | 0.25 MM END | R | AC/AC | 2 | 1309 | 20 | 29604 | 21 | Very Poor |
| 412F | PEARL RANCH ROAD - 412F | 000009 | PEARL DR | END | R | AC | 2 | 1382 | 22 | 30404 | 21 | Very Poor |
| 428B | PELICAN ROAD - 428B | 000001 | 0.00 MM e/o SH 1 | 0.08 MM w/o 428F | R | ST | 2 | 397 | 18 | 7146 | 38 | Poor |
| 635B | PERCH CIRCLE - 635B | 000001 | 0.00 MM w/o 635 | 0.08 MM END | R | AC/AC | 2 | 408 | 22 | 10482 | 8 | Very Poor |
| 637A | PERCH COURT - 637A | 000001 | 0.00 MM s/o 636 | 0.09 MM END | R | ST | 2 | 482 | 22 | 12110 | 17 | Very Poor |
| 635 | PERCH DRIVE - 635 | 000002 | 0.00 MM w/o 623 | 0.22 MM surface change | R | AC/AC | 2 | 1163 | 22 | 122254 | 74 | Very Good |
| 635 | PERCH DRIVE - 635 | 002007 | 0.22 MM surface change | 0.72 MM surface change | R | ST | 2 | 2625 | 24 | 63000 | 25 | Poor |
| 635 | PERCH DRIVE - 635 | 007011 | 0.72 MM surface change | 1.06 MM END | R | AC/AC | 2 | 1769 | 24 | 42456 | 25 | Poor |
| 638 | PERCH LANE - 638 | 000002 | 0.00 MM n/o 640 | 0.16 MM END | R | AC/AC | 2 | 823 | 24 | 21138 | 37 | Poor |
| 637B | PERCH PLACE - 637B | 000001 | 0.00 MM s/o 637 | 0.09 MM END | R | AC/AC | 2 | 402 | 22 | 11151 | 8 | Very Poor |
| 635C | PERCH ROAD - 635C | 000004 | 0.00 MM e/o 635 | 0.35 MM w/o 637 | R | ST | 2 | 1850 | 22 | 40700 | 14 | Very Poor |
| 640B | PERCH STREET - 640B | 000002 | 0.00 MM n/o 640 | 0.17 MM s/o 635C | R | ST | 2 | 896 | 22 | 19712 | 5 | Very Poor |
| 637 | PERCH WAY - 637 | 000001 | 0.00 MM at 635C end | 0.09 MM w/o 636 surface chang | R | ST | 2 | 484 | 22 | 10648 | 19 | Very Poor |
| 637 | PERCH WAY - 637 | 001004 | 0.09 MM w/o 636 surface chang | 0.40 MM w/o 638 | R | AC/AC | 2 | 1619 | 24 | 38856 | 68 | Fair |
| 335C | PERRY STREET - 335C | 000002 | 0.00 MM s/o 334D | 0.23 MM END | R | ST | 2 | 1218 | 26 | 31668 | 25 | Poor |
| 422 | PETALUMA AVENUE - 422 | 000004 | 0.00 MM n/o 421 | 0.40 MM END | R | ST | 1 | 2109 | 14 | 29526 | 20 | Very Poor |
| 132 | PHILO - GREENWOOD ROAD - 132 | 000010 | 0.00 MM SH 1 | 0.98 MP | C | ST | 2 | 4985 | 20 | 99700 | 97 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 010019 | 0.98 MP | 1.92 MP | C | ST | 2 | 4975 | 20 | 99500 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 019028 | 1.92 MP | 2.75 MP | C | ST | 2 | 4029 | 20 | 80580 | 96 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 028038 | 2.75 MP | 3.75 MP | C | ST | 2 | 5277 | 20 | 105540 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 038049 | 3.75 MP | 4.92 MP | C | ST | 2 | 6453 | 20 | 129060 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 049060 | 4.92 MP | 5.98 MP | C | ST | 2 | 5311 | 20 | 106220 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 060070 | 5.98 MP | 7.00 MP | C | ST | 2 | 5201 | 22 | 114422 | 97 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 070079 | 7.00 MP | 7.88 MP | C | ST | 2 | 5171 | 20 | 103420 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 079091 | 7.88 MP | 9.11 MP | C | ST | 2 | 5775 | 22 | 127050 | 81 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 091100 | 9.11 MP | 10.03 MP | C | ST | 2 | 4775 | 22 | 105050 | 80 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 100110 | 10.03 MP | 10.99 MP | C | ST | 2 | 4979 | 22 | 109538 | 74 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 110119 | 10.99 MP | 11.90 MP | C | ST | 2 | 4705 | 22 | 103510 | 79 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 119130 | 11.90 MP | 13.00 MP | C | ST | 2 | 5744 | 22 | 126368 | 87 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 130140 | 13.00 MP | 14.02 MP | C | ST | 2 | 5005 | 22 | 110110 | 96 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 140149 | 14.02 MP | 14.90 MP | C | ST | 2 | 4510 | 22 | 99220 | 96 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 149159 | 14.90 MP | 15.89 MP | C | ST | 2 | 5284 | 24 | 126816 | 93 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 159168 | 15.89 MP | 16.76 MP | C | ST | 2 | 4507 | 24 | 108168 | 93 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 168179 | 16.76 MP | 17.86 MP s/o SH 128 | C | ST | 2 | 5717 | 22 | 125774 | 98 | Very Good |
| 130 | PHILO SCHOOL ROAD - 130 | 000002 | 0.00 MM n/o SH 128 | 0.15 MM at end marker | R | ST | 2 | 788 | 20 | 15760 | 17 | Very Poor |
| 244 | PINE AVENUE - 244 | 000010 | 0.00 MM e/o 240 | 1.03 MM at county end marker | R | AC | 2 | 5428 | 18 | 97704 | 15 | Very Poor |
| 412B | PINE DRIVE - 412B | 000002 | 0.00 MM n/o 412E | 0.19 MM END | R | AC/AC | 2 | 1024 | 22 | 25294 | 14 | Very Poor |
| 407S | PINE STREET - 407S | 000001 | 0.00 MM e/o 407N | 0.06 MM w/o 407O | R | ST | 2 | 314 | 22 | 6908 | 60 | Fair |
| 407S | PINE STREET - 407S | 001002 | 0.06 MM 3/o 407O | 0.15 MM END w/o SH 1 | R | ST | 2 | 472 | 22 | 10384 | 65 | Fair |
| 407S | PINE STREET - 407S | 002003 | 0.15 MM w/o 407Q | 0.22 MM END | R | ST | 1 | 340 | 12 | 4080 | 14 | Very Poor |
| 425D | PINE STREET (Cleone) - 425D | 000002 | 0.00 MM n/o 425C | 0.15 MM s/o 425C | R | ST | 2 | 774 | 16 | 12384 | 6 | Very Poor |
| 312F | PINEVIEW DRIVE - 312F | 000001 | 0.00 MM s/o 312E | 0.08 MM END | R | AC/AC | 2 | 418 | 32 | 13376 | 25 | Poor |
| 225 | PINOLEVILLE DRIVE - 225 | 000008 | 0.00 MM n/o 223 | 0.78 MM n/o 223 | R | ST | 2 | 4120 | 18 | 74160 | 55 | Fair |
| 562 | PIRATES DRIVE - 562 | 000001 | 0.00 MM w/o SH 1 | 0.09 MM END | R | AC/AC | 2 | 492 | 18 | 10602 | 63 | Fair |
| 142 | PLANT ROAD - 142 | 000002 | 0.00 MM e/o 104A | 0.21 MM END | R | AC/AC | 2 | 1119 | 20 | 22380 | 31 | Poor |
| 564 | POINT CABRILLO DRIVE - 564 | 000011 | 0.00 MP w/o SH 1 | 1.09 MP | R | ST | 2 | 5621 | 22 | 123662 | 83 | Very Good |
| 564 | POINT CABRILLO DRIVE - 564 | 011021 | 1.09 MP | 2.13 MP | R | ST | 2 | 5351 | 22 | 117722 | 93 | Very Good |
| 564 | POINT CABRILLO DRIVE - 564 | 021029 | 2.13 MP | 2.89 MM w/o SH 1 | R | ST | 2 | 4295 | 22 | 94490 | 85 | Very Good |
| 556 | POLARIS CIRCLE - 556 | 000001 | 0.00 MM n/o 540 | 0.06 MM END | R | ST | 2 | 340 | 22 | 10227 | 69 | Fair |
| 551 | POMO LAKE DRIVE - 551 | 000004 | 0.00 MM e/o SH 1 | 0.40 MM pavement change | R | AC/AC | 2 | 2110 | 26 | 54860 | 31 | Poor |
| 551 | POMO LAKE DRIVE - 551 | 004006 | 0.40 MM pavement change | 0.60 MM n/o 551A | R | AC/AC | 2 | 1052 | 26 | 27352 | 70 | Very Good |
| 228A | POMO LANE - 228A | 000001 | 0.00 MM w/o 104 | 0.09 MM end striping | R | AC/AC | 2 | 470 | 24 | 11280 | 15 | Very Poor |
| 228A | POMO LANE - 228A | 001002 | 0.09 MM end striping | 0.24 MM end co. rd. sign | R | AC/AC | 2 | 774 | 38 | 29412 | 27 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 643A | PONDEROSA PLACE - 643A | 000002 | 0.00 MM s/o 643 | 0.15 MM END | R | AC/AC | 2 | 808 | 22 | 18639 | 9 | Very Poor |
| 643 | PONDEROSA ROAD - 643 | 000004 | 0.00 MM e/o 649 | 0.36 MM w/o 642 | R | AC/AC | 2 | 1918 | 22 | 42196 | 11 | Very Poor |
| 326 | POONKINNEY ROAD - 326 | 000008 | 0.00 MP n/o 322 | 0.75 MP | R | ST | 2 | 3877 | 18 | 69786 | 12 | Very Poor |
| 326 | POONKINNEY ROAD - 326 | 008013 | 0.75 MP | 1.28 MM EOP | R | ST | 2 | 2769 | 16 | 44304 | 14 | Very Poor |
| 326 | POONKINNEY ROAD - 326 | 013020 | 1.30 MM BOP | 2.02 MM EOP | R | ST | 2 | 3752 | 18 | 67536 | 24 | Very Poor |
| 326 | POONKINNEY ROAD - 326 | 108115 | 10.77 MM BOP | 11.50 MP w/o SH 162 | R | ST | 2 | 2672 | 22 | 58784 | 47 | Poor |
| 312G | POPLAR STREET - 312G | 000001 | 0.00 MM at pavement change | 0.06 MM END | R | AC/AC | 2 | 320 | 32 | 10240 | 20 | Very Poor |
| 628C | POPPY CIRCLE - 628C | 000001 | 0.00 MM n/o 623 | 0.14 MM END | R | ST | 2 | 742 | 22 | 17187 | 7 | Very Poor |
| 623E | POPPY COURT - 623E | 000001 | 0.00 MM e/o 623E | 0.09 MM END | R | ST | 2 | 464 | 22 | 11714 | 6 | Very Poor |
| 623 | POPPY DRIVE - 623 | 000008 | 0.00 MM n/o 604 | 0.84 MM e/o 633 | C | ST | 2 | 4457 | 28 | 124796 | 97 | Very Good |
| 623 | POPPY DRIVE - 623 | 008018 | 0.84 MM e/o 633 | 1.76 MM s/o 619 | C | ST | 2 | 4844 | 28 | 135632 | 99 | Very Good |
| 623 | POPPY DRIVE - 623 | 018023 | 1.76 MM s/o 619 | 2.31 MM w/o 311 | C | AC | 2 | 2915 | 28 | 81620 | 89 | Very Good |
| 623 | POPPY DRIVE - 623 | 023026 | 2.31 MM e/o 311 | 2.58 MM pavement change | C | AC/AC | 2 | 1425 | 26 | 37050 | 96 | Very Good |
| 623 | POPPY DRIVE - 623 | 026028 | 2.58 MM pavement change | 2.79 MM pavement change | C | ST | 2 | 1093 | 26 | 28418 | 94 | Very Good |
| 623 | POPPY DRIVE - 623 | 028033 | 2.79 MM pavement change | 3.26 MM END at airport | C | AC/AC | 2 | 2473 | 26 | 64298 | 96 | Very Good |
| 634 | POPPY LANE - 634 | 000002 | 0.00 MM e/o 623 | 0.23 MM END | R | ST | 2 | 1198 | 22 | 29620 | 9 | Very Poor |
| 633A | POPPY PLACE - 633A | 000001 | 0.00 MM n/o 633 | 0.08 MM END | R | ST | 2 | 406 | 22 | 10438 | 8 | Very Poor |
| 633 | POPPY TERRACE - 633 | 000004 | 0.00 MM n/o 623 | 0.39 MM END | R | ST | 2 | 2058 | 22 | 47583 | 9 | Very Poor |
| 611B | PORRO COURT - 611B | 000001 | 0.00 MM n/o 611 | 0.13 MM END | R | ST | 2 | 685 | 22 | 17377 | 15 | Very Poor |
| PORTRD | PORT ROAD - PORTRD | 000002 | 0.00 MM w/o SH 1 | 0.21 MM intersection w/Iverso | R | AC/AC | 2 | 1094 | 18 | 19692 | 53 | Fair |
| PORTRD | PORT ROAD - PORTRD | 002010 | 0.21 MM intersection w/Iverso | 0.98 MM e/o parking lot | R | ST | 2 | 4101 | 20 | 82020 | 72 | Very Good |
| 437A | POST AVENUE - 437A | 000001 | 0.00 MM w/o 437 | 0.07 MM END | R | AC/AC | 1 | 383 | 12 | 4596 | 12 | Very Poor |
| 253F | POULOS COURT - 253F | 000001 | 0.00 MM e/o 209 | 0.11 MM END | R | AC/AC | 2 | 584 | 24 | 18214 | 12 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 000001 | 0.00 MM n/o 245 | 0.12 MM pavement change | R | AC/AC | 2 | 654 | 22 | 14388 | 15 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 001012 | 0.12 MM pavement change | 1.24 MM s/o 246 | R | ST | 2 | 5900 | 20 | 118000 | 14 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 012018 | 1.24 MM n/o 246 | 1.75 MM n/o 247 | R | ST | 2 | 2684 | 18 | 48312 | 18 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 018028 | 1.75 MM n/o 247 | 2.75 MM | R | ST | 2 | 5280 | 16 | 84480 | 7 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 028032 | 2.75 MM | 3.18 MM END at end marker | R | ST | 1 | 2279 | 14 | 31906 | 10 | Very Poor |
| 561A | PRAIRIE WAY - 561A | 000005 | 0.00 MM s/o 409 | 0.45 MM END | R | ST | 2 | 2375 | 24 | 57000 | 24 | Very Poor |
| 116A | PRATT RANCH ROAD - 116A | 000010 | 0.00 MM n/o SH 175 | 1.00 MM | R | AC | 2 | 5280 | 18 | 95040 | 87 | Very Good |
| 116A | PRATT RANCH ROAD - 116A | 010014 | 1.00 MM | 1.35 MM END | R | ST | 2 | 1862 | 18 | 33516 | 89 | Very Good |
| 646A | PRIMROSE AVENUE - 646A | 000000 | 0.00 MM s/o 604 | 0.04 MM END | R | AC/AC | 2 | 198 | 22 | 6663 | 8 | Very Poor |
| 654 | PRIMROSE CIRCLE - 654 | 000001 | 0.00 MM n/o 604 | 0.05 MM END | R | AC/AC | 2 | 252 | 24 | 7554 | 8 | Very Poor |
| 656 | PRIMROSE COURT - 656 | 000001 | 0.00 MM e/o 604 | 0.05 MM END | R | AC/AC | 2 | 243 | 24 | 7218 | 23 | Very Poor |
| 604 | PRIMROSE DRIVE - 604 | 000014 | 0.00 MM END | 1.41 MM midpoint of 649 new s | C | AC/AC | 2 | 7439 | 24 | 178536 | 98 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 014024 | 1.41 MM midpoint 649 | 2.39 MM s/o 606 | C | ST | 2 | 5166 | 28 | 144648 | 97 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 024035 | 2.39 MM n/o 606 | 3.52 MM s/o 603 | C | ST | 2 | 5954 | 28 | 166712 | 98 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 035039 | 3.52 MM s/o 603 | 3.87 MM e/o 623 surface chang | C | ST | 2 | 1849 | 28 | 51772 | 98 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 039046 | 3.87 MM e/o 623 surface chang | 4.58 MM w/o 311 | C | AC/AC | 2 | 3728 | 28 | 104384 | 98 | Very Good |
| 655 | PRIMROSE LANE - 655 | 000001 | 0.00 MM s/o 604 | 0.09 MM END | R | AC/AC | 2 | 493 | 22 | 12352 | 9 | Very Poor |
| 657 | PRIMROSE PLACE - 657 | 000001 | 0.00 MM w/o 604 | 0.06 MM END | R | AC/AC | 2 | 332 | 22 | 8810 | 49 | Poor |
| 652 | PRIMROSE TERRACE - 652 | 000002 | 0.00 MM n/o 604 | 0.19 MM END | R | AC/AC | 2 | 1020 | 22 | 23946 | 8 | Very Poor |
| 421 | PUDDING CREEK ROAD - 421 | 000010 | 0.00 MM Fort Bragg City Limit | 0.96 MM | C | AC/AC | 2 | 5085 | 20 | 101700 | 72 | Very Good |
| 421 | PUDDING CREEK ROAD - 421 | 010020 | 0.96 MP | 1.96 MP | C | AC/AC | 2 | 4786 | 22 | 105292 | 79 | Very Good |
| 421 | PUDDING CREEK ROAD - 421 | 020022 | 1.96 MP | 2.20 MM END | C | AC/AC | 2 | 1771 | 22 | 38962 | 82 | Very Good |
| 611A | PULLEN PLACE - 611A | 000001 | 0.00 MM n/o 611 | 0.06 MM END | R | ST | 2 | 342 | 22 | 9080 | 56 | Fair |
| 415K | QUAIL CT - 415K | 000003 | HWY 20 | END | R | AC | 2 | 308 | 22 | 6776 | 23 | Very Poor |
| 204K | QUAIL DRIVE - 204K | 000003 | 0.00 MM e/o 204I | 0.33 MM END at 200 Quail Dr. | R | AC/AC | 2 | 1810 | 20 | 36200 | 58 | Fair |
| 319A | RAMSEY ROAD - 319A | 000002 | 0.00 MM w/o US 101 | 0.21 MM w/o 321D | R | ST | 2 | 1115 | 22 | 24530 | 35 | Poor |
| 510A | RANCHERIA ROAD - 237A | 000008 | 0.00 MM s/o 510 | 0.77 MM END EOP | R | AC/AC | 2 | 4070 | 18 | 73260 | 30 | Poor |
| 237A | RANCHERIA ROAD - 237A | 000002 | WEST RD 0.00 MM | 0.21 MM at "Y" s.side pole co | R | ST | 2 | 1090 | 22 | 23980 | 96 | Very Good |
| 237A | RANCHERIA ROAD - 237A | 002004 | 0.21 MM at "Y" s.side pole co | 0.36 MM s/o 8148 N END | R | ST | 2 | 792 | 20 | 15840 | 94 | Very Good |
| 237A | RANCHERIA ROAD - 237A | 004005 | 0.36 MM s/o 237 proper discon | 0.54 MM S END | R | ST | 2 | 620 | 16 | 11083 | 22 | Very Poor |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 131 | RAYS ROAD - 131 | 000004 | 0.00 MM s/o SH 128 | 0.38 MM END at gate | R | ST | 2 | 1988 | 18 | 35784 | 16 | Very Poor |
| 215A | REDEMEYER ROAD - 215A | 000011 | 0.00 MM n/o 215 | 1.05 MP | C | AC | 2 | 5488 | 22 | 120736 | 30 | Poor |
| 215A | REDEMEYER ROAD - 215A | 011019 | 1.05 MP | 1.86 MP | C | ST | 2 | 4200 | 22 | 92400 | 35 | Poor |
| 215A | REDEMEYER ROAD - 215A | 019024 | 1.86 MP | 2.39 MP END | C | ST | 2 | 2723 | 21 | 57183 | 66 | Fair |
| 561 | REDWOOD SPRINGS DRIVE - 561 | 000007 | 0.00 MM n/o 414 | 0.72 MM END | R | ST | 2 | 3803 | 20 | 78707 | 41 | Poor |
| 525A | REDWOOD WAY - 525A | 000002 | 0.00 MM s/o 525 | 0.15 MM s/o 525 | R | AC/AC | 2 | 792 | 18 | 14256 | 31 | Poor |
| 219 | REEVES CANYON ROAD - 219 | 000002 | 0.00 MM US 101 | 0.18 MM EOP | R | AC/AC | 2 | 946 | 22 | 20812 | 65 | Fair |
| 251K | REISLING COURT - 251K | 000001 | 0.00 MM n/o 251C | 0.06 MM END | R | AC/AC | 2 | 305 | 32 | 12224 | 41 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 000006 | 0.00 MP n/o 306 | 0.59 MP | C | ST | 2 | 3290 | 18 | 59220 | 36 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 006014 | 0.59 MP | 1.44 MP | C | ST | 2 | 4246 | 18 | 76428 | 34 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 014024 | 1.44 MP | 2.44 MP | C | ST | 2 | 5253 | 18 | 94554 | 37 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 024036 | 2.44 MP | 3.61 MM e/o US 101 | C | ST | 2 | 6157 | 22 | 135454 | 44 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 036037 | 3.61 MM w/o US 101 | 3.74 MM EOP | R | ST | 1 | 708 | 14 | 9912 | 40 | Poor |
| 122B | RHODODENDRON ROAD - 122B | 000001 | 0.00 MM w/o 122 | 0.13 MM e/o 122C | R | AC/AC | 2 | 680 | 24 | 16320 | 32 | Poor |
| 124E | RICHARD COURT - 124E | 000001 | 0.00 MM s/o 124D | 0.06 MM END | R | AC/AC | 2 | 336 | 32 | 10752 | 30 | Poor |
| 669 | RIDGE CIRCLE - 669 | 000001 | 0.00 MM w/o 641 (640 section) | 0.07 MM END | R | AC/AC | 2 | 368 | 22 | 11360 | 15 | Very Poor |
| 651D | RIDGE PLACE - 651D | 000001 | 0.00 MM e/o 641 | 0.06 MM END | R | AC/AC | 2 | 291 | 24 | 8490 | 20 | Very Poor |
| 641 | RIDGE ROAD - 204F | 000002 | 0.00 MM intersects 651 | 0.18 MM | R | ST | 2 | 954 | 24 | 25045 | 12 | Very Poor |
| 641 | RIDGE ROAD - 204F | 002005 | 0.18 MM intersects 653 | 0.51 MM | R | ST | 2 | 1756 | 24 | 44311 | 11 | Very Poor |
| 641 | RIDGE ROAD - 204F | 005009 | 0.51 MM intersects 640 | 0.89 MM surface change s/o 64 | R | ST | 2 | 1996 | 26 | 53162 | 28 | Poor |
| 641 | RIDGE ROAD - 204F | 009021 | 0.89 MM surface change s/o 64 | 2.07 MM | R | ST | 2 | 6242 | 26 | 162292 | 10 | Very Poor |
| 641 | RIDGE ROAD - 204F | 021031 | 2.07 MM | 3.07 MM s/o 670 | R | ST | 2 | 5280 | 26 | 137280 | 15 | Very Poor |
| 204F | RIDGE ROAD - 204F | 000006 | 0.00 MM e/o 204I | 0.55 MM END | R | AC/AC | 2 | 2678 | 22 | 58916 | 32 | Poor |
| 670A | RIDGE WAY - 670A | 000000 | 0.00 MM s/o 670 | 0.03 MM END | R | AC/AC | 2 | 178 | 22 | 5422 | 8 | Very Poor |
| 218E | RIDGEVIEW DRIVE - 218E | 000002 | 0.00 MM s/o 218 | 0.18 MM s/o 218 | R | AC/AC | 2 | 945 | 24 | 22680 | 31 | Poor |
| 218E | RIDGEVIEW DRIVE - 218E | 002005 | 0.18 MM s/o 218 | 0.47 MM s/o 215K | R | AC/AC | 2 | 1542 | 24 | 37008 | 26 | Poor |
| 372 | RIDGEVIEW ROAD - 372 | 000013 | 0.00 MM at gate e/o 373 | 1.26 MM at end of circle | R | ST | 2 | 6652 | 16 | 107595 | 17 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 000009 | 0.00 MM n/o 240B | 0.88 MM | R | ST | 2 | 4638 | 18 | 83484 | 13 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 009011 | 0.88 MM | 1.06 MM | R | ST | 2 | 960 | 16 | 15360 | 8 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 011015 | 1.06 MM | 1.50 MM | R | ST | 2 | 2314 | 16 | 37024 | 21 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 015020 | 1.50 MM | 2.03 MM | R | ST | 2 | 2784 | 16 | 44544 | 5 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 020024 | 2.03 MM | 2.44 MM | R | ST | 2 | 2186 | 16 | 34976 | 9 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 024027 | 2.44 MM | 2.73 MM | R | ST | 2 | 1545 | 16 | 24720 | 11 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 027029 | 2.73 MM | 2.92 MM | R | ST | 2 | 1002 | 16 | 16032 | 18 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 029033 | 2.92 MM | 3.29 MM EOP | R | ST | 1 | 1926 | 14 | 26964 | 7 | Very Poor |
| 304A | RIDGEWOOD ROAD - 304A | 000010 | 0.00 MM s/o 304 | 1.00 MM | R | AC/AC | 2 | 5280 | 20 | 105600 | 41 | Poor |
| 304A | RIDGEWOOD ROAD - 304A | 010020 | 1.00 MM | 2.00 MM | R | AC/AC | 2 | 5280 | 20 | 105600 | 51 | Fair |
| 304A | RIDGEWOOD ROAD - 304A | 020025 | 2.00 MM | 2.53 MM EOP END at county mar | R | ST | 2 | 2778 | 20 | 55560 | 22 | Very Poor |
| 146 | RIVER STREET - 146 | 000001 | 0.00 MM e/o US 101 | 0.06 MM END | R | AC/AC | 2 | 320 | 22 | 7040 | 3 | Very Poor |
| 227O | RIVER VIEW DRIVE - 227O | 100 | EAST END | WEST END | R | AC | 2 | 536 | 37 | 19832 | 81 | Very Good |
| 423A | RIVERS END ROAD - 423A | 000001 | 0.00 MM E/O 423A | END AT COUNTY SIGN | R | AC | 2 | 2000 | 16 | 32000 | 19 | Very Poor |
| RIVERS | RIVERSIDE DRIVE - 107E | 000003 | 0.00 MM e/o SH 1 | 0.28 MM at n.side property li | R | AC/AC | 2 | 1490 | 20 | 29800 | 79 | Very Good |
| 107E | RIVERSIDE DRIVE - 107E | 000007 | 0.00 MM END | 0.71 MM END | R | AC/AC | 2 | 3762 | 28 | 113008 | 16 | Very Poor |
| 110 | ROAD 110 - 110 | 000010 | 0.00 MM w/o 109 | 1.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 96 | Very Good |
| 110 | ROAD 110 - 110 | 010020 | 1.00 MM | 2.00 MM | R | ST | 1 | 5280 | 14 | 73920 | 97 | Very Good |
| 110 | ROAD 110 - 110 | 020030 | 2.00 MM | 3.00 MM | R | ST | 1 | 5280 | 14 | 73920 | 96 | Very Good |
| 110 | ROAD 110 - 110 | 030037 | 3.00 MM | 3.69 MM EOP | R | ST | 1 | 3664 | 12 | 43968 | 83 | Very Good |
| 231 | ROAD A - 231 | 000012 | 0.00 MM e/o 230 | 1.16 MM | R | ST | 2 | 6141 | 20 | 122820 | 19 | Very Poor |
| 231 | ROAD A - 231 | 012013 | 1.16 MM w/o 231A | 1.30 MM n/o SH 20 | R | ST | 2 | 715 | 24 | 17160 | 9 | Very Poor |
| 231A | ROAD B - 231A | 000010 | 0.00 MM e/o 230 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 25 | Poor |
| 231A | ROAD B - 231A | 010020 | 1.00 MM | 2.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 15 | Very Poor |
| 231A | ROAD B - 231A | 020030 | 2.00 MM | 3.02 MM n/o 231 | R | ST | 2 | 5401 | 18 | 97218 | 17 | Very Poor |
| 232 | ROAD D - 232 | 000013 | 0.00 MM e/o 230 | 1.32 MM s/o 232A | R | ST | 2 | 6966 | 18 | 125388 | 8 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 233 | ROAD E - 233 | 000005 | 0.00 MM e/o 230 | 0.52 MM pavement change | R | AC/AC | 2 | 2724 | 22 | 59928 | 9 | Very Poor |
| 233A | ROAD H - 233A | 000004 | 0.00 MM e/o 230 | 0.39 MM END | R | ST | 2 | 2054 | 16 | 32864 | 23 | Very Poor |
| 234 | ROAD I - 234 | 000010 | 0.00 MM e/o 230 | 0.96 MM w/o 232A | R | ST | 2 | 5048 | 20 | 100960 | 49 | Poor |
| 234 | ROAD I - 234 | 010012 | 0.96 MM w/o 232A | 1.19 MM at Indian Affairs sig | R | ST | 2 | 1252 | 16 | 20032 | 62 | Fair |
| 235 | ROAD J - 235 | 000009 | 0.00 MM e/o 230 | 0.86 MM END at county end mar | R | ST | 1 | 4550 | 14 | 63700 | 78 | Very Good |
| 237C | ROAD K - 237C | 000003 | 0.00 MM e/o 237 | 0.25 MM END | R | ST | 2 | 1326 | 18 | 23868 | 88 | Very Good |
| 237B | ROAD M - 237B | 000003 | 0.00 MM e/o 237 | 0.25 MM END | R | ST | 1 | 1304 | 14 | 18256 | 19 | Very Poor |
| 238A | ROAD N - 238A | 000008 | 0.00 MM e/o 238 | 0.76 MM w/o 237 | R | ST | 2 | 3975 | 18 | 71550 | 13 | Very Poor |
| 604D | ROBIN CIRCLE - 604D | 000002 | 0.00 MM e/o 604 | 0.20 MM END | R | ST | 2 | 1054 | 22 | 24694 | 8 | Very Poor |
| 604C | ROBIN PLACE - 604C | 000001 | 0.00 MM w/o 604 | 0.06 MM END | R | ST | 2 | 321 | 22 | 8568 | 16 | Very Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 000012 | 0.00 MP n/o SH 253 | 1.17 MP | R | ST | 2 | 6015 | 18 | 108270 | 36 | Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 012014 | 1.17 MP | 1.37 MM EOP | R | ST | 1 | 1193 | 14 | 16702 | 17 | Very Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 021023 | 2.11 MM BOP | 2.25 MM EOP | R | AC/AC | 1 | 703 | 12 | 8436 | 29 | Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 029032 | 2.92 MP BOP | 3.19 MM EOP | R | AC/AC | 1 | 1859 | 14 | 26026 | 10 | Very Poor |
| 527 | ROBINSON REEF DRIVE - 527 | 000003 | 0.00 MM w/o SH 1 | 0.25 MM END | R | AC/AC | 2 | 1325 | 22 | 29526 | 14 | Very Poor |
| 608A | ROBINSON ROAD - 608A | 000002 | 0.00 MM s/o 608 | 0.22 MM END | R | ST | 2 | 1174 | 22 | 27334 | 8 | Very Poor |
| 429A | ROCKPORT STREET - 429A | 000003 | 0.00 MM e/o SH 1 | 0.29 MM END EOP | R | ST | 2 | 1544 | 16 | 24704 | 14 | Very Poor |
| 107A | ROMERS DAIRY ROAD - 107A | 000002 | 0.00 MM s/o 140 at pavement c | 0.21 MM n/o bridge | R | AC/AC | 2 | 1122 | 22 | 24684 | 40 | Poor |
| 605G | ROSE TERRACE - 605G | 000005 | 0.00 MM w/o 605 | 0.49 MM END | R | AC/AC | 2 | 2588 | 22 | 58442 | 8 | Very Poor |
| 253D | ROSEMARY LANE - 253D | 000001 | 0.00 MM s/o 253C | 0.10 MM END | R | AC/AC | 2 | 502 | 34 | 17068 | 6 | Very Poor |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 000001 | 0.00 MP w/o 201 | 0.08 MM condition change | R | ST | 2 | 403 | 16 | 6448 | 66 | Fair |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 001010 | 0.08 MM condition change | 1.00 MP | R | ST | 2 | 4767 | 18 | 85806 | 22 | Very Poor |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 010020 | 1.00 MP | 2.00 MP | R | ST | 2 | 5280 | 20 | 105600 | 40 | Poor |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 020030 | 2.00 MP | 3.00 MM | R | ST | 2 | 5280 | 21 | 110880 | 72 | Very Good |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 030034 | 3.00 MM | 3.40 MM s/o SH 222 | R | ST | 2 | 2117 | 21 | 44457 | 77 | Very Good |
| 407G | RUNDLE STREET - 407G | 000001 | 0.00 MM s/o 407C | 0.06 MM END | C | ST | 1 | 329 | 10 | 3290 | 93 | Very Good |
| 636B | SALMON COURT - 636B | 000001 | 0.00 MM n/o 636 | 0.05 MM END | R | ST | 2 | 266 | 22 | 7358 | 35 | Poor |
| 636 | SALMON DRIVE - 636 | 000004 | 0.00 MM n/o 637A | 0.43 MM s/o 635 | R | AC/AC | 2 | 2275 | 26 | 59150 | 29 | Poor |
| 636A | SALMON PLACE - 636A | 000001 | 0.00 MM w/o 636 | 0.11 MM END | R | ST | 2 | 568 | 22 | 15980 | 19 | Very Poor |
| 107D | SANEL DRIVE - 107D | 000006 | 0.00 MM at 107D signpost | 0.58 MM s/o 107E | R | AC/AC | 2 | 3061 | 28 | 85708 | 16 | Very Poor |
| 115B | SANEL STREET - 115B | 000000 | 0.00 MM w/o 115F | 0.03 MM s/o 115E | R | AC/AC | 2 | 170 | 18 | 3060 | 100 | Very Good |
| 115B | SANEL STREET - 115B | 000001 | 0.03 MM n/o 115E | 0.10 MM END | R | AC/AC | 2 | 335 | 20 | 6700 | 89 | Very Good |
| 200 | SANFORD RANCH ROAD - 200 | 000007 | 0.00 MM n/o SH 222 | 0.68 MM 40' w/o 204 | C | AC/AC | 2 | 3572 | 22 | 78584 | 18 | Very Poor |
| 200 | SANFORD RANCH ROAD - 200 | 007010 | 0.68 MM 40' w/o 204 | 0.96 MP | R | AC/AC | 2 | 1464 | 22 | 32208 | 27 | Poor |
| 200 | SANFORD RANCH ROAD - 200 | 010013 | 0.96 MP | 1.33 MP n/o 201 | R | AC/AC | 2 | 1464 | 19 | 27816 | 14 | Very Poor |
| 214A | SARATOGA CT - 214A | 000003 | APPOLINARES DR | END | R | AC | 2 | 279 | 34 | 9486 | 53 | Fair |
| 251J | SAUTERNE PLACE - 251J | 000001 | 0.00 MM n/o 251C | 0.06 MM END | R | AC/AC | 2 | 307 | 32 | 12288 | 25 | Poor |
| 251N | SAUVIGNON COURT - 251N | 000000 | 0.00 MM s/o 251C | 0.02 MM END | R | AC/AC | 2 | 122 | 72 | 9434 | 35 | Poor |
| 302 | SAWYERS LANE - 302 | 000003 | 0.00 MM s/o 303 | 0.34 MM n/o 8142 | R | ST | 1 | 1797 | 12 | 21564 | 5 | Very Poor |
| 407O | SCHOOL STREET - 407O | 000002 | 0.00 MM n/o 407C | 0.15 MM s/o 408 | R | AC/AC | 2 | 761 | 22 | 16742 | 44 | Poor |
| 236 | SCHOOL WAY - 236 | 000003 | 0.00 MM END of circle | 0.25 MM w/o 237 | R | AC/AC | 2 | 1326 | 22 | 32436 | 80 | Very Good |
| 236 | SCHOOL WAY - 236 | 003011 | 0.25 MM w/o 237 | 1.14 MM w/o 230 | C | AC/AC | 2 | 4694 | 22 | 103268 | 66 | Fair |
| 236E | SCHOOL WAY WEST - 236E | 000001 | 0.00 MM e/o 239 | 0.14 MM END | R | AC/AC | 2 | 750 | 22 | 16500 | 50 | Fair |
| SCOTTP | SCOTT PLACE - SCOTTP | 000001 | 0.00 MM e/o SH 1 | 0.05 MM END | R | AC/AC | 2 | 262 | 18 | 4716 | 96 | Very Good |
| 568 | SEA CYPRESS DRIVE - 568 | 000002 | 0.00 MM e/o SH 1 | 0.22 MM pavement change | R | AC/AC | 2 | 1172 | 28 | 32816 | 91 | Very Good |
| 568 | SEA CYPRESS DRIVE - 568 | 001004 | 0.22 MM pavement change | 0.31MM pavement change | R | AC/AC | 2 | 472 | 24 | 11328 | 84 | Very Good |
| 568 | SEA CYPRESS DRIVE - 568 | 004004 | 0.31 MM pavement change | 0.35 MM END EOP | R | AC/AC | 2 | 908 | 24 | 21792 | 79 | Very Good |
| 560 | SEADRIFT AVENUE - 560 | 000003 | 0.00 MM END | 0.31 MM END | R | ST | 2 | 1636 | 20 | 37613 | 69 | Fair |
| 428C | SEAVIEW DRIVE - 428C | 000001 | 0.00 MM e/o SH 1 | 0.08 MM w/o 428R | R | ST | 2 | 396 | 18 | 7128 | 20 | Very Poor |
| 523A | SEDALIA DRIVE - 523A | 000003 | 0.00 MM n/o 523 | 0.34 MM w/o SH 1 | R | AC/AC | 2 | 1806 | 22 | 39732 | 9 | Very Poor |
| 218B | SEQUOIA PLAZA - 218B | 000003 | 0.00 MM n/o 218A | 0.26 MM n/o 218A | R | AC/AC | 2 | 1388 | 24 | 33312 | 8 | Very Poor |
| 122C | SEQUOIA ROAD - 122C | 000001 | W CDS | PUBLIC | R | AC/AC | 2 | 774 | 22 | 20292 | 18 | Very Poor |
| 424G | SHADY LANE - 424G | 000001 | 0.00 MM n/o 424F | 0.12 MM END | R | ST | 2 | 637 | 16 | 11938 | 16 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 251M | SHERRY DRIVE - 251M | 000002 | 0.00 MM e/o 222C | 0.23 MM s/o 251C | R | AC/AC | 2 | 1181 | 32 | 37792 | 22 | Very Poor |
| 316 | SHERWOOD RANCHERIA ROAD - 316 | 000001 | END | END | R | ST | 2 | 5300 | 12 | 63600 | 70 | Very Good |
| 311 | SHERWOOD ROAD - 311 | 000009 | 0.00 MP Willits City Limits | 0.87 MP | C | AC | 2 | 4390 | 24 | 105360 | 85 | Very Good |
| 311 | SHERWOOD ROAD - 311 | 009018 | 0.87 MP | 1.81 MP | C | AC/AC | 2 | 5126 | 24 | 123024 | 86 | Very Good |
| 311 | SHERWOOD ROAD - 311 | 018027 | 1.81 MP | 2.73 MP | C | ST | 2 | 4841 | 24 | 116184 | 36 | Poor |
| 311 | SHERWOOD ROAD - 311 | 027038 | 2.73 MP | 3.75 MP | C | ST | 2 | 5315 | 22 | 122232 | 29 | Poor |
| 311 | SHERWOOD ROAD - 311 | 038049 | 3.75 MP | 4.90 MP | R | ST | 2 | 6054 | 20 | 88840 | 15 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 049058 | 4.90 MP | 5.77 MP | R | AC/AC | 2 | 4522 | 20 | 90440 | 37 | Poor |
| 311 | SHERWOOD ROAD - 311 | 058066 | 5.77 MP | 6.57 MP | R | AC/AC | 2 | 4175 | 20 | 83500 | 45 | Poor |
| 311 | SHERWOOD ROAD - 311 | 066076 | 6.57 MP | 7.61 MP | R | AC/AC | 2 | 5371 | 20 | 107420 | 16 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 076086 | 7.61 MP | 8.58 MP | R | AC/AC | 2 | 5049 | 18 | 116784 | 11 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 086095 | 8.58 MP | 9.53 MP | R | ST | 2 | 4980 | 18 | 89640 | 11 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 095099 | 9.53 MP | 9.89 MM EOP at phone cable si | R | ST | 2 | 2377 | 20 | 47540 | 13 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 167170 | 16.71 MM | 16.90 MP w/o US 101 | R | ST | 2 | 506 | 16 | 8096 | 14 | Very Poor |
| 438A | SHOREVIEW LANE - 438A | 000001 | 0.00 MM s/o 438 | 0.13 MM END | R | ST | 2 | 698 | 16 | 11168 | 76 | Very Good |
| 339-S | SHORT CREEK ROAD - 339-N | 000006 | 0.00 MM n/o 327C | 0.62 MM END at creek | R | ST | 2 | 3270 | 22 | 71940 | 27 | Poor |
| 339-N | SHORT CREEK ROAD - 339-N | 000003 | 0.00 MM at pavement ends sign | 0.33 MM width change | R | ST | 1 | 1749 | 25 | 43725 | 26 | Poor |
| 339-N | SHORT CREEK ROAD - 339-N | 003010 | 0.33 MM width change | 0.98 MM s/o SH 162 | R | ST | 2 | 3434 | 20 | 68680 | 10 | Very Poor |
| 215D | SIERRA PLACE - 215D | 000001 | 0.00 MM s/o 215B | 0.11 MM END | R | AC/AC | 2 | 601 | 22 | 14728 | 8 | Very Poor |
| 520 | SIGNAL PORT CREEK ROAD - 520 | 000002 | 0.00 MM e/o SH 1 | 0.19 MM END | R | ST | 1 | 1024 | 14 | 14336 | 25 | Poor |
| 133 | SIGNAL RIDGE ROAD - 133 | 000010 | 0.00 MM s/o 132 | 1.91 MM EOP | R | ST | 2 | 10085 | 16 | 161360 | 60 | Fair |
| 414 | SIMPSON LANE - 414 | 000005 | 0.00 MM e/o SH 1 | 0.50 MP | C | AC | 2 | 2662 | 22 | 58564 | 81 | Very Good |
| 414 | SIMPSON LANE - 414 | 005015 | 0.50 MP | 1.50 MP | C | AC | 2 | 5145 | 22 | 113190 | 91 | Very Good |
| 414 | SIMPSON LANE - 414 | 015024 | 1.50 MP | 2.44 MM | C | AC | 2 | 4967 | 22 | 109274 | 80 | Very Good |
| 414 | SIMPSON LANE - 414 | 024035 | 2.44 MM | 3.50 MM END EOP | R | AC | 2 | 5576 | 18 | 100368 | 91 | Very Good |
| 251E | SIRAH COURT - 251E | 000001 | 0.00 MM s/o 251C | 0.10 MM END | R | AC/AC | 2 | 528 | 32 | 19360 | 32 | Poor |
| 340 | SOUTH AIRPORT ROAD - 340 | 000004 | 0.00 MM s/o 337B | 0.43 MM 340 e/o sw bend | R | ST | 1 | 2286 | 13 | 29718 | 39 | Poor |
| 340 | SOUTH AIRPORT ROAD - 340 | 004012 | 0.43 MM 340 e/o sw bend | 1.20 MM s/o 337B | R | ST | 2 | 4087 | 18 | 73566 | 17 | Very Poor |
| 408D | SOUTH BIG RIVER ROAD - 408D | 000001 | 0.00 MM n/o 223 | 0.14 MM END | R | ST | 2 | 755 | 16 | 12080 | 29 | Poor |
| 540 | SOUTH CASPAR DRIVE - 540 | 000008 | 0.00 MM w/o 564 | 0.75 MM w/o 564 | R | ST | 2 | 3959 | 22 | 87098 | 75 | Very Good |
| 209 | SOUTH DORA - 209 | 000005 | 0.00 MM n/o 252F | 0.48 MM pavement change | A | AC/AC | 2 | 2529 | 22 | 55638 | 62 | Fair |
| 209 | SOUTH DORA - 209 | 005009 | 0.54 MM pavement change s/o 2 | 0.92 MM Ukiah City Limits | A | AC/AC | 2 | 1983 | 22 | 43626 | 56 | Fair |
| 415 | SOUTH HARBOR DRIVE - 415 | 000003 | 0.00 MM n/o SH 20 | 0.25 MM END | C | AC/AC | 2 | 1300 | 20 | 26000 | 51 | Fair |
| 240C | SOUTH HORSESHOE CIRCLE - 240C | 100 | POTTER VALLEY ROAD | S END | R | AC | 2 | 966 | 37 | 35742 | 39 | Poor |
| 104A | SOUTH STATE STREET - 104A | 000011 | 0.00 MM n/o SH 253 | 1.10 MM s/o 267 | A | AC | 2 | 5791 | 26 | 150566 | 70 | Very Good |
| 104A | SOUTH STATE STREET - 104A | 011013 | 1.10 MM s/o 267 | 1.32 MM changes to 3-lanes | A | AC | 2 | 1160 | 25 | 29000 | 91 | Very Good |
| 104A | SOUTH STATE STREET - 104A | 013015 | 1.32 MM changes to 3-lanes | 1.45 MM Ukiah City Limits | R | AC | 2 | 680 | 38 | 25840 | 82 | Very Good |
| 252G | SPANISH CANYON DRIVE - 252G | 000002 | 0.00 MM w/o 252 | 0.22 MM width change | R | AC/AC | 2 | 1183 | 20 | 23660 | 14 | Very Poor |
| 252G | SPANISH CANYON DRIVE - 252G | 002004 | 0.22 MM width change | 0.36 MM e/o 252H | R | AC/AC | 2 | 694 | 16 | 11104 | 22 | Very Poor |
| 401 | SPRING GROVE ROAD - 401 | 000003 | 0.00 MM w/o SH 1 | 0.34 MM EOP | R | AC/AC | 2 | 1793 | 16 | 28688 | 26 | Poor |
| 248B | SPRING VALLEY ROAD - 248B | 000001 | 0.00 MM w/o 248 | 0.13 MM pavement change | R | AC/AC | 2 | 694 | 18 | 12492 | 13 | Very Poor |
| 248B | SPRING VALLEY ROAD - 248B | 001006 | 0.13 MM pavement change | 0.57 MM END at gate | R | ST | 2 | 2304 | 18 | 41472 | 19 | Very Poor |
| SPYROCK | SPYROCK ROAD - SPYROCK | 000001 | 0.0 MP | 2.0 MP | R | AC/AC | 2 | 13000 | 20 | 260000 | 25 | Poor |
| 114C | ST. MARYS AVENUE - 114C | 000001 | 114B MACMILLAN DRIVE | 0.11 MM EOP | R | AC/AC | 2 | 600 | 32 | 19200 | 52 | Fair |
| 214D | ST. YORRE CT. - 214D | 000003 | END EAST | END WEST | R | AC | 2 | 929 | 34 | 31586 | 22 | Very Poor |
| 514D | STARGAZE DRIVE - 514D | 000002 | 0.00 MM n/o 514C | 0.15 MM END of circle | R | AC/AC | 2 | 794 | 20 | 19304 | 53 | Fair |
| 318 | STEELE LANE - 318 | 000004 | 0.00 MM w/o US 101 | 0.42 MM | R | ST | 2 | 2220 | 18 | 39960 | 43 | Poor |
| 318 | STEELE LANE - 318 | 004013 | 0.42 MM | 1.30 MM END | R | ST | 1 | 4561 | 12 | 54732 | 21 | Very Poor |
| 124B | STIPP LANE - 124B | 000004 | 0.00 MM n/o SH 253 | 0.40 MM w/o SH 253 | R | AC/AC | 2 | 2018 | 22 | 44396 | 10 | Very Poor |
| 570 | STONEBORO - 570 | 000010 | 0.00 MM w/o SH 1 | 1.00 MM | R | ST | 2 | 5280 | 22 | 116160 | 23 | Very Poor |
| 570 | STONEBORO - 570 | 010016 | 1.00 MM | 1.62 MM END | R | ST | 2 | 3256 | 22 | 71632 | 11 | Very Poor |
| 510C | STORNETTA DRIVE - 510C | 000001 | 0.00 MM w/o SH 1 | 0.10 MM END EOP | R | ST | 1 | 508 | 14 | 7112 | 18 | Very Poor |
| 319J | STUMP ROAD - 319J | 000002 | 0.00 MM n/o 429 | 0.22 MM END | R | ST | 2 | 1169 | 22 | 25718 | 71 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 415D | SUMMERS LANE - 415D | 000002 | 0.00 MM n/o SH 20 | 0.22 MM | R | AC | 2 | 1162 | 22 | 25564 | 99 | Very Good |
| 415D | SUMMERS LANE - 415D | 002007 | 0.22 MM | 0.74 MM END | R | ST | 2 | 2729 | 21 | 57309 | 100 | Very Good |
| 239A | SUNNYCREST DRIVE - 239A | 000002 | 0.00 MM n/o 228A POMO LANE | 0.19 MM END | R | ST | 2 | 984 | 30 | 31267 | 8 | Very Poor |
| 525 | SUNSET DRIVE - 204G | 000010 | 0.00 MM e/o SH 1 | 1.00 MM | R | AC/AC | 2 | 5280 | 20 | 105600 | 44 | Poor |
| 525 | SUNSET DRIVE - 204G | 000011 | REDWOOD WAY | END | R | ST | 2 | 4000 | 23 | 92000 | 34 | Poor |
| 525 | SUNSET DRIVE - 204G | 010014 | 1.00 MM | 1.38 MM END | R | AC/AC | 2 | 2017 | 22 | 46681 | 34 | Poor |
| 204G | SUNSET DRIVE - 204G | 000001 | 0.00 MM n/o 204F | 0.10 MM END | R | AC/AC | 2 | 538 | 17 | 9146 | 21 | Very Poor |
| 337J | TABOR LANE - 337J | 000005 | 0.00 MM n/o 337A | 0.50 MM s/o 337P | R | ST | 2 | 2660 | 20 | 53200 | 61 | Fair |
| 209F | TALMAGE COURT - 209F | 000003 | 0.00 MM END | 0.31 MM END | R | AC/AC | 2 | 1668 | 22 | 36696 | 21 | Very Poor |
| 227N | TAMARISK DRIVE - 700 | 100 | LAKE MENDOCINO DR | BELTRAMI DR | C | AC | 2 | 157 | 35 | 5495 | 53 | Fair |
| 215F | TANOAK PLACE - 215F | 000000 | 0.00 MM s/o 215B DEERWOOD | S CDS | R | AC/AC | 2 | 222 | 21 | 6228 | 17 | Very Poor |
| 143 | TAYLOR DRIVE - 143 | 000006 | 0.00 MM s/o 142 | 894 FT S/O 142 (PLANT RD) | R | AC/AC | 2 | 894 | 20 | 17880 | 28 | Poor |
| 143 | TAYLOR DRIVE - 143 | 000007 | 894 FT S/O 142 (PLANT RD) | 0.46 MM END | R | AC/AC | 2 | 1520 | 20 | 30400 | 93 | Very Good |
| 253 | TEDFORD AVENUE - 253 | 000002 | 0.00 MM w/o 253B | 0.15 MM w/o 209 | R | AC/AC | 2 | 803 | 36 | 28908 | 55 | Fair |
| 253 | TEDFORD AVENUE - 253 | 002003 | 0.15 MM w/o 209 | 0.30 MM n/o 253A | R | AC/AC | 2 | 780 | 36 | 28080 | 54 | Fair |
| 214E | TEHUACAN RD - 214E | 000003 | VICHY SPRINGS | END | R | AC | 2 | 675 | 34 | 22950 | 53 | Fair |
| 503A | TEN MILE CUT OFF ROAD - 503A | 000010 | 0.00 MP n/o 503 | 1.00 MP | C | ST | 2 | 5201 | 22 | 114422 | 85 | Very Good |
| 503A | TEN MILE CUT OFF ROAD - 503A | 010014 | 1.00 MP | 1.41 MM END s/o 506 north bra | C | ST | 2 | 2137 | 22 | 47014 | 73 | Very Good |
| 506 | TEN MILE ROAD - 506 | 018020 | 1.83 MM n/o 503A change of su | 2.00 MP | R | ST | 2 | 688 | 24 | 16512 | 27 | Poor |
| 506 | TEN MILE ROAD - 506 | 020030 | 2.00 MP | 2.99 MP | C | ST | 2 | 5280 | 24 | 126720 | 48 | Poor |
| 506 | TEN MILE ROAD - 506 | 030040 | 2.99 MP | 4.00 MP | C | ST | 2 | 5218 | 24 | 125232 | 37 | Poor |
| 506 | TEN MILE ROAD - 506 | 040050 | 4.00 MP | 5.00 MP | C | ST | 2 | 5197 | 24 | 124728 | 55 | Fair |
| 506 | TEN MILE ROAD - 506 | 050060 | 5.00 MP | 5.95 MM s/o 505 at stop sign | C | ST | 2 | 5386 | 24 | 129264 | 66 | Fair |
| 239C | TERRA VERDE COURT - 239C | 000001 | 0.00 MM w/o 239 UVA DRIVE | W CDS | R | AC/AC | 2 | 680 | 20 | 16047 | 56 | Fair |
| 256 | TERRACE ROAD - 256 | 000001 | 0.00 MM w/o 215A REDEMEYER RD | 0.06 MM e/o 257 WESTERLY PL | R | AC/AC | 2 | 294 | 30 | 8820 | 87 | Very Good |
| 229A | THIRD STREET - 229A | 000001 | 0.00 MM n/o 229B MOORE ST | 104 N. STATE STREET | R | AC/AC | 2 | 722 | 20 | 14440 | 63 | Fair |
| 253A | THOMPSON AVENUE - 253A | 000002 | 0.00 MM e/o 209 | 0.15 MM | R | AC/AC | 2 | 781 | 32 | 24992 | 22 | Very Poor |
| 635A | THRUSH COURT - 635A | 000001 | 0.00 MM n/o 635 | 0.05 MM END | R | ST | 2 | 278 | 22 | 6979 | 8 | Very Poor |
| 524C | TICKLED PINK DRIVE - 524C | 000004 | 0.00 MM at pavement cross mar | 0.36 MM at 524A signpost | R | AC/AC | 2 | 1900 | 22 | 41800 | 20 | Very Poor |
| 524D | TIGER TAIL TRAIL - 524D | 000001 | 0.00 MM n/o 524 | 0.09 MM n/o 524C | R | AC/AC | 2 | 462 | 22 | 10164 | 32 | Poor |
| 415J | TIMBERPOINTE DR - 415J | 000003 | HWY 20 | END | R | AC | 2 | 746 | 22 | 16412 | 12 | Very Poor |
| 202 | TINDALL RANCH ROAD - 202 | 000009 | 0.00 MM e/o 201 | 0.88 MM at n.side property fe | R | ST | 2 | 4648 | 16 | 74368 | 21 | Very Poor |
| 122A | TOCK LANE - 122A | 000002 | 0.00 MM w/o 122 | 0.21 MM END | R | ST | 1 | 1090 | 14 | 15260 | 68 | Fair |
| 251F | TOKAY AVENUE - 251F | 000002 | 0.00 MM w/o 251 | 0.16 MM pavement change | R | AC/AC | 2 | 840 | 35 | 29400 | 24 | Very Poor |
| 251F | TOKAY AVENUE - 251F | 002002 | 0.16 MM pavement change | 0.24 MM END | R | AC/AC | 2 | 440 | 35 | 17624 | 56 | Fair |
| 321C | TOLEN AVENUE - 321C | 000003 | 0.00 MM n/o 319 | 0.33 MM s/o 319A | R | ST | 2 | 1725 | 22 | 37950 | 51 | Fair |
| 228 | TOLLINI LANE - 228 | 000003 | 0.00 MM s/o 224 | 0.26 MM END | R | ST | 2 | 1382 | 23 | 31786 | 12 | Very Poor |
| 237D | TOMKI ROAD - 237D | 000009 | 0.00 MM n/o 237 | 0.88 MP | C | ST | 2 | 4615 | 22 | 101530 | 78 | Very Good |
| 237D | TOMKI ROAD - 237D | 009020 | 0.88 MP | 2.00 MP | C | ST | 2 | 5838 | 22 | 128436 | 80 | Very Good |
| 237D | TOMKI ROAD - 237D | 020030 | 2.00 MP | 3.00 MP | C | ST | 2 | 5150 | 20 | 103000 | 49 | Poor |
| 237D | TOMKI ROAD - 237D | 030038 | 3.00 MP | 3.83 MM pavement narrows | C | ST | 2 | 4596 | 20 | 91920 | 19 | Very Poor |
| 237D | TOMKI ROAD - 237D | 038047 | 3.83 MM pavement narrows | 4.74 MP | C | ST | 2 | 4431 | 18 | 79758 | 55 | Fair |
| 237D | TOMKI ROAD - 237D | 047060 | 4.74 MP | 6.01 MM EOP | C | ST | 2 | 7109 | 18 | 127962 | 32 | Poor |
| 237D | TOMKI ROAD - 237D | 099101 | 9.75 MM e/o 308 | 10.06 MM pavement narrows | C | ST | 2 | 1650 | 18 | 29700 | 19 | Very Poor |
| 237D | TOMKI ROAD - 237D | 101102 | 10.06 MM pavement narrows | 10.19 MM EOP | C | ST | 2 | 648 | 16 | 10368 | 28 | Poor |
| 252C | TOYON ROAD - 252C | 000001 | 0.00 MM w/o 252 | 0.10 MM END | R | AC/AC | 2 | 518 | 22 | 11396 | 17 | Very Poor |
| 412D | TREGONING DRIVE - 412D | 000001 | 0.00 MM e/o 436 | 0.09 MM w/o SH 1 | R | ST | 1 | 475 | 10 | 4750 | 13 | Very Poor |
| 412D | TREGONING DRIVE - 412D | 001002 | 0.09 MM e/o SH 1 | 0.16 MM END | R | ST | 2 | 370 | 16 | 5920 | 23 | Very Poor |
| 415B | TRILLIUM LANE - 415B | 000003 | 0.00 MM s/o SH 20 | 0.27 MM END | R | AC/AC | 2 | 1397 | 20 | 27940 | 32 | Poor |
| 614B | TUCK PLACE - 614B | 000000 | 0.00 MM n/o 614A | 0.04 MM END | R | AC/AC | 2 | 208 | 22 | 5439 | 94 | Very Good |
| 614A | TUCK ROAD - 614A | 000002 | 0.00 MM e/o 614 | 0.20 MM w/o 616 | R | AC/AC | 2 | 1050 | 22 | 23100 | 81 | Very Good |
| 613A | TUCKER LANE - 613A | 000001 | 0.00 MM n/o 613B | 0.11 MM s/o 613 | R | AC/AC | 2 | 598 | 22 | 13156 | 10 | Very Poor |
| 649 | TULIP DRIVE - 649 | 000005 | 0.00 MM n/o 604 | 0.46 MM s/o 605 | C | AC/AC | 2 | 2405 | 26 | 62530 | 10 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 649B | TULIP LANE - 649B | 000001 | 0.00 MM w/o 649 | 0.12 MM END | R | AC/AC | 2 | 640 | 22 | 16387 | 8 | Very Poor |
| 649A | TULIP PLACE - 649A | 000001 | 0.00 MM e/o 649 | 0.07 MM END | R | AC/AC | 2 | 374 | 22 | 9734 | 8 | Very Poor |
| 414F | TURNER ROAD - 414F | 000009 | 0.00 MM w/o 414 | 0.86 MM END | R | ST | 2 | 4536 | 20 | 93167 | 28 | Poor |
| 227M | TWIN RIVERS DRIVE - 227M | 100 | KENNWOOD DR | RIVERVIEW DR | R | AC | 2 | 239 | 37 | 8843 | 63 | Fair |
| 407C | UKIAH STREET - 407C | 000004 | 0.00 MM e/o 407F | 0.41 MM w/o 500 | R | AC/AC | 2 | 2163 | 30 | 64890 | 55 | Fair |
| 407C | UKIAH STREET - 407C | 004006 | 0.41 MM e/o 500 | 0.55 MM w/o 407P | R | AC/AC | 2 | 742 | 30 | 22260 | 80 | Very Good |
| 310D | UNDERPASS ROAD - 310D | 000005 | 0.00 MM e/o US 101 | 0.46 MM END n/o Lowden drivew | R | AC/AC | 2 | 2437 | 18 | 43866 | 22 | Very Poor |
| 116B | UNIVERSITY ROAD - 116B | 000010 | 0.00 MM e/o 201 | 1.00 MM | R | AC | 2 | 5280 | 19 | 100320 | 98 | Very Good |
| 116B | UNIVERSITY ROAD - 116B | 010020 | 1.00 MM | 2.00 MM | R | AC | 2 | 5280 | 18 | 95040 | 66 | Fair |
| 116B | UNIVERSITY ROAD - 116B | 020029 | 2.00 MM | 2.91 MM striping ends | R | AC | 2 | 4808 | 18 | 86544 | 50 | Fair |
| 116B | UNIVERSITY ROAD - 116B | 029035 | 2.91 MM striping ends | 3.52 MM at gate | R | ST | 2 | 3224 | 18 | 58032 | 28 | Poor |
| USAL | USAL ROAD - USAL | 0001 | M.P. 25.14 | M.P. 27.95 | R | AC/AC | 2 | 14840 | 30 | 445200 | 57 | Fair |
| 239 | UVA DRIVE - 239 | 000008 | 0.00 MM n/o 229 CENTRAL AVE | 0.98 MM pavement change | R | ST | 2 | 5163 | 23 | 118749 | 53 | Fair |
| 239 | UVA DRIVE - 239 | 010012 | 0.98 MM pavement change | WEST ROAD | R | AC/AC | 2 | 1161 | 25 | 29025 | 40 | Poor |
| 239 | UVA DRIVE - 239 | 012013 | WEST ROAD | 1.28 MM pavement change | R | AC/AC | 2 | 429 | 22 | 9438 | 16 | Very Poor |
| 239 | UVA DRIVE - 239 | 013017 | 1.28 MM n/o 237 WEST ROAD | 1.68 MM PAVEMENT CHANGE | R | AC/AC | 2 | 2106 | 20 | 42120 | 57 | Fair |
| 239 | UVA DRIVE - 239 | 017025 | 1.68 MM | 2.46 MM END at US 101 fence l | R | AC/AC | 2 | 4092 | 24 | 98208 | 43 | Poor |
| 239B | UVA PLACE - 239B | 000001 | UVA DRIVE | E CDS | R | AC/AC | 2 | 670 | 33 | 24494 | 11 | Very Poor |
| 309 | VALLEY ROAD - 309 | 000012 | 0.00 MM e/o 306 | 1.18 MM w/o EAST SIDE RD | R | ST | 2 | 6222 | 20 | 124440 | 41 | Poor |
| 252B | VALLEY VIEW ROAD - 252B | 000001 | 0.00 MM w/o 252 | 0.10 MM END | R | AC/AC | 2 | 536 | 28 | 16895 | 27 | Poor |
| 242 | VAN ARSDALE ROAD - 242 | 000014 | 0.00 MM n/o 240B | 1.37 MM road narrows | R | ST | 2 | 7226 | 18 | 130068 | 9 | Very Poor |
| 242 | VAN ARSDALE ROAD - 242 | 014018 | 1.37 MM road narrows | 1.78 MM EOP w/o Eel River | R | ST | 1 | 2150 | 14 | 30100 | 8 | Very Poor |
| 227L | VAN HOUSEN DRIVE - 706 | 100 | KENNWOOD DR | BELTRAMI DR | R | AC | 2 | 417 | 36 | 15012 | 72 | Very Good |
| 557 | VEGA DRIVE - 557 | 000002 | 0.00 MM s/o 540 | 0.16 MM END | R | ST | 2 | 847 | 22 | 18634 | 59 | Fair |
| 204I | VICHY HILLS DRIVE - 204I | 000008 | 0.00 MM n/o 204 | 0.81 MM e/o 204A | R | AC/AC | 2 | 4250 | 22 | 93500 | 10 | Very Poor |
| 215 | VICHY SPRINGS ROAD - 215 | 000010 | 0.00 MM Ukiah City Limits | 1.00 MM s/o 215A | C | AC/AC | 2 | 5280 | 24 | 126720 | 59 | Fair |
| 215 | VICHY SPRINGS ROAD - 215 | 010020 | 1.00 MM e/o 215A | 1.97 MP | C | AC/AC | 2 | 5104 | 24 | 122496 | 62 | Fair |
| 215 | VICHY SPRINGS ROAD - 215 | 020029 | 1.97 MP | 2.90 MM at split before dump | R | AC/AC | 2 | 4883 | 24 | 117192 | 64 | Fair |
| 236B | VINEYARD OAKS DRIVE - 236B | 000000 | FORSYTHE DRIVE | 110' N/O FORSYTHE DRIVE | R | AC/AC | 2 | 110 | 32 | 3520 | 100 | Very Good |
| 236B | VINEYARD OAKS DRIVE - 236B | 000003 | WEST RD | FORSYTHE DR | C | AC | 2 | 2199 | 32 | 70368 | 52 | Fair |
| 227K | VINTAGE DRIVE - 707 | 100 | BELTRAMI DR | KENNWOOD DR | R | AC | 2 | 528 | 36 | 19008 | 80 | Very Good |
| 259 | VIRGINIA CIRCLE - 259 | 000002 | 0.00 MM n/o 258 | 0.24 MM n/o 258 | R | AC/AC | 2 | 1260 | 30 | 37800 | 14 | Very Poor |
| 218A | VISTA VERDE ROAD - 218A | 000004 | 0.00 MM s/o 218B (break at 21 | 0.38 MM s/o 218E | R | AC/AC | 2 | 2019 | 24 | 48456 | 27 | Poor |
| 299 | WALKER ROAD - 299 | 000012 | 0.00 MM US 101 | 1.18 MM END at gate | R | ST | 2 | 6208 | 24 | 148992 | 52 | Fair |
| 425B | WARD AVENUE - 425B | 000010 | 0.00 MM n/o SH 1 | 1.00 MM | R | AC | 2 | 5280 | 20 | 105600 | 98 | Very Good |
| 425B | WARD AVENUE - 425B | 010014 | 1.00 MM | 1.43 MM n/o 425C | R | AC | 2 | 2267 | 20 | 45340 | 100 | Very Good |
| 204A | WATSON ROAD - 204A | 000009 | 0.00 MM w/o 204 | 0.90 MM s/o 215 | C | AC/AC | 2 | 4804 | 21 | 100884 | 31 | Poor |
| 332 | WATTENBURG ROAD - 332 | 000005 | 0.00 MM e/o SH 162 | 0.50 MM END | R | ST | 1 | 2614 | 12 | 31368 | 19 | Very Poor |
| 630D | WEASEL PLACE - 630D | 000003 | 0.00 MM e/o 630 | 0.27 MM END | R | ST | 2 | 1430 | 22 | 33767 | 8 | Very Poor |
| 134 | WENDLING SODA CREEK ROA - 134 | 000002 | 0.00 MM e/o SH 128 | 0.17 MM AT green post n.side | R | ST | 2 | 900 | 16 | 14400 | 31 | Poor |
| 130E | WENDLING STREET - 130E | 000003 | 0.00 MM e/o SH 128 | 0.33 MM END e/o SH 128 | R | ST | 1 | 1714 | 12 | 20568 | 14 | Very Poor |
| 227G | WEST FORK DRIVE - 708 | 100 | LAKE MENDOCINO DR | BELTRAMI DR | C | AC | 2 | 137 | 36 | 4932 | 18 | Very Poor |
| 237 | WEST ROAD - 237 | 000003 | 0.00 MP n/o 239 | 0.28 MM w/o 104 | C | AC/AC | 2 | 1504 | 24 | 36096 | 18 | Very Poor |
| 237 | WEST ROAD - 237 | 003005 | 0.28 MM w/o 104 | 0.45 MM s/o 236 | R | AC/AC | 2 | 896 | 24 | 21504 | 48 | Poor |
| 237 | WEST ROAD - 237 | 005009 | 0.45 MM s/o 236 | 0.94 MP | R | AC/AC | 2 | 2498 | 24 | 59952 | 19 | Very Poor |
| 237 | WEST ROAD - 237 | 010020 | 0.94 MP | 1.96 MP | R | AC/AC | 2 | 5341 | 24 | 128184 | 18 | Very Poor |
| 237 | WEST ROAD - 237 | 020030 | 1.96 MP | 2.32 MM pavement change n/o 2 | R | AC/AC | 2 | 2031 | 24 | 48744 | 12 | Very Poor |
| 237 | WEST ROAD - 237 | 025030 | 2.32 MM pavement change n/o 2 | 3.02 MP | R | ST | 2 | 3549 | 22 | 78078 | 41 | Poor |
| 237 | WEST ROAD - 237 | 030038 | 3.02 MP | TOMKI ROAD 237D | R | ST | 2 | 4002 | 22 | 88044 | 44 | Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 000011 | 0.00 MP n/o 240 | 1.11 MP | C | AC/AC | 2 | 5774 | 24 | 138576 | 16 | Very Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 011019 | 1.11 MP | 1.92 MP | C | AC/AC | 2 | 4684 | 24 | 112416 | 11 | Very Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 019031 | 1.92 MP | 3.05 MP | C | AC/AC | 2 | 5504 | 20 | 110080 | 16 | Very Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 031039 | 3.05 MP | 3.87 MM s/o 245 | C | AC/AC | 2 | 4458 | 20 | 89160 | 38 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update

| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 201D | WEST STREET - 201D | 000001 | 0.00 MM s/o SH 222 | 0.06 MM END | R | AC/AC | 2 | 334 | 18 | 6012 | 35 | Poor |
| 257 | WESTERLY PLACE - 257 | 000002 | N END | S END | R | AC/AC | 2 | 810 | 30 | 24300 | 55 | Fair |
| 529 | WESTWARD HO - 529 | 000001 | 0.00 MM e/o 527 | 0.11 MM w/o SH 1 | R | AC/AC | 2 | 553 | 22 | 12166 | 21 | Very Poor |
| 424F | WESTWOOD DRIVE - 424F | 000005 | 0.00 MM e/o 424D | 0.48 MM END | R | ST | 2 | 2516 | 18 | 47875 | 24 | Very Poor |
| 407V | WHEELER STREET - 407V | 000001 | 0.00 MM s/o 407W | 0.07 MM s/o 408 | R | AC | 2 | 370 | 16 | 5920 | 14 | Very Poor |
| 210C | WHITMORE LANE - 210C | 000002 | 0.00 MM w/o 104A | 0.17 MM END | R | AC/AC | 2 | 888 | 25 | 22200 | 25 | Poor |
| 320 | WILDERNESS LODGE ROAD - 320 | 000008 | 0.00 MM n/o 429 | 0.80 MM | R | ST | 2 | 4198 | 20 | 83960 | 32 | Poor |
| 320 | WILDERNESS LODGE ROAD - 320 | 017600 | MP 0.80 | MP 1.76 | R | ST | 2 | 6120 | 24 | 146880 | 39 | Poor |
| 320 | WILDERNESS LODGE ROAD - 320 | 018020 | 1.76 MM at bridge road widens | 1.95 MM EOP | R | ST | 2 | 992 | 24 | 23808 | 46 | Poor |
| 215J | WILDWOOD ROAD - 215J | 000008 | 0.00 MM e/o 215B | 0.82 MM s/o 215BX | R | AC/AC | 2 | 4344 | 20 | 86880 | 16 | Very Poor |
| 407K | WILLIAM STREET - 407K | 000001 | 0.00 MM n/o 407C | 0.08 MM s/o 407A | R | AC | 2 | 416 | 20 | 8320 | 30 | Poor |
| 407K | WILLIAM STREET - 407K | 001001 | 0.08 MM n/o 407A | 0.12 MM END | R | AC | 2 | 199 | 20 | 3980 | 53 | Fair |
| 321D | WILLIS AVENUE - 321D | 000005 | 0.00 MM n/o 319 | 0.51 MM s/o 429 | R | ST | 2 | 2680 | 24 | 64320 | 37 | Poor |
| 647 | WILLOW LANE - 647 | 000002 | 0.00 MM n/o 604 | 0.23 MM END | R | ST | 2 | 1228 | 22 | 28522 | 8 | Very Poor |
| 647A | WILLOW PLACE - 647A | 000001 | 0.00 MM w/o 647 | 0.11 MM END | R | AC/AC | 2 | 582 | 22 | 14310 | 8 | Very Poor |
| 534B | WILSON COURT - 534B | 000000 | 0.00 MM e/o 534 | 0.03 MM END | R | AC/AC | 2 | 230 | 18 | 4140 | 19 | Very Poor |
| 528 | WINDWARD COURT - 528 | 000000 | 0.00 MM e/o 527 | 0.04 MM END | R | AC/AC | 2 | 236 | 20 | 5683 | 15 | Very Poor |
| WINDYH | WINDY HOLLOW ROAD - 508 | 000006 | 0.00 MM n/o Riverside | 0.58 MM s/o 508 at 0.00 MP | R | AC/AC | 2 | 3064 | 18 | 55152 | 15 | Very Poor |
| 508 | WINDY HOLLOW ROAD - 508 | 000008 | 0.00 MP Point Arena City Limi | 0.76 MP | C | AC/AC | 2 | 3984 | 20 | 79680 | 86 | Very Good |
| 508 | WINDY HOLLOW ROAD - 508 | 008016 | 0.76 MP | 1.56 MM n/o 508A at signpost | C | ST | 2 | 4261 | 18 | 76698 | 80 | Very Good |
| 508 | WINDY HOLLOW ROAD - 508 | 016019 | 1.56 MM n/o 508A at signpost | 1.87 MM s/o Garcia River | C | ST | 1 | 1648 | 14 | 23072 | 95 | Very Good |
| 508 | WINDY HOLLOW ROAD - 508 | 019024 | 1.87 MM n/o Garcia River | 2.40 MM e/o SH 1 | C | ST | 1 | 2735 | 18 | 49230 | 36 | Poor |
| 255 | WOODLAKE DRIVE - 255 | 000004 | 0.00 MM n/o 215BX | 0.37 MM END | R | AC/AC | 2 | 1953 | 20 | 39060 | 6 | Very Poor |
| 204L | WOODLAND TERRACE - 204L | 000000 | 0.00 MM w/o 204 | 0.04 MM END | R | AC/AC | 2 | 208 | 28 | 5824 | 25 | Poor |
| 524E | WOODSIDE COURT - 524E | 000004 | 0.00 MM w/o 525 | 0.42 MM END | R | AC/AC | 2 | 2225 | 22 | 49326 | 13 | Very Poor |
| 407J | WOODWARD STREET - 407J | 000001 | 0.00 MM n/o 407E | 0.07 MM s/o 407C | R | ST | 1 | 388 | 10 | 3880 | 43 | Poor |
| 407J | WOODWARD STREET - 407J | 001002 | 0.07 MM n/o 407C | 0.15 MM s/o 407A (minus 407B | R | ST | 1 | 396 | 10 | 3960 | 89 | Very Good |
| 337 | ZENIA ROAD - 337 | 000004 | 0.00 MM w/o 337L | 0.41 MM END at survey marker | R | ST | 2 | 2147 | 20 | 42940 | 14 | Very Poor |
| 222B | ZINFANDEL DRIVE - 222B | 000004 | 0.00 MM e/o 251 DESPINA DRIVE | 0.37 MM w/o n.side private ro | R | AC/AC | 2 | 2554 | 32 | 81728 | 54 | Fair |

686.5278788

# Appendix A-2

## Sections Listed by PCI

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 447 | BASIN VIEW DRIVE - 447 | 000002 | 0.00 MM n/o 415I | 0.16 MM END | R | AC | 2 | 946 | 20 | 25770 | 100 | Very Good |
| 516 | CAMERON ROAD - 516 | 032041 | 3.18 MP | 4.14 MP | R | ST | 2 | 4750 | 18 | 85500 | 100 | Very Good |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 037038 | 3.72 MM pavement change | 3.75 MM s/o SH 20 | C | AC/AC | 2 | 134 | 22 | 2948 | 100 | Very Good |
| 240 | EAST SIDE POTTER VALLEY - 240 | 060064 | 6.04 MP | 6.39 MM e/o 430B | C | AC/AC | 2 | 2164 | 22 | 47608 | 100 | Very Good |
| 334D | HOWARD STREET - 334D | 005005 | 0.49 MM road narrows | 0.53 MM e/o 337B | C | ST | 2 | 183 | 32 | 5856 | 100 | Very Good |
| 115F | HOWELL STREET - 115F | 000000 | 0.00 MM w/o SH 175 | 0.03 MM s/o 115E | R | AC/AC | 2 | 180 | 22 | 3960 | 100 | Very Good |
| 115D | KNOX STREET - 115D | 000000 | 0.00 MM w/o SH 175 | 0.03 MM e/o 115B | R | AC/AC | 2 | 180 | 18 | 3240 | 100 | Very Good |
| 425 | MILL CREEK DRIVE - 425 | 000004 | 0.00 MM west end | 0.39 MM w/o SH1 | R | ST | 2 | 2083 | 20 | 41660 | 100 | Very Good |
| 343 | NO NAME - 106 | 003006 | 0.32 MM pavement change | 0.57 MM END | R | ST | 2 | 1372 | 18 | 26442 | 100 | Very Good |
| 144 | OFF RAMP SH 20 - 144 | 000002 | SH 20 | EAST ROAD | R | AC/AC | 2 | 1226 | 26 | 31876 | 100 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 311316 | 31.12 MP | 31.61 MP | C | AC | 2 | 2565 | 16 | 41040 | 100 | Very Good |
| 115B | SANEL STREET - 115B | 000000 | 0.00 MM w/o 115F | 0.03 MM s/o 115E | R | AC/AC | 2 | 170 | 18 | 3060 | 100 | Very Good |
| 415D | SUMMERS LANE - 415D | 002007 | 0.22 MM | 0.74 MM END | R | ST | 2 | 2729 | 21 | 57309 | 100 | Very Good |
| 236B | VINEYARD OAKS DRIVE - 236B | 000000 | FORSYTHE DRIVE | 110' N/O FORSYTHE DRIVE | R | AC/AC | 2 | 110 | 32 | 3520 | 100 | Very Good |
| 425B | WARD AVENUE - 425B | 010014 | 1.00 MM | 1.43 MM n/o 425C | R | AC | 2 | 2267 | 20 | 45340 | 100 | Very Good |
| 424 | AIRPORT ROAD - 424 | 010015 | 1.00 MM | 1.47 MM EOP | R | AC | 2 | 2461 | 20 | 49220 | 99 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 023030 | 2.27 MP | 2.99 MM s/o 404 | R | ST | 2 | 4145 | 22 | 91190 | 99 | Very Good |
| 516 | CAMERON ROAD - 516 | 020032 | 2.03 MP | 3.18 MP | R | ST | 2 | 5685 | 18 | 102330 | 99 | Very Good |
| 516 | CAMERON ROAD - 516 | 041053 | 4.14 MP | 5.31 MP | R | ST | 2 | 5851 | 20 | 117020 | 99 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 000010 | 0.00 MM w/o 111 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 99 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 010014 | 1.00 MM | 1.41 MM s/o 110 at 109 signpo | R | ST | 2 | 2145 | 20 | 42900 | 99 | Very Good |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 042050 | 4.15 MP | 4.99 MP | C | AC | 2 | 4270 | 18 | 76860 | 99 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 061071 | 6.14 MP | 7.06 MP | C | ST | 2 | 4842 | 21 | 101682 | 99 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 099110 | 9.87 MP | 11.00 MP | C | ST | 2 | 5953 | 22 | 130966 | 99 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 110121 | 11.00 MP | 12.06 MP | C | ST | 2 | 5512 | 22 | 121264 | 99 | Very Good |
| 623 | POPPY DRIVE - 623 | 008018 | 0.84 MM e/o 633 | 1.76 MM s/o 619 | C | ST | 2 | 4844 | 28 | 135632 | 99 | Very Good |
| 415D | SUMMERS LANE - 415D | 000002 | 0.00 MM n/o SH 20 | 0.22 MM | R | AC | 2 | 1162 | 22 | 25564 | 99 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 008015 | 0.75 MP | 1.50 MP | R | AC | 2 | 3657 | 18 | 65826 | 98 | Very Good |
| 415E | BENSON LANE - 415E | 000003 | 0.00 MM n/o SH 20 | 0.34 MM | R | AC | 2 | 1814 | 24 | 43536 | 98 | Very Good |
| 105B | BUCKMAN DRIVE - 105B | 000002 | SH 175 | EOP | R | ST | 2 | 1316 | 18 | 23688 | 98 | Very Good |
| 516 | CAMERON ROAD - 516 | 000010 | 0.00 MM e/o SH 1 | 1.01 MP | R | ST | 2 | 4947 | 16 | 79152 | 98 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 000010 | 0.00 MP Fort Bragg City Limit | 1.00 MP | C | AC | 2 | 5437 | 18 | 97866 | 98 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 020031 | 2.00 MP | 3.09 MM | C | AC | 2 | 5416 | 16 | 86656 | 98 | Very Good |
| 115A | HARRISON STREET - 115A | 000002 | 0.00 MM s/o SH 175 | 0.19 MM END | R | AC/AC | 2 | 998 | 24 | 23952 | 98 | Very Good |
| 605 | LILAC ROAD - 605 | 000007 | 0.00 MM w/o 604 | 0.74 MM pavement change | C | AC/AC | 2 | 3927 | 24 | 94248 | 98 | Very Good |
| 605 | LILAC ROAD - 605 | 007014 | 0.74 MM pavement change | 1.41 MM s/o 603 | C | AC/AC | 2 | 3510 | 24 | 84240 | 98 | Very Good |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 050060 | 4.99 MP | 6.04 MP s/o 223 | C | AC | 2 | 5600 | 16 | 89600 | 98 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 040050 | 3.98 MP | 4.98 MP | C | ST | 2 | 5322 | 18 | 95796 | 98 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 050061 | 4.98 MP | 6.14 MP | C | ST | 2 | 5955 | 20 | 119100 | 98 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 071080 | 7.06 MP | LAFRANCHI ROAD | C | ST | 2 | 6285 | 20 | 125700 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 019030 | 1.90 MP | 3.03 MP | C | ST | 2 | 5805 | 20 | 116100 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 078090 | 7.83 MP | 9.00 MP | C | ST | 2 | 6108 | 22 | 134376 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 121133 | 12.06 MP | 13.34 MP | C | ST | 2 | 6653 | 22 | 146366 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 164170 | 16.39 MP | 16.95 MP | C | ST | 2 | 2895 | 20 | 57900 | 98 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 203214 | 20.30 MP | 21.35 MP | C | AC | 2 | 5436 | 20 | 108720 | 98 | Very Good |
| 108 | OLD TOLL ROAD - 108 | 000002 | 0.00 MM s/o SH 175 | 0.24 MM width change | R | ST | 2 | 1251 | 18 | 22518 | 98 | Very Good |
| 108 | OLD TOLL ROAD - 108 | 002010 | 0.24 MM width change | 1.00 MM | R | ST | 1 | 4029 | 14 | 56406 | 98 | Very Good |
| 108 | OLD TOLL ROAD - 108 | 010020 | 1.00 MM | 2.00 MM | R | ST | 1 | 5280 | 14 | 73920 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 010019 | 0.98 MP | 1.92 MP | C | ST | 2 | 4975 | 20 | 99500 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 028038 | 2.75 MP | 3.75 MP | C | ST | 2 | 5277 | 20 | 105540 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 038049 | 3.75 MP | 4.92 MP | C | ST | 2 | 6453 | 20 | 129060 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 049060 | 4.92 MP | 5.98 MP | C | ST | 2 | 5311 | 20 | 106220 | 98 | Very Good |

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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 132 | PHILO - GREENWOOD ROAD - 132 | 070079 | 7.00 MP | 7.88 MP | C | ST | 2 | 5171 | 20 | 103420 | 98 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 168179 | 16.76 MP | 17.86 MP s/o SH 128 | C | ST | 2 | 5717 | 22 | 125774 | 98 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 000014 | 0.00 MM END | 1.41 MM midpoint of 649 new s | C | AC/AC | 2 | 7439 | 24 | 178536 | 98 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 024035 | 2.39 MM n/o 606 | 3.52 MM s/o 603 | C | ST | 2 | 5954 | 28 | 166712 | 98 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 035039 | 3.52 MM s/o 603 | 3.87 MM e/o 623 surface chang | C | ST | 2 | 1849 | 28 | 51772 | 98 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 039046 | 3.87 MM e/o 623 surface chang | 4.58 MM w/o 311 | C | AC/AC | 2 | 3728 | 28 | 104384 | 98 | Very Good |
| 116B | UNIVERSITY ROAD - 116B | 000010 | 0.00 MM e/o 201 | 1.00 MM | R | AC | 2 | 5280 | 19 | 100320 | 98 | Very Good |
| 425B | WARD AVENUE - 425B | 000010 | 0.00 MM n/o SH 1 | 1.00 MM | R | AC | 2 | 5280 | 20 | 105600 | 98 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 000008 | 0.00 MM SH 1 | 0.75 MP | R | AC | 2 | 3836 | 18 | 69048 | 97 | Very Good |
| 403 | ALBION - LITTLE RIVER R - 403 | 015023 | 1.50 MP | 2.27 MP | R | AC | 2 | 4145 | 20 | 82900 | 97 | Very Good |
| 516 | CAMERON ROAD - 516 | 050056 | 5.31 MP | 5.57 MM END n/o 132 | R | ST | 2 | 3123 | 22 | 68706 | 97 | Very Good |
| 410D | CR 410D - 410D | 000001 | CASPAR FRONTAGE ROAD | CASPAR STREET | R | ST | 2 | 672 | 24 | 16128 | 97 | Very Good |
| 575 | CYPRESS PARKWAY - 575 | 000002 | 0.00 MM s/o 568 | 0.21 MM w/o 568 | R | AC/AC | 2 | 1082 | 22 | 23804 | 97 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 014024 | 1.41 MM n/o 110 at 109 signpo | 2.41 MM pavement change | R | ST | 1 | 5264 | 14 | 73696 | 97 | Very Good |
| 109 | FELIZ CREEK ROAD - 109 | 024034 | 2.41 MM pavement change | 3.41 MM e/o creek | R | ST | 1 | 5280 | 14 | 73920 | 97 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 044053 | 4.40 MP | 5.27 MP | C | AC | 2 | 4538 | 20 | 90760 | 97 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 021031 | 2.05 MP | 3.11 MP | C | ST | 2 | 5563 | 20 | 111260 | 97 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 080093 | LAFRANCHI ROAD | US 101 | C | ST | 2 | 4420 | 20 | 88400 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 030038 | 3.03 MP | 3.75 MP | C | ST | 2 | 3706 | 22 | 81532 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 038050 | 3.75 MP | 4.98 MP | C | ST | 2 | 6308 | 22 | 138776 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 133145 | 13.34 MP | 14.48 MP | C | ST | 2 | 5827 | 22 | 128194 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 145154 | 14.48 MP | 15.44 MP | C | ST | 2 | 4921 | 22 | 108262 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 154164 | 15.44 MP | 16.39 MP | C | ST | 2 | 4989 | 16 | 79824 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 170183 | 16.95 MP | 18.27 MP | C | ST | 2 | 6842 | 18 | 123156 | 97 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 214223 | 21.35 MP | 22.33 MP | C | ST | 2 | 3967 | 18 | 71406 | 97 | Very Good |
| 415F | NOYO ACRES DRIVE - 415F | 000007 | 0.00 MM n/o SH 20 | 0.67 MM END | R | AC/AC | 2 | 3524 | 24 | 84576 | 97 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 245257 | 24.45 MP | 25.66 MP | C | ST | 2 | 6207 | 18 | 111726 | 97 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 320330 | 32.00 MP | 32.98 MP | C | AC | 2 | 4900 | 22 | 107800 | 97 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 330340 | 32.98 MP | 33.98 MP | C | AC | 2 | 5059 | 22 | 111298 | 97 | Very Good |
| 216 | ORR STREET - 216 | 000001 | 0.00 MM s/o 217 | 0.07 MM Ukiah City Limits | R | AC/AC | 2 | 370 | 22 | 8140 | 97 | Very Good |
| 412A | PEARL DRIVE - 412A | 000005 | 0.00 MM e/o SH 1 | 0.53 MM e/o 413 | R | AC | 2 | 2802 | 16 | 44832 | 97 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 000010 | 0.00 MM SH 1 | 0.98 MP | C | ST | 2 | 4985 | 20 | 99700 | 97 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 060070 | 5.98 MP | 7.00 MP | C | ST | 2 | 5201 | 22 | 114422 | 97 | Very Good |
| 623 | POPPY DRIVE - 623 | 000008 | 0.00 MM n/o 604 | 0.84 MM e/o 633 | C | ST | 2 | 4457 | 28 | 124796 | 97 | Very Good |
| 604 | PRIMROSE DRIVE - 604 | 014024 | 1.41 MM midpoint 649 | 2.39 MM s/o 606 | C | ST | 2 | 5166 | 28 | 144648 | 97 | Very Good |
| 110 | ROAD 110 - 110 | 010020 | 1.00 MM | 2.00 MM | R | ST | 1 | 5280 | 14 | 73920 | 97 | Very Good |
| 577 | ALTA MESA ROAD - 577 | 000001 | 0.00 MM n/o 568 | 0.07 MM END | R | AC/AC | 2 | 378 | 22 | 8316 | 96 | Very Good |
| 413 | BOICE LANE - 413 | 002006 | 0.19 MM e/o SH 1 | 0.59 MM | R | AC | 2 | 2102 | 20 | 42040 | 96 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 036500 | MP 3.65 | MP 3.75 | C | ST | 2 | 1000 | 15 | 15000 | 96 | Very Good |
| 516 | CAMERON ROAD - 516 | 010020 | 1.01 MP | 2.03 MP | R | ST | 2 | 5063 | 18 | 91134 | 96 | Very Good |
| 608 | DAPHNE WAY - 608 | 000009 | 0.00 MM e/o 311 | 0.85 MM s/o 623 | C | AC/AC | 2 | 4536 | 26 | 117936 | 96 | Very Good |
| 550 | EUCALYPTUS WAY - 550 | 000001 | 0.00 MM n/o 549 | 0.05 MM END | R | AC/AC | 2 | 284 | 22 | 6624 | 96 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 035044 | 3.50 MP | 4.40 MP | C | AC | 2 | 4673 | 20 | 93460 | 96 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 053065 | 5.27 MP | 6.50 MP | C | AC | 2 | 6405 | 20 | 128100 | 96 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 010020 | 1.00 MP | 2.00 MP | C | AC | 2 | 5463 | 16 | 87408 | 96 | Very Good |
| 113 | LA FRANCHI ROAD - 113 | 000003 | US 101 | MOUNTAIN HOUSE | R | ST | 2 | 1422 | 16 | 22752 | 96 | Very Good |
| 115E | MC DOWELL STREET - 115E | 000001 | 0.00 MM w/o 115A | 0.06 MM e/o SH 175 | R | AC/AC | 2 | 343 | 24 | 8232 | 96 | Very Good |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 031040 | 3.11 MP | 3.98 MP | C | ST | 2 | 4530 | 20 | 90600 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 050060 | 4.98 MP | 6.00 MP | C | ST | 2 | 5347 | 20 | 106940 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 060068 | 6.00 MP | 6.79 MP | C | ST | 2 | 4167 | 20 | 83340 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 068078 | 6.79 MP | 7.83 MP | C | ST | 2 | 5366 | 22 | 118052 | 96 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 090099 | 9.00 MP | 9.87 MP | C | ST | 2 | 4520 | 22 | 99440 | 96 | Very Good |

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## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 223 | ORR SPRINGS ROAD - 223 | 316320 | 31.61 MP | 32.00 MP | C | AC | 2 | 1948 | 20 | 38960 | 96 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 019028 | 1.92 MP | 2.75 MP | C | ST | 2 | 4029 | 20 | 80580 | 96 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 130140 | 13.00 MP | 14.02 MP | C | ST | 2 | 5005 | 22 | 110110 | 96 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 140149 | 14.02 MP | 14.90 MP | C | ST | 2 | 4510 | 22 | 99220 | 96 | Very Good |
| 623 | POPPY DRIVE - 623 | 023026 | 2.31 MM e/o 311 | 2.58 MM pavement change | C | AC/AC | 2 | 1425 | 26 | 37050 | 96 | Very Good |
| 623 | POPPY DRIVE - 623 | 028033 | 2.79 MM pavement change | 3.26 MM END at airport | C | AC/AC | 2 | 2473 | 26 | 64298 | 96 | Very Good |
| 237A | RANCHERIA ROAD - 237A | 000002 | WEST RD 0.00 MM | 0.21 MM at "Y" s.side pole co | R | ST | 2 | 1090 | 22 | 23980 | 96 | Very Good |
| 110 | ROAD 110 - 110 | 000010 | 0.00 MM w/o 109 | 1.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 96 | Very Good |
| 110 | ROAD 110 - 110 | 020030 | 2.00 MM | 3.00 MM | R | ST | 1 | 5280 | 14 | 73920 | 96 | Very Good |
| SCOTTP | SCOTT PLACE - SCOTTP | 000001 | 0.00 MM e/o SH 1 | 0.05 MM END | R | AC/AC | 2 | 262 | 18 | 4716 | 96 | Very Good |
| 424 | AIRPORT ROAD - 424 | 000010 | 0.00 MM Fort Bragg City Limit | 1.00 MM | R | AC | 2 | 5280 | 20 | 105600 | 95 | Very Good |
| 229 | CENTRAL AVENUE - 229 | 000007 | 0.00 MM w/o 104 | 0.70 MM pavement change | R | AC/AC | 2 | 3700 | 22 | 81400 | 95 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 210216 | 21.00 MP | 21.55 MP | C | ST | 2 | 2704 | 20 | 54080 | 95 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 074085 | 7.44 MP | 8.50 MP s/o 223 | C | AC | 2 | 5464 | 20 | 109280 | 95 | Very Good |
| 640 | GOOSE ROAD - 640 | 000012 | 0.00 MM w/o 604 | 1.22 MM e/o 641 | C | ST | 2 | 6427 | 24 | 154248 | 95 | Very Good |
| 325 | HUNTSMAN WAY - 325 | 000001 | 0.00 MM e/o US 101 | 0.13 MM e/o 333 | R | ST | 2 | 661 | 28 | 18508 | 95 | Very Good |
| 115E | MC DOWELL STREET - 115E | 001001 | 0.06 MM e/o SH 175 | 0.14 MM END | R | AC/AC | 2 | 385 | 20 | 7700 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 000010 | 0.00 MP e/o SH 1 | 1.00 MP | C | ST | 2 | 5211 | 22 | 114642 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 183193 | 18.27 MP | 19.33 MP | C | ST | 2 | 5635 | 20 | 112700 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 193203 | 19.33 MP | 20.30 MP | C | ST | 2 | 5105 | 20 | 102100 | 95 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 223233 | 22.33 MP | 23.34 MP | C | ST | 2 | 5191 | 16 | 83056 | 95 | Very Good |
| 108 | OLD TOLL ROAD - 108 | 020028 | 2.00 MM | 2.77 MM EOP | R | ST | 1 | 4059 | 14 | 56826 | 95 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 363370 | 36.32 MP | 37.02 MP | C | AC | 2 | 3638 | 20 | 72760 | 95 | Very Good |
| 508 | WINDY HOLLOW ROAD - 508 | 016019 | 1.56 MM n/o 508A at signpost | 1.87 MM s/o Garcia River | C | ST | 1 | 1648 | 14 | 23072 | 95 | Very Good |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 000010 | 0.00 MP n/o 227B | 1.00 MP | C | AC | 2 | 5280 | 20 | 105600 | 94 | Very Good |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 010020 | 1.00 MM | 2.00 MP | C | AC | 2 | 5280 | 20 | 105600 | 94 | Very Good |
| 505 | EUREKA HILL ROAD - 505 | 000011 | POINT ARENA CITY LIMITS M.P 0+0 | M.P 0.5 | C | AC/AC | 2 | 2640 | 26 | 68640 | 94 | Very Good |
| 115C | FIRST STREET (Old Hopl - 115C | 000001 | 0.00 MM e/o SH 175 | 0.07 MM w/o 115A | R | AC/AC | 2 | 339 | 18 | 6102 | 94 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 000011 | 0.00 MP n/o SH 128 | 1.07 MP | C | AC | 2 | 5563 | 19 | 105697 | 94 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 011022 | 1.07 MP | 2.20 MP | C | AC | 2 | 5900 | 20 | 118000 | 94 | Very Good |
| 310F | IRVINE LODGE ROAD - 310F | 000006 | 0.00 MM e/o US 101 | 0.60 MM END | R | AC/AC | 2 | 2355 | 22 | 51810 | 94 | Very Good |
| 414B | MITCHELL CREEK DRIVE - 414B | 010020 | 1.00 MM | 1.99 MM END EOP | R | AC | 2 | 5245 | 20 | 104900 | 94 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 010019 | 1.00 MP | 1.90 MP | C | ST | 2 | 4764 | 22 | 104808 | 94 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 270280 | 27.04 MP | 27.98 MP | C | ST | 2 | 4907 | 18 | 88326 | 94 | Very Good |
| 623 | POPPY DRIVE - 623 | 026028 | 2.58 MM pavement change | 2.79 MM pavement change | C | ST | 2 | 1093 | 26 | 28418 | 94 | Very Good |
| 237A | RANCHERIA ROAD - 237A | 002004 | 0.21 MM at "Y" s.side pole co | 0.36 MM s/o 8148 N END | R | ST | 2 | 792 | 20 | 15840 | 94 | Very Good |
| 614B | TUCK PLACE - 614B | 000000 | 0.00 MM n/o 614A | 0.04 MM END | R | AC/AC | 2 | 208 | 22 | 5439 | 94 | Very Good |
| 415E | BENSON LANE - 415E | 003007 | 0.34 MM | 0.70 MM END | R | AC | 2 | 1877 | 18 | 33786 | 93 | Very Good |
| 414A | ELLISON WAY - 414A | 000004 | 0.00 MM e/o 414C | 0.39 MM w/o 414 | R | AC | 2 | 2057 | 16 | 32912 | 93 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 245257 | 24.51 MP | 25.68 MP s/o SH 128 | C | ST | 2 | 2936 | 22 | 64592 | 93 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 288298 | 28.84 MP | 29.82 MP | C | AC | 2 | 5085 | 18 | 91530 | 93 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 350363 | 34.98 MP | 36.32 MP | C | AC | 2 | 6922 | 20 | 138440 | 93 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 149159 | 14.90 MP | 15.89 MP | C | ST | 2 | 5284 | 24 | 126816 | 93 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 159168 | 15.89 MP | 16.76 MP | C | ST | 2 | 4507 | 24 | 108168 | 93 | Very Good |
| 564 | POINT CABRILLO DRIVE - 564 | 011021 | 1.09 MP | 2.13 MP | R | ST | 2 | 5351 | 22 | 117722 | 93 | Very Good |
| 407G | RUNDLE STREET - 407G | 000001 | 0.00 MM s/o 407C | 0.06 MM END | C | ST | 1 | 329 | 10 | 3290 | 93 | Very Good |
| 143 | TAYLOR DRIVE - 143 | 000007 | 894 FT S/O 142 (PLANT RD) | 0.46 MM END | R | AC/AC | 2 | 1520 | 20 | 30400 | 93 | Very Good |
| 120A | BIG OAKS DRIVE - 120A | 000004 | 0.00 MM SH 128 | 0.35 MM EOP | R | ST | 2 | 1866 | 18 | 33588 | 92 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 040000 | MP 4.00 | MP 5.00 | C | ST | 2 | 5100 | 20 | 102000 | 92 | Very Good |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 031040 | 3.09 MM | 4.00 MP | C | AC | 2 | 5416 | 16 | 86656 | 92 | Very Good |
| 616 | MAIZE DRIVE - 616 | 000003 | 0.00 MM n/o 623 | 0.26 MM s/o 616A | R | AC/AC | 2 | 1350 | 22 | 29700 | 92 | Very Good |
| 402 | ALBION RIDGE ROAD - 402 | 008018 | 0.75 MP | 1.75 MP | R | AC | 2 | 4866 | 20 | 97320 | 91 | Very Good |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 413 | BOICE LANE - 413 | 006012 | 0.59 MM | 1.22 MM n/o 412A | R | AC | 2 | 3324 | 20 | 66480 | 91 | Very Good |
| 217 | BRUSH STREET - 217 | 001002 | 0.12 MM e/o 216 pavement chan | 0.22 MM pavement and width ch | R | AC/AC | 2 | 500 | 26 | 13000 | 91 | Very Good |
| 105 | EAST SIDE RANCHERIA ROA - 105 | 000004 | 0.00 MM e/o 117 | 0.41 MM e/o 118 road narrows | R | ST | 2 | 2177 | 18 | 39186 | 91 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 260270 | 26.00 MP | 27.04 MP | C | ST | 2 | 5339 | 16 | 85424 | 91 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 298311 | 29.82 MP | 31.12 MP | C | AC | 2 | 6641 | 18 | 119538 | 91 | Very Good |
| 568 | SEA CYPRESS DRIVE - 568 | 000002 | 0.00 MM e/o SH 1 | 0.22 MM pavement change | R | AC/AC | 2 | 1172 | 28 | 32816 | 91 | Very Good |
| 414 | SIMPSON LANE - 414 | 005015 | 0.50 MP | 1.50 MP | C | AC | 2 | 5145 | 22 | 113190 | 91 | Very Good |
| 414 | SIMPSON LANE - 414 | 024035 | 2.44 MM | 3.50 MM END EOP | R | AC | 2 | 5576 | 18 | 100368 | 91 | Very Good |
| 104A | SOUTH STATE STREET - 104A | 011013 | 1.10 MM s/o 267 | 1.32 MM changes to 3-lanes | A | AC | 2 | 1160 | 25 | 29000 | 91 | Very Good |
| 238B | BEL ARBRES ROAD - 238B | 000006 | 0.00 MM w/o 239 | 0.62 MM at n.side end county | R | AC/AC | 2 | 3282 | 22 | 72204 | 90 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 100111 | 9.95 MP | 11.09 MP | C | ST | 2 | 5083 | 24 | 121992 | 90 | Very Good |
| 578 | CYPRESS CIRCLE - 578 | 000000 | 0.00 MM n/o 568 | 0.03 MM END | R | AC/AC | 2 | 170 | 22 | 5246 | 90 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 257260 | 25.66 MP | 26.00 MP | C | ST | 2 | 1771 | 18 | 31878 | 90 | Very Good |
| 337B-E | AIRPORT ROAD - 337B | 000001 | 0.00 MM s/o airport entrance | 0.12 MM n/o bridge approach p | R | AC | 2 | 656 | 26 | 17056 | 89 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 050000 | MP 5.00 | MP 6.00 | C | ST | 2 | 5200 | 22 | 114400 | 89 | Very Good |
| 576 | CYPRESS POINT ROAD - 576 | 000002 | 0.00 MM n/o 568 | 0.23 MM n/o 568 | R | AC/AC | 2 | 1198 | 20 | 23960 | 89 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 065074 | 6.50 MP | 7.44 MP | C | AC | 2 | 4866 | 20 | 97320 | 89 | Very Good |
| 404A | GORDON LANE - 404A | 000007 | 0.00 MM e/o SH 1 | 0.70 MM END | R | AC/AC | 2 | 3680 | 20 | 73600 | 89 | Very Good |
| 503 | IVERSEN ROAD - 503 | 000010 | 0.00 MP n/o 122 | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 89 | Very Good |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 030042 | 3.00 MP | 4.15 MP | C | AC | 2 | 5953 | 18 | 107154 | 89 | Very Good |
| 117 | NO NAME (Nokomis Road) - 117 | 000011 | 0.00 MM n/o SH 175 | 1.07 MM w/o 118 | R | ST | 2 | 5634 | 16 | 90144 | 89 | Very Good |
| 623 | POPPY DRIVE - 623 | 018023 | 1.76 MM s/o 619 | 2.31 MM w/o 311 | C | AC | 2 | 2915 | 28 | 81620 | 89 | Very Good |
| 116A | PRATT RANCH ROAD - 116A | 010014 | 1.00 MM | 1.35 MM END | R | ST | 2 | 1862 | 18 | 33516 | 89 | Very Good |
| 115B | SANEL STREET - 115B | 000001 | 0.03 MM n/o 115E | 0.10 MM END | R | AC/AC | 2 | 335 | 20 | 6700 | 89 | Very Good |
| 407J | WOODWARD STREET - 407J | 001002 | 0.07 MM n/o 407C | 0.15 MM s/o 407A (minus 407B | R | ST | 1 | 396 | 10 | 3960 | 89 | Very Good |
| 653C | DAISY PLACE - 653C | 000000 | 0.00 MM w/o 653B | 0.04 MM END | R | AC/AC | 2 | 221 | 22 | 5725 | 88 | Very Good |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 020030 | 2.00 MP | 3.00 MP s/o 229B | C | AC | 2 | 5280 | 20 | 105600 | 88 | Very Good |
| 135 | FLYNN CREEK ROAD - 135 | 022035 | 2.20 MP | 3.50 MP | C | AC | 2 | 6769 | 20 | 135380 | 88 | Very Good |
| 510 | MOUNTAIN VIEW ROAD - 510 | 233245 | 23.34 MP | 24.51 MP | C | AC | 2 | 6058 | 20 | 121160 | 88 | Very Good |
| 440B | PACIFIC DRIVE - 440B | 003004 | 0.27 MM s/o 439 | 0.39 MM EOP | R | ST | 2 | 640 | 16 | 10240 | 88 | Very Good |
| 237C | ROAD K - 237C | 000003 | 0.00 MM e/o 237 | 0.25 MM END | R | ST | 2 | 1326 | 18 | 23868 | 88 | Very Good |
| 214B | ARDESCH CT - 214B | 000003 | APPOLINARES DR | END | R | AC | 2 | 151 | 34 | 5134 | 87 | Very Good |
| 584 | ARENA COURT - 584 | 000001 | 0.00 MM s/o 551 | 0.06 MM END | R | AC/AC | 2 | 320 | 22 | 9347 | 87 | Very Good |
| 305 | BRAY ROAD - 305 | 000002 | 0.00 MM n/o 303 | 0.22 MM s/o 306 | R | AC | 2 | 1163 | 20 | 23260 | 87 | Very Good |
| 122 | FISH ROCK ROAD - 122 | 009020 | 0.94 MP | 2.80 MP | C | AC | 2 | 9843 | 18 | 177174 | 87 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 119130 | 11.90 MP | 13.00 MP | C | ST | 2 | 5744 | 22 | 126368 | 87 | Very Good |
| 116A | PRATT RANCH ROAD - 116A | 000010 | 0.00 MM n/o SH 175 | 1.00 MM | R | AC | 2 | 5280 | 18 | 95040 | 87 | Very Good |
| 256 | TERRACE ROAD - 256 | 000001 | 0.00 MM w/o 215A REDEMEYER RD | 0.06 MM e/o 257 WESTERLY PL | R | AC/AC | 2 | 294 | 30 | 8820 | 87 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 061069 | 6.06 MP | 6.94 MP | C | AC | 2 | 4265 | 18 | 76770 | 86 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 239245 | 23.91 MM BOP | 24.45 MP | C | ST | 2 | 2851 | 18 | 51318 | 86 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 280288 | 27.98 MP | 28.84 MP | C | ST | 2 | 4385 | 18 | 78930 | 86 | Very Good |
| 311 | SHERWOOD ROAD - 311 | 009018 | 0.87 MP | 1.81 MP | C | AC/AC | 2 | 5126 | 24 | 123024 | 86 | Very Good |
| 508 | WINDY HOLLOW ROAD - 508 | 000008 | 0.00 MP Point Arena City Limi | 0.76 MP | C | AC/AC | 2 | 3984 | 20 | 79680 | 86 | Very Good |
| 549 | AQUISTAPACE ROAD - 549 | 000001 | 0.00 MM e/o 547 | 0.10 MM END | R | AC/AC | 2 | 546 | 20 | 10920 | 85 | Very Good |
| 503 | IVERSEN ROAD - 503 | 010019 | 1.00 MM | 1.94 MP | C | ST | 2 | 4874 | 20 | 97480 | 85 | Very Good |
| 544 | MARINE VIEW DRIVE - 544 | 000001 | 0.00 MM s/o 543 | 0.12 MM END | R | AC/AC | 2 | 622 | 20 | 14066 | 85 | Very Good |
| 564 | POINT CABRILLO DRIVE - 564 | 021029 | 2.13 MP | 2.89 MM w/o SH 1 | R | ST | 2 | 4295 | 22 | 94490 | 85 | Very Good |
| 311 | SHERWOOD ROAD - 311 | 000009 | 0.00 MP Willits City Limits | 0.87 MP | C | AC | 2 | 4390 | 24 | 105360 | 85 | Very Good |
| 503A | TEN MILE CUT OFF ROAD - 503A | 000010 | 0.00 MP n/o 503 | 1.00 MP | C | ST | 2 | 5201 | 22 | 114422 | 85 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 160168 | 15.96 MP | 16.79 MP | C | ST | 2 | 4241 | 22 | 93302 | 84 | Very Good |
| 250 | FORD ROAD - 250 | 003004 | 0.28 MM pavement change | 0.38 MM END | R | AC/AC | 3 | 490 | 24 | 11760 | 84 | Very Good |
| 121 | HIBBARD ROAD - 121 | 000000 | 0.00 MM s/o SH 128 | 0.04 MM | R | AC | 2 | 228 | 20 | 4560 | 84 | Very Good |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 227B | LAKE MENDOCINO DRIVE - 227B | 010013 | 1.01 MM e/o 227 | 1.33 MP END | C | AC/AC | 2 | 2022 | 21 | 42462 | 84 | Very Good |
| 223 | ORR SPRINGS ROAD - 223 | 340350 | 33.98 MP | 34.98 MP | C | AC | 2 | 5056 | 20 | 101120 | 84 | Very Good |
| 568 | SEA CYPRESS DRIVE - 568 | 001004 | 0.22 MM pavement change | 0.31MM pavement change | R | AC/AC | 2 | 472 | 24 | 11328 | 84 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 111121 | 11.09 MP | 12.08 MP | C | ST | 2 | 5366 | 24 | 128784 | 83 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 168180 | 16.79 MP | 18.03 MP | C | ST | 2 | 6356 | 22 | 139832 | 83 | Very Good |
| 564 | POINT CABRILLO DRIVE - 564 | 000011 | 0.00 MP w/o SH 1 | 1.09 MP | R | ST | 2 | 5621 | 22 | 123662 | 83 | Very Good |
| 110 | ROAD 110 - 110 | 030037 | 3.00 MM | 3.69 MM EOP | R | ST | 1 | 3664 | 12 | 43968 | 83 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 150160 | 15.00 MP | 15.96 MP | C | ST | 2 | 4940 | 20 | 98800 | 82 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 180190 | 18.03 MP | 19.00 MP | C | ST | 2 | 5017 | 20 | 100340 | 82 | Very Good |
| 415H | HANSON ROAD - 415H | 000007 | 0.00 MM n/o 415E | 0.67 MM END | R | AC | 2 | 3553 | 26 | 92378 | 82 | Very Good |
| 440C | MONTEREY AVENUE - 440C | 000001 | 0.00 MM n/o 439 | 0.13 MM EOP | R | ST | 1 | 656 | 12 | 7872 | 82 | Very Good |
| 421 | PUDDING CREEK ROAD - 421 | 020022 | 1.96 MP | 2.20 MM END | C | AC/AC | 2 | 1771 | 22 | 38962 | 82 | Very Good |
| 104A | SOUTH STATE STREET - 104A | 013015 | 1.32 MM changes to 3-lanes | 1.45 MM Ukiah City Limits | R | AC | 2 | 680 | 38 | 25840 | 82 | Very Good |
| 240B | EEL RIVER ROAD - 240B | 061064 | 6.10 MM pavement change | 6.34 MM EOP 144' past end pav | C | ST | 2 | 1292 | 22 | 28424 | 81 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 079091 | 7.88 MP | 9.11 MP | C | ST | 2 | 5775 | 22 | 127050 | 81 | Very Good |
| 227O | RIVER VIEW DRIVE - 227O | 100 | EAST END | WEST END | R | AC | 2 | 536 | 37 | 19832 | 81 | Very Good |
| 414 | SIMPSON LANE - 414 | 000005 | 0.00 MM e/o SH 1 | 0.50 MP | C | AC | 2 | 2662 | 22 | 58564 | 81 | Very Good |
| 614A | TUCK ROAD - 614A | 000002 | 0.00 MM e/o 614 | 0.20 MM w/o 616 | R | AC/AC | 2 | 1050 | 22 | 23100 | 81 | Very Good |
| 569 | CASPAR ROAD - 569 | 000008 | 0.00 MM n/o 410B | 0.78 MM w/o SH 1 | R | ST | 2 | 4129 | 22 | 90838 | 80 | Very Good |
| 312 | DELLA AVENUE - 312 | 000003 | 0.00 MM w/o 312A | 0.27 MM e/o 312C | C | AC/AC | 2 | 1410 | 22 | 31020 | 80 | Very Good |
| 552 | GARCIA COURT - 552 | 000001 | 0.00 MM w/o SH 1 | 0.06 MM END | R | AC/AC | 2 | 318 | 22 | 7859 | 80 | Very Good |
| 503 | IVERSEN ROAD - 503 | 019030 | 1.94 MP | 3.00 MP | C | ST | 2 | 5502 | 20 | 110040 | 80 | Very Good |
| IVERSO | IVERSON AVENUE - IVERSO | 000002 | 0.00 MM w/o SH 1 | 0.22 MM s/o PORT RD at stop | R | AC/AC | 2 | 1162 | 18 | 20916 | 80 | Very Good |
| 526 | NO NAME - 106 | 000004 | 0.00 MM w/o SH 1 | 0.37 MM w/o SH 1 | R | ST | 2 | 1930 | 18 | 34740 | 80 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 091100 | 9.11 MP | 10.03 MP | C | ST | 2 | 4775 | 22 | 105050 | 80 | Very Good |
| 236 | SCHOOL WAY - 236 | 000003 | 0.00 MM END of circle | 0.25 MM w/o 237 | R | AC/AC | 2 | 1326 | 22 | 32436 | 80 | Very Good |
| 414 | SIMPSON LANE - 414 | 015024 | 1.50 MP | 2.44 MM | C | AC | 2 | 4967 | 22 | 109274 | 80 | Very Good |
| 237D | TOMKI ROAD - 237D | 009020 | 0.88 MP | 2.00 MP | C | ST | 2 | 5838 | 22 | 128436 | 80 | Very Good |
| 407C | UKIAH STREET - 407C | 004006 | 0.41 MM e/o 500 | 0.55 MM w/o 407P | R | AC/AC | 2 | 742 | 30 | 22260 | 80 | Very Good |
| 227K | VINTAGE DRIVE - 707 | 100 | BELTRAMI DR | KENNWOOD DR | R | AC | 2 | 528 | 36 | 19008 | 80 | Very Good |
| 508 | WINDY HOLLOW ROAD - 508 | 008016 | 0.76 MP | 1.56 MM n/o 508A at signpost | C | ST | 2 | 4261 | 18 | 76698 | 80 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 037500 | MP 3.75 | MP 4.00 | C | ST | 2 | 2050 | 15 | 30750 | 79 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 069080 | 6.94 MP | 8.00 MP | C | AC | 2 | 5584 | 20 | 111680 | 79 | Very Good |
| 500 | LANSING STREET - 500 | 000010 | 0.00 MM n/o 407E | 0.95 MM w/o SH 1 | C | AC | 2 | 5022 | 22 | 110484 | 79 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 110119 | 10.99 MP | 11.90 MP | C | ST | 2 | 4705 | 22 | 103510 | 79 | Very Good |
| 421 | PUDDING CREEK ROAD - 421 | 010020 | 0.96 MP | 1.96 MP | C | AC/AC | 2 | 4786 | 22 | 105292 | 79 | Very Good |
| RIVERS | RIVERSIDE DRIVE - 107E | 000003 | 0.00 MM e/o SH 1 | 0.28 MM at n.side property li | R | AC/AC | 2 | 1490 | 20 | 29800 | 79 | Very Good |
| 568 | SEA CYPRESS DRIVE - 568 | 004004 | 0.31 MM pavement change | 0.35 MM END EOP | R | AC/AC | 2 | 908 | 24 | 21792 | 79 | Very Good |
| 402 | ALBION RIDGE ROAD - 402 | 000008 | 0.00 MM e/o SH 1 | 0.75 MP | R | AC | 2 | 3988 | 20 | 79760 | 78 | Very Good |
| 319H | BAUER ROAD - 319H | 000005 | 0.00 MM w/o 429 | 0.47 MM e/o 8155 | R | ST | 2 | 2492 | 20 | 49840 | 78 | Very Good |
| 407H | CARLSON STREET - 407H | 000001 | 0.00 MM n/o 407C | 0.08 MM s/o 407A (minus 407 x | C | ST | 1 | 407 | 10 | 4070 | 78 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 111120 | 11.11 MP | 12.00 MP | C | AC | 2 | 4715 | 20 | 94300 | 78 | Very Good |
| 230 | EAST ROAD - 230 | 051052 | 5.09 MP | 5.24 MM e/o 237 | C | AC/AC | 2 | 1118 | 24 | 25632 | 78 | Very Good |
| 250 | FORD ROAD - 250 | 000001 | 0.00 MM e/o 104 | 0.14 MM change to 2 lanes | R | AC/AC | 3 | 749 | 37 | 27713 | 78 | Very Good |
| 503 | IVERSEN ROAD - 503 | 030040 | 3.00 MP | 4.00 MP | C | ST | 2 | 5158 | 18 | 92844 | 78 | Very Good |
| 512 | KINNEY ROAD - 512 | 005010 | 0.45 MM road narrows | 0.95 MM END | R | ST | 2 | 2594 | 16 | 41504 | 78 | Very Good |
| 203 | MILL CREEK ROAD - 203 | 000008 | 0.00 MM e/o 201 | 0.80 MM w/o 203B | C | ST | 2 | 4241 | 22 | 93302 | 78 | Very Good |
| 319E | NORTH ROAD - 319E | 000011 | 0.00 MM n/o 429 | 1.11 MM w/o 429 | R | ST | 2 | 5849 | 24 | 140376 | 78 | Very Good |
| 235 | ROAD J - 235 | 000009 | 0.00 MM e/o 230 | 0.86 MM END at county end mar | R | ST | 1 | 4550 | 14 | 63700 | 78 | Very Good |
| 237D | TOMKI ROAD - 237D | 000009 | 0.00 MM n/o 237 | 0.88 MP | C | ST | 2 | 4615 | 22 | 101530 | 78 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 200210 | 20.00 MP | 21.00 MP | C | ST | 2 | 5165 | 20 | 103300 | 77 | Very Good |
| 616A | MAIZE COURT - 616A | 000000 | 0.00 MM e/o 614 | 0.03 MM END | R | AC/AC | 2 | 178 | 22 | 5422 | 77 | Very Good |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MILLST | MILL STREET - MILLST | 000002 | 0.00 MM e/o SH 1 | 0.18 MM END | R | AC/AC | 2 | 968 | 32 | 30976 | 77 | Very Good |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 030034 | 3.00 MM | 3.40 MM s/o SH 222 | R | ST | 2 | 2117 | 21 | 44457 | 77 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 142151 | 14.19 MP | 15.14 MP | C | AC | 2 | 5214 | 24 | 125136 | 76 | Very Good |
| 440D | DEL MAR DRIVE - 440D | 000001 | 0.00 MM n/o 439 | 0.14 MM EOP | R | ST | 2 | 751 | 18 | 13518 | 76 | Very Good |
| 240B | EEL RIVER ROAD - 240B | 058061 | 5.84 MM pavement change | 6.10 MM pavement change | C | AC/AC | 2 | 1352 | 24 | 32448 | 76 | Very Good |
| 250 | FORD ROAD - 250 | 001003 | 0.14 MM change to 2 lanes | 0.28 MM pavement change | R | AC/AC | 2 | 750 | 30 | 22500 | 76 | Very Good |
| 551C | FOREST VIEW COURT - 551C | 000000 | 0.00 MM s/o 551A | 0.03 MM END | R | AC/AC | 2 | 140 | 24 | 4744 | 76 | Very Good |
| 237G | MOHAWK TRAIL - 237G | 000001 | 0.00 MM w/o 237 | 0.07 MM at county end marker | R | ST | 1 | 375 | 14 | 5250 | 76 | Very Good |
| 440A | NEPTUNE AVENUE - 440A | 001002 | 0.09 MM n/o 439 | 0.21 MM END EOP | R | ST | 1 | 625 | 14 | 8750 | 76 | Very Good |
| 104 | NORTH STATE STREET - 104 | 072084 | WEST ROAD | US 101 | C | AC/AC | 2 | 6870 | 41 | 281670 | 76 | Very Good |
| 127 | ORNBAUN ROAD - 127 | 008009 | 0.76 MM road narrows | 0.93 MM END at end marker | R | ST | 2 | 895 | 16 | 14320 | 76 | Very Good |
| 438A | SHOREVIEW LANE - 438A | 000001 | 0.00 MM s/o 438 | 0.13 MM END | R | ST | 2 | 698 | 16 | 11168 | 76 | Very Good |
| 207 | BABCOCK LANE - 207 | 000006 | 0.00 MM n/o SH 222 | 0.62 MM Ukiah City Limits | R | ST | 2 | 3282 | 22 | 72204 | 75 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 190200 | 19.00 MP | 20.00 MP | C | ST | 2 | 5113 | 22 | 112486 | 75 | Very Good |
| 230 | EAST ROAD - 230 | 040051 | 4.00 MP | 5.09 MP | C | AC/AC | 2 | 5472 | 22 | 120384 | 75 | Very Good |
| 104 | NORTH STATE STREET - 104 | 001006 | KUKI LN | change to 2 lanes | A | AC/AC | 5 | 1672 | 60 | 100320 | 75 | Very Good |
| 104 | NORTH STATE STREET - 104 | 020022 | LAKE MENDOCINO DRIVE | PARDUCCI ROAD | C | AC | 2 | 1695 | 36 | 61020 | 75 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 057067 | 5.73 MP | 6.67 MP | C | ST | 2 | 4931 | 22 | 108482 | 75 | Very Good |
| 540 | SOUTH CASPAR DRIVE - 540 | 000008 | 0.00 MM w/o 564 | 0.75 MM w/o 564 | R | ST | 2 | 3959 | 22 | 87098 | 75 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 120130 | 12.00 MP | 13.00 MP | C | AC | 2 | 5125 | 20 | 102500 | 74 | Very Good |
| 407FF | HEESER DRIVE - 407FF | 000009 | 0.00 MM w/o 407F | 0.94 MM w/o 500 | C | ST | 2 | 4984 | 20 | 99680 | 74 | Very Good |
| 337M | LOGAN LANE - 337M | 000010 | 0.00 MM s/o SH 162 | 0.99 MM END | R | ST | 2 | 5248 | 18 | 97679 | 74 | Very Good |
| 547 | MALLO PASS DRIVE - 547 | 000002 | 0.00 MM n/o 551 | 0.19 MM END | R | AC/AC | 2 | 992 | 22 | 21824 | 74 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 067075 | 6.67 MP | 7.54 MP | C | ST | 2 | 4547 | 22 | 100034 | 74 | Very Good |
| 635 | PERCH DRIVE - 635 | 000002 | 0.00 MM w/o 623 | 0.22 MM surface change | R | AC/AC | 2 | 1163 | 22 | 122254 | 74 | Very Good |
| 132 | PHILO - GREENWOOD ROAD - 132 | 100110 | 10.03 MP | 10.99 MP | C | ST | 2 | 4979 | 22 | 109538 | 74 | Very Good |
| 601 | BIRCH STREET - 601 | 000001 | 0.00 MM w/o 311 | 0.24MM at new overlay | C | AC/AC | 2 | 1260 | 20 | 25200 | 73 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 091100 | 9.09 MP | 9.95 MP | C | ST | 2 | 3682 | 24 | 88368 | 73 | Very Good |
| 229 | CENTRAL AVENUE - 229 | 007009 | 0.70 MM pavement change | 0.92 MM n/o 229B | R | AC/AC | 2 | 1178 | 24 | 28272 | 73 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 140150 | 14.00 MP | 15.00 MP | C | AC | 2 | 5021 | 18 | 90378 | 73 | Very Good |
| 335A | HIGH SCHOOL STREET - 335A | 002003 | 0.18 MM n/o 334D | 0.25 MM END | R | AC/AC | 2 | 386 | 26 | 10036 | 73 | Very Good |
| 307 | NO NAME - 106 | 000006 | 0.00 MM US 101 | 0.61 MM | R | ST | 2 | 3233 | 28 | 90524 | 73 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 075086 | 7.54 MP | 8.56 MP | C | ST | 2 | 5495 | 22 | 120890 | 73 | Very Good |
| 503A | TEN MILE CUT OFF ROAD - 503A | 010014 | 1.00 MP | 1.41 MM END s/o 506 north bra | C | ST | 2 | 2137 | 22 | 47014 | 73 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 088099 | 8.76 MP | 9.86 MP | C | AC | 2 | 5743 | 22 | 126346 | 72 | Very Good |
| 442A | NO NAME - 106 | 000003 | 0.00 MM SH 271 | 0.28 MM END | R | ST | 2 | 1496 | 27 | 42874 | 72 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 039047 | 3.86 MP | 4.73 MP | C | ST | 2 | 4404 | 22 | 96888 | 72 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 086094 | 8.56 MP | 9.42 MP | C | ST | 2 | 4435 | 22 | 97570 | 72 | Very Good |
| PORTRD | PORT ROAD - PORTRD | 002010 | 0.21 MM intersection w/Iverso | 0.98 MM e/o parking lot | R | ST | 2 | 4101 | 20 | 82020 | 72 | Very Good |
| 421 | PUDDING CREEK ROAD - 421 | 000010 | 0.00 MM Fort Bragg City Limit | 0.96 MM | C | AC/AC | 2 | 5085 | 20 | 101700 | 72 | Very Good |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 020030 | 2.00 MP | 3.00 MM | R | ST | 2 | 5280 | 21 | 110880 | 72 | Very Good |
| 227L | VAN HOUSEN DRIVE - 706 | 100 | KENNWOOD DR | BELTRAMI DR | R | AC | 2 | 417 | 36 | 15012 | 72 | Very Good |
| 628A | COYOTE LANE - 628A | 000002 | 0.00 MM e/o 628 | 0.17 MM END | R | ST | 2 | 928 | 22 | 22723 | 71 | Very Good |
| 122 | FISH ROCK ROAD - 122 | 000009 | 0.00 MP e/o SH 1 | 0.94 MP | C | ST | 2 | 4911 | 18 | 88398 | 71 | Very Good |
| 227B | LAKE MENDOCINO DRIVE - 227B | 002010 | 0.21 MM e/o 104 | 1.01 MM e/o 227 | C | AC/AC | 2 | 4208 | 22 | 92576 | 71 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 015027 | 1.50 MM n/o SH 175 | 2.72 MP | C | ST | 2 | 6361 | 22 | 139942 | 71 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 119128 | 11.86 MP | 12.75 MP | C | ST | 2 | 4665 | 22 | 102630 | 71 | Very Good |
| 319J | STUMP ROAD - 319J | 000002 | 0.00 MM n/o 429 | 0.22 MM END | R | ST | 2 | 1169 | 22 | 25718 | 71 | Very Good |
| 337G | BARNES LANE - 337G | 015022 | 1.48 MM s/o SH 162 | 2.23 MM END | R | ST | 2 | 3945 | 20 | 78900 | 70 | Very Good |
| 429 | BRANSCOMB ROAD - 429 | 121131 | 12.08 MP | 13.09 MP | C | ST | 2 | 5382 | 24 | 129168 | 70 | Very Good |
| 306 | HEARST-WILLITS ROAD - 306 | 000006 | 0.00 MM Willits City Limits | 0.64 MP | C | AC/AC | 2 | 3303 | 20 | 66060 | 70 | Very Good |
| 338 | MENDOCINO PASS ROAD - 338 | 040045 | 3.96 MM | 4.50 MP | C | ST | 2 | 2513 | 22 | 55286 | 70 | Very Good |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150B | NO NAME - 106 | 000000 | 0.00 MM n/o SH 128 | 0.02 MM END | R | AC/AC | 2 | 78 | 24 | 1872 | 70 | Very Good |
| 104 | NORTH STATE STREET - 104 | 006013 | 0.62 MM change to 2 lanes | HENSLEY CREEK ROAD | C | AC | 3 | 4030 | 45 | 181350 | 70 | Very Good |
| 201 | OLD RIVER ROAD - 201 | 107119 | 10.71 MP | 11.86 MP | C | ST | 2 | 5979 | 22 | 131538 | 70 | Very Good |
| 551 | POMO LAKE DRIVE - 551 | 004006 | 0.40 MM pavement change | 0.60 MM n/o 551A | R | AC/AC | 2 | 1052 | 26 | 27352 | 70 | Very Good |
| 316 | SHERWOOD RANCHERIA ROAD - 316 | 000001 | END | END | R | ST | 2 | 5300 | 12 | 63600 | 70 | Very Good |
| 104A | SOUTH STATE STREET - 104A | 000011 | 0.00 MM n/o SH 253 | 1.10 MM s/o 267 | A | AC | 2 | 5791 | 26 | 150566 | 70 | Very Good |
| 223 | COMPTCHE UKIAH ROAD - 223 | 080088 | 8.00 MP | 8.76 MP | C | AC | 2 | 3882 | 20 | 77640 | 69 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 130140 | 13.00 MP | 14.00 MP | C | AC | 2 | 5488 | 20 | 109760 | 69 | Fair |
| 407AA | CUMMINGS STREET - 407AA | 000001 | 0.00 MM n/o 408 | 0.12 MM END | R | ST | 2 | 614 | 18 | 11052 | 69 | Fair |
| 553 | NAVARRO WAY - 553 | 004005 | 0.44 MM e/o 553 proper | 0.48 MM w/o SH 1 | R | AC/AC | 2 | 232 | 24 | 5568 | 69 | Fair |
| 408A | NICHOLS LANE - 408A | 000002 | 0.00 MM s/o 408 | 0.16 MM END | R | ST | 2 | 865 | 24 | 20760 | 69 | Fair |
| 201 | OLD RIVER ROAD - 201 | 027039 | 2.72 MP | 3.86 MP | C | ST | 2 | 5902 | 22 | 129844 | 69 | Fair |
| 556 | POLARIS CIRCLE - 556 | 000001 | 0.00 MM n/o 540 | 0.06 MM END | R | ST | 2 | 340 | 22 | 10227 | 69 | Fair |
| 560 | SEADRIFT AVENUE - 560 | 000003 | 0.00 MM END | 0.31 MM END | R | ST | 2 | 1636 | 20 | 37613 | 69 | Fair |
| 583 | ARENA CIRCLE - 583 | 000002 | 0.00 MM s/o 551 | 0.21 MM s/o 551 | R | AC/AC | 2 | 1080 | 22 | 23760 | 68 | Fair |
| 230 | EAST ROAD - 230 | 020030 | 2.01 MM n/o 230B Cori Lane | 3.00 MP | C | AC/AC | 2 | 5043 | 22 | 110946 | 68 | Fair |
| 201 | OLD RIVER ROAD - 201 | 094107 | 9.42 MP | 10.71 MP | C | ST | 2 | 6795 | 22 | 149490 | 68 | Fair |
| 542 | OTTER POINT CIRLCE - 542 | 000001 | 0.00 MM w/o 540 | 0.08 MM END | R | ST | 2 | 419 | 24 | 10819 | 68 | Fair |
| 637 | PERCH WAY - 637 | 001004 | 0.09 MM w/o 636 surface chang | 0.40 MM w/o 638 | R | AC/AC | 2 | 1619 | 24 | 38856 | 68 | Fair |
| 122A | TOCK LANE - 122A | 000002 | 0.00 MM w/o 122 | 0.21 MM END | R | ST | 1 | 1090 | 14 | 15260 | 68 | Fair |
| 451 | AMETHYST DRIVE - 451 | 000002 | 0.00 MM s/o 414F | 0.21 MM END | R | ST | 2 | 1115 | 24 | 28567 | 67 | Fair |
| 150 | ANDERSON VALLEY WAY - 150 | 020030 | 2.00 MM | 2.97 MM intersection | R | AC/AC | 2 | 5106 | 24 | 122544 | 67 | Fair |
| 230 | EAST ROAD - 230 | 011020 | 1.06 MP | 2.01 MM n/o 230B Cori Lane | C | AC/AC | 2 | 4926 | 22 | 108372 | 67 | Fair |
| 104 | NORTH STATE STREET - 104 | 061072 | PAVEMENT CHANGE AT 5.77MM | WEST ROAD | C | AC | 2 | 7700 | 40 | 308000 | 67 | Fair |
| OLDSRD | OLD SHERWOOD ROAD - OLDSRD | 000001 | US101(NEW MP65) | EDP | R | AC | 2 | 650 | 22 | 14300 | 67 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 034000 | MP 3.44 | MP 3.65 | C | ST | 2 | 2000 | 15 | 30000 | 66 | Fair |
| 312D | CANYON DRIVE - 253C | 000000 | 0.00 MM w/o 312C | 0.02 MM END | R | AC/AC | 2 | 100 | 22 | 2200 | 66 | Fair |
| 337A | FOOTHILL BOULEVARD - 337A | 000009 | 0.00 MM s/o 334D | 0.88 MM EOP | C | AC/AC | 2 | 4634 | 22 | 101948 | 66 | Fair |
| 414C | GEORGES LANE - 414C | 000006 | 0.00 MM s/o 414 | 0.59 MM END | R | ST | 2 | 3108 | 18 | 55944 | 66 | Fair |
| 215A | REDEMEYER ROAD - 215A | 019024 | 1.86 MP | 2.39 MP END | C | ST | 2 | 2723 | 21 | 57183 | 66 | Fair |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 000001 | 0.00 MP w/o 201 | 0.08 MM condition change | R | ST | 2 | 403 | 16 | 6448 | 66 | Fair |
| 236 | SCHOOL WAY - 236 | 003011 | 0.25 MM w/o 237 | 1.14 MM w/o 230 | C | AC/AC | 2 | 4694 | 22 | 103268 | 66 | Fair |
| 506 | TEN MILE ROAD - 506 | 050060 | 5.00 MP | 5.95 MM s/o 505 at stop sign | C | ST | 2 | 5386 | 24 | 129264 | 66 | Fair |
| 116B | UNIVERSITY ROAD - 116B | 010020 | 1.00 MM | 2.00 MM | R | AC | 2 | 5280 | 18 | 95040 | 66 | Fair |
| 227H | BELTRAMI DRIVE - 704 | 100 | VAN HOUSEN DR | VINTAGE DR | R | AC | 2 | 660 | 36 | 23760 | 65 | Fair |
| 337C | BIGGAR LANE - 337C | 003010 | 0.25 MM e/o 337H | 1.00 MM w/o SH 162 | R | ST | 2 | 3966 | 18 | 71388 | 65 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 131142 | 13.09 MP | 14.19 MP | C | ST | 2 | 5286 | 24 | 126864 | 65 | Fair |
| 337H-S | CRAWFORD ROAD - 337H-N | 010013 | 1.00 MM | 1.32 MM s/o 337E at signpost | C | ST | 2 | 1673 | 20 | 33460 | 65 | Fair |
| CURLEY | CURLEY LANE - CURLEY | 00001 | HWY 1 | END | R | ST | 2 | 7920 | 14 | 110880 | 65 | Fair |
| 551A | FOREST VIEW ROAD - 551A | 000007 | 0.00 MM s/o 551 | 0.74 MM w/o 551 | R | AC/AC | 2 | 3892 | 24 | 93408 | 65 | Fair |
| 201 | OLD RIVER ROAD - 201 | 010015 | 1.00 MP | 1.50 MP s/o SH 175 | C | ST | 2 | 2648 | 21 | 55608 | 65 | Fair |
| 201 | OLD RIVER ROAD - 201 | 047057 | 4.73 MP | 5.73 MP | C | ST | 2 | 5470 | 22 | 120340 | 65 | Fair |
| 407S | PINE STREET - 407S | 001002 | 0.06 MM 3/o 407O | 0.15 MM END w/o SH 1 | R | ST | 2 | 472 | 22 | 10384 | 65 | Fair |
| 219 | REEVES CANYON ROAD - 219 | 000002 | 0.00 MM US 101 | 0.18 MM EOP | R | AC/AC | 2 | 946 | 22 | 20812 | 65 | Fair |
| 215BX | DEERWOOD DRIVE EXT. - 215BX | 010017 | 0.96 MM e/o 255 | 2180 FT E/O 255 | R | AC/AC | 2 | 2180 | 18 | 39240 | 64 | Fair |
| 230 | EAST ROAD - 230 | 030040 | 3.00 MP | 4.00 MP | C | AC/AC | 2 | 5385 | 22 | 118470 | 64 | Fair |
| 509 | LIGHTHOUSE ROAD - 509 | 010022 | 1.00 MM | 2.17 MM EOP | R | AC/AC | 1 | 6172 | 14 | 86408 | 64 | Fair |
| 518 | NAVARRO RIDGE ROAD - 518 | 000010 | 0.00 MP e/o SH 1 | 1.00 MP | R | ST | 2 | 5193 | 16 | 83088 | 64 | Fair |
| 215 | VICHY SPRINGS ROAD - 215 | 020029 | 1.97 MP | 2.90 MM at split before dump | R | AC/AC | 2 | 4883 | 24 | 117192 | 64 | Fair |
| 546 | CENTER STREET - 114 | 000001 | 0.00 MM e/o SH 1 | 0.05 MM END EOP | R | AC/AC | 2 | 246 | 20 | 4920 | 63 | Fair |
| 440 | CLIFF WAY - 440 | 000001 | 0.00 MM n/o 439 | 0.12 MM Fort Bragg City Limit | R | AC | 2 | 655 | 22 | 14410 | 63 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 039050 | 3.92 MP | 5.00 MP | C | AC | 2 | 5667 | 20 | 113340 | 63 | Fair |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GEYSER | GEYSERS ROAD - GEYSER | 000001 | US101 | SONOMA COUNTY LINE | R | AC | 2 | 3670 | 29 | 106430 | 63 | Fair |
| 503 | IVERSEN ROAD - 503 | 060062 | 6.00 MP | 6.20 MP e/o SH 1 | C | ST | 2 | 906 | 18 | 16308 | 63 | Fair |
| 401A | MIDDLE RIDGE ROAD - 401A | 000010 | 0.00 MM w/o 402 | 1.00 MP | R | ST | 2 | 5492 | 16 | 87872 | 63 | Fair |
| 414B | MITCHELL CREEK DRIVE - 414B | 000010 | 0.00 MM s/o 414 | 1.00 MM | R | AC | 2 | 5280 | 20 | 105600 | 63 | Fair |
| 502 | OLD STAGE ROAD - 502 | 000009 | 0.00 MM e/o 501A | 0.78 MP | C | AC | 2 | 4118 | 20 | 82360 | 63 | Fair |
| 562 | PIRATES DRIVE - 562 | 000001 | 0.00 MM w/o SH 1 | 0.09 MM END | R | AC/AC | 2 | 492 | 18 | 10602 | 63 | Fair |
| 229A | THIRD STREET - 229A | 000001 | 0.00 MM n/o 229B MOORE ST | 104 N. STATE STREET | R | AC/AC | 2 | 722 | 20 | 14440 | 63 | Fair |
| 227M | TWIN RIVERS DRIVE - 227M | 100 | KENNWOOD DR | RIVERVIEW DR | R | AC | 2 | 239 | 37 | 8843 | 63 | Fair |
| 227I | BRAIRWOOD DRIVE - 703 | 100 | BELTRAMI DR | VAN HOUSEN DR | R | AC | 2 | 1212 | 36 | 43632 | 62 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 151159 | 15.14 MP | 15.93 MP | C | ST | 2 | 3955 | 24 | 94920 | 62 | Fair |
| 234 | ROAD I - 234 | 010012 | 0.96 MM w/o 232A | 1.19 MM at Indian Affairs sig | R | ST | 2 | 1252 | 16 | 20032 | 62 | Fair |
| 209 | SOUTH DORA - 209 | 000005 | 0.00 MM n/o 252F | 0.48 MM pavement change | A | AC/AC | 2 | 2529 | 22 | 55638 | 62 | Fair |
| 215 | VICHY SPRINGS ROAD - 215 | 010020 | 1.00 MM e/o 215A | 1.97 MP | C | AC/AC | 2 | 5104 | 24 | 122496 | 62 | Fair |
| 500A | CR 500A - 500A | 000003 | GORDON LANE | SH 1 | R | AC/AC | 2 | 1350 | 20 | 27000 | 61 | Fair |
| 509 | LIGHTHOUSE ROAD - 509 | 000010 | 0.00 MM w/o SH 1 | 1.00 MM | R | AC | 1 | 5280 | 14 | 73920 | 61 | Fair |
| 104 | NORTH STATE STREET - 104 | 023029 | PARDUCCI ROAD | POMO LANE | C | AC/AC | 2 | 3998 | 36 | 143928 | 61 | Fair |
| 337J | TABOR LANE - 337J | 000005 | 0.00 MM n/o 337A | 0.50 MM s/o 337P | R | ST | 2 | 2660 | 20 | 53200 | 61 | Fair |
| 150 | ANDERSON VALLEY WAY - 150 | 000010 | 0.00 MM WEST END | 1.00 MM | R | AC/AC | 2 | 5280 | 24 | 126720 | 60 | Fair |
| 601 | BIRCH STREET - 601 | 003008 | 0.41 MM end new overlay | 0.78 MM w/o 311B | C | AC/AC | 2 | 1950 | 20 | 39000 | 60 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 258259 | 25.75 MP | 25.88 MP w/o US 101 | C | ST | 2 | 428 | 24 | 10272 | 60 | Fair |
| 500B | BREWERY GLUCH DRIVE - 500B | 000006 | SH 1 (N) | SH 1 (S) | R | AC/AC | 2 | 2964 | 20 | 59280 | 60 | Fair |
| 333 | FISHERMAN DRIVE - 333 | 000003 | 0.00 MM n/o 325 | 0.28 MM END | R | ST | 2 | 1471 | 22 | 32362 | 60 | Fair |
| 250A | KUKI LANE - 250A | 001002 | 0.08 MM s/o 250A | 0.15 MM END | R | AC/AC | 2 | 373 | 20 | 7460 | 60 | Fair |
| 227B | LAKE MENDOCINO DRIVE - 227B | 000002 | 0.00 MM e/o 227C at s.side po | 0.21 MM w/o 104 | C | AC/AC | 2 | 1211 | 32 | 38752 | 60 | Fair |
| 343 | NO NAME - 106 | 000006 | 0.13 M n/o SH162 (PAVT CHANGE) | 0.32 MM pavement change | R | AC/AC | 2 | 961 | 24 | 23064 | 60 | Fair |
| 104 | NORTH STATE STREET - 104 | 000001 | 0.00 MM Ukiah City Limits | KUKI LN | A | AC/AC | 5 | 1067 | 60 | 64020 | 60 | Fair |
| 407S | PINE STREET - 407S | 000001 | 0.00 MM e/o 407N | 0.06 MM w/o 407O | R | ST | 2 | 314 | 22 | 6908 | 60 | Fair |
| 133 | SIGNAL RIDGE ROAD - 133 | 000010 | 0.00 MM s/o 132 | 1.91 MM EOP | R | ST | 2 | 10085 | 16 | 161360 | 60 | Fair |
| 150 | ANDERSON VALLEY WAY - 150 | 010020 | 1.00 MM | 2.00 MM | R | AC/AC | 2 | 5280 | 24 | 126720 | 59 | Fair |
| 438 | CYPRESS ROAD - 438 | 000003 | 0.00 MM w/o 436B | 0.32 MM END | R | ST | 2 | 1699 | 16 | 27184 | 59 | Fair |
| 251A | MALAGA DRIVE - 251A | 000002 | 0.00 MM w/o 251 | 0.16 MM pavement change | R | AC/AC | 2 | 817 | 35 | 28595 | 59 | Fair |
| 553 | NAVARRO WAY - 553 | 000004 | 0.00 MM END south | 0.44 MM END north | R | AC/AC | 2 | 2330 | 22 | 52986 | 59 | Fair |
| 252 | OAK KNOLL ROAD - 252 | 000002 | 0.00 MM w/o 104A | 0.18 MM w/o 252A | A | AC/AC | 2 | 922 | 28 | 25816 | 59 | Fair |
| 557 | VEGA DRIVE - 557 | 000002 | 0.00 MM s/o 540 | 0.16 MM END | R | ST | 2 | 847 | 22 | 18634 | 59 | Fair |
| 215 | VICHY SPRINGS ROAD - 215 | 000010 | 0.00 MM Ukiah City Limits | 1.00 MM s/o 215A | C | AC/AC | 2 | 5280 | 24 | 126720 | 59 | Fair |
| 402 | ALBION RIDGE ROAD - 402 | 060066 | 5.99 MP | 6.61 MP road narrows | R | ST | 2 | 3202 | 18 | 57636 | 58 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 000010 | 0.00 MM e/o SH 1 | 0.96 MP | C | AC | 2 | 4848 | 20 | 96960 | 58 | Fair |
| 335E | DINGMAN STREET - 335E | 000001 | 0.00 MM n/o 334C | 0.10 MM s/o 327C | R | ST | 2 | 545 | 22 | 11990 | 58 | Fair |
| 230 | EAST ROAD - 230 | 000011 | 0.00 MP SH20 | 1.06 MP | C | AC/AC | 2 | 5697 | 22 | 125334 | 58 | Fair |
| LAKEST | LAKE STREET - LAKEST | 000005 | 0.00 MM w/o MAIN ST at signpo | 0.46 MM e/o SH 1 at LAKE ST s | R | AC/AC | 2 | 2439 | 21 | 51219 | 58 | Fair |
| 253B | LAWS AVENUE - 253B | 000002 | 0.00 MM w/o 104A | 0.20 MM e/o 209 | R | AC/AC | 2 | 1078 | 38 | 40964 | 58 | Fair |
| 335B | LOVELL STREET - 335B | 000002 | 0.00 MM s/o 334D | 0.21 MM END | R | AC/AC | 2 | 1111 | 26 | 28886 | 58 | Fair |
| 335D | MAIN STREET - 245 | 003003 | 0.27 MM n/o 334D | 0.33 MM END | R | ST | 2 | 336 | 30 | 10080 | 58 | Fair |
| 252A | OAK COURT ROAD - 252A | 000001 | 0.00 MM s/o 252F | 0.06 MM n/o 252 | A | AC/AC | 2 | 286 | 22 | 6292 | 58 | Fair |
| 436 | OCEAN DRIVE - 436 | 000001 | 0.00 MM w/o SH 1 | 0.13 MM (break between ends) | R | ST | 2 | 665 | 22 | 14630 | 58 | Fair |
| 204K | QUAIL DRIVE - 204K | 000003 | 0.00 MM e/o 204I | 0.33 MM END at 200 Quail Dr. | R | AC/AC | 2 | 1810 | 20 | 36200 | 58 | Fair |
| 222A | ALICANTE LANE - 222A | 000001 | 0.00 MM s/o 222 | 0.11 MM n/o 222B | R | AC/AC | 2 | 583 | 34 | 19822 | 57 | Fair |
| 251B | CHABLIS COURT - 251B | 000001 | 0.00 MM w/o 251 | 0.10 MM END | R | AC/AC | 2 | 531 | 34 | 20358 | 57 | Fair |
| 215B | DEERWOOD DRIVE - 215B | 000006 | 215A REDEMEYER ROAD | 215BX WILDWOOD ROAD | R | AC/AC | 2 | 3010 | 22 | 66220 | 57 | Fair |
| 227 | EAST SIDE CALPELLA ROAD - 227 | 030037 | 3.00 MP s/o 229B | 3.72 MM pavement change | C | AC | 2 | 3826 | 22 | 84172 | 57 | Fair |
| 253B | LAWS AVENUE - 253B | 002005 | 0.20 MM w/o 209 | 0.45 MM s/o 253 | R | AC/AC | 2 | 1297 | 38 | 49286 | 57 | Fair |
| 104 | NORTH STATE STREET - 104 | 050061 | THIRD STREET | PAVEMENT CHANGE AT 5.77MM | C | AC/AC | 2 | 3921 | 28 | 109788 | 57 | Fair |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 415I | OLD WILLITS ROAD - 415I | 001003 | 0.14 MM end striping | 0.30 MM n/o SH 20 | R | AC/AC | 1 | 865 | 14 | 12110 | 57 | Fair |
| USAL | USAL ROAD - USAL | 0001 | M.P. 25.14 | M.P. 27.95 | R | AC/AC | 2 | 14840 | 30 | 445200 | 57 | Fair |
| 239 | UVA DRIVE - 239 | 013017 | 1.28 MM n/o 237 WEST ROAD | 1.68 MM PAVEMENT CHANGE | R | AC/AC | 2 | 2106 | 20 | 42120 | 57 | Fair |
| 229 | CENTRAL AVENUE - 229 | 009020 | 0.92 MM n/o 229B | 2.00 MM s/o 239 | R | AC/AC | 2 | 5691 | 24 | 136584 | 56 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 216225 | 21.55 MP | 22.52 MP | C | AC | 2 | 5047 | 20 | 100940 | 56 | Fair |
| 204P | FIR TERRACE DRIVE - 204P | 000002 | 0.00 MM e/o 204 | 0.17 MM END | R | AC/AC | 2 | 918 | 33 | 32678 | 56 | Fair |
| 222D | GEORGE PLACE - 222D | 000001 | 0.00 MM n/o 222B | 0.07 MM END | R | AC/AC | 2 | 301 | 34 | 18606 | 56 | Fair |
| 337F | NO NAME - 106 | 002010 | 0.19 MM e/o 337H | 0.95 MM w/o 336 | R | ST | 2 | 3995 | 18 | 71910 | 56 | Fair |
| 104 | NORTH STATE STREET - 104 | 015017 | HENSLEY CREEK ROAD | LAKE MENDOCINO DRIVE | C | AC | 3 | 2923 | 48 | 140304 | 56 | Fair |
| 304 | OLD RIVER ROAD - 201 | 009021 | 0.94 MM | 2.14 MM n/o 309 | C | ST | 2 | 6384 | 20 | 127680 | 56 | Fair |
| 501A | OLD STATE HIGHWAY - 501A | 000003 | 0.00 MM SH 1 | 0.32 MM w/o 502 road narrows | C | AC/AC | 2 | 1632 | 22 | 35904 | 56 | Fair |
| 611A | PULLEN PLACE - 611A | 000001 | 0.00 MM n/o 611 | 0.06 MM END | R | ST | 2 | 342 | 22 | 9080 | 56 | Fair |
| 209 | SOUTH DORA - 209 | 005009 | 0.54 MM pavement change s/o 2 | 0.92 MM Ukiah City Limits | A | AC/AC | 2 | 1983 | 22 | 43626 | 56 | Fair |
| 239C | TERRA VERDE COURT - 239C | 000001 | 0.00 MM w/o 239 UVA DRIVE | W CDS | R | AC/AC | 2 | 680 | 20 | 16047 | 56 | Fair |
| 251F | TOKAY AVENUE - 251F | 002002 | 0.16 MM pavement change | 0.24 MM END | R | AC/AC | 2 | 440 | 35 | 17624 | 56 | Fair |
| 337G | BARNES LANE - 337G | 010015 | 1.00 MM | 1.48 MM n/o SH 162 | R | ST | 2 | 2527 | 20 | 50540 | 55 | Fair |
| 428F | HILLCREST TERRACE - 428F | 000002 | 0.00 MM n/o SH 1 | 0.17 MM END | R | ST | 2 | 883 | 18 | 15894 | 55 | Fair |
| 335D | MAIN STREET - 245 | 000003 | 0.00 MM s/o 334D | 0.27 MM n/o 334A | R | ST | 2 | 1411 | 20 | 28220 | 55 | Fair |
| 151 | NO NAME - 106 | 000005 | 0.00 MM n/o SH 128 | 0.45 MM END | R | AC/AC | 2 | 2374 | 22 | 52228 | 55 | Fair |
| 315 | NO NAME - 106 | 000002 | 0.00 MM w/o 312A | 0.20 MM at gate | R | AC/AC | 1 | 1036 | 14 | 14504 | 55 | Fair |
| 428A | PACIFIC AVENUE - 428A | 000002 | 0.00 MM e/o SH 1 | 0.16 MM END | R | ST | 2 | 823 | 18 | 14814 | 55 | Fair |
| 225 | PINOLEVILLE DRIVE - 225 | 000008 | 0.00 MM n/o 223 | 0.78 MM n/o 223 | R | ST | 2 | 4120 | 18 | 74160 | 55 | Fair |
| 253 | TEDFORD AVENUE - 253 | 000002 | 0.00 MM w/o 253B | 0.15 MM w/o 209 | R | AC/AC | 2 | 803 | 36 | 28908 | 55 | Fair |
| 506 | TEN MILE ROAD - 506 | 040050 | 4.00 MP | 5.00 MP | C | ST | 2 | 5197 | 24 | 124728 | 55 | Fair |
| 237D | TOMKI ROAD - 237D | 038047 | 3.83 MM pavement narrows | 4.74 MP | C | ST | 2 | 4431 | 18 | 79758 | 55 | Fair |
| 407C | UKIAH STREET - 407C | 000004 | 0.00 MM e/o 407F | 0.41 MM w/o 500 | R | AC/AC | 2 | 2163 | 30 | 64890 | 55 | Fair |
| 257 | WESTERLY PLACE - 257 | 000002 | N END | S END | R | AC/AC | 2 | 810 | 30 | 24300 | 55 | Fair |
| 303 | CENTER VALLEY ROAD - 303 | 000002 | 0.00 MM Willits City Limits | BRAY RD | C | ST | 2 | 1881 | 20 | 37620 | 54 | Fair |
| 334B | GRANGE STREET - 334B | 000002 | 0.00 MM e/o 335A | 0.17 MM w/o 335B | R | ST | 2 | 931 | 24 | 22334 | 54 | Fair |
| MAINST | MAIN STREET - 245 | 000001 | 0.00 MM n/o SH 1 | 0.10 MM e/o LAKE ST at signpo | R | AC/AC | 2 | 500 | 22 | 11000 | 54 | Fair |
| 518 | NAVARRO RIDGE ROAD - 518 | 020033 | 2.00 MP | 3.25 MP | R | ST | 2 | 6516 | 18 | 117288 | 54 | Fair |
| 429B | NO NAME - 106 | 000001 | 0.00 MM n/o 429 | 0.14 MM END | R | ST | 2 | 759 | 24 | 18216 | 54 | Fair |
| 201 | OLD RIVER ROAD - 201 | 000010 | 0.00 MM e/o US 101 | 1.00 MP | C | ST | 2 | 5262 | 21 | 110502 | 54 | Fair |
| 253 | TEDFORD AVENUE - 253 | 002003 | 0.15 MM w/o 209 | 0.30 MM n/o 253A | R | AC/AC | 2 | 780 | 36 | 28080 | 54 | Fair |
| 222B | ZINFANDEL DRIVE - 222B | 000004 | 0.00 MM e/o 251 DESPINA DRIVE | 0.37 MM w/o n.side private ro | R | AC/AC | 2 | 2554 | 32 | 81728 | 54 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 216222 | 21.64 MP | 22.16 MP | C | ST | 2 | 2789 | 33 | 92037 | 53 | Fair |
| 409 | CASPAR - LITTLE LAKE RO - 409 | 024033 | 2.39 MP | 3.27 MM EOP | C | ST | 2 | 4928 | 16 | 78848 | 53 | Fair |
| 122 | FISH ROCK ROAD - 122 | 190191 | 19.04 MM BOP | 19.13 MP | R | ST | 2 | 488 | 24 | 11712 | 53 | Fair |
| 251D | GAMAY PLACE - 251D | 000001 | 0.00 MM n/o 251C | 0.10 MM END | R | AC/AC | 2 | 538 | 32 | 19680 | 53 | Fair |
| 334C | GREELY STREET - 334C | 004004 | 0.34 MM e/o SH 162 | 0.38 MM s/o 335E | R | ST | 2 | 201 | 36 | 7236 | 53 | Fair |
| 502A | GUALALA COURT - 502A | 000003 | 0.00 MM w/o 502 | 0.27 MM w/o 502 | R | AC/AC | 2 | 1443 | 18 | 25974 | 53 | Fair |
| 412 | HOLQUIST LANE - 412 | 000002 | 0.00 MM e/o 412E | 0.18 MM END at LP fence line | R | AC/AC | 2 | 927 | 20 | 18540 | 53 | Fair |
| 539 | IRISH BEACH DRIVE - 539 | 000003 | 0.00 MM w/o SH 1 | 0.25 MM END | R | AC/AC | 2 | 1304 | 24 | 33463 | 53 | Fair |
| 503 | IVERSEN ROAD - 503 | 050060 | 5.00 MP | 6.00 MP | C | ST | 2 | 5277 | 18 | 94986 | 53 | Fair |
| 227J | KENNWOOD DRIVE - 702 | 100 | BELTRAMI DR | VAN HOUSEN DR | R | AC | 2 | 1660 | 36 | 59760 | 53 | Fair |
| 512 | KINNEY ROAD - 512 | 000005 | 0.00 MM w/o SH 1 | 0.45 MM road narrows | R | ST | 2 | 2396 | 20 | 47920 | 53 | Fair |
| 517A | NAVARRO BLUFF ROAD - 517A | 003011 | 1051 NAVARRO BLUFF ROAD | 1.05 MM w/o SH 1 north end | R | ST | 2 | 1311 | 18 | 23598 | 53 | Fair |
| 439 | OCEAN VIEW DRIVE - 439 | 000004 | 0.00 MM END w/o 440 | 0.42 MM pavement change | C | AC | 2 | 2217 | 18 | 39906 | 53 | Fair |
| 223 | ORR SPRINGS ROAD - 223 | 370380 | 37.02 MP | 38.00 MP | C | ST | 2 | 5057 | 20 | 101140 | 53 | Fair |
| PORTRD | PORT ROAD - PORTRD | 000002 | 0.00 MM w/o SH 1 | 0.21 MM intersection w/Iverso | R | AC/AC | 2 | 1094 | 18 | 19692 | 53 | Fair |
| 214A | SARATOGA CT - 214A | 000003 | APPOLINARES DR | END | R | AC | 2 | 279 | 34 | 9486 | 53 | Fair |
| 514D | STARGAZE DRIVE - 514D | 000002 | 0.00 MM n/o 514C | 0.15 MM END of circle | R | AC/AC | 2 | 794 | 20 | 19304 | 53 | Fair |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 227N | TAMARISK DRIVE - 700 | 100 | LAKE MENDOCINO DR | BELTRAMI DR | C | AC | 2 | 157 | 35 | 5495 | 53 | Fair |
| 214E | TEHUACAN RD - 214E | 000003 | VICHY SPRINGS | END | R | AC | 2 | 675 | 34 | 22950 | 53 | Fair |
| 239 | UVA DRIVE - 239 | 000008 | 0.00 MM n/o 229 CENTRAL AVE | 0.98 MM pavement change | R | ST | 2 | 5163 | 23 | 118749 | 53 | Fair |
| 407K | WILLIAM STREET - 407K | 001001 | 0.08 MM n/o 407A | 0.12 MM END | R | AC | 2 | 199 | 20 | 3980 | 53 | Fair |
| 214 | APPOLINARIS DR - 214 | 000003 | VISCHY SPRINGS | TEHUACAN RD | R | AC | 2 | 2683 | 34 | 91222 | 52 | Fair |
| 601 | BIRCH STREET - 601 | 001003 | 0.24 MM begin new overlay | 0.41 MM end new overlay | C | AC/AC | 2 | 899 | 20 | 17980 | 52 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 030000 | MP 2.97 | MP 3.44 | C | ST | 2 | 3000 | 20 | 60000 | 52 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 060000 | MP 6.00 | MP 7.00 | C | ST | 2 | 6050 | 22 | 133100 | 52 | Fair |
| 407Q | CLARK STREET - 407Q | 000006 | 0.11 M n/o 407R (PAVT CHANGE) | 0.26 MM s/o 408 | R | ST | 2 | 792 | 18 | 14256 | 52 | Fair |
| 318A | DAVIDSON LANE - 318A | 000003 | 0.00 MM e/o US 101 | 0.32 MM END | R | ST | 2 | 1699 | 16 | 27184 | 52 | Fair |
| 321A | FOSTER AVENUE - 321A | 000004 | 0.00 MM n/o 319 | 0.36 MM s/o 319A | R | ST | 2 | 1895 | 22 | 41690 | 52 | Fair |
| 129 | INDIAN CREEK ROAD - 129 | 000007 | 0.00 MM n/o SH 128 | 0.69 MM EOP at creek | R | ST | 1 | 3649 | 14 | 51086 | 52 | Fair |
| 503 | IVERSEN ROAD - 503 | 040050 | 4.00 MP | 5.00 MP | C | ST | 2 | 5345 | 18 | 96210 | 52 | Fair |
| 226 | MARINA DRIVE - 226 | 017030 | 1.72 MM e/o parking lot | 1.9 M e/o prkinglot (Pavt Cha) | R | AC/AC | 2 | 1000 | 20 | 20000 | 52 | Fair |
| 104 | NORTH STATE STREET - 104 | 031038 | POMO LANE | 3.79 MP | C | AC/AC | 2 | 3999 | 32 | 127968 | 52 | Fair |
| 114C | ST. MARYS AVENUE - 114C | 000001 | 114B MACMILLAN DRIVE | 0.11 MM EOP | R | AC/AC | 2 | 600 | 32 | 19200 | 52 | Fair |
| 236B | VINEYARD OAKS DRIVE - 236B | 000003 | WEST RD | FORSYTHE DR | C | AC | 2 | 2199 | 32 | 70368 | 52 | Fair |
| 299 | WALKER ROAD - 299 | 000012 | 0.00 MM US 101 | 1.18 MM END at gate | R | ST | 2 | 6208 | 24 | 148992 | 52 | Fair |
| 625 | ALCOTT LANE - 625 | 000001 | 0.00 MM n/o 623 | 0.08 MM | R | AC/AC | 2 | 425 | 22 | 9350 | 51 | Fair |
| 429 | BRANSCOMB ROAD - 429 | 171181 | 17.05 MP | 18.10 MP | C | ST | 2 | 5351 | 24 | 128424 | 51 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 050061 | 5.00 MP | 6.06 MP | C | AC | 2 | 5725 | 18 | 103050 | 51 | Fair |
| 511 | CRISPIN ROAD - 511 | 000006 | 0.00 MM e/o SH 1 | 0.56 MM e/o cattle guard | R | ST | 2 | 2941 | 20 | 58820 | 51 | Fair |
| 541 | GAYLE CIRCLE - 541 | 000001 | 0.00 MM e/o 540 | 0.11 MM END | R | ST | 2 | 572 | 20 | 13887 | 51 | Fair |
| 415C | GRAVEL PIT ROAD - 415C | 000001 | 0.00 MM s/o SH 20 | 0.11 MM END | R | ST | 2 | 566 | 16 | 9056 | 51 | Fair |
| 304A | RIDGEWOOD ROAD - 304A | 010020 | 1.00 MM | 2.00 MM | R | AC/AC | 2 | 5280 | 20 | 105600 | 51 | Fair |
| 415 | SOUTH HARBOR DRIVE - 415 | 000003 | 0.00 MM n/o SH 20 | 0.25 MM END | C | AC/AC | 2 | 1300 | 20 | 26000 | 51 | Fair |
| 321C | TOLEN AVENUE - 321C | 000003 | 0.00 MM n/o 319 | 0.33 MM s/o 319A | R | ST | 2 | 1725 | 22 | 37950 | 51 | Fair |
| 247 | BUSCH LANE - 247 | 005012 | 0.46 MM w/o 247A | 1.20 MM w/o 248A | R | ST | 2 | 3904 | 18 | 70272 | 50 | Fair |
| 250C | BUSH STREET - 250C | 000002 | 0.00 MM s/o 250B | 0.20 MM END | C | AC/AC | 2 | 954 | 48 | 45792 | 50 | Fair |
| 407B | CALPELLA STREET - 407B | 003004 | 0.24 MM e/o 407L (break) | 0.32 MM w/o 500 | R | ST | 2 | 402 | 20 | 8040 | 50 | Fair |
| 223 | COMPTCHE UKIAH ROAD - 223 | 099111 | 9.86 MP | 11.11 MP | C | AC | 2 | 6434 | 20 | 128680 | 50 | Fair |
| 118 | CR 118 - 118 | 000007 | 105 RANCHERIA | 0.72 MM END | R | ST | 2 | 3790 | 18 | 68220 | 50 | Fair |
| 563 | DOUBLOON WAY - 563 | 000001 | 0.00 MM n/o 562 | 0.06 MM END | R | AC/AC | 2 | 325 | 16 | 7066 | 50 | Fair |
| 104 | NORTH STATE STREET - 104 | 038048 | 3.79 MP | MOORE STREET | C | AC/AC | 2 | 5708 | 28 | 159824 | 50 | Fair |
| 514 | OCEAN RIDGE DRIVE - 514 | 000009 | 0.00 MM w/o 502 | 0.90 MM w/o 502 | R | AC/AC | 2 | 4736 | 26 | 123136 | 50 | Fair |
| 439 | OCEAN VIEW DRIVE - 439 | 004005 | 0.42 MM pavement change | 0.51 MM w/o SH 1 | C | AC/AC | 2 | 458 | 18 | 8244 | 50 | Fair |
| 201 | OLD RIVER ROAD - 201 | 130140 | 12.75 MP | 13.56 MP | C | ST | 2 | 4276 | 22 | 94072 | 50 | Fair |
| 201 | OLD RIVER ROAD - 201 | 136146 | 13.56 MP | 14.56 MM e/o SH 222 | A | ST | 2 | 5260 | 22 | 115720 | 50 | Fair |
| 236E | SCHOOL WAY WEST - 236E | 000001 | 0.00 MM e/o 239 | 0.14 MM END | R | AC/AC | 2 | 750 | 22 | 16500 | 50 | Fair |
| 116B | UNIVERSITY ROAD - 116B | 020029 | 2.00 MM | 2.91 MM striping ends | R | AC | 2 | 4808 | 18 | 86544 | 50 | Fair |
| 439A | BAY VIEW AVENUE - 439A | 000002 | 0.00 MM west end | 0.19 MM east end EOP | R | ST | 1 | 995 | 14 | 13930 | 49 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 051060 | 5.05 MP | 6.04 MP | C | AC/AC | 2 | 5168 | 22 | 113696 | 49 | Poor |
| 334C | GREELY STREET - 334C | 002004 | 0.17 MM e/o 335B | 0.34 MM SH 162 | R | ST | 2 | 909 | 24 | 21816 | 49 | Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 030040 | 2.96 MP | 3.96 MM | C | ST | 2 | 5280 | 22 | 116160 | 49 | Poor |
| 252A | OAK COURT ROAD - 252A | 000004 | 0.00 MM s/o 252F | 0.40 MM e/o 252 (break at 252 | A | AC/AC | 2 | 2121 | 20 | 42420 | 49 | Poor |
| 657 | PRIMROSE PLACE - 657 | 000001 | 0.00 MM w/o 604 | 0.06 MM END | R | AC/AC | 2 | 332 | 22 | 8810 | 49 | Poor |
| 234 | ROAD I - 234 | 000010 | 0.00 MM e/o 230 | 0.96 MM w/o 232A | R | ST | 2 | 5048 | 20 | 100960 | 49 | Poor |
| 237D | TOMKI ROAD - 237D | 020030 | 2.00 MP | 3.00 MP | C | ST | 2 | 5150 | 20 | 103000 | 49 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 018018 | 1.75 MP | 1.79 MM EOP | C | ST | 2 | 836 | 16 | 13376 | 48 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 159171 | 15.93 MP | 17.05 MP | C | ST | 2 | 5695 | 24 | 136680 | 48 | Poor |
| 223 | COMPTCHE UKIAH ROAD - 223 | 030039 | 3.00 MP | 3.92 MP | C | AC | 2 | 4682 | 22 | 103004 | 48 | Poor |
| 215BX | DEERWOOD DRIVE EXT. - 215BX | 000010 | 215B WILDWOOD DRIVE | 255 WOODLAKE DRIVE | R | AC/AC | 2 | 5059 | 22 | 111298 | 48 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 501 | GUALALA ROAD - 501 | 000015 | 0.00 MM e/o 501a | PVMT CHANGE | R | ST | 2 | 661 | 18 | 11898 | 48 | Poor |
| 407F | KELLY STREET - 407F | 000002 | 0.00 MM s/o 407A | 0.15 MM END | R | AC | 2 | 782 | 24 | 18768 | 48 | Poor |
| 229B | MOORE STREET - 229B | 000004 | 0.01 MM pavement change | 0.36 MM w/o 104 | C | AC/AC | 2 | 1814 | 22 | 39908 | 48 | Poor |
| 420B | NURNBERGER LANE - 420B | 000001 | 0.00 MM n/o 420 | 0.13 MM n/o 420A | R | ST | 1 | 672 | 12 | 8064 | 48 | Poor |
| 506 | TEN MILE ROAD - 506 | 020030 | 2.00 MP | 2.99 MP | C | ST | 2 | 5280 | 24 | 126720 | 48 | Poor |
| 237 | WEST ROAD - 237 | 003005 | 0.28 MM w/o 104 | 0.45 MM s/o 236 | R | AC/AC | 2 | 896 | 24 | 21504 | 48 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 050060 | 5.00 MP | 5.99 MP | R | ST | 2 | 4656 | 20 | 93120 | 47 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 246258 | 24.61 MP | 25.75 MP | C | AC | 2 | 5868 | 24 | 129096 | 47 | Poor |
| 450 | BROOKFIELD DRIVE - 450 | 000001 | 0.00 MM e/o SH 1 | 0.08 MM END | R | ST | 2 | 423 | 18 | 7614 | 47 | Poor |
| 410E | CASPAR STREET - 410E | 000002 | 0.00 MM e/o 569 | 0.23 MM w/o SH 1 | R | AC/AC | 2 | 1216 | 24 | 29184 | 47 | Poor |
| 511 | CRISPIN ROAD - 511 | 006011 | 0.56 MM e/o cattle guard | 1.10 MM | R | ST | 1 | 2860 | 14 | 40040 | 47 | Poor |
| 329-N | DOBIE LANE - 329-N | 000002 | 0.00 MM BOP | 0.21 MM s/o 327C | R | ST | 2 | 1096 | 24 | 26304 | 47 | Poor |
| 319F | LAYTONVILLE RESERVATION - 319F | 000003 | 0.00 MM s/o 429 | 0.32 MM s/o 429 | R | ST | 2 | 1698 | 24 | 40752 | 47 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 020030 | 2.00 MP | 3.00 MP | C | AC | 2 | 5147 | 22 | 113234 | 47 | Poor |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 000010 | 0.00 MP e/o SH 1 | 1.00 MP | C | ST | 2 | 5180 | 22 | 113960 | 47 | Poor |
| 326 | POONKINNEY ROAD - 326 | 108115 | 10.77 MM BOP | 11.50 MP w/o SH 162 | R | ST | 2 | 2672 | 22 | 58784 | 47 | Poor |
| 625A | ALCOTT TERRACE - 625A | 000000 | 0.00 MM n/o 625 | 0.04 MM | R | AC/AC | 2 | 200 | 22 | 4400 | 46 | Poor |
| 335A | HIGH SCHOOL STREET - 335A | 000002 | 0.00 MM END | 0.18 MM s/o 334D | R | AC/AC | 2 | 920 | 22 | 20240 | 46 | Poor |
| 320 | WILDERNESS LODGE ROAD - 320 | 018020 | 1.76 MM at bridge road widens | 1.95 MM EOP | R | ST | 2 | 992 | 24 | 23808 | 46 | Poor |
| 337G | BARNES LANE - 337G | 000010 | 0.00 MM e/o 336 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 45 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 070000 | MP 7.00 | MP 7.67 | C | ST | 2 | 4000 | 18 | 72000 | 45 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 202216 | 20.18 MP | 21.64 MP | C | ST | 2 | 7625 | 26 | 198250 | 45 | Poor |
| 510B | CREAMERY LANE - 510B | 000002 | 0.00 MM e/o SH 1 | 0.23 MM END at phone pole s.s | R | ST | 1 | 1185 | 12 | 14220 | 45 | Poor |
| 301 | EAST HILL ROAD - 301 | 010019 | 1.00 MM | 1.92 MM w/o EAST SIDE RD | C | AC/AC | 2 | 4866 | 22 | 107052 | 45 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 000011 | 0.00 MP n/o SH 20 | 1.06 MP | C | AC/AC | 2 | 5680 | 24 | 136320 | 45 | Poor |
| 614 | MAIZE WAY - 614 | 000003 | 0.00 MM n/o 623 | 0.28 MM e/o 616 | R | AC/AC | 2 | 1496 | 22 | 32912 | 45 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 225230 | 22.52 MP | 22.97 MM EOP | C | ST | 2 | 2376 | 20 | 47520 | 45 | Poor |
| 448 | PALETTE DRIVE - 448 | 000003 | 0.00 MM e/o 500 | 0.44 M e/o 500 (PAVT CHANGE) | R | AC/AC | 2 | 2337 | 18 | 42066 | 45 | Poor |
| 311 | SHERWOOD ROAD - 311 | 058066 | 5.77 MP | 6.57 MP | R | AC/AC | 2 | 4175 | 20 | 83500 | 45 | Poor |
| 609F | ARCHER PLACE - 609F | 000001 | 0.00 MM e/o 609E | 0.10 MM END | R | AC/AC | 2 | 506 | 22 | 13439 | 44 | Poor |
| 337E | COVELO REFUSE ROAD - 337E | 004014 | 0.42 MM | 1.42 MM END | R | ST | 2 | 5280 | 22 | 116160 | 44 | Poor |
| 225A | HENSLEY CREEK ROAD - 225A | 000002 | 104 N STATE STREET | PAVEMENT CHANGE | R | AC/AC | 2 | 916 | 40 | 36640 | 44 | Poor |
| 204B | LINDA VISTA DRIVE - 204B | 000002 | 0.00 MM w/o 204 | 0.21 MM n/o 204D | R | AC/AC | 2 | 1055 | 20 | 21100 | 44 | Poor |
| 407A | LITTLE LAKE STREET - 407A | 000001 | 0.00 MM w/o 407F | 0.12 MM w/o 407J | C | AC/AC | 2 | 649 | 31 | 20119 | 44 | Poor |
| 222 | LOVERS LANE - 222 | 000008 | KUKI LANE 250A | 220' W/O DESPINA DRIVE | C | AC/AC | 2 | 4140 | 24 | 99360 | 44 | Poor |
| 226 | MARINA DRIVE - 226 | 016017 | 1.62 MM w/o parking lot | 1.72 MM e/o parking lot | R | AC/AC | 2 | 550 | 22 | 12100 | 44 | Poor |
| 615 | PADULA DRIVE - 615 | 000003 | 0.00 MM s/o 623 | 0.32 MM w/o 609 | R | AC/AC | 2 | 1694 | 22 | 37268 | 44 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 024036 | 2.44 MP | 3.61 MM e/o US 101 | C | ST | 2 | 6157 | 22 | 135454 | 44 | Poor |
| 407O | SCHOOL STREET - 407O | 000002 | 0.00 MM n/o 407C | 0.15 MM s/o 408 | R | AC/AC | 2 | 761 | 22 | 16742 | 44 | Poor |
| 525 | SUNSET DRIVE - 204G | 000010 | 0.00 MM e/o SH 1 | 1.00 MM | R | AC/AC | 2 | 5280 | 20 | 105600 | 44 | Poor |
| 237 | WEST ROAD - 237 | 030038 | 3.02 MP | TOMKI ROAD 237D | R | ST | 2 | 4002 | 22 | 88044 | 44 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 040050 | 4.00 MP | 5.00 MP | R | ST | 2 | 5274 | 20 | 105480 | 43 | Poor |
| 150 | ANDERSON VALLEY WAY - 150 | 030032 | 2.97 MM intersection | 3.16 MM EAST END AT CALTRANS | R | AC/AC | 2 | 994 | 24 | 28052 | 43 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 026028 | 2.55 MM BOP | 2.75 MP | C | AC | 2 | 74 | 15 | 1110 | 43 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 028028 | 2.75 MP | 2.77 MM EOP | C | AC | 2 | 1117 | 15 | 16755 | 43 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 233246 | 23.31 MP | 24.61 MP | C | ST | 2 | 6514 | 22 | 143308 | 43 | Poor |
| 407B | CALPELLA STREET - 407B | 000001 | 0.00 MM e/o 407F | 0.08 MM 2/o 407I | R | AC | 2 | 410 | 16 | 6560 | 43 | Poor |
| 308 | CANYON ROAD - 308 | 030037 | 3.00 MM | 3.68 MM EOP | C | ST | 2 | 3662 | 20 | 73240 | 43 | Poor |
| 204M | CRANE ROAD - 204M | 000001 | 0.00 MM w/o 204 | 0.14 MM w/o 204N | R | AC/AC | 2 | 746 | 30 | 22380 | 43 | Poor |
| 327C | EAST LANE - 327C | 034033 | 3.35 MP | 3.32 MM w/o 327B | C | ST | 2 | 87 | 32 | 2784 | 43 | Poor |
| 452 | EMERALD DRIVE - 452 | 000002 | 0.00 MM w/o 451 | 0.19 MM END | R | ST | 2 | 1007 | 26 | 22353 | 43 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 070080 | 6.99 MP | 7.99 MP | R | ST | 2 | 5092 | 20 | 101840 | 43 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 322 | LAYTONVILLE - DOS RIOS - 322 | 011012 | 1.07 MM BOP | 1.23 MM EOP | C | ST | 2 | 871 | 24 | 20904 | 43 | Poor |
| 545 | PACIFIC VIEW DRIVE - 515A | 000001 | 0.00 MM s/o 543 | 0.13 MM END | R | AC/AC | 2 | 686 | 20 | 16167 | 43 | Poor |
| 318 | STEELE LANE - 318 | 000004 | 0.00 MM w/o US 101 | 0.42 MM | R | ST | 2 | 2220 | 18 | 39960 | 43 | Poor |
| 239 | UVA DRIVE - 239 | 017025 | 1.68 MM | 2.46 MM END at US 101 fence l | R | AC/AC | 2 | 4092 | 24 | 98208 | 43 | Poor |
| 407J | WOODWARD STREET - 407J | 000001 | 0.00 MM n/o 407E | 0.07 MM s/o 407C | R | ST | 1 | 388 | 10 | 3880 | 43 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 222233 | 22.16 MP | 23.31 MP | C | ST | 2 | 5592 | 22 | 144606 | 42 | Poor |
| 251H | BURGUNDY DRIVE - 251H | 000001 | 251F TOKAY LANE | 251A MALAGA DRIVE | R | AC/AC | 2 | 445 | 35 | 15575 | 42 | Poor |
| 251C | CHABLIS DRIVE - 251C | 000004 | 0.00 MM e/o 251 | 0.35 MM w/o 250C | R | AC/AC | 2 | 1868 | 36 | 67248 | 42 | Poor |
| 141 | FRONTAGE ROAD E - 141 | 000001 | 0.00 MM END EOP south | 0.11 MM END at gate north | R | AC/AC | 2 | 574 | 22 | 12628 | 42 | Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 057058 | 5.62 MM BOP | 5.83 MM EOP at no tresspassin | C | AC/AC | 2 | 1108 | 18 | 19944 | 42 | Poor |
| 517A | NAVARRO BLUFF ROAD - 517A | 000003 | 0.00 MM e/o SH 1 south end | 0.28 MM EOP | R | AC/AC | 2 | 1470 | 18 | 26460 | 42 | Poor |
| 502 | OLD STAGE ROAD - 502 | 050057 | 5.00 MP | 5.66 MM END s/o 122 | C | ST | 2 | 3925 | 22 | 86350 | 42 | Poor |
| 407B | CALPELLA STREET - 407B | 002003 | 0.16 MM w/o 407K | 0.24 MM w/o 407L (break) | R | AC | 2 | 416 | 16 | 6656 | 41 | Poor |
| 628 | COYOTE ROAD - 628 | 000004 | 0.00 MM n/o 623 | 0.39 MM END | R | ST | 2 | 2068 | 22 | 47002 | 41 | Poor |
| 430 | CR 430 - 430 | 001002 | 0.12 MM e/o SH 1 | 0.20 MM END | R | ST | 2 | 430 | 24 | 10320 | 41 | Poor |
| 251 | DESPINA DRIVE - 251 | 000003 | 0.00 MM Ukiah City Limits | 222 LOVERS LANE | C | AC/AC | 2 | 1517 | 40 | 60680 | 41 | Poor |
| 112 | HEWLITT & STURTEVANT - 112 | 002004 | 0.23 MM road widens | 0.43 MM road narrows | R | ST | 2 | 1052 | 22 | 23144 | 41 | Poor |
| 319C | LAKEVIEW AVENUE - 319C | 000005 | 0.00 MM n/o 429 | 0.45 MM s/o 319E | R | ST | 2 | 2349 | 22 | 51678 | 41 | Poor |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 021030 | 2.11 MP | 3.00 MP | C | ST | 2 | 4979 | 18 | 89622 | 41 | Poor |
| 251A | MALAGA DRIVE - 251A | 002003 | 0.16 MM pavement change | 0.25 MM END | R | AC/AC | 2 | 475 | 35 | 17351 | 41 | Poor |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 010021 | 0.97 MP | 2.05 MP | C | ST | 2 | 5740 | 20 | 114800 | 41 | Poor |
| 343 | NO NAME - 106 | 000002 | 0.00 MM n/o SH 162 | 0.13 M n/o SH162 (PAVT CHANGE) | R | AC/AC | 2 | 700 | 24 | 16800 | 41 | Poor |
| 442B | NO NAME - 106 | 000003 | 0.00 MM SH 271 | 0.31 MM END | R | ST | 2 | 1644 | 25 | 46450 | 41 | Poor |
| 523 | OCEAN DRIVE - 523 | 002003 | 0.16 MP e/o SH 1 | 0.33 MM END | R | AC/AC | 2 | 870 | 26 | 22620 | 41 | Poor |
| 561 | REDWOOD SPRINGS DRIVE - 561 | 000007 | 0.00 MM n/o 414 | 0.72 MM END | R | ST | 2 | 3803 | 20 | 78707 | 41 | Poor |
| 251K | REISLING COURT - 251K | 000001 | 0.00 MM n/o 251C | 0.06 MM END | R | AC/AC | 2 | 305 | 32 | 12224 | 41 | Poor |
| 304A | RIDGEWOOD ROAD - 304A | 000010 | 0.00 MM s/o 304 | 1.00 MM | R | AC/AC | 2 | 5280 | 20 | 105600 | 41 | Poor |
| 309 | VALLEY ROAD - 309 | 000012 | 0.00 MM e/o 306 | 1.18 MM w/o EAST SIDE RD | R | ST | 2 | 6222 | 20 | 124440 | 41 | Poor |
| 237 | WEST ROAD - 237 | 025030 | 2.32 MM pavement change n/o 2 | 3.02 MP | R | ST | 2 | 3549 | 22 | 78078 | 41 | Poor |
| 130B | CLARK ROAD - 130B | 000002 | 0.00 MM w/o SH 128 | 0.15 MM EOP | R | ST | 1 | 785 | 14 | 10990 | 40 | Poor |
| 579 | GREEN LING CIRCLE - 579 | 000001 | 0.00 MM w/o 557 | 0.10 MM END | R | ST | 2 | 550 | 24 | 16364 | 40 | Poor |
| 407Z | GURLEY LANE - 407Z | 000006 | 0.23 M n/o 408 (PAVT CHANGE) | 0.33 MM END EOP | R | ST | 2 | 518 | 16 | 8288 | 40 | Poor |
| 301E | HOLLANDS LANE - 301E | 000005 | 0.00 MM w/o US 101 | 0.49 MM w/o US 101 | R | AC/AC | 2 | 2580 | 22 | 56760 | 40 | Poor |
| 508A | MAMIE LAIWA DRIVE - 508A | 006007 | 0.55 MM end new o/l s/o Ocean | 0.72 MM END | R | AC/AC | 2 | 895 | 18 | 16110 | 40 | Poor |
| 436B | OLD COAST HIGHWAY - 436B | 000002 | 0.00 MM e/o SH 1 | 0.19 MM e/o SH 1 | R | AC/AC | 2 | 1012 | 18 | 18216 | 40 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 036037 | 3.61 MM w/o US 101 | 3.74 MM EOP | R | ST | 1 | 708 | 14 | 9912 | 40 | Poor |
| 107A | ROMERS DAIRY ROAD - 107A | 000002 | 0.00 MM s/o 140 at pavement c | 0.21 MM n/o bridge | R | AC/AC | 2 | 1122 | 22 | 24684 | 40 | Poor |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 010020 | 1.00 MP | 2.00 MP | R | ST | 2 | 5280 | 20 | 105600 | 40 | Poor |
| 239 | UVA DRIVE - 239 | 010012 | 0.98 MM pavement change | WEST ROAD | R | AC/AC | 2 | 1161 | 25 | 29025 | 40 | Poor |
| 238C | BALLOU TERRACE - 238C | 000001 | 0.00 MM n/o 238D | 0.12 MM s/o 238B | R | AC/AC | 2 | 604 | 22 | 13288 | 39 | Poor |
| 227H | BELTRAMI DRIVE - 704 | 200 | VINTAGE DR | KENWOOD DR | R | AC | 2 | 600 | 39 | 23400 | 39 | Poor |
| 303 | CENTER VALLEY ROAD - 303 | 012022 | SAWYERS LN | 2.24 MM n/o 301 | R | ST | 2 | 5280 | 20 | 105600 | 39 | Poor |
| 251G | CONCORD STREET - 251G | 000001 | 0.00 MM n/o 251F | 0.09 MM s/o 251A | R | AC/AC | 2 | 480 | 35 | 16800 | 39 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 034040 | 3.35 MP | 3.95 MP | R | AC/AC | 2 | 3181 | 20 | 63620 | 39 | Poor |
| 407M | FORD STREET - 407M | 001002 | 0.08 MM n/o 407A | 0.16 MM END | R | ST | 2 | 441 | 22 | 9702 | 39 | Poor |
| 227C | FRONTAGE ROAD A - 227C | 000003 | 0.00 MM w/o 227B | 0.30 MM END | R | AC/AC | 2 | 1562 | 20 | 31240 | 39 | Poor |
| 140 | FRONTAGE ROAD D - 140 | 000011 | 0.00 MM n/o 107A | 1.11 MM END at state/county | R | AC/AC | 2 | 5861 | 22 | 128942 | 39 | Poor |
| 620A | HAWK LANE - 620A | 000001 | 0.00 MM e/o 620 | 0.13 MM w/o 624 | R | AC/AC | 2 | 681 | 22 | 14982 | 39 | Poor |
| 312A | LOCUST STREET - 312A | 000004 | 0.00 MM s/o Holly Street - Wi | 0.43 MM s/o 315 width change | C | AC/AC | 2 | 2282 | 22 | 50204 | 39 | Poor |
| 609 | MADRONE DRIVE - 204C | 000010 | 0.00 MM e/o 608 | 1.00 MM s/o 623 | C | AC/AC | 2 | 5314 | 28 | 148792 | 39 | Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 020030 | 2.03 MP | 2.96 MP | C | ST | 2 | 4914 | 22 | 108108 | 39 | Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 065073 | 6.45 MP | 7.33 MM EOP | C | ST | 2 | 6229 | 22 | 137038 | 39 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 415A | NORTH HARBOR DRIVE - 415A | 000005 | 0.00 MM Fort Bragg City Limit | 0.48 MM END at parking lot | R | AC/AC | 2 | 2516 | 18 | 45288 | 39 | Poor |
| 554 | NOYO WAY - 554 | 000001 | 0.00 MM e/o 553 | 0.11 MM w/o SH 1 | R | AC/AC | 2 | 558 | 22 | 12276 | 39 | Poor |
| 502 | OLD STAGE ROAD - 502 | 040050 | 4.00 MP | 5.00 MP | C | ST | 2 | 5133 | 20 | 102660 | 39 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 380390 | 38.00 MP | 38.95 MP | C | ST | 2 | 4746 | 22 | 104412 | 39 | Poor |
| 340 | SOUTH AIRPORT ROAD - 340 | 000004 | 0.00 MM s/o 337B | 0.43 MM 340 e/o sw bend | R | ST | 1 | 2286 | 13 | 29718 | 39 | Poor |
| 240C | SOUTH HORSESHOE CIRCLE - 240C | 100 | POTTER VALLEY ROAD | S END | R | AC | 2 | 966 | 37 | 35742 | 39 | Poor |
| 320 | WILDERNESS LODGE ROAD - 320 | 017600 | MP 0.80 | MP 1.76 | R | ST | 2 | 6120 | 24 | 146880 | 39 | Poor |
| 428 | CAMP 2 TEN MILE ROAD - 428 | 000011 | 0.00 MM e/o SH 1 | 1.07 MM EOP | R | ST | 2 | 5622 | 16 | 89952 | 38 | Poor |
| 222C | CARRIGAN LANE - 222C | 000003 | 0.00 MM s/o 251M at pave join | 0.30 MM s/o 222 | R | AC/AC | 2 | 1571 | 32 | 50272 | 38 | Poor |
| 303 | CENTER VALLEY ROAD - 303 | 002012 | BRAY RD | SAWYERS LN | R | ST | 2 | 3847 | 20 | 76940 | 38 | Poor |
| 613 | DAPHNE DRIVE - 613 | 000004 | 0.00 MM e/o 608 | 0.39 MM w/o 609 | R | AC/AC | 2 | 2066 | 22 | 45452 | 38 | Poor |
| 402C | EAST LANE - 327C | 000001 | 0.00 MM e/o 402A | 0.10 MM n/o 402B | R | AC/AC | 1 | 512 | 10 | 5120 | 38 | Poor |
| 124A | HAEHL STREET - 124A | 000002 | 0.00 MM signpost e/o SH 128 | 0.18 MM signpost e/o SH 128 | R | AC/AC | 2 | 848 | 22 | 18656 | 38 | Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 006016 | 0.64 MP | 1.64 MP | C | AC/AC | 2 | 5190 | 20 | 103800 | 38 | Poor |
| 407L | KASTEN STREET - 407L | 001002 | 0.08 MM n/o 407C | 0.16 MM s/o 407A | R | AC/AC | 2 | 406 | 30 | 12180 | 38 | Poor |
| 401A | MIDDLE RIDGE ROAD - 401A | 010019 | 1.00 MP | 1.88 MM EOP | R | ST | 1 | 4415 | 14 | 61810 | 38 | Poor |
| 307 | NO NAME - 106 | 006011 | 0.61 MM | 1.13 MM END | R | AC/AC | 2 | 2760 | 28 | 77280 | 38 | Poor |
| 513 | OLD COAST HIGHWAY - 513 | 000003 | 0.00 MM w/o SH 1 | 0.29 MM END | R | ST | 2 | 1531 | 16 | 24496 | 38 | Poor |
| 428B | PELICAN ROAD - 428B | 000001 | 0.00 MM e/o SH 1 | 0.08 MM w/o 428F | R | ST | 2 | 397 | 18 | 7146 | 38 | Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 031039 | 3.05 MP | 3.87 MM s/o 245 | C | AC/AC | 2 | 4458 | 20 | 89160 | 38 | Poor |
| 373 | BAYWOOD WAY - 373 | 000003 | 0.00 MM e/o 372 | 0.33 MM END | R | ST | 2 | 1722 | 16 | 31296 | 37 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 181192 | 18.10 MP | 19.17 MP | C | ST | 2 | 5561 | 24 | 133464 | 37 | Poor |
| 311B | BROOKTRAILS DRIVE - 311B | 000004 | 0.00 MM w/o 311 | 0.40 MM n/o 601 | C | AC/AC | 2 | 2130 | 28 | 59640 | 37 | Poor |
| 699 | CROW PLACE - 699 | 000000 | 0.00 MM w/o 311 | 0.04 MM END | R | AC/AC | 2 | 204 | 22 | 5351 | 37 | Poor |
| 250B | FEED LOT LANE - 250B | 000001 | 0.00 MM w/o 250C | 0.08 MM w/o 106 | C | AC/AC | 2 | 410 | 33 | 13530 | 37 | Poor |
| 424B | LASSEN DRIVE - 424B | 000001 | 0.00 MM w/o SH 1 | 0.13 MM END | R | ST | 2 | 693 | 16 | 11088 | 37 | Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 000008 | 0.00 MM e/o US 101 | 0.80 EOP | C | ST | 2 | 4326 | 24 | 103824 | 37 | Poor |
| 114B | MAC MILLAN DRIVE - 114B | 000003 | MOUNTAIN HOUSE | 0.26 MM END | R | AC/AC | 2 | 1390 | 32 | 44480 | 37 | Poor |
| 514C | MOONRISE DRIVE - 514C | 000003 | 0.00 MM e/o 502 | 0.30 MM END | R | AC/AC | 2 | 1556 | 28 | 46354 | 37 | Poor |
| 337L | NO NAME - 106 | 000005 | 0.00 MM n/o 337F | 0.50 MM n/o 337 | R | ST | 2 | 2636 | 18 | 47448 | 37 | Poor |
| 449 | OCEAN MEADOWS CIRCLE - 449 | 000005 | 0.00 MM w/o SH 1 | 0.50 MM w/o SH 1 | R | ST | 2 | 2625 | 26 | 68250 | 37 | Poor |
| 424C | ODOM LANE - 424C | 000004 | 0.00 MM e/o SH 1 | 0.40 MM at stop sign | R | ST | 2 | 2134 | 22 | 46948 | 37 | Poor |
| 127 | ORNBAUN ROAD - 127 | 000008 | 0.00 MM w/o 510 | 0.76 MM road narrows | R | ST | 2 | 4026 | 22 | 88572 | 37 | Poor |
| 638 | PERCH LANE - 638 | 000002 | 0.00 MM n/o 640 | 0.16 MM END | R | AC/AC | 2 | 823 | 24 | 21138 | 37 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 014024 | 1.44 MP | 2.44 MP | C | ST | 2 | 5253 | 18 | 94554 | 37 | Poor |
| 311 | SHERWOOD ROAD - 311 | 049058 | 4.90 MP | 5.77 MP | R | AC/AC | 2 | 4522 | 20 | 90440 | 37 | Poor |
| 506 | TEN MILE ROAD - 506 | 030040 | 2.99 MP | 4.00 MP | C | ST | 2 | 5218 | 24 | 125232 | 37 | Poor |
| 321D | WILLIS AVENUE - 321D | 000005 | 0.00 MM n/o 319 | 0.51 MM s/o 429 | R | ST | 2 | 2680 | 24 | 64320 | 37 | Poor |
| 609B | BROWN COURT - 609B | 000000 | 0.00 MM e/o 609A | 0.03 MM END | R | ST | 2 | 138 | 22 | 4542 | 36 | Poor |
| 304D | CHINQUAPIN DRIVE - 304D | 000007 | 0.00 MM n/o 304A | 0.74 MM END | R | AC/AC | 2 | 3914 | 20 | 82839 | 36 | Poor |
| 404B | CR 404B - 404B | 000002 | LITTLE RIVER AIRPORT ROAD | END AT AIRPORT | R | ST | 2 | 1006 | 22 | 22132 | 36 | Poor |
| 215BX | DEERWOOD DRIVE EXT. - 215BX | 010018 | 255 WOODLAKE DRIVE | EOP | R | AC | 2 | 1394 | 18 | 25092 | 36 | Poor |
| 414D | FRANKLIN ROAD - 414D | 000006 | 0.00 MM e/o 414B | 0.63 MM s/o 414 | R | ST | 2 | 3309 | 18 | 59562 | 36 | Poor |
| 206 | GIELOW LANE - 206 | 000008 | 0.00 MM e/o 205 | 2995 FT E/O 205 (RUDDICK CUNNI | R | ST | 1 | 2995 | 14 | 41930 | 36 | Poor |
| 407L | KASTEN STREET - 407L | 002003 | 0.16 MM 407A | 0.25 MM END | R | AC/AC | 2 | 471 | 22 | 10362 | 36 | Poor |
| 203 | MILL CREEK ROAD - 203 | 008018 | 0.80 MM w/o 203B | 1.76 MP | C | ST | 2 | 4885 | 16 | 78160 | 36 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 000006 | 0.00 MP n/o 306 | 0.59 MP | C | ST | 2 | 3290 | 18 | 59220 | 36 | Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 000012 | 0.00 MP n/o SH 253 | 1.17 MP | R | ST | 2 | 6015 | 18 | 108270 | 36 | Poor |
| 311 | SHERWOOD ROAD - 311 | 018027 | 1.81 MP | 2.73 MP | C | ST | 2 | 4841 | 24 | 116184 | 36 | Poor |
| 508 | WINDY HOLLOW ROAD - 508 | 019024 | 1.87 MM n/o Garcia River | 2.40 MM e/o SH 1 | C | ST | 1 | 2735 | 18 | 49230 | 36 | Poor |
| 232C | ADREVENO WAY - 232C | 000003 | 232 ROAD E | S. CDS | R | ST | 2 | 1656 | 28 | 49152 | 35 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 018028 | 1.75 MP | 2.75 MP | R | ST | 2 | 5442 | 20 | 108840 | 35 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 402 | ALBION RIDGE ROAD - 402 | 066076 | 6.61 MP road narrows | 7.58 MM END | R | ST | 2 | 5664 | 16 | 90624 | 35 | Poor |
| 625A | ALCOTT TERRACE - 625A | 001002 | 0.04 MM | 0.15 MM END | R | ST | 2 | 772 | 22 | 18490 | 35 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 022034 | 2.24 MP | 3.35 MP | C | AC/AC | 2 | 5848 | 22 | 128656 | 35 | Poor |
| 122 | FISH ROCK ROAD - 122 | 020030 | 2.80 MP | 3.00 MP | C | ST | 2 | 900 | 22 | 19800 | 35 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 010020 | 1.00 MP | 2.00 MP | C | AC | 2 | 5261 | 22 | 115742 | 35 | Poor |
| 319A | RAMSEY ROAD - 319A | 000002 | 0.00 MM w/o US 101 | 0.21 MM w/o 321D | R | ST | 2 | 1115 | 22 | 24530 | 35 | Poor |
| 215A | REDEMEYER ROAD - 215A | 011019 | 1.05 MP | 1.86 MP | C | ST | 2 | 4200 | 22 | 92400 | 35 | Poor |
| 636B | SALMON COURT - 636B | 000001 | 0.00 MM n/o 636 | 0.05 MM END | R | ST | 2 | 266 | 22 | 7358 | 35 | Poor |
| 251N | SAUVIGNON COURT - 251N | 000000 | 0.00 MM s/o 251C | 0.02 MM END | R | AC/AC | 2 | 122 | 72 | 9434 | 35 | Poor |
| 201D | WEST STREET - 201D | 000001 | 0.00 MM s/o SH 222 | 0.06 MM END | R | AC/AC | 2 | 334 | 18 | 6012 | 35 | Poor |
| 223 | COMPTCHE UKIAH ROAD - 223 | 010020 | 0.96 MP | 2.00 MP | C | AC | 2 | 5610 | 20 | 112200 | 34 | Poor |
| 334A | EBERLE STREET - 334A | 000001 | 0.00 MM w/o SH 162 | 0.08 MM END | R | ST | 2 | 426 | 24 | 10224 | 34 | Poor |
| 410A | FERN DRIVE - 410A | 000002 | 0.00 MM w/o 564 | 0.21 MM END | R | ST | 2 | 1089 | 20 | 23122 | 34 | Poor |
| 424D | FOREST LANE - 424D | 000005 | 0.00 MM e/o 424C | 0.48 MM END | R | ST | 2 | 2548 | 20 | 53407 | 34 | Poor |
| 414D | FRANKLIN ROAD - 414D | 006009 | 0.63 MM n/o 414 | 0.92 MM END | R | ST | 2 | 1550 | 18 | 27900 | 34 | Poor |
| 321 | HARMON DRIVE - 321 | 000004 | 0.00 MM e/o US 101 | 0.38 MM s/o 322 | R | ST | 2 | 1996 | 17 | 33932 | 34 | Poor |
| 250A | KUKI LANE - 250A | 000001 | 0.00 MM w/o 104 | 0.08 MM w/o 106 | R | AC/AC | 2 | 435 | 28 | 12180 | 34 | Poor |
| 304 | OLD RIVER ROAD - 201 | 000009 | 0.00 MM n/o 304A | 0.94 MM | R | ST | 2 | 4909 | 20 | 98180 | 34 | Poor |
| 415I | OLD WILLITS ROAD - 415I | 000001 | 0.00 MM e/o 415 | 0.14 MM end striping | R | AC/AC | 2 | 751 | 18 | 13518 | 34 | Poor |
| 310 | REYNOLDS HIGHWAY - 310 | 006014 | 0.59 MP | 1.44 MP | C | ST | 2 | 4246 | 18 | 76428 | 34 | Poor |
| 525 | SUNSET DRIVE - 204G | 000011 | REDWOOD WAY | END | R | ST | 2 | 4000 | 23 | 92000 | 34 | Poor |
| 525 | SUNSET DRIVE - 204G | 010014 | 1.00 MM | 1.38 MM END | R | AC/AC | 2 | 2017 | 22 | 46681 | 34 | Poor |
| 417 | BASIN STREET - 417 | 000003 | 0.00 MM e/o 415 | 0.33 MM END | R | AC/AC | 2 | 1757 | 31 | 54467 | 33 | Poor |
| 370 | BLACK BART DRIVE - 370 | 000012 | 0.00 MM US 101 | 1.17 MM | R | ST | 2 | 6161 | 22 | 135542 | 33 | Poor |
| 371 | BLACKHAWK DRIVE - 371 | 020030 | 2.00 MM | 3.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 33 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 008018 | 0.75 MP | 1.75 MP | C | ST | 2 | 4846 | 22 | 106612 | 33 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 000012 | 0.00 MM Point Arena City Limi | 1.19 MP | C | AC/AC | 2 | 6113 | 22 | 134486 | 33 | Poor |
| 122 | FISH ROCK ROAD - 122 | 217225 | 21.66 MP | 22.52 MP | R | ST | 2 | 4428 | 22 | 97416 | 33 | Poor |
| 122 | FISH ROCK ROAD - 122 | 246255 | 24.57 MP | 25.48 MP | R | ST | 2 | 4801 | 20 | 96020 | 33 | Poor |
| 122 | FISH ROCK ROAD - 122 | 275288 | 27.54 MP | 28.79 MP s/o SH 128 | R | ST | 2 | 5942 | 24 | 142608 | 33 | Poor |
| 229C | HOPKINS STREET - 229C | 000001 | E EOP | 104 N. STATE STREET | R | AC/AC | 2 | 240 | 26 | 6240 | 33 | Poor |
| 422A | JOHNSON LANE - 422A | 000002 | 0.00 MM e/o 422 | 0.19 MM | R | ST | 2 | 1017 | 18 | 18306 | 33 | Poor |
| 436A | PACIFIC WAY - 436A | 000004 | 0.00 MM w/o 436 | 0.43 MM END | R | ST | 2 | 2268 | 18 | 40824 | 33 | Poor |
| 407D | ALBION STREET - 402B | 003004 | 0.32 MM e/o 500 | 0.37 MM w/o 407P | R | AC | 1 | 245 | 14 | 3430 | 32 | Poor |
| 337H-S | CRAWFORD ROAD - 337H-N | 000010 | 0.00 MM n/o 337A | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 32 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 025032 | 2.52 MM pavement change | 3.24 MM pavement change n/o 2 | C | AC/AC | 2 | 3811 | 24 | 91464 | 32 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 040049 | 3.95 MP | 4.92 MP | R | AC/AC | 2 | 4921 | 20 | 98420 | 32 | Poor |
| 411A | FERN CREEK ROAD - 411A | 000010 | 0.00 MM e/o SH 1 | 0.96 MM END | R | ST | 2 | 5067 | 24 | 121608 | 32 | Poor |
| 407W | FLORES STREET - 407W | 000001 | 0.00 MM e/o 407U | 0.11 MM w/o 407V | R | AC | 2 | 570 | 16 | 9120 | 32 | Poor |
| 551B | FOREST VIEW CIRCLE - 551B | 000001 | 0.00 MM s/o 551A | 0.05 MM END | R | AC/AC | 2 | 268 | 24 | 7816 | 32 | Poor |
| 334C | GREELY STREET - 334C | 000002 | 0.00 MM e/o 335C | 0.17 MM w/o 335B | R | ST | 2 | 1120.2 | 24 | 26884.8 | 32 | Poor |
| 555 | HANSON CIRCLE - 555 | 000001 | 0.00 MM n/o 540 | 0.14 MM END | R | ST | 2 | 725 | 20 | 14900 | 32 | Poor |
| 226 | MARINA DRIVE - 226 | 019040 | 1.9 M e/o prkinglot (Pavt Cha) | 1.97 MM s/o SH 20 | R | AC/AC | 2 | 310 | 20 | 6200 | 32 | Poor |
| 122B | RHODODENDRON ROAD - 122B | 000001 | 0.00 MM w/o 122 | 0.13 MM e/o 122C | R | AC/AC | 2 | 680 | 24 | 16320 | 32 | Poor |
| 204F | RIDGE ROAD - 204F | 000006 | 0.00 MM e/o 204I | 0.55 MM END | R | AC/AC | 2 | 2678 | 22 | 58916 | 32 | Poor |
| 251E | SIRAH COURT - 251E | 000001 | 0.00 MM s/o 251C | 0.10 MM END | R | AC/AC | 2 | 528 | 32 | 19360 | 32 | Poor |
| 524D | TIGER TAIL TRAIL - 524D | 000001 | 0.00 MM n/o 524 | 0.09 MM n/o 524C | R | AC/AC | 2 | 462 | 22 | 10164 | 32 | Poor |
| 237D | TOMKI ROAD - 237D | 047060 | 4.74 MP | 6.01 MM EOP | C | ST | 2 | 7109 | 18 | 127962 | 32 | Poor |
| 415B | TRILLIUM LANE - 415B | 000003 | 0.00 MM s/o SH 20 | 0.27 MM END | R | AC/AC | 2 | 1397 | 20 | 27940 | 32 | Poor |
| 320 | WILDERNESS LODGE ROAD - 320 | 000008 | 0.00 MM n/o 429 | 0.80 MM | R | ST | 2 | 4198 | 20 | 83960 | 32 | Poor |
| 251L | CHARDONAY COURT - 251L | 000001 | 0.00 MM n/o 251C | 0.06 MM END | R | AC/AC | 2 | 305 | 32 | 12224 | 31 | Poor |
| 240B | EEL RIVER ROAD - 240B | 010019 | 1.00 MM | 1.94 MP | C | ST | 2 | 4964 | 22 | 109208 | 31 | Poor |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126B | ESTATE COURT - 126B | 000001 | 0.00 MM e/o 126C | 0.05 MM END | R | AC/AC | 2 | 282 | 22 | 6204 | 31 | Poor |
| 407M | FORD STREET - 407M | 000001 | 0.00 MM n/o 407C | 0.08 MM 407A | R | ST | 2 | 409 | 22 | 8998 | 31 | Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 030042 | 3.00 MP | 4.19 MP | C | AC/AC | 2 | 6083 | 16 | 97328 | 31 | Poor |
| 238 | LAUGHLIN WAY - 238 | 010020 | 1.00 MM | 1.69 MM w/o 237 | R | ST | 2 | 3660 | 20 | 73200 | 31 | Poor |
| 238D | LENNIX DRIVE - 238D | 000003 | 0.00 MM w/o 238C | 0.27 MM END | R | AC/AC | 2 | 1422 | 22 | 31284 | 31 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 040052 | 4.00 MP | 5.18 MP | C | AC | 2 | 6185 | 18 | 111330 | 31 | Poor |
| 404 | LITTLE RIVER AIRPORT RO - 404 | 010021 | 1.00 MP | 2.11 MP | C | ST | 2 | 5662 | 20 | 113240 | 31 | Poor |
| 234A | MADRONE LANE - 234A | 000003 | 0.00 MM n/o 234 | 0.30 MM END | R | ST | 2 | 1572 | 20 | 31440 | 31 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 390404 | 38.95 MP | 40.35 MP | C | ST | 2 | 7075 | 22 | 155650 | 31 | Poor |
| 440B | PACIFIC DRIVE - 440B | 000003 | 0.00 MM n/o 439A | 0.27 MM s/o 439 | R | AC/AC | 2 | 1433 | 18 | 25794 | 31 | Poor |
| 142 | PLANT ROAD - 142 | 000002 | 0.00 MM e/o 104A | 0.21 MM END | R | AC/AC | 2 | 1119 | 20 | 22380 | 31 | Poor |
| 551 | POMO LAKE DRIVE - 551 | 000004 | 0.00 MM e/o SH 1 | 0.40 MM pavement change | R | AC/AC | 2 | 2110 | 26 | 54860 | 31 | Poor |
| 525A | REDWOOD WAY - 525A | 000002 | 0.00 MM s/o 525 | 0.15 MM s/o 525 | R | AC/AC | 2 | 792 | 18 | 14256 | 31 | Poor |
| 218E | RIDGEVIEW DRIVE - 218E | 000002 | 0.00 MM s/o 218 | 0.18 MM s/o 218 | R | AC/AC | 2 | 945 | 24 | 22680 | 31 | Poor |
| 204A | WATSON ROAD - 204A | 000009 | 0.00 MM w/o 204 | 0.90 MM s/o 215 | C | AC/AC | 2 | 4804 | 21 | 100884 | 31 | Poor |
| 134 | WENDLING SODA CREEK ROA - 134 | 000002 | 0.00 MM e/o SH 128 | 0.17 MM AT green post n.side | R | ST | 2 | 900 | 16 | 14400 | 31 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 079091 | 7.91 MP | 9.09 MP | C | ST | 2 | 5373 | 24 | 128952 | 30 | Poor |
| 429 | BRANSCOMB ROAD - 429 | 192202 | 19.17 MP | 20.18 MP | C | ST | 2 | 5156 | 26 | 134056 | 30 | Poor |
| 523C | CYPRESS WAY - 523C | 000001 | 0.00 MM n/o 523 | 0.13 MM END | R | AC/AC | 2 | 697 | 24 | 19832 | 30 | Poor |
| 105 | EAST SIDE RANCHERIA ROA - 105 | 004007 | 0.41 MM e/o 118 road narrows | 0.72 MM EOP | R | ST | 2 | 1652 | 16 | 26432 | 30 | Poor |
| 407Z | GURLEY LANE - 407Z | 000002 | 0.00 MM n/o 408 | 0.23 M n/o 408 (PAVT CHANGE) | R | ST | 2 | 1230 | 16 | 19680 | 30 | Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 042052 | 4.19 MP | 5.32 MM EOP | C | AC/AC | 1 | 6351 | 14 | 88914 | 30 | Poor |
| 411 | JOHNSON PARK ROAD - 411 | 000004 | 0.00 MM e/o 411B | 0.37 MM END | R | ST | 2 | 1952 | 18 | 35136 | 30 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 000002 | 0.00 MM e/o 500 | 0.17 MM w/o SH 1 | C | AC/AC | 2 | 917 | 22 | 20174 | 30 | Poor |
| 130A | MONTE BLOYD ROAD - 130A | 000003 | 0.00 MM s/o SH 128 | 0.31 MM END | R | ST | 1 | 1638 | 14 | 22932 | 30 | Poor |
| 524 | PACIFIC WOODS ROAD - 524 | 000010 | 0.00 MM e/o SH 1 | 1.00 MM | R | AC/AC | 2 | 5280 | 22 | 116160 | 30 | Poor |
| 559 | PACIFICA DRIVE - 559 | 000003 | 0.00 MM w/o 569 | 0.33 MM n/o 560 | R | ST | 2 | 1758 | 18 | 31644 | 30 | Poor |
| 510A | RANCHERIA ROAD - 237A | 000008 | 0.00 MM s/o 510 | 0.77 MM END EOP | R | AC/AC | 2 | 4070 | 18 | 73260 | 30 | Poor |
| 215A | REDEMEYER ROAD - 215A | 000011 | 0.00 MM n/o 215 | 1.05 MP | C | AC | 2 | 5488 | 22 | 120736 | 30 | Poor |
| 124E | RICHARD COURT - 124E | 000001 | 0.00 MM s/o 124D | 0.06 MM END | R | AC/AC | 2 | 336 | 32 | 10752 | 30 | Poor |
| 407K | WILLIAM STREET - 407K | 000001 | 0.00 MM n/o 407C | 0.08 MM s/o 407A | R | AC | 2 | 416 | 20 | 8320 | 30 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 060070 | 5.98 MP | 6.99 MP | R | ST | 2 | 5129 | 20 | 102580 | 29 | Poor |
| 215K | FAWNWOOD DRIVE - 215K | 000003 | 0.00 MM e/o 218E at end post | 0.28 MM s/o 215J | R | AC/AC | 2 | 1483 | 20 | 29660 | 29 | Poor |
| 236C | FORSYTHE DRIVE - 236C | 000002 | 0.00 MM EOP s/o 236D | 0.20 MM EOP e/o 236B | R | AC/AC | 2 | 1062 | 28 | 29736 | 29 | Poor |
| 301F | HILLTOP DRIVE - 301F | 000010 | 0.00 MM e/o 301 | 0.96 MM EOP | R | ST | 2 | 5058 | 20 | 101160 | 29 | Poor |
| 229C | HOPKINS STREET - 229C | 001001 | 104 N. STATE STREET | W END | R | AC/AC | 2 | 376 | 16 | 6016 | 29 | Poor |
| 123A | LAMBERT LANE - 123A | 000002 | 0.00 MM s/o SH 128 | 0.22 MM at change to chip sea | R | AC/AC | 2 | 1144 | 20 | 22880 | 29 | Poor |
| 609D | MADRONE PLACE - 609D | 000002 | 0.00 MM s/o 609 | 0.17 MM END | R | ST | 2 | 897 | 22 | 21240 | 29 | Poor |
| 407E | MAIN STREET - 245 | 003006 | 0.33 MM e/o 500 | 0.60 MM w/o SH 1 | C | AC/AC | 2 | 1412 | 26 | 36712 | 29 | Poor |
| 226 | MARINA DRIVE - 226 | 010016 | 0.97 MP | 1.62 MM w/o parking lot | R | AC/AC | 2 | 3414 | 22 | 75108 | 29 | Poor |
| 502 | OLD STAGE ROAD - 502 | 009020 | 0.78 MP | 2.00 MP | C | ST | 2 | 6442 | 20 | 128840 | 29 | Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 021023 | 2.11 MM BOP | 2.25 MM EOP | R | AC/AC | 1 | 703 | 12 | 8436 | 29 | Poor |
| 636 | SALMON DRIVE - 636 | 000004 | 0.00 MM n/o 637A | 0.43 MM s/o 635 | R | AC/AC | 2 | 2275 | 26 | 59150 | 29 | Poor |
| 311 | SHERWOOD ROAD - 311 | 027038 | 2.73 MP | 3.75 MP | C | ST | 2 | 5315 | 22 | 122232 | 29 | Poor |
| 408D | SOUTH BIG RIVER ROAD - 408D | 000001 | 0.00 MM n/o 223 | 0.14 MM END | R | ST | 2 | 755 | 16 | 12080 | 29 | Poor |
| 344 | AGENCY ROAD - 344 | 010016 | 1.00 MM | 1.58 MM n/o 337G | R | ST | 2 | 3052 | 20 | 61040 | 28 | Poor |
| 402 | ALBION RIDGE ROAD - 402 | 028040 | 2.75 MP | 4.00 MP | R | AC/AC | 2 | 6910 | 22 | 152020 | 28 | Poor |
| 312H | BLOSSER LANE - 312H | 000000 | 0.00 MM n/o 312C | 0.03 MM Willits City Limits | C | AC/AC | 2 | 158 | 18 | 2844 | 28 | Poor |
| 409 | CASPAR - LITTLE LAKE RO - 409 | 000011 | 0.00 MM e/o SH 1 | 1.10 MP | C | AC/AC | 2 | 5699 | 24 | 125378 | 28 | Poor |
| 122 | FISH ROCK ROAD - 122 | 255265 | 25.48 MP | 26.45 MP | R | ST | 2 | 5455 | 22 | 120010 | 28 | Poor |
| 640D | GOOSE COURT - 640D | 000001 | 0.00 MM s/o 640 | 0.08 MM END | R | ST | 2 | 410 | 22 | 10526 | 28 | Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 108121 | 10.76 MM BOP | 12.06 MP w/o SH 162 | C | ST | 2 | 5355 | 18 | 96390 | 28 | Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 442D | NO NAME - 106 | 000003 | 0.00 MM END | 0.27 MM END | R | ST | 2 | 1428 | 27 | 40946 | 28 | Poor |
| 502 | OLD STAGE ROAD - 502 | 020030 | 2.00 MP | 3.03 MP | C | ST | 2 | 5404 | 20 | 108080 | 28 | Poor |
| 502 | OLD STAGE ROAD - 502 | 030040 | 3.03 MP | 4.00 MP | C | ST | 2 | 5112 | 20 | 102240 | 28 | Poor |
| 641 | RIDGE ROAD - 204F | 005009 | 0.51 MM intersects 640 | 0.89 MM surface change s/o 64 | R | ST | 2 | 1996 | 26 | 53162 | 28 | Poor |
| 143 | TAYLOR DRIVE - 143 | 000006 | 0.00 MM s/o 142 | 894 FT S/O 142 (PLANT RD) | R | AC/AC | 2 | 894 | 20 | 17880 | 28 | Poor |
| 237D | TOMKI ROAD - 237D | 101102 | 10.06 MM pavement narrows | 10.19 MM EOP | C | ST | 2 | 648 | 16 | 10368 | 28 | Poor |
| 414F | TURNER ROAD - 414F | 000009 | 0.00 MM w/o 414 | 0.86 MM END | R | ST | 2 | 4536 | 20 | 93167 | 28 | Poor |
| 116B | UNIVERSITY ROAD - 116B | 029035 | 2.91 MM striping ends | 3.52 MM at gate | R | ST | 2 | 3224 | 18 | 58032 | 28 | Poor |
| 600 | BIRCH TERRACE - 600 | 000004 | 0.00 MM w/o 311 | 0.42 MM END | R | AC | 2 | 2202 | 22 | 49950 | 27 | Poor |
| 407U | BLAIR STREET - 407U | 000002 | 0.00 MM n/o 407Y | 0.18 MM s/o 408 | R | AC | 1 | 921 | 14 | 12894 | 27 | Poor |
| 308 | CANYON ROAD - 308 | 000010 | 0.00 MM e/o 306 | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 27 | Poor |
| 505 | EUREKA HILL ROAD - 505 | 050060 | 4.92 MP | 5.98 MP | R | ST | 2 | 5604 | 20 | 112080 | 27 | Poor |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 040042 | 4.00 MP | 4.18 MM EOP | C | AC | 1 | 342 | 14 | 4788 | 27 | Poor |
| 412E | GIBNEY LANE - 412E | 000011 | 0.00 MM e/o SH 1 | 1.11 MM END | R | AC/AC | 2 | 5859 | 20 | 117180 | 27 | Poor |
| 204H | GLENWOOD DRIVE - 204H | 000002 | 0.00 MM w/o 204 | 0.20 MM END | R | AC/AC | 2 | 1058 | 32 | 34762 | 27 | Poor |
| 319 | HARWOOD ROAD - 319 | 000004 | 0.00 MM w/o US 101 | 0.35 MM e/o 321D | R | ST | 2 | 1825 | 22 | 40150 | 27 | Poor |
| 610A | HULLETT PLACE - 610A | 000003 | 0.00 MM e/o 610 | 0.25 MM END | R | AC/AC | 2 | 1370 | 22 | 31646 | 27 | Poor |
| 324B | LEGGETT FRONTAGE ROAD - 324B | 000004 | 0.00 MM e/o US 101 | 0.39 MM END | R | ST | 2 | 2050 | 28 | 59287 | 27 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 002010 | 0.17 MM e/o SH 1 | 1.00 MP | C | AC/AC | 2 | 4205 | 22 | 92510 | 27 | Poor |
| 203 | MILL CREEK ROAD - 203 | 027038 | 2.66 MM w/o 203C | 3.78 MM EOP | R | ST | 1 | 5914 | 14 | 82796 | 27 | Poor |
| 301C | MUIR MILL ROAD - 301C | 000012 | 0.00 MM w/o US 101 | 1.20 MM EOP | R | ST | 2 | 6313 | 16 | 101008 | 27 | Poor |
| 436 | OCEAN DRIVE - 436 | 001013 | 0.13 MM (break between ends) | 1.25 MM w/o SH 1 | R | ST | 2 | 5886 | 18 | 105948 | 27 | Poor |
| 304 | OLD RIVER ROAD - 201 | 021031 | 2.14 MM n/o 309 | 3.09 MP s/o 308 | C | ST | 2 | 4997 | 18 | 89946 | 27 | Poor |
| 619 | PEACOCK DRIVE - 619 | 000006 | 0.00 MM e/o 623 | 0.63 MM w/o 311 | R | AC/AC | 2 | 3309 | 22 | 72798 | 27 | Poor |
| 619B | PEACOCK PLACE - 619B | 000001 | 0.00 MM n/o 619 | 0.06 MM END | R | AC/AC | 2 | 310 | 22 | 8326 | 27 | Poor |
| 228A | POMO LANE - 228A | 001002 | 0.09 MM end striping | 0.24 MM end co. rd. sign | R | AC/AC | 2 | 774 | 38 | 29412 | 27 | Poor |
| 200 | SANFORD RANCH ROAD - 200 | 007010 | 0.68 MM 40' w/o 204 | 0.96 MP | R | AC/AC | 2 | 1464 | 22 | 32208 | 27 | Poor |
| 339-S | SHORT CREEK ROAD - 339-N | 000006 | 0.00 MM n/o 327C | 0.62 MM END at creek | R | ST | 2 | 3270 | 22 | 71940 | 27 | Poor |
| 506 | TEN MILE ROAD - 506 | 018020 | 1.83 MM n/o 503A change of su | 2.00 MP | R | ST | 2 | 688 | 24 | 16512 | 27 | Poor |
| 252B | VALLEY VIEW ROAD - 252B | 000001 | 0.00 MM w/o 252 | 0.10 MM END | R | AC/AC | 2 | 536 | 28 | 16895 | 27 | Poor |
| 218A | VISTA VERDE ROAD - 218A | 000004 | 0.00 MM s/o 218B (break at 21 | 0.38 MM s/o 218E | R | AC/AC | 2 | 2019 | 24 | 48456 | 27 | Poor |
| 344 | AGENCY ROAD - 344 | 000010 | 0.00 MP w/o 336 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 26 | Poor |
| 229D | AGNES LN - 229D | 000003 | N. STATE ST | END | R | AC | 2 | 578 | 33 | 21458 | 26 | Poor |
| 337C | BIGGAR LANE - 337C | 000003 | 0.00 MM BOP | 0.25 MM w/o 337H | R | ST | 2 | 1309 | 18 | 23562 | 26 | Poor |
| 337C | BIGGAR LANE - 337C | 010015 | 1.00 MM | 1.49 MM END at white fence po | R | ST | 2 | 2576 | 18 | 46368 | 26 | Poor |
| 524B | BOCA CHICA - 524B | 000000 | 524 PACIFIC WOODS RD | 524C TICKLED PINK DRIVE | R | AC/AC | 2 | 210 | 22 | 4620 | 26 | Poor |
| 410 | CASPAR ORCHARD ROAD - 410 | 002010 | 0.22 MM n/o Caspar Logging Ro | 0.95 MM EOP | R | ST | 1 | 3875 | 12 | 46500 | 26 | Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 011020 | 1.06 MP | 2.00 MP | C | AC/AC | 2 | 5059 | 24 | 121416 | 26 | Poor |
| 126A | ESTATE DRIVE - 126A | 000005 | 0.00 MM e/o 126 C | 0.52 MM n/o 126 | R | AC/AC | 2 | 2850 | 24 | 68400 | 26 | Poor |
| 122 | FISH ROCK ROAD - 122 | 225235 | 22.52 MP | 23.49 MP | R | ST | 2 | 5040 | 20 | 100800 | 26 | Poor |
| 246 | GIBSON LANE - 246 | 026028 | 2.59 MM road narrows n/o 247 | 2.75 MM at end marker | R | ST | 1 | 862 | 14 | 12068 | 26 | Poor |
| 203B | GUIDIVILLE RESERVATION - 203B | 000009 | 0.00 MM n/o 203 | 0.85 MM END of circle | R | ST | 2 | 4472 | 18 | 80496 | 26 | Poor |
| 623D | HAWK COURT - 623D | 000000 | 0.00 MM s/o 624 | 0.03 MM END | R | AC/AC | 2 | 145 | 22 | 4696 | 26 | Poor |
| 230C | HELD ROAD - 230C | 000002 | 0.00 MM w/o 230 | 0.18 MM at sign post missing | R | ST | 2 | 921 | 18 | 16578 | 26 | Poor |
| 408 | LITTLE LAKE ROAD - 408 | 030040 | 3.00 MP | 4.00 MP | C | AC | 2 | 5077 | 22 | 111694 | 26 | Poor |
| 236D | OAK POND COURT - 236D | 000001 | 0.00 MM w/o 236C | CDS | R | AC/AC | 2 | 404 | 24 | 13895 | 26 | Poor |
| 147 | ORCHARD ACCESS ROAD - 147 | 000000 | 0.00 MM s/o 250 | 0.03 MM END at locked gate | R | AC/AC | 2 | 148 | 24 | 3552 | 26 | Poor |
| 524 | PACIFIC WOODS ROAD - 524 | 010015 | 1.00 MM | 1.45 MM w/o 502 | R | AC/AC | 2 | 2388 | 22 | 52536 | 26 | Poor |
| 218E | RIDGEVIEW DRIVE - 218E | 002005 | 0.18 MM s/o 218 | 0.47 MM s/o 215K | R | AC/AC | 2 | 1542 | 24 | 37008 | 26 | Poor |
| 339-N | SHORT CREEK ROAD - 339-N | 000003 | 0.00 MM at pavement ends sign | 0.33 MM width change | R | ST | 1 | 1749 | 25 | 43725 | 26 | Poor |
| 401 | SPRING GROVE ROAD - 401 | 000003 | 0.00 MM w/o SH 1 | 0.34 MM EOP | R | AC/AC | 2 | 1793 | 16 | 28688 | 26 | Poor |
| 337B-W | AIRPORT ROAD - 337B | 002003 | 0.23 MM BOP | 0.29 MM END n/o SOUTH AIRPORT | R | ST | 2 | 335 | 22 | 7370 | 25 | Poor |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 572 | BRISTOL ROAD - 572 | 000005 | 0.00 MM n/o 570 | 0.45 MM END | R | ST | 2 | 2380 | 22 | 52360 | 25 | Poor |
| 572 | BRISTOL ROAD - 572 | 000006 | STONESBORO | LOOP | R | ST | 2 | 2400 | 23 | 55200 | 25 | Poor |
| 308 | CANYON ROAD - 308 | 010020 | 1.00 MM | 2.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 25 | Poor |
| 308 | CANYON ROAD - 308 | 040042 | 3.68 MM BOP | 4.22 MM w/o 237D | C | ST | 2 | 2851 | 18 | 51318 | 25 | Poor |
| 327C | EAST LANE - 327C | 000010 | 0.00 MM e/o SH 162 | 1.00 MM | C | ST | 2 | 5280 | 32 | 168960 | 25 | Poor |
| 122 | FISH ROCK ROAD - 122 | 206217 | 20.62 MP | 21.66 MP | R | ST | 2 | 5439 | 20 | 108780 | 25 | Poor |
| 122 | FISH ROCK ROAD - 122 | 265275 | 26.45 MP | 27.54 MP | R | AC/AC | 2 | 5688 | 22 | 125136 | 25 | Poor |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 289295 | 28.87 MM BOP | 29.53 MP | C | ST | 2 | 4040 | 20 | 80800 | 25 | Poor |
| 334B | GRANGE STREET - 334B | 002004 | 0.17 MM e/o 335B | 0.34 MM w/o SH 162 | R | ST | 2 | 888 | 24 | 21312 | 25 | Poor |
| 334D | HOWARD STREET - 334D | 000005 | 0.00 MM w/o SH 162 | 0.49 MM road narrows | C | ST | 2 | 2579 | 38 | 98002 | 25 | Poor |
| 443 | LARKIN ROAD - 443 | 000002 | 0.00 MM SH 1 | 0.23 MM 444 | R | ST | 2 | 1239 | 18 | 22302 | 25 | Poor |
| 442C | NO NAME - 106 | 000005 | 0.00 MM US 101 | 0.53 MM END | R | ST | 2 | 2783 | 27 | 75753 | 25 | Poor |
| 442E | NO NAME - 106 | 000002 | 0.00 MM Humboldt County Line | 0.20 MM END | R | ST | 2 | 1045 | 26 | 30420 | 25 | Poor |
| 223 | ORR SPRINGS ROAD - 223 | 420427 | 42.01 MM pavement change | 42.69 MM w/o 104 PINOLEVILLE | C | ST | 2 | 3537 | 22 | 77814 | 25 | Poor |
| 224 | PARDUCCI ROAD - 224 | 004006 | 0.44 MM width changes n/o cro | 0.58 MM at end of county road | R | AC/AC | 2 | 736 | 18 | 13248 | 25 | Poor |
| 635 | PERCH DRIVE - 635 | 002007 | 0.22 MM surface change | 0.72 MM surface change | R | ST | 2 | 2625 | 24 | 63000 | 25 | Poor |
| 635 | PERCH DRIVE - 635 | 007011 | 0.72 MM surface change | 1.06 MM END | R | AC/AC | 2 | 1769 | 24 | 42456 | 25 | Poor |
| 335C | PERRY STREET - 335C | 000002 | 0.00 MM s/o 334D | 0.23 MM END | R | ST | 2 | 1218 | 26 | 31668 | 25 | Poor |
| 312F | PINEVIEW DRIVE - 312F | 000001 | 0.00 MM s/o 312E | 0.08 MM END | R | AC/AC | 2 | 418 | 32 | 13376 | 25 | Poor |
| 231A | ROAD B - 231A | 000010 | 0.00 MM e/o 230 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 25 | Poor |
| 251J | SAUTERNE PLACE - 251J | 000001 | 0.00 MM n/o 251C | 0.06 MM END | R | AC/AC | 2 | 307 | 32 | 12288 | 25 | Poor |
| 520 | SIGNAL PORT CREEK ROAD - 520 | 000002 | 0.00 MM e/o SH 1 | 0.19 MM END | R | ST | 1 | 1024 | 14 | 14336 | 25 | Poor |
| SPYROCK | SPYROCK ROAD - SPYROCK | 000001 | 0.0 MP | 2.0 MP | R | AC/AC | 2 | 13000 | 20 | 260000 | 25 | Poor |
| 210C | WHITMORE LANE - 210C | 000002 | 0.00 MM w/o 104A | 0.17 MM END | R | AC/AC | 2 | 888 | 25 | 22200 | 25 | Poor |
| 204L | WOODLAND TERRACE - 204L | 000000 | 0.00 MM w/o 204 | 0.04 MM END | R | AC/AC | 2 | 208 | 28 | 5824 | 25 | Poor |
| 409 | CASPAR - LITTLE LAKE RO - 409 | 011024 | 1.10 MP | 2.39 MP | C | ST | 2 | 6645 | 18 | 119610 | 24 | Very Poor |
| 603 | CLOVER ROAD - 603 | 000004 | 0.00 MM w/o 601 | 0.38 MM w/o 604 | C | ST | 2 | 2011 | 26 | 52286 | 24 | Very Poor |
| 223 | COMPTCHE UKIAH ROAD - 223 | 020030 | 2.00 MP | 3.00 MP | C | AC | 2 | 5294 | 22 | 116468 | 24 | Very Poor |
| 337E | COVELO REFUSE ROAD - 337E | 000004 | 0.00 MM n/o 337H at signpost | 0.42 MM | R | ST | 2 | 2198 | 22 | 48356 | 24 | Very Poor |
| 124C | DONNA DRIVE - 124C | 000001 | 0.00 MM s/o SH 253 | 0.10 MM END | R | AC/AC | 2 | 533 | 32 | 17056 | 24 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 055058 | 5.54 MM nw/o 240A | 5.84 MM pavement change | C | ST | 2 | 1576 | 24 | 37824 | 24 | Very Poor |
| 327A | FAIRBANKS ROAD - 327A | 000010 | 0.00 MP e/o SH 162 | 1.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 24 | Very Poor |
| 524A | FRIENDLY AVENUE - 524A | 000001 | 0.00 MM n/o 524 | 0.07 MM s/o 524C | R | AC/AC | 2 | 355 | 22 | 7810 | 24 | Very Poor |
| 624 | HAWK DRIVE - 624 | 006008 | 0.55 MM n/o 6/23 | 0.78 MM | R | AC/AC | 2 | 1212 | 22 | 26664 | 24 | Very Poor |
| 407I | HEESER STREET - 407I | 001002 | 0.08 MM n/o 407C | 0.16 MM s/o 407A | C | AC | 2 | 425 | 33 | 14025 | 24 | Very Poor |
| 558 | HILMA CIRCLE - 558 | 000001 | 0.00 MM s/o 540 | 0.11 MM END | R | ST | 2 | 565 | 22 | 13936 | 24 | Very Poor |
| 423 | JOHN HYMAN ROAD - 423 | 000008 | 0.00 MM e/o 421 | 0.44 MM END | R | AC/AC | 1 | 2324 | 14 | 32536 | 24 | Very Poor |
| 525B | MEADOW COURT - 525B | 000000 | 0.00 MM n/o 525 | 0.04 MM END | R | AC/AC | 2 | 234 | 20 | 5536 | 24 | Very Poor |
| 518 | NAVARRO RIDGE ROAD - 518 | 033041 | 3.25 MP | 4.12 MP EOP | R | ST | 2 | 4489 | 16 | 71824 | 24 | Very Poor |
| 106 | NO NAME - 106 | 000001 | KUKI LANE | FEED LOT LANE | R | ST | 2 | 574 | 34 | 19516 | 24 | Very Poor |
| 523 | OCEAN DRIVE - 523 | 000002 | 0.00 MM w/o SH 1 | 0.16 MM SH 1 | R | AC/AC | 2 | 855 | 24 | 20520 | 24 | Very Poor |
| 428E | OMEGA DRIVE - 428E | 000002 | 0.00 MM w/o SH 1 | 0.17 MM w/o SH 1 | R | ST | 2 | 797 | 16 | 12757 | 24 | Very Poor |
| 326 | POONKINNEY ROAD - 326 | 013020 | 1.30 MM BOP | 2.02 MM EOP | R | ST | 2 | 3752 | 18 | 67536 | 24 | Very Poor |
| 561A | PRAIRIE WAY - 561A | 000005 | 0.00 MM s/o 409 | 0.45 MM END | R | ST | 2 | 2375 | 24 | 57000 | 24 | Very Poor |
| 251F | TOKAY AVENUE - 251F | 000002 | 0.00 MM w/o 251 | 0.16 MM pavement change | R | AC/AC | 2 | 840 | 35 | 29400 | 24 | Very Poor |
| 424F | WESTWOOD DRIVE - 424F | 000005 | 0.00 MM e/o 424D | 0.48 MM END | R | ST | 2 | 2516 | 18 | 47875 | 24 | Very Poor |
| 210D | BRIGGS LANE - 210D | 000000 | 0.00 MM s/o 210C | 0.04 MM END | R | AC/AC | 2 | 194 | 25 | 4850 | 23 | Very Poor |
| 420 | EAST CEDAR STREET - 420 | 002004 | 0.21 MM w/o 420A | 0.40 MM e/o 420C | R | AC/AC | 2 | 1000 | 16 | 16000 | 23 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 030040 | 3.00 MP | 4.00 MP | R | ST | 2 | 5348 | 22 | 117656 | 23 | Very Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 016025 | 1.64 MP | 2.51 MM w/o 308 | C | AC/AC | 2 | 4782 | 20 | 95640 | 23 | Very Poor |
| 337N | HENDERSON LANE - 337N | 000005 | 0.00 MM n/o 337A | 0.51 MM e/o 337P at white lin | R | ST | 1 | 2702 | 13 | 35126 | 23 | Very Poor |
| 107 | HENRY ROMER ROAD - 107 | 000002 | 0.00 MM | 0.12 MM | R | AC/AC | 2 | 641 | 22 | 14102 | 23 | Very Poor |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 338 | MENDOCINO PASS ROAD - 338 | 045056 | 4.50 MP | 5.57 MP | C | AC | 2 | 5464 | 20 | 109280 | 23 | Very Poor |
| 500D | NO NAME - 106 | 000002 | 0.00 MP w/o SH 1 | 0.19 MM END | R | ST | 2 | 1008 | 18 | 18144 | 23 | Very Poor |
| 408C | NORTH BIG RIVER ROAD - 408C | 000001 | 0.00 MM e/o SH 1 | 0.09 MM END | R | ST | 2 | 483 | 18 | 8694 | 23 | Very Poor |
| 252F | NORTH COURT ROAD - 252F | 000002 | 0.00 MM e/o 209 | 0.19 MM n/o 252 | R | AC/AC | 2 | 1012 | 30 | 30360 | 23 | Very Poor |
| 237E | OAK GROVE DRIVE - 237E | 000003 | 0.00 MM w/o 237 | 0.32 MM END | R | ST | 1 | 1692 | 12 | 20304 | 23 | Very Poor |
| 424C | ODOM LANE - 424C | 004005 | 0.40 MM at stop sign | 0.50 MM END | R | ST | 2 | 447 | 16 | 7152 | 23 | Very Poor |
| 448 | PALETTE DRIVE - 448 | 000009 | 0.44 M e/o 500 (PAVT CHANGE) | 0.60 MM e/o 500 | R | AC/AC | 2 | 850 | 18 | 15300 | 23 | Very Poor |
| 656 | PRIMROSE COURT - 656 | 000001 | 0.00 MM e/o 604 | 0.05 MM END | R | AC/AC | 2 | 243 | 24 | 7218 | 23 | Very Poor |
| 415K | QUAIL CT - 415K | 000003 | HWY 20 | END | R | AC | 2 | 308 | 22 | 6776 | 23 | Very Poor |
| 233A | ROAD H - 233A | 000004 | 0.00 MM e/o 230 | 0.39 MM END | R | ST | 2 | 2054 | 16 | 32864 | 23 | Very Poor |
| 570 | STONEBORO - 570 | 000010 | 0.00 MM w/o SH 1 | 1.00 MM | R | ST | 2 | 5280 | 22 | 116160 | 23 | Very Poor |
| 412D | TREGONING DRIVE - 412D | 001002 | 0.09 MM e/o SH 1 | 0.16 MM END | R | ST | 2 | 370 | 16 | 5920 | 23 | Very Poor |
| 428D | ABALONE STREET - 428D | 000001 | 0.00 MM e/o SH 1 | 0.07 MM w/o 428F | R | ST | 2 | 386 | 18 | 6948 | 22 | Very Poor |
| 370 | BLACK BART DRIVE - 370 | 012023 | 1.17 MM | 2.34 MM END e/o 372 | R | ST | 2 | 6161 | 18 | 110898 | 22 | Very Poor |
| 251I | CABERNET PLACE - 251I | 000000 | 0.00 MM s/o 251C | 0.02 MM END | R | AC/AC | 2 | 106 | 72 | 8282 | 22 | Very Poor |
| 407B | CALPELLA STREET - 407B | 001002 | 0.08 MM e/o 407I | 0.16 MM w/o 407K | R | AC | 2 | 417 | 16 | 6672 | 22 | Very Poor |
| 611 | CASTEEL DRIVE - 611 | 000005 | 0.00 MM e/o 608 | 0.47 MM w/o 609 | R | AC/AC | 2 | 2476 | 22 | 54472 | 22 | Very Poor |
| 534C | COOKS COURT - 534C | 000001 | 0.00 MM e/o SH 1 | 0.06 MM END | R | AC/AC | 2 | 338 | 16 | 8134 | 22 | Very Poor |
| 407 | COVELO STREET - 407 | 001002 | 0.08 MM e/o 407M | 0.16 MM w/o 500 | R | ST | 2 | 424 | 16 | 6784 | 22 | Very Poor |
| 613B | CRAWFORD DRIVE - 613B | 000006 | 0.00 MM e/o 608 | 0.57 MM s/o 613 | R | AC/AC | 2 | 3014 | 22 | 66308 | 22 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 024025 | 2.44 MM pavement change e/o b | 2.52 MM pavement change | C | AC/AC | 2 | 408 | 25 | 10200 | 22 | Very Poor |
| 505 | EUREKA HILL ROAD - 505 | 080090 | 7.99 MP | 9.00 MP | R | ST | 2 | 5198 | 20 | 103960 | 22 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 191206 | 19.13 MP | 20.62 MP | R | ST | 2 | 6568 | 20 | 131360 | 22 | Very Poor |
| 130C | GSCHWEND ROAD - 130C | 000003 | 0.00 MM s/o SH 128 | 0.27 MM END at marker | R | ST | 1 | 1413 | 12 | 16956 | 22 | Very Poor |
| 123 | HUTSELL ROAD - 123 | 000008 | 0.00 MM s/o SH 128 | 0.82 MM EOP | R | ST | 1 | 4308 | 14 | 60312 | 22 | Very Poor |
| 407R | JACKSON STREET - 407R | 000001 | 0.00 MM e/o SH 1 | 0.08 MM END | R | ST | 2 | 399 | 16 | 6384 | 22 | Very Poor |
| 238 | LAUGHLIN WAY - 238 | 000010 | 0.00 MM e/o 104 | 1.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 22 | Very Poor |
| 605F | LILAC PLACE - 605F | 000001 | 0.00 MM s/o 605 | 0.07 MM END | R | AC/AC | 2 | 360 | 22 | 9426 | 22 | Very Poor |
| 426 | LITTLE VALLEY ROAD - 426 | 011017 | 1.10 MP | 1.72 MP END 8131 | R | AC/AC | 2 | 3024 | 20 | 60480 | 22 | Very Poor |
| 312A | LOCUST STREET - 312A | 004008 | 0.43 MM s/o 315 width change | 0.78 MM at phone pole east si | R | AC/AC | 2 | 1850 | 18 | 33300 | 22 | Very Poor |
| 226 | MARINA DRIVE - 226 | 000010 | 0.00 MP e/o 227 | 0.97 MP | R | AC/AC | 2 | 5137 | 20 | 102740 | 22 | Very Poor |
| 126C | MEADOWS LANE - 126C | 000001 | 0.00 MM n/o 126 | 0.09 MM s/o 126A | R | AC/AC | 2 | 490 | 22 | 10780 | 22 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 009020 | 0.94 MP | 2.03 MP | C | ST | 2 | 5667 | 22 | 124674 | 22 | Very Poor |
| 336 | MINA ROAD - 336 | 010022 | 1.00 MP | 2.17 MM EOP (at end of stripi | C | ST | 2 | 6463 | 20 | 129260 | 22 | Very Poor |
| 229B | MOORE STREET - 229B | 004005 | 0.36 MM e/o 104 | 0.52 MM w/o 227 | C | AC/AC | 2 | 886 | 22 | 19492 | 22 | Very Poor |
| 247A | NORTH BUSCH ROAD - 247A | 000005 | 0.00 MM n/o 247A | 0.50 MM EOP | R | ST | 2 | 2630 | 16 | 42080 | 22 | Very Poor |
| 237A | RANCHERIA ROAD - 237A | 004005 | 0.36 MM s/o 237 proper discon | 0.54 MM S END | R | ST | 2 | 620 | 16 | 11083 | 22 | Very Poor |
| 304A | RIDGEWOOD ROAD - 304A | 020025 | 2.00 MM | 2.53 MM EOP END at county mar | R | ST | 2 | 2778 | 20 | 55560 | 22 | Very Poor |
| 205 | RUDDICK-CUNNINGHAM ROAD - 205 | 001010 | 0.08 MM condition change | 1.00 MP | R | ST | 2 | 4767 | 18 | 85806 | 22 | Very Poor |
| 251M | SHERRY DRIVE - 251M | 000002 | 0.00 MM e/o 222C | 0.23 MM s/o 251C | R | AC/AC | 2 | 1181 | 32 | 37792 | 22 | Very Poor |
| 252G | SPANISH CANYON DRIVE - 252G | 002004 | 0.22 MM width change | 0.36 MM e/o 252H | R | AC/AC | 2 | 694 | 16 | 11104 | 22 | Very Poor |
| 214D | ST. YORRE CT. - 214D | 000003 | END EAST | END WEST | R | AC | 2 | 929 | 34 | 31586 | 22 | Very Poor |
| 253A | THOMPSON AVENUE - 253A | 000002 | 0.00 MM e/o 209 | 0.15 MM | R | AC/AC | 2 | 781 | 32 | 24992 | 22 | Very Poor |
| 310D | UNDERPASS ROAD - 310D | 000005 | 0.00 MM e/o US 101 | 0.46 MM END n/o Lowden drivew | R | AC/AC | 2 | 2437 | 18 | 43866 | 22 | Very Poor |
| 574 | BARNEGAT DRIVE - 574 | 000004 | 0.00 MM n/o 507 | 0.40 MM END | R | ST | 2 | 2114 | 20 | 42280 | 21 | Very Poor |
| 371 | BLACKHAWK DRIVE - 371 | 030040 | 3.00 MM | 3.95 MM END e/o Williams Ranc | R | ST | 2 | 4995 | 16 | 79920 | 21 | Very Poor |
| 410 | CASPAR ORCHARD ROAD - 410 | 000002 | 0.00 MM s/o 411A | 0.22 MM n/o Caspar Logging Ro | R | ST | 2 | 1165 | 20 | 23300 | 21 | Very Poor |
| 334E | CHURCH STREET - 334E | 000000 | 0.00 MM e/o 335C | 0.04 MM w/o 335D | R | AC/AC | 2 | 224 | 18 | 4032 | 21 | Very Poor |
| 501 | GUALALA ROAD - 501 | 000017 | PVMT CHANGE | 1.48 MM width changes | R | ST | 2 | 7619 | 18 | 137142 | 21 | Very Poor |
| 626 | HARRAH DRIVE - 626 | 000002 | 0.00 MM e/o 624 | 0.18 MM s/o 623 | R | AC/AC | 2 | 956 | 22 | 21032 | 21 | Very Poor |
| 426 | LITTLE VALLEY ROAD - 426 | 000011 | 0.00 MM e/o SH 1 | 1.10 MP | R | AC/AC | 2 | 5852 | 20 | 117040 | 21 | Very Poor |
| 618 | LUPINE WAY - 618 | 003004 | 0.27 MM e/o 311 | 0.43 MM w/o 608 | R | ST | 2 | 851 | 22 | 18722 | 21 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 407E | MAIN STREET - 245 | 000003 | 0.00 MM e/o 407I | 0.33 MM w/o 500 | C | AC/AC | 2 | 1719 | 26 | 44694 | 21 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 000009 | 0.00 MP SH 162 END | 0.94 MP | C | ST | 2 | 4911 | 22 | 108042 | 21 | Very Poor |
| 425 | MILL CREEK DRIVE - 425 | 004010 | 0.39 MM e/o SH 1 | 0.99 MM phone pole | R | AC/AC | 2 | 3174 | 20 | 63480 | 21 | Very Poor |
| 111 | MOUNTAIN HOUSE ROAD - 111 | 000010 | 0.00 MP n/o SH 128 | 0.97 MP | C | ST | 2 | 5067 | 20 | 101340 | 21 | Very Poor |
| 412F | PEARL RANCH ROAD - 412F | 000003 | 0.00 MM s/o 412A | 0.25 MM END | R | AC/AC | 2 | 1309 | 20 | 29604 | 21 | Very Poor |
| 412F | PEARL RANCH ROAD - 412F | 000009 | PEARL DR | END | R | AC | 2 | 1382 | 22 | 30404 | 21 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 011015 | 1.06 MM | 1.50 MM | R | ST | 2 | 2314 | 16 | 37024 | 21 | Very Poor |
| 318 | STEELE LANE - 318 | 004013 | 0.42 MM | 1.30 MM END | R | ST | 1 | 4561 | 12 | 54732 | 21 | Very Poor |
| 204G | SUNSET DRIVE - 204G | 000001 | 0.00 MM n/o 204F | 0.10 MM END | R | AC/AC | 2 | 538 | 17 | 9146 | 21 | Very Poor |
| 209F | TALMAGE COURT - 209F | 000003 | 0.00 MM END | 0.31 MM END | R | AC/AC | 2 | 1668 | 22 | 36696 | 21 | Very Poor |
| 202 | TINDALL RANCH ROAD - 202 | 000009 | 0.00 MM e/o 201 | 0.88 MM at n.side property fe | R | ST | 2 | 4648 | 16 | 74368 | 21 | Very Poor |
| 529 | WESTWARD HO - 529 | 000001 | 0.00 MM e/o 527 | 0.11 MM w/o SH 1 | R | AC/AC | 2 | 553 | 22 | 12166 | 21 | Very Poor |
| 421A | BALD HILL ROAD - 421A | 000011 | 0.00 MM n/o 421 | 1.07 MM END | R | AC/AC | 2 | 5661 | 16 | 90576 | 20 | Very Poor |
| 600A | BIRCH ROAD - 600A | 000003 | 0.00 MM e/o 602 | 0.27 MM w/o 600 | R | ST | 2 | 1384 | 22 | 30448 | 20 | Very Poor |
| 371 | BLACKHAWK DRIVE - 371 | 000010 | 0.00 MM w/o 370 | 1.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 20 | Very Poor |
| 609C | BROWN PLACE - 609C | 000001 | 0.00 MM e/o 609A | 0.05 MM END | R | ST | 2 | 252 | 22 | 7050 | 20 | Very Poor |
| 232A | COLONY DRIVE - 232A | 008014 | 0.76 MM e/o 233 | 1.35 MM s/o 234 | R | ST | 2 | 3114 | 22 | 68508 | 20 | Very Poor |
| 327C | EAST LANE - 327C | 010022 | 1.00 MM | 2.20 MP | C | ST | 2 | 5852 | 32 | 187264 | 20 | Very Poor |
| 327C | EAST LANE - 327C | 022034 | 2.20 MP | 3.35 MP | C | ST | 2 | 6298 | 32 | 201536 | 20 | Very Poor |
| 109 | FELIZ CREEK ROAD - 109 | 034037 | 3.41 MM e/o creek | 3.71 MM END at end marker | R | ST | 1 | 1601 | 12 | 19212 | 20 | Very Poor |
| 337K | FRAZIER LANE - 337K | 000005 | 0.00 MM n/o SH 162 | 0.50 MM END | R | ST | 1 | 2644 | 14 | 37016 | 20 | Very Poor |
| 622 | HAWK ROAD - 622 | 000003 | 0.00 MM n/o 620A | 0.26 MM e/o 621 | R | AC/AC | 2 | 1359 | 22 | 29898 | 20 | Very Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 090091 | 8.95 MM BOP | 9.11 MM EOP | C | ST | 2 | 864 | 16 | 13824 | 20 | Very Poor |
| 124D | LELAND LANE - 124D | 000002 | 0.00 MM e/o 124C | 0.17 MM EOP | R | AC/AC | 2 | 921 | 33 | 30393 | 20 | Very Poor |
| 612 | LUPINE DRIVE - 612 | 000009 | 0.00 MM w/o 311 | 0.85 MM s/o 618 | R | AC/AC | 2 | 4477 | 22 | 98494 | 20 | Very Poor |
| 336 | MINA ROAD - 336 | 000010 | 0.00 MP n/o SH 162 | 1.00 MP | C | ST | 2 | 5280 | 22 | 116160 | 20 | Very Poor |
| 551D | OROREYS PLACE - 551D | 000001 | 0.00 MM n/o 551 | 0.08 MM END | R | AC/AC | 2 | 394 | 34 | 15700 | 20 | Very Poor |
| 515A | PACIFIC VIEW DRIVE - 515A | 000001 | 0.00 MM e/o SH 1 | 0.08 MM END | R | AC/AC | 2 | 525 | 16 | 10267 | 20 | Very Poor |
| 128 | PEACHLAND ROAD - 128 | 002003 | 0.15 MM road narrows | 0.28 MM EOP s/o cattle guard | R | ST | 1 | 686 | 14 | 9604 | 20 | Very Poor |
| 422 | PETALUMA AVENUE - 422 | 000004 | 0.00 MM n/o 421 | 0.40 MM END | R | ST | 1 | 2109 | 14 | 29526 | 20 | Very Poor |
| 312G | POPLAR STREET - 312G | 000001 | 0.00 MM at pavement change | 0.06 MM END | R | AC/AC | 2 | 320 | 32 | 10240 | 20 | Very Poor |
| 651D | RIDGE PLACE - 651D | 000001 | 0.00 MM e/o 641 | 0.06 MM END | R | AC/AC | 2 | 291 | 24 | 8490 | 20 | Very Poor |
| 428C | SEAVIEW DRIVE - 428C | 000001 | 0.00 MM e/o SH 1 | 0.08 MM w/o 428R | R | ST | 2 | 396 | 18 | 7128 | 20 | Very Poor |
| 524C | TICKLED PINK DRIVE - 524C | 000004 | 0.00 MM at pavement cross mar | 0.36 MM at 524A signpost | R | AC/AC | 2 | 1900 | 22 | 41800 | 20 | Very Poor |
| 126 | AIRPORT ROAD - 126 | 000006 | 0.00 MM e/o 510 | 0.62 MM EOP | R | AC | 2 | 3282 | 24 | 78768 | 19 | Very Poor |
| 670B | BLUE LAKE PLACE - 670B | 000001 | 0.00 MM s/o 670B | 0.12 MM END | R | AC/AC | 2 | 609 | 22 | 14904 | 19 | Very Poor |
| 429 | BRANSCOMB ROAD - 429 | 000008 | 0.00 MM e/o SH 1 | 0.75 MP | C | ST | 2 | 3748 | 22 | 82456 | 19 | Very Poor |
| 217 | BRUSH STREET - 217 | 000001 | 0.00 MM Ukiah City Limits | 0.12 MM e/o 216 pavement chan | R | ST | 2 | 647 | 18 | 11646 | 19 | Very Poor |
| 208 | EAST GOBBI STREET - 208 | 000004 | 0.00 MM Ukiah City Limits | 0.38 MM EOP END | R | AC/AC | 2 | 2000 | 22 | 44000 | 19 | Very Poor |
| 301 | EAST HILL ROAD - 301 | 000010 | 0.00 MM Willits City Limits | 1.00 MM | C | AC/AC | 2 | 5280 | 22 | 116160 | 19 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 037041 | 3.65 MM pavement change | 4.05 MM s/o 240A at "Y" | C | AC/AC | 2 | 2123 | 20 | 42460 | 19 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 049055 | 4.85 MM e/o 242 | 5.54 MM nw/o 240A | C | ST | 2 | 3663 | 24 | 87912 | 19 | Very Poor |
| 321B | ELLIOTT DRIVE - 321B | 000002 | 0.00 MM n/o 319 | 0.23 MM e/o 321C | R | ST | 2 | 1223 | 22 | 26906 | 19 | Very Poor |
| 524F | FOREST COURT - 524F | 000001 | 0.00 MM e/o 524E | 0.09 MM END | R | AC/AC | 2 | 475 | 20 | 12924 | 19 | Very Poor |
| 136 | HASTINGS FRONTAGE ROAD - 136 | 000006 | 0.00 MM s/o Ukiah City Limits | 0.63 MM END | R | AC/AC | 2 | 3326 | 22 | 73172 | 19 | Very Poor |
| 306 | HEARST-WILLITS ROAD - 306 | 025030 | 2.51 MM w/o 308 | 3.00 MP | C | AC/AC | 2 | 2357 | 20 | 47140 | 19 | Very Poor |
| 327B | HILL ROAD - 327B | 028040 | 2.75 MP | 4.00 MP | C | ST | 2 | 6193 | 18 | 111474 | 19 | Very Poor |
| 408 | LITTLE LAKE ROAD - 408 | 052056 | 5.18 MP | 5.56 MM EOP | C | AC | 2 | 2545 | 16 | 40720 | 19 | Very Poor |
| 229B | MOORE STREET - 229B | 000000 | 0.00 MP e/o 229 | 0.01 MM pavement change | R | AC/AC | 2 | 62 | 22 | 1364 | 19 | Very Poor |
| 337L | NO NAME - 106 | 005008 | 0.50 MM e/o 337L intersection | 0.75 MM w/o 336 | R | ST | 2 | 1318 | 20 | 26360 | 19 | Very Poor |
| 637 | PERCH WAY - 637 | 000001 | 0.00 MM at 635C end | 0.09 MM w/o 636 surface chang | R | ST | 2 | 484 | 22 | 10648 | 19 | Very Poor |
| 423A | RIVERS END ROAD - 423A | 000001 | 0.00 MM E/O 423A | END AT COUNTY SIGN | R | AC | 2 | 2000 | 16 | 32000 | 19 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 231 | ROAD A - 231 | 000012 | 0.00 MM e/o 230 | 1.16 MM | R | ST | 2 | 6141 | 20 | 122820 | 19 | Very Poor |
| 237B | ROAD M - 237B | 000003 | 0.00 MM e/o 237 | 0.25 MM END | R | ST | 1 | 1304 | 14 | 18256 | 19 | Very Poor |
| 636A | SALMON PLACE - 636A | 000001 | 0.00 MM w/o 636 | 0.11 MM END | R | ST | 2 | 568 | 22 | 15980 | 19 | Very Poor |
| 248B | SPRING VALLEY ROAD - 248B | 001006 | 0.13 MM pavement change | 0.57 MM END at gate | R | ST | 2 | 2304 | 18 | 41472 | 19 | Very Poor |
| 237D | TOMKI ROAD - 237D | 030038 | 3.00 MP | 3.83 MM pavement narrows | C | ST | 2 | 4596 | 20 | 91920 | 19 | Very Poor |
| 237D | TOMKI ROAD - 237D | 099101 | 9.75 MM e/o 308 | 10.06 MM pavement narrows | C | ST | 2 | 1650 | 18 | 29700 | 19 | Very Poor |
| 332 | WATTENBURG ROAD - 332 | 000005 | 0.00 MM e/o SH 162 | 0.50 MM END | R | ST | 1 | 2614 | 12 | 31368 | 19 | Very Poor |
| 237 | WEST ROAD - 237 | 005009 | 0.45 MM s/o 236 | 0.94 MP | R | AC/AC | 2 | 2498 | 24 | 59952 | 19 | Very Poor |
| 534B | WILSON COURT - 534B | 000000 | 0.00 MM e/o 534 | 0.03 MM END | R | AC/AC | 2 | 230 | 18 | 4140 | 19 | Very Poor |
| 402A | ALBION RIVER SOUTH SIDE - 402A | 000001 | 0.00 MM n/o 402 | 0.07 MM road narrows n/o 402C | R | AC/AC | 2 | 380 | 18 | 6840 | 18 | Very Poor |
| 630 | BEAR DRIVE - 630 | 000010 | 0.00 MM w/o 623 | 1.00 MM | R | ST | 2 | 5280 | 22 | 116160 | 18 | Very Poor |
| 308 | CANYON ROAD - 308 | 020030 | 2.00 MM | 3.00 MM | C | ST | 2 | 5280 | 20 | 105600 | 18 | Very Poor |
| 603B | CLOVER PLACE - 603B | 000001 | 0.00 MM w/o 603A | 0.09 MM END | R | AC/AC | 2 | 488 | 22 | 13043 | 18 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 019026 | 1.94 MP | 2.63 MM pavement change | C | ST | 2 | 3634 | 22 | 79948 | 18 | Very Poor |
| 505 | EUREKA HILL ROAD - 505 | 090103 | 9.00 MP | 9.54 MP END at AFB | R | ST | 2 | 2841 | 20 | 56820 | 18 | Very Poor |
| 327A | FAIRBANKS ROAD - 327A | 010020 | 1.00 MM | 2.00 MP w/o 329 | C | ST | 2 | 5154 | 20 | 103080 | 18 | Very Poor |
| 626A | HARRAH PLACE - 626A | 000001 | 0.00 MM n/o 623 | 0.05 MM | R | AC/AC | 2 | 256 | 22 | 5632 | 18 | Very Poor |
| 204J | ISOLA WAY - 204J | 000001 | 0.00 MM s/o 204F | 0.09 MM END | R | AC/AC | 1 | 477 | 14 | 6678 | 18 | Very Poor |
| 532 | IVERSEN LANE - 532 | 000005 | 0.00 MM n/o 503 | 0.48 MM n/o 503 | R | AC/AC | 2 | 2542 | 22 | 55924 | 18 | Very Poor |
| 204 | KNOB HILL ROAD - 204 | 000006 | 0.00 MM n/o 200 | 0.59 MM s/o 204I | C | AC/AC | 2 | 3134 | 21 | 65814 | 18 | Very Poor |
| 149 | MAINTENANCE YARD ROAD - 149 | 000001 | 0.00 MM n/o 227B | 0.05 MM END at gate | R | AC/AC | 2 | 262 | 24 | 6288 | 18 | Very Poor |
| 548 | MALLO PASS COURT - 548 | 000000 | 0.00 MM w/o 547 | 0.03 MM END | R | AC/AC | 1 | 178 | 12 | 2136 | 18 | Very Poor |
| 412C | MALLORY DRIVE - 412C | 000002 | 0.00 MM n/o 412 | 0.24 MM e/o 412B | R | AC/AC | 2 | 1239 | 20 | 24780 | 18 | Very Poor |
| 203 | MILL CREEK ROAD - 203 | 018027 | 1.76 MP | 2.66 MM w/o 203C | C | ST | 2 | 4898 | 16 | 78368 | 18 | Very Poor |
| 518 | NAVARRO RIDGE ROAD - 518 | 010020 | 1.00 MP | 2.00 MP | R | ST | 2 | 5051 | 16 | 80816 | 18 | Very Poor |
| 618A | PEACOCK ROAD - 618A | 000003 | 0.00 MM n/o 618 | 0.34 MM s/o 619 | R | ST | 2 | 1760 | 24 | 42240 | 18 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 012018 | 1.24 MM n/o 246 | 1.75 MM n/o 247 | R | ST | 2 | 2684 | 18 | 48312 | 18 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 027029 | 2.73 MM | 2.92 MM | R | ST | 2 | 1002 | 16 | 16032 | 18 | Very Poor |
| 200 | SANFORD RANCH ROAD - 200 | 000007 | 0.00 MM n/o SH 222 | 0.68 MM 40' w/o 204 | C | AC/AC | 2 | 3572 | 22 | 78584 | 18 | Very Poor |
| 122C | SEQUOIA ROAD - 122C | 000001 | W CDS | PUBLIC | R | AC/AC | 2 | 774 | 22 | 20292 | 18 | Very Poor |
| 510C | STORNETTA DRIVE - 510C | 000001 | 0.00 MM w/o SH 1 | 0.10 MM END EOP | R | ST | 1 | 508 | 14 | 7112 | 18 | Very Poor |
| 227G | WEST FORK DRIVE - 708 | 100 | LAKE MENDOCINO DR | BELTRAMI DR | C | AC | 2 | 137 | 36 | 4932 | 18 | Very Poor |
| 237 | WEST ROAD - 237 | 000003 | 0.00 MP n/o 239 | 0.28 MM w/o 104 | C | AC/AC | 2 | 1504 | 24 | 36096 | 18 | Very Poor |
| 237 | WEST ROAD - 237 | 010020 | 0.94 MP | 1.96 MP | R | AC/AC | 2 | 5341 | 24 | 128184 | 18 | Very Poor |
| 403A | ALBION RIVER NORTH SIDE - 403A | 000003 | 0.00 MM e/o SH 1 | 0.25 MM at end of w.side fenc | R | AC/AC | 2 | 1306 | 16 | 20896 | 17 | Very Poor |
| 415G | BABCOCK LANE - 207 | 000002 | 0.00 MM n/o SH 20 | 0.17 MM END | R | ST | 1 | 900 | 14 | 12600 | 17 | Very Poor |
| 413 | BOICE LANE - 413 | 000002 | 0.00 MM e/o 436 | 0.19 MM w/o SH 1 | R | AC/AC | 1 | 980 | 10 | 9800 | 17 | Very Poor |
| 650B | BUCKEYE COURT - 650B | 000001 | 0.00 MM w/o 650 | 0.05 MM END | R | AC/AC | 2 | 284 | 24 | 8983 | 17 | Very Poor |
| 114 | CENTER STREET - 114 | 000000 | 0.00 MM BOP at Hopland Fire D | 0.04 MM e/o US 101 | R | AC/AC | 2 | 225 | 30 | 6750 | 17 | Very Poor |
| 420A | DENNISON LANE - 420A | 000002 | 0.00 MM e/o 420B | 0.15 MM n/o new city pavement | R | ST | 1 | 779 | 14 | 10906 | 17 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 020024 | 2.00 MP | 2.44 MM pavement change e/o b | C | AC/AC | 2 | 2152 | 24 | 51648 | 17 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 000010 | 0.00 MP n/o 245 | 1.00 MM | C | ST | 2 | 5280 | 22 | 116160 | 17 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 034037 | 3.36 MM pavement change | 3.65 MM pavement change | C | AC/AC | 2 | 1483 | 20 | 29660 | 17 | Very Poor |
| 252D | FAIRVIEW COURT - 252D | 002003 | 0.20 MM w/o 252A | 0.29 MM END | R | AC/AC | 2 | 486 | 28 | 16392 | 17 | Very Poor |
| 232B | GOWAN WAY - 232B | 000003 | 0.00 MM e/o 230 | 0.29 MM s/o 232C | R | AC/AC | 2 | 1508 | 22 | 33176 | 17 | Very Poor |
| 424E | HAPPY LANE - 424E | 000002 | 0.00 MM e/o SH1 | 0.19 MM END EOP | R | ST | 2 | 996 | 17 | 16932 | 17 | Very Poor |
| 620 | HAWK TERRACE - 620 | 000002 | 0.00 MM e/o 311 | 0.15 MM | R | AC/AC | 2 | 777 | 22 | 17094 | 17 | Very Poor |
| 319B | LAKESIDE DRIVE - 319B | 000002 | 0.00 MM w/o 429 | 0.20 MM END | R | ST | 2 | 1068 | 20 | 21360 | 17 | Very Poor |
| 212 | LOW GAP ROAD - 212 | 208218 | 20.82 MM BOP | 21.84 MM Ukiah City Limits | C | ST | 2 | 5405 | 20 | 108100 | 17 | Very Poor |
| 621 | MALLARD STREET - 621 | 000002 | 0.00 MM e/o 311 | 0.19 MM s/o 623 | R | ST | 2 | 993 | 24 | 23832 | 17 | Very Poor |
| 204D | MANZANITA DRIVE - 204D | 000001 | 0.00 MM s/o 204B (break at 20 | 0.10 MM END | R | AC/AC | 2 | 498 | 24 | 11952 | 17 | Very Poor |
| 312C | MEADOWBROOK DRIVE - 252E | 000003 | 0.00 MM n/o Acorn Pl. speed b | 0.25 MM s/o 312H at stop | C | AC/AC | 2 | 1342 | 32 | 42944 | 17 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 223 | ORR SPRINGS ROAD - 223 | 404410 | 40.35 MP | 40.99 MP | C | ST | 2 | 3278 | 22 | 72116 | 17 | Very Poor |
| 224 | PARDUCCI ROAD - 224 | 000004 | 0.00 MM w/o 104 | 0.44 MM width changes n/o cro | R | AC/AC | 2 | 2322 | 22 | 51084 | 17 | Very Poor |
| 128 | PEACHLAND ROAD - 128 | 000002 | 0.00 MM n/o SH 128 | 0.15 MM road narrows | R | AC/AC | 2 | 798 | 22 | 17556 | 17 | Very Poor |
| 637A | PERCH COURT - 637A | 000001 | 0.00 MM s/o 636 | 0.09 MM END | R | ST | 2 | 482 | 22 | 12110 | 17 | Very Poor |
| 130 | PHILO SCHOOL ROAD - 130 | 000002 | 0.00 MM n/o SH 128 | 0.15 MM at end marker | R | ST | 2 | 788 | 20 | 15760 | 17 | Very Poor |
| 372 | RIDGEVIEW ROAD - 372 | 000013 | 0.00 MM at gate e/o 373 | 1.26 MM at end of circle | R | ST | 2 | 6652 | 16 | 107595 | 17 | Very Poor |
| 231A | ROAD B - 231A | 020030 | 2.00 MM | 3.02 MM n/o 231 | R | ST | 2 | 5401 | 18 | 97218 | 17 | Very Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 012014 | 1.17 MP | 1.37 MM EOP | R | ST | 1 | 1193 | 14 | 16702 | 17 | Very Poor |
| 340 | SOUTH AIRPORT ROAD - 340 | 004012 | 0.43 MM 340 e/o sw bend | 1.20 MM s/o 337B | R | ST | 2 | 4087 | 18 | 73566 | 17 | Very Poor |
| 215F | TANOAK PLACE - 215F | 000000 | 0.00 MM s/o 215B DEERWOOD | S CDS | R | AC/AC | 2 | 222 | 21 | 6228 | 17 | Very Poor |
| 252C | TOYON ROAD - 252C | 000001 | 0.00 MM w/o 252 | 0.10 MM END | R | AC/AC | 2 | 518 | 22 | 11396 | 17 | Very Poor |
| 402A | ALBION RIVER SOUTH SIDE - 402A | 001001 | 0.07 MM road narrows n/o 402C | 0.10 MM EOP | R | AC/AC | 1 | 120 | 12 | 1440 | 16 | Very Poor |
| 625B | ALCOTT PLACE - 625B | 000000 | 0.00 MM w/o 625A | 0.04 MM END | R | AC/AC | 2 | 220 | 22 | 6346 | 16 | Very Poor |
| 515 | ALDER CREEK BEACH ROAD - 515 | 000007 | 0.00 MM w/o SH 1 | 0.72 MM EOP | R | ST | 1 | 3798 | 14 | 53172 | 16 | Very Poor |
| 105A | BRANCH ROAD - 105A | 000005 | 105 RANCHERIA ROAD | 118 | R | ST | 2 | 2488 | 18 | 44784 | 16 | Very Poor |
| 429 | BRANSCOMB ROAD - 429 | 020020 | MP 1.79 | MP 2.55 | C | ST | 2 | 5200 | 15 | 78000 | 16 | Very Poor |
| 243 | BURRIS LANE - 243 | 000011 | 0.00 MM e/o 240 | 1.13 MM EOP | R | ST | 2 | 5959 | 18 | 107262 | 16 | Very Poor |
| 642B | CAMELLIA COURT - 642B | 000001 | 0.00 MM w/o 642 | 0.06 MM END | R | ST | 2 | 312 | 22 | 9171 | 16 | Very Poor |
| 332A | CEMETARY LANE - 332A | 000010 | 0.00 MM w/o SH 162 | 1.03 MM at cemetary flagpole | R | ST | 2 | 5410 | 16 | 86560 | 16 | Very Poor |
| 311C | COBB DRIVE - 311C | 000007 | 0.00 MM e/o 311B | 0.67 MM e/o 311B | C | AC/AC | 2 | 3545 | 22 | 77990 | 16 | Very Poor |
| 531 | CORAL COURT - 531 | 000002 | 0.00 MM w/o 530 | 0.16 MM END | R | AC/AC | 2 | 840 | 22 | 18526 | 16 | Very Poor |
| 407X | CR 407X - 407X | 000001 | HILLS ROAD | BLAIR STREET | R | AC | 1 | 263 | 14 | 3682 | 16 | Very Poor |
| 240A | CUTOFF ROAD - 240A | 000005 | 0.00 MM e/o 240B | 0.48 MM s/o 240B | R | AC/AC | 2 | 2514 | 22 | 55308 | 16 | Very Poor |
| 623A | DEER LANE - 623A | 000001 | 0.00 MM n/o 623 | 0.06 MM END | R | AC/AC | 2 | 300 | 22 | 6600 | 16 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 041049 | 4.05 MM s/o 240A at "Y" | 4.85 MM e/o 242 | C | ST | 2 | 4230 | 20 | 84600 | 16 | Very Poor |
| 258 | ELLEN LYNN ROAD - 258 | 000006 | 0.00 MM e/o 237 | 0.60 MM e/o 237 | R | AC/AC | 2 | 3296 | 34 | 112064 | 16 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 235246 | 23.49 MP | 24.57 MP | R | ST | 2 | 5618 | 20 | 112360 | 16 | Very Poor |
| 419 | FORT BRAGG - SHERWOOD R - 419 | 295307 | 29.53 MP | 30.68 MM at phone cable sign | R | ST | 2 | 6161 | 20 | 123220 | 16 | Very Poor |
| 327B | HILL ROAD - 327B | 018028 | 1.75 MP | 2.75 MP | C | ST | 2 | 5283 | 16 | 84528 | 16 | Very Poor |
| 327B | HILL ROAD - 327B | 040052 | 4.00 MP | 5.20 MP e/o 327C | C | ST | 2 | 6336 | 18 | 114048 | 16 | Very Poor |
| 407T | HILLS ROAD - 407T | 001002 | 0.08 MM s/o 407X | 0.23 MM s/o 408 | R | AC | 1 | 791 | 20 | 15820 | 16 | Very Poor |
| 407A | LITTLE LAKE STREET - 407A | 001004 | 0.12 MM w/o 407J | 0.42 MM w/o 500 | C | AC/AC | 2 | 1573 | 30 | 47190 | 16 | Very Poor |
| 618B | LUPINE COURT - 618B | 000001 | 0.00 MM n/o 618 | 0.05 MM END | R | ST | 2 | 266 | 22 | 7358 | 16 | Very Poor |
| 508A | MAMIE LAIWA DRIVE - 508A | 000006 | 0.00 MM e/o 508 | 0.55 MM end new o/l s/o Ocean | R | AC/AC | 2 | 2880 | 18 | 51840 | 16 | Very Poor |
| 201B | MC CLURE SUBDIVISION - 201B | 000005 | 0.00 MM e/o 200 | 0.52 MM END at gate | R | ST | 1 | 2724 | 14 | 38136 | 16 | Very Poor |
| 336 | MINA ROAD - 336 | 026029 | 2.64 MM BOP | 2.89 MM EOP | C | ST | 2 | 1306 | 20 | 26120 | 16 | Very Poor |
| 260 | NO NAME - 106 | 000002 | N/O SH 20 | 0.24 MM END | R | AC/AC | 2 | 1268 | 20 | 25360 | 16 | Very Poor |
| 252 | OAK KNOLL ROAD - 252 | 005009 | 0.48 MM s/o 252A | 0.85 MM END | R | AC/AC | 2 | 1955 | 18 | 35190 | 16 | Very Poor |
| 501A | OLD STATE HIGHWAY - 501A | 003005 | 0.32 MM w/o 502 road narrows | 0.45 MM END | R | AC/AC | 2 | 704 | 16 | 11264 | 16 | Very Poor |
| 551E | ORROREYS ROOST - 551E | 000003 | 0.00 MM e/o 551D | 0.29 MM END | R | AC/AC | 2 | 1531 | 22 | 33682 | 16 | Very Poor |
| 530 | PACIFIC DRIVE - 440B | 000003 | 0.00 MM w/o SH 1 | 0.28 MM s/o 529 | R | AC/AC | 2 | 1448 | 22 | 31856 | 16 | Very Poor |
| 131 | RAYS ROAD - 131 | 000004 | 0.00 MM s/o SH 128 | 0.38 MM END at gate | R | ST | 2 | 1988 | 18 | 35784 | 16 | Very Poor |
| 107E | RIVERSIDE DRIVE - 107E | 000007 | 0.00 MM END | 0.71 MM END | R | AC/AC | 2 | 3762 | 28 | 113008 | 16 | Very Poor |
| 604C | ROBIN PLACE - 604C | 000001 | 0.00 MM w/o 604 | 0.06 MM END | R | ST | 2 | 321 | 22 | 8568 | 16 | Very Poor |
| 107D | SANEL DRIVE - 107D | 000006 | 0.00 MM at 107D signpost | 0.58 MM s/o 107E | R | AC/AC | 2 | 3061 | 28 | 85708 | 16 | Very Poor |
| 424G | SHADY LANE - 424G | 000001 | 0.00 MM n/o 424F | 0.12 MM END | R | ST | 2 | 637 | 16 | 11938 | 16 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 066076 | 6.57 MP | 7.61 MP | R | AC/AC | 2 | 5371 | 20 | 107420 | 16 | Very Poor |
| 239 | UVA DRIVE - 239 | 012013 | WEST ROAD | 1.28 MM pavement change | R | AC/AC | 2 | 429 | 22 | 9438 | 16 | Very Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 000011 | 0.00 MP n/o 240 | 1.11 MP | C | AC/AC | 2 | 5774 | 24 | 138576 | 16 | Very Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 019031 | 1.92 MP | 3.05 MP | C | AC/AC | 2 | 5504 | 20 | 110080 | 16 | Very Poor |
| 215J | WILDWOOD ROAD - 215J | 000008 | 0.00 MM e/o 215B | 0.82 MM s/o 215BX | R | AC/AC | 2 | 4344 | 20 | 86880 | 16 | Very Poor |
| 227E | ANTONI LANE - 227E | 000001 | 227 CALPELL AROAD | 0.11 MM END | R | ST | 2 | 630 | 33 | 23174 | 15 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107F | BLUE OAK DRIVE - 107F | 000002 | 0.00 MM n/o 107E | 0.22 MM END | R | AC/AC | 2 | 1182 | 28 | 35880 | 15 | Very Poor |
| 429 | BRANSCOMB ROAD - 429 | 077079 | 7.67 MM BOP | 7.91 MP | C | ST | 2 | 583 | 24 | 13992 | 15 | Very Poor |
| 214C | CATALAN CT - 214C | 000003 | APPOLINARIS DR | END | R | AC | 2 | 628 | 34 | 21352 | 15 | Very Poor |
| 114 | CENTER STREET - 114 | 000002 | 0.04 MM w/o US 101 | 0.16 MM END | R | AC/AC | 2 | 605 | 24 | 14520 | 15 | Very Poor |
| 204N | CRANE TERRACE - 204N | 000002 | 0.00 MM n/o 204M | 0.15 MM END | R | AC/AC | 2 | 763 | 30 | 22890 | 15 | Very Poor |
| 337H-N | CRAWFORD ROAD - 337H-N | 000005 | 0.00 MM s/o 337D | 0.50 MM s/o 337F | C | ST | 2 | 2656 | 18 | 47808 | 15 | Very Poor |
| 237I | FISHER LAKE DRIVE - 237I | 000003 | 237D TOMKI ROAD | 0.25 MM END | R | AC/AC | 2 | 1324 | 32 | 42368 | 15 | Very Poor |
| 246 | GIBSON LANE - 246 | 000007 | 0.00 MM w/o 240B | 0.68 MM pavement change | R | AC/AC | 2 | 3578 | 20 | 71560 | 15 | Very Poor |
| 501 | GUALALA ROAD - 501 | 015017 | 1.48 MM width changes | 1.68 MM END w/o bridge | R | AC | 1 | 1180 | 14 | 16520 | 15 | Very Poor |
| 620 | HAWK TERRACE - 620 | 002002 | 0.15 MM | 0.23 MM END | R | AC/AC | 2 | 428 | 22 | 10922 | 15 | Very Poor |
| 337P | HENDERSON ROAD - 337P | 007009 | 0.67 MM e/o 337H | 0.90 MM w/o 337N at white lin | R | ST | 2 | 1248 | 16 | 19968 | 15 | Very Poor |
| 112 | HEWLITT & STURTEVANT - 112 | 000002 | 0.00 MM w/o US 101 | 0.23 MM road widens | R | ST | 1 | 1220 | 14 | 17080 | 15 | Very Poor |
| 327B | HILL ROAD - 327B | 010018 | 1.00 MP | 1.75 MP | C | ST | 2 | 3888 | 22 | 85536 | 15 | Very Poor |
| 453 | JADE COURT - 453 | 000001 | 0.00 MM e/o 451 | 0.01 MM END | R | ST | 2 | 510 | 24 | 14047 | 15 | Very Poor |
| 204E | JAMES STREET - 204E | 000002 | 0.00 MM w/o 204 | 0.15 MM END | R | AC/AC | 2 | 792 | 18 | 14256 | 15 | Very Poor |
| 304B | LAKEWOOD DRIVE - 304B | 000002 | 0.00 MM e/o 304A | 0.22 MM at 304B/304C signpost | R | AC/AC | 2 | 1158 | 22 | 25476 | 15 | Very Poor |
| 338 | MENDOCINO PASS ROAD - 338 | 056065 | 5.57 MP | 6.45 MP | C | AC | 2 | 3729 | 18 | 67122 | 15 | Very Poor |
| 425A | OBAYLEY DRIVE - 425A | 000005 | 0.00 MM n/o 425 | 0.45 MM at phone pole east en | R | ST | 2 | 2386 | 16 | 38176 | 15 | Very Poor |
| 223 | ORR SPRINGS ROAD - 223 | 410421 | 40.99 MP | 42.05 MP | C | ST | 2 | 5549 | 22 | 122078 | 15 | Very Poor |
| 244 | PINE AVENUE - 244 | 000010 | 0.00 MM e/o 240 | 1.03 MM at county end marker | R | AC | 2 | 5428 | 18 | 97704 | 15 | Very Poor |
| 228A | POMO LANE - 228A | 000001 | 0.00 MM w/o 104 | 0.09 MM end striping | R | AC/AC | 2 | 470 | 24 | 11280 | 15 | Very Poor |
| 611B | PORRO COURT - 611B | 000001 | 0.00 MM n/o 611 | 0.13 MM END | R | ST | 2 | 685 | 22 | 17377 | 15 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 000001 | 0.00 MM n/o 245 | 0.12 MM pavement change | R | AC/AC | 2 | 654 | 22 | 14388 | 15 | Very Poor |
| 669 | RIDGE CIRCLE - 669 | 000001 | 0.00 MM w/o 641 (640 section) | 0.07 MM END | R | AC/AC | 2 | 368 | 22 | 11360 | 15 | Very Poor |
| 641 | RIDGE ROAD - 204F | 021031 | 2.07 MM | 3.07 MM s/o 670 | R | ST | 2 | 5280 | 26 | 137280 | 15 | Very Poor |
| 231A | ROAD B - 231A | 010020 | 1.00 MM | 2.00 MM | R | ST | 2 | 5280 | 20 | 105600 | 15 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 038049 | 3.75 MP | 4.90 MP | R | ST | 2 | 6054 | 20 | 88840 | 15 | Very Poor |
| 528 | WINDWARD COURT - 528 | 000000 | 0.00 MM e/o 527 | 0.04 MM END | R | AC/AC | 2 | 236 | 20 | 5683 | 15 | Very Poor |
| WINDYH | WINDY HOLLOW ROAD - 508 | 000006 | 0.00 MM n/o Riverside | 0.58 MM s/o 508 at 0.00 MP | R | AC/AC | 2 | 3064 | 18 | 55152 | 15 | Very Poor |
| 606C | ACACIA COURT - 606C | 000001 | 0.00 MM n/o 604 | 0.11 MM END | R | ST | 2 | 550 | 22 | 14407 | 14 | Very Poor |
| 310A | BIG TRAILS DRIVE - 310A | 000003 | 0.00 MM w/o US 101 | 0.30 MM w/o US 101 | R | AC/AC | 2 | 1590 | 22 | 34980 | 14 | Very Poor |
| 209A | BOURBON LANE - 209A | 000001 | 0.00 MM w/o 209 | 0.07 MM END | R | AC/AC | 2 | 386 | 20 | 7720 | 14 | Very Poor |
| 217 | BRUSH STREET - 217 | 002004 | 0.22 MM pavement and width ch | 0.39 MM END | R | ST | 1 | 927 | 12 | 11470 | 14 | Very Poor |
| 407Q | CLARK STREET - 407Q | 000002 | 0.00 MM n/o 407R | 0.11 M n/o 407R (PAVT CHANGE) | R | ST | 2 | 600 | 18 | 10800 | 14 | Very Poor |
| 623C | DEER ROAD - 623C | 000001 | 0.00 MM n/o 623 | 0.07 MM END | R | AC/AC | 2 | 377 | 22 | 8294 | 14 | Very Poor |
| 505 | EUREKA HILL ROAD - 505 | 012022 | 1.19 MP | 2.24 MP | C | AC/AC | 2 | 5355 | 22 | 117810 | 14 | Very Poor |
| 314 | EXLEY ROAD - 314 | 000006 | 0.00 MM Willits City Limits | 0.60 MM END | R | AC/AC | 2 | 3184 | 16 | 50944 | 14 | Very Poor |
| 253E | FAULL AVENUE - 253E | 000002 | 0.00 MM e/o 253B | 0.19 MM n/o 253B | R | AC/AC | 2 | 948 | 34 | 32232 | 14 | Very Poor |
| 210 | FIRCREST DRIVE - 210 | 000005 | SOUTH STATE STREET | 0.54 MM END at gate posts | R | AC/AC | 1 | 3660 | 37 | 135420 | 14 | Very Poor |
| 122 | FISH ROCK ROAD - 122 | 040049 | 4.00 MP | 4.88 MP EOP | R | ST | 2 | 4635 | 20 | 92700 | 14 | Very Poor |
| 139 | FRONTAGE ROAD C - 139 | 000004 | 0.00 MM at gate | 0.39 MM s/o 107B at pavement | R | AC/AC | 2 | 2042 | 22 | 44924 | 14 | Very Poor |
| 209I | GLENROB - 209I | 000001 | 0.00 MM s/o SH 222 | 0.09 MM END | R | AC/AC | 2 | 492 | 20 | 9840 | 14 | Very Poor |
| 407N | HOWARD STREET - 334D | 000001 | 0.00 MM n/o 407E | 0.08 MM s/o 407C | R | ST | 2 | 410 | 22 | 9020 | 14 | Very Poor |
| 319G | LAYTONVILLE RESERVATION - 319G | 000001 | 0.00 MM s/o 319F | 0.13 MM END | R | ST | 1 | 682 | 10 | 6820 | 14 | Very Poor |
| 204C | MADRONE DRIVE - 204C | 000002 | 0.00 MM w/o 204 | 0.21 MM END | R | AC/AC | 2 | 1106 | 24 | 26544 | 14 | Very Poor |
| 104 | NORTH STATE STREET - 104 | 048050 | MOORE STREET | THIRD STREET | C | AC/AC | 2 | 818 | 34 | 27812 | 14 | Very Poor |
| 514B | OCEAN VIEW LANE - 514B | 000001 | 0.00 MM s/o 514 | 0.14 MM END | R | AC/AC | 2 | 746 | 24 | 26328 | 14 | Very Poor |
| 635C | PERCH ROAD - 635C | 000004 | 0.00 MM e/o 635 | 0.35 MM w/o 637 | R | ST | 2 | 1850 | 22 | 40700 | 14 | Very Poor |
| 412B | PINE DRIVE - 412B | 000002 | 0.00 MM n/o 412E | 0.19 MM END | R | AC/AC | 2 | 1024 | 22 | 25294 | 14 | Very Poor |
| 407S | PINE STREET - 407S | 002003 | 0.15 MM w/o 407Q | 0.22 MM END | R | ST | 1 | 340 | 12 | 4080 | 14 | Very Poor |
| 326 | POONKINNEY ROAD - 326 | 008013 | 0.75 MP | 1.28 MM EOP | R | ST | 2 | 2769 | 16 | 44304 | 14 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 001012 | 0.12 MM pavement change | 1.24 MM s/o 246 | R | ST | 2 | 5900 | 20 | 118000 | 14 | Very Poor |

# Mendocino County
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| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 527 | ROBINSON REEF DRIVE - 527 | 000003 | 0.00 MM w/o SH 1 | 0.25 MM END | R | AC/AC | 2 | 1325 | 22 | 29526 | 14 | Very Poor |
| 429A | ROCKPORT STREET - 429A | 000003 | 0.00 MM e/o SH 1 | 0.29 MM END EOP | R | ST | 2 | 1544 | 16 | 24704 | 14 | Very Poor |
| 200 | SANFORD RANCH ROAD - 200 | 010013 | 0.96 MP | 1.33 MP n/o 201 | R | AC/AC | 2 | 1464 | 19 | 27816 | 14 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 167170 | 16.71 MM | 16.90 MP w/o US 101 | R | ST | 2 | 506 | 16 | 8096 | 14 | Very Poor |
| 252G | SPANISH CANYON DRIVE - 252G | 000002 | 0.00 MM w/o 252 | 0.22 MM width change | R | AC/AC | 2 | 1183 | 20 | 23660 | 14 | Very Poor |
| 259 | VIRGINIA CIRCLE - 259 | 000002 | 0.00 MM n/o 258 | 0.24 MM n/o 258 | R | AC/AC | 2 | 1260 | 30 | 37800 | 14 | Very Poor |
| 130E | WENDLING STREET - 130E | 000003 | 0.00 MM e/o SH 128 | 0.33 MM END e/o SH 128 | R | ST | 1 | 1714 | 12 | 20568 | 14 | Very Poor |
| 407V | WHEELER STREET - 407V | 000001 | 0.00 MM s/o 407W | 0.07 MM s/o 408 | R | AC | 2 | 370 | 16 | 5920 | 14 | Very Poor |
| 337 | ZENIA ROAD - 337 | 000004 | 0.00 MM w/o 337L | 0.41 MM END at survey marker | R | ST | 2 | 2147 | 20 | 42940 | 14 | Very Poor |
| 215I | ANTLER ROAD - 215I | 000002 | 0.00 MM e/o 215J | 0.17 MM END | R | AC/AC | 2 | 878 | 20 | 18523 | 13 | Very Poor |
| 609E | ARCHER LANE - 609E | 000002 | 0.00 MM n/o 609 | 0.20 MM | R | AC/AC | 2 | 1054 | 22 | 37806 | 13 | Very Poor |
| BELLSPRING | BELL SPRINGS ROAD - BELLSPRING | 000001 | 0.00 MP | 0.5 MP | R | AC | 2 | 2600 | 15 | 39000 | 13 | Very Poor |
| 600C | BIRCH PLACE - 600C | 000001 | 0.00 MM s/o 600 | 0.10 MM END | R | ST | 2 | 520 | 22 | 12946 | 13 | Very Poor |
| 603 | CLOVER ROAD - 603 | 004008 | 0.38 MM w/o 604 | 0.78 MM END | C | ST | 2 | 2127 | 22 | 49101 | 13 | Very Poor |
| 311D | COBB PLACE - 311D | 000001 | 0.00 MM e/o 311C | 0.05 MM END | C | ST | 2 | 276 | 22 | 7578 | 13 | Very Poor |
| 407RR | CRESTWOOD DRIVE - 407RR | 000002 | 0.00 MM s/o 407R | 0.23 MM END | R | ST | 2 | 1224 | 25 | 30600 | 13 | Very Poor |
| 571 | DUXBURY ROAD - 571 | 000006 | 0.00 MM s/o 570 | 0.57 MM s/o 570 | R | ST | 2 | 3088 | 22 | 67936 | 13 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 043051 | 4.25 MP | 5.05 MP | C | AC/AC | 2 | 4267 | 22 | 93874 | 13 | Very Poor |
| 215E | FAWN PLACE - 215E | 000001 | 0.00 MM s/o 215B | S CDS | R | AC/AC | 2 | 268 | 22 | 7402 | 13 | Very Poor |
| 507 | GARCIA RIVER ROAD aka B - 507 | 010019 | 1.00 MM | 1.93 MM END at gate to gravel | R | ST | 1 | 4914 | 14 | 68796 | 13 | Very Poor |
| 246 | GIBSON LANE - 246 | 016026 | 1.57 MM w/o 245A | 2.59 MM road narrows n/o 247 | R | ST | 2 | 5390 | 22 | 118580 | 13 | Very Poor |
| 622A | HAWK PLACE - 622A | 000001 | 0.00 MM w/o 622 | 0.05 MM END | R | AC/AC | 2 | 246 | 22 | 6275 | 13 | Very Poor |
| 245A | HAWN CREEK ROAD - 245A | 000010 | 0.00 MM w/o 245 | 1.00 MM s/o 246 | R | ST | 2 | 5303 | 16 | 84848 | 13 | Very Poor |
| 337P | HENDERSON ROAD - 337P | 000007 | 0.00 MM BOP | 0.67 MM w/o 337H | R | ST | 2 | 3525 | 19 | 66975 | 13 | Very Poor |
| 267 | JEFFERSON LANE - 267 | 000002 | 0.00 MM e/o 209 | 0.17 MM w/o 104A | R | AC/AC | 2 | 876 | 24 | 21024 | 13 | Very Poor |
| 245 | MAIN STREET - 245 | 010017 | 0.98 MM w/o 248 | 1.73 MM e/o 240B | C | AC | 2 | 3966 | 24 | 95184 | 13 | Very Poor |
| 227A | MILANI DRIVE - 227A | 000003 | 0.00 MM n/o 227 | 0.29 MM e/o 227 | R | AC/AC | 2 | 1580 | 18 | 28440 | 13 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 000009 | 0.00 MM n/o 240B | 0.88 MM | R | ST | 2 | 4638 | 18 | 83484 | 13 | Very Poor |
| 238A | ROAD N - 238A | 000008 | 0.00 MM e/o 238 | 0.76 MM w/o 237 | R | ST | 2 | 3975 | 18 | 71550 | 13 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 095099 | 9.53 MP | 9.89 MM EOP at phone cable si | R | ST | 2 | 2377 | 20 | 47540 | 13 | Very Poor |
| 248B | SPRING VALLEY ROAD - 248B | 000001 | 0.00 MM w/o 248 | 0.13 MM pavement change | R | AC/AC | 2 | 694 | 18 | 12492 | 13 | Very Poor |
| 412D | TREGONING DRIVE - 412D | 000001 | 0.00 MM e/o 436 | 0.09 MM w/o SH 1 | R | ST | 1 | 475 | 10 | 4750 | 13 | Very Poor |
| 524E | WOODSIDE COURT - 524E | 000004 | 0.00 MM w/o 525 | 0.42 MM END | R | AC/AC | 2 | 2225 | 22 | 49326 | 13 | Very Poor |
| 670 | BLUE LAKE ROAD - 670 | 000003 | 0.00 MM END west | RIDGE WAY | R | ST | 2 | 598 | 26 | 15548 | 12 | Very Poor |
| 534A | BOURNS WAY - 534A | 000002 | 0.00 MM n/o 534 | 0.18 MM s/o 534 | R | AC/AC | 2 | 938 | 24 | 22512 | 12 | Very Poor |
| 644 | BUCKEYE ROAD - 644 | 000010 | 0.00 MM END | 1.02 MM w/o 649 | R | AC/AC | 2 | 5364 | 24 | 130903 | 12 | Very Poor |
| 408B | CAHTO STREET - 408B | 000001 | 0.00 MM e/o 407M | 0.10 MM w/o 500 | R | ST | 1 | 526 | 12 | 6312 | 12 | Very Poor |
| 642C | CAMELLIA CIRCLE - 642C | 000001 | 0.00 MM w/o 642 | 0.10 MM END | R | ST | 2 | 520 | 22 | 12946 | 12 | Very Poor |
| 410B | CASPAR FRONTAGE ROAD WE - 410B | 000003 | 0.00 MM e/o 569 | 0.30 MM END | R | ST | 1 | 1567 | 10 | 19894 | 12 | Very Poor |
| 407 | COVELO STREET - 407 | 000001 | 0.00 MM e/o 407L | 0.08 MM w/o 407M | R | ST | 2 | 414 | 16 | 6624 | 12 | Very Poor |
| 240B | EEL RIVER ROAD - 240B | 026034 | 2.63 MM pavement change | 3.36 MM pavement change | C | AC/AC | 2 | 3886 | 20 | 77720 | 12 | Very Poor |
| 201C | EUNICE COURT - 201C | 000010 | 0.00 MM e/o 200 | 0.16 MM END | R | AC/AC | 2 | 864 | 33 | 29356 | 12 | Very Poor |
| 246 | GIBSON LANE - 246 | 007014 | 0.68 MM pavement change | 1.41 MM pavement change | R | ST | 2 | 3869 | 20 | 77380 | 12 | Very Poor |
| 534 | GLENNEN DRIVE - 534 | 000004 | 0.00 MM e/o SH 1 | 0.42 MM END EOP | R | AC/AC | 2 | 2220 | 24 | 53280 | 12 | Very Poor |
| 640C | GOOSE PLACE - 640C | 000001 | 0.00 MM s/o 640 | 0.10 MM END | R | ST | 2 | 502 | 22 | 13351 | 12 | Very Poor |
| 624 | HAWK DRIVE - 624 | 000006 | 0.00 MM n/o 618 | 0.55 MM s/o 623 | R | AC/AC | 2 | 2911 | 24 | 69864 | 12 | Very Poor |
| 651C | IRIS TERRACE - 651C | 000002 | 0.00 MM s/o 651 | 0.15 MM END | R | AC/AC | 2 | 810 | 22 | 19206 | 12 | Very Poor |
| 226A | LAKE RIDGE DRIVE - 226A | 000003 | 0.00 MM s/o 226 | 0.28 MM END at co. road marke | R | AC/AC | 2 | 1468 | 18 | 26424 | 12 | Very Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 020021 | 1.95 MM BOP | 2.12 MM EOP | C | ST | 1 | 890 | 14 | 12460 | 12 | Very Poor |
| 609H | MADRONE COURT - 609H | 000001 | 0.00 MM n/o 623 | 0.06 MM END | R | ST | 2 | 294 | 22 | 7974 | 12 | Very Poor |
| 245 | MAIN STREET - 245 | 000010 | 0.00 MM e/o 245A at signpost | 0.98 MM w/o 248 | R | ST | 2 | 5175 | 18 | 93150 | 12 | Very Poor |
| 420C | MONSEN WAY - 420C | 000002 | 0.00 MM n/o 419 | 0.15 MM n/o 420 | R | ST | 2 | 782 | 16 | 12512 | 12 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 437 | PARK VIEW DRIVE - 437 | 000003 | 0.00 MM e/o SH 1 | 0.27 MM END | R | AC/AC | 1 | 1428 | 12 | 17136 | 12 | Very Poor |
| 326 | POONKINNEY ROAD - 326 | 000008 | 0.00 MP n/o 322 | 0.75 MP | R | ST | 2 | 3877 | 18 | 69786 | 12 | Very Poor |
| 437A | POST AVENUE - 437A | 000001 | 0.00 MM w/o 437 | 0.07 MM END | R | AC/AC | 1 | 383 | 12 | 4596 | 12 | Very Poor |
| 253F | POULOS COURT - 253F | 000001 | 0.00 MM e/o 209 | 0.11 MM END | R | AC/AC | 2 | 584 | 24 | 18214 | 12 | Very Poor |
| 641 | RIDGE ROAD - 204F | 000002 | 0.00 MM intersects 651 | 0.18 MM | R | ST | 2 | 954 | 24 | 25045 | 12 | Very Poor |
| 415J | TIMBERPOINTE DR - 415J | 000003 | HWY 20 | END | R | AC | 2 | 746 | 22 | 16412 | 12 | Very Poor |
| 228 | TOLLINI LANE - 228 | 000003 | 0.00 MM s/o 224 | 0.26 MM END | R | ST | 2 | 1382 | 23 | 31786 | 12 | Very Poor |
| 237 | WEST ROAD - 237 | 020030 | 1.96 MP | 2.32 MM pavement change n/o 2 | R | AC/AC | 2 | 2031 | 24 | 48744 | 12 | Very Poor |
| 609E | ARCHER LANE - 609E | 002003 | 0.20 MM | 0.30 MM END | R | AC/AC | 2 | 596 | 22 | 14618 | 11 | Very Poor |
| 543 | BIG GULCH ROAD - 543 | 000004 | 0.00 MM e/o SH 1 | 0.39 MM END | R | AC/AC | 2 | 2060 | 18 | 37080 | 11 | Very Poor |
| 371 | BLACKHAWK DRIVE - 371 | 010020 | 1.00 MM | 2.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 11 | Very Poor |
| 671A | BLUE LAKE TERRACE - 671A | 000007 | 0.00 MM e/o 671 | 0.72 MM END | R | AC/AC | 2 | 3774 | 22 | 86292 | 11 | Very Poor |
| 209H | BURKE ROAD - 209H | 000001 | 0.00 MM s/o SH 22 | 0.09 MM END | R | AC/AC | 2 | 490 | 20 | 9800 | 11 | Very Poor |
| 252H | CANYON COURT - 252H | 000002 | 0.00 MM w/o 252G | 0.20 MM END e/o address 760 | R | AC/AC | 1 | 1068 | 14 | 14952 | 11 | Very Poor |
| 603D | CLOVER COURT - 603D | 000002 | 0.00 MM n/o 603A | 0.15 MM END | R | AC/AC | 2 | 768 | 22 | 19203 | 11 | Very Poor |
| 232A | COLONY DRIVE - 232A | 000008 | 0.00 MM n/o 232 | 0.76 MM e/o 233 | R | ST | 2 | 3992 | 18 | 71856 | 11 | Very Poor |
| 411B | CYPRESS LANE - 411B | 000001 | 0.00 MM n/o 411A | 0.13 MM n/o 411 | R | ST | 2 | 680 | 18 | 12240 | 11 | Very Poor |
| 329-S | DOBIE LANE - 329-N | 000010 | 0.00 MP n/o 327B | 1.00 MM | C | ST | 2 | 5280 | 22 | 116160 | 11 | Very Poor |
| 420 | EAST CEDAR STREET - 420 | 000002 | 0.00 MM Fort Bragg City Limit | 0.21 MM w/o 420A | R | AC/AC | 2 | 1096 | 16 | 17536 | 11 | Very Poor |
| 240 | EAST SIDE POTTER VALLEY - 240 | 032043 | 3.24 MM pavement change n/o 2 | 4.25 MP | C | AC/AC | 2 | 5034 | 22 | 110748 | 11 | Very Poor |
| 205A | FERN CANYON DRIVE - 205A | 000002 | 0.00 MM e/o 201 | 0.17 MM END at property gate | R | ST | 2 | 902 | 24 | 21648 | 11 | Very Poor |
| 205B | FERN CANYON PLACE - 205B | 000001 | 0.00 MM s/o 205A | 0.11 MM END | R | ST | 2 | 570 | 16 | 9120 | 11 | Very Poor |
| 407I | HEESER STREET - 407I | 000001 | 0.00 MM n/o 407E | 0.08 MM s/o 407C | C | AC | 2 | 395 | 32 | 12640 | 11 | Very Poor |
| 107C | HENRY STATION ROAD - 107C | 000003 | 0.00 MM e/o US 101 | 0.30 MM to 107D signpost | R | AC/AC | 2 | 1554 | 28 | 43512 | 11 | Very Poor |
| 327B | HILL ROAD - 327B | 000010 | 0.00 MP e/o 329 MP 0.00 | 1.00 MP | C | ST | 2 | 5070 | 22 | 111540 | 11 | Very Poor |
| 651 | IRIS DRIVE - 651 | 000008 | 0.00 MM s/o 604 | 0.83 MM e/o 641 | R | AC/AC | 2 | 4404 | 24 | 105696 | 11 | Very Poor |
| 651A | IRIS LANE - 651A | 000002 | 0.00 MM w/o 651 | 0.18 MM END | R | AC/AC | 2 | 958 | 22 | 22582 | 11 | Very Poor |
| 407L | KASTEN STREET - 407L | 000001 | 0.00 MM n/o 407E | 0.08 MM s/o 407C | R | AC/AC | 2 | 401 | 30 | 12030 | 11 | Very Poor |
| 612A | LUPINE PLACE - 612A | 000001 | 0.00 MM n/o 612 | 0.05 MM END | R | AC/AC | 2 | 274 | 22 | 6891 | 11 | Very Poor |
| 337D | NO NAME - 106 | 000008 | 0.00 MM w/o 337H-N | 0.75 MM w/o SH 162 | R | ST | 2 | 3966 | 20 | 79320 | 11 | Very Poor |
| 211 | NORGARD LANE - 211 | 000004 | 0.00 MM e/o 104A | 0.36 MM END | R | AC/AC | 2 | 1928 | 20 | 38560 | 11 | Very Poor |
| 252 | OAK KNOLL ROAD - 252 | 002005 | 0.18 MM w/o 252A | 0.48 MM s/o 252A | R | AC/AC | 2 | 1611 | 28 | 45108 | 11 | Very Poor |
| 254 | OLD LAKE COUNTY ROAD - 254 | 000006 | 0.00 MM n/o SH 20 | 0.59 MM Lake County Line | R | AC/AC | 2 | 3115 | 18 | 56070 | 11 | Very Poor |
| 627 | ORIOLE DRIVE - 627 | 003009 | 0.34 MM n/o 623 | 0.86 MM e/o 628 | R | AC/AC | 2 | 2756 | 22 | 60632 | 11 | Very Poor |
| 643 | PONDEROSA ROAD - 643 | 000004 | 0.00 MM e/o 649 | 0.36 MM w/o 642 | R | AC/AC | 2 | 1918 | 22 | 42196 | 11 | Very Poor |
| 641 | RIDGE ROAD - 204F | 002005 | 0.18 MM intersects 653 | 0.51 MM | R | ST | 2 | 1756 | 24 | 44311 | 11 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 024027 | 2.44 MM | 2.73 MM | R | ST | 2 | 1545 | 16 | 24720 | 11 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 076086 | 7.61 MP | 8.58 MP | R | AC/AC | 2 | 5049 | 18 | 116784 | 11 | Very Poor |
| 311 | SHERWOOD ROAD - 311 | 086095 | 8.58 MP | 9.53 MP | R | ST | 2 | 4980 | 18 | 89640 | 11 | Very Poor |
| 570 | STONEBORO - 570 | 010016 | 1.00 MM | 1.62 MM END | R | ST | 2 | 3256 | 22 | 71632 | 11 | Very Poor |
| 239B | UVA PLACE - 239B | 000001 | UVA DRIVE | E CDS | R | AC/AC | 2 | 670 | 33 | 24494 | 11 | Very Poor |
| 248 | WEST SIDE POTTER VALLEY - 248 | 011019 | 1.11 MP | 1.92 MP | C | AC/AC | 2 | 4684 | 24 | 112416 | 11 | Very Poor |
| 600B | BIRCH COURT - 600B | 000001 | 0.00 MM e/o 600 | 0.11 MM END | R | ST | 2 | 575 | 22 | 14957 | 10 | Very Poor |
| 670 | BLUE LAKE ROAD - 670 | 000001 | RIDGE WAY | BLUE LAKE PLACE | R | AC | 2 | 1500 | 33 | 49500 | 10 | Very Poor |
| 670 | BLUE LAKE ROAD - 670 | 003009 | BLUE LAKE PL | 0.87 MM END east | R | AC/AC | 2 | 2400 | 22 | 52800 | 10 | Very Poor |
| 650 | BUCKEYE DRIVE - 650 | 000007 | 0.00 MM n/o 644 | 0.67 MM w/o 649 | R | AC/AC | 2 | 3540 | 24 | 84960 | 10 | Very Poor |
| 644 | BUCKEYE ROAD - 644 | 010015 | 1.02 MM e/o 649 | 1.52 MM w/o 642 | R | AC/AC | 2 | 2624 | 24 | 62976 | 10 | Very Poor |
| 642 | CAMELLIA DRIVE - 642 | 000002 | 0.00 MM n/o 604 | 0.19 MM s/o 605 | R | ST | 2 | 2055 | 24 | 49320 | 10 | Very Poor |
| 210A | CRESTVIEW DRIVE - 210A | 000004 | 0.00 MM w/o 209 | 0.44 MM END private property | R | AC/AC | 1 | 2330 | 14 | 32620 | 10 | Very Poor |
| 606 | CYPRESS DRIVE - 606 | 003007 | 0.34 MM | 0.68 MM w/o 604 | R | AC/AC | 2 | 1796 | 24 | 43104 | 10 | Very Poor |
| 653A | DAISY COURT - 653A | 000000 | 0.00 MM n/o 653 | 0.03 MM END | R | AC/AC | 2 | 152 | 22 | 4850 | 10 | Very Poor |
| 309A | DAVIS STREET - 309A | 000002 | 0.00 MM s/o 309 | 0.17 MM END | R | AC/AC | 2 | 898 | 22 | 19756 | 10 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 651B | IRIS PLACE - 651B | 000001 | 0.00 MM e/o 651 | 0.14 MM END | R | ST | 2 | 684 | 22 | 15911 | 10 | Very Poor |
| 533 | IVERSEN COURT - 533 | 000001 | 0.00 MM e/o 533 | 0.08 MM END | R | AC/AC | 2 | 390 | 22 | 10086 | 10 | Very Poor |
| 322 | LAYTONVILLE - DOS RIOS - 322 | 025025 | 2.45 MP | 2.54 MP | C | ST | 2 | 484 | 16 | 7744 | 10 | Very Poor |
| 444 | LORI LANE - 444 | 000001 | 0.00 MM 443 | 0.12 MM END | R | ST | 2 | 676 | 16 | 11979 | 10 | Very Poor |
| 614C | MAIZE PLACE - 614C | 000001 | 0.00 MM s/o 614 | 0.09 MM END | R | AC/AC | 2 | 465 | 22 | 11736 | 10 | Very Poor |
| 304C | MANZANITA DRIVE - 204D | 000001 | 0.00 MM n/o 304B | 0.13 MM EOP END | R | AC/AC | 2 | 704 | 22 | 15488 | 10 | Very Poor |
| 148 | MASONITE ROAD - 148 | 000001 | 0.00 MM n/o 250 | 0.12 MM end at white stripe | R | AC/AC | 2 | 642 | 30 | 19260 | 10 | Very Poor |
| 436B | OLD COAST HIGHWAY - 436B | 002006 | 0.19 MM w/o SH 1 | 0.57 MM w/o SH 1 | R | AC/AC | 2 | 1985 | 18 | 35730 | 10 | Very Poor |
| 627 | ORIOLE DRIVE - 627 | 000003 | 0.00 MM n/o 619 | 0.34 MM s/o 623 | R | AC/AC | 2 | 1765 | 22 | 38830 | 10 | Very Poor |
| 223 | ORR SPRINGS ROAD - 223 | 421420 | 42.69 MP PINOLEVILLE DRIVE | 43.37 MM N. STATE STREET | C | ST | 2 | 3710 | 22 | 81620 | 10 | Very Poor |
| 425C | PARK DRIVE - 425C | 000006 | 0.00 MM e/o 425B | 0.56 MM e/o 425B | R | ST | 2 | 2947 | 18 | 53046 | 10 | Very Poor |
| 215C | PARK TERRACE - 215C | 000000 | 0.00 MM n/o 215B DEERWOOD | 0.04 MM END | R | AC/AC | 2 | 186 | 22 | 6286 | 10 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 028032 | 2.75 MM | 3.18 MM END at end marker | R | ST | 1 | 2279 | 14 | 31906 | 10 | Very Poor |
| 641 | RIDGE ROAD - 204F | 009021 | 0.89 MM surface change s/o 64 | 2.07 MM | R | ST | 2 | 6242 | 26 | 162292 | 10 | Very Poor |
| 125 | ROBINSON CREEK ROAD - 125 | 029032 | 2.92 MP BOP | 3.19 MM EOP | R | AC/AC | 1 | 1859 | 14 | 26026 | 10 | Very Poor |
| 339-N | SHORT CREEK ROAD - 339-N | 003010 | 0.33 MM width change | 0.98 MM s/o SH 162 | R | ST | 2 | 3434 | 20 | 68680 | 10 | Very Poor |
| 124B | STIPP LANE - 124B | 000004 | 0.00 MM n/o SH 253 | 0.40 MM w/o SH 253 | R | AC/AC | 2 | 2018 | 22 | 44396 | 10 | Very Poor |
| 613A | TUCKER LANE - 613A | 000001 | 0.00 MM n/o 613B | 0.11 MM s/o 613 | R | AC/AC | 2 | 598 | 22 | 13156 | 10 | Very Poor |
| 649 | TULIP DRIVE - 649 | 000005 | 0.00 MM n/o 604 | 0.46 MM s/o 605 | C | AC/AC | 2 | 2405 | 26 | 62530 | 10 | Very Poor |
| 204I | VICHY HILLS DRIVE - 204I | 000008 | 0.00 MM n/o 204 | 0.81 MM e/o 204A | R | AC/AC | 2 | 4250 | 22 | 93500 | 10 | Very Poor |
| 402B | ALBION STREET - 402B | 000002 | 0.00 MM e/o 402A | 0.15 MM END | R | AC/AC | 1 | 766 | 14 | 10724 | 9 | Very Poor |
| 407D | ALBION STREET - 402B | 002003 | 0.16 MM e/o 407L | 0.32 MM w/o 500 | R | AC | 1 | 855 | 12 | 10260 | 9 | Very Poor |
| 644A | BUCKEYE CIRCLE - 644A | 000000 | 0.00 MM n/o 644 | 0.03 MM END | R | AC/AC | 2 | 151 | 22 | 5629 | 9 | Very Poor |
| 650A | BUCKEYE LANE - 650A | 000001 | 0.00 MM s/o 650 | 0.11 MM END | R | AC/AC | 2 | 592 | 24 | 15071 | 9 | Very Poor |
| 424A | BURROWS RANCH ROAD - 424A | 000003 | 0.00 MM n/o 424 | 0.29 MM END | R | ST | 2 | 1516 | 18 | 27288 | 9 | Very Poor |
| 230B | CORI LANE - 230B | 000001 | 0.00 MM w/o 230 | 0.12 MM END | R | AC/AC | 2 | 622 | 25 | 18574 | 9 | Very Poor |
| 312E | CREST DRIVE - 312E | 000001 | 0.00 MM w/o 312C | 0.09 MM at Sherwood Hill Dr. | R | AC/AC | 2 | 480 | 32 | 15360 | 9 | Very Poor |
| 653B | DAISY LANE - 653B | 000001 | 0.00 MM n/o 653 | 0.08 MM END | R | AC/AC | 2 | 428 | 22 | 10922 | 9 | Very Poor |
| 623B | DEER PLACE - 623B | 000000 | 0.00 MM w/o 623A | 0.04 MM END | R | AC/AC | 2 | 185 | 22 | 6377 | 9 | Very Poor |
| 407P | EVERGREEN STREET - 407P | 000001 | 0.00 MM n/o 407E | 0.14 MM s/o 407S | R | AC | 1 | 732 | 14 | 10248 | 9 | Very Poor |
| 252D | FAIRVIEW COURT - 252D | 000002 | 0.00 MM e/o 252A | 0.20 MM s/o 252 | R | AC/AC | 2 | 1065 | 34 | 36210 | 9 | Very Poor |
| 228B | FIRST AVENUE - 228B | 000004 | 0.00 MM n/o 228A | 0.35 MM e/o 228B | R | AC/AC | 2 | 1824 | 33 | 60192 | 9 | Very Poor |
| 507 | GARCIA RIVER ROAD aka B - 507 | 000010 | 0.00 MM n/o 507 | 1.00 MM | R | ST | 2 | 5280 | 16 | 84480 | 9 | Very Poor |
| 640A | GOOSE CIRCLE - 640A | 000000 | 0.00 MM s/o 640 | 0.04 MM END | R | ST | 2 | 230 | 22 | 6566 | 9 | Very Poor |
| 605E | LILAC LANE - 605E | 000001 | 0.00 MM e/o 605 | 0.14 MM END | R | ST | 2 | 736 | 22 | 17698 | 9 | Very Poor |
| 605C | LILAC TERRACE - 605C | 000003 | 0.00 MM w/o 605 | 0.25 MM END | R | ST | 2 | 1318 | 22 | 30502 | 9 | Very Poor |
| 215H | MOSSWOOD ROAD - 215H | 000001 | 0.00 MM s/o 215BX | 0.08 MM END | R | AC/AC | 2 | 468 | 18 | 10170 | 9 | Very Poor |
| OROREY | O' REY'S ROOST - OROREY | 000001 | END | END | R | AC | 2 | 1400 | 24 | 33600 | 9 | Very Poor |
| 643A | PONDEROSA PLACE - 643A | 000002 | 0.00 MM s/o 643 | 0.15 MM END | R | AC/AC | 2 | 808 | 22 | 18639 | 9 | Very Poor |
| 634 | POPPY LANE - 634 | 000002 | 0.00 MM e/o 623 | 0.23 MM END | R | ST | 2 | 1198 | 22 | 29620 | 9 | Very Poor |
| 633 | POPPY TERRACE - 633 | 000004 | 0.00 MM n/o 623 | 0.39 MM END | R | ST | 2 | 2058 | 22 | 47583 | 9 | Very Poor |
| 655 | PRIMROSE LANE - 655 | 000001 | 0.00 MM s/o 604 | 0.09 MM END | R | AC/AC | 2 | 493 | 22 | 12352 | 9 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 020024 | 2.03 MM | 2.44 MM | R | ST | 2 | 2186 | 16 | 34976 | 9 | Very Poor |
| 231 | ROAD A - 231 | 012013 | 1.16 MM w/o 231A | 1.30 MM n/o SH 20 | R | ST | 2 | 715 | 24 | 17160 | 9 | Very Poor |
| 233 | ROAD E - 233 | 000005 | 0.00 MM e/o 230 | 0.52 MM pavement change | R | AC/AC | 2 | 2724 | 22 | 59928 | 9 | Very Poor |
| 523A | SEDALIA DRIVE - 523A | 000003 | 0.00 MM n/o 523 | 0.34 MM w/o SH 1 | R | AC/AC | 2 | 1806 | 22 | 39732 | 9 | Very Poor |
| 242 | VAN ARSDALE ROAD - 242 | 000014 | 0.00 MM n/o 240B | 1.37 MM road narrows | R | ST | 2 | 7226 | 18 | 130068 | 9 | Very Poor |
| 606D | ACACIA PLACE - 606D | 000002 | 0.00 MM s/o 604 | 0.17 MM END | R | ST | 2 | 884 | 22 | 21755 | 8 | Very Poor |
| 270 | ACORN WAY - 270 | 000001 | 0.00 MM e/o 204 | 0.05 MM END | R | AC/AC | 2 | 302 | 24 | 7248 | 8 | Very Poor |
| 407D | ALBION STREET - 402B | 000002 | 0.00 MM e/o 407I | 0.16 MM w/o 407L (minus 407J) | R | AC | 2 | 848 | 16 | 13568 | 8 | Very Poor |
| 215G | ARROYO ROAD - 215G | 000001 | 0.00 MM s/o 215B | 0.07 MM END at club driveway | R | AC/AC | 2 | 415 | 21 | 8715 | 8 | Very Poor |
| 646 | AZALEA PLACE - 646 | 000001 | 0.00 MM s/o 604 | 0.10 MM END | R | AC/AC | 2 | 514 | 22 | 12814 | 8 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 645 | AZALEA STREET - 645 | 000002 | 0.00 MM n/o 604 | 0.15 MM s/o 644 | R | AC/AC | 2 | 778 | 22 | 17116 | 8 | Very Poor |
| 630C | BEAR CIRCLE - 630C | 000002 | 0.00 MM n/o 630 | 0.18 MM END | R | ST | 2 | 944 | 22 | 22274 | 8 | Very Poor |
| 630E | BEAR COURT - 630E | 000000 | 0.00 MM w/o 630 | 0.04 MM END | R | AC/AC | 2 | 218 | 20 | 5986 | 8 | Very Poor |
| 630 | BEAR DRIVE - 630 | 010014 | 1.00 MM | 1.41 MM END | R | ST | 2 | 2177 | 22 | 48757 | 8 | Very Poor |
| 632 | BEAR LANE - 632 | 000002 | 0.00 MM s/o 630 | 0.16 MM END | R | ST | 2 | 820 | 22 | 20347 | 8 | Very Poor |
| 630A | BEAR PLACE - 630A | 000002 | 0.00 MM w/o 630 | 0.20 MM END | R | ST | 2 | 1085 | 22 | 25376 | 8 | Very Poor |
| 600D | BIRCH CIRCLE - 600D | 000001 | 0.00 MM s/o 600 | 0.11 MM END | R | ST | 2 | 576 | 22 | 14979 | 8 | Very Poor |
| 602 | BIRCH DRIVE - 602 | 000003 | 0.00 MM s/o 601 | 0.29 MM END | R | ST | 2 | 1532 | 22 | 33704 | 8 | Very Poor |
| 604B | BLUE JAY PLACE - 604B | 000001 | 0.00 MM s/o 604 | 0.10 MM END | R | ST | 2 | 521 | 22 | 13769 | 8 | Very Poor |
| 671 | BLUE LAKE COURT - 671 | 000003 | 0.00 MM s/o 670 | 0.32 MM END | R | AC/AC | 2 | 1699 | 22 | 40642 | 8 | Very Poor |
| 670C | BLUE LAKE LANE - 670C | 000001 | 0.00 MM n/o 670 | 0.14 MM END | R | AC/AC | 2 | 743 | 22 | 18653 | 8 | Very Poor |
| 609A | BROWN ROAD - 609A | 000002 | 0.00 MM s/o 609 | 0.16 MM END | R | ST | 2 | 860 | 22 | 19218 | 8 | Very Poor |
| 642A | CAMELLIA PLACE - 642A | 000001 | 0.00 MM e/o 642 | 0.09 MM END | R | AC/AC | 2 | 475 | 22 | 12757 | 8 | Very Poor |
| 218D | CHATEAU PLACE - 218D | 000001 | 0.00 MM e/o 218C | 0.13 MM END | R | AC/AC | 2 | 716 | 24 | 20288 | 8 | Very Poor |
| 603C | CLOVER CIRCLE - 603C | 000001 | 0.00 MM n/o 603A | 0.11 MM END | R | AC/AC | 2 | 572 | 22 | 14090 | 8 | Very Poor |
| 603A | CLOVER DRIVE - 603A | 000008 | 0.00 MM n/o 603 | 0.79 MM END | R | AC/AC | 2 | 4185 | 24 | 101946 | 8 | Very Poor |
| 628B | COYOTE PLACE - 628B | 000001 | 0.00 MM n/o 628A | 0.11 MM END | R | ST | 2 | 596 | 22 | 13975 | 8 | Very Poor |
| 112A | CR 112A - 112A | 000002 | HEWLITT STURTEVAN ROAD | US 101 | R | ST | 1 | 1202 | 14 | 16828 | 8 | Very Poor |
| 606 | CYPRESS DRIVE - 606 | 000003 | 0.00 MM e/o 642 | 0.34 MM | R | AC/AC | 2 | 1574 | 24 | 37776 | 8 | Very Poor |
| 606A | CYPRESS PLACE - 606A | 000001 | 0.00 MM e/o 606 | 0.07 MM END | R | AC/AC | 2 | 385 | 22 | 9976 | 8 | Very Poor |
| 653 | DAISY DRIVE - 653 | 000004 | 0.00 MM s/o 604 | 0.37 MM e/o 641 (653 section) | R | ST | 2 | 1929 | 24 | 46296 | 8 | Very Poor |
| 641B | DOGWOOD LANE - 641B | 000001 | 0.00 MM n/o 641 (640 section) | 0.11 MM END | R | AC/AC | 2 | 562 | 22 | 13870 | 8 | Very Poor |
| 698 | EAGLE PLACE - 698 | 000000 | 0.00 MM w/o 311 | 0.04 MM END | R | AC/AC | 2 | 230 | 22 | 5923 | 8 | Very Poor |
| 218 | EL DORADO ROAD - 218 | 000003 | 0.00 MM e/o 215A | 0.33 MM w/o 215E | R | AC/AC | 2 | 1780 | 24 | 42720 | 8 | Very Poor |
| 629 | FOX ROAD - 629 | 000006 | 0.00 MM e/o 630 | 0.63 MM w/o 628 | R | ST | 2 | 3334 | 22 | 73348 | 8 | Very Poor |
| 246 | GIBSON LANE - 246 | 014016 | 1.41 MM pavement change | 1.57 MM w/o 245A | R | AC/AC | 2 | 866 | 20 | 17320 | 8 | Very Poor |
| 626A | HARRAH PLACE - 626A | 001002 | 0.05 MM | 0.18 MM END | R | AC/AC | 2 | 696 | 22 | 16818 | 8 | Very Poor |
| 407N | HOWARD STREET - 334D | 001002 | 0.08 MM n/o 407C | 0.20 MM s/o 408 | R | ST | 2 | 614 | 22 | 13508 | 8 | Very Poor |
| 441 | JEFFERSON WAY - 441 | 000003 | 0.00 MM w/o SH 1 | 0.27 MM END | R | AC/AC | 2 | 1401 | 20 | 28020 | 8 | Very Poor |
| 238E | LEES ROAD - 238E | 000002 | 0.00 MM e/o 238 | E CDS | R | ST | 1 | 860 | 14 | 12040 | 8 | Very Poor |
| 605D | LILAC CIRCLE - 605D | 000001 | 0.00 MM e/o 605 | 0.09 MM END | R | ST | 2 | 475 | 22 | 11313 | 8 | Very Poor |
| 605A | LILAC COURT - 605A | 000001 | 0.00 MM e/o 605 | 0.06 MM END | R | ST | 2 | 332 | 22 | 8810 | 8 | Very Poor |
| 609G | MADRONE CIRCLE - 609G | 000002 | 0.00 MM s/o 609 | 0.20 MM END | R | ST | 2 | 1035 | 22 | 25077 | 8 | Very Poor |
| 218C | MEADOW DRIVE - 218C | 000003 | 0.00 MM n/o 2218 | 0.34 MM w/o 218E | R | AC/AC | 2 | 1774 | 24 | 42576 | 8 | Very Poor |
| 252E | MEADOWBROOK DRIVE - 252E | 000002 | 0.00 MM e/o 252A | 0.20 MM w/o 104A | R | AC/AC | 2 | 1028 | 26 | 26728 | 8 | Very Poor |
| 648 | NUTMEG PLACE - 648 | 000001 | 0.00 MM n/o 604 | 0.10 MM END | R | AC/AC | 2 | 508 | 22 | 12682 | 8 | Very Poor |
| 631C | OTTER CIRCLE - 631C | 000001 | 0.00 MM n/o 631 | 0.11 MM END | R | ST | 2 | 568 | 22 | 14002 | 8 | Very Poor |
| 631D | OTTER COURT - 631D | 000001 | 0.00 MM n/o 631 | 0.14 MM END | R | ST | 2 | 740 | 22 | 17786 | 8 | Very Poor |
| 631B | OTTER LANE - 631B | 000001 | 0.00 MM w/o 631 | 0.12 MM END | R | ST | 2 | 604 | 22 | 14794 | 8 | Very Poor |
| 631A | OTTER PLACE - 631A | 000001 | 0.00 MM w/o 631 | 0.08 MM END | R | ST | 2 | 418 | 22 | 10702 | 8 | Very Poor |
| 635B | PERCH CIRCLE - 635B | 000001 | 0.00 MM w/o 635 | 0.08 MM END | R | AC/AC | 2 | 408 | 22 | 10482 | 8 | Very Poor |
| 637B | PERCH PLACE - 637B | 000001 | 0.00 MM s/o 637 | 0.09 MM END | R | AC/AC | 2 | 402 | 22 | 11151 | 8 | Very Poor |
| 633A | POPPY PLACE - 633A | 000001 | 0.00 MM n/o 633 | 0.08 MM END | R | ST | 2 | 406 | 22 | 10438 | 8 | Very Poor |
| 646A | PRIMROSE AVENUE - 646A | 000000 | 0.00 MM s/o 604 | 0.04 MM END | R | AC/AC | 2 | 198 | 22 | 6663 | 8 | Very Poor |
| 654 | PRIMROSE CIRCLE - 654 | 000001 | 0.00 MM n/o 604 | 0.05 MM END | R | AC/AC | 2 | 252 | 24 | 7554 | 8 | Very Poor |
| 652 | PRIMROSE TERRACE - 652 | 000002 | 0.00 MM n/o 604 | 0.19 MM END | R | AC/AC | 2 | 1020 | 22 | 23946 | 8 | Very Poor |
| 670A | RIDGE WAY - 670A | 000000 | 0.00 MM s/o 670 | 0.03 MM END | R | AC/AC | 2 | 178 | 22 | 5422 | 8 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 009011 | 0.88 MM | 1.06 MM | R | ST | 2 | 960 | 16 | 15360 | 8 | Very Poor |
| 232 | ROAD D - 232 | 000013 | 0.00 MM e/o 230 | 1.32 MM s/o 232A | R | ST | 2 | 6966 | 18 | 125388 | 8 | Very Poor |
| 604D | ROBIN CIRCLE - 604D | 000002 | 0.00 MM e/o 604 | 0.20 MM END | R | ST | 2 | 1054 | 22 | 24694 | 8 | Very Poor |
| 608A | ROBINSON ROAD - 608A | 000002 | 0.00 MM s/o 608 | 0.22 MM END | R | ST | 2 | 1174 | 22 | 27334 | 8 | Very Poor |
| 605G | ROSE TERRACE - 605G | 000005 | 0.00 MM w/o 605 | 0.49 MM END | R | AC/AC | 2 | 2588 | 22 | 58442 | 8 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 218B | SEQUOIA PLAZA - 218B | 000003 | 0.00 MM n/o 218A | 0.26 MM n/o 218A | R | AC/AC | 2 | 1388 | 24 | 33312 | 8 | Very Poor |
| 215D | SIERRA PLACE - 215D | 000001 | 0.00 MM s/o 215B | 0.11 MM END | R | AC/AC | 2 | 601 | 22 | 14728 | 8 | Very Poor |
| 239A | SUNNYCREST DRIVE - 239A | 000002 | 0.00 MM n/o 228A POMO LANE | 0.19 MM END | R | ST | 2 | 984 | 30 | 31267 | 8 | Very Poor |
| 635A | THRUSH COURT - 635A | 000001 | 0.00 MM n/o 635 | 0.05 MM END | R | ST | 2 | 278 | 22 | 6979 | 8 | Very Poor |
| 649B | TULIP LANE - 649B | 000001 | 0.00 MM w/o 649 | 0.12 MM END | R | AC/AC | 2 | 640 | 22 | 16387 | 8 | Very Poor |
| 649A | TULIP PLACE - 649A | 000001 | 0.00 MM e/o 649 | 0.07 MM END | R | AC/AC | 2 | 374 | 22 | 9734 | 8 | Very Poor |
| 242 | VAN ARSDALE ROAD - 242 | 014018 | 1.37 MM road narrows | 1.78 MM EOP w/o Eel River | R | ST | 1 | 2150 | 14 | 30100 | 8 | Very Poor |
| 630D | WEASEL PLACE - 630D | 000003 | 0.00 MM e/o 630 | 0.27 MM END | R | ST | 2 | 1430 | 22 | 33767 | 8 | Very Poor |
| 647 | WILLOW LANE - 647 | 000002 | 0.00 MM n/o 604 | 0.23 MM END | R | ST | 2 | 1228 | 22 | 28522 | 8 | Very Poor |
| 647A | WILLOW PLACE - 647A | 000001 | 0.00 MM w/o 647 | 0.11 MM END | R | AC/AC | 2 | 582 | 22 | 14310 | 8 | Very Poor |
| 630B | BEAR TERRACE - 630B | 000003 | 0.00 MM n/o 630 | 0.29 MM END | R | ST | 2 | 1532 | 22 | 35210 | 7 | Very Poor |
| 600E | BIRCH LANE - 600E | 000001 | 0.00 MM s/o 600 | 0.13 MM END | R | ST | 2 | 664 | 22 | 16915 | 7 | Very Poor |
| 604A | BLUE JAY LANE - 604A | 000002 | 0.00 MM s/o 604 | 0.18 MM END | R | ST | 2 | 954 | 22 | 22614 | 7 | Very Poor |
| 644B | BUCKEYE PLACE - 644B | 000002 | 0.00 MM n/o 644 | 0.20 MM END | R | AC/AC | 2 | 1042 | 24 | 26394 | 7 | Very Poor |
| 573 | COVENTRY LANE - 573 | 000001 | 0.00 MM e/o 572 | 0.07 MM END | R | AC/AC | 2 | 374 | 22 | 10535 | 7 | Very Poor |
| 606B | CYPRESS ROAD - 438 | 000001 | 0.00 MM n/o 604 | 0.07 MM s/o 606 | R | ST | 2 | 350 | 20 | 7000 | 7 | Very Poor |
| 309B | DAVIDSON ROAD - 309B | 000002 | 0.00 MM s/o 309 | 0.15 MM END | R | AC/AC | 2 | 784 | 22 | 17248 | 7 | Very Poor |
| 329-S | DOBIE LANE - 329-N | 020022 | 2.00 MM | 2.20 MM EOP | R | ST | 2 | 1049 | 22 | 23078 | 7 | Very Poor |
| 641A | DOGWOOD TERRACE - 641A | 000003 | 0.00 MM n/o 641 (640 section) | 0.29 MM END | R | AC/AC | 2 | 1512 | 22 | 35571 | 7 | Very Poor |
| 617 | FAIRBANKS PLACE - 617 | 000003 | 0.00 MM e/o 311 | 0.25 MM END | R | ST | 2 | 1338 | 22 | 30299 | 7 | Very Poor |
| 639 | GOOSE LANE - 639 | 000002 | 0.00 MM s/o 640 | 0.16 MM END | R | ST | 2 | 860 | 22 | 19783 | 7 | Very Poor |
| 112 | HEWLITT & STURTEVANT - 112 | 004006 | 0.43 MM road narrows | 0.62 MM at property fence | R | ST | 2 | 984 | 16 | 15744 | 7 | Very Poor |
| 523B | HUBERT DRIVE - 523B | 000001 | 0.00 MM n/o 523A | 0.10 MM s/o 523A | R | AC/AC | 2 | 514 | 22 | 11308 | 7 | Very Poor |
| 605B | LILAC DRIVE - 605B | 000002 | 0.00 MM e/o 605 | 0.20 MM END | R | ST | 2 | 1037 | 22 | 23677 | 7 | Very Poor |
| 610 | MADRONE WAY - 610 | 000004 | 0.00 MM e/o 608 | 0.35 MM n/o 609 | R | ST | 2 | 1850 | 22 | 40700 | 7 | Very Poor |
| 150A | NO NAME - 106 | 000003 | 0.00 MM n/o SH 128 | 0.25 MM end of circle | R | AC/AC | 2 | 1340 | 22 | 29480 | 7 | Very Poor |
| 236A | NO NAME - 106 | 000002 | SCHOOL WAY 1500' e/o 237 | W END | R | ST | 1 | 650 | 14 | 9100 | 7 | Very Poor |
| 337F | NO NAME - 106 | 000002 | 0.00 MM END | 0.19 MM e/o 337H | R | ST | 2 | 1014 | 18 | 18252 | 7 | Very Poor |
| 627C | ORIOLE COURT - 627C | 000000 | 0.00 MM e/o 627 | 0.04 MM END | R | ST | 2 | 188 | 22 | 5642 | 7 | Very Poor |
| 627B | ORIOLE LANE - 627B | 000001 | 0.00 MM w/o 627 | 0.10 MM END | R | ST | 2 | 520 | 22 | 12303 | 7 | Very Poor |
| 627A | ORIOLE PLACE - 627A | 000001 | 0.00 MM n/o 627 | 0.07 MM END | R | AC/AC | 2 | 354 | 22 | 9294 | 7 | Very Poor |
| 631 | OTTER DRIVE - 631 | 000005 | 0.00 MM n/o 630 | 0.45 MM n/o 630 | R | ST | 2 | 2395 | 22 | 52690 | 7 | Very Poor |
| 628C | POPPY CIRCLE - 628C | 000001 | 0.00 MM n/o 623 | 0.14 MM END | R | ST | 2 | 742 | 22 | 17187 | 7 | Very Poor |
| 248A | POWERHOUSE ROAD - 248A | 018028 | 1.75 MM n/o 247 | 2.75 MM | R | ST | 2 | 5280 | 16 | 84480 | 7 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 029033 | 2.92 MM | 3.29 MM EOP | R | ST | 1 | 1926 | 14 | 26964 | 7 | Very Poor |
| 337B-E | AIRPORT ROAD - 337B | 001003 | 0.12 MM n/o bridge approach p | 0.31 MM s/o 334D HOWARD ST | R | ST | 2 | 974 | 18 | 17532 | 6 | Very Poor |
| 311B | BROOKTRAILS DRIVE - 311B | 004008 | 0.40 MM n/o 601 | 0.82 MM s/o 604 | C | AC/AC | 2 | 2204 | 30 | 66120 | 6 | Very Poor |
| 329-S | DOBIE LANE - 329-N | 010020 | 1.00 MM | 2.00 MM | R | ST | 2 | 5280 | 22 | 116160 | 6 | Very Poor |
| 114A | FIRST STREET (Hopland - 114A | 001002 | 0.07 MM w/o US 101 | 0.13 MM e/o 114 | R | AC/AC | 1 | 314 | 10 | 3140 | 6 | Very Poor |
| 619A | PEACOCK LANE - 619A | 000001 | 0.00 MM n/o 619 | 0.09 MM END | R | AC/AC | 2 | 470 | 22 | 11846 | 6 | Very Poor |
| 425D | PINE STREET (Cleone) - 425D | 000002 | 0.00 MM n/o 425C | 0.15 MM s/o 425C | R | ST | 2 | 774 | 16 | 12384 | 6 | Very Poor |
| 623E | POPPY COURT - 623E | 000001 | 0.00 MM e/o 623E | 0.09 MM END | R | ST | 2 | 464 | 22 | 11714 | 6 | Very Poor |
| 253D | ROSEMARY LANE - 253D | 000001 | 0.00 MM s/o 253C | 0.10 MM END | R | AC/AC | 2 | 502 | 34 | 17068 | 6 | Very Poor |
| 255 | WOODLAKE DRIVE - 255 | 000004 | 0.00 MM n/o 215BX | 0.37 MM END | R | AC/AC | 2 | 1953 | 20 | 39060 | 6 | Very Poor |
| 247 | BUSCH LANE - 247 | 000005 | 0.00 MM e/o 246 | 0.46 MM w/o 247A | R | ST | 2 | 2439 | 18 | 43902 | 5 | Very Poor |
| 107B | EL ROBLE ROAD - 107B | 000001 | 0.00 MM n/o 139 at pavement c | 0.09 MM END at gate | R | AC/AC | 2 | 485 | 22 | 10670 | 5 | Very Poor |
| 618 | LUPINE WAY - 618 | 000003 | 0.00 MM e/o 618B | 0.27 MM w/o 311 | R | ST | 2 | 1414 | 22 | 31108 | 5 | Very Poor |
| 640B | PERCH STREET - 640B | 000002 | 0.00 MM n/o 640 | 0.17 MM s/o 635C | R | ST | 2 | 896 | 22 | 19712 | 5 | Very Poor |
| 249 | RIDGEWAY HIGHWAY - 249 | 015020 | 1.50 MM | 2.03 MM | R | ST | 2 | 2784 | 16 | 44544 | 5 | Very Poor |
| 302 | SAWYERS LANE - 302 | 000003 | 0.00 MM s/o 303 | 0.34 MM n/o 8142 | R | ST | 1 | 1797 | 12 | 21564 | 5 | Very Poor |
| 625 | ALCOTT LANE - 625 | 001001 | 0.08 MM | 0.12 MM END | R | AC/AC | 2 | 203 | 22 | 5972 | 4 | Very Poor |
| 206 | GIELOW LANE - 206 | 000009 | 2995 FT E/O 205 (RUDDICK CUNNI | 0.73 MM w/o 201 | R | ST | 1 | 872 | 14 | 12208 | 4 | Very Poor |

# Mendocino County
## 2026 Pavement Management Program Update



| Street ID | Road Name | Section ID | Begin Location | End Location | Functional Class | Surface Type | Lanes | Length (LF) | Width (SF) | Area (SF) | PCI | Condition Category |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 206B | HOWELL CREEK ROAD - 206B | 000003 | 0.00 MM e/o 205 | 0.26 MM END | R | ST | 1 | 1392 | 14 | 19488 | 4 | Very Poor |
| 503B | IVERSEN POINT ROAD - 503B | 000001 | 0.00 MM w/o SH 1 | 0.09 MM END | R | ST | 2 | 482 | 16 | 11456 | 4 | Very Poor |
| 146 | RIVER STREET - 146 | 000001 | 0.00 MM e/o US 101 | 0.06 MM END | R | AC/AC | 2 | 320 | 22 | 7040 | 3 | Very Poor |
| 253C | CANYON DRIVE - 253C | 000001 | 0.00 MM w/o 209 | 0.12 MM END | R | AC/AC | 2 | 638 | 34 | 21692 | 2 | Very Poor |

686.5278788

# Appendix B

## Maintenance and Rehabilitation (M&R) Decision Tree

## Maintenance and Rehabilitation (M&R) Decision Tree

This report presents the current maintenance and rehabilitation decision tree that exists in the database. The decision tree forms the basis for all of the budgetary computations included in this report. ***Changes to the decision tree will make the results in the budget reports invalid.*** All pavement treatment unit costs relevant to the road types in the database were updated.

The decision tree lists the treatments and costs selected for preventive maintenance and rehabilitation activities. Each line represents a specific combination of functional classification and surface type.

The preventive maintenance portion of the report is identified as Condition Category I – Very Good. All preventive maintenance treatment listings are assigned only to sections in Condition Category I where the PCI ≥ 70. Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category (PCI ≥ 70), a time sequence is used to identify the appropriate treatment and cost. Each preventive maintenance treatment description consists of three parts: 1) a CRACK treatment, 2) a SURFACE treatment, and 3) a RESTORATION treatment. These three parts allow the user to specify one of three different preventive maintenance treatments depending on the prior maintenance history of the section.

1. The CRACK treatment part can be used to specify the most frequent type of preventive maintenance activity planned (typically crack seals).
2. The SURFACE treatment part can be used to specify more extensive and less frequent preventive maintenance activities, such as chip seals or slurry seals. For example, a crack seal can be specified on a 3-year cycle with a slurry seal specified after 5 years.
3. The RESTORATION part can be used to specify a surface restoration treatment (such as an overlay) to be performed after a specified number of surface treatments. For example, after a certain number of successive slurry seals, an overlay can be specified instead of another slurry seal.

Rehabilitation treatments are assigned to sections in Condition Categories II through V (PCI less than 70). Each line is defined by a specific combination of functional classification, surface type, and condition category.

| COLUMN | DESCRIPTION |
|---|---|
| Functional Class | Functional Classification identifying the branch |
| Surface | Surface Type identifying the branch number. |
| Condition Category | Condition Category (I through V). |
| Treatment Type | First Row (Crack Treatment) indicates localized treatment (e.g., crack sealing).<br>Second Row (Surface Treatment) indicates surface treatment (e.g., slurry sealing).<br>Third Row (Restoration Treatment) indicates surface restoration (e.g., overlay). |
| Treatment | Name of treatments from the "Treatment Descriptions" report. |
| Yrs. Between Crack Seals | First Row - number of years between successive treatment applications specified in the first row (i.e., CRACK treatment). |
| Yrs. Between Surface Seals | Second Row - number of years between successive treatment applications specified in the second row (i.e., SURFACE treatment). |
| Number of Sequential Seals | Number of times that the treatment application in the second row (i.e., SURFACE treatment) will be performed prior to performing the treatment application in the third row. |

Note that the treatments assigned to each section should not be blindly followed in preparing a road maintenance program. Engineering judgment and project level analysis should be applied to ensure that the treatment is appropriate and cost effective for the section.

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Arterial | AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | Cape Seal w/Crack Seal | $8.75 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | Rubberized Chip Seal w/Crack Seal and 3% Digouts | $9.25 | | 5 | |
| | | III - Good, Load Related | | Thin Mill and Overlay w/ 5% Digouts | $32.25 | | | |
| | | IV - Poor | | 4"CIR W/CHIP SEALAND 10% DIGOUTS | $39.50 | | | |
| | | V - Very Poor | | 6" FDR W/ Double Chip Seal | $81.75 | | | |
| | AC/AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | Cape Seal w/Crack Seal | $8.75 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | Rubberized Chip Seal w/Crack Seal and 3% Digouts | $9.25 | | 5 | |
| | | III - Good, Load Related | | Thin Mill and Overlay w/ 5% Digouts | $32.75 | | | |
| | | IV - Poor | | 4"CIR W/CHIP SEALAND 10% DIGOUTS | $39.50 | | | |
| | | V - Very Poor | | 6" FDR W/ Double Chip Seal | $81.75 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.10 | 2 | | |
| | | | Surface Treatment | MICRO SURFACING | $2.52 | | 5 | |
| | | | Restoration Treatment | 2.5" RAC (MILL AND FILL) | $30.50 | | | 5 |
| | | II - Good, Non-Load Related | | DOUBLE CHIP SEAL | $10.00 | | 5 | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $24.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $33.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $62.00 | | | |
| | PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.10 | 2 | | |
| | | | Surface Treatment | MICRO SURFACING | $2.52 | | 5 | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Arterial | | | Restoration Treatment | 2.5" RAC (MILL AND FILL) | $30.50 | | | 5 |
| | | II - Good, Non-Load Related | | DOUBLE CHIP SEAL | $10.00 | | 5 | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $24.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $33.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $62.00 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.25 | | 5 | |
| | | III - Good, Load Related | | SINGLE CHIP SEAL | $5.75 | | 5 | |
| | | IV - Poor | | DOUBLE CHIP SEAL | $11.25 | | 5 | |
| | | V - Very Poor | | THICK AC OVERLAY(2.5 INCHES) | $32.75 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Collector | AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | Cape Seal w/Crack Seal | $8.50 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | Rubberized Chip Seal w/Crack Seal and 3% Digouts | $9.00 | | 5 | |
| | | III - Good, Load Related | | Thin Mill and Overlay w/ 5% Digouts | $31.25 | | | |
| | | IV - Poor | | 4"CIR W/CHIP SEALAND 10% DIGOUTS | $38.25 | | | |
| | | V - Very Poor | | 6" FDR W/ Double Chip Seal | $79.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | Cape Seal w/Crack Seal | $8.50 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | Rubberized Chip Seal w/Crack Seal and 3% Digouts | $9.00 | | 5 | |
| | | III - Good, Load Related | | Thin Mill and Overlay w/ 5% Digouts | $31.25 | | | |
| | | IV - Poor | | 4"CIR W/CHIP SEALAND 10% DIGOUTS | $38.25 | | | |
| | | V - Very Poor | | 6" FDR W/ Double Chip Seal | $79.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.10 | 3 | | |
| | | | Surface Treatment | SLURRY SEAL | $2.50 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.00 | | 5 | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $23.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $31.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $40.00 | | | |
| | PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.10 | 3 | | |
| | | | Surface Treatment | SLURRY SEAL | $2.50 | | 5 | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Collector | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.00 | | 5 | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $23.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $31.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $40.00 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.25 | | 5 | |
| | | III - Good, Load Related | | SINGLE CHIP SEAL | $5.50 | | 5 | |
| | | IV - Poor | | DOUBLE CHIP SEAL | $11.00 | | | |
| | | V - Very Poor | | THICK AC OVERLAY(2.5 INCHES) | $31.50 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Residential/Local | AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | Slurry Seal w/ Crack Seal | $4.75 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | Single Chip Seal w/Crack Seal and 3% Digouts | $8.50 | | 8 | |
| | | III - Good, Load Related | | Thin Mill and Overlay w/ 5% Digouts | $25.00 | | | |
| | | IV - Poor | | 4"CIR W/CHIP SEALAND 10% DIGOUTS | $36.25 | | | |
| | | V - Very Poor | | 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS | $54.75 | | | |
| | AC/AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | Slurry Seal w/ Crack Seal | $4.75 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | Single Chip Seal w/Crack Seal and 3% Digouts | $8.50 | | 8 | |
| | | III - Good, Load Related | | Thin Mill and Overlay w/ 5% Digouts | $25.00 | | | |
| | | IV - Poor | | 4"CIR W/CHIP SEALAND 10% DIGOUTS | $36.25 | | | |
| | | V - Very Poor | | 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS | $54.75 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.10 | 3 | | |
| | | | Surface Treatment | SLURRY SEAL | $2.50 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.00 | | 8 | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $22.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $30.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $34.00 | | | |
| | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Residential/Local | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $22.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $30.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $20.50 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $4.75 | | 8 | |
| | | III - Good, Load Related | | SINGLE CHIP SEAL | $4.75 | | 8 | |
| | | IV - Poor | | SINGLE CHIP SEAL | $4.75 | | 8 | |
| | | V - Very Poor | | AC OVERLAY(2 INCHES) | $25.25 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Other | AC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.10 | 4 | | |
| | | | Surface Treatment | SLURRY SEAL | $2.50 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.00 | | 8 | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $22.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $30.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $34.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.10 | 4 | | |
| | | | Surface Treatment | SLURRY SEAL | $2.50 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.00 | | 8 | |
| | | III - Good, Load Related | | AC OVERLAY (1.5") W/FABRIC | $22.00 | | | |
| | | IV - Poor | | AC OVERLAY (2.5") W/FAB. | $30.00 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $34.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.60 | 4 | | |
| | | | Surface Treatment | SINGLE CHIP SEAL | $1.74 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DOUBLE CHIP SEAL | $1.52 | | | |
| | | III - Good, Load Related | | HEATER SCARIFY & OVERLAY | $5.95 | | | |
| | | IV - Poor | | HEATER SCARIFY & OVERLAY | $6.14 | | | |
| | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | $8.75 | | | |
| | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 7/14/2026

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| **Decision Tree:** | **Default** | | | | | | | |
| Other | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | THICK AC OVERLAY(2.5 INCHES) | $1.92 | | | |
| | | V - Very Poor | | AC OVERLAY(2 INCHES) | $6.86 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SINGLE CHIP SEAL | $5.00 | | | |
| | | III - Good, Load Related | | SINGLE CHIP SEAL | $5.00 | | | |
| | | IV - Poor | | SINGLE CHIP SEAL | $5.00 | | | |
| | | V - Very Poor | | THICK AC OVERLAY(2.5 INCHES) | $30.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Appendix C

## Budget Needs

## Budget Needs Reports

The purpose of this section is to answer the question: ***If the City had all the money in the world, what sections should be fixed and how much will it cost?*** Based on the Maintenance & Rehabilitation (M&R) decision tree and the PCIs of the sections, the program will then select a maintenance or rehabilitation action and compute the total costs over a period of ten years. The Budget Needs represents the "ideal world" funding levels, while the Budget Scenario reports in the next section represent the most "cost effective" prioritization possible for the actual funding levels.

A budget needs analysis has been performed. The summary results from the analysis are shown below. An interest rate of 3% and an inflation factor of 3% were used to project the costs for the next ten years. This report shows the total ten-year budget that would be required to meet the City's standards as exemplified in the M&R decision tree.

Budget Needs reports included in this appendix are listed below:

- Projected PCI/Cost Summary
- Preventive Maintenance Treatment/Cost Summary
- Rehabilitation Treatment/Cost Summary

# Appendix C-1

## Projected PCI Cost Summary

# Needs - Projected PCI/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

| Year | PCI Treated | PCI Untreated | PM Cost | Rehab Cost | Cost |
|---|---|---|---|---|---|
| 2026 | 96 | 51 | $2,371,072 | $135,238,432 | $137,609,504 |
| 2027 | 85 | 44 | $232,881 | $2,420,277 | $2,653,158 |
| 2028 | 82 | 40 | $712,307 | $1,832,958 | $2,545,265 |
| 2029 | 81 | 37 | $420,294 | $627,811 | $1,048,105 |
| 2030 | 79 | 34 | $6,986 | $1,306,275 | $1,313,261 |
| 2031 | 82 | 32 | $8,613,473 | $6,565,312 | $15,178,785 |
| 2032 | 78 | 30 | $1,071,414 | $1,726,609 | $2,798,023 |
| 2033 | 77 | 29 | $8,129,312 | $1,275,810 | $9,405,121 |
| 2034 | 76 | 27 | $2,119,089 | $2,832,264 | $4,951,353 |
| 2035 | 84 | 26 | $11,527,402 | $11,965,097 | $23,492,498 |
| 2036 | 83 | 24 | $10,405,204 | $8,747,304 | $19,152,508 |

| % PM | PM Total Cost | Rehab Total Cost | Total Cost |
|---|---|---|---|
| 20.72% | $45,609,432 | $174,538,149 | $220,147,581 |

# Appendix C-2

## Preventive Maintenance Treatment Cost Summary

# Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

| Treatment | Year | Area Treated | | Cost |
|---|---|---|---|---|
| Cape Seal w/Crack Seal | 2026 | 172,196.44 | sq. yd. | $1,466,456 |
| | 2027 | 20,236.67 | sq. yd. | $177,172 |
| | 2028 | 68,984.22 | sq. yd. | $622,076 |
| | 2029 | 45,250.44 | sq. yd. | $420,294 |
| | 2031 | 872,064.44 | sq. yd. | $8,601,598 |
| | 2032 | 95,793.89 | sq. yd. | $977,249 |
| | 2033 | 770,008.33 | sq. yd. | $8,049,612 |
| | 2034 | 101,034.22 | sq. yd. | $1,087,891 |
| | 2035 | 54,397.78 | sq. yd. | $603,302 |
| | 2036 | 884,144.44 | sq. yd. | $10,109,603 |
| | Total | 3,084,110.89 | | $32,115,253 |
| Slurry Seal w/ Crack Seal | 2026 | 190,445.44 | sq. yd. | $904,616 |
| | 2027 | 11,386.56 | sq. yd. | $55,709 |
| | 2028 | 17,905.56 | sq. yd. | $90,231 |
| | 2030 | 1,306.67 | sq. yd. | $6,986 |
| | 2031 | 2,156.44 | sq. yd. | $11,875 |
| | 2032 | 16,602.44 | sq. yd. | $94,165 |
| | 2033 | 13,642.78 | sq. yd. | $79,700 |
| | 2034 | 171,376.33 | sq. yd. | $1,031,198 |
| | 2035 | 1,762,613.11 | sq. yd. | $10,924,099 |
| | 2036 | 46,306.33 | sq. yd. | $295,601 |
| | Total | 2,233,741.67 | | $13,494,179 |
| | Total Quantity | 5,317,852.56 | | $45,609,432 |

# Appendix C-3

## Rehabilitation Treatment Cost Summary

# Needs - Rehabilitation Treatment/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

| Treatment | Year | Area Treated | Cost |
|---|---|---|---|
| 12"FDR W/ 4"HMA | 2026 | 228,141.78 sq.yd. | $18,023,200 |
| | Total | 228,141.78 sq.yd. | $18,023,200 |
| 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS | 2026 | 445,019.56 sq.yd. | $24,364,821 |
| | Total | 445,019.56 sq.yd. | $24,364,821 |
| 4"CIR W/CHIP SEALAND 10% DIGOUTS | 2026 | 1,114,586.44 sq.yd. | $41,124,222 |
| | 2036 | 15,589.33 sq.yd. | $801,367 |
| | Total | 1,130,175.78 sq.yd. | $41,925,589 |
| Rubberized Chip Seal w/Crack Seal and 3% Digouts | 2026 | 52,571.33 sq.yd. | $476,074 |
| | 2027 | 50,918 sq.yd. | $476,318 |
| | 2028 | 10,042 sq.yd. | $95,882 |
| | 2031 | 52,571.33 sq.yd. | $551,900 |
| | 2032 | 34,188.44 sq.yd. | $367,405 |
| | 2033 | 10,042 sq.yd. | $111,154 |
| | 2036 | 36,982 sq.yd. | $451,247 |
| | Total | 247,315.11 sq.yd. | $2,529,980 |
| Single Chip Seal w/Crack Seal and 3% Digouts | 2026 | 97,556.56 sq.yd. | $829,231 |
| | 2027 | 17,080 sq.yd. | $149,535 |
| | 2034 | 97,556.56 sq.yd. | $1,050,445 |
| | 2035 | 14,080 sq.yd. | $156,155 |
| | Total | 226,273.11 sq.yd. | $2,185,366 |
| Thin Mill and Overlay w/ 5% Digouts | 2026 | 558,328.33 sq.yd. | $15,955,097 |
| | 2027 | 35,817.78 sq.yd. | $1,035,777 |
| | 2028 | 44,653.89 sq.yd. | $1,353,340 |
| | 2033 | 9,600.89 sq.yd. | $295,197 |
| | 2034 | 10,378.67 sq.yd. | $328,685 |
| | Total | 658,779.56 sq.yd. | $18,968,095 |
| SINGLE CHIP SEAL | 2026 | 1,873,568.98 sq.yd. | $9,107,186 |
| | 2027 | 140,225.78 sq.yd. | $758,648 |
| | 2028 | 70,142.44 sq.yd. | $383,736 |
| | 2029 | 108,566 sq.yd. | $627,811 |
| | 2030 | 216,742.56 sq.yd. | $1,306,275 |
| | 2031 | 944,562.56 sq.yd. | $6,013,412 |
| | 2032 | 211,702.67 sq.yd. | $1,359,204 |
| | 2033 | 134,018.11 sq.yd. | $869,459 |
| | 2034 | 216,053.56 sq.yd. | $1,453,134 |
| | 2035 | 1,867,019.2 sq.yd. | $11,808,941 |
| | 2036 | 1,021,312.67 sq.yd. | $7,494,690 |
| | Total | 6,803,914.51 sq.yd. | $41,182,498 |
| THICK AC OVERLAY(2.5 INCHES) | 2026 | 342,748.33 sq.yd. | $10,796,573 |
| | Total | 342,748.33 sq.yd. | $10,796,573 |
| DOUBLE CHIP SEAL | 2026 | 631,816.67 sq.yd. | $6,949,983 |
| | Total | 631,816.67 sq.yd. | $6,949,983 |
| AC OVERLAY(2 INCHES) | 2026 | 301,467.11 sq.yd. | $7,612,045 |
| | Total | 301,467.11 sq.yd. | $7,612,045 |

# Needs - Rehabilitation Treatment/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

| | |
|---|---|
| Total Cost | $174,538,149 |

# Appendix D

## Scenario Results

# Appendix D-1

## Scenario 1

# Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

Scenario: 2026 No Funds

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2026 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $135,432,721 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $1,780,978 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2027 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $166,765,186 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $37,959 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2028 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $191,706,020 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $14,709 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2029 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $212,272,978 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $23,426 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2030 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $230,690,267 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $34,443 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2031 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $248,777,198 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $4,053,616 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2032 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $266,999,830 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $69,427 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2033 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $285,187,244 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $33,086 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2034 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $304,912,683 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $63,982 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2035 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $322,366,564 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $69,300 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2036 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $341,762,469 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $5,389,775 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |

## *Summary*

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $0 | $0 | $0 | $59,079 |
| Collector | $0 | $0 | $0 | $4,455,459 |
| Residential/Local | $0 | $0 | $0 | $7,056,162 |
| Grand Total: | $0 | $0 | $0 | $11,570,700 |

Scenarios Criteria:

Criteria:

# Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

Scenario: 2026 No Funds

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|---|---|---|---|---|---|---|---|---|
| 2026 | $0 | 0% | 2030 | $0 | 0% | 2034 | $0 | 0% |
| 2027 | $0 | 0% | 2031 | $0 | 0% | 2035 | $0 | 0% |
| 2028 | $0 | 0% | 2032 | $0 | 0% | 2036 | $0 | 0% |
| 2029 | $0 | 0% | 2033 | $0 | 0% | | | |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2026 | 51 | 51 | 21.47 | 42.20 |
| 2027 | 44 | 44 | 0 | 0 |
| 2028 | 40 | 40 | 0 | 0 |
| 2029 | 37 | 37 | 0 | 0 |
| 2030 | 34 | 35 | 0 | 0 |
| 2031 | 32 | 33 | 0 | 0 |
| 2032 | 30 | 31 | 0 | 0 |
| 2033 | 29 | 29 | 0 | 0 |
| 2034 | 27 | 28 | 0 | 0 |
| 2035 | 26 | 26 | 0 | 0 |
| 2036 | 24 | 25 | 0 | 0 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2026, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.4% | 21.6% | 11.8% | 0.0% | 33.7% |
| II / III | 0.4% | 7.2% | 8.5% | 0.0% | 16.1% |
| IV | 0.1% | 11.6% | 23.1% | 0.0% | 34.7% |
| V | 0.0% | 6.7% | 8.8% | 0.0% | 15.5% |
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

Condition in year 2026 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.4% | 22.0% | 12.0% | 0.0% | 34.4% |
| II / III | 0.4% | 7.2% | 8.4% | 0.0% | 16.0% |
| IV | 0.1% | 11.2% | 22.8% | 0.0% | 34.1% |
| V | 0.0% | 6.7% | 8.8% | 0.0% | 15.5% |
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

Condition in year 2036 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.0% | 8.9% | 5.8% | 0.0% | 14.7% |
| II / III | 0.1% | 10.7% | 5.0% | 0.0% | 15.8% |
| IV | 0.4% | 5.5% | 5.1% | 0.0% | 11.0% |
| V | 0.3% | 22.0% | 36.2% | 0.0% | 58.5% |

| | | | | | |
|---|---|---|---|---|---|
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

# Appendix D-2

## Scenario 2

# Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

Scenario: 2026 EAB $5.5M

| Year | PM | Budget | Rehabilitation | | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2026 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $135,432,721 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $1,780,978 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2027 | 18% | $5,500,000 | II | $49,949 | Non-Project | $991,163 | $0 | $161,267,017 | Funded | $0 |
| | | | III | $1,077,273 | | | | | Unmet | $37,959 |
| | | | IV | $3,379,785 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $4,507,007 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2028 | 1% | $5,500,000 | II | $278,044 | Non-Project | $54,467 | $533 | $172,164,930 | Funded | $0 |
| | | | III | $1,700,673 | | | | | Unmet | $8,015 |
| | | | IV | $3,462,726 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $5,441,443 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2029 | 0% | $5,500,000 | II | $611,389 | Non-Project | $0 | $0 | $179,673,354 | Funded | $0 |
| | | | III | $3,178,066 | | | | | Unmet | $7,626 |
| | | | IV | $1,281,184 | Project | $0 | | | | |
| | | | V | $427,574 | | | | | | |
| | | | Total | $5,498,212 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2030 | 0% | $5,500,000 | II | $619,577 | Non-Project | $0 | $0 | $186,500,886 | Funded | $0 |
| | | | III | $794,904 | | | | | Unmet | $7,102 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $4,084,942 | | | | | | |
| | | | Total | $5,499,423 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2031 | 0% | $5,500,000 | II | $159,074 | Non-Project | $2,790 | $0 | $191,664,702 | Funded | $0 |
| | | | III | $1,120,108 | | | | | Unmet | $2,666,455 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $4,216,464 | | | | | | |
| | | | Total | $5,495,646 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2032 | 0% | $5,500,000 | II | $128,900 | Non-Project | $2,218 | $0 | $199,472,479 | Funded | $0 |
| | | | III | $1,798,680 | | | | | Unmet | $28,622 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $3,569,724 | | | | | | |
| | | | Total | $5,497,304 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2033 | 1% | $5,500,000 | II | $219,811 | Non-Project | $55,141 | $0 | $210,380,296 | Funded | $0 |
| | | | III | $4,668,797 | | | | | Unmet | $3,324 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $555,072 | | | | | | |
| | | | Total | $5,443,680 | | | | | | |
| | | | Project | $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2034 | 0% | $5,500,000 | II | $588,216 | Non-Project | $1,328 | $0 | $220,983,493 | Funded | $0 |
| | | | III | $2,706,169 | | | | | Unmet | $13,587 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $2,203,737 | | | | | | |
| | | | Total | $5,498,122 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2035 | 5% | $5,500,000 | II | $197,076 | Non-Project | $276,113 | $0 | $230,754,400 | Funded | $0 |
| | | | III | $2,773,698 | | | | | Unmet | $16,575 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $2,252,755 | | | | | | |
| | | | Total | $5,223,528 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2036 | 5% | $5,500,000 | II | $65,501 | Non-Project | $276,126 | $0 | $244,866,944 | Funded | $0 |
| | | | III | $5,156,930 | | | | | Unmet | $3,206,484 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $5,222,432 | | | | | | |
| | | | Project | $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $1,779,712 | $0 | $0 | $7,677 |
| Collector | $16,313,324 | $335,253 | $0 | $3,459,484 |
| Residential/Local | $35,233,760 | $1,324,092 | $0 | $4,309,567 |
| Grand Total: | $53,326,796 | $1,659,345 | $0 | $7,776,727 |

Scenarios Criteria:

# Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

Scenario: 2026 EAB $5.5M

| Year | Budget | PM |
|---|---|---|
| 2026 | $0 | 0% |
| 2027 | $5,500,000 | 18% |
| 2028 | $5,500,000 | 1% |
| 2029 | $5,500,000 | 0% |
| 2030 | $5,500,000 | 0% |
| 2031 | $5,500,000 | 0% |
| 2032 | $5,500,000 | 0% |
| 2033 | $5,500,000 | 1% |
| 2034 | $5,500,000 | 0% |
| 2035 | $5,500,000 | 5% |
| 2036 | $5,500,000 | 5% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2026 | 51 | 51 | 21.47 | 42.20 |
| 2027 | 44 | 52 | 88.35 | 169.76 |
| 2028 | 40 | 51 | 54.59 | 108.49 |
| 2029 | 37 | 49 | 30.70 | 61.01 |
| 2030 | 34 | 48 | 27.41 | 53.93 |
| 2031 | 32 | 48 | 26.06 | 49.87 |
| 2032 | 30 | 48 | 26.98 | 51.08 |
| 2033 | 29 | 49 | 51.11 | 101.57 |
| 2034 | 27 | 48 | 38.87 | 75.99 |
| 2035 | 26 | 48 | 35.18 | 69.67 |
| 2036 | 24 | 50 | 74.88 | 142.49 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2026, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.4% | 21.6% | 11.8% | 0.0% | 33.7% |
| II / III | 0.4% | 7.2% | 8.5% | 0.0% | 16.1% |
| IV | 0.1% | 11.6% | 23.1% | 0.0% | 34.7% |
| V | 0.0% | 6.7% | 8.8% | 0.0% | 15.5% |
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

Condition in year 2026 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.4% | 22.0% | 12.0% | 0.0% | 34.4% |
| II / III | 0.4% | 7.2% | 8.4% | 0.0% | 16.0% |
| IV | 0.1% | 11.2% | 22.8% | 0.0% | 34.1% |
| V | 0.0% | 6.7% | 8.8% | 0.0% | 15.5% |
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

Condition in year 2036 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.7% | 21.5% | 30.3% | 0.0% | 52.5% |
| II / III | 0.1% | 6.0% | 1.5% | 0.0% | 7.6% |
| IV | 0.0% | 3.2% | 2.1% | 0.0% | 5.3% |
| V | 0.0% | 16.4% | 18.2% | 0.0% | 34.6% |



Scenarios Criteria:

| | | | | | |
|---|---|---|---|---|---|
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

# Appendix D-3

## Scenario 3

# Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

Scenario: 2026 EAB + Sales Tax $11M

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2026 | 0% | $0 | II | $0 | Non-Project | $0 | $0 | $135,432,721 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $1,780,978 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2027 | 5% | $11,000,000 | II | $221,817 | Non-Project | $549,794 | $206 | $155,765,448 | Funded | $0 |
| | | | III | $2,472,359 | | | | | Unmet | $26,064 |
| | | | IV | $7,755,768 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $10,449,944 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2028 | 1% | $11,000,000 | II | $571,006 | Non-Project | $109,318 | $682 | $157,695,782 | Funded | $0 |
| | | | III | $3,241,115 | | | | | Unmet | $5,035 |
| | | | IV | $1,696,249 | Project | $0 | | | | |
| | | | V | $5,379,157 | | | | | | |
| | | | Total | $10,887,527 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2029 | 0% | $11,000,000 | II | $127,303 | Non-Project | $0 | $0 | $158,914,612 | Funded | $0 |
| | | | III | $1,054,154 | | | | | Unmet | $9,306 |
| | | | IV | $209,224 | Project | $0 | | | | |
| | | | V | $9,607,519 | | | | | | |
| | | | Total | $10,998,200 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2030 | 0% | $11,000,000 | II | $619,577 | Non-Project | $0 | $0 | $159,630,096 | Funded | $0 |
| | | | III | $829,295 | | | | | Unmet | $7,489 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $9,550,980 | | | | | | |
| | | | Total | $10,999,851 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2031 | 0% | $11,000,000 | II | $159,074 | Non-Project | $2,790 | $0 | $159,319,517 | Funded | $0 |
| | | | III | $3,186,346 | | | | | Unmet | $1,799,935 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $7,649,725 | | | | | | |
| | | | Total | $10,995,145 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2032 | 0% | $11,000,000 | II | $128,900 | Non-Project | $2,218 | $0 | $163,840,043 | Funded | $0 |
| | | | III | $5,478,574 | | | | | Unmet | $27,073 |
| | | | IV | $27,886 | Project | $0 | | | | |
| | | | V | $5,360,742 | | | | | | |
| | | | Total | $10,996,101 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2033 | 1% | $11,000,000 | II | $511,984 | Non-Project | $118,634 | $0 | $166,953,956 | Funded | $0 |
| | | | III | $2,484,249 | | | | | Unmet | $2,805 |
| | | | IV | $43,091 | Project | $0 | | | | |
| | | | V | $7,841,963 | | | | | | |
| | | | Total | $10,881,288 | | | | | | |
| | | | Project | $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2034 | 1% | $11,000,000 | II $352,050 | Non-Project | $116,037 | $0 | $169,202,482 | Funded | $0 |
| | | | III $6,768,906 | | | | | Unmet | $9,391 |
| | | | IV $3,750,390 | Project | $0 | | | | |
| | | | V $11,097 | | | | | | |
| | | | Total $10,882,443 | | | | | | |
| | | | Project $0 | | | | | | |
| 2035 | 0% | $11,000,000 | II $201,980 | Non-Project | $6,437 | $0 | $169,838,085 | Funded | $0 |
| | | | III $2,394,959 | | | | | Unmet | $9,053 |
| | | | IV $8,396,121 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $10,993,059 | | | | | | |
| | | | Project $0 | | | | | | |
| 2036 | 5% | $11,000,000 | II $71,746 | Non-Project | $550,998 | $0 | $175,215,951 | Funded | $0 |
| | | | III $9,256,141 | | | | | Unmet | $2,003,100 |
| | | | IV $1,119,104 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $10,446,992 | | | | | | |
| | | | Project $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $1,741,700 | $0 | $0 | $7,677 |
| Collector | $60,317,399 | $98,753 | $0 | $2,324,951 |
| Residential/Local | $46,471,451 | $1,357,472 | $0 | $3,347,601 |
| Grand Total: | $108,530,550 | $1,456,225 | $0 | $5,680,229 |

Scenarios Criteria:

Criteria:

# Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/7/2026

Scenario: 2026 EAB + Sales Tax $11M

| Year | Budget | PM |
|---|---|---|
| 2026 | $0 | 0% |
| 2027 | $11,000,000 | 5% |
| 2028 | $11,000,000 | 1% |
| 2029 | $11,000,000 | 0% |
| 2030 | $11,000,000 | 0% |
| 2031 | $11,000,000 | 0% |
| 2032 | $11,000,000 | 0% |
| 2033 | $11,000,000 | 1% |
| 2034 | $11,000,000 | 1% |
| 2035 | $11,000,000 | 0% |
| 2036 | $11,000,000 | 5% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2026 | 51 | 51 | 21.47 | 42.20 |
| 2027 | 44 | 56 | 139.90 | 271.64 |
| 2028 | 40 | 54 | 52.26 | 101.17 |
| 2029 | 37 | 55 | 44.38 | 84.61 |
| 2030 | 34 | 58 | 41.58 | 82.36 |
| 2031 | 32 | 59 | 35.66 | 69.27 |
| 2032 | 30 | 61 | 70.33 | 138.98 |
| 2033 | 29 | 61 | 46.64 | 93.29 |
| 2034 | 27 | 60 | 36.04 | 71.99 |
| 2035 | 26 | 60 | 35.06 | 71.00 |
| 2036 | 24 | 64 | 111.44 | 214.60 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2026, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.4% | 21.6% | 11.8% | 0.0% | 33.7% |
| II / III | 0.4% | 7.2% | 8.5% | 0.0% | 16.1% |
| IV | 0.1% | 11.6% | 23.1% | 0.0% | 34.7% |
| V | 0.0% | 6.7% | 8.8% | 0.0% | 15.5% |
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

Condition in year 2026 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.4% | 22.0% | 12.0% | 0.0% | 34.4% |
| II / III | 0.4% | 7.2% | 8.4% | 0.0% | 16.0% |
| IV | 0.1% | 11.2% | 22.8% | 0.0% | 34.1% |
| V | 0.0% | 6.7% | 8.8% | 0.0% | 15.5% |
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

Condition in year 2036 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.6% | 30.0% | 35.8% | 0.0% | 66.3% |
| II / III | 0.2% | 9.1% | 0.6% | 0.0% | 9.9% |
| IV | 0.0% | 0.4% | 1.6% | 0.0% | 2.0% |
| V | 0.0% | 7.6% | 14.1% | 0.0% | 21.7% |



Scenarios Criteria:

| | | | | | |
|---|---|---|---|---|---|
| Total | 0.8% | 47.1% | 52.1% | 0.0% | 100.0% |

# Appendix E

## Sections Selected for Treatment

# Appendix E-1

## Scenario 2

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|---|---|---|---|---|---|---|---|---|
| 2026 | $0 | 0% | 2030 | $5,500,000 | 0% | 2034 | $5,500,000 | 0% |
| 2027 | $5,500,000 | 18% | 2031 | $5,500,000 | 0% | 2035 | $5,500,000 | 5% |
| 2028 | $5,500,000 | 1% | 2032 | $5,500,000 | 0% | 2036 | $5,500,000 | 5% |
| 2029 | $5,500,000 | 0% | 2033 | $5,500,000 | 1% | | | |

## Year: 2026

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **COMPTCHE UKIAH ROAD | 9.86 MP | 11.11 MP | 223 | 099111 | 6,434 | 20 | 128,680 | RMaC | AC | 3G - East Central | 49 | 51 | 64 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 11.11 MP | 12.00 MP | 223 | 111120 | 4,715 | 20 | 94,300 | RMaC | AC | 3G - East Central | 78 | 79 | 86 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 12.00 MP | 13.00 MP | 223 | 120130 | 5,125 | 20 | 102,500 | RMaC | AC | 3G - East Central | 73 | 75 | 83 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 13.00 MP | 14.00 MP | 223 | 130140 | 5,488 | 20 | 109,760 | RMaC | AC | 3G - East Central | 68 | 70 | 79 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 14.00 MP | 15.00 MP | 223 | 140150 | 5,021 | 18 | 90,378 | RMaC | AC | 3G - East Central | 72 | 74 | 82 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 15.00 MP | 15.96 MP | 223 | 150160 | 4,940 | 20 | 98,800 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 15.96 MP | 16.79 MP | 223 | 160168 | 4,241 | 22 | 93,302 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 16.79 MP | 18.03 MP | 223 | 168180 | 6,356 | 22 | 139,832 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 18.03 MP | 19.00 MP | 223 | 180190 | 5,017 | 20 | 100,340 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 19.00 MP | 20.00 MP | 223 | 190200 | 5,113 | 22 | 112,486 | RMaC | ST | 3G - East Central | 74 | 76 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 20.00 MP | 21.00 MP | 223 | 200210 | 5,165 | 20 | 103,300 | RMaC | ST | 3G - East Central | 77 | 77 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 21.00 MP | 21.55 MP | 223 | 210216 | 2,704 | 20 | 54,080 | RMaC | ST | 3G - East Central | 85 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 21.55 MP | 22.52 MP | 223 | 216225 | 5,047 | 20 | 100,940 | RMaC | AC | 3G - East Central | 55 | 57 | 68 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR - LITTLE LAKE RO | 0.00 MM e/o SH 1 | 1.10 MP | 409 | 000011 | 5,699 | 24 | 125,378 | RMiC | AC/AC | 2G - West Central | 27 | 29 | 53 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR - LITTLE LAKE RO | 1.10 MP | 2.39 MP | 409 | 011024 | 6,645 | 18 | 119,610 | RMiC | ST | 2G - West Central | 23 | 25 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR - LITTLE LAKE RO | 2.39 MP | 3.27 MM EOP | 409 | 024033 | 4,928 | 16 | 78,848 | RMiC | ST | 2G - West Central | 52 | 54 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR ORCHARD ROAD | 0.00 MM s/o 411A | 0.22 MM n/o Caspar Logging Ro | 410 | 000002 | 1,165 | 20 | 23,300 | RL | ST | 2G - West Central | 20 | 23 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR ORCHARD ROAD | 0.22 MM n/o Caspar Logging Ro | 0.95 MM EOP | 410 | 002010 | 3,875 | 12 | 46,500 | RL | ST | 2G - West Central | 24 | 28 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR STREET | 0.00 MM e/o 569 | 0.23 MM w/o SH 1 | 410E | 000002 | 1,216 | 24 | 29,184 | RL | AC/AC | 2G - West Central | 46 | 48 | 62 | $0 | 0 | DOUBLE CHIP SEAL |



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2026

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FERN CREEK ROAD | 0.00 MM e/o SH 1 | 0.96 MM END | 411A | 000010 | 5,067 | 24 | 121,608 | RL | ST | 2G - West Central | 30 | 34 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **POINT CABRILLO DRIVE | 0.00 MP w/o SH 1 | 1.09 MP | 564 | 000011 | 5,621 | 22 | 123,662 | RL | ST | 2G - West Central | 83 | 83 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **POINT CABRILLO DRIVE | 1.09 MP | 2.13 MP | 564 | 011021 | 5,351 | 22 | 117,722 | RL | ST | 2G - West Central | 85 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **POINT CABRILLO DRIVE | 2.13 MP | 2.89 MM w/o SH 1 | 564 | 021029 | 4,295 | 22 | 94,490 | RL | ST | 2G - West Central | 85 | 86 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR ROAD | 0.00 MM n/o 410B | 0.78 MM w/o SH 1 | 569 | 000008 | 4,129 | 22 | 90,838 | RL | ST | 2G - West Central | 80 | 80 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $0 | | |
| | | | | Year 2026 Area Total | | | 2,299,838 | | | | | Year 2026 Total | | $0 | | |

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NORTH STATE STREET | WEST ROAD | US 101 | 104 | 072084 | 6,870 | 41 | 281,670 | RMaC | AC/AC | 3G - East Central | 76 | 75 | 84 | $274,002 | 22,244 | Cape Seal w/Crack Seal |
| EAST ROAD | 5.09 MP | 5.24 MM e/o 237 | 230 | 051052 | 1,118 | 24 | 25,632 | RMaC | AC/AC | 3G - East Central | 78 | 77 | 85 | $24,934 | 22,228 | Cape Seal w/Crack Seal |
| EEL RIVER ROAD | 5.84 MM pavement change | 6.10 MM pavement change | 240B | 058061 | 1,352 | 24 | 32,448 | RMiC | AC/AC | 3G - East Central | 83 | 83 | 90 | $31,565 | 22,716 | Cape Seal w/Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $330,501 | | |
| NO NAME | 0.00 MM n/o SH 128 | 0.02 MM END | 150B | 000000 | 78 | 24 | 1,872 | RL | AC/AC | 3H - East Southern | 70 | 69 | 78 | $1,018 | 26,997 | Slurry Seal w/ Crack Seal |
| DEERWOOD DRIVE EXT. | 0.96 MM e/o 255 | 2180 FT E/O 255 | 215BX | 010017 | 2,180 | 18 | 39,240 | RL | AC/AC | 3G - East Central | 64 | 63 | 73 | $21,331 | 25,785 | Slurry Seal w/ Crack Seal |
| REEVES CANYON ROAD | 0.00 MM US 101 | 0.18 MM EOP | 219 | 000002 | 946 | 22 | 20,812 | RL | AC/AC | 3G - East Central | 65 | 64 | 74 | $11,314 | 28,401 | Slurry Seal w/ Crack Seal |
| VINTAGE DRIVE | BELTRAMI DR | KENNWOOD DR | 227K | 100 | 528 | 36 | 19,008 | RL | AC | 3G - East Central | 80 | 79 | 87 | $10,333 | 27,769 | Slurry Seal w/ Crack Seal |
| VAN HOUSEN DRIVE | KENNWOOD DR | BELTRAMI DR | 227L | 100 | 417 | 36 | 15,012 | RL | AC | 3G - East Central | 72 | 71 | 80 | $8,161 | 25,339 | Slurry Seal w/ Crack Seal |
| THIRD STREET | 0.00 MM n/o 229B MOORE ST | 104 N. STATE STREET | 229A | 000001 | 722 | 20 | 14,440 | RL | AC/AC | 3G - East Central | 63 | 62 | 72 | $7,850 | 25,730 | Slurry Seal w/ Crack Seal |
| SCHOOL WAY | 0.00 MM END of circle | 0.25 MM w/o 237 | 236 | 000003 | 1,326 | 22 | 32,436 | RL | AC/AC | 3G - East Central | 80 | 79 | 87 | $17,633 | 28,522 | Slurry Seal w/ Crack Seal |
| FORD ROAD | 0.00 MM e/o 104 | 0.14 MM change to 2 lanes | 250 | 000001 | 749 | 37 | 27,713 | RL | AC/AC | 3G - East Central | 78 | 77 | 85 | $15,065 | 23,492 | Slurry Seal w/ Crack Seal |
| FORD ROAD | 0.14 MM change to 2 lanes | 0.28 MM pavement change | 250 | 001003 | 750 | 30 | 22,500 | RL | AC/AC | 3G - East Central | 76 | 75 | 83 | $12,231 | 22,349 | Slurry Seal w/ Crack Seal |
| CANYON DRIVE | 0.00 MM w/o 312C | 0.02 MM END | 312D | 000000 | 100 | 22 | 2,200 | RL | AC/AC | 3G - East Central | 66 | 65 | 75 | $1,196 | 28,129 | Slurry Seal w/ Crack Seal |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HIGH SCHOOL STREET | 0.18 MM n/o 334D | 0.25 MM END | 335A | 002003 | 386 | 26 | 10,036 | RL | AC/AC | 3F - East Northern | 73 | 72 | 81 | $5,456 | 25,121 | Slurry Seal w/ Crack Seal |
| ALBION RIDGE ROAD | 0.00 MM e/o SH 1 | 0.75 MP | 402 | 000008 | 3,988 | 20 | 79,760 | RL | AC | 2G - West Central | 78 | 77 | 85 | $43,358 | 25,745 | Slurry Seal w/ Crack Seal |
| UKIAH STREET | 0.41 MM e/o 500 | 0.55 MM w/o 407P | 407C | 004006 | 742 | 30 | 22,260 | RL | AC/AC | 2G - West Central | 80 | 79 | 87 | $12,101 | 32,329 | Slurry Seal w/ Crack Seal |
| CENTER STREET | 0.00 MM e/o SH 1 | 0.05 MM END EOP | 546 | 000001 | 246 | 20 | 4,920 | RL | AC/AC | 2H - West Southern | 63 | 62 | 72 | $2,675 | 24,152 | Slurry Seal w/ Crack Seal |
| MALLO PASS DRIVE | 0.00 MM n/o 551 | 0.19 MM END | 547 | 000002 | 992 | 22 | 21,824 | RL | AC/AC | 2H - West Southern | 74 | 73 | 82 | $11,864 | 28,367 | Slurry Seal w/ Crack Seal |
| POMO LAKE DRIVE | 0.40 MM pavement change | 0.60 MM n/o 551A | 551 | 004006 | 1,052 | 26 | 27,352 | RL | AC/AC | 2H - West Southern | 70 | 69 | 78 | $14,869 | 27,301 | Slurry Seal w/ Crack Seal |
| GARCIA COURT | 0.00 MM w/o SH 1 | 0.06 MM END | 552 | 000001 | 318 | 22 | 7,859 | RL | AC/AC | 2H - West Southern | 80 | 79 | 87 | $4,272 | 33,179 | Slurry Seal w/ Crack Seal |
| NAVARRO WAY | 0.44 MM e/o 553 proper | 0.48 MM w/o SH 1 | 553 | 004005 | 232 | 24 | 5,568 | RL | AC/AC | 2H - West Southern | 69 | 68 | 77 | $3,027 | 27,286 | Slurry Seal w/ Crack Seal |
| PIRATES DRIVE | 0.00 MM w/o SH 1 | 0.09 MM END | 562 | 000001 | 492 | 18 | 10,602 | RL | AC/AC | 2H - West Southern | 63 | 62 | 72 | $5,763 | 25,998 | Slurry Seal w/ Crack Seal |
| SEA CYPRESS DRIVE | 0.31 MM pavement change | 0.35 MM END EOP | 568 | 004004 | 908 | 24 | 21,792 | RL | AC/AC | 2H - West Southern | 79 | 78 | 86 | $11,846 | 29,527 | Slurry Seal w/ Crack Seal |
| ARENA CIRCLE | 0.00 MM s/o 551 | 0.21 MM s/o 551 | 583 | 000002 | 1,080 | 22 | 23,760 | RL | AC/AC | 2H - West Southern | 68 | 67 | 77 | $12,916 | 26,181 | Slurry Seal w/ Crack Seal |
| MAIZE COURT | 0.00 MM e/o 614 | 0.03 MM END | 616A | 000000 | 178 | 22 | 5,422 | RL | AC/AC | 3G - East Central | 77 | 76 | 85 | $2,947 | 33,013 | Slurry Seal w/ Crack Seal |
| PERCH DRIVE | 0.00 MM w/o 623 | 0.22 MM surface change | 635 | 000002 | 1,163 | 22 | 122,254 | RL | AC/AC | 3G - East Central | 74 | 73 | 82 | $66,459 | 31,763 | Slurry Seal w/ Crack Seal |
| PERCH WAY | 0.09 MM w/o 636 surface chang | 0.40 MM w/o 638 | 637 | 001004 | 1,619 | 24 | 38,856 | RL | AC/AC | 3G - East Central | 68 | 67 | 77 | $21,123 | 28,773 | Slurry Seal w/ Crack Seal |
| GEYSERS ROAD | US101 | SONOMA COUNTY LINE | GEYSER | 000001 | 3,670 | 29 | 106,430 | RL | AC | 3H - East Southern | 63 | 62 | 72 | $57,857 | 22,302 | Slurry Seal w/ Crack Seal |
| IVERSON AVENUE | 0.00 MM w/o SH 1 | 0.22 MM s/o PORT RD at stop | IVERSO | 000002 | 1,162 | 18 | 20,916 | RL | AC/AC | PA - Point Arena (part of 2H) | 80 | 79 | 87 | $11,370 | 27,930 | Slurry Seal w/ Crack Seal |
| MILL STREET | 0.00 MM e/o SH 1 | 0.18 MM END | MILLST | 000002 | 968 | 32 | 30,976 | RL | AC/AC | PA - Point Arena (part of 2H) | 77 | 76 | 84 | $16,839 | 28,322 | Slurry Seal w/ Crack Seal |
| OLD SHERWOOD ROAD | US101(NEW MP65) | EDP | OLDSRD | 000001 | 650 | 22 | 14,300 | RL | AC | 3G - East Central | 67 | 66 | 76 | $7,774 | 26,281 | Slurry Seal w/ Crack Seal |
| USAL ROAD | M.P. 25.14 | M.P. 27.95 | USAL | 0001 | 14,840 | 30 | 445,200 | RL | AC/AC | 2F - West Northern | 70 | 69 | 78 | $242,016 | 26,294 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $660,661 | | |
| EAST SIDE RANCHERIA ROA | 0.41 MM e/o 118 road narrows | 0.72 MM EOP | 105 | 004007 | 1,652 | 16 | 26,432 | RL | ST | 3H - East Southern | 28 | 23 | 100 | $14,369 | 51,212 | SINGLE CHIP SEAL |
| NO NAME | KUKI LANE | FEED LOT LANE | 106 | 000001 | 574 | 34 | 19,516 | RL | ST | 3G - East Central | 23 | 21 | 100 | $10,609 | 51,212 | SINGLE CHIP SEAL |
| HEWLITT & STURTEVANT | 0.23 MM road widens | 0.43 MM road narrows | 112 | 002004 | 1,052 | 22 | 23,144 | RL | ST | 3H - East Southern | 39 | 35 | 100 | $12,581 | 50,326 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CR 118 | 105 RANCHERIA | 0.72 MM END | 118 | 000007 | 3,790 | 18 | 68,220 | RL | ST | 3H - East Southern | 49 | 47 | 100 | $37,085 | 48,276 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 19.04 MM BOP | 19.13 MP | 122 | 190191 | 488 | 24 | 11,712 | RL | ST | 2H - West Southern | 52 | 50 | 100 | $6,367 | 47,502 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 20.62 MP | 21.66 MP | 122 | 206217 | 5,439 | 20 | 108,780 | RL | ST | 2H - West Southern | 24 | 20 | 100 | $59,134 | 51,212 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 21.66 MP | 22.52 MP | 122 | 217225 | 4,428 | 22 | 97,416 | RL | ST | 2H - West Southern | 30 | 23 | 100 | $52,956 | 51,212 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 24.57 MP | 25.48 MP | 122 | 246255 | 4,801 | 20 | 96,020 | RL | ST | 2H - West Southern | 32 | 28 | 100 | $52,198 | 50,967 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 25.48 MP | 26.45 MP | 122 | 255265 | 5,455 | 22 | 120,010 | RL | ST | 2H - West Southern | 26 | 22 | 100 | $65,239 | 51,212 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 27.54 MP | 28.79 MP s/o SH 128 | 122 | 275288 | 5,942 | 24 | 142,608 | RL | ST | 2H - West Southern | 31 | 26 | 100 | $77,523 | 51,169 | SINGLE CHIP SEAL |
| HUTSELL ROAD | 0.00 MM s/o SH 128 | 0.82 MM EOP | 123 | 000008 | 4,308 | 14 | 60,312 | RL | ST | 3H - East Southern | 21 | 18 | 100 | $32,786 | 51,212 | SINGLE CHIP SEAL |
| ROBINSON CREEK ROAD | 0.00 MP n/o SH 253 | 1.17 MP | 125 | 000012 | 6,015 | 18 | 108,270 | RL | ST | 3H - East Southern | 35 | 31 | 100 | $58,857 | 50,667 | SINGLE CHIP SEAL |
| ORNBAUN ROAD | 0.00 MM w/o 510 | 0.76 MM road narrows | 127 | 000008 | 4,026 | 22 | 88,572 | RL | ST | 2H - West Southern | 36 | 33 | 100 | $48,149 | 50,568 | SINGLE CHIP SEAL |
| PEACHLAND ROAD | 0.15 MM road narrows | 0.28 MM EOP s/o cattle guard | 128 | 002003 | 686 | 14 | 9,604 | RL | ST | 3H - East Southern | 19 | 15 | 100 | $5,221 | 51,212 | SINGLE CHIP SEAL |
| MONTE BLOYD ROAD | 0.00 MM s/o SH 128 | 0.31 MM END | 130A | 000003 | 1,638 | 14 | 22,932 | RL | ST | 3H - East Southern | 28 | 24 | 100 | $12,466 | 51,212 | SINGLE CHIP SEAL |
| CLARK ROAD | 0.00 MM w/o SH 128 | 0.15 MM EOP | 130B | 000002 | 785 | 14 | 10,990 | RL | ST | 2H - West Southern | 38 | 33 | 100 | $5,974 | 50,516 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM e/o US 101 | 1.00 MP | 201 | 000010 | 5,262 | 21 | 110,502 | RMiC | ST | 3H - East Southern | 53 | 52 | 100 | $69,555 | 50,226 | SINGLE CHIP SEAL |
| MILL CREEK ROAD | 2.66 MM w/o 203C | 3.78 MM EOP | 203 | 027038 | 5,914 | 14 | 82,796 | RL | ST | 3H - East Southern | 24 | 15 | 100 | $45,009 | 51,212 | SINGLE CHIP SEAL |
| GUIDIVILLE RESERVATION | 0.00 MM n/o 203 | 0.85 MM END of circle | 203B | 000009 | 4,472 | 18 | 80,496 | RL | ST | 3H - East Southern | 25 | 23 | 100 | $43,759 | 51,212 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 0.08 MM condition change | 1.00 MP | 205 | 001010 | 4,767 | 18 | 85,806 | RL | ST | 3H - East Southern | 21 | 18 | 100 | $46,645 | 51,212 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 1.00 MP | 2.00 MP | 205 | 010020 | 5,280 | 20 | 105,600 | RL | ST | 3H - East Southern | 39 | 38 | 100 | $57,405 | 49,334 | SINGLE CHIP SEAL |
| GIELOW LANE | 0.00 MM e/o 205 | 2995 FT E/O 205 (RUDDICK CUNNI | 206 | 000008 | 2,995 | 14 | 41,930 | RL | ST | 3H - East Southern | 34 | 29 | 100 | $22,794 | 50,834 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 37.02 MP | 38.00 MP | 223 | 370380 | 5,057 | 20 | 101,140 | RMaC | ST | 3G - East Central | 52 | 51 | 100 | $63,662 | 47,325 | SINGLE CHIP SEAL |
| HELD ROAD | 0.00 MM w/o 230 | 0.18 MM at sign post missing | 230C | 000002 | 921 | 18 | 16,578 | RL | ST | 3G - East Central | 25 | 22 | 100 | $9,012 | 51,212 | SINGLE CHIP SEAL |
| ROAD B | 0.00 MM e/o 230 | 1.00 MM | 231A | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 24 | 20 | 100 | $57,405 | 51,212 | SINGLE CHIP SEAL |
| COLONY DRIVE | 0.76 MM e/o 233 | 1.35 MM s/o 234 | 232A | 008014 | 3,114 | 22 | 68,508 | RL | ST | 3G - East Central | 19 | 16 | 100 | $37,242 | 51,212 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADREVENO WAY | 232 ROAD E | S. CDS | 232C | 000003 | 1,656 | 28 | 49,152 | RL | ST | 3G - East Central | 34 | 31 | 100 | $26,720 | 50,701 | SINGLE CHIP SEAL |
| ROAD I | 0.00 MM e/o 230 | 0.96 MM w/o 232A | 234 | 000010 | 5,048 | 20 | 100,960 | RL | ST | 3G - East Central | 48 | 45 | 100 | $54,883 | 49,424 | SINGLE CHIP SEAL |
| MADRONE LANE | 0.00 MM n/o 234 | 0.30 MM END | 234A | 000003 | 1,572 | 20 | 31,440 | RL | ST | 3G - East Central | 30 | 27 | 100 | $17,091 | 51,082 | SINGLE CHIP SEAL |
| WEST ROAD | 2.32 MM pavement change n/o 2 | 3.02 MP | 237 | 025030 | 3,549 | 22 | 78,078 | RL | ST | 3G - East Central | 40 | 37 | 100 | $42,444 | 50,184 | SINGLE CHIP SEAL |
| WEST ROAD | 3.02 MP | TOMKI ROAD 237D | 237 | 030038 | 4,002 | 22 | 88,044 | RL | ST | 3G - East Central | 43 | 42 | 100 | $47,862 | 48,312 | SINGLE CHIP SEAL |
| RANCHERIA ROAD | 0.36 MM s/o 237 proper discon | 0.54 MM S END | 237A | 004005 | 620 | 16 | 11,083 | RL | ST | 3G - East Central | 21 | 17 | 100 | $6,025 | 51,212 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 0.00 MM e/o 104 | 1.00 MM | 238 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 20 | 16 | 100 | $57,405 | 51,212 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 1.00 MM | 1.69 MM w/o 237 | 238 | 010020 | 3,660 | 20 | 73,200 | RL | ST | 3G - East Central | 30 | 27 | 100 | $39,792 | 51,001 | SINGLE CHIP SEAL |
| BUSCH LANE | 0.46 MM w/o 247A | 1.20 MM w/o 248A | 247 | 005012 | 3,904 | 18 | 70,272 | RL | ST | 3G - East Central | 49 | 47 | 100 | $38,201 | 47,958 | SINGLE CHIP SEAL |
| RIDGEWAY HIGHWAY | 1.06 MM | 1.50 MM | 249 | 011015 | 2,314 | 16 | 37,024 | RL | ST | 3G - East Central | 19 | 15 | 100 | $20,127 | 51,212 | SINGLE CHIP SEAL |
| MUIR MILL ROAD | 0.00 MM w/o US 101 | 1.20 MM EOP | 301C | 000012 | 6,313 | 16 | 101,008 | RL | ST | 3G - East Central | 25 | 20 | 100 | $54,909 | 51,212 | SINGLE CHIP SEAL |
| HILLTOP DRIVE | 0.00 MM e/o 301 | 0.96 MM EOP | 301F | 000010 | 5,058 | 20 | 101,160 | RL | ST | 3G - East Central | 28 | 25 | 100 | $54,992 | 51,176 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | BRAY RD | SAWYERS LN | 303 | 002012 | 3,847 | 20 | 76,940 | RL | ST | 3G - East Central | 37 | 34 | 100 | $41,825 | 50,764 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | SAWYERS LN | 2.24 MM n/o 301 | 303 | 012022 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 38 | 34 | 100 | $57,405 | 50,696 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM n/o 304A | 0.94 MM | 304 | 000009 | 4,909 | 20 | 98,180 | RL | ST | 3G - East Central | 33 | 31 | 100 | $53,372 | 50,977 | SINGLE CHIP SEAL |
| VALLEY ROAD | 0.00 MM e/o 306 | 1.18 MM w/o EAST SIDE RD | 309 | 000012 | 6,222 | 20 | 124,440 | RL | ST | 3G - East Central | 39 | 36 | 100 | $67,647 | 50,501 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 3.61 MM w/o US 101 | 3.74 MM EOP | 310 | 036037 | 708 | 14 | 9,912 | RL | ST | 3G - East Central | 39 | 36 | 100 | $5,388 | 50,338 | SINGLE CHIP SEAL |
| STEELE LANE | 0.00 MM w/o US 101 | 0.42 MM | 318 | 000004 | 2,220 | 18 | 39,960 | RL | ST | 3F - East Northern | 42 | 40 | 100 | $21,723 | 49,019 | SINGLE CHIP SEAL |
| DAVIDSON LANE | 0.00 MM e/o US 101 | 0.32 MM END | 318A | 000003 | 1,699 | 16 | 27,184 | RL | ST | 3F - East Northern | 50 | 48 | 100 | $14,778 | 48,778 | SINGLE CHIP SEAL |
| HARWOOD ROAD | 0.00 MM w/o US 101 | 0.35 MM e/o 321D | 319 | 000004 | 1,825 | 22 | 40,150 | RL | ST | 3F - East Northern | 25 | 22 | 100 | $21,826 | 51,212 | SINGLE CHIP SEAL |
| RAMSEY ROAD | 0.00 MM w/o US 101 | 0.21 MM w/o 321D | 319A | 000002 | 1,115 | 22 | 24,530 | RL | ST | 3F - East Northern | 34 | 32 | 100 | $13,335 | 50,602 | SINGLE CHIP SEAL |
| LAKEVIEW AVENUE | 0.00 MM n/o 429 | 0.45 MM s/o 319E | 319C | 000005 | 2,349 | 22 | 51,678 | RL | ST | 2F - West Northern | 40 | 37 | 100 | $28,093 | 50,129 | SINGLE CHIP SEAL |
| LAYTONVILLE RESERVATION | 0.00 MM s/o 429 | 0.32 MM s/o 429 | 319F | 000003 | 1,698 | 24 | 40,752 | RL | ST | 2F - West Northern | 45 | 41 | 100 | $22,153 | 50,124 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WILDERNESS LODGE ROAD | 0.00 MM n/o 429 | 0.80 MM | 320 | 000008 | 4,198 | 20 | 83,960 | RL | ST | 2F - West Northern | 29 | 25 | 100 | $45,642 | 51,212 | SINGLE CHIP SEAL |
| WILDERNESS LODGE ROAD | MP 0.80 | MP 1.76 | 320 | 017600 | 6,120 | 24 | 146,880 | RL | ST | 2F - West Northern | 37 | 33 | 100 | $79,846 | 50,516 | SINGLE CHIP SEAL |
| HARMON DRIVE | 0.00 MM e/o US 101 | 0.38 MM s/o 322 | 321 | 000004 | 1,996 | 17 | 33,932 | RL | ST | 3F - East Northern | 31 | 27 | 100 | $18,446 | 51,085 | SINGLE CHIP SEAL |
| WILLIS AVENUE | 0.00 MM n/o 319 | 0.51 MM s/o 429 | 321D | 000005 | 2,680 | 24 | 64,320 | RL | ST | 3F - East Northern | 36 | 34 | 100 | $34,965 | 50,487 | SINGLE CHIP SEAL |
| LEGGETT FRONTAGE ROAD | 0.00 MM e/o US 101 | 0.39 MM END | 324B | 000004 | 2,050 | 28 | 59,287 | RL | ST | 2F - West Northern | 25 | 23 | 100 | $32,229 | 51,212 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 1.30 MM BOP | 2.02 MM EOP | 326 | 013020 | 3,752 | 18 | 67,536 | RL | ST | 3F - East Northern | 22 | 17 | 100 | $36,713 | 51,212 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 10.77 MM BOP | 11.50 MP w/o SH 162 | 326 | 108115 | 2,672 | 22 | 58,784 | RL | ST | 3F - East Northern | 45 | 42 | 100 | $31,956 | 49,763 | SINGLE CHIP SEAL |
| DOBIE LANE | 0.00 MM BOP | 0.21 MM s/o 327C | 329-N | 000002 | 1,096 | 24 | 26,304 | RL | ST | 3F - East Northern | 45 | 42 | 100 | $14,299 | 49,740 | SINGLE CHIP SEAL |
| EBERLE STREET | 0.00 MM w/o SH 162 | 0.08 MM END | 334A | 000001 | 426 | 24 | 10,224 | RL | ST | 3F - East Northern | 33 | 31 | 100 | $5,558 | 50,758 | SINGLE CHIP SEAL |
| GRANGE STREET | 0.17 MM e/o 335B | 0.34 MM w/o SH 162 | 334B | 002004 | 888 | 24 | 21,312 | RL | ST | 3F - East Northern | 24 | 22 | 100 | $11,585 | 51,212 | SINGLE CHIP SEAL |
| GREELY STREET | 0.00 MM e/o 335C | 0.17 MM w/o 335B | 334C | 000002 | 1,120 | 24 | 26,885 | RL | ST | 3F - East Northern | 31 | 29 | 100 | $14,615 | 51,035 | SINGLE CHIP SEAL |
| GREELY STREET | 0.34 MM e/o SH 162 | 0.38 MM s/o 335E | 334C | 004004 | 201 | 36 | 7,236 | RL | ST | 3F - East Northern | 52 | 50 | 100 | $3,934 | 47,495 | SINGLE CHIP SEAL |
| PERRY STREET | 0.00 MM s/o 334D | 0.23 MM END | 335C | 000002 | 1,218 | 26 | 31,668 | RL | ST | 3F - East Northern | 24 | 22 | 100 | $17,215 | 51,212 | SINGLE CHIP SEAL |
| AIRPORT ROAD | 0.23 MM BOP | 0.29 MM END n/o SOUTH AIRPORT | 337B-W | 002003 | 335 | 22 | 7,370 | RL | ST | 3F - East Northern | 23 | 20 | 100 | $4,006 | 51,212 | SINGLE CHIP SEAL |
| BIGGAR LANE | 0.00 MM BOP | 0.25 MM w/o 337H | 337C | 000003 | 1,309 | 18 | 23,562 | RL | ST | 3F - East Northern | 25 | 22 | 100 | $12,809 | 51,212 | SINGLE CHIP SEAL |
| BIGGAR LANE | 1.00 MM | 1.49 MM END at white fence po | 337C | 010015 | 2,576 | 18 | 46,368 | RL | ST | 3F - East Northern | 24 | 21 | 100 | $25,206 | 51,212 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.00 MM n/o 337H at signpost | 0.42 MM | 337E | 000004 | 2,198 | 22 | 48,356 | RL | ST | 3F - East Northern | 22 | 18 | 100 | $26,287 | 51,212 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.42 MM | 1.42 MM END | 337E | 004014 | 5,280 | 22 | 116,160 | RL | ST | 3F - East Northern | 43 | 41 | 100 | $63,146 | 49,366 | SINGLE CHIP SEAL |
| BARNES LANE | 0.00 MM e/o 336 | 1.00 MM | 337G | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 44 | 42 | 100 | $57,405 | 48,315 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 337F | 0.50 MM n/o 337 | 337L | 000005 | 2,636 | 18 | 47,448 | RL | ST | 3F - East Northern | 36 | 34 | 100 | $25,793 | 50,504 | SINGLE CHIP SEAL |
| NO NAME | 0.50 MM e/o 337L intersection | 0.75 MM w/o 336 | 337L | 005008 | 1,318 | 20 | 26,360 | RL | ST | 3F - East Northern | 18 | 15 | 100 | $14,330 | 51,212 | SINGLE CHIP SEAL |
| HENDERSON LANE | 0.00 MM n/o 337A | 0.51 MM e/o 337P at white lin | 337N | 000005 | 2,702 | 13 | 35,126 | RL | ST | 3F - East Northern | 20 | 15 | 100 | $19,095 | 51,212 | SINGLE CHIP SEAL |
| SHORT CREEK ROAD | 0.00 MM at pavement ends sign | 0.33 MM width change | 339-N | 000003 | 1,749 | 25 | 43,725 | RL | ST | 3F - East Northern | 23 | 16 | 100 | $23,769 | 51,212 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH AIRPORT ROAD | 0.00 MM s/o 337B | 0.43 MM 340 e/o sw bend | 340 | 000004 | 2,286 | 13 | 29,718 | RL | ST | 3F - East Northern | 38 | 37 | 100 | $16,155 | 49,693 | SINGLE CHIP SEAL |
| AGENCY ROAD | 0.00 MP w/o 336 | 1.00 MM | 344 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 24 | 21 | 100 | $57,405 | 51,212 | SINGLE CHIP SEAL |
| AGENCY ROAD | 1.00 MM | 1.58 MM n/o 337G | 344 | 010016 | 3,052 | 20 | 61,040 | RL | ST | 3F - East Northern | 26 | 24 | 100 | $33,182 | 51,212 | SINGLE CHIP SEAL |
| BLACK BART DRIVE | 0.00 MM US 101 | 1.17 MM | 370 | 000012 | 6,161 | 22 | 135,542 | RL | ST | 3G - East Central | 30 | 25 | 100 | $73,682 | 51,212 | SINGLE CHIP SEAL |
| BLACK BART DRIVE | 1.17 MM | 2.34 MM END e/o 372 | 370 | 012023 | 6,161 | 18 | 110,898 | RL | ST | 3G - East Central | 20 | 17 | 100 | $60,285 | 51,212 | SINGLE CHIP SEAL |
| BLACKHAWK DRIVE | 2.00 MM | 3.00 MM | 371 | 020030 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 32 | 30 | 100 | $45,924 | 50,849 | SINGLE CHIP SEAL |
| BAYWOOD WAY | 0.00 MM e/o 372 | 0.33 MM END | 373 | 000003 | 1,722 | 16 | 31,296 | RL | ST | 3G - East Central | 34 | 29 | 100 | $17,013 | 50,873 | SINGLE CHIP SEAL |
| MIDDLE RIDGE ROAD | 1.00 MP | 1.88 MM EOP | 401A | 010019 | 4,415 | 14 | 61,810 | RL | ST | 2G - West Central | 36 | 31 | 100 | $33,601 | 50,686 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 1.75 MP | 2.75 MP | 402 | 018028 | 5,442 | 20 | 108,840 | RL | ST | 2G - West Central | 33 | 27 | 100 | $59,167 | 51,030 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 4.00 MP | 5.00 MP | 402 | 040050 | 5,274 | 20 | 105,480 | RL | ST | 2G - West Central | 42 | 41 | 100 | $57,340 | 48,764 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 5.00 MP | 5.99 MP | 402 | 050060 | 4,656 | 20 | 93,120 | RL | ST | 2G - West Central | 45 | 42 | 100 | $50,621 | 50,041 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 6.61 MP road narrows | 7.58 MM END | 402 | 066076 | 5,664 | 16 | 90,624 | RL | ST | 2G - West Central | 32 | 26 | 100 | $49,264 | 51,148 | SINGLE CHIP SEAL |
| CR 404B | LITTLE RIVER AIRPORT ROAD | END AT AIRPORT | 404B | 000002 | 1,006 | 22 | 22,132 | RL | ST | 2G - West Central | 33 | 27 | 100 | $12,031 | 51,071 | SINGLE CHIP SEAL |
| CALPELLA STREET | 0.24 MM e/o 407L (break) | 0.32 MM w/o 500 | 407B | 003004 | 402 | 20 | 8,040 | RL | ST | 2G - West Central | 49 | 46 | 100 | $4,371 | 49,289 | SINGLE CHIP SEAL |
| WOODWARD STREET | 0.00 MM n/o 407E | 0.07 MM s/o 407C | 407J | 000001 | 388 | 10 | 3,880 | RL | ST | 2G - West Central | 42 | 41 | 100 | $2,109 | 48,227 | SINGLE CHIP SEAL |
| FORD STREET | 0.00 MM n/o 407C | 0.08 MM 407A | 407M | 000001 | 409 | 22 | 8,998 | RL | ST | 2G - West Central | 28 | 22 | 100 | $4,891 | 51,212 | SINGLE CHIP SEAL |
| FORD STREET | 0.08 MM n/o 407A | 0.16 MM END | 407M | 001002 | 441 | 22 | 9,702 | RL | ST | 2G - West Central | 37 | 33 | 100 | $5,274 | 50,531 | SINGLE CHIP SEAL |
| CLARK STREET | 0.11 M n/o 407R (PAVT CHANGE) | 0.26 MM s/o 408 | 407Q | 000006 | 792 | 18 | 14,256 | RL | ST | 2G - West Central | 51 | 48 | 100 | $7,750 | 48,278 | SINGLE CHIP SEAL |
| GURLEY LANE | 0.00 MM n/o 408 | 0.23 M n/o 408 (PAVT CHANGE) | 407Z | 000002 | 1,230 | 16 | 19,680 | RL | ST | 2G - West Central | 27 | 19 | 100 | $10,698 | 51,212 | SINGLE CHIP SEAL |
| GURLEY LANE | 0.23 M n/o 408 (PAVT CHANGE) | 0.33 MM END EOP | 407Z | 000006 | 518 | 16 | 8,288 | RL | ST | 2G - West Central | 38 | 32 | 100 | $4,505 | 50,603 | SINGLE CHIP SEAL |
| SOUTH BIG RIVER ROAD | 0.00 MM n/o 223 | 0.14 MM END | 408D | 000001 | 755 | 16 | 12,080 | RL | ST | 2G - West Central | 26 | 21 | 100 | $6,567 | 51,212 | SINGLE CHIP SEAL |
| FERN DRIVE | 0.00 MM w/o 564 | 0.21 MM END | 410A | 000002 | 1,089 | 20 | 23,122 | RL | ST | 2G - West Central | 33 | 30 | 100 | $12,569 | 50,790 | SINGLE CHIP SEAL |
| JOHNSON PARK ROAD | 0.00 MM e/o 411B | 0.37 MM END | 411 | 000004 | 1,952 | 18 | 35,136 | RL | ST | 2G - West Central | 28 | 23 | 100 | $19,100 | 51,212 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TREGONING DRIVE | 0.09 MM e/o SH 1 | 0.16 MM END | 412D | 001002 | 370 | 16 | 5,920 | RL | ST | 2G - West Central | 21 | 18 | 100 | $3,218 | 51,212 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.00 MM e/o 414B | 0.63 MM s/o 414 | 414D | 000006 | 3,309 | 18 | 59,562 | RL | ST | 2G - West Central | 34 | 30 | 100 | $32,379 | 50,796 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.63 MM n/o 414 | 0.92 MM END | 414D | 006009 | 1,550 | 18 | 27,900 | RL | ST | 2G - West Central | 32 | 28 | 100 | $15,167 | 50,999 | SINGLE CHIP SEAL |
| TURNER ROAD | 0.00 MM w/o 414 | 0.86 MM END | 414F | 000009 | 4,536 | 20 | 93,167 | RL | ST | 2G - West Central | 25 | 17 | 100 | $50,647 | 51,212 | SINGLE CHIP SEAL |
| GRAVEL PIT ROAD | 0.00 MM s/o SH 20 | 0.11 MM END | 415C | 000001 | 566 | 16 | 9,056 | RL | ST | 2G - West Central | 50 | 48 | 100 | $4,923 | 48,149 | SINGLE CHIP SEAL |
| NURNBERGER LANE | 0.00 MM n/o 420 | 0.13 MM n/o 420A | 420B | 000001 | 672 | 12 | 8,064 | RL | ST | 2G - West Central | 47 | 45 | 100 | $4,384 | 47,484 | SINGLE CHIP SEAL |
| PETALUMA AVENUE | 0.00 MM n/o 421 | 0.40 MM END | 422 | 000004 | 2,109 | 14 | 29,526 | RL | ST | 2G - West Central | 19 | 15 | 100 | $16,051 | 51,212 | SINGLE CHIP SEAL |
| JOHNSON LANE | 0.00 MM e/o 422 | 0.19 MM | 422A | 000002 | 1,017 | 18 | 18,306 | RL | ST | 2G - West Central | 32 | 28 | 100 | $9,951 | 50,925 | SINGLE CHIP SEAL |
| LASSEN DRIVE | 0.00 MM w/o SH 1 | 0.13 MM END | 424B | 000001 | 693 | 16 | 11,088 | RL | ST | 2G - West Central | 35 | 30 | 100 | $6,028 | 50,793 | SINGLE CHIP SEAL |
| ODOM LANE | 0.00 MM e/o SH 1 | 0.40 MM at stop sign | 424C | 000004 | 2,134 | 22 | 46,948 | RL | ST | 2G - West Central | 35 | 30 | 100 | $25,521 | 50,768 | SINGLE CHIP SEAL |
| FOREST LANE | 0.00 MM e/o 424C | 0.48 MM END | 424D | 000005 | 2,548 | 20 | 53,407 | RL | ST | 2G - West Central | 31 | 26 | 100 | $29,033 | 51,155 | SINGLE CHIP SEAL |
| CAMP 2 TEN MILE ROAD | 0.00 MM e/o SH 1 | 1.07 MM EOP | 428 | 000011 | 5,622 | 16 | 89,952 | RL | ST | 2G - West Central | 36 | 32 | 100 | $48,899 | 50,644 | SINGLE CHIP SEAL |
| PELICAN ROAD | 0.00 MM e/o SH 1 | 0.08 MM w/o 428F | 428B | 000001 | 397 | 18 | 7,146 | RL | ST | 2F - West Northern | 37 | 34 | 100 | $3,885 | 50,676 | SINGLE CHIP SEAL |
| OMEGA DRIVE | 0.00 MM w/o SH 1 | 0.17 MM w/o SH 1 | 428E | 000002 | 797 | 16 | 12,757 | RL | ST | 2F - West Northern | 21 | 16 | 100 | $6,935 | 51,212 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 21.64 MP | 22.16 MP | 429 | 216222 | 2,789 | 33 | 92,037 | RMaC | ST | 2F - West Northern | 53 | 52 | 100 | $57,932 | 47,095 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 429 | 0.14 MM END | 429B | 000001 | 759 | 24 | 18,216 | RL | ST | 2F - West Northern | 53 | 52 | 100 | $9,902 | 45,160 | SINGLE CHIP SEAL |
| CR 430 | 0.12 MM e/o SH 1 | 0.20 MM END | 430 | 001002 | 430 | 24 | 10,320 | RL | ST | 2F - West Northern | 39 | 36 | 100 | $5,610 | 50,452 | SINGLE CHIP SEAL |
| OCEAN DRIVE | 0.13 MM (break between ends) | 1.25 MM w/o SH 1 | 436 | 001013 | 5,886 | 18 | 105,948 | RL | ST | 2G - West Central | 25 | 20 | 100 | $57,595 | 51,212 | SINGLE CHIP SEAL |
| PACIFIC WAY | 0.00 MM w/o 436 | 0.43 MM END | 436A | 000004 | 2,268 | 18 | 40,824 | RL | ST | 2G - West Central | 31 | 26 | 100 | $22,192 | 51,130 | SINGLE CHIP SEAL |
| BAY VIEW AVENUE | 0.00 MM west end | 0.19 MM east end EOP | 439A | 000002 | 995 | 14 | 13,930 | RL | ST | 2G - West Central | 48 | 45 | 100 | $7,573 | 48,812 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM SH 271 | 0.31 MM END | 442B | 000003 | 1,644 | 25 | 46,450 | RL | ST | 2F - West Northern | 40 | 39 | 100 | $25,251 | 49,096 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM US 101 | 0.53 MM END | 442C | 000005 | 2,783 | 27 | 75,753 | RL | ST | 2F - West Northern | 23 | 19 | 100 | $41,180 | 51,212 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM END | 0.27 MM END | 442D | 000003 | 1,428 | 27 | 40,946 | RL | ST | 2F - West Northern | 26 | 24 | 100 | $22,259 | 51,212 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LARKIN ROAD | 0.00 MM SH 1 | 0.23 MM 444 | 443 | 000002 | 1,239 | 18 | 22,302 | RL | ST | 2G - West Central | 24 | 21 | 100 | $12,124 | 51,212 | SINGLE CHIP SEAL |
| OCEAN MEADOWS CIRCLE | 0.00 MM w/o SH 1 | 0.50 MM w/o SH 1 | 449 | 000005 | 2,625 | 26 | 68,250 | RL | ST | 2G - West Central | 36 | 34 | 100 | $37,101 | 50,416 | SINGLE CHIP SEAL |
| BROOKFIELD DRIVE | 0.00 MM e/o SH 1 | 0.08 MM END | 450 | 000001 | 423 | 18 | 7,614 | RL | ST | 2G - West Central | 45 | 42 | 100 | $4,139 | 49,926 | SINGLE CHIP SEAL |
| EMERALD DRIVE | 0.00 MM w/o 451 | 0.19 MM END | 452 | 000002 | 1,007 | 26 | 22,353 | RL | ST | 2G - West Central | 42 | 39 | 100 | $12,151 | 50,138 | SINGLE CHIP SEAL |
| GUALALA ROAD | 0.00 MM e/o 501a | PVMT CHANGE | 501 | 000015 | 661 | 18 | 11,898 | RL | ST | 2H - West Southern | 47 | 44 | 100 | $6,468 | 49,514 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 5.00 MP | 6.00 MP | 503 | 050060 | 5,277 | 18 | 94,986 | RMiC | ST | 2H - West Southern | 52 | 51 | 100 | $59,788 | 49,687 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 5.98 MP | 6.99 MP | 505 | 060070 | 5,129 | 20 | 102,580 | RL | ST | 2H - West Southern | 28 | 25 | 100 | $55,764 | 51,207 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 6.99 MP | 7.99 MP | 505 | 070080 | 5,092 | 20 | 101,840 | RL | ST | 2H - West Southern | 42 | 41 | 100 | $55,361 | 48,944 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 7.99 MP | 9.00 MP | 505 | 080090 | 5,198 | 20 | 103,960 | RL | ST | 2H - West Southern | 20 | 15 | 100 | $56,514 | 51,212 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 1.83 MM n/o 503A change of su | 2.00 MP | 506 | 018020 | 688 | 24 | 16,512 | RL | ST | 2H - West Southern | 25 | 19 | 100 | $8,976 | 51,212 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 4.00 MP | 5.00 MP | 506 | 040050 | 5,197 | 24 | 124,728 | RMiC | ST | 2H - West Southern | 54 | 53 | 100 | $78,509 | 50,190 | SINGLE CHIP SEAL |
| CREAMERY LANE | 0.00 MM e/o SH 1 | 0.23 MM END at phone pole s.s | 510B | 000002 | 1,185 | 12 | 14,220 | RL | ST | 2H - West Southern | 44 | 42 | 100 | $7,730 | 49,541 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.00 MM e/o SH 1 | 0.56 MM e/o cattle guard | 511 | 000006 | 2,941 | 20 | 58,820 | RL | ST | 2H - West Southern | 50 | 47 | 100 | $31,975 | 48,595 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.56 MM e/o cattle guard | 1.10 MM | 511 | 006011 | 2,860 | 14 | 40,040 | RL | ST | 2H - West Southern | 46 | 43 | 100 | $21,766 | 49,722 | SINGLE CHIP SEAL |
| KINNEY ROAD | 0.00 MM w/o SH 1 | 0.45 MM road narrows | 512 | 000005 | 2,396 | 20 | 47,920 | RL | ST | 2H - West Southern | 52 | 49 | 100 | $26,050 | 48,268 | SINGLE CHIP SEAL |
| OLD COAST HIGHWAY | 0.00 MM w/o SH 1 | 0.29 MM END | 513 | 000003 | 1,531 | 16 | 24,496 | RL | ST | 2H - West Southern | 36 | 30 | 100 | $13,316 | 50,749 | SINGLE CHIP SEAL |
| NAVARRO BLUFF ROAD | 1051 NAVARRO BLUFF ROAD | 1.05 MM w/o SH 1 north end | 517A | 003011 | 1,311 | 18 | 23,598 | RL | ST | 2G - West Central | 52 | 50 | 100 | $12,828 | 47,385 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 2.00 MP | 3.25 MP | 518 | 020033 | 6,516 | 18 | 117,288 | RL | ST | 2G - West Central | 53 | 50 | 100 | $63,759 | 47,871 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 3.25 MP | 4.12 MP EOP | 518 | 033041 | 4,489 | 16 | 71,824 | RL | ST | 2G - West Central | 23 | 20 | 100 | $39,044 | 51,212 | SINGLE CHIP SEAL |
| SIGNAL PORT CREEK ROAD | 0.00 MM e/o SH 1 | 0.19 MM END | 520 | 000002 | 1,024 | 14 | 14,336 | RL | ST | 2H - West Southern | 24 | 20 | 100 | $7,793 | 51,212 | SINGLE CHIP SEAL |
| SUNSET DRIVE | REDWOOD WAY | END | 525 | 000011 | 4,000 | 23 | 92,000 | RL | ST | 2H - West Southern | 22 | 19 | 100 | $50,012 | 51,212 | SINGLE CHIP SEAL |
| HANSON CIRCLE | 0.00 MM n/o 540 | 0.14 MM END | 555 | 000001 | 725 | 20 | 14,900 | RL | ST | 2G - West Central | 31 | 29 | 100 | $8,100 | 51,000 | SINGLE CHIP SEAL |
| HILMA CIRCLE | 0.00 MM s/o 540 | 0.11 MM END | 558 | 000001 | 565 | 22 | 13,936 | RL | ST | 2G - West Central | 22 | 16 | 100 | $7,576 | 51,212 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PACIFICA DRIVE | 0.00 MM w/o 569 | 0.33 MM n/o 560 | 559 | 000003 | 1,758 | 18 | 31,644 | RL | ST | 2G - West Central | 29 | 27 | 100 | $17,202 | 51,022 | SINGLE CHIP SEAL |
| REDWOOD SPRINGS DRIVE | 0.00 MM n/o 414 | 0.72 MM END | 561 | 000007 | 3,803 | 20 | 78,707 | RL | ST | 2G - West Central | 39 | 36 | 100 | $42,786 | 50,606 | SINGLE CHIP SEAL |
| BRISTOL ROAD | STONESBORO | LOOP | 572 | 000006 | 2,400 | 23 | 55,200 | RL | ST | 2H - West Southern | 22 | 16 | 100 | $30,007 | 51,212 | SINGLE CHIP SEAL |
| BARNEGAT DRIVE | 0.00 MM n/o 507 | 0.40 MM END | 574 | 000004 | 2,114 | 20 | 42,280 | RL | ST | 2H - West Southern | 20 | 17 | 100 | $22,984 | 51,212 | SINGLE CHIP SEAL |
| GREEN LING CIRCLE | 0.00 MM w/o 557 | 0.10 MM END | 579 | 000001 | 550 | 24 | 16,364 | RL | ST | 2G - West Central | 39 | 38 | 100 | $8,896 | 49,326 | SINGLE CHIP SEAL |
| BROWN COURT | 0.00 MM e/o 609A | 0.03 MM END | 609B | 000000 | 138 | 22 | 4,542 | RL | ST | 3G - East Central | 35 | 33 | 100 | $2,469 | 50,568 | SINGLE CHIP SEAL |
| MADRONE PLACE | 0.00 MM s/o 609 | 0.17 MM END | 609D | 000002 | 897 | 22 | 21,240 | RL | ST | 3G - East Central | 26 | 19 | 100 | $11,546 | 51,212 | SINGLE CHIP SEAL |
| PULLEN PLACE | 0.00 MM n/o 611 | 0.06 MM END | 611A | 000001 | 342 | 22 | 9,080 | RL | ST | 3G - East Central | 55 | 53 | 100 | $4,936 | 46,295 | SINGLE CHIP SEAL |
| ALCOTT TERRACE | 0.04 MM | 0.15 MM END | 625A | 001002 | 772 | 22 | 18,490 | RL | ST | 3G - East Central | 33 | 30 | 100 | $10,051 | 50,784 | SINGLE CHIP SEAL |
| COYOTE ROAD | 0.00 MM n/o 623 | 0.39 MM END | 628 | 000004 | 2,068 | 22 | 47,002 | RL | ST | 3G - East Central | 40 | 39 | 100 | $25,551 | 48,885 | SINGLE CHIP SEAL |
| PERCH DRIVE | 0.22 MM surface change | 0.72 MM surface change | 635 | 002007 | 2,625 | 24 | 63,000 | RL | ST | 3G - East Central | 23 | 18 | 100 | $34,248 | 51,212 | SINGLE CHIP SEAL |
| SALMON COURT | 0.00 MM n/o 636 | 0.05 MM END | 636B | 000001 | 266 | 22 | 7,358 | RL | ST | 3G - East Central | 32 | 27 | 100 | $4,000 | 51,071 | SINGLE CHIP SEAL |
| GOOSE COURT | 0.00 MM s/o 640 | 0.08 MM END | 640D | 000001 | 410 | 22 | 10,526 | RL | ST | 3G - East Central | 25 | 20 | 100 | $5,722 | 51,212 | SINGLE CHIP SEAL |
| RIDGE ROAD | 0.51 MM intersects 640 | 0.89 MM surface change s/o 64 | 641 | 005009 | 1,996 | 26 | 53,162 | RL | ST | 3H - East Southern | 27 | 24 | 100 | $28,899 | 51,212 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $4,507,007 | | |
| | | | | | | | Year 2027 Area Total | | 9,763,295 | | | Year 2027 Total | | $5,498,169 | | |

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OAK COURT ROAD | 0.00 MM s/o 252F | 0.06 MM n/o 252 | 252A | 000001 | 286 | 22 | 6,292 | RMiA | AC/AC | 3H - East Southern | 58 | 54 | 66 | $6,861 | 14,816 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $6,861 | | |
| SOUTH STATE STREET | 1.32 MM changes to 3-lanes | 1.45 MM Ukiah City Limits | 104A | 013015 | 680 | 38 | 25,840 | RL | AC | 3H - East Southern | 82 | 80 | 87 | $14,468 | 23,158 | Slurry Seal w/ Crack Seal |
| BELTRAMI DRIVE | VAN HOUSEN DR | VINTAGE DR | 227H | 100 | 660 | 36 | 23,760 | RL | AC | 3G - East Central | 65 | 62 | 72 | $13,304 | 21,085 | Slurry Seal w/ Crack Seal |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIVER VIEW DRIVE | EAST END | WEST END | 227O | 100 | 536 | 37 | 19,832 | RL | AC | 3G - East Central | 81 | 79 | 87 | $11,104 | 24,512 | Slurry Seal w/ Crack Seal |
| FOREST VIEW COURT | 0.00 MM s/o 551A | 0.03 MM END | 551C | 000000 | 140 | 24 | 4,744 | RL | AC/AC | 2H - West Southern | 76 | 73 | 82 | $2,656 | 19,417 | Slurry Seal w/ Crack Seal |
| TUCK ROAD | 0.00 MM e/o 614 | 0.20 MM w/o 616 | 614A | 000002 | 1,050 | 22 | 23,100 | RL | AC/AC | 3G - East Central | 81 | 79 | 87 | $12,934 | 31,238 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $54,467 | | |
| ALCOTT TERRACE | 0.00 MM n/o 625 | 0.04 MM | 625A | 000000 | 200 | 22 | 4,400 | RL | AC/AC | 3G - East Central | 45 | 42 | 100 | $12,967 | 17,068 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $12,967 | | |
| UNIVERSITY ROAD | 2.91 MM striping ends | 3.52 MM at gate | 116B | 029035 | 3,224 | 18 | 58,032 | RL | ST | 3H - East Southern | 61 | 57 | 100 | $32,493 | 34,519 | SINGLE CHIP SEAL |
| INDIAN CREEK ROAD | 0.00 MM n/o SH 128 | 0.69 MM EOP at creek | 129 | 000007 | 3,649 | 14 | 51,086 | RL | ST | 3H - East Southern | 51 | 46 | 100 | $28,604 | 46,236 | SINGLE CHIP SEAL |
| SIGNAL RIDGE ROAD | 0.00 MM s/o 132 | 1.91 MM EOP | 133 | 000010 | 10,085 | 16 | 161,360 | RL | ST | 2H - West Southern | 59 | 56 | 100 | $90,349 | 36,697 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.00 MP | 1.50 MP s/o SH 175 | 201 | 010015 | 2,648 | 21 | 55,608 | RMiC | ST | 3H - East Southern | 65 | 62 | 100 | $36,052 | 33,761 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 4.73 MP | 5.73 MP | 201 | 047057 | 5,470 | 22 | 120,340 | RMaC | ST | 3H - East Southern | 65 | 61 | 100 | $78,020 | 40,564 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 9.42 MP | 10.71 MP | 201 | 094107 | 6,795 | 22 | 149,490 | RMaC | ST | 3H - East Southern | 68 | 65 | 100 | $96,919 | 28,111 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 11.86 MP | 12.75 MP | 201 | 119128 | 4,665 | 22 | 102,630 | RMaC | ST | 3H - East Southern | 71 | 68 | 100 | $66,538 | 27,261 | SINGLE CHIP SEAL |
| REDEMEYER ROAD | 1.86 MP | 2.39 MP END | 215A | 019024 | 2,723 | 21 | 57,183 | RMaC | ST | 3H - East Southern | 66 | 63 | 100 | $37,073 | 33,345 | SINGLE CHIP SEAL |
| PINOLEVILLE DRIVE | 0.00 MM n/o 223 | 0.78 MM n/o 223 | 225 | 000008 | 4,120 | 18 | 74,160 | RL | ST | 3G - East Central | 54 | 48 | 100 | $41,524 | 46,174 | SINGLE CHIP SEAL |
| ROAD I | 0.96 MM w/o 232A | 1.19 MM at Indian Affairs sig | 234 | 010012 | 1,252 | 16 | 20,032 | RL | ST | 3G - East Central | 62 | 58 | 100 | $11,216 | 37,734 | SINGLE CHIP SEAL |
| TOMKI ROAD | 3.83 MM pavement narrows | 4.74 MP | 237D | 038047 | 4,431 | 18 | 79,758 | RMiC | ST | 3G - East Central | 55 | 51 | 100 | $51,709 | 46,167 | SINGLE CHIP SEAL |
| UVA DRIVE | 0.00 MM n/o 229 CENTRAL AVE | 0.98 MM pavement change | 239 | 000008 | 5,163 | 23 | 118,749 | RL | ST | 3G - East Central | 52 | 48 | 100 | $66,490 | 45,195 | SINGLE CHIP SEAL |
| WALKER ROAD | 0.00 MM US 101 | 1.18 MM END at gate | 299 | 000012 | 6,208 | 24 | 148,992 | RL | ST | 3G - East Central | 51 | 44 | 100 | $83,424 | 47,452 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.94 MM | 2.14 MM n/o 309 | 304 | 009021 | 6,384 | 20 | 127,680 | RMiC | ST | 3G - East Central | 55 | 52 | 100 | $82,778 | 46,033 | SINGLE CHIP SEAL |
| FOSTER AVENUE | 0.00 MM n/o 319 | 0.36 MM s/o 319A | 321A | 000004 | 1,895 | 22 | 41,690 | RL | ST | 3F - East Northern | 51 | 47 | 100 | $23,343 | 44,144 | SINGLE CHIP SEAL |
| TOLEN AVENUE | 0.00 MM n/o 319 | 0.33 MM s/o 319A | 321C | 000003 | 1,725 | 22 | 37,950 | RL | ST | 3F - East Northern | 50 | 44 | 100 | $21,249 | 47,325 | SINGLE CHIP SEAL |
| FISHERMAN DRIVE | 0.00 MM n/o 325 | 0.28 MM END | 333 | 000003 | 1,471 | 22 | 32,362 | RL | ST | 3F - East Northern | 59 | 56 | 100 | $18,120 | 40,249 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRANGE STREET | 0.00 MM e/o 335A | 0.17 MM w/o 335B | 334B | 000002 | 931 | 24 | 22,334 | RL | ST | 3F - East Northern | 53 | 50 | 100 | $12,505 | 42,118 | SINGLE CHIP SEAL |
| GREELY STREET | 0.17 MM e/o 335B | 0.34 MM SH 162 | 334C | 002004 | 909 | 24 | 21,816 | RL | ST | 3F - East Northern | 48 | 44 | 100 | $12,215 | 45,230 | SINGLE CHIP SEAL |
| MAIN STREET | 0.00 MM s/o 334D | 0.27 MM n/o 334A | 335D | 000003 | 1,411 | 20 | 28,220 | RL | ST | 3F - East Northern | 54 | 50 | 100 | $15,801 | 43,356 | SINGLE CHIP SEAL |
| MAIN STREET | 0.27 MM n/o 334D | 0.33 MM END | 335D | 003003 | 336 | 30 | 10,080 | RL | ST | 3F - East Northern | 57 | 53 | 100 | $5,644 | 41,950 | SINGLE CHIP SEAL |
| DINGMAN STREET | 0.00 MM n/o 334C | 0.10 MM s/o 327C | 335E | 000001 | 545 | 22 | 11,990 | RL | ST | 3F - East Northern | 57 | 53 | 100 | $6,713 | 41,787 | SINGLE CHIP SEAL |
| BIGGAR LANE | 0.25 MM e/o 337H | 1.00 MM w/o SH 162 | 337C | 003010 | 3,966 | 18 | 71,388 | RL | ST | 3F - East Northern | 64 | 60 | 100 | $39,972 | 32,130 | SINGLE CHIP SEAL |
| NO NAME | 0.19 MM e/o 337H | 0.95 MM w/o 336 | 337F | 002010 | 3,995 | 18 | 71,910 | RL | ST | 3F - East Northern | 55 | 49 | 100 | $40,264 | 46,420 | SINGLE CHIP SEAL |
| BARNES LANE | 1.00 MM | 1.48 MM n/o SH 162 | 337G | 010015 | 2,527 | 20 | 50,540 | RL | ST | 3F - East Northern | 54 | 49 | 100 | $28,298 | 44,771 | SINGLE CHIP SEAL |
| CRAWFORD ROAD | 1.00 MM | 1.32 MM s/o 337E at signpost | 337H-S | 010013 | 1,673 | 20 | 33,460 | RMiC | ST | 3F - East Northern | 64 | 62 | 100 | $21,693 | 33,885 | SINGLE CHIP SEAL |
| TABOR LANE | 0.00 MM n/o 337A | 0.50 MM s/o 337P | 337J | 000005 | 2,660 | 20 | 53,200 | RL | ST | 3F - East Northern | 60 | 57 | 100 | $29,788 | 37,757 | SINGLE CHIP SEAL |
| MIDDLE RIDGE ROAD | 0.00 MM w/o 402 | 1.00 MP | 401A | 000010 | 5,492 | 16 | 87,872 | RL | ST | 2G - West Central | 62 | 58 | 100 | $49,201 | 42,077 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 5.99 MP | 6.61 MP road narrows | 402 | 060066 | 3,202 | 18 | 57,636 | RL | ST | 2G - West Central | 57 | 54 | 100 | $32,272 | 38,264 | SINGLE CHIP SEAL |
| PINE STREET | 0.00 MM e/o 407N | 0.06 MM w/o 407O | 407S | 000001 | 314 | 22 | 6,908 | RL | ST | 2G - West Central | 59 | 55 | 100 | $3,868 | 42,155 | SINGLE CHIP SEAL |
| PACIFIC AVENUE | 0.00 MM e/o SH 1 | 0.16 MM END | 428A | 000002 | 823 | 18 | 14,814 | RL | ST | 2F - West Northern | 54 | 50 | 100 | $8,295 | 43,790 | SINGLE CHIP SEAL |
| HILLCREST TERRACE | 0.00 MM n/o SH 1 | 0.17 MM END | 428F | 000002 | 883 | 18 | 15,894 | RL | ST | 2F - West Northern | 54 | 50 | 100 | $8,899 | 43,956 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 3.44 | MP 3.65 | 429 | 034000 | 2,000 | 15 | 30,000 | RMaC | ST | 2F - West Northern | 65 | 62 | 100 | $19,450 | 38,382 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 12.08 MP | 13.09 MP | 429 | 121131 | 5,382 | 24 | 129,168 | RMaC | ST | 2F - West Northern | 70 | 67 | 100 | $83,743 | 31,720 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 13.09 MP | 14.19 MP | 429 | 131142 | 5,286 | 24 | 126,864 | RMaC | ST | 2F - West Northern | 64 | 62 | 100 | $82,249 | 36,279 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 15.14 MP | 15.93 MP | 429 | 151159 | 3,955 | 24 | 94,920 | RMaC | ST | 2F - West Northern | 61 | 58 | 100 | $61,539 | 41,498 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 25.75 MP | 25.88 MP w/o US 101 | 429 | 258259 | 428 | 24 | 10,272 | RMaC | ST | 2F - West Northern | 59 | 56 | 100 | $6,660 | 41,178 | SINGLE CHIP SEAL |
| OCEAN DRIVE | 0.00 MM w/o SH 1 | 0.13 MM (break between ends) | 436 | 000001 | 665 | 22 | 14,630 | RL | ST | 2G - West Central | 57 | 51 | 100 | $8,192 | 45,715 | SINGLE CHIP SEAL |
| CYPRESS ROAD | 0.00 MM w/o 436B | 0.32 MM END | 438 | 000003 | 1,699 | 16 | 27,184 | RL | ST | 2G - West Central | 58 | 54 | 100 | $15,221 | 41,755 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 6.00 MP | 6.20 MP e/o SH 1 | 503 | 060062 | 906 | 18 | 16,308 | RMiC | ST | 2H - West Southern | 63 | 59 | 100 | $10,573 | 44,172 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EUREKA HILL ROAD | 9.00 MP | 9.54 MP END at AFB | 505 | 090103 | 2,841 | 20 | 56,820 | RL | ST | 2H - West Southern | 50 | 46 | 100 | $31,815 | 45,057 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 5.00 MP | 5.95 MM s/o 505 at stop sign | 506 | 050060 | 5,386 | 24 | 129,264 | RMiC | ST | 2H - West Southern | 66 | 62 | 100 | $83,805 | 43,880 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 6.79 MP | 7.83 MP | 510 | 068078 | 5,366 | 22 | 118,052 | RMaC | ST | 2H - West Southern | 74 | 65 | 100 | $73,057 | 33,828 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 7.83 MP | 9.00 MP | 510 | 078090 | 6,108 | 22 | 134,376 | RMaC | ST | 2H - West Southern | 75 | 66 | 100 | $83,160 | 30,476 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 16.95 MP | 18.27 MP | 510 | 170183 | 6,842 | 18 | 123,156 | RMaC | ST | 2H - West Southern | 75 | 66 | 100 | $79,845 | 29,210 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 19.33 MP | 20.30 MP | 510 | 193203 | 5,105 | 20 | 102,100 | RMaC | ST | 2H - West Southern | 73 | 64 | 100 | $66,194 | 34,195 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 22.33 MP | 23.34 MP | 510 | 223233 | 5,191 | 16 | 83,056 | RMaC | ST | 2H - West Southern | 74 | 65 | 100 | $53,848 | 31,067 | SINGLE CHIP SEAL |
| GAYLE CIRCLE | 0.00 MM e/o 540 | 0.11 MM END | 541 | 000001 | 572 | 20 | 13,887 | RL | ST | 2G - West Central | 50 | 46 | 100 | $7,776 | 44,225 | SINGLE CHIP SEAL |
| VEGA DRIVE | 0.00 MM s/o 540 | 0.16 MM END | 557 | 000002 | 847 | 22 | 18,634 | RL | ST | 2G - West Central | 58 | 55 | 100 | $10,434 | 37,623 | SINGLE CHIP SEAL |
| | | | | | | | | | | | Treatment Total | | | $1,958,889 | | |
| MOUNTAIN HOUSE ROAD | 0.97 MP | 2.05 MP | 111 | 010021 | 5,740 | 20 | 114,800 | RMiC | ST | 3G - East Central | 40 | 34 | 100 | $148,856 | 27,682 | DOUBLE CHIP SEAL |
| FISH ROCK ROAD | 2.80 MP | 3.00 MP | 122 | 020030 | 900 | 22 | 19,800 | RMiC | ST | 2H - West Southern | 34 | 27 | 100 | $25,674 | 28,020 | DOUBLE CHIP SEAL |
| OLD RIVER ROAD | 13.56 MP | 14.56 MM e/o SH 222 | 201 | 136146 | 5,260 | 22 | 115,720 | RMiA | ST | 3G - East Central | 49 | 43 | 100 | $153,459 | 36,363 | DOUBLE CHIP SEAL |
| MILL CREEK ROAD | 0.80 MM w/o 203B | 1.76 MP | 203 | 008018 | 4,885 | 16 | 78,160 | RMiC | ST | 3H - East Southern | 35 | 29 | 100 | $101,347 | 28,001 | DOUBLE CHIP SEAL |
| REDEMEYER ROAD | 1.05 MP | 1.86 MP | 215A | 011019 | 4,200 | 22 | 92,400 | RMaC | ST | 3H - East Southern | 34 | 28 | 100 | $119,811 | 27,946 | DOUBLE CHIP SEAL |
| ORR SPRINGS ROAD | 22.52 MP | 22.97 MM EOP | 223 | 225230 | 2,376 | 20 | 47,520 | RMaC | ST | 3G - East Central | 44 | 40 | 100 | $61,617 | 26,707 | DOUBLE CHIP SEAL |
| ORR SPRINGS ROAD | 38.00 MP | 38.95 MP | 223 | 380390 | 4,746 | 22 | 104,412 | RMaC | ST | 3G - East Central | 38 | 31 | 100 | $135,386 | 27,919 | DOUBLE CHIP SEAL |
| TOMKI ROAD | 2.00 MP | 3.00 MP | 237D | 020030 | 5,150 | 20 | 103,000 | RMiC | ST | 3G - East Central | 48 | 41 | 100 | $133,556 | 27,297 | DOUBLE CHIP SEAL |
| CANYON ROAD | 3.00 MM | 3.68 MM EOP | 308 | 030037 | 3,662 | 20 | 73,240 | RMiC | ST | 3G - East Central | 42 | 37 | 100 | $94,967 | 27,204 | DOUBLE CHIP SEAL |
| REYNOLDS HIGHWAY | 0.00 MP n/o 306 | 0.59 MP | 310 | 000006 | 3,290 | 18 | 59,220 | RMiC | ST | 3G - East Central | 35 | 26 | 100 | $76,788 | 28,057 | DOUBLE CHIP SEAL |
| REYNOLDS HIGHWAY | 1.44 MP | 2.44 MP | 310 | 014024 | 5,253 | 18 | 94,554 | RMiC | ST | 3G - East Central | 36 | 30 | 100 | $122,604 | 27,886 | DOUBLE CHIP SEAL |
| REYNOLDS HIGHWAY | 2.44 MP | 3.61 MM e/o US 101 | 310 | 024036 | 6,157 | 22 | 135,454 | RMiC | ST | 3G - East Central | 43 | 36 | 100 | $175,637 | 27,659 | DOUBLE CHIP SEAL |
| LAYTONVILLE - DOS RIOS | 1.07 MM BOP | 1.23 MM EOP | 322 | 011012 | 871 | 24 | 20,904 | RMiC | ST | 3F - East Northern | 42 | 37 | 100 | $27,105 | 27,417 | DOUBLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EAST LANE | 3.35 MP | 3.32 MM w/o 327B | 327C | 034033 | 87 | 32 | 2,784 | RMiC | ST | 3F - East Northern | 42 | 37 | 100 | $3,610 | 27,417 | DOUBLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.03 MP | 2.96 MP | 338 | 020030 | 4,914 | 22 | 108,108 | RMaC | ST | 3F - East Northern | 38 | 32 | 100 | $140,179 | 27,895 | DOUBLE CHIP SEAL |
| MENDOCINO PASS ROAD | 6.45 MP | 7.33 MM EOP | 338 | 065073 | 6,229 | 22 | 137,038 | RMaC | ST | 3F - East Northern | 38 | 32 | 100 | $177,691 | 27,895 | DOUBLE CHIP SEAL |
| LITTLE RIVER AIRPORT RO | 2.11 MP | 3.00 MP | 404 | 021030 | 4,979 | 18 | 89,622 | RMiC | ST | 2G - West Central | 39 | 27 | 100 | $116,209 | 28,033 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 1.75 MP | 1.79 MM EOP | 429 | 018018 | 836 | 16 | 13,376 | RMaC | ST | 2F - West Northern | 47 | 36 | 100 | $17,344 | 27,815 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | MP 6.00 | MP 7.00 | 429 | 060000 | 6,050 | 22 | 133,100 | RMiC | ST | 2F - West Northern | 51 | 44 | 100 | $172,585 | 26,859 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | MP 7.00 | MP 7.67 | 429 | 070000 | 4,000 | 18 | 72,000 | RMiC | ST | 2F - West Northern | 43 | 31 | 100 | $93,359 | 27,849 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 15.93 MP | 17.05 MP | 429 | 159171 | 5,695 | 24 | 136,680 | RMaC | ST | 2F - West Northern | 47 | 41 | 100 | $177,227 | 27,013 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 18.10 MP | 19.17 MP | 429 | 181192 | 5,561 | 24 | 133,464 | RMaC | ST | 2F - West Northern | 36 | 29 | 100 | $173,057 | 27,914 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 20.18 MP | 21.64 MP | 429 | 202216 | 7,625 | 26 | 198,250 | RMaC | ST | 2F - West Northern | 44 | 34 | 100 | $257,062 | 27,860 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 23.31 MP | 24.61 MP | 429 | 233246 | 6,514 | 22 | 143,308 | RMaC | ST | 2F - West Northern | 42 | 36 | 100 | $185,821 | 27,574 | DOUBLE CHIP SEAL |
| OLD STAGE ROAD | 4.00 MP | 5.00 MP | 502 | 040050 | 5,133 | 20 | 102,660 | RMiC | ST | 2H - West Southern | 38 | 30 | 100 | $133,115 | 27,880 | DOUBLE CHIP SEAL |
| OLD STAGE ROAD | 5.00 MP | 5.66 MM END s/o 122 | 502 | 050057 | 3,925 | 22 | 86,350 | RMiC | ST | 2H - West Southern | 41 | 32 | 100 | $111,966 | 27,792 | DOUBLE CHIP SEAL |
| TEN MILE ROAD | 2.00 MP | 2.99 MP | 506 | 020030 | 5,280 | 24 | 126,720 | RMiC | ST | 2H - West Southern | 47 | 42 | 100 | $164,312 | 26,914 | DOUBLE CHIP SEAL |
| TEN MILE ROAD | 2.99 MP | 4.00 MP | 506 | 030040 | 5,218 | 24 | 125,232 | RMiC | ST | 2H - West Southern | 36 | 27 | 100 | $162,383 | 28,016 | DOUBLE CHIP SEAL |
| | | | | | | | | | | | | | Treatment Total | $3,462,726 | | |
| | | | | | | | Year 2028 Area Total | 5,999,699 | | | | | Year 2028 Total | $5,495,909 | | |

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRANCH ROAD | 105 RANCHERIA ROAD | 118 | 105A | 000005 | 2,488 | 18 | 44,784 | RL | ST | 3G - East Central | 12 | 0 | 100 | $137,295 | 16,096 | AC OVERLAY(2 INCHES) |
| FELIZ CREEK ROAD | 3.41 MM e/o creek | 3.71 MM END at end marker | 109 | 034037 | 1,601 | 12 | 19,212 | RL | ST | 3H - East Southern | 0 | 0 | 100 | $58,898 | 16,096 | AC OVERLAY(2 INCHES) |
| HEWLITT & STURTEVANT | 0.00 MM w/o US 101 | 0.23 MM road widens | 112 | 000002 | 1,220 | 14 | 17,080 | RL | ST | 3H - East Southern | 11 | 0 | 100 | $52,362 | 16,096 | AC OVERLAY(2 INCHES) |
| HEWLITT & STURTEVANT | 0.43 MM road narrows | 0.62 MM at property fence | 112 | 004006 | 984 | 16 | 15,744 | RL | ST | 3H - East Southern | 1 | 0 | 100 | $48,266 | 16,096 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CR 112A | HEWLITT STURTEVAN ROAD | US 101 | 112A | 000002 | 1,202 | 14 | 16,828 | RL | ST | 3H - East Southern | 4 | 0 | 100 | $51,590 | 16,096 | AC OVERLAY(2 INCHES) |
| ROBINSON CREEK ROAD | 1.17 MP | 1.37 MM EOP | 125 | 012014 | 1,193 | 14 | 16,702 | RL | ST | 3H - East Southern | 15 | 0 | 100 | $51,203 | 16,096 | AC OVERLAY(2 INCHES) |
| FERN CANYON PLACE | 0.00 MM s/o 205A | 0.11 MM END | 205B | 000001 | 570 | 16 | 9,120 | RL | ST | 3H - East Southern | 5 | 0 | 100 | $27,959 | 16,096 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | Treatment Total | | | $427,574 | | |
| SOUTH DORA | 0.54 MM pavement change s/o 2 | 0.92 MM Ukiah City Limits | 209 | 005009 | 1,983 | 22 | 43,626 | RMiA | AC/AC | 3H - East Southern | 56 | 49 | 100 | $209,224 | 16,239 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| OAK COURT ROAD | 0.00 MM s/o 252F | 0.40 MM e/o 252 (break at 252 | 252A | 000004 | 2,121 | 20 | 42,420 | RMiA | AC/AC | 3H - East Southern | 48 | 41 | 100 | $203,440 | 17,062 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| BRANSCOMB ROAD | 2.55 MM BOP | 2.75 MP | 429 | 026028 | 74 | 15 | 1,110 | RMiC | AC | 2F - West Northern | 42 | 31 | 100 | $5,155 | 13,005 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | Treatment Total | | | $417,819 | | |
| SOUTH STATE STREET | 0.00 MM n/o SH 253 | 1.10 MM s/o 267 | 104A | 000011 | 5,791 | 26 | 150,566 | RMiA | AC | 3H - East Southern | 70 | 65 | 75 | $169,098 | 18,776 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| SOUTH DORA | 0.00 MM n/o 252F | 0.48 MM pavement change | 209 | 000005 | 2,529 | 22 | 55,638 | RMiA | AC/AC | 3H - East Southern | 62 | 56 | 68 | $62,486 | 16,269 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | Treatment Total | | | $231,584 | | |
| WILLIAM STREET | 0.08 MM n/o 407A | 0.12 MM END | 407K | 001001 | 199 | 20 | 3,980 | RL | AC | 2G - West Central | 53 | 47 | 62 | $4,107 | 10,406 | Single Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | Treatment Total | | | $4,107 | | |
| NORTH STATE STREET | 0.00 MM Ukiah City Limits | KUKI LN | 104 | 000001 | 1,067 | 60 | 64,020 | RMiA | AC/AC | 3G - East Central | 59 | 54 | 100 | $254,564 | 18,763 | Thin Mill and Overlay w/ 5% Digouts |
| UNIVERSITY ROAD | 2.00 MM | 2.91 MM striping ends | 116B | 020029 | 4,808 | 18 | 86,544 | RL | AC | 3H - East Southern | 50 | 44 | 100 | $262,692 | 16,536 | Thin Mill and Overlay w/ 5% Digouts |
| APPOLINARIS DR | VISCHY SPRINGS | TEHUACAN RD | 214 | 000003 | 2,683 | 34 | 91,222 | RL | AC | 3H - East Southern | 51 | 46 | 100 | $276,891 | 16,354 | Thin Mill and Overlay w/ 5% Digouts |
| SARATOGA CT | APPOLINARES DR | END | 214A | 000003 | 279 | 34 | 9,486 | RL | AC | 3H - East Southern | 52 | 47 | 100 | $28,793 | 16,181 | Thin Mill and Overlay w/ 5% Digouts |
| TEHUACAN RD | VICHY SPRINGS | END | 214E | 000003 | 675 | 34 | 22,950 | RL | AC | 3H - East Southern | 52 | 47 | 100 | $69,661 | 16,162 | Thin Mill and Overlay w/ 5% Digouts |
| DEERWOOD DRIVE EXT. | 215B WILDWOOD DRIVE | 255 WOODLAKE DRIVE | 215BX | 000010 | 5,059 | 22 | 111,298 | RL | AC/AC | 3G - East Central | 48 | 43 | 100 | $337,829 | 16,441 | Thin Mill and Overlay w/ 5% Digouts |
| KENNWOOD DRIVE | BELTRAMI DR | VAN HOUSEN DR | 227J | 100 | 1,660 | 36 | 59,760 | RL | AC | 3G - East Central | 52 | 47 | 100 | $181,393 | 16,197 | Thin Mill and Overlay w/ 5% Digouts |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCHOOL WAY WEST | 0.00 MM e/o 239 | 0.14 MM END | 236E | 000001 | 750 | 22 | 16,500 | RL | AC/AC | 3G - East Central | 50 | 44 | 100 | $50,083 | 16,341 | Thin Mill and Overlay w/ 5% Digouts |
| WEST ROAD | 0.28 MM w/o 104 | 0.45 MM s/o 236 | 237 | 003005 | 896 | 24 | 21,504 | RL | AC/AC | 3G - East Central | 48 | 42 | 100 | $65,272 | 16,672 | Thin Mill and Overlay w/ 5% Digouts |
| OAK KNOLL ROAD | 0.00 MM w/o 104A | 0.18 MM w/o 252A | 252 | 000002 | 922 | 28 | 25,816 | RMiA | AC/AC | 3H - East Southern | 59 | 52 | 100 | $102,652 | 18,988 | Thin Mill and Overlay w/ 5% Digouts |
| RIDGEWOOD ROAD | 1.00 MM | 2.00 MM | 304A | 010020 | 5,280 | 20 | 105,600 | RL | AC/AC | 3G - East Central | 51 | 46 | 100 | $320,533 | 16,128 | Thin Mill and Overlay w/ 5% Digouts |
| HIGH SCHOOL STREET | 0.00 MM END | 0.18 MM s/o 334D | 335A | 000002 | 920 | 22 | 20,240 | RL | AC/AC | 3F - East Northern | 45 | 40 | 100 | $61,436 | 16,676 | Thin Mill and Overlay w/ 5% Digouts |
| KELLY STREET | 0.00 MM s/o 407A | 0.15 MM END | 407F | 000002 | 782 | 24 | 18,768 | RL | AC | 2G - West Central | 47 | 41 | 100 | $56,968 | 16,713 | Thin Mill and Overlay w/ 5% Digouts |
| OCEAN RIDGE DRIVE | 0.00 MM w/o 502 | 0.90 MM w/o 502 | 514 | 000009 | 4,736 | 26 | 123,136 | RL | AC/AC | 2H - West Southern | 50 | 44 | 100 | $373,761 | 16,439 | Thin Mill and Overlay w/ 5% Digouts |
| DOUBLOON WAY | 0.00 MM n/o 562 | 0.06 MM END | 563 | 000001 | 325 | 16 | 7,066 | RL | AC/AC | 2H - West Southern | 50 | 44 | 100 | $21,448 | 16,345 | Thin Mill and Overlay w/ 5% Digouts |
| ALCOTT LANE | 0.00 MM n/o 623 | 0.08 MM | 625 | 000001 | 425 | 22 | 9,350 | RL | AC/AC | 3G - East Central | 51 | 46 | 100 | $28,381 | 16,107 | Thin Mill and Overlay w/ 5% Digouts |
| PRIMROSE PLACE | 0.00 MM w/o 604 | 0.06 MM END | 657 | 000001 | 332 | 22 | 8,810 | RL | AC/AC | 3G - East Central | 49 | 43 | 100 | $26,741 | 16,420 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $2,519,097 | | |
| FISH ROCK ROAD | 0.00 MP e/o SH 1 | 0.94 MP | 122 | 000009 | 4,911 | 18 | 88,398 | RMiC | ST | 2H - West Southern | 71 | 67 | 100 | $59,030 | 27,655 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 9.11 MP | 10.03 MP | 132 | 091100 | 4,775 | 22 | 105,050 | RMiC | ST | 2H - West Southern | 78 | 70 | 100 | $70,150 | 17,906 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.02 MP | 14.90 MP | 132 | 140149 | 4,510 | 22 | 99,220 | RMiC | ST | 2H - West Southern | 79 | 69 | 100 | $66,257 | 19,584 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.50 MM n/o SH 175 | 2.72 MP | 201 | 015027 | 6,361 | 22 | 139,942 | RMaC | ST | 3H - East Southern | 71 | 66 | 100 | $89,202 | 26,190 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 2.72 MP | 3.86 MP | 201 | 027039 | 5,902 | 22 | 129,844 | RMaC | ST | 3H - East Southern | 69 | 64 | 100 | $86,707 | 28,901 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 3.86 MP | 4.73 MP | 201 | 039047 | 4,404 | 22 | 96,888 | RMaC | ST | 3H - East Southern | 72 | 67 | 100 | $61,759 | 23,769 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 6.67 MP | 7.54 MP | 201 | 067075 | 4,547 | 22 | 100,034 | RMaC | ST | 3H - East Southern | 74 | 70 | 100 | $63,764 | 19,000 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 7.54 MP | 8.56 MP | 201 | 075086 | 5,495 | 22 | 120,890 | RMaC | ST | 3H - East Southern | 73 | 69 | 100 | $80,728 | 20,515 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 8.56 MP | 9.42 MP | 201 | 086094 | 4,435 | 22 | 97,570 | RMaC | ST | 3H - East Southern | 72 | 68 | 100 | $62,193 | 23,858 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 10.71 MP | 11.86 MP | 201 | 107119 | 5,979 | 22 | 131,538 | RMaC | ST | 3H - East Southern | 70 | 65 | 100 | $87,838 | 27,159 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 3.96 MM | 4.50 MP | 338 | 040045 | 2,513 | 22 | 55,286 | RMaC | ST | 3F - East Northern | 69 | 64 | 100 | $35,241 | 28,691 | SINGLE CHIP SEAL |
| HEESER DRIVE | 0.00 MM w/o 407F | 0.94 MM w/o 500 | 407FF | 000009 | 4,984 | 20 | 99,680 | RMiC | ST | 2G - West Central | 74 | 70 | 100 | $63,538 | 29,272 | SINGLE CHIP SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PINE STREET | 0.06 MM 3/o 407O | 0.15 MM END w/o SH 1 | 407S | 001002 | 472 | 22 | 10,384 | RL | ST | 2G - West Central | 65 | 59 | 100 | $5,989 | 37,729 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 9.09 MP | 9.95 MP | 429 | 091100 | 3,682 | 24 | 88,368 | RMiC | ST | 2F - West Northern | 73 | 68 | 100 | $59,010 | 20,795 | SINGLE CHIP SEAL |
| TEN MILE CUT OFF ROAD | 1.00 MP | 1.41 MM END s/o 506 north bra | 503A | 010014 | 2,137 | 22 | 47,014 | RMiC | ST | 2H - West Southern | 73 | 69 | 100 | $31,395 | 25,254 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 0.00 MP e/o SH 1 | 1.00 MP | 518 | 000010 | 5,193 | 16 | 83,088 | RL | ST | 2G - West Central | 64 | 58 | 100 | $47,918 | 32,759 | SINGLE CHIP SEAL |
| CURLEY LANE | HWY 1 | END | CURLEY | 00001 | 7,920 | 14 | 110,880 | RL | ST | 2G - West Central | 65 | 59 | 100 | $63,946 | 35,284 | SINGLE CHIP SEAL |
| | | | | | | | | | | | Treatment Total | | | $1,034,666 | | |
| OLD RIVER ROAD | 12.75 MP | 13.56 MP | 201 | 130140 | 4,276 | 22 | 94,072 | RMaC | ST | 3H - East Southern | 49 | 39 | 100 | $125,638 | 26,525 | DOUBLE CHIP SEAL |
| CENTER VALLEY ROAD | 0.00 MM Willits City Limits | BRAY RD | 303 | 000002 | 1,881 | 20 | 37,620 | RMaC | ST | 3G - East Central | 53 | 47 | 100 | $50,244 | 23,876 | DOUBLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.96 MP | 3.96 MM | 338 | 030040 | 5,280 | 22 | 116,160 | RMaC | ST | 3F - East Northern | 48 | 40 | 100 | $155,138 | 26,029 | DOUBLE CHIP SEAL |
| LITTLE RIVER AIRPORT RO | 0.00 MP e/o SH 1 | 1.00 MP | 404 | 000010 | 5,180 | 22 | 113,960 | RMiC | ST | 2G - West Central | 46 | 38 | 100 | $152,200 | 26,463 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | MP 2.97 | MP 3.44 | 429 | 030000 | 3,000 | 20 | 60,000 | RMiC | ST | 2F - West Northern | 51 | 40 | 100 | $80,133 | 26,568 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 17.05 MP | 18.10 MP | 429 | 171181 | 5,351 | 24 | 128,424 | RMaC | ST | 2F - West Northern | 50 | 43 | 100 | $171,517 | 25,604 | DOUBLE CHIP SEAL |
| IVERSEN ROAD | 4.00 MP | 5.00 MP | 503 | 040050 | 5,345 | 18 | 96,210 | RMiC | ST | 2H - West Southern | 51 | 43 | 100 | $128,494 | 25,962 | DOUBLE CHIP SEAL |
| | | | | | | | | | | | Treatment Total | | | $863,364 | | |
| | | | | | | | Year 2029 Area Total | | 3,489,400 | | Year 2029 Total | | | $5,498,212 | | |

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FISH ROCK ROAD | 3.00 MP | 4.00 MP | 122 | 030040 | 5,348 | 22 | 117,656 | RL | ST | 2H - West Southern | 21 | 0 | 100 | $371,520 | 15,627 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 4.00 MP | 4.88 MP EOP | 122 | 040049 | 4,635 | 20 | 92,700 | RL | ST | 2H - West Southern | 11 | 0 | 100 | $292,717 | 15,627 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 19.13 MP | 20.62 MP | 122 | 191206 | 6,568 | 20 | 131,360 | RL | ST | 2H - West Southern | 18 | 0 | 100 | $414,793 | 15,627 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 22.52 MP | 23.49 MP | 122 | 225235 | 5,040 | 20 | 100,800 | RL | ST | 2H - West Southern | 23 | 0 | 100 | $318,294 | 15,627 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 23.49 MP | 24.57 MP | 122 | 235246 | 5,618 | 20 | 112,360 | RL | ST | 2H - West Southern | 14 | 0 | 100 | $354,797 | 15,627 | AC OVERLAY(2 INCHES) |
| PHILO SCHOOL ROAD | 0.00 MM n/o SH 128 | 0.15 MM at end marker | 130 | 000002 | 788 | 20 | 15,760 | RL | ST | 3H - East Southern | 14 | 0 | 100 | $49,765 | 15,627 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GSCHWEND ROAD | 0.00 MM s/o SH 128 | 0.27 MM END at marker | 130C | 000003 | 1,413 | 12 | 16,956 | RL | ST | 2H - West Southern | 20 | 0 | 100 | $53,542 | 15,627 | AC OVERLAY(2 INCHES) |
| WENDLING STREET | 0.00 MM e/o SH 128 | 0.33 MM END e/o SH 128 | 130E | 000003 | 1,714 | 12 | 20,568 | RL | ST | 2H - West Southern | 0 | 0 | 100 | $64,947 | 15,627 | AC OVERLAY(2 INCHES) |
| RAYS ROAD | 0.00 MM s/o SH 128 | 0.38 MM END at gate | 131 | 000004 | 1,988 | 18 | 35,784 | RL | ST | 3H - East Southern | 12 | 0 | 100 | $112,994 | 15,627 | AC OVERLAY(2 INCHES) |
| WENDLING SODA CREEK ROA | 0.00 MM e/o SH 128 | 0.17 MM AT green post n.side | 134 | 000002 | 900 | 16 | 14,400 | RL | ST | 2H - West Southern | 0 | 0 | 100 | $45,471 | 15,627 | AC OVERLAY(2 INCHES) |
| MC CLURE SUBDIVISION | 0.00 MM e/o 200 | 0.52 MM END at gate | 201B | 000005 | 2,724 | 14 | 38,136 | RL | ST | 3H - East Southern | 12 | 0 | 100 | $120,421 | 15,627 | AC OVERLAY(2 INCHES) |
| TINDALL RANCH ROAD | 0.00 MM e/o 201 | 0.88 MM at n.side property fe | 202 | 000009 | 4,648 | 16 | 74,368 | RL | ST | 3H - East Southern | 17 | 0 | 100 | $234,830 | 15,627 | AC OVERLAY(2 INCHES) |
| FERN CANYON DRIVE | 0.00 MM e/o 201 | 0.17 MM END at property gate | 205A | 000002 | 902 | 24 | 21,648 | RL | ST | 3H - East Southern | 6 | 0 | 100 | $68,357 | 15,627 | AC OVERLAY(2 INCHES) |
| GIELOW LANE | 2995 FT E/O 205 (RUDDICK CUNNI | 0.73 MM w/o 201 | 206 | 000009 | 872 | 14 | 12,208 | RL | ST | 3H - East Southern | 0 | 0 | 100 | $38,549 | 15,627 | AC OVERLAY(2 INCHES) |
| HOWELL CREEK ROAD | 0.00 MM e/o 205 | 0.26 MM END | 206B | 000003 | 1,392 | 14 | 19,488 | RL | ST | 3H - East Southern | 0 | 0 | 100 | $61,537 | 15,627 | AC OVERLAY(2 INCHES) |
| BRUSH STREET | 0.00 MM Ukiah City Limits | 0.12 MM e/o 216 pavement chan | 217 | 000001 | 647 | 18 | 11,646 | RL | ST | 3H - East Southern | 17 | 0 | 100 | $36,774 | 15,627 | AC OVERLAY(2 INCHES) |
| BRUSH STREET | 0.22 MM pavement and width ch | 0.39 MM END | 217 | 002004 | 927 | 12 | 11,470 | RL | ST | 3H - East Southern | 11 | 0 | 100 | $36,219 | 15,627 | AC OVERLAY(2 INCHES) |
| ANTONI LANE | 227 CALPELL AROAD | 0.11 MM END | 227E | 000001 | 630 | 33 | 23,174 | RL | ST | 3G - East Central | 12 | 0 | 100 | $73,176 | 15,627 | AC OVERLAY(2 INCHES) |
| TOLLINI LANE | 0.00 MM s/o 224 | 0.26 MM END | 228 | 000003 | 1,382 | 23 | 31,786 | RL | ST | 3G - East Central | 10 | 0 | 100 | $100,370 | 15,627 | AC OVERLAY(2 INCHES) |
| ROAD A | 0.00 MM e/o 230 | 1.16 MM | 231 | 000012 | 6,141 | 20 | 122,820 | RL | ST | 3G - East Central | 17 | 0 | 100 | $387,826 | 15,627 | AC OVERLAY(2 INCHES) |
| ROAD A | 1.16 MM w/o 231A | 1.30 MM n/o SH 20 | 231 | 012013 | 715 | 24 | 17,160 | RL | ST | 3G - East Central | 6 | 0 | 100 | $54,186 | 15,627 | AC OVERLAY(2 INCHES) |
| ROAD B | 1.00 MM | 2.00 MM | 231A | 010020 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 12 | 0 | 100 | $333,451 | 15,627 | AC OVERLAY(2 INCHES) |
| ROAD B | 2.00 MM | 3.02 MM n/o 231 | 231A | 020030 | 5,401 | 18 | 97,218 | RL | ST | 3G - East Central | 12 | 0 | 100 | $306,983 | 15,627 | AC OVERLAY(2 INCHES) |
| ROAD H | 0.00 MM e/o 230 | 0.39 MM END | 233A | 000004 | 2,054 | 16 | 32,864 | RL | ST | 3G - East Central | 19 | 0 | 100 | $103,774 | 15,627 | AC OVERLAY(2 INCHES) |
| NO NAME | SCHOOL WAY 1500' e/o 237 | W END | 236A | 000002 | 650 | 14 | 9,100 | RL | ST | 3G - East Central | 4 | 0 | 100 | $28,735 | 15,627 | AC OVERLAY(2 INCHES) |
| COVELO STREET | 0.00 MM e/o 407L | 0.08 MM w/o 407M | 407 | 000001 | 414 | 16 | 6,624 | RL | ST | 2G - West Central | 8 | 0 | 100 | $20,916 | 15,627 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | | Treatment Total | | $4,084,942 | | |
| NORTH STATE STREET | KUKI LN | change to 2 lanes | 104 | 001006 | 1,672 | 60 | 100,320 | RMiA | AC/AC | 3G - East Central | 75 | 68 | 78 | $116,047 | 17,481 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $116,047 | | |



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST. MARYS AVENUE | 114B MACMILLAN DRIVE | 0.11 MM EOP | 114C | 000001 | 600 | 32 | 19,200 | RL | AC/AC | 3H - East Southern | 52 | 45 | 100 | $60,027 | 15,675 | Thin Mill and Overlay w/ 5% Digouts |
| STARGAZE DRIVE | 0.00 MM n/o 514C | 0.15 MM END of circle | 514D | 000002 | 794 | 20 | 19,304 | RL | AC/AC | 2H - West Southern | 53 | 45 | 100 | $60,352 | 15,822 | Thin Mill and Overlay w/ 5% Digouts |
| IRISH BEACH DRIVE | 0.00 MM w/o SH 1 | 0.25 MM END | 539 | 000003 | 1,304 | 24 | 33,463 | RL | AC/AC | 2H - West Southern | 53 | 46 | 100 | $104,619 | 15,722 | Thin Mill and Overlay w/ 5% Digouts |
| PORT ROAD | 0.00 MM w/o SH 1 | 0.21 MM intersection w/Iverso | PORTRD | 000002 | 1,094 | 18 | 19,692 | RL | AC/AC | PA - Point Arena (part of 2H) | 53 | 46 | 100 | $61,565 | 15,704 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $286,564 | | |
| PHILO - GREENWOOD ROAD | 10.03 MP | 10.99 MP | 132 | 100110 | 4,979 | 22 | 109,538 | RMiC | ST | 2H - West Southern | 74 | 68 | 100 | $75,341 | 27,823 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.90 MP | 15.89 MP | 132 | 149159 | 5,284 | 24 | 126,816 | RMiC | ST | 2H - West Southern | 80 | 69 | 100 | $83,261 | 19,949 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 15.89 MP | 16.76 MP | 132 | 159168 | 4,507 | 24 | 108,168 | RMiC | ST | 2H - West Southern | 80 | 69 | 100 | $71,017 | 19,084 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 16.76 MP | 17.86 MP s/o SH 128 | 132 | 168179 | 5,717 | 22 | 125,774 | RMiC | ST | 2H - West Southern | 79 | 68 | 100 | $82,577 | 22,049 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 5.73 MP | 6.67 MP | 201 | 057067 | 4,931 | 22 | 108,482 | RMaC | ST | 3H - East Southern | 75 | 69 | 100 | $74,615 | 19,235 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 0.00 MP w/o 201 | 0.08 MM condition change | 205 | 000001 | 403 | 16 | 6,448 | RL | ST | 3H - East Southern | 66 | 58 | 100 | $3,830 | 31,753 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 24.45 MP | 25.66 MP | 223 | 245257 | 6,207 | 18 | 111,726 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $76,846 | 16,861 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 25.66 MP | 26.00 MP | 223 | 257260 | 1,771 | 18 | 31,878 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $20,929 | 17,664 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 26.00 MP | 27.04 MP | 223 | 260270 | 5,339 | 16 | 85,424 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $58,756 | 16,861 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 27.98 MP | 28.84 MP | 223 | 280288 | 4,385 | 18 | 78,930 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $54,289 | 16,875 | SINGLE CHIP SEAL |
| EEL RIVER ROAD | 6.10 MM pavement change | 6.34 MM EOP 144' past end pav | 240B | 061064 | 1,292 | 22 | 28,424 | RMiC | ST | 3G - East Central | 75 | 70 | 100 | $18,662 | 25,229 | SINGLE CHIP SEAL |
| GEORGES LANE | 0.00 MM s/o 414 | 0.59 MM END | 414C | 000006 | 3,108 | 18 | 55,944 | RL | ST | 2G - West Central | 66 | 57 | 100 | $33,232 | 38,109 | SINGLE CHIP SEAL |
| AMETHYST DRIVE | 0.00 MM s/o 414F | 0.21 MM END | 451 | 000002 | 1,115 | 24 | 28,567 | RL | ST | 2G - West Central | 67 | 59 | 100 | $16,969 | 37,115 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 0.00 MP e/o SH 1 | 1.00 MP | 510 | 000010 | 5,211 | 22 | 114,642 | RMaC | ST | 2H - West Southern | 81 | 70 | 100 | $78,852 | 16,713 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 11.00 MP | 12.06 MP | 510 | 110121 | 5,512 | 22 | 121,264 | RMaC | ST | 2H - West Southern | 81 | 70 | 100 | $79,615 | 17,761 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 16.39 MP | 16.95 MP | 510 | 164170 | 2,895 | 20 | 57,900 | RMaC | ST | 2H - West Southern | 81 | 70 | 100 | $38,014 | 17,511 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 2.39 MM n/o 606 | 3.52 MM s/o 603 | 604 | 024035 | 5,954 | 28 | 166,712 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $109,454 | 17,720 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 3.52 MM s/o 603 | 3.87 MM e/o 623 surface chang | 604 | 035039 | 1,849 | 28 | 51,772 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $35,609 | 16,914 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | Treatment Total | $1,011,869 | | |
| | | | | | | | | | Year 2030 Area Total | 3,004,042 | | | | Year 2030 Total | $5,499,423 | | |

## Year: 2031

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROAD D | 0.00 MM e/o 230 | 1.32 MM s/o 232A | 232 | 000013 | 6,966 | 18 | 125,388 | RL | ST | 3G - East Central | 6 | 0 | 100 | $407,813 | 15,172 | AC OVERLAY(2 INCHES) |
| COLONY DRIVE | 0.00 MM n/o 232 | 0.76 MM e/o 233 | 232A | 000008 | 3,992 | 18 | 71,856 | RL | ST | 3G - East Central | 5 | 0 | 100 | $233,705 | 15,172 | AC OVERLAY(2 INCHES) |
| ROAD M | 0.00 MM e/o 237 | 0.25 MM END | 237B | 000003 | 1,304 | 14 | 18,256 | RL | ST | 3G - East Central | 14 | 0 | 100 | $59,376 | 15,172 | AC OVERLAY(2 INCHES) |
| OAK GROVE DRIVE | 0.00 MM w/o 237 | 0.32 MM END | 237E | 000003 | 1,692 | 12 | 20,304 | RL | ST | 3G - East Central | 21 | 0 | 100 | $66,037 | 15,172 | AC OVERLAY(2 INCHES) |
| ROAD N | 0.00 MM e/o 238 | 0.76 MM w/o 237 | 238A | 000008 | 3,975 | 18 | 71,550 | RL | ST | 3G - East Central | 11 | 0 | 100 | $232,710 | 15,172 | AC OVERLAY(2 INCHES) |
| LEES ROAD | 0.00 MM e/o 238 | E CDS | 238E | 000002 | 860 | 14 | 12,040 | RL | ST | 3G - East Central | 3 | 0 | 100 | $39,159 | 15,172 | AC OVERLAY(2 INCHES) |
| SUNNYCREST DRIVE | 0.00 MM n/o 228A POMO LANE | 0.19 MM END | 239A | 000002 | 984 | 30 | 31,267 | RL | ST | 3G - East Central | 5 | 0 | 100 | $101,693 | 15,172 | AC OVERLAY(2 INCHES) |
| VAN ARSDALE ROAD | 0.00 MM n/o 240B | 1.37 MM road narrows | 242 | 000014 | 7,226 | 18 | 130,068 | RL | ST | 3G - East Central | 4 | 0 | 100 | $423,034 | 15,172 | AC OVERLAY(2 INCHES) |
| VAN ARSDALE ROAD | 1.37 MM road narrows | 1.78 MM EOP w/o Eel River | 242 | 014018 | 2,150 | 14 | 30,100 | RL | ST | 3G - East Central | 5 | 0 | 100 | $97,897 | 15,172 | AC OVERLAY(2 INCHES) |
| BURRIS LANE | 0.00 MM e/o 240 | 1.13 MM EOP | 243 | 000011 | 5,959 | 18 | 107,262 | RL | ST | 3G - East Central | 11 | 0 | 100 | $348,860 | 15,172 | AC OVERLAY(2 INCHES) |
| MAIN STREET | 0.00 MM e/o 245A at signpost | 0.98 MM w/o 248 | 245 | 000010 | 5,175 | 18 | 93,150 | RL | ST | 3G - East Central | 9 | 0 | 100 | $302,962 | 15,172 | AC OVERLAY(2 INCHES) |
| HAWN CREEK ROAD | 0.00 MM w/o 245 | 1.00 MM s/o 246 | 245A | 000010 | 5,303 | 16 | 84,848 | RL | ST | 3G - East Central | 9 | 0 | 100 | $275,960 | 15,172 | AC OVERLAY(2 INCHES) |
| GIBSON LANE | 0.68 MM pavement change | 1.41 MM pavement change | 246 | 007014 | 3,869 | 20 | 77,380 | RL | ST | 3G - East Central | 8 | 0 | 100 | $251,671 | 15,172 | AC OVERLAY(2 INCHES) |
| GIBSON LANE | 1.57 MM w/o 245A | 2.59 MM road narrows n/o 247 | 246 | 016026 | 5,390 | 22 | 118,580 | RL | ST | 3G - East Central | 11 | 0 | 100 | $385,671 | 15,172 | AC OVERLAY(2 INCHES) |
| GIBSON LANE | 2.59 MM road narrows n/o 247 | 2.75 MM at end marker | 246 | 026028 | 862 | 14 | 12,068 | RL | ST | 3G - East Central | 22 | 0 | 100 | $39,250 | 15,172 | AC OVERLAY(2 INCHES) |
| BUSCH LANE | 0.00 MM e/o 246 | 0.46 MM w/o 247A | 247 | 000005 | 2,439 | 18 | 43,902 | RL | ST | 3G - East Central | 9 | 0 | 100 | $142,787 | 15,172 | AC OVERLAY(2 INCHES) |
| NORTH BUSCH ROAD | 0.00 MM n/o 247A | 0.50 MM EOP | 247A | 000005 | 2,630 | 16 | 42,080 | RL | ST | 3G - East Central | 19 | 0 | 100 | $136,861 | 15,172 | AC OVERLAY(2 INCHES) |
| POWERHOUSE ROAD | 0.12 MM pavement change | 1.24 MM s/o 246 | 248A | 001012 | 5,900 | 20 | 118,000 | RL | ST | 3G - East Central | 10 | 0 | 100 | $383,784 | 15,172 | AC OVERLAY(2 INCHES) |
| POWERHOUSE ROAD | 1.24 MM n/o 246 | 1.75 MM n/o 247 | 248A | 012018 | 2,684 | 18 | 48,312 | RL | ST | 3G - East Central | 14 | 0 | 100 | $157,130 | 15,172 | AC OVERLAY(2 INCHES) |
| POWERHOUSE ROAD | 2.75 MM | 3.18 MM END at end marker | 248A | 028032 | 2,279 | 14 | 31,906 | RL | ST | 3G - East Central | 4 | 0 | 100 | $103,771 | 15,172 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 16.71 MM | 16.90 MP w/o US 101 | 311 | 167170 | 506 | 16 | 8,096 | RL | ST | 3G - East Central | 9 | 0 | 100 | $26,331 | 15,172 | AC OVERLAY(2 INCHES) |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Treatment Total | | | $4,216,464 | | | |
| HIBBARD ROAD | 0.00 MM s/o SH 128 | 0.04 MM | 121 | 000000 | 228 | 20 | 4,560 | RL | AC | 3H - East Southern | 84 | 80 | 87 | $2,790 | 29,394 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | Treatment Total | | | | $2,790 | | |
| CHABLIS COURT | 0.00 MM w/o 251 | 0.10 MM END | 251B | 000001 | 531 | 34 | 20,358 | RL | AC/AC | 3G - East Central | 57 | 47 | 100 | $65,557 | 15,226 | Thin Mill and Overlay w/ 5% Digouts |
| UKIAH STREET | 0.00 MM e/o 407F | 0.41 MM w/o 500 | 407C | 000004 | 2,163 | 30 | 64,890 | RL | AC/AC | 2G - West Central | 55 | 46 | 100 | $208,959 | 15,186 | Thin Mill and Overlay w/ 5% Digouts |
| HOLQUIST LANE | 0.00 MM e/o 412E | 0.18 MM END at LP fence line | 412 | 000002 | 927 | 20 | 18,540 | RL | AC/AC | 2G - West Central | 53 | 45 | 100 | $59,703 | 15,293 | Thin Mill and Overlay w/ 5% Digouts |
| GUALALA COURT | 0.00 MM w/o 502 | 0.27 MM w/o 502 | 502A | 000003 | 1,443 | 18 | 25,974 | RL | AC/AC | 2H - West Southern | 53 | 44 | 100 | $83,642 | 15,324 | Thin Mill and Overlay w/ 5% Digouts |
| MAIN STREET | 0.00 MM n/o SH 1 | 0.10 MM e/o LAKE ST at signpo | MAINST | 000001 | 500 | 22 | 11,000 | RL | AC/AC | PA - Point Arena (part of 2H) | 54 | 45 | 100 | $35,422 | 15,223 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | Treatment Total | | | | $453,283 | | |
| TOCK LANE | 0.00 MM w/o 122 | 0.21 MM END | 122A | 000002 | 1,090 | 14 | 15,260 | RL | ST | 2H - West Southern | 68 | 59 | 100 | $9,337 | 31,693 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 15.00 MP | 15.96 MP | 223 | 150160 | 4,940 | 20 | 98,800 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $69,994 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 15.96 MP | 16.79 MP | 223 | 160168 | 4,241 | 22 | 93,302 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $66,099 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 16.79 MP | 18.03 MP | 223 | 168180 | 6,356 | 22 | 139,832 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $99,063 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 18.03 MP | 19.00 MP | 223 | 180190 | 5,017 | 20 | 100,340 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $71,085 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 19.00 MP | 20.00 MP | 223 | 190200 | 5,113 | 22 | 112,486 | RMaC | ST | 3G - East Central | 74 | 67 | 100 | $79,690 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 20.00 MP | 21.00 MP | 223 | 200210 | 5,165 | 20 | 103,300 | RMaC | ST | 3G - East Central | 77 | 67 | 100 | $73,182 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 21.00 MP | 21.55 MP | 223 | 210216 | 2,704 | 20 | 54,080 | RMaC | ST | 3G - East Central | 85 | 67 | 100 | $38,313 | 21,152 | SINGLE CHIP SEAL |
| CUMMINGS STREET | 0.00 MM n/o 408 | 0.12 MM END | 407AA | 000001 | 614 | 18 | 11,052 | RL | ST | 2G - West Central | 69 | 60 | 100 | $6,762 | 33,817 | SINGLE CHIP SEAL |
| NICHOLS LANE | 0.00 MM s/o 408 | 0.16 MM END | 408A | 000002 | 865 | 24 | 20,760 | RL | ST | 2G - West Central | 69 | 59 | 100 | $12,702 | 34,757 | SINGLE CHIP SEAL |
| CASPAR - LITTLE LAKE RO | 1.10 MP | 2.39 MP | 409 | 011024 | 6,645 | 18 | 119,610 | RMiC | ST | 2G - West Central | 23 | 67 | 100 | $84,737 | 21,152 | SINGLE CHIP SEAL |
| CASPAR - LITTLE LAKE RO | 2.39 MP | 3.27 MM EOP | 409 | 024033 | 4,928 | 16 | 78,848 | RMiC | ST | 2G - West Central | 52 | 67 | 100 | $55,859 | 21,152 | SINGLE CHIP SEAL |
| WINDY HOLLOW ROAD | 1.56 MM n/o 508A at signpost | 1.87 MM s/o Garcia River | 508 | 016019 | 1,648 | 14 | 23,072 | RMiC | ST | 2H - West Southern | 76 | 70 | 100 | $15,602 | 19,986 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 9.87 MP | 11.00 MP | 510 | 099110 | 5,953 | 22 | 130,966 | RMaC | ST | 2H - West Southern | 82 | 69 | 100 | $88,565 | 18,294 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 21.35 MP | 22.33 MP | 510 | 214223 | 3,967 | 18 | 71,406 | RMaC | ST | 2H - West Southern | 82 | 69 | 100 | $48,288 | 17,728 | SINGLE CHIP SEAL |
| OTTER POINT CIRLCE | 0.00 MM w/o 540 | 0.08 MM END | 542 | 000001 | 419 | 24 | 10,819 | RL | ST | 2G - West Central | 68 | 59 | 100 | $6,619 | 31,701 | SINGLE CHIP SEAL |
| | | | | | | | | | | Treatment Total | | | | $825,899 | | |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

Year 2031 Area Total 2,625,668 Year 2031 Total $5,498,436

## Year: 2032

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POWERHOUSE ROAD | 1.75 MM n/o 247 | 2.75 MM | 248A | 018028 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 1 | 0 | 100 | $283,006 | 14,730 | AC OVERLAY(2 INCHES) |
| SPRING VALLEY ROAD | 0.13 MM pavement change | 0.57 MM END at gate | 248B | 001006 | 2,304 | 18 | 41,472 | RL | ST | 3G - East Central | 17 | 0 | 100 | $138,930 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 0.00 MM n/o 240B | 0.88 MM | 249 | 000009 | 4,638 | 18 | 83,484 | RL | ST | 3G - East Central | 7 | 0 | 100 | $279,670 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 0.88 MM | 1.06 MM | 249 | 009011 | 960 | 16 | 15,360 | RL | ST | 3G - East Central | 2 | 0 | 100 | $51,456 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 1.50 MM | 2.03 MM | 249 | 015020 | 2,784 | 16 | 44,544 | RL | ST | 3G - East Central | 0 | 0 | 100 | $149,222 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.03 MM | 2.44 MM | 249 | 020024 | 2,186 | 16 | 34,976 | RL | ST | 3G - East Central | 7 | 0 | 100 | $117,169 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.44 MM | 2.73 MM | 249 | 024027 | 1,545 | 16 | 24,720 | RL | ST | 3G - East Central | 7 | 0 | 100 | $82,812 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.73 MM | 2.92 MM | 249 | 027029 | 1,002 | 16 | 16,032 | RL | ST | 3G - East Central | 15 | 0 | 100 | $53,707 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.92 MM | 3.29 MM EOP | 249 | 029033 | 1,926 | 14 | 26,964 | RL | ST | 3G - East Central | 2 | 0 | 100 | $90,329 | 14,730 | AC OVERLAY(2 INCHES) |
| SAWYERS LANE | 0.00 MM s/o 303 | 0.34 MM n/o 8142 | 302 | 000003 | 1,797 | 12 | 21,564 | RL | ST | 3G - East Central | 0 | 0 | 100 | $72,239 | 14,730 | AC OVERLAY(2 INCHES) |
| RIDGEWOOD ROAD | 2.00 MM | 2.53 MM EOP END at county mar | 304A | 020025 | 2,778 | 20 | 55,560 | RL | ST | 3G - East Central | 18 | 0 | 100 | $186,125 | 14,730 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 3.75 MP | 4.90 MP | 311 | 038049 | 6,054 | 20 | 88,840 | RL | ST | 3G - East Central | 12 | 0 | 100 | $297,612 | 14,730 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 8.58 MP | 9.53 MP | 311 | 086095 | 4,980 | 18 | 89,640 | RL | ST | 3G - East Central | 6 | 0 | 100 | $300,292 | 14,730 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 9.53 MP | 9.89 MM EOP at phone cable si | 311 | 095099 | 2,377 | 20 | 47,540 | RL | ST | 3G - East Central | 8 | 0 | 100 | $159,258 | 14,730 | AC OVERLAY(2 INCHES) |
| STEELE LANE | 0.42 MM | 1.30 MM END | 318 | 004013 | 4,561 | 12 | 54,732 | RL | ST | 3F - East Northern | 16 | 0 | 100 | $183,351 | 14,730 | AC OVERLAY(2 INCHES) |
| LAKESIDE DRIVE | 0.00 MM w/o 429 | 0.20 MM END | 319B | 000002 | 1,068 | 20 | 21,360 | RL | ST | 3F - East Northern | 14 | 0 | 100 | $71,556 | 14,730 | AC OVERLAY(2 INCHES) |
| LAYTONVILLE RESERVATION | 0.00 MM s/o 319F | 0.13 MM END | 319G | 000001 | 682 | 10 | 6,820 | RL | ST | 2F - West Northern | 12 | 0 | 100 | $22,847 | 14,730 | AC OVERLAY(2 INCHES) |
| ELLIOTT DRIVE | 0.00 MM n/o 319 | 0.23 MM e/o 321C | 321B | 000002 | 1,223 | 22 | 26,906 | RL | ST | 3F - East Northern | 17 | 0 | 100 | $90,135 | 14,730 | AC OVERLAY(2 INCHES) |
| POONKINNEY ROAD | 0.00 MP n/o 322 | 0.75 MP | 326 | 000008 | 3,877 | 18 | 69,786 | RL | ST | 3F - East Northern | 4 | 0 | 100 | $233,782 | 14,730 | AC OVERLAY(2 INCHES) |
| POONKINNEY ROAD | 0.75 MP | 1.28 MM EOP | 326 | 008013 | 2,769 | 16 | 44,304 | RL | ST | 3F - East Northern | 9 | 0 | 100 | $148,418 | 14,730 | AC OVERLAY(2 INCHES) |
| DOBIE LANE | 1.00 MM | 2.00 MM | 329-S | 010020 | 5,280 | 22 | 116,160 | RL | ST | 3F - East Northern | 3 | 0 | 100 | $389,134 | 14,730 | AC OVERLAY(2 INCHES) |
| DOBIE LANE | 2.00 MM | 2.20 MM EOP | 329-S | 020022 | 1,049 | 22 | 23,078 | RL | ST | 3F - East Northern | 3 | 0 | 100 | $77,311 | 14,730 | AC OVERLAY(2 INCHES) |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2032

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AIRPORT ROAD | 0.12 MM n/o bridge approach p | 0.31 MM s/o 334D HOWARD ST | 337B-E | 001003 | 974 | 18 | 17,532 | RL | ST | 3F - East Northern | 3 | 0 | 100 | $58,732 | 14,730 | AC OVERLAY(2 INCHES) |
| COVELO STREET | 0.08 MM e/o 407M | 0.16 MM w/o 500 | 407 | 001002 | 424 | 16 | 6,784 | RL | ST | 2G - West Central | 19 | 0 | 100 | $22,726 | 14,730 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | Treatment Total | | | $3,559,816 | | |
| VINEYARD OAKS DRIVE | FORSYTHE DRIVE | 110' N/O FORSYTHE DRIVE | 236B | 000000 | 110 | 32 | 3,520 | RL | AC/AC | 3G - East Central | 86 | 79 | 86 | $2,218 | 19,575 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $2,218 | | |
| FIR TERRACE DRIVE | 0.00 MM e/o 204 | 0.17 MM END | 204P | 000002 | 918 | 33 | 32,678 | RL | AC/AC | 3H - East Southern | 56 | 45 | 100 | $108,387 | 14,917 | Thin Mill and Overlay w/ 5% Digouts |
| DEERWOOD DRIVE | 215A REDEMEYER ROAD | 215BX WILDWOOD ROAD | 215B | 000006 | 3,010 | 22 | 66,220 | RL | AC/AC | 3G - East Central | 57 | 46 | 100 | $219,639 | 14,802 | Thin Mill and Overlay w/ 5% Digouts |
| UVA DRIVE | 1.28 MM n/o 237 WEST ROAD | 1.68 MM PAVEMENT CHANGE | 239 | 013017 | 2,106 | 20 | 42,120 | RL | AC/AC | 3G - East Central | 57 | 46 | 100 | $139,704 | 14,817 | Thin Mill and Overlay w/ 5% Digouts |
| TERRA VERDE COURT | 0.00 MM w/o 239 UVA DRIVE | W CDS | 239C | 000001 | 680 | 20 | 16,047 | RL | AC/AC | 3G - East Central | 56 | 45 | 100 | $53,225 | 14,876 | Thin Mill and Overlay w/ 5% Digouts |
| TEDFORD AVENUE | 0.15 MM w/o 209 | 0.30 MM n/o 253A | 253 | 002003 | 780 | 36 | 28,080 | RL | AC/AC | 3H - East Southern | 54 | 44 | 100 | $93,136 | 14,936 | Thin Mill and Overlay w/ 5% Digouts |
| NO NAME | 0.00 MM w/o 312A | 0.20 MM at gate | 315 | 000002 | 1,036 | 14 | 14,504 | RL | AC/AC | 3G - East Central | 55 | 45 | 100 | $48,107 | 14,873 | Thin Mill and Overlay w/ 5% Digouts |
| CLIFF WAY | 0.00 MM n/o 439 | 0.12 MM Fort Bragg City Limit | 440 | 000001 | 655 | 22 | 14,410 | RL | AC | 2G - West Central | 62 | 49 | 100 | $47,795 | 14,744 | Thin Mill and Overlay w/ 5% Digouts |
| LIGHTHOUSE ROAD | 0.00 MM w/o SH 1 | 1.00 MM | 509 | 000010 | 5,280 | 14 | 73,920 | RL | AC | 2H - West Southern | 61 | 47 | 100 | $245,179 | 14,910 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $955,172 | | |
| MOORE STREET | 0.00 MP e/o 229 | 0.01 MM pavement change | 229B | 000000 | 62 | 22 | 1,364 | RL | AC/AC | 3G - East Central | 18 | 1 | 100 | $9,908 | 7,232 | 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS |
| | | | | | | | | | | | Treatment Total | | | $9,908 | | |
| PHILO - GREENWOOD ROAD | 0.00 MM SH 1 | 0.98 MP | 132 | 000010 | 4,985 | 20 | 99,700 | RMiC | ST | 2H - West Southern | 83 | 70 | 100 | $72,751 | 16,036 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 13.00 MP | 14.02 MP | 132 | 130140 | 5,005 | 22 | 110,110 | RMiC | ST | 2H - West Southern | 82 | 68 | 100 | $80,347 | 18,139 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM e/o US 101 | 1.00 MP | 201 | 000010 | 5,262 | 21 | 110,502 | RMiC | ST | 3H - East Southern | 53 | 67 | 100 | $80,633 | 20,536 | SINGLE CHIP SEAL |
| MILL CREEK ROAD | 0.00 MM e/o 201 | 0.80 MM w/o 203B | 203 | 000008 | 4,241 | 22 | 93,302 | RMaC | ST | 3H - East Southern | 78 | 70 | 100 | $64,988 | 19,844 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 37.02 MP | 38.00 MP | 223 | 370380 | 5,057 | 20 | 101,140 | RMaC | ST | 3G - East Central | 52 | 67 | 100 | $73,802 | 20,536 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2032

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOMKI ROAD | 0.88 MP | 2.00 MP | 237D | 009020 | 5,838 | 22 | 128,436 | RMiC | ST | 3G - East Central | 79 | 69 | 100 | $93,720 | 18,063 | SINGLE CHIP SEAL |
| SHERWOOD RANCHERIA ROAD | END | END | 316 | 000001 | 5,300 | 12 | 63,600 | RL | ST | 2F - West Northern | 70 | 59 | 100 | $40,080 | 32,658 | SINGLE CHIP SEAL |
| BARNES LANE | 1.48 MM s/o SH 162 | 2.23 MM END | 337G | 015022 | 3,945 | 20 | 78,900 | RL | ST | 3F - East Northern | 69 | 58 | 100 | $49,722 | 30,127 | SINGLE CHIP SEAL |
| ALBION - LITTLE RIVER R | 2.27 MP | 2.99 MM s/o 404 | 403 | 023030 | 4,145 | 22 | 91,190 | RL | ST | 2G - West Central | 77 | 59 | 100 | $57,467 | 28,757 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 21.64 MP | 22.16 MP | 429 | 216222 | 2,789 | 33 | 92,037 | RMaC | ST | 2F - West Northern | 53 | 67 | 100 | $67,159 | 20,536 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 5.00 MP | 6.00 MP | 503 | 050060 | 5,277 | 18 | 94,986 | RMiC | ST | 2H - West Southern | 52 | 67 | 100 | $69,311 | 20,536 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 4.00 MP | 5.00 MP | 506 | 040050 | 5,197 | 24 | 124,728 | RMiC | ST | 2H - West Southern | 54 | 67 | 100 | $91,014 | 20,536 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 3.75 MP | 4.98 MP | 510 | 038050 | 6,308 | 22 | 138,776 | RMaC | ST | 2H - West Southern | 83 | 70 | 100 | $101,265 | 15,489 | SINGLE CHIP SEAL |
| POLARIS CIRCLE | 0.00 MM n/o 540 | 0.06 MM END | 556 | 000001 | 340 | 22 | 10,227 | RL | ST | 2G - West Central | 69 | 58 | 100 | $6,445 | 31,912 | SINGLE CHIP SEAL |
| SEADRIFT AVENUE | 0.00 MM END | 0.31 MM END | 560 | 000003 | 1,636 | 20 | 37,613 | RL | ST | 2G - West Central | 69 | 58 | 100 | $23,704 | 31,912 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $972,408 | | |
| | | | | | | | Year 2032 Area Total | | 2,730,748 | | | Year 2032 Total | | $5,499,522 | | |

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WATTENBURG ROAD | 0.00 MM e/o SH 162 | 0.50 MM END | 332 | 000005 | 2,614 | 12 | 31,368 | RL | ST | 3F - East Northern | 17 | 0 | 100 | $108,235 | 14,301 | AC OVERLAY(2 INCHES) |
| CEMETARY LANE | 0.00 MM w/o SH 162 | 1.03 MM at cemetary flagpole | 332A | 000010 | 5,410 | 16 | 86,560 | RL | ST | 3F - East Northern | 14 | 0 | 100 | $298,674 | 14,301 | AC OVERLAY(2 INCHES) |
| ZENIA ROAD | 0.00 MM w/o 337L | 0.41 MM END at survey marker | 337 | 000004 | 2,147 | 20 | 42,940 | RL | ST | 3F - East Northern | 8 | 0 | 100 | $148,164 | 14,301 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | | Treatment Total | | $555,072 | | |
| EAST SIDE CALPELLA ROAD | 3.72 MM pavement change | 3.75 MM s/o SH 20 | 227 | 037038 | 134 | 22 | 2,948 | RMaC | AC/AC | 3G - East Central | 94 | 83 | 90 | $3,424 | 12,686 | Cape Seal w/Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $3,424 | | |
| OAK COURT ROAD | 0.00 MM s/o 252F | 0.06 MM n/o 252 | 252A | 000001 | 286 | 22 | 6,292 | RMiA | AC/AC | 3H - East Southern | 58 | 54 | 66 | $7,953 | 12,816 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $7,953 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FORD ROAD | 0.28 MM pavement change | 0.38 MM END | 250 | 003004 | 490 | 24 | 11,760 | RL | AC/AC | 3G - East Central | 84 | 76 | 84 | $7,633 | 21,162 | Slurry Seal w/ Crack Seal |
| TERRACE ROAD | 0.00 MM w/o 215A REDEMEYER RD | 0.06 MM e/o 257 WESTERLY PL | 256 | 000001 | 294 | 30 | 8,820 | RL | AC/AC | 3G - East Central | 87 | 80 | 88 | $5,725 | 23,181 | Slurry Seal w/ Crack Seal |
| AIRPORT ROAD | 0.00 MM s/o airport entrance | 0.12 MM n/o bridge approach p | 337B-E | 000001 | 656 | 26 | 17,056 | RL | AC | 3F - East Northern | 88 | 76 | 84 | $11,071 | 15,941 | Slurry Seal w/ Crack Seal |
| MARINE VIEW DRIVE | 0.00 MM s/o 543 | 0.12 MM END | 544 | 000001 | 622 | 20 | 14,066 | RL | AC/AC | 2H - West Southern | 85 | 79 | 87 | $9,130 | 26,385 | Slurry Seal w/ Crack Seal |
| AQUISTAPACE ROAD | 0.00 MM e/o 547 | 0.10 MM END | 549 | 000001 | 546 | 20 | 10,920 | RL | AC/AC | 2H - West Southern | 85 | 79 | 87 | $7,088 | 27,464 | Slurry Seal w/ Crack Seal |
| SEA CYPRESS DRIVE | 0.22 MM pavement change | 0.31MM pavement change | 568 | 001004 | 472 | 24 | 11,328 | RL | AC/AC | 2H - West Southern | 84 | 78 | 86 | $7,353 | 25,818 | Slurry Seal w/ Crack Seal |
| DAISY PLACE | 0.00 MM w/o 653B | 0.04 MM END | 653C | 000000 | 221 | 22 | 5,725 | RL | AC/AC | 3G - East Central | 88 | 80 | 88 | $3,716 | 20,817 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $51,717 | | |
| QUAIL DRIVE | 0.00 MM e/o 204I | 0.33 MM END at 200 Quail Dr. | 204K | 000003 | 1,810 | 20 | 36,200 | RL | AC/AC | 3H - East Southern | 58 | 45 | 100 | $123,671 | 14,445 | Thin Mill and Overlay w/ 5% Digouts |
| BRAIRWOOD DRIVE | BELTRAMI DR | VAN HOUSEN DR | 227I | 100 | 1,212 | 36 | 43,632 | RL | AC | 3G - East Central | 62 | 48 | 100 | $149,061 | 14,307 | Thin Mill and Overlay w/ 5% Digouts |
| TWIN RIVERS DRIVE | KENNWOOD DR | RIVERVIEW DR | 227M | 100 | 239 | 37 | 8,843 | RL | AC | 3G - East Central | 63 | 48 | 100 | $30,210 | 14,302 | Thin Mill and Overlay w/ 5% Digouts |
| MALAGA DRIVE | 0.00 MM w/o 251 | 0.16 MM pavement change | 251A | 000002 | 817 | 35 | 28,595 | RL | AC/AC | 3G - East Central | 59 | 46 | 100 | $97,690 | 14,370 | Thin Mill and Overlay w/ 5% Digouts |
| LAWS AVENUE | 0.20 MM w/o 209 | 0.45 MM s/o 253 | 253B | 002005 | 1,297 | 38 | 49,286 | RL | AC/AC | 3H - East Southern | 57 | 45 | 100 | $168,377 | 14,361 | Thin Mill and Overlay w/ 5% Digouts |
| MITCHELL CREEK DRIVE | 0.00 MM s/o 414 | 1.00 MM | 414B | 000010 | 5,280 | 20 | 105,600 | RL | AC | 2G - West Central | 62 | 47 | 100 | $360,763 | 14,450 | Thin Mill and Overlay w/ 5% Digouts |
| OLD WILLITS ROAD | 0.14 MM end striping | 0.30 MM n/o SH 20 | 415I | 001003 | 865 | 14 | 12,110 | RL | AC/AC | 2G - West Central | 57 | 45 | 100 | $41,372 | 14,405 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | | Treatment Total | | $971,143 | | |
| MOUNTAIN HOUSE ROAD | 0.97 MP | 2.05 MP | 111 | 010021 | 5,740 | 20 | 114,800 | RMiC | ST | 3G - East Central | 40 | 67 | 100 | $86,282 | 19,938 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 2.80 MP | 3.00 MP | 122 | 020030 | 900 | 22 | 19,800 | RMiC | ST | 2H - West Southern | 34 | 67 | 100 | $14,881 | 19,938 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 10.99 MP | 11.90 MP | 132 | 110119 | 4,705 | 22 | 103,510 | RMiC | ST | 2H - West Southern | 79 | 70 | 100 | $77,797 | 19,923 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.00 MP | 1.50 MP s/o SH 175 | 201 | 010015 | 2,648 | 21 | 55,608 | RMiC | ST | 3H - East Southern | 65 | 67 | 100 | $41,794 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 4.73 MP | 5.73 MP | 201 | 047057 | 5,470 | 22 | 120,340 | RMaC | ST | 3H - East Southern | 65 | 67 | 100 | $90,446 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 9.42 MP | 10.71 MP | 201 | 094107 | 6,795 | 22 | 149,490 | RMaC | ST | 3H - East Southern | 68 | 67 | 100 | $112,355 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 11.86 MP | 12.75 MP | 201 | 119128 | 4,665 | 22 | 102,630 | RMaC | ST | 3H - East Southern | 71 | 67 | 100 | $77,136 | 19,938 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OLD RIVER ROAD | 13.56 MP | 14.56 MM e/o SH 222 | 201 | 136146 | 5,260 | 22 | 115,720 | RMiA | ST | 3G - East Central | 49 | 67 | 100 | $90,927 | 26,488 | SINGLE CHIP SEAL |
| MILL CREEK ROAD | 0.80 MM w/o 203B | 1.76 MP | 203 | 008018 | 4,885 | 16 | 78,160 | RMiC | ST | 3H - East Southern | 35 | 67 | 100 | $58,744 | 19,938 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 2.00 MP | 3.00 MM | 205 | 020030 | 5,280 | 21 | 110,880 | RL | ST | 3H - East Southern | 72 | 60 | 100 | $71,972 | 29,011 | SINGLE CHIP SEAL |
| REDEMEYER ROAD | 1.05 MP | 1.86 MP | 215A | 011019 | 4,200 | 22 | 92,400 | RMaC | ST | 3H - East Southern | 34 | 67 | 100 | $69,447 | 19,938 | SINGLE CHIP SEAL |
| REDEMEYER ROAD | 1.86 MP | 2.39 MP END | 215A | 019024 | 2,723 | 21 | 57,183 | RMaC | ST | 3H - East Southern | 66 | 67 | 100 | $42,978 | 19,938 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 22.52 MP | 22.97 MM EOP | 223 | 225230 | 2,376 | 20 | 47,520 | RMaC | ST | 3G - East Central | 44 | 67 | 100 | $35,716 | 19,938 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 38.00 MP | 38.95 MP | 223 | 380390 | 4,746 | 22 | 104,412 | RMaC | ST | 3G - East Central | 38 | 67 | 100 | $78,475 | 19,938 | SINGLE CHIP SEAL |
| ROAD K | 0.00 MM e/o 237 | 0.25 MM END | 237C | 000003 | 1,326 | 18 | 23,868 | RL | ST | 3G - East Central | 79 | 59 | 100 | $15,493 | 27,796 | SINGLE CHIP SEAL |
| TOMKI ROAD | 0.00 MM n/o 237 | 0.88 MP | 237D | 000009 | 4,615 | 22 | 101,530 | RMiC | ST | 3G - East Central | 78 | 69 | 100 | $76,309 | 24,678 | SINGLE CHIP SEAL |
| TOMKI ROAD | 2.00 MP | 3.00 MP | 237D | 020030 | 5,150 | 20 | 103,000 | RMiC | ST | 3G - East Central | 48 | 67 | 100 | $77,414 | 19,938 | SINGLE CHIP SEAL |
| TOMKI ROAD | 3.83 MM pavement narrows | 4.74 MP | 237D | 038047 | 4,431 | 18 | 79,758 | RMiC | ST | 3G - East Central | 55 | 67 | 100 | $59,945 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.94 MM | 2.14 MM n/o 309 | 304 | 009021 | 6,384 | 20 | 127,680 | RMiC | ST | 3G - East Central | 55 | 67 | 100 | $95,963 | 19,938 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM US 101 | 0.61 MM | 307 | 000006 | 3,233 | 28 | 90,524 | RL | ST | 3F - East Northern | 73 | 57 | 100 | $58,759 | 37,622 | SINGLE CHIP SEAL |
| CANYON ROAD | 3.00 MM | 3.68 MM EOP | 308 | 030037 | 3,662 | 20 | 73,240 | RMiC | ST | 3G - East Central | 42 | 67 | 100 | $55,046 | 19,938 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 0.00 MP n/o 306 | 0.59 MP | 310 | 000006 | 3,290 | 18 | 59,220 | RMiC | ST | 3G - East Central | 35 | 67 | 100 | $44,509 | 19,938 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 1.44 MP | 2.44 MP | 310 | 014024 | 5,253 | 18 | 94,554 | RMiC | ST | 3G - East Central | 36 | 67 | 100 | $71,066 | 19,938 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 2.44 MP | 3.61 MM e/o US 101 | 310 | 024036 | 6,157 | 22 | 135,454 | RMiC | ST | 3G - East Central | 43 | 67 | 100 | $101,806 | 19,938 | SINGLE CHIP SEAL |
| STUMP ROAD | 0.00 MM n/o 429 | 0.22 MM END | 319J | 000002 | 1,169 | 22 | 25,718 | RL | ST | 2F - West Northern | 71 | 59 | 100 | $16,694 | 31,300 | SINGLE CHIP SEAL |
| LAYTONVILLE - DOS RIOS | 1.07 MM BOP | 1.23 MM EOP | 322 | 011012 | 871 | 24 | 20,904 | RMiC | ST | 3F - East Northern | 42 | 67 | 100 | $15,711 | 19,938 | SINGLE CHIP SEAL |
| EAST LANE | 3.35 MP | 3.32 MM w/o 327B | 327C | 034033 | 87 | 32 | 2,784 | RMiC | ST | 3F - East Northern | 42 | 67 | 100 | $2,092 | 19,938 | SINGLE CHIP SEAL |
| CRAWFORD ROAD | 1.00 MM | 1.32 MM s/o 337E at signpost | 337H-S | 010013 | 1,673 | 20 | 33,460 | RMiC | ST | 3F - East Northern | 64 | 67 | 100 | $25,148 | 19,938 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.03 MP | 2.96 MP | 338 | 020030 | 4,914 | 22 | 108,108 | RMaC | ST | 3F - East Northern | 38 | 67 | 100 | $81,253 | 19,938 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 6.45 MP | 7.33 MM EOP | 338 | 065073 | 6,229 | 22 | 137,038 | RMaC | ST | 3F - East Northern | 38 | 67 | 100 | $102,996 | 19,938 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LITTLE RIVER AIRPORT RO | 2.11 MP | 3.00 MP | 404 | 021030 | 4,979 | 18 | 89,622 | RMiC | ST | 2G - West Central | 39 | 67 | 100 | $67,359 | 19,938 | SINGLE CHIP SEAL |
| CARLSON STREET | 0.00 MM n/o 407C | 0.08 MM s/o 407A (minus 407 x | 407H | 000001 | 407 | 10 | 4,070 | RMiC | ST | 2G - West Central | 78 | 69 | 100 | $3,059 | 23,811 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 1.75 MP | 1.79 MM EOP | 429 | 018018 | 836 | 16 | 13,376 | RMaC | ST | 2F - West Northern | 47 | 67 | 100 | $10,053 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 3.44 | MP 3.65 | 429 | 034000 | 2,000 | 15 | 30,000 | RMaC | ST | 2F - West Northern | 65 | 67 | 100 | $22,548 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 6.00 | MP 7.00 | 429 | 060000 | 6,050 | 22 | 133,100 | RMiC | ST | 2F - West Northern | 51 | 67 | 100 | $100,037 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 7.00 | MP 7.67 | 429 | 070000 | 4,000 | 18 | 72,000 | RMiC | ST | 2F - West Northern | 43 | 67 | 100 | $54,114 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 12.08 MP | 13.09 MP | 429 | 121131 | 5,382 | 24 | 129,168 | RMaC | ST | 2F - West Northern | 70 | 67 | 100 | $97,081 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 13.09 MP | 14.19 MP | 429 | 131142 | 5,286 | 24 | 126,864 | RMaC | ST | 2F - West Northern | 64 | 67 | 100 | $95,350 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 15.14 MP | 15.93 MP | 429 | 151159 | 3,955 | 24 | 94,920 | RMaC | ST | 2F - West Northern | 61 | 67 | 100 | $71,341 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 15.93 MP | 17.05 MP | 429 | 159171 | 5,695 | 24 | 136,680 | RMaC | ST | 2F - West Northern | 47 | 67 | 100 | $102,727 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 18.10 MP | 19.17 MP | 429 | 181192 | 5,561 | 24 | 133,464 | RMaC | ST | 2F - West Northern | 36 | 67 | 100 | $100,310 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 20.18 MP | 21.64 MP | 429 | 202216 | 7,625 | 26 | 198,250 | RMaC | ST | 2F - West Northern | 44 | 67 | 100 | $149,003 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 23.31 MP | 24.61 MP | 429 | 233246 | 6,514 | 22 | 143,308 | RMaC | ST | 2F - West Northern | 42 | 67 | 100 | $107,709 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 25.75 MP | 25.88 MP w/o US 101 | 429 | 258259 | 428 | 24 | 10,272 | RMaC | ST | 2F - West Northern | 59 | 67 | 100 | $7,720 | 19,938 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM SH 271 | 0.28 MM END | 442A | 000003 | 1,496 | 27 | 42,874 | RL | ST | 2F - West Northern | 71 | 58 | 100 | $27,830 | 29,453 | SINGLE CHIP SEAL |
| OLD STAGE ROAD | 4.00 MP | 5.00 MP | 502 | 040050 | 5,133 | 20 | 102,660 | RMiC | ST | 2H - West Southern | 38 | 67 | 100 | $77,158 | 19,938 | SINGLE CHIP SEAL |
| OLD STAGE ROAD | 5.00 MP | 5.66 MM END s/o 122 | 502 | 050057 | 3,925 | 22 | 86,350 | RMiC | ST | 2H - West Southern | 41 | 67 | 100 | $64,900 | 19,938 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 3.00 MP | 4.00 MP | 503 | 030040 | 5,158 | 18 | 92,844 | RMiC | ST | 2H - West Southern | 78 | 69 | 100 | $69,781 | 24,593 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 6.00 MP | 6.20 MP e/o SH 1 | 503 | 060062 | 906 | 18 | 16,308 | RMiC | ST | 2H - West Southern | 63 | 67 | 100 | $12,257 | 19,938 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 2.00 MP | 2.99 MP | 506 | 020030 | 5,280 | 24 | 126,720 | RMiC | ST | 2H - West Southern | 47 | 67 | 100 | $95,241 | 19,938 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 2.99 MP | 4.00 MP | 506 | 030040 | 5,218 | 24 | 125,232 | RMiC | ST | 2H - West Southern | 36 | 67 | 100 | $94,123 | 19,938 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 5.00 MP | 5.95 MM s/o 505 at stop sign | 506 | 050060 | 5,386 | 24 | 129,264 | RMiC | ST | 2H - West Southern | 66 | 67 | 100 | $97,153 | 19,938 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 6.79 MP | 7.83 MP | 510 | 068078 | 5,366 | 22 | 118,052 | RMaC | ST | 2H - West Southern | 74 | 67 | 100 | $88,727 | 19,938 | SINGLE CHIP SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOUNTAIN VIEW ROAD | 7.83 MP | 9.00 MP | 510 | 078090 | 6,108 | 22 | 134,376 | RMaC | ST | 2H - West Southern | 75 | 67 | 100 | $100,996 | 19,938 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 16.95 MP | 18.27 MP | 510 | 170183 | 6,842 | 18 | 123,156 | RMaC | ST | 2H - West Southern | 75 | 67 | 100 | $92,563 | 19,938 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 19.33 MP | 20.30 MP | 510 | 193203 | 5,105 | 20 | 102,100 | RMaC | ST | 2H - West Southern | 73 | 67 | 100 | $76,737 | 19,938 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 22.33 MP | 23.34 MP | 510 | 223233 | 5,191 | 16 | 83,056 | RMaC | ST | 2H - West Southern | 74 | 67 | 100 | $62,424 | 19,938 | SINGLE CHIP SEAL |
| POPPY DRIVE | 0.84 MM e/o 633 | 1.76 MM s/o 619 | 623 | 008018 | 4,844 | 28 | 135,632 | RMaC | ST | 3G - East Central | 83 | 69 | 100 | $97,306 | 17,887 | SINGLE CHIP SEAL |
| COYOTE LANE | 0.00 MM e/o 628 | 0.17 MM END | 628A | 000002 | 928 | 22 | 22,723 | RL | ST | 3G - East Central | 71 | 59 | 100 | $14,750 | 31,280 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | | Treatment Total | $3,909,512 | | |
| | | | | | | | Year 2033 Area Total | 5,779,783 | | | | | Year 2033 Total | $5,498,821 | | |

## Year: 2034

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NO NAME | 0.00 MM w/o 337H-N | 0.75 MM w/o SH 162 | 337D | 000008 | 3,966 | 20 | 79,320 | RL | ST | 3F - East Northern | 9 | 0 | 100 | $281,903 | 13,885 | AC OVERLAY(2 INCHES) |
| NO NAME | 0.00 MM END | 0.19 MM e/o 337H | 337F | 000002 | 1,014 | 18 | 18,252 | RL | ST | 3F - East Northern | 5 | 0 | 100 | $64,868 | 13,885 | AC OVERLAY(2 INCHES) |
| FRAZIER LANE | 0.00 MM n/o SH 162 | 0.50 MM END | 337K | 000005 | 2,644 | 14 | 37,016 | RL | ST | 3F - East Northern | 18 | 0 | 100 | $131,555 | 13,885 | AC OVERLAY(2 INCHES) |
| HENDERSON ROAD | 0.00 MM BOP | 0.67 MM w/o 337H | 337P | 000007 | 3,525 | 19 | 66,975 | RL | ST | 3F - East Northern | 10 | 0 | 100 | $238,029 | 13,885 | AC OVERLAY(2 INCHES) |
| HENDERSON ROAD | 0.67 MM e/o 337H | 0.90 MM w/o 337N at white lin | 337P | 007009 | 1,248 | 16 | 19,968 | RL | ST | 3F - East Northern | 12 | 0 | 100 | $70,966 | 13,885 | AC OVERLAY(2 INCHES) |
| SHORT CREEK ROAD | 0.33 MM width change | 0.98 MM s/o SH 162 | 339-N | 003010 | 3,434 | 20 | 68,680 | RL | ST | 3F - East Northern | 6 | 0 | 100 | $244,088 | 13,885 | AC OVERLAY(2 INCHES) |
| SHORT CREEK ROAD | 0.00 MM n/o 327C | 0.62 MM END at creek | 339-S | 000006 | 3,270 | 22 | 71,940 | RL | ST | 3F - East Northern | 22 | 0 | 100 | $255,674 | 13,885 | AC OVERLAY(2 INCHES) |
| SOUTH AIRPORT ROAD | 0.43 MM 340 e/o sw bend | 1.20 MM s/o 337B | 340 | 004012 | 4,087 | 18 | 73,566 | RL | ST | 3F - East Northern | 15 | 0 | 100 | $261,453 | 13,885 | AC OVERLAY(2 INCHES) |
| NO NAME | 0.32 MM pavement change | 0.57 MM END | 343 | 003006 | 1,372 | 18 | 26,442 | RL | ST | 3F - East Northern | 1 | 0 | 100 | $93,975 | 13,885 | AC OVERLAY(2 INCHES) |
| BLACKHAWK DRIVE | 0.00 MM w/o 370 | 1.00 MM | 371 | 000010 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 18 | 0 | 100 | $300,241 | 13,885 | AC OVERLAY(2 INCHES) |
| HOWARD STREET | 0.00 MM n/o 407E | 0.08 MM s/o 407C | 407N | 000001 | 410 | 22 | 9,020 | RL | ST | 2G - West Central | 9 | 0 | 100 | $32,057 | 13,885 | AC OVERLAY(2 INCHES) |
| HOWARD STREET | 0.08 MM n/o 407C | 0.20 MM s/o 408 | 407N | 001002 | 614 | 22 | 13,508 | RL | ST | 2G - West Central | 4 | 0 | 100 | $48,007 | 13,885 | AC OVERLAY(2 INCHES) |
| CLARK STREET | 0.00 MM n/o 407R | 0.11 M n/o 407R (PAVT CHANGE) | 407Q | 000002 | 600 | 18 | 10,800 | RL | ST | 2G - West Central | 12 | 0 | 100 | $38,383 | 13,885 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2034

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JACKSON STREET | 0.00 MM e/o SH 1 | 0.08 MM END | 407R | 000001 | 399 | 16 | 6,384 | RL | ST | 2G - West Central | 19 | 0 | 100 | $22,689 | 13,885 | AC OVERLAY(2 INCHES) |
| CRESTWOOD DRIVE | 0.00 MM s/o 407R | 0.23 MM END | 407RR | 000002 | 1,224 | 25 | 30,600 | RL | ST | 2G - West Central | 12 | 0 | 100 | $108,752 | 13,885 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | | Treatment Total | | $2,192,640 | | |
| BRANSCOMB ROAD | 2.55 MM BOP | 2.75 MP | 429 | 026028 | 74 | 15 | 1,110 | RMiC | AC | 2F - West Northern | 42 | 83 | 90 | $1,328 | 10,172 | Cape Seal w/Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $1,328 | | |
| SOUTH STATE STREET | 0.00 MM n/o SH 253 | 1.10 MM s/o 267 | 104A | 000011 | 5,791 | 26 | 150,566 | RMiA | AC | 3H - East Southern | 70 | 66 | 76 | $196,031 | 16,580 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| SOUTH DORA | 0.00 MM n/o 252F | 0.48 MM pavement change | 209 | 000005 | 2,529 | 22 | 55,638 | RMiA | AC/AC | 3H - East Southern | 62 | 57 | 68 | $72,438 | 14,492 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $268,469 | | |
| CASPAR STREET | 0.00 MM e/o 569 | 0.23 MM w/o SH 1 | 410E | 000002 | 1,216 | 24 | 29,184 | RL | AC/AC | 2G - West Central | 46 | 46 | 100 | $102,693 | 13,992 | Thin Mill and Overlay w/ 5% Digouts |
| LIGHTHOUSE ROAD | 1.00 MM | 2.17 MM EOP | 509 | 010022 | 6,172 | 14 | 86,408 | RL | AC/AC | 2H - West Southern | 64 | 47 | 100 | $304,053 | 13,997 | Thin Mill and Overlay w/ 5% Digouts |
| LAKE STREET | 0.00 MM w/o MAIN ST at signpo | 0.46 MM e/o SH 1 at LAKE ST s | LAKEST | 000005 | 2,439 | 21 | 51,219 | RL | AC/AC | PA - Point Arena (part of 2H) | 58 | 44 | 100 | $180,230 | 14,056 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | | Treatment Total | | $586,976 | | |
| ALBION RIVER SOUTH SIDE | 0.07 MM road narrows n/o 402C | 0.10 MM EOP | 402A | 001001 | 120 | 12 | 1,440 | RL | AC/AC | 2G - West Central | 15 | 0 | 100 | $11,097 | 6,817 | 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS |
| | | | | | | | | | | | | Treatment Total | | $11,097 | | |
| MOUNTAIN HOUSE ROAD | LAFRANCHI ROAD | US 101 | 111 | 080093 | 4,420 | 20 | 88,400 | RMiC | ST | 3G - East Central | 84 | 68 | 100 | $65,323 | 18,897 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 0.00 MP e/o SH 1 | 0.94 MP | 122 | 000009 | 4,911 | 18 | 88,398 | RMiC | ST | 2H - West Southern | 71 | 67 | 100 | $68,432 | 19,357 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 2.75 MP | 3.75 MP | 132 | 028038 | 5,277 | 20 | 105,540 | RMiC | ST | 2H - West Southern | 85 | 70 | 100 | $81,702 | 15,544 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 9.11 MP | 10.03 MP | 132 | 091100 | 4,775 | 22 | 105,050 | RMiC | ST | 2H - West Southern | 78 | 67 | 100 | $81,323 | 19,357 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.02 MP | 14.90 MP | 132 | 140149 | 4,510 | 22 | 99,220 | RMiC | ST | 2H - West Southern | 79 | 67 | 100 | $76,810 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.50 MM n/o SH 175 | 2.72 MP | 201 | 015027 | 6,361 | 22 | 139,942 | RMaC | ST | 3H - East Southern | 71 | 67 | 100 | $108,334 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 2.72 MP | 3.86 MP | 201 | 027039 | 5,902 | 22 | 129,844 | RMaC | ST | 3H - East Southern | 69 | 67 | 100 | $100,517 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 3.86 MP | 4.73 MP | 201 | 039047 | 4,404 | 22 | 96,888 | RMaC | ST | 3H - East Southern | 72 | 67 | 100 | $75,005 | 19,357 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2034

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OLD RIVER ROAD | 6.67 MP | 7.54 MP | 201 | 067075 | 4,547 | 22 | 100,034 | RMaC | ST | 3H - East Southern | 74 | 67 | 100 | $77,440 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 7.54 MP | 8.56 MP | 201 | 075086 | 5,495 | 22 | 120,890 | RMaC | ST | 3H - East Southern | 73 | 67 | 100 | $93,585 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 8.56 MP | 9.42 MP | 201 | 086094 | 4,435 | 22 | 97,570 | RMaC | ST | 3H - East Southern | 72 | 67 | 100 | $75,533 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 10.71 MP | 11.86 MP | 201 | 107119 | 5,979 | 22 | 131,538 | RMaC | ST | 3H - East Southern | 70 | 67 | 100 | $101,828 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 12.75 MP | 13.56 MP | 201 | 130140 | 4,276 | 22 | 94,072 | RMaC | ST | 3H - East Southern | 49 | 67 | 100 | $72,825 | 19,357 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | 0.00 MM Willits City Limits | BRAY RD | 303 | 000002 | 1,881 | 20 | 37,620 | RMaC | ST | 3G - East Central | 53 | 67 | 100 | $29,123 | 19,357 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.96 MP | 3.96 MM | 338 | 030040 | 5,280 | 22 | 116,160 | RMaC | ST | 3F - East Northern | 48 | 67 | 100 | $89,924 | 19,357 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 3.96 MM | 4.50 MP | 338 | 040045 | 2,513 | 22 | 55,286 | RMaC | ST | 3F - East Northern | 69 | 67 | 100 | $42,799 | 19,357 | SINGLE CHIP SEAL |
| LITTLE RIVER AIRPORT RO | 0.00 MP e/o SH 1 | 1.00 MP | 404 | 000010 | 5,180 | 22 | 113,960 | RMiC | ST | 2G - West Central | 46 | 67 | 100 | $88,221 | 19,357 | SINGLE CHIP SEAL |
| HEESER DRIVE | 0.00 MM w/o 407F | 0.94 MM w/o 500 | 407FF | 000009 | 4,984 | 20 | 99,680 | RMiC | ST | 2G - West Central | 74 | 67 | 100 | $77,166 | 19,357 | SINGLE CHIP SEAL |
| RUNDLE STREET | 0.00 MM s/o 407C | 0.06 MM END | 407G | 000001 | 329 | 10 | 3,290 | RMiC | ST | 2G - West Central | 84 | 69 | 100 | $2,547 | 17,354 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 2.97 | MP 3.44 | 429 | 030000 | 3,000 | 20 | 60,000 | RMiC | ST | 2F - West Northern | 51 | 67 | 100 | $46,448 | 19,357 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 3.75 | MP 4.00 | 429 | 037500 | 2,050 | 15 | 30,750 | RMiC | ST | 2F - West Northern | 79 | 68 | 100 | $23,805 | 25,433 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 5.00 | MP 6.00 | 429 | 050000 | 5,200 | 22 | 114,400 | RMaC | ST | 2F - West Northern | 84 | 69 | 100 | $88,561 | 17,503 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 9.09 MP | 9.95 MP | 429 | 091100 | 3,682 | 24 | 88,368 | RMiC | ST | 2F - West Northern | 73 | 67 | 100 | $68,409 | 19,357 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 17.05 MP | 18.10 MP | 429 | 171181 | 5,351 | 24 | 128,424 | RMaC | ST | 2F - West Northern | 50 | 67 | 100 | $99,418 | 19,357 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 1.94 MP | 3.00 MP | 503 | 019030 | 5,502 | 20 | 110,040 | RMiC | ST | 2H - West Southern | 80 | 70 | 100 | $85,186 | 22,886 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 4.00 MP | 5.00 MP | 503 | 040050 | 5,345 | 18 | 96,210 | RMiC | ST | 2H - West Southern | 51 | 67 | 100 | $74,480 | 19,357 | SINGLE CHIP SEAL |
| TEN MILE CUT OFF ROAD | 1.00 MP | 1.41 MM END s/o 506 north bra | 503A | 010014 | 2,137 | 22 | 47,014 | RMiC | ST | 2H - West Southern | 73 | 67 | 100 | $36,395 | 19,357 | SINGLE CHIP SEAL |
| WINDY HOLLOW ROAD | 0.76 MP | 1.56 MM n/o 508A at signpost | 508 | 008016 | 4,261 | 18 | 76,698 | RMiC | ST | 2H - West Southern | 80 | 69 | 100 | $59,375 | 20,080 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 18.27 MP | 19.33 MP | 510 | 183193 | 5,635 | 20 | 112,700 | RMaC | ST | 2H - West Southern | 85 | 70 | 100 | $83,280 | 16,353 | SINGLE CHIP SEAL |
| CAMERON ROAD | 1.01 MP | 2.03 MP | 516 | 010020 | 5,063 | 18 | 91,134 | RL | ST | 2G - West Central | 80 | 60 | 100 | $60,930 | 26,511 | SINGLE CHIP SEAL |
| CAMERON ROAD | 3.18 MP | 4.14 MP | 516 | 032041 | 4,750 | 18 | 85,500 | RL | ST | 2G - West Central | 79 | 59 | 100 | $57,163 | 26,789 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2034

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAMERON ROAD | 4.14 MP | 5.31 MP | 516 | 041053 | 5,851 | 20 | 117,020 | RL | ST | 2G - West Central | 80 | 60 | 100 | $78,236 | 26,671 | SINGLE CHIP SEAL |
| GOOSE ROAD | 0.00 MM w/o 604 | 1.22 MM e/o 641 | 640 | 000012 | 6,427 | 24 | 154,248 | RMiC | ST | 3G - East Central | 84 | 68 | 100 | $113,981 | 18,964 | SINGLE CHIP SEAL |
| PORT ROAD | 0.21 MM intersection w/Iverso | 0.98 MM e/o parking lot | PORTRD | 002010 | 4,101 | 20 | 82,020 | RL | ST | PA - Point Arena (part of 2H) | 72 | 58 | 100 | $54,836 | 30,824 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | | Treatment Total | $2,438,941 | | |
| | | | | | | | Year 2034 Area Total | 4,210,424 | | | | | Year 2034 Total | $5,499,450 | | |

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACKHAWK DRIVE | 1.00 MM | 2.00 MM | 371 | 010020 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 7 | 0 | 100 | $309,249 | 13,480 | AC OVERLAY(2 INCHES) |
| BLACKHAWK DRIVE | 3.00 MM | 3.95 MM END e/o Williams Ranc | 371 | 030040 | 4,995 | 16 | 79,920 | RL | ST | 3G - East Central | 17 | 0 | 100 | $292,556 | 13,480 | AC OVERLAY(2 INCHES) |
| RIDGEVIEW ROAD | 0.00 MM at gate e/o 373 | 1.26 MM at end of circle | 372 | 000013 | 6,652 | 16 | 107,595 | RL | ST | 3G - East Central | 15 | 0 | 100 | $393,864 | 13,480 | AC OVERLAY(2 INCHES) |
| PINE STREET | 0.15 MM w/o 407Q | 0.22 MM END | 407S | 002003 | 340 | 12 | 4,080 | RL | ST | 2G - West Central | 10 | 0 | 100 | $14,935 | 13,480 | AC OVERLAY(2 INCHES) |
| CAHTO STREET | 0.00 MM e/o 407M | 0.10 MM w/o 500 | 408B | 000001 | 526 | 12 | 6,312 | RL | ST | 2G - West Central | 7 | 0 | 100 | $23,106 | 13,480 | AC OVERLAY(2 INCHES) |
| NORTH BIG RIVER ROAD | 0.00 MM e/o SH 1 | 0.09 MM END | 408C | 000001 | 483 | 18 | 8,694 | RL | ST | 2G - West Central | 20 | 0 | 100 | $31,825 | 13,480 | AC OVERLAY(2 INCHES) |
| CASPAR FRONTAGE ROAD WE | 0.00 MM e/o 569 | 0.30 MM END | 410B | 000003 | 1,567 | 10 | 19,894 | RL | ST | 2G - West Central | 9 | 0 | 100 | $72,824 | 13,480 | AC OVERLAY(2 INCHES) |
| CYPRESS LANE | 0.00 MM n/o 411A | 0.13 MM n/o 411 | 411B | 000001 | 680 | 18 | 12,240 | RL | ST | 2G - West Central | 9 | 0 | 100 | $44,806 | 13,480 | AC OVERLAY(2 INCHES) |
| TREGONING DRIVE | 0.00 MM e/o 436 | 0.09 MM w/o SH 1 | 412D | 000001 | 475 | 10 | 4,750 | RL | ST | 2G - West Central | 7 | 0 | 100 | $17,388 | 13,480 | AC OVERLAY(2 INCHES) |
| BABCOCK LANE | 0.00 MM n/o SH 20 | 0.17 MM END | 415G | 000002 | 900 | 14 | 12,600 | RL | ST | 2G - West Central | 0 | 0 | 100 | $46,124 | 13,480 | AC OVERLAY(2 INCHES) |
| FORT BRAGG - SHERWOOD R | 29.53 MP | 30.68 MM at phone cable sign | 419 | 295307 | 6,161 | 20 | 123,220 | RL | ST | 3G - East Central | 11 | 0 | 100 | $451,061 | 13,480 | AC OVERLAY(2 INCHES) |
| DENNISON LANE | 0.00 MM e/o 420B | 0.15 MM n/o new city pavement | 420A | 000002 | 779 | 14 | 10,906 | RL | ST | 2G - West Central | 16 | 0 | 100 | $39,923 | 13,480 | AC OVERLAY(2 INCHES) |
| MONSEN WAY | 0.00 MM n/o 419 | 0.15 MM n/o 420 | 420C | 000002 | 782 | 16 | 12,512 | RL | ST | 2G - West Central | 5 | 0 | 100 | $45,802 | 13,480 | AC OVERLAY(2 INCHES) |
| BURROWS RANCH ROAD | 0.00 MM n/o 424 | 0.29 MM END | 424A | 000003 | 1,516 | 18 | 27,288 | RL | ST | 2G - West Central | 5 | 0 | 100 | $99,891 | 13,480 | AC OVERLAY(2 INCHES) |
| ODOM LANE | 0.40 MM at stop sign | 0.50 MM END | 424C | 004005 | 447 | 16 | 7,152 | RL | ST | 2G - West Central | 20 | 0 | 100 | $26,181 | 13,480 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HAPPY LANE | 0.00 MM e/o SH1 | 0.19 MM END EOP | 424E | 000002 | 996 | 17 | 16,932 | RL | ST | 2G - West Central | 13 | 0 | 100 | $61,982 | 13,480 | AC OVERLAY(2 INCHES) |
| WESTWOOD DRIVE | 0.00 MM e/o 424D | 0.48 MM END | 424F | 000005 | 2,516 | 18 | 47,875 | RL | ST | 2G - West Central | 20 | 0 | 100 | $175,252 | 13,480 | AC OVERLAY(2 INCHES) |
| SHADY LANE | 0.00 MM n/o 424F | 0.12 MM END | 424G | 000001 | 637 | 16 | 11,938 | RL | ST | 2G - West Central | 13 | 0 | 100 | $43,700 | 13,480 | AC OVERLAY(2 INCHES) |
| PINE STREET (Cleone) | 0.00 MM n/o 425C | 0.15 MM s/o 425C | 425D | 000002 | 774 | 16 | 12,384 | RL | ST | 2G - West Central | 3 | 0 | 100 | $45,333 | 13,480 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | | Treatment Total | | $2,235,800 | | |
| NORTH STATE STREET | KUKI LN | change to 2 lanes | 104 | 001006 | 1,672 | 60 | 100,320 | RMiA | AC/AC | 3G - East Central | 75 | 68 | 78 | $134,531 | 15,107 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $134,531 | | |
| SANEL STREET | 0.00 MM w/o 115F | 0.03 MM s/o 115E | 115B | 000000 | 170 | 18 | 3,060 | RL | AC/AC | 3H - East Southern | 95 | 77 | 85 | $2,107 | 15,548 | Slurry Seal w/ Crack Seal |
| NO NAME | 0.00 MM n/o SH 128 | 0.02 MM END | 150B | 000000 | 78 | 24 | 1,872 | RL | AC/AC | 3H - East Southern | 70 | 69 | 78 | $1,289 | 21,225 | Slurry Seal w/ Crack Seal |
| ARDESCH CT | APPOLINARES DR | END | 214B | 000003 | 151 | 34 | 5,134 | RL | AC | 3H - East Southern | 87 | 79 | 86 | $3,535 | 24,549 | Slurry Seal w/ Crack Seal |
| REEVES CANYON ROAD | 0.00 MM US 101 | 0.18 MM EOP | 219 | 000002 | 946 | 22 | 20,812 | RL | AC/AC | 3G - East Central | 65 | 65 | 75 | $14,332 | 22,753 | Slurry Seal w/ Crack Seal |
| VINTAGE DRIVE | BELTRAMI DR | KENNWOOD DR | 227K | 100 | 528 | 36 | 19,008 | RL | AC | 3G - East Central | 80 | 78 | 86 | $13,089 | 21,998 | Slurry Seal w/ Crack Seal |
| SCHOOL WAY | 0.00 MM END of circle | 0.25 MM w/o 237 | 236 | 000003 | 1,326 | 22 | 32,436 | RL | AC/AC | 3G - East Central | 80 | 79 | 87 | $22,336 | 22,567 | Slurry Seal w/ Crack Seal |
| CANYON DRIVE | 0.00 MM w/o 312C | 0.02 MM END | 312D | 000000 | 100 | 22 | 2,200 | RL | AC/AC | 3G - East Central | 66 | 66 | 75 | $1,515 | 22,402 | Slurry Seal w/ Crack Seal |
| CENTER STREET | 0.00 MM e/o SH 1 | 0.05 MM END EOP | 546 | 000001 | 246 | 20 | 4,920 | RL | AC/AC | 2H - West Southern | 63 | 61 | 72 | $3,388 | 18,935 | Slurry Seal w/ Crack Seal |
| MALLO PASS DRIVE | 0.00 MM n/o 551 | 0.19 MM END | 547 | 000002 | 992 | 22 | 21,824 | RL | AC/AC | 2H - West Southern | 74 | 73 | 82 | $15,029 | 22,361 | Slurry Seal w/ Crack Seal |
| NAVARRO WAY | 0.44 MM e/o 553 proper | 0.48 MM w/o SH 1 | 553 | 004005 | 232 | 24 | 5,568 | RL | AC/AC | 2H - West Southern | 69 | 68 | 77 | $3,834 | 21,504 | Slurry Seal w/ Crack Seal |
| PIRATES DRIVE | 0.00 MM w/o SH 1 | 0.09 MM END | 562 | 000001 | 492 | 18 | 10,602 | RL | AC/AC | 2H - West Southern | 63 | 62 | 72 | $7,301 | 20,547 | Slurry Seal w/ Crack Seal |
| SEA CYPRESS DRIVE | 0.31 MM pavement change | 0.35 MM END EOP | 568 | 004004 | 908 | 24 | 21,792 | RL | AC/AC | 2H - West Southern | 79 | 78 | 86 | $15,007 | 23,311 | Slurry Seal w/ Crack Seal |
| CYPRESS POINT ROAD | 0.00 MM n/o 568 | 0.23 MM n/o 568 | 576 | 000002 | 1,198 | 20 | 23,960 | RL | AC/AC | 2H - West Southern | 89 | 80 | 87 | $16,500 | 21,750 | Slurry Seal w/ Crack Seal |
| ARENA COURT | 0.00 MM s/o 551 | 0.06 MM END | 584 | 000001 | 320 | 22 | 9,347 | RL | AC/AC | 2H - West Southern | 87 | 80 | 88 | $6,437 | 26,575 | Slurry Seal w/ Crack Seal |
| MAIZE COURT | 0.00 MM e/o 614 | 0.03 MM END | 616A | 000000 | 178 | 22 | 5,422 | RL | AC/AC | 3G - East Central | 77 | 78 | 86 | $3,734 | 26,286 | Slurry Seal w/ Crack Seal |
| PERCH DRIVE | 0.00 MM w/o 623 | 0.22 MM surface change | 635 | 000002 | 1,163 | 22 | 122,254 | RL | AC/AC | 3G - East Central | 74 | 74 | 83 | $84,188 | 25,391 | Slurry Seal w/ Crack Seal |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PERCH WAY | 0.09 MM w/o 636 surface chang | 0.40 MM w/o 638 | 637 | 001004 | 1,619 | 24 | 38,856 | RL | AC/AC | 3G - East Central | 68 | 68 | 77 | $26,757 | 22,951 | Slurry Seal w/ Crack Seal |
| IVERSON AVENUE | 0.00 MM w/o SH 1 | 0.22 MM s/o PORT RD at stop | IVERSO | 000002 | 1,162 | 18 | 20,916 | RL | AC/AC | PA - Point Arena (part of 2H) | 80 | 79 | 87 | $14,403 | 22,186 | Slurry Seal w/ Crack Seal |
| MILL STREET | 0.00 MM e/o SH 1 | 0.18 MM END | MILLST | 000002 | 968 | 32 | 30,976 | RL | AC/AC | PA - Point Arena (part of 2H) | 77 | 76 | 84 | $21,331 | 22,330 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $276,113 | | |
| KUKI LANE | 0.08 MM s/o 250A | 0.15 MM END | 250A | 001002 | 373 | 20 | 7,460 | RL | AC/AC | 3G - East Central | 60 | 45 | 100 | $27,038 | 13,557 | Thin Mill and Overlay w/ 5% Digouts |
| NO NAME | 0.13 M n/o SH162 (PAVT CHANGE) | 0.32 MM pavement change | 343 | 000006 | 961 | 24 | 23,064 | RL | AC/AC | 3F - East Northern | 60 | 44 | 100 | $83,592 | 13,635 | Thin Mill and Overlay w/ 5% Digouts |
| BREWERY GLUCH DRIVE | SH 1 (N) | SH 1 (S) | 500B | 000006 | 2,964 | 20 | 59,280 | RL | AC/AC | 2G - West Central | 60 | 45 | 100 | $214,853 | 13,574 | Thin Mill and Overlay w/ 5% Digouts |
| FOREST VIEW ROAD | 0.00 MM s/o 551 | 0.74 MM w/o 551 | 551A | 000007 | 3,892 | 24 | 93,408 | RL | AC/AC | 2H - West Southern | 65 | 46 | 100 | $338,545 | 13,609 | Thin Mill and Overlay w/ 5% Digouts |
| NAVARRO WAY | 0.00 MM END south | 0.44 MM END north | 553 | 000004 | 2,330 | 22 | 52,986 | RL | AC/AC | 2H - West Southern | 59 | 44 | 100 | $192,041 | 13,664 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $856,069 | | |
| MALLO PASS COURT | 0.00 MM w/o 547 | 0.03 MM END | 548 | 000000 | 178 | 12 | 2,136 | RL | AC/AC | 2H - West Southern | 17 | 0 | 100 | $16,954 | 6,618 | 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS |
| | | | | | | | | | | | Treatment Total | | | $16,954 | | |
| PRATT RANCH ROAD | 1.00 MM | 1.35 MM END | 116A | 010014 | 1,862 | 18 | 33,516 | RL | ST | 3H - East Southern | 81 | 59 | 100 | $23,080 | 26,418 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 1.92 MP | 2.75 MP | 132 | 019028 | 4,029 | 20 | 80,580 | RMiC | ST | 2H - West Southern | 85 | 69 | 100 | $64,251 | 16,628 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 7.88 MP | 9.11 MP | 132 | 079091 | 5,775 | 22 | 127,050 | RMiC | ST | 2H - West Southern | 81 | 69 | 100 | $101,305 | 20,823 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 10.03 MP | 10.99 MP | 132 | 100110 | 4,979 | 22 | 109,538 | RMiC | ST | 2H - West Southern | 74 | 67 | 100 | $87,341 | 18,793 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.90 MP | 15.89 MP | 132 | 149159 | 5,284 | 24 | 126,816 | RMiC | ST | 2H - West Southern | 80 | 67 | 100 | $101,118 | 18,793 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 15.89 MP | 16.76 MP | 132 | 159168 | 4,507 | 24 | 108,168 | RMiC | ST | 2H - West Southern | 80 | 67 | 100 | $86,249 | 18,793 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 16.76 MP | 17.86 MP s/o SH 128 | 132 | 168179 | 5,717 | 22 | 125,774 | RMiC | ST | 2H - West Southern | 79 | 67 | 100 | $100,287 | 18,793 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 5.73 MP | 6.67 MP | 201 | 057067 | 4,931 | 22 | 108,482 | RMaC | ST | 3H - East Southern | 75 | 67 | 100 | $86,499 | 18,793 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 24.45 MP | 25.66 MP | 223 | 245257 | 6,207 | 18 | 111,726 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $89,086 | 18,793 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 25.66 MP | 26.00 MP | 223 | 257260 | 1,771 | 18 | 31,878 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $25,418 | 18,793 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORR SPRINGS ROAD | 26.00 MP | 27.04 MP | 223 | 260270 | 5,339 | 16 | 85,424 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $68,114 | 18,793 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 27.98 MP | 28.84 MP | 223 | 280288 | 4,385 | 18 | 78,930 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $62,936 | 18,793 | SINGLE CHIP SEAL |
| EEL RIVER ROAD | 6.10 MM pavement change | 6.34 MM EOP 144' past end pav | 240B | 061064 | 1,292 | 22 | 28,424 | RMiC | ST | 3G - East Central | 75 | 67 | 100 | $22,664 | 18,793 | SINGLE CHIP SEAL |
| LOGAN LANE | 0.00 MM s/o SH 162 | 0.99 MM END | 337M | 000010 | 5,248 | 18 | 97,679 | RL | ST | 3F - East Northern | 74 | 58 | 100 | $67,265 | 29,230 | SINGLE CHIP SEAL |
| CASPAR ORCHARD ROAD | 0.00 MM s/o 411A | 0.22 MM n/o Caspar Logging Ro | 410 | 000002 | 1,165 | 20 | 23,300 | RL | ST | 2G - West Central | 20 | 59 | 100 | $16,045 | 26,786 | SINGLE CHIP SEAL |
| CASPAR ORCHARD ROAD | 0.22 MM n/o Caspar Logging Ro | 0.95 MM EOP | 410 | 002010 | 3,875 | 12 | 46,500 | RL | ST | 2G - West Central | 24 | 59 | 100 | $32,021 | 26,786 | SINGLE CHIP SEAL |
| FERN CREEK ROAD | 0.00 MM e/o SH 1 | 0.96 MM END | 411A | 000010 | 5,067 | 24 | 121,608 | RL | ST | 2G - West Central | 30 | 59 | 100 | $83,743 | 26,786 | SINGLE CHIP SEAL |
| SUMMERS LANE | 0.22 MM | 0.74 MM END | 415D | 002007 | 2,729 | 21 | 57,309 | RL | ST | 2G - West Central | 81 | 60 | 100 | $39,465 | 26,115 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 0.00 MP e/o SH 1 | 1.00 MP | 510 | 000010 | 5,211 | 22 | 114,642 | RMaC | ST | 2H - West Southern | 81 | 67 | 100 | $91,411 | 18,793 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 6.00 MP | 6.79 MP | 510 | 060068 | 4,167 | 20 | 83,340 | RMaC | ST | 2H - West Southern | 85 | 68 | 100 | $66,452 | 18,220 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 11.00 MP | 12.06 MP | 510 | 110121 | 5,512 | 22 | 121,264 | RMaC | ST | 2H - West Southern | 81 | 67 | 100 | $96,691 | 18,793 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 16.39 MP | 16.95 MP | 510 | 164170 | 2,895 | 20 | 57,900 | RMaC | ST | 2H - West Southern | 81 | 67 | 100 | $46,167 | 18,793 | SINGLE CHIP SEAL |
| CAMERON ROAD | 0.00 MM e/o SH 1 | 1.01 MP | 516 | 000010 | 4,947 | 16 | 79,152 | RL | ST | 2G - West Central | 81 | 60 | 100 | $54,506 | 26,108 | SINGLE CHIP SEAL |
| POINT CABRILLO DRIVE | 0.00 MP w/o SH 1 | 1.09 MP | 564 | 000011 | 5,621 | 22 | 123,662 | RL | ST | 2G - West Central | 83 | 59 | 100 | $85,157 | 26,786 | SINGLE CHIP SEAL |
| POINT CABRILLO DRIVE | 1.09 MP | 2.13 MP | 564 | 011021 | 5,351 | 22 | 117,722 | RL | ST | 2G - West Central | 85 | 59 | 100 | $81,067 | 26,786 | SINGLE CHIP SEAL |
| POINT CABRILLO DRIVE | 2.13 MP | 2.89 MM w/o SH 1 | 564 | 021029 | 4,295 | 22 | 94,490 | RL | ST | 2G - West Central | 85 | 59 | 100 | $65,069 | 26,786 | SINGLE CHIP SEAL |
| CASPAR ROAD | 0.00 MM n/o 410B | 0.78 MM w/o SH 1 | 569 | 000008 | 4,129 | 22 | 90,838 | RL | ST | 2G - West Central | 80 | 59 | 100 | $62,554 | 26,786 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 2.39 MM n/o 606 | 3.52 MM s/o 603 | 604 | 024035 | 5,954 | 28 | 166,712 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $132,930 | 18,793 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 3.52 MM s/o 603 | 3.87 MM e/o 623 surface chang | 604 | 035039 | 1,849 | 28 | 51,772 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $41,281 | 18,793 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | | Treatment Total | $1,980,174 | | |
| | | | | | | | Year 2035 Area Total | | 3,954,581 | | | | Year 2035 Total | $5,499,641 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTH STATE STREET | 1.32 MM changes to 3-lanes | 1.45 MM Ukiah City Limits | 104A | 013015 | 680 | 38 | 25,840 | RL | AC | 3H - East Southern | 82 | 77 | 85 | $18,328 | 18,798 | Slurry Seal w/ Crack Seal |
| DEERWOOD DRIVE EXT. | 0.96 MM e/o 255 | 2180 FT E/O 255 | 215BX | 010017 | 2,180 | 18 | 39,240 | RL | AC/AC | 3G - East Central | 64 | 61 | 72 | $27,833 | 19,409 | Slurry Seal w/ Crack Seal |
| VAN HOUSEN DRIVE | KENNWOOD DR | BELTRAMI DR | 227L | 100 | 417 | 36 | 15,012 | RL | AC | 3G - East Central | 72 | 68 | 77 | $10,648 | 18,699 | Slurry Seal w/ Crack Seal |
| RIVER VIEW DRIVE | EAST END | WEST END | 227O | 100 | 536 | 37 | 19,832 | RL | AC | 3G - East Central | 81 | 77 | 85 | $14,067 | 19,578 | Slurry Seal w/ Crack Seal |
| THIRD STREET | 0.00 MM n/o 229B MOORE ST | 104 N. STATE STREET | 229A | 000001 | 722 | 20 | 14,440 | RL | AC/AC | 3G - East Central | 63 | 61 | 71 | $10,242 | 19,395 | Slurry Seal w/ Crack Seal |
| HIGH SCHOOL STREET | 0.18 MM n/o 334D | 0.25 MM END | 335A | 002003 | 386 | 26 | 10,036 | RL | AC/AC | 3F - East Northern | 73 | 69 | 78 | $7,118 | 18,938 | Slurry Seal w/ Crack Seal |
| ALBION RIDGE ROAD | 0.00 MM e/o SH 1 | 0.75 MP | 402 | 000008 | 3,988 | 20 | 79,760 | RL | AC | 2G - West Central | 78 | 74 | 82 | $56,573 | 19,592 | Slurry Seal w/ Crack Seal |
| GORDON LANE | 0.00 MM e/o SH 1 | 0.70 MM END | 404A | 000007 | 3,680 | 20 | 73,600 | RL | AC/AC | 2G - West Central | 89 | 79 | 87 | $52,204 | 22,258 | Slurry Seal w/ Crack Seal |
| UKIAH STREET | 0.41 MM e/o 500 | 0.55 MM w/o 407P | 407C | 004006 | 742 | 30 | 22,260 | RL | AC/AC | 2G - West Central | 80 | 79 | 87 | $15,789 | 24,779 | Slurry Seal w/ Crack Seal |
| OLD STATE HIGHWAY | 0.32 MM w/o 502 road narrows | 0.45 MM END | 501A | 003005 | 704 | 16 | 11,264 | RL | AC/AC | 2H - West Southern | 89 | 80 | 87 | $7,989 | 22,325 | Slurry Seal w/ Crack Seal |
| POMO LAKE DRIVE | 0.40 MM pavement change | 0.60 MM n/o 551A | 551 | 004006 | 1,052 | 26 | 27,352 | RL | AC/AC | 2H - West Southern | 70 | 68 | 77 | $19,400 | 20,597 | Slurry Seal w/ Crack Seal |
| FOREST VIEW COURT | 0.00 MM s/o 551A | 0.03 MM END | 551C | 000000 | 140 | 24 | 4,744 | RL | AC/AC | 2H - West Southern | 76 | 68 | 77 | $3,365 | 15,532 | Slurry Seal w/ Crack Seal |
| GARCIA COURT | 0.00 MM w/o SH 1 | 0.06 MM END | 552 | 000001 | 318 | 22 | 7,859 | RL | AC/AC | 2H - West Southern | 80 | 80 | 87 | $5,574 | 25,422 | Slurry Seal w/ Crack Seal |
| ARENA CIRCLE | 0.00 MM s/o 551 | 0.21 MM s/o 551 | 583 | 000002 | 1,080 | 22 | 23,760 | RL | AC/AC | 2H - West Southern | 68 | 65 | 75 | $16,853 | 19,693 | Slurry Seal w/ Crack Seal |
| OLD SHERWOOD ROAD | US101(NEW MP65) | EDP | OLDSRD | 000001 | 650 | 22 | 14,300 | RL | AC | 3G - East Central | 67 | 64 | 74 | $10,143 | 19,403 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $276,126 | | |
| EAST SIDE RANCHERIA ROA | 0.41 MM e/o 118 road narrows | 0.72 MM EOP | 105 | 004007 | 1,652 | 16 | 26,432 | RL | ST | 3H - East Southern | 28 | 59 | 100 | $18,748 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | KUKI LANE | FEED LOT LANE | 106 | 000001 | 574 | 34 | 19,516 | RL | ST | 3G - East Central | 23 | 59 | 100 | $13,842 | 26,006 | SINGLE CHIP SEAL |
| HEWLITT & STURTEVANT | 0.23 MM road widens | 0.43 MM road narrows | 112 | 002004 | 1,052 | 22 | 23,144 | RL | ST | 3H - East Southern | 39 | 59 | 100 | $16,416 | 26,006 | SINGLE CHIP SEAL |
| CR 118 | 105 RANCHERIA | 0.72 MM END | 118 | 000007 | 3,790 | 18 | 68,220 | RL | ST | 3H - East Southern | 49 | 59 | 100 | $48,388 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 19.04 MM BOP | 19.13 MP | 122 | 190191 | 488 | 24 | 11,712 | RL | ST | 2H - West Southern | 52 | 59 | 100 | $8,307 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 20.62 MP | 21.66 MP | 122 | 206217 | 5,439 | 20 | 108,780 | RL | ST | 2H - West Southern | 24 | 59 | 100 | $77,156 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 21.66 MP | 22.52 MP | 122 | 217225 | 4,428 | 22 | 97,416 | RL | ST | 2H - West Southern | 30 | 59 | 100 | $69,096 | 26,006 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FISH ROCK ROAD | 24.57 MP | 25.48 MP | 122 | 246255 | 4,801 | 20 | 96,020 | RL | ST | 2H - West Southern | 32 | 59 | 100 | $68,106 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 25.48 MP | 26.45 MP | 122 | 255265 | 5,455 | 22 | 120,010 | RL | ST | 2H - West Southern | 26 | 59 | 100 | $85,122 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 27.54 MP | 28.79 MP s/o SH 128 | 122 | 275288 | 5,942 | 24 | 142,608 | RL | ST | 2H - West Southern | 31 | 59 | 100 | $101,150 | 26,006 | SINGLE CHIP SEAL |
| HUTSELL ROAD | 0.00 MM s/o SH 128 | 0.82 MM EOP | 123 | 000008 | 4,308 | 14 | 60,312 | RL | ST | 3H - East Southern | 21 | 59 | 100 | $42,779 | 26,006 | SINGLE CHIP SEAL |
| ROBINSON CREEK ROAD | 0.00 MP n/o SH 253 | 1.17 MP | 125 | 000012 | 6,015 | 18 | 108,270 | RL | ST | 3H - East Southern | 35 | 59 | 100 | $76,795 | 26,006 | SINGLE CHIP SEAL |
| ORNBAUN ROAD | 0.00 MM w/o 510 | 0.76 MM road narrows | 127 | 000008 | 4,026 | 22 | 88,572 | RL | ST | 2H - West Southern | 36 | 59 | 100 | $62,823 | 26,006 | SINGLE CHIP SEAL |
| ORNBAUN ROAD | 0.76 MM road narrows | 0.93 MM END at end marker | 127 | 008009 | 895 | 16 | 14,320 | RL | ST | 2H - West Southern | 76 | 59 | 100 | $10,157 | 29,718 | SINGLE CHIP SEAL |
| PEACHLAND ROAD | 0.15 MM road narrows | 0.28 MM EOP s/o cattle guard | 128 | 002003 | 686 | 14 | 9,604 | RL | ST | 3H - East Southern | 19 | 59 | 100 | $6,812 | 26,006 | SINGLE CHIP SEAL |
| MONTE BLOYD ROAD | 0.00 MM s/o SH 128 | 0.31 MM END | 130A | 000003 | 1,638 | 14 | 22,932 | RL | ST | 3H - East Southern | 28 | 59 | 100 | $16,265 | 26,006 | SINGLE CHIP SEAL |
| CLARK ROAD | 0.00 MM w/o SH 128 | 0.15 MM EOP | 130B | 000002 | 785 | 14 | 10,990 | RL | ST | 2H - West Southern | 38 | 59 | 100 | $7,795 | 26,006 | SINGLE CHIP SEAL |
| MILL CREEK ROAD | 2.66 MM w/o 203C | 3.78 MM EOP | 203 | 027038 | 5,914 | 14 | 82,796 | RL | ST | 3H - East Southern | 24 | 59 | 100 | $58,726 | 26,006 | SINGLE CHIP SEAL |
| GUIDIVILLE RESERVATION | 0.00 MM n/o 203 | 0.85 MM END of circle | 203B | 000009 | 4,472 | 18 | 80,496 | RL | ST | 3H - East Southern | 25 | 59 | 100 | $57,095 | 26,006 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 0.08 MM condition change | 1.00 MP | 205 | 001010 | 4,767 | 18 | 85,806 | RL | ST | 3H - East Southern | 21 | 59 | 100 | $60,861 | 26,006 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 1.00 MP | 2.00 MP | 205 | 010020 | 5,280 | 20 | 105,600 | RL | ST | 3H - East Southern | 39 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| GIELOW LANE | 0.00 MM e/o 205 | 2995 FT E/O 205 (RUDDICK CUNNI | 206 | 000008 | 2,995 | 14 | 41,930 | RL | ST | 3H - East Southern | 34 | 59 | 100 | $29,741 | 26,006 | SINGLE CHIP SEAL |
| BABCOCK LANE | 0.00 MM n/o SH 222 | 0.62 MM Ukiah City Limits | 207 | 000006 | 3,282 | 22 | 72,204 | RL | ST | 3H - East Southern | 75 | 58 | 100 | $51,214 | 30,441 | SINGLE CHIP SEAL |
| HELD ROAD | 0.00 MM w/o 230 | 0.18 MM at sign post missing | 230C | 000002 | 921 | 18 | 16,578 | RL | ST | 3G - East Central | 25 | 59 | 100 | $11,759 | 26,006 | SINGLE CHIP SEAL |
| ROAD B | 0.00 MM e/o 230 | 1.00 MM | 231A | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 24 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| COLONY DRIVE | 0.76 MM e/o 233 | 1.35 MM s/o 234 | 232A | 008014 | 3,114 | 22 | 68,508 | RL | ST | 3G - East Central | 19 | 59 | 100 | $48,592 | 26,006 | SINGLE CHIP SEAL |
| ADREVENO WAY | 232 ROAD E | S. CDS | 232C | 000003 | 1,656 | 28 | 49,152 | RL | ST | 3G - East Central | 34 | 59 | 100 | $34,863 | 26,006 | SINGLE CHIP SEAL |
| ROAD I | 0.00 MM e/o 230 | 0.96 MM w/o 232A | 234 | 000010 | 5,048 | 20 | 100,960 | RL | ST | 3G - East Central | 48 | 59 | 100 | $71,610 | 26,006 | SINGLE CHIP SEAL |
| MADRONE LANE | 0.00 MM n/o 234 | 0.30 MM END | 234A | 000003 | 1,572 | 20 | 31,440 | RL | ST | 3G - East Central | 30 | 59 | 100 | $22,300 | 26,006 | SINGLE CHIP SEAL |
| WEST ROAD | 2.32 MM pavement change n/o 2 | 3.02 MP | 237 | 025030 | 3,549 | 22 | 78,078 | RL | ST | 3G - East Central | 40 | 59 | 100 | $55,380 | 26,006 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WEST ROAD | 3.02 MP | TOMKI ROAD 237D | 237 | 030038 | 4,002 | 22 | 88,044 | RL | ST | 3G - East Central | 43 | 59 | 100 | $62,449 | 26,006 | SINGLE CHIP SEAL |
| RANCHERIA ROAD | 0.36 MM s/o 237 proper discon | 0.54 MM S END | 237A | 004005 | 620 | 16 | 11,083 | RL | ST | 3G - East Central | 21 | 59 | 100 | $7,861 | 26,006 | SINGLE CHIP SEAL |
| MOHAWK TRAIL | 0.00 MM w/o 237 | 0.07 MM at county end marker | 237G | 000001 | 375 | 14 | 5,250 | RL | ST | 3G - East Central | 76 | 58 | 100 | $3,724 | 32,481 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 0.00 MM e/o 104 | 1.00 MM | 238 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 20 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 1.00 MM | 1.69 MM w/o 237 | 238 | 010020 | 3,660 | 20 | 73,200 | RL | ST | 3G - East Central | 30 | 59 | 100 | $51,920 | 26,006 | SINGLE CHIP SEAL |
| BUSCH LANE | 0.46 MM w/o 247A | 1.20 MM w/o 248A | 247 | 005012 | 3,904 | 18 | 70,272 | RL | ST | 3G - East Central | 49 | 59 | 100 | $49,843 | 26,006 | SINGLE CHIP SEAL |
| RIDGEWAY HIGHWAY | 1.06 MM | 1.50 MM | 249 | 011015 | 2,314 | 16 | 37,024 | RL | ST | 3G - East Central | 19 | 59 | 100 | $26,261 | 26,006 | SINGLE CHIP SEAL |
| MUIR MILL ROAD | 0.00 MM w/o US 101 | 1.20 MM EOP | 301C | 000012 | 6,313 | 16 | 101,008 | RL | ST | 3G - East Central | 25 | 59 | 100 | $71,644 | 26,006 | SINGLE CHIP SEAL |
| HILLTOP DRIVE | 0.00 MM e/o 301 | 0.96 MM EOP | 301F | 000010 | 5,058 | 20 | 101,160 | RL | ST | 3G - East Central | 28 | 59 | 100 | $71,752 | 26,006 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | BRAY RD | SAWYERS LN | 303 | 002012 | 3,847 | 20 | 76,940 | RL | ST | 3G - East Central | 37 | 59 | 100 | $54,573 | 26,006 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | SAWYERS LN | 2.24 MM n/o 301 | 303 | 012022 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 38 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM n/o 304A | 0.94 MM | 304 | 000009 | 4,909 | 20 | 98,180 | RL | ST | 3G - East Central | 33 | 59 | 100 | $69,638 | 26,006 | SINGLE CHIP SEAL |
| VALLEY ROAD | 0.00 MM e/o 306 | 1.18 MM w/o EAST SIDE RD | 309 | 000012 | 6,222 | 20 | 124,440 | RL | ST | 3G - East Central | 39 | 59 | 100 | $88,264 | 26,006 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 3.61 MM w/o US 101 | 3.74 MM EOP | 310 | 036037 | 708 | 14 | 9,912 | RL | ST | 3G - East Central | 39 | 59 | 100 | $7,030 | 26,006 | SINGLE CHIP SEAL |
| STEELE LANE | 0.00 MM w/o US 101 | 0.42 MM | 318 | 000004 | 2,220 | 18 | 39,960 | RL | ST | 3F - East Northern | 42 | 59 | 100 | $28,343 | 26,006 | SINGLE CHIP SEAL |
| DAVIDSON LANE | 0.00 MM e/o US 101 | 0.32 MM END | 318A | 000003 | 1,699 | 16 | 27,184 | RL | ST | 3F - East Northern | 50 | 59 | 100 | $19,281 | 26,006 | SINGLE CHIP SEAL |
| HARWOOD ROAD | 0.00 MM w/o US 101 | 0.35 MM e/o 321D | 319 | 000004 | 1,825 | 22 | 40,150 | RL | ST | 3F - East Northern | 25 | 59 | 100 | $28,478 | 26,006 | SINGLE CHIP SEAL |
| RAMSEY ROAD | 0.00 MM w/o US 101 | 0.21 MM w/o 321D | 319A | 000002 | 1,115 | 22 | 24,530 | RL | ST | 3F - East Northern | 34 | 59 | 100 | $17,399 | 26,006 | SINGLE CHIP SEAL |
| LAKEVIEW AVENUE | 0.00 MM n/o 429 | 0.45 MM s/o 319E | 319C | 000005 | 2,349 | 22 | 51,678 | RL | ST | 2F - West Northern | 40 | 59 | 100 | $36,655 | 26,006 | SINGLE CHIP SEAL |
| LAYTONVILLE RESERVATION | 0.00 MM s/o 429 | 0.32 MM s/o 429 | 319F | 000003 | 1,698 | 24 | 40,752 | RL | ST | 2F - West Northern | 45 | 59 | 100 | $28,905 | 26,006 | SINGLE CHIP SEAL |
| WILDERNESS LODGE ROAD | 0.00 MM n/o 429 | 0.80 MM | 320 | 000008 | 4,198 | 20 | 83,960 | RL | ST | 2F - West Northern | 29 | 59 | 100 | $59,552 | 26,006 | SINGLE CHIP SEAL |
| WILDERNESS LODGE ROAD | MP 0.80 | MP 1.76 | 320 | 017600 | 6,120 | 24 | 146,880 | RL | ST | 2F - West Northern | 37 | 59 | 100 | $104,180 | 26,006 | SINGLE CHIP SEAL |
| HARMON DRIVE | 0.00 MM e/o US 101 | 0.38 MM s/o 322 | 321 | 000004 | 1,996 | 17 | 33,932 | RL | ST | 3F - East Northern | 31 | 59 | 100 | $24,068 | 26,006 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WILLIS AVENUE | 0.00 MM n/o 319 | 0.51 MM s/o 429 | 321D | 000005 | 2,680 | 24 | 64,320 | RL | ST | 3F - East Northern | 36 | 59 | 100 | $45,621 | 26,006 | SINGLE CHIP SEAL |
| LEGGETT FRONTAGE ROAD | 0.00 MM e/o US 101 | 0.39 MM END | 324B | 000004 | 2,050 | 28 | 59,287 | RL | ST | 2F - West Northern | 25 | 59 | 100 | $42,052 | 26,006 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 1.30 MM BOP | 2.02 MM EOP | 326 | 013020 | 3,752 | 18 | 67,536 | RL | ST | 3F - East Northern | 22 | 59 | 100 | $47,903 | 26,006 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 10.77 MM BOP | 11.50 MP w/o SH 162 | 326 | 108115 | 2,672 | 22 | 58,784 | RL | ST | 3F - East Northern | 45 | 59 | 100 | $41,695 | 26,006 | SINGLE CHIP SEAL |
| DOBIE LANE | 0.00 MM BOP | 0.21 MM s/o 327C | 329-N | 000002 | 1,096 | 24 | 26,304 | RL | ST | 3F - East Northern | 45 | 59 | 100 | $18,657 | 26,006 | SINGLE CHIP SEAL |
| EBERLE STREET | 0.00 MM w/o SH 162 | 0.08 MM END | 334A | 000001 | 426 | 24 | 10,224 | RL | ST | 3F - East Northern | 33 | 59 | 100 | $7,252 | 26,006 | SINGLE CHIP SEAL |
| GRANGE STREET | 0.17 MM e/o 335B | 0.34 MM w/o SH 162 | 334B | 002004 | 888 | 24 | 21,312 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $15,116 | 26,006 | SINGLE CHIP SEAL |
| GREELY STREET | 0.00 MM e/o 335C | 0.17 MM w/o 335B | 334C | 000002 | 1,120 | 24 | 26,885 | RL | ST | 3F - East Northern | 31 | 59 | 100 | $19,069 | 26,006 | SINGLE CHIP SEAL |
| GREELY STREET | 0.34 MM e/o SH 162 | 0.38 MM s/o 335E | 334C | 004004 | 201 | 36 | 7,236 | RL | ST | 3F - East Northern | 52 | 59 | 100 | $5,132 | 26,006 | SINGLE CHIP SEAL |
| PERRY STREET | 0.00 MM s/o 334D | 0.23 MM END | 335C | 000002 | 1,218 | 26 | 31,668 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $22,462 | 26,006 | SINGLE CHIP SEAL |
| AIRPORT ROAD | 0.23 MM BOP | 0.29 MM END n/o SOUTH AIRPORT | 337B-W | 002003 | 335 | 22 | 7,370 | RL | ST | 3F - East Northern | 23 | 59 | 100 | $5,227 | 26,006 | SINGLE CHIP SEAL |
| BIGGAR LANE | 0.00 MM BOP | 0.25 MM w/o 337H | 337C | 000003 | 1,309 | 18 | 23,562 | RL | ST | 3F - East Northern | 25 | 59 | 100 | $16,712 | 26,006 | SINGLE CHIP SEAL |
| BIGGAR LANE | 1.00 MM | 1.49 MM END at white fence po | 337C | 010015 | 2,576 | 18 | 46,368 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $32,888 | 26,006 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.00 MM n/o 337H at signpost | 0.42 MM | 337E | 000004 | 2,198 | 22 | 48,356 | RL | ST | 3F - East Northern | 22 | 59 | 100 | $34,298 | 26,006 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.42 MM | 1.42 MM END | 337E | 004014 | 5,280 | 22 | 116,160 | RL | ST | 3F - East Northern | 43 | 59 | 100 | $82,391 | 26,006 | SINGLE CHIP SEAL |
| BARNES LANE | 0.00 MM e/o 336 | 1.00 MM | 337G | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 44 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 337F | 0.50 MM n/o 337 | 337L | 000005 | 2,636 | 18 | 47,448 | RL | ST | 3F - East Northern | 36 | 59 | 100 | $33,654 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.50 MM e/o 337L intersection | 0.75 MM w/o 336 | 337L | 005008 | 1,318 | 20 | 26,360 | RL | ST | 3F - East Northern | 18 | 59 | 100 | $18,697 | 26,006 | SINGLE CHIP SEAL |
| HENDERSON LANE | 0.00 MM n/o 337A | 0.51 MM e/o 337P at white lin | 337N | 000005 | 2,702 | 13 | 35,126 | RL | ST | 3F - East Northern | 20 | 59 | 100 | $24,914 | 26,006 | SINGLE CHIP SEAL |
| SHORT CREEK ROAD | 0.00 MM at pavement ends sign | 0.33 MM width change | 339-N | 000003 | 1,749 | 25 | 43,725 | RL | ST | 3F - East Northern | 23 | 59 | 100 | $31,014 | 26,006 | SINGLE CHIP SEAL |
| SOUTH AIRPORT ROAD | 0.00 MM s/o 337B | 0.43 MM 340 e/o sw bend | 340 | 000004 | 2,286 | 13 | 29,718 | RL | ST | 3F - East Northern | 38 | 59 | 100 | $21,079 | 26,006 | SINGLE CHIP SEAL |
| AGENCY ROAD | 0.00 MP w/o 336 | 1.00 MM | 344 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| AGENCY ROAD | 1.00 MM | 1.58 MM n/o 337G | 344 | 010016 | 3,052 | 20 | 61,040 | RL | ST | 3F - East Northern | 26 | 59 | 100 | $43,295 | 26,006 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACK BART DRIVE | 0.00 MM US 101 | 1.17 MM | 370 | 000012 | 6,161 | 22 | 135,542 | RL | ST | 3G - East Central | 30 | 59 | 100 | $96,138 | 26,006 | SINGLE CHIP SEAL |
| BLACK BART DRIVE | 1.17 MM | 2.34 MM END e/o 372 | 370 | 012023 | 6,161 | 18 | 110,898 | RL | ST | 3G - East Central | 20 | 59 | 100 | $78,659 | 26,006 | SINGLE CHIP SEAL |
| BLACKHAWK DRIVE | 2.00 MM | 3.00 MM | 371 | 020030 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 32 | 59 | 100 | $59,921 | 26,006 | SINGLE CHIP SEAL |
| BAYWOOD WAY | 0.00 MM e/o 372 | 0.33 MM END | 373 | 000003 | 1,722 | 16 | 31,296 | RL | ST | 3G - East Central | 34 | 59 | 100 | $22,198 | 26,006 | SINGLE CHIP SEAL |
| MIDDLE RIDGE ROAD | 1.00 MP | 1.88 MM EOP | 401A | 010019 | 4,415 | 14 | 61,810 | RL | ST | 2G - West Central | 36 | 59 | 100 | $43,841 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 1.75 MP | 2.75 MP | 402 | 018028 | 5,442 | 20 | 108,840 | RL | ST | 2G - West Central | 33 | 59 | 100 | $77,199 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 4.00 MP | 5.00 MP | 402 | 040050 | 5,274 | 20 | 105,480 | RL | ST | 2G - West Central | 42 | 59 | 100 | $74,816 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 5.00 MP | 5.99 MP | 402 | 050060 | 4,656 | 20 | 93,120 | RL | ST | 2G - West Central | 45 | 59 | 100 | $66,049 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 6.61 MP road narrows | 7.58 MM END | 402 | 066076 | 5,664 | 16 | 90,624 | RL | ST | 2G - West Central | 32 | 59 | 100 | $64,279 | 26,006 | SINGLE CHIP SEAL |
| CR 404B | LITTLE RIVER AIRPORT ROAD | END AT AIRPORT | 404B | 000002 | 1,006 | 22 | 22,132 | RL | ST | 2G - West Central | 33 | 59 | 100 | $15,698 | 26,006 | SINGLE CHIP SEAL |
| CALPELLA STREET | 0.24 MM e/o 407L (break) | 0.32 MM w/o 500 | 407B | 003004 | 402 | 20 | 8,040 | RL | ST | 2G - West Central | 49 | 59 | 100 | $5,703 | 26,006 | SINGLE CHIP SEAL |
| WOODWARD STREET | 0.00 MM n/o 407E | 0.07 MM s/o 407C | 407J | 000001 | 388 | 10 | 3,880 | RL | ST | 2G - West Central | 42 | 59 | 100 | $2,752 | 26,006 | SINGLE CHIP SEAL |
| FORD STREET | 0.00 MM n/o 407C | 0.08 MM 407A | 407M | 000001 | 409 | 22 | 8,998 | RL | ST | 2G - West Central | 28 | 59 | 100 | $6,382 | 26,006 | SINGLE CHIP SEAL |
| FORD STREET | 0.08 MM n/o 407A | 0.16 MM END | 407M | 001002 | 441 | 22 | 9,702 | RL | ST | 2G - West Central | 37 | 59 | 100 | $6,882 | 26,006 | SINGLE CHIP SEAL |
| CLARK STREET | 0.11 M n/o 407R (PAVT CHANGE) | 0.26 MM s/o 408 | 407Q | 000006 | 792 | 18 | 14,256 | RL | ST | 2G - West Central | 51 | 59 | 100 | $10,112 | 26,006 | SINGLE CHIP SEAL |
| GURLEY LANE | 0.00 MM n/o 408 | 0.23 M n/o 408 (PAVT CHANGE) | 407Z | 000002 | 1,230 | 16 | 19,680 | RL | ST | 2G - West Central | 27 | 59 | 100 | $13,959 | 26,006 | SINGLE CHIP SEAL |
| GURLEY LANE | 0.23 M n/o 408 (PAVT CHANGE) | 0.33 MM END EOP | 407Z | 000006 | 518 | 16 | 8,288 | RL | ST | 2G - West Central | 38 | 59 | 100 | $5,879 | 26,006 | SINGLE CHIP SEAL |
| SOUTH BIG RIVER ROAD | 0.00 MM n/o 223 | 0.14 MM END | 408D | 000001 | 755 | 16 | 12,080 | RL | ST | 2G - West Central | 26 | 59 | 100 | $8,568 | 26,006 | SINGLE CHIP SEAL |
| FERN DRIVE | 0.00 MM w/o 564 | 0.21 MM END | 410A | 000002 | 1,089 | 20 | 23,122 | RL | ST | 2G - West Central | 33 | 59 | 100 | $16,400 | 26,006 | SINGLE CHIP SEAL |
| JOHNSON PARK ROAD | 0.00 MM e/o 411B | 0.37 MM END | 411 | 000004 | 1,952 | 18 | 35,136 | RL | ST | 2G - West Central | 28 | 59 | 100 | $24,922 | 26,006 | SINGLE CHIP SEAL |
| TREGONING DRIVE | 0.09 MM e/o SH 1 | 0.16 MM END | 412D | 001002 | 370 | 16 | 5,920 | RL | ST | 2G - West Central | 21 | 59 | 100 | $4,199 | 26,006 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.00 MM e/o 414B | 0.63 MM s/o 414 | 414D | 000006 | 3,309 | 18 | 59,562 | RL | ST | 2G - West Central | 34 | 59 | 100 | $42,247 | 26,006 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.63 MM n/o 414 | 0.92 MM END | 414D | 006009 | 1,550 | 18 | 27,900 | RL | ST | 2G - West Central | 32 | 59 | 100 | $19,789 | 26,006 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TURNER ROAD | 0.00 MM w/o 414 | 0.86 MM END | 414F | 000009 | 4,536 | 20 | 93,167 | RL | ST | 2G - West Central | 25 | 59 | 100 | $66,082 | 26,006 | SINGLE CHIP SEAL |
| GRAVEL PIT ROAD | 0.00 MM s/o SH 20 | 0.11 MM END | 415C | 000001 | 566 | 16 | 9,056 | RL | ST | 2G - West Central | 50 | 59 | 100 | $6,423 | 26,006 | SINGLE CHIP SEAL |
| NURNBERGER LANE | 0.00 MM n/o 420 | 0.13 MM n/o 420A | 420B | 000001 | 672 | 12 | 8,064 | RL | ST | 2G - West Central | 47 | 59 | 100 | $5,720 | 26,006 | SINGLE CHIP SEAL |
| PETALUMA AVENUE | 0.00 MM n/o 421 | 0.40 MM END | 422 | 000004 | 2,109 | 14 | 29,526 | RL | ST | 2G - West Central | 19 | 59 | 100 | $20,942 | 26,006 | SINGLE CHIP SEAL |
| JOHNSON LANE | 0.00 MM e/o 422 | 0.19 MM | 422A | 000002 | 1,017 | 18 | 18,306 | RL | ST | 2G - West Central | 32 | 59 | 100 | $12,984 | 26,006 | SINGLE CHIP SEAL |
| LASSEN DRIVE | 0.00 MM w/o SH 1 | 0.13 MM END | 424B | 000001 | 693 | 16 | 11,088 | RL | ST | 2G - West Central | 35 | 59 | 100 | $7,865 | 26,006 | SINGLE CHIP SEAL |
| ODOM LANE | 0.00 MM e/o SH 1 | 0.40 MM at stop sign | 424C | 000004 | 2,134 | 22 | 46,948 | RL | ST | 2G - West Central | 35 | 59 | 100 | $33,300 | 26,006 | SINGLE CHIP SEAL |
| FOREST LANE | 0.00 MM e/o 424C | 0.48 MM END | 424D | 000005 | 2,548 | 20 | 53,407 | RL | ST | 2G - West Central | 31 | 59 | 100 | $37,881 | 26,006 | SINGLE CHIP SEAL |
| CAMP 2 TEN MILE ROAD | 0.00 MM e/o SH 1 | 1.07 MM EOP | 428 | 000011 | 5,622 | 16 | 89,952 | RL | ST | 2G - West Central | 36 | 59 | 100 | $63,802 | 26,006 | SINGLE CHIP SEAL |
| PELICAN ROAD | 0.00 MM e/o SH 1 | 0.08 MM w/o 428F | 428B | 000001 | 397 | 18 | 7,146 | RL | ST | 2F - West Northern | 37 | 59 | 100 | $5,069 | 26,006 | SINGLE CHIP SEAL |
| OMEGA DRIVE | 0.00 MM w/o SH 1 | 0.17 MM w/o SH 1 | 428E | 000002 | 797 | 16 | 12,757 | RL | ST | 2F - West Northern | 21 | 59 | 100 | $9,048 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 429 | 0.14 MM END | 429B | 000001 | 759 | 24 | 18,216 | RL | ST | 2F - West Northern | 53 | 59 | 100 | $12,920 | 26,006 | SINGLE CHIP SEAL |
| CR 430 | 0.12 MM e/o SH 1 | 0.20 MM END | 430 | 001002 | 430 | 24 | 10,320 | RL | ST | 2F - West Northern | 39 | 59 | 100 | $7,320 | 26,006 | SINGLE CHIP SEAL |
| OCEAN DRIVE | 0.13 MM (break between ends) | 1.25 MM w/o SH 1 | 436 | 001013 | 5,886 | 18 | 105,948 | RL | ST | 2G - West Central | 25 | 59 | 100 | $75,148 | 26,006 | SINGLE CHIP SEAL |
| PACIFIC WAY | 0.00 MM w/o 436 | 0.43 MM END | 436A | 000004 | 2,268 | 18 | 40,824 | RL | ST | 2G - West Central | 31 | 59 | 100 | $28,956 | 26,006 | SINGLE CHIP SEAL |
| SHOREVIEW LANE | 0.00 MM s/o 438 | 0.13 MM END | 438A | 000001 | 698 | 16 | 11,168 | RL | ST | 2G - West Central | 76 | 60 | 100 | $7,921 | 28,882 | SINGLE CHIP SEAL |
| BAY VIEW AVENUE | 0.00 MM west end | 0.19 MM east end EOP | 439A | 000002 | 995 | 14 | 13,930 | RL | ST | 2G - West Central | 48 | 59 | 100 | $9,880 | 26,006 | SINGLE CHIP SEAL |
| NEPTUNE AVENUE | 0.09 MM n/o 439 | 0.21 MM END EOP | 440A | 001002 | 625 | 14 | 8,750 | RL | ST | 2G - West Central | 76 | 58 | 100 | $6,206 | 28,087 | SINGLE CHIP SEAL |
| DEL MAR DRIVE | 0.00 MM n/o 439 | 0.14 MM EOP | 440D | 000001 | 751 | 18 | 13,518 | RL | ST | 2G - West Central | 76 | 60 | 100 | $9,588 | 28,725 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM SH 271 | 0.31 MM END | 442B | 000003 | 1,644 | 25 | 46,450 | RL | ST | 2F - West Northern | 40 | 59 | 100 | $32,946 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM US 101 | 0.53 MM END | 442C | 000005 | 2,783 | 27 | 75,753 | RL | ST | 2F - West Northern | 23 | 59 | 100 | $53,731 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM END | 0.27 MM END | 442D | 000003 | 1,428 | 27 | 40,946 | RL | ST | 2F - West Northern | 26 | 59 | 100 | $29,043 | 26,006 | SINGLE CHIP SEAL |
| LARKIN ROAD | 0.00 MM SH 1 | 0.23 MM 444 | 443 | 000002 | 1,239 | 18 | 22,302 | RL | ST | 2G - West Central | 24 | 59 | 100 | $15,819 | 26,006 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCEAN MEADOWS CIRCLE | 0.00 MM w/o SH 1 | 0.50 MM w/o SH 1 | 449 | 000005 | 2,625 | 26 | 68,250 | RL | ST | 2G - West Central | 36 | 59 | 100 | $48,409 | 26,006 | SINGLE CHIP SEAL |
| BROOKFIELD DRIVE | 0.00 MM e/o SH 1 | 0.08 MM END | 450 | 000001 | 423 | 18 | 7,614 | RL | ST | 2G - West Central | 45 | 59 | 100 | $5,401 | 26,006 | SINGLE CHIP SEAL |
| EMERALD DRIVE | 0.00 MM w/o 451 | 0.19 MM END | 452 | 000002 | 1,007 | 26 | 22,353 | RL | ST | 2G - West Central | 42 | 59 | 100 | $15,855 | 26,006 | SINGLE CHIP SEAL |
| GUALALA ROAD | 0.00 MM e/o 501a | PVMT CHANGE | 501 | 000015 | 661 | 18 | 11,898 | RL | ST | 2H - West Southern | 47 | 59 | 100 | $8,439 | 26,006 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 5.98 MP | 6.99 MP | 505 | 060070 | 5,129 | 20 | 102,580 | RL | ST | 2H - West Southern | 28 | 59 | 100 | $72,759 | 26,006 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 6.99 MP | 7.99 MP | 505 | 070080 | 5,092 | 20 | 101,840 | RL | ST | 2H - West Southern | 42 | 59 | 100 | $72,234 | 26,006 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 7.99 MP | 9.00 MP | 505 | 080090 | 5,198 | 20 | 103,960 | RL | ST | 2H - West Southern | 20 | 59 | 100 | $73,738 | 26,006 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 1.83 MM n/o 503A change of su | 2.00 MP | 506 | 018020 | 688 | 24 | 16,512 | RL | ST | 2H - West Southern | 25 | 59 | 100 | $11,712 | 26,006 | SINGLE CHIP SEAL |
| CREAMERY LANE | 0.00 MM e/o SH 1 | 0.23 MM END at phone pole s.s | 510B | 000002 | 1,185 | 12 | 14,220 | RL | ST | 2H - West Southern | 44 | 59 | 100 | $10,086 | 26,006 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.00 MM e/o SH 1 | 0.56 MM e/o cattle guard | 511 | 000006 | 2,941 | 20 | 58,820 | RL | ST | 2H - West Southern | 50 | 59 | 100 | $41,720 | 26,006 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.56 MM e/o cattle guard | 1.10 MM | 511 | 006011 | 2,860 | 14 | 40,040 | RL | ST | 2H - West Southern | 46 | 59 | 100 | $28,400 | 26,006 | SINGLE CHIP SEAL |
| KINNEY ROAD | 0.00 MM w/o SH 1 | 0.45 MM road narrows | 512 | 000005 | 2,396 | 20 | 47,920 | RL | ST | 2H - West Southern | 52 | 59 | 100 | $33,989 | 26,006 | SINGLE CHIP SEAL |
| OLD COAST HIGHWAY | 0.00 MM w/o SH 1 | 0.29 MM END | 513 | 000003 | 1,531 | 16 | 24,496 | RL | ST | 2H - West Southern | 36 | 59 | 100 | $17,375 | 26,006 | SINGLE CHIP SEAL |
| NAVARRO BLUFF ROAD | 1051 NAVARRO BLUFF ROAD | 1.05 MM w/o SH 1 north end | 517A | 003011 | 1,311 | 18 | 23,598 | RL | ST | 2G - West Central | 52 | 59 | 100 | $16,738 | 26,006 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 2.00 MP | 3.25 MP | 518 | 020033 | 6,516 | 18 | 117,288 | RL | ST | 2G - West Central | 53 | 59 | 100 | $83,191 | 26,006 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 3.25 MP | 4.12 MP EOP | 518 | 033041 | 4,489 | 16 | 71,824 | RL | ST | 2G - West Central | 23 | 59 | 100 | $50,944 | 26,006 | SINGLE CHIP SEAL |
| SIGNAL PORT CREEK ROAD | 0.00 MM e/o SH 1 | 0.19 MM END | 520 | 000002 | 1,024 | 14 | 14,336 | RL | ST | 2H - West Southern | 24 | 59 | 100 | $10,168 | 26,006 | SINGLE CHIP SEAL |
| SOUTH CASPAR DRIVE | 0.00 MM w/o 564 | 0.75 MM w/o 564 | 540 | 000008 | 3,959 | 22 | 87,098 | RL | ST | 2G - West Central | 75 | 58 | 100 | $61,778 | 30,419 | SINGLE CHIP SEAL |
| HANSON CIRCLE | 0.00 MM n/o 540 | 0.14 MM END | 555 | 000001 | 725 | 20 | 14,900 | RL | ST | 2G - West Central | 31 | 59 | 100 | $10,568 | 26,006 | SINGLE CHIP SEAL |
| HILMA CIRCLE | 0.00 MM s/o 540 | 0.11 MM END | 558 | 000001 | 565 | 22 | 13,936 | RL | ST | 2G - West Central | 22 | 59 | 100 | $9,885 | 26,006 | SINGLE CHIP SEAL |
| GREEN LING CIRCLE | 0.00 MM w/o 557 | 0.10 MM END | 579 | 000001 | 550 | 24 | 16,364 | RL | ST | 2G - West Central | 39 | 59 | 100 | $11,607 | 26,006 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | | Treatment Total | $5,222,432 | | |
| | | | | | | | Year 2036 Area Total | 7,752,208 | | | | | Year 2036 Total | $5,498,557 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB $5.5M

| | | | |
|---|---|---|---|
| Grand Total Section Area: | 51,609,686 | Grand Total | $54,986,140 |

# Appendix E-2

## Scenario 3 (Recommended Scenario)

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|---|---|---|---|---|---|---|---|---|
| 2026 | $0 | 0% | 2030 | $11,000,000 | 0% | 2034 | $11,000,000 | 1% |
| 2027 | $11,000,000 | 5% | 2031 | $11,000,000 | 0% | 2035 | $11,000,000 | 0% |
| 2028 | $11,000,000 | 1% | 2032 | $11,000,000 | 0% | 2036 | $11,000,000 | 5% |
| 2029 | $11,000,000 | 0% | 2033 | $11,000,000 | 1% | | | |

## Year: 2026

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **COMPTCHE UKIAH ROAD | 9.86 MP | 11.11 MP | 223 | 099111 | 6,434 | 20 | 128,680 | RMaC | AC | 3G - East Central | 49 | 51 | 64 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 11.11 MP | 12.00 MP | 223 | 111120 | 4,715 | 20 | 94,300 | RMaC | AC | 3G - East Central | 78 | 79 | 86 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 12.00 MP | 13.00 MP | 223 | 120130 | 5,125 | 20 | 102,500 | RMaC | AC | 3G - East Central | 73 | 75 | 83 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 13.00 MP | 14.00 MP | 223 | 130140 | 5,488 | 20 | 109,760 | RMaC | AC | 3G - East Central | 68 | 70 | 79 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 14.00 MP | 15.00 MP | 223 | 140150 | 5,021 | 18 | 90,378 | RMaC | AC | 3G - East Central | 72 | 74 | 82 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 15.00 MP | 15.96 MP | 223 | 150160 | 4,940 | 20 | 98,800 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 15.96 MP | 16.79 MP | 223 | 160168 | 4,241 | 22 | 93,302 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 16.79 MP | 18.03 MP | 223 | 168180 | 6,356 | 22 | 139,832 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 18.03 MP | 19.00 MP | 223 | 180190 | 5,017 | 20 | 100,340 | RMaC | ST | 3G - East Central | 80 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 19.00 MP | 20.00 MP | 223 | 190200 | 5,113 | 22 | 112,486 | RMaC | ST | 3G - East Central | 74 | 76 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 20.00 MP | 21.00 MP | 223 | 200210 | 5,165 | 20 | 103,300 | RMaC | ST | 3G - East Central | 77 | 77 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 21.00 MP | 21.55 MP | 223 | 210216 | 2,704 | 20 | 54,080 | RMaC | ST | 3G - East Central | 85 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **COMPTCHE UKIAH ROAD | 21.55 MP | 22.52 MP | 223 | 216225 | 5,047 | 20 | 100,940 | RMaC | AC | 3G - East Central | 55 | 57 | 68 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR - LITTLE LAKE RO | 0.00 MM e/o SH 1 | 1.10 MP | 409 | 000011 | 5,699 | 24 | 125,378 | RMiC | AC/AC | 2G - West Central | 27 | 29 | 53 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR - LITTLE LAKE RO | 1.10 MP | 2.39 MP | 409 | 011024 | 6,645 | 18 | 119,610 | RMiC | ST | 2G - West Central | 23 | 25 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR - LITTLE LAKE RO | 2.39 MP | 3.27 MM EOP | 409 | 024033 | 4,928 | 16 | 78,848 | RMiC | ST | 2G - West Central | 52 | 54 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR ORCHARD ROAD | 0.00 MM s/o 411A | 0.22 MM n/o Caspar Logging Ro | 410 | 000002 | 1,165 | 20 | 23,300 | RL | ST | 2G - West Central | 20 | 23 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR ORCHARD ROAD | 0.22 MM n/o Caspar Logging Ro | 0.95 MM EOP | 410 | 002010 | 3,875 | 12 | 46,500 | RL | ST | 2G - West Central | 24 | 28 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR STREET | 0.00 MM e/o 569 | 0.23 MM w/o SH 1 | 410E | 000002 | 1,216 | 24 | 29,184 | RL | AC/AC | 2G - West Central | 46 | 48 | 62 | $0 | 0 | DOUBLE CHIP SEAL |



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2026

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FERN CREEK ROAD | 0.00 MM e/o SH 1 | 0.96 MM END | 411A | 000010 | 5,067 | 24 | 121,608 | RL | ST | 2G - West Central | 30 | 34 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **POINT CABRILLO DRIVE | 0.00 MP w/o SH 1 | 1.09 MP | 564 | 000011 | 5,621 | 22 | 123,662 | RL | ST | 2G - West Central | 83 | 83 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **POINT CABRILLO DRIVE | 1.09 MP | 2.13 MP | 564 | 011021 | 5,351 | 22 | 117,722 | RL | ST | 2G - West Central | 85 | 100 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **POINT CABRILLO DRIVE | 2.13 MP | 2.89 MM w/o SH 1 | 564 | 021029 | 4,295 | 22 | 94,490 | RL | ST | 2G - West Central | 85 | 86 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| **CASPAR ROAD | 0.00 MM n/o 410B | 0.78 MM w/o SH 1 | 569 | 000008 | 4,129 | 22 | 90,838 | RL | ST | 2G - West Central | 80 | 80 | 100 | $0 | 0 | DOUBLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $0 | | |
| | | | | Year 2026 Area Total | | | 2,299,838 | | | | | Year 2026 Total | | $0 | | |

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WILLIAM STREET | 0.08 MM n/o 407A | 0.12 MM END | 407K | 001001 | 199 | 20 | 3,980 | RL | AC | 2G - West Central | 53 | 52 | 65 | $3,872 | 11,426 | Single Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $3,872 | | |
| NO NAME | 0.00 MM n/o SH 128 | 0.02 MM END | 150B | 000000 | 78 | 24 | 1,872 | RL | AC/AC | 3H - East Southern | 70 | 69 | 78 | $1,018 | 26,997 | Slurry Seal w/ Crack Seal |
| DEERWOOD DRIVE EXT. | 0.96 MM e/o 255 | 2180 FT E/O 255 | 215BX | 010017 | 2,180 | 18 | 39,240 | RL | AC/AC | 3G - East Central | 64 | 63 | 73 | $21,331 | 25,785 | Slurry Seal w/ Crack Seal |
| REEVES CANYON ROAD | 0.00 MM US 101 | 0.18 MM EOP | 219 | 000002 | 946 | 22 | 20,812 | RL | AC/AC | 3G - East Central | 65 | 64 | 74 | $11,314 | 28,401 | Slurry Seal w/ Crack Seal |
| VINTAGE DRIVE | BELTRAMI DR | KENNWOOD DR | 227K | 100 | 528 | 36 | 19,008 | RL | AC | 3G - East Central | 80 | 79 | 87 | $10,333 | 27,769 | Slurry Seal w/ Crack Seal |
| VAN HOUSEN DRIVE | KENNWOOD DR | BELTRAMI DR | 227L | 100 | 417 | 36 | 15,012 | RL | AC | 3G - East Central | 72 | 71 | 80 | $8,161 | 25,339 | Slurry Seal w/ Crack Seal |
| THIRD STREET | 0.00 MM n/o 229B MOORE ST | 104 N. STATE STREET | 229A | 000001 | 722 | 20 | 14,440 | RL | AC/AC | 3G - East Central | 63 | 62 | 72 | $7,850 | 25,730 | Slurry Seal w/ Crack Seal |
| SCHOOL WAY | 0.00 MM END of circle | 0.25 MM w/o 237 | 236 | 000003 | 1,326 | 22 | 32,436 | RL | AC/AC | 3G - East Central | 80 | 79 | 87 | $17,633 | 28,522 | Slurry Seal w/ Crack Seal |
| FORD ROAD | 0.00 MM e/o 104 | 0.14 MM change to 2 lanes | 250 | 000001 | 749 | 37 | 27,713 | RL | AC/AC | 3G - East Central | 78 | 77 | 85 | $15,065 | 23,492 | Slurry Seal w/ Crack Seal |
| CANYON DRIVE | 0.00 MM w/o 312C | 0.02 MM END | 312D | 000000 | 100 | 22 | 2,200 | RL | AC/AC | 3G - East Central | 66 | 65 | 75 | $1,196 | 28,129 | Slurry Seal w/ Crack Seal |
| HIGH SCHOOL STREET | 0.18 MM n/o 334D | 0.25 MM END | 335A | 002003 | 386 | 26 | 10,036 | RL | AC/AC | 3F - East Northern | 73 | 72 | 81 | $5,456 | 25,121 | Slurry Seal w/ Crack Seal |
| UKIAH STREET | 0.41 MM e/o 500 | 0.55 MM w/o 407P | 407C | 004006 | 742 | 30 | 22,260 | RL | AC/AC | 2G - West Central | 80 | 79 | 87 | $12,101 | 32,329 | Slurry Seal w/ Crack Seal |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTER STREET | 0.00 MM e/o SH 1 | 0.05 MM END EOP | 546 | 000001 | 246 | 20 | 4,920 | RL | AC/AC | 2H - West Southern | 63 | 62 | 72 | $2,675 | 24,152 | Slurry Seal w/ Crack Seal |
| MALLO PASS DRIVE | 0.00 MM n/o 551 | 0.19 MM END | 547 | 000002 | 992 | 22 | 21,824 | RL | AC/AC | 2H - West Southern | 74 | 73 | 82 | $11,864 | 28,367 | Slurry Seal w/ Crack Seal |
| POMO LAKE DRIVE | 0.40 MM pavement change | 0.60 MM n/o 551A | 551 | 004006 | 1,052 | 26 | 27,352 | RL | AC/AC | 2H - West Southern | 70 | 69 | 78 | $14,869 | 27,301 | Slurry Seal w/ Crack Seal |
| FOREST VIEW COURT | 0.00 MM s/o 551A | 0.03 MM END | 551C | 000000 | 140 | 24 | 4,744 | RL | AC/AC | 2H - West Southern | 76 | 75 | 83 | $2,579 | 19,692 | Slurry Seal w/ Crack Seal |
| GARCIA COURT | 0.00 MM w/o SH 1 | 0.06 MM END | 552 | 000001 | 318 | 22 | 7,859 | RL | AC/AC | 2H - West Southern | 80 | 79 | 87 | $4,272 | 33,179 | Slurry Seal w/ Crack Seal |
| NAVARRO WAY | 0.44 MM e/o 553 proper | 0.48 MM w/o SH 1 | 553 | 004005 | 232 | 24 | 5,568 | RL | AC/AC | 2H - West Southern | 69 | 68 | 77 | $3,027 | 27,286 | Slurry Seal w/ Crack Seal |
| PIRATES DRIVE | 0.00 MM w/o SH 1 | 0.09 MM END | 562 | 000001 | 492 | 18 | 10,602 | RL | AC/AC | 2H - West Southern | 63 | 62 | 72 | $5,763 | 25,998 | Slurry Seal w/ Crack Seal |
| SEA CYPRESS DRIVE | 0.31 MM pavement change | 0.35 MM END EOP | 568 | 004004 | 908 | 24 | 21,792 | RL | AC/AC | 2H - West Southern | 79 | 78 | 86 | $11,846 | 29,527 | Slurry Seal w/ Crack Seal |
| ARENA CIRCLE | 0.00 MM s/o 551 | 0.21 MM s/o 551 | 583 | 000002 | 1,080 | 22 | 23,760 | RL | AC/AC | 2H - West Southern | 68 | 67 | 77 | $12,916 | 26,181 | Slurry Seal w/ Crack Seal |
| MAIZE COURT | 0.00 MM e/o 614 | 0.03 MM END | 616A | 000000 | 178 | 22 | 5,422 | RL | AC/AC | 3G - East Central | 77 | 76 | 85 | $2,947 | 33,013 | Slurry Seal w/ Crack Seal |
| PERCH DRIVE | 0.00 MM w/o 623 | 0.22 MM surface change | 635 | 000002 | 1,163 | 22 | 122,254 | RL | AC/AC | 3G - East Central | 74 | 73 | 82 | $66,459 | 31,763 | Slurry Seal w/ Crack Seal |
| PERCH WAY | 0.09 MM w/o 636 surface chang | 0.40 MM w/o 638 | 637 | 001004 | 1,619 | 24 | 38,856 | RL | AC/AC | 3G - East Central | 68 | 67 | 77 | $21,123 | 28,773 | Slurry Seal w/ Crack Seal |
| IVERSON AVENUE | 0.00 MM w/o SH 1 | 0.22 MM s/o PORT RD at stop | IVERSO | 000002 | 1,162 | 18 | 20,916 | RL | AC/AC | PA - Point Arena (part of 2H) | 80 | 79 | 87 | $11,370 | 27,930 | Slurry Seal w/ Crack Seal |
| MILL STREET | 0.00 MM e/o SH 1 | 0.18 MM END | MILLST | 000002 | 968 | 32 | 30,976 | RL | AC/AC | PA - Point Arena (part of 2H) | 77 | 76 | 84 | $16,839 | 28,322 | Slurry Seal w/ Crack Seal |
| OLD SHERWOOD ROAD | US101(NEW MP65) | EDP | OLDSRD | 000001 | 650 | 22 | 14,300 | RL | AC | 3G - East Central | 67 | 66 | 76 | $7,774 | 26,281 | Slurry Seal w/ Crack Seal |
| USAL ROAD | M.P. 25.14 | M.P. 27.95 | USAL | 0001 | 14,840 | 30 | 445,200 | RL | AC/AC | 2F - West Northern | 70 | 69 | 78 | $242,016 | 26,294 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $549,794 | | |
| CALPELLA STREET | 0.00 MM e/o 407F | 0.08 MM 2/o 407I | 407B | 000001 | 410 | 16 | 6,560 | RL | AC | 2G - West Central | 42 | 41 | 100 | $18,769 | 17,762 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | | Treatment Total | | $18,769 | | |
| EAST SIDE RANCHERIA ROA | 0.41 MM e/o 118 road narrows | 0.72 MM EOP | 105 | 004007 | 1,652 | 16 | 26,432 | RL | ST | 3H - East Southern | 28 | 23 | 100 | $14,369 | 51,212 | SINGLE CHIP SEAL |
| NO NAME | KUKI LANE | FEED LOT LANE | 106 | 000001 | 574 | 34 | 19,516 | RL | ST | 3G - East Central | 23 | 21 | 100 | $10,609 | 51,212 | SINGLE CHIP SEAL |
| HEWLITT & STURTEVANT | 0.23 MM road widens | 0.43 MM road narrows | 112 | 002004 | 1,052 | 22 | 23,144 | RL | ST | 3H - East Southern | 39 | 35 | 100 | $12,581 | 50,326 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UNIVERSITY ROAD | 2.91 MM striping ends | 3.52 MM at gate | 116B | 029035 | 3,224 | 18 | 58,032 | RL | ST | 3H - East Southern | 61 | 60 | 100 | $31,547 | 32,726 | SINGLE CHIP SEAL |
| CR 118 | 105 RANCHERIA | 0.72 MM END | 118 | 000007 | 3,790 | 18 | 68,220 | RL | ST | 3H - East Southern | 49 | 47 | 100 | $37,085 | 48,276 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 19.04 MM BOP | 19.13 MP | 122 | 190191 | 488 | 24 | 11,712 | RL | ST | 2H - West Southern | 52 | 50 | 100 | $6,367 | 47,502 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 20.62 MP | 21.66 MP | 122 | 206217 | 5,439 | 20 | 108,780 | RL | ST | 2H - West Southern | 24 | 20 | 100 | $59,134 | 51,212 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 21.66 MP | 22.52 MP | 122 | 217225 | 4,428 | 22 | 97,416 | RL | ST | 2H - West Southern | 30 | 23 | 100 | $52,956 | 51,212 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 24.57 MP | 25.48 MP | 122 | 246255 | 4,801 | 20 | 96,020 | RL | ST | 2H - West Southern | 32 | 28 | 100 | $52,198 | 50,967 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 25.48 MP | 26.45 MP | 122 | 255265 | 5,455 | 22 | 120,010 | RL | ST | 2H - West Southern | 26 | 22 | 100 | $65,239 | 51,212 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 27.54 MP | 28.79 MP s/o SH 128 | 122 | 275288 | 5,942 | 24 | 142,608 | RL | ST | 2H - West Southern | 31 | 26 | 100 | $77,523 | 51,169 | SINGLE CHIP SEAL |
| HUTSELL ROAD | 0.00 MM s/o SH 128 | 0.82 MM EOP | 123 | 000008 | 4,308 | 14 | 60,312 | RL | ST | 3H - East Southern | 21 | 18 | 100 | $32,786 | 51,212 | SINGLE CHIP SEAL |
| ROBINSON CREEK ROAD | 0.00 MP n/o SH 253 | 1.17 MP | 125 | 000012 | 6,015 | 18 | 108,270 | RL | ST | 3H - East Southern | 35 | 31 | 100 | $58,857 | 50,667 | SINGLE CHIP SEAL |
| ORNBAUN ROAD | 0.00 MM w/o 510 | 0.76 MM road narrows | 127 | 000008 | 4,026 | 22 | 88,572 | RL | ST | 2H - West Southern | 36 | 33 | 100 | $48,149 | 50,568 | SINGLE CHIP SEAL |
| PEACHLAND ROAD | 0.15 MM road narrows | 0.28 MM EOP s/o cattle guard | 128 | 002003 | 686 | 14 | 9,604 | RL | ST | 3H - East Southern | 19 | 15 | 100 | $5,221 | 51,212 | SINGLE CHIP SEAL |
| INDIAN CREEK ROAD | 0.00 MM n/o SH 128 | 0.69 MM EOP at creek | 129 | 000007 | 3,649 | 14 | 51,086 | RL | ST | 3H - East Southern | 51 | 50 | 100 | $27,771 | 45,697 | SINGLE CHIP SEAL |
| MONTE BLOYD ROAD | 0.00 MM s/o SH 128 | 0.31 MM END | 130A | 000003 | 1,638 | 14 | 22,932 | RL | ST | 3H - East Southern | 28 | 24 | 100 | $12,466 | 51,212 | SINGLE CHIP SEAL |
| CLARK ROAD | 0.00 MM w/o SH 128 | 0.15 MM EOP | 130B | 000002 | 785 | 14 | 10,990 | RL | ST | 2H - West Southern | 38 | 33 | 100 | $5,974 | 50,516 | SINGLE CHIP SEAL |
| SIGNAL RIDGE ROAD | 0.00 MM s/o 132 | 1.91 MM EOP | 133 | 000010 | 10,085 | 16 | 161,360 | RL | ST | 2H - West Southern | 59 | 59 | 100 | $87,717 | 35,061 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM e/o US 101 | 1.00 MP | 201 | 000010 | 5,262 | 21 | 110,502 | RMiC | ST | 3H - East Southern | 53 | 52 | 100 | $69,555 | 50,226 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.00 MP | 1.50 MP s/o SH 175 | 201 | 010015 | 2,648 | 21 | 55,608 | RMiC | ST | 3H - East Southern | 65 | 64 | 100 | $35,002 | 31,167 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 4.73 MP | 5.73 MP | 201 | 047057 | 5,470 | 22 | 120,340 | RMaC | ST | 3H - East Southern | 65 | 64 | 100 | $75,747 | 38,201 | SINGLE CHIP SEAL |
| MILL CREEK ROAD | 2.66 MM w/o 203C | 3.78 MM EOP | 203 | 027038 | 5,914 | 14 | 82,796 | RL | ST | 3H - East Southern | 24 | 15 | 100 | $45,009 | 51,212 | SINGLE CHIP SEAL |
| GUIDIVILLE RESERVATION | 0.00 MM n/o 203 | 0.85 MM END of circle | 203B | 000009 | 4,472 | 18 | 80,496 | RL | ST | 3H - East Southern | 25 | 23 | 100 | $43,759 | 51,212 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 0.08 MM condition change | 1.00 MP | 205 | 001010 | 4,767 | 18 | 85,806 | RL | ST | 3H - East Southern | 21 | 18 | 100 | $46,645 | 51,212 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 1.00 MP | 2.00 MP | 205 | 010020 | 5,280 | 20 | 105,600 | RL | ST | 3H - East Southern | 39 | 38 | 100 | $57,405 | 49,334 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIELOW LANE | 0.00 MM e/o 205 | 2995 FT E/O 205 (RUDDICK CUNNI | 206 | 000008 | 2,995 | 14 | 41,930 | RL | ST | 3H - East Southern | 34 | 29 | 100 | $22,794 | 50,834 | SINGLE CHIP SEAL |
| REDEMEYER ROAD | 1.86 MP | 2.39 MP END | 215A | 019024 | 2,723 | 21 | 57,183 | RMaC | ST | 3H - East Southern | 66 | 65 | 100 | $35,994 | 30,642 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 37.02 MP | 38.00 MP | 223 | 370380 | 5,057 | 20 | 101,140 | RMaC | ST | 3G - East Central | 52 | 51 | 100 | $63,662 | 47,325 | SINGLE CHIP SEAL |
| PINOLEVILLE DRIVE | 0.00 MM n/o 223 | 0.78 MM n/o 223 | 225 | 000008 | 4,120 | 18 | 74,160 | RL | ST | 3G - East Central | 54 | 52 | 100 | $40,314 | 45,415 | SINGLE CHIP SEAL |
| HELD ROAD | 0.00 MM w/o 230 | 0.18 MM at sign post missing | 230C | 000002 | 921 | 18 | 16,578 | RL | ST | 3G - East Central | 25 | 22 | 100 | $9,012 | 51,212 | SINGLE CHIP SEAL |
| ROAD B | 0.00 MM e/o 230 | 1.00 MM | 231A | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 24 | 20 | 100 | $57,405 | 51,212 | SINGLE CHIP SEAL |
| COLONY DRIVE | 0.76 MM e/o 233 | 1.35 MM s/o 234 | 232A | 008014 | 3,114 | 22 | 68,508 | RL | ST | 3G - East Central | 19 | 16 | 100 | $37,242 | 51,212 | SINGLE CHIP SEAL |
| ADREVENO WAY | 232 ROAD E | S. CDS | 232C | 000003 | 1,656 | 28 | 49,152 | RL | ST | 3G - East Central | 34 | 31 | 100 | $26,720 | 50,701 | SINGLE CHIP SEAL |
| ROAD I | 0.00 MM e/o 230 | 0.96 MM w/o 232A | 234 | 000010 | 5,048 | 20 | 100,960 | RL | ST | 3G - East Central | 48 | 45 | 100 | $54,883 | 49,424 | SINGLE CHIP SEAL |
| MADRONE LANE | 0.00 MM n/o 234 | 0.30 MM END | 234A | 000003 | 1,572 | 20 | 31,440 | RL | ST | 3G - East Central | 30 | 27 | 100 | $17,091 | 51,082 | SINGLE CHIP SEAL |
| WEST ROAD | 2.32 MM pavement change n/o 2 | 3.02 MP | 237 | 025030 | 3,549 | 22 | 78,078 | RL | ST | 3G - East Central | 40 | 37 | 100 | $42,444 | 50,184 | SINGLE CHIP SEAL |
| WEST ROAD | 3.02 MP | TOMKI ROAD 237D | 237 | 030038 | 4,002 | 22 | 88,044 | RL | ST | 3G - East Central | 43 | 42 | 100 | $47,862 | 48,312 | SINGLE CHIP SEAL |
| RANCHERIA ROAD | 0.36 MM s/o 237 proper discon | 0.54 MM S END | 237A | 004005 | 620 | 16 | 11,083 | RL | ST | 3G - East Central | 21 | 17 | 100 | $6,025 | 51,212 | SINGLE CHIP SEAL |
| TOMKI ROAD | 3.83 MM pavement narrows | 4.74 MP | 237D | 038047 | 4,431 | 18 | 79,758 | RMiC | ST | 3G - East Central | 55 | 53 | 100 | $50,203 | 44,959 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 0.00 MM e/o 104 | 1.00 MM | 238 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 20 | 16 | 100 | $57,405 | 51,212 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 1.00 MM | 1.69 MM w/o 237 | 238 | 010020 | 3,660 | 20 | 73,200 | RL | ST | 3G - East Central | 30 | 27 | 100 | $39,792 | 51,001 | SINGLE CHIP SEAL |
| UVA DRIVE | 0.00 MM n/o 229 CENTRAL AVE | 0.98 MM pavement change | 239 | 000008 | 5,163 | 23 | 118,749 | RL | ST | 3G - East Central | 52 | 51 | 100 | $64,553 | 44,504 | SINGLE CHIP SEAL |
| BUSCH LANE | 0.46 MM w/o 247A | 1.20 MM w/o 248A | 247 | 005012 | 3,904 | 18 | 70,272 | RL | ST | 3G - East Central | 49 | 47 | 100 | $38,201 | 47,958 | SINGLE CHIP SEAL |
| RIDGEWAY HIGHWAY | 1.06 MM | 1.50 MM | 249 | 011015 | 2,314 | 16 | 37,024 | RL | ST | 3G - East Central | 19 | 15 | 100 | $20,127 | 51,212 | SINGLE CHIP SEAL |
| WALKER ROAD | 0.00 MM US 101 | 1.18 MM END at gate | 299 | 000012 | 6,208 | 24 | 148,992 | RL | ST | 3G - East Central | 51 | 49 | 100 | $80,994 | 47,048 | SINGLE CHIP SEAL |
| MUIR MILL ROAD | 0.00 MM w/o US 101 | 1.20 MM EOP | 301C | 000012 | 6,313 | 16 | 101,008 | RL | ST | 3G - East Central | 25 | 20 | 100 | $54,909 | 51,212 | SINGLE CHIP SEAL |
| HILLTOP DRIVE | 0.00 MM e/o 301 | 0.96 MM EOP | 301F | 000010 | 5,058 | 20 | 101,160 | RL | ST | 3G - East Central | 28 | 25 | 100 | $54,992 | 51,176 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | 0.00 MM Willits City Limits | BRAY RD | 303 | 000002 | 1,881 | 20 | 37,620 | RMaC | ST | 3G - East Central | 53 | 52 | 100 | $23,680 | 45,966 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTER VALLEY ROAD | BRAY RD | SAWYERS LN | 303 | 002012 | 3,847 | 20 | 76,940 | RL | ST | 3G - East Central | 37 | 34 | 100 | $41,825 | 50,764 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | SAWYERS LN | 2.24 MM n/o 301 | 303 | 012022 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 38 | 34 | 100 | $57,405 | 50,696 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM n/o 304A | 0.94 MM | 304 | 000009 | 4,909 | 20 | 98,180 | RL | ST | 3G - East Central | 33 | 31 | 100 | $53,372 | 50,977 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.94 MM | 2.14 MM n/o 309 | 304 | 009021 | 6,384 | 20 | 127,680 | RMiC | ST | 3G - East Central | 55 | 54 | 100 | $80,367 | 44,730 | SINGLE CHIP SEAL |
| VALLEY ROAD | 0.00 MM e/o 306 | 1.18 MM w/o EAST SIDE RD | 309 | 000012 | 6,222 | 20 | 124,440 | RL | ST | 3G - East Central | 39 | 36 | 100 | $67,647 | 50,501 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 3.61 MM w/o US 101 | 3.74 MM EOP | 310 | 036037 | 708 | 14 | 9,912 | RL | ST | 3G - East Central | 39 | 36 | 100 | $5,388 | 50,338 | SINGLE CHIP SEAL |
| STEELE LANE | 0.00 MM w/o US 101 | 0.42 MM | 318 | 000004 | 2,220 | 18 | 39,960 | RL | ST | 3F - East Northern | 42 | 40 | 100 | $21,723 | 49,019 | SINGLE CHIP SEAL |
| DAVIDSON LANE | 0.00 MM e/o US 101 | 0.32 MM END | 318A | 000003 | 1,699 | 16 | 27,184 | RL | ST | 3F - East Northern | 50 | 48 | 100 | $14,778 | 48,778 | SINGLE CHIP SEAL |
| HARWOOD ROAD | 0.00 MM w/o US 101 | 0.35 MM e/o 321D | 319 | 000004 | 1,825 | 22 | 40,150 | RL | ST | 3F - East Northern | 25 | 22 | 100 | $21,826 | 51,212 | SINGLE CHIP SEAL |
| RAMSEY ROAD | 0.00 MM w/o US 101 | 0.21 MM w/o 321D | 319A | 000002 | 1,115 | 22 | 24,530 | RL | ST | 3F - East Northern | 34 | 32 | 100 | $13,335 | 50,602 | SINGLE CHIP SEAL |
| LAKEVIEW AVENUE | 0.00 MM n/o 429 | 0.45 MM s/o 319E | 319C | 000005 | 2,349 | 22 | 51,678 | RL | ST | 2F - West Northern | 40 | 37 | 100 | $28,093 | 50,129 | SINGLE CHIP SEAL |
| LAYTONVILLE RESERVATION | 0.00 MM s/o 429 | 0.32 MM s/o 429 | 319F | 000003 | 1,698 | 24 | 40,752 | RL | ST | 2F - West Northern | 45 | 41 | 100 | $22,153 | 50,124 | SINGLE CHIP SEAL |
| WILDERNESS LODGE ROAD | 0.00 MM n/o 429 | 0.80 MM | 320 | 000008 | 4,198 | 20 | 83,960 | RL | ST | 2F - West Northern | 29 | 25 | 100 | $45,642 | 51,212 | SINGLE CHIP SEAL |
| WILDERNESS LODGE ROAD | MP 0.80 | MP 1.76 | 320 | 017600 | 6,120 | 24 | 146,880 | RL | ST | 2F - West Northern | 37 | 33 | 100 | $79,846 | 50,516 | SINGLE CHIP SEAL |
| HARMON DRIVE | 0.00 MM e/o US 101 | 0.38 MM s/o 322 | 321 | 000004 | 1,996 | 17 | 33,932 | RL | ST | 3F - East Northern | 31 | 27 | 100 | $18,446 | 51,085 | SINGLE CHIP SEAL |
| FOSTER AVENUE | 0.00 MM n/o 319 | 0.36 MM s/o 319A | 321A | 000004 | 1,895 | 22 | 41,690 | RL | ST | 3F - East Northern | 51 | 50 | 100 | $22,663 | 43,471 | SINGLE CHIP SEAL |
| TOLEN AVENUE | 0.00 MM n/o 319 | 0.33 MM s/o 319A | 321C | 000003 | 1,725 | 22 | 37,950 | RL | ST | 3F - East Northern | 50 | 48 | 100 | $20,630 | 46,973 | SINGLE CHIP SEAL |
| WILLIS AVENUE | 0.00 MM n/o 319 | 0.51 MM s/o 429 | 321D | 000005 | 2,680 | 24 | 64,320 | RL | ST | 3F - East Northern | 36 | 34 | 100 | $34,965 | 50,487 | SINGLE CHIP SEAL |
| LEGGETT FRONTAGE ROAD | 0.00 MM e/o US 101 | 0.39 MM END | 324B | 000004 | 2,050 | 28 | 59,287 | RL | ST | 2F - West Northern | 25 | 23 | 100 | $32,229 | 51,212 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 1.30 MM BOP | 2.02 MM EOP | 326 | 013020 | 3,752 | 18 | 67,536 | RL | ST | 3F - East Northern | 22 | 17 | 100 | $36,713 | 51,212 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 10.77 MM BOP | 11.50 MP w/o SH 162 | 326 | 108115 | 2,672 | 22 | 58,784 | RL | ST | 3F - East Northern | 45 | 42 | 100 | $31,956 | 49,763 | SINGLE CHIP SEAL |
| DOBIE LANE | 0.00 MM BOP | 0.21 MM s/o 327C | 329-N | 000002 | 1,096 | 24 | 26,304 | RL | ST | 3F - East Northern | 45 | 42 | 100 | $14,299 | 49,740 | SINGLE CHIP SEAL |
| FISHERMAN DRIVE | 0.00 MM n/o 325 | 0.28 MM END | 333 | 000003 | 1,471 | 22 | 32,362 | RL | ST | 3F - East Northern | 59 | 58 | 100 | $17,592 | 38,759 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EBERLE STREET | 0.00 MM w/o SH 162 | 0.08 MM END | 334A | 000001 | 426 | 24 | 10,224 | RL | ST | 3F - East Northern | 33 | 31 | 100 | $5,558 | 50,758 | SINGLE CHIP SEAL |
| GRANGE STREET | 0.00 MM e/o 335A | 0.17 MM w/o 335B | 334B | 000002 | 931 | 24 | 22,334 | RL | ST | 3F - East Northern | 53 | 52 | 100 | $12,141 | 41,193 | SINGLE CHIP SEAL |
| GRANGE STREET | 0.17 MM e/o 335B | 0.34 MM w/o SH 162 | 334B | 002004 | 888 | 24 | 21,312 | RL | ST | 3F - East Northern | 24 | 22 | 100 | $11,585 | 51,212 | SINGLE CHIP SEAL |
| GREELY STREET | 0.00 MM e/o 335C | 0.17 MM w/o 335B | 334C | 000002 | 1,120 | 24 | 26,885 | RL | ST | 3F - East Northern | 31 | 29 | 100 | $14,615 | 51,035 | SINGLE CHIP SEAL |
| GREELY STREET | 0.17 MM e/o 335B | 0.34 MM SH 162 | 334C | 002004 | 909 | 24 | 21,816 | RL | ST | 3F - East Northern | 48 | 47 | 100 | $11,859 | 44,849 | SINGLE CHIP SEAL |
| GREELY STREET | 0.34 MM e/o SH 162 | 0.38 MM s/o 335E | 334C | 004004 | 201 | 36 | 7,236 | RL | ST | 3F - East Northern | 52 | 50 | 100 | $3,934 | 47,495 | SINGLE CHIP SEAL |
| PERRY STREET | 0.00 MM s/o 334D | 0.23 MM END | 335C | 000002 | 1,218 | 26 | 31,668 | RL | ST | 3F - East Northern | 24 | 22 | 100 | $17,215 | 51,212 | SINGLE CHIP SEAL |
| MAIN STREET | 0.00 MM s/o 334D | 0.27 MM n/o 334A | 335D | 000003 | 1,411 | 20 | 28,220 | RL | ST | 3F - East Northern | 54 | 53 | 100 | $15,341 | 42,411 | SINGLE CHIP SEAL |
| MAIN STREET | 0.27 MM n/o 334D | 0.33 MM END | 335D | 003003 | 336 | 30 | 10,080 | RL | ST | 3F - East Northern | 57 | 56 | 100 | $5,480 | 40,700 | SINGLE CHIP SEAL |
| DINGMAN STREET | 0.00 MM n/o 334C | 0.10 MM s/o 327C | 335E | 000001 | 545 | 22 | 11,990 | RL | ST | 3F - East Northern | 57 | 56 | 100 | $6,518 | 40,528 | SINGLE CHIP SEAL |
| AIRPORT ROAD | 0.23 MM BOP | 0.29 MM END n/o SOUTH AIRPORT | 337B-W | 002003 | 335 | 22 | 7,370 | RL | ST | 3F - East Northern | 23 | 20 | 100 | $4,006 | 51,212 | SINGLE CHIP SEAL |
| BIGGAR LANE | 0.00 MM BOP | 0.25 MM w/o 337H | 337C | 000003 | 1,309 | 18 | 23,562 | RL | ST | 3F - East Northern | 25 | 22 | 100 | $12,809 | 51,212 | SINGLE CHIP SEAL |
| BIGGAR LANE | 1.00 MM | 1.49 MM END at white fence po | 337C | 010015 | 2,576 | 18 | 46,368 | RL | ST | 3F - East Northern | 24 | 21 | 100 | $25,206 | 51,212 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.00 MM n/o 337H at signpost | 0.42 MM | 337E | 000004 | 2,198 | 22 | 48,356 | RL | ST | 3F - East Northern | 22 | 18 | 100 | $26,287 | 51,212 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.42 MM | 1.42 MM END | 337E | 004014 | 5,280 | 22 | 116,160 | RL | ST | 3F - East Northern | 43 | 41 | 100 | $63,146 | 49,366 | SINGLE CHIP SEAL |
| NO NAME | 0.19 MM e/o 337H | 0.95 MM w/o 336 | 337F | 002010 | 3,995 | 18 | 71,910 | RL | ST | 3F - East Northern | 55 | 53 | 100 | $39,091 | 45,619 | SINGLE CHIP SEAL |
| BARNES LANE | 0.00 MM e/o 336 | 1.00 MM | 337G | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 44 | 42 | 100 | $57,405 | 48,315 | SINGLE CHIP SEAL |
| BARNES LANE | 1.00 MM | 1.48 MM n/o SH 162 | 337G | 010015 | 2,527 | 20 | 50,540 | RL | ST | 3F - East Northern | 54 | 53 | 100 | $27,474 | 43,912 | SINGLE CHIP SEAL |
| CRAWFORD ROAD | 1.00 MM | 1.32 MM s/o 337E at signpost | 337H-S | 010013 | 1,673 | 20 | 33,460 | RMiC | ST | 3F - East Northern | 64 | 64 | 100 | $21,061 | 31,310 | SINGLE CHIP SEAL |
| TABOR LANE | 0.00 MM n/o 337A | 0.50 MM s/o 337P | 337J | 000005 | 2,660 | 20 | 53,200 | RL | ST | 3F - East Northern | 60 | 59 | 100 | $28,920 | 36,082 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 337F | 0.50 MM n/o 337 | 337L | 000005 | 2,636 | 18 | 47,448 | RL | ST | 3F - East Northern | 36 | 34 | 100 | $25,793 | 50,504 | SINGLE CHIP SEAL |
| NO NAME | 0.50 MM e/o 337L intersection | 0.75 MM w/o 336 | 337L | 005008 | 1,318 | 20 | 26,360 | RL | ST | 3F - East Northern | 18 | 15 | 100 | $14,330 | 51,212 | SINGLE CHIP SEAL |
| HENDERSON LANE | 0.00 MM n/o 337A | 0.51 MM e/o 337P at white lin | 337N | 000005 | 2,702 | 13 | 35,126 | RL | ST | 3F - East Northern | 20 | 15 | 100 | $19,095 | 51,212 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MENDOCINO PASS ROAD | 3.96 MM | 4.50 MP | 338 | 040045 | 2,513 | 22 | 55,286 | RMaC | ST | 3F - East Northern | 69 | 68 | 100 | $33,218 | 22,148 | SINGLE CHIP SEAL |
| SHORT CREEK ROAD | 0.00 MM at pavement ends sign | 0.33 MM width change | 339-N | 000003 | 1,749 | 25 | 43,725 | RL | ST | 3F - East Northern | 23 | 16 | 100 | $23,769 | 51,212 | SINGLE CHIP SEAL |
| SOUTH AIRPORT ROAD | 0.00 MM s/o 337B | 0.43 MM 340 e/o sw bend | 340 | 000004 | 2,286 | 13 | 29,718 | RL | ST | 3F - East Northern | 38 | 37 | 100 | $16,155 | 49,693 | SINGLE CHIP SEAL |
| AGENCY ROAD | 0.00 MP w/o 336 | 1.00 MM | 344 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 24 | 21 | 100 | $57,405 | 51,212 | SINGLE CHIP SEAL |
| AGENCY ROAD | 1.00 MM | 1.58 MM n/o 337G | 344 | 010016 | 3,052 | 20 | 61,040 | RL | ST | 3F - East Northern | 26 | 24 | 100 | $33,182 | 51,212 | SINGLE CHIP SEAL |
| BLACK BART DRIVE | 0.00 MM US 101 | 1.17 MM | 370 | 000012 | 6,161 | 22 | 135,542 | RL | ST | 3G - East Central | 30 | 25 | 100 | $73,682 | 51,212 | SINGLE CHIP SEAL |
| BLACK BART DRIVE | 1.17 MM | 2.34 MM END e/o 372 | 370 | 012023 | 6,161 | 18 | 110,898 | RL | ST | 3G - East Central | 20 | 17 | 100 | $60,285 | 51,212 | SINGLE CHIP SEAL |
| BLACKHAWK DRIVE | 2.00 MM | 3.00 MM | 371 | 020030 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 32 | 30 | 100 | $45,924 | 50,849 | SINGLE CHIP SEAL |
| BAYWOOD WAY | 0.00 MM e/o 372 | 0.33 MM END | 373 | 000003 | 1,722 | 16 | 31,296 | RL | ST | 3G - East Central | 34 | 29 | 100 | $17,013 | 50,873 | SINGLE CHIP SEAL |
| MIDDLE RIDGE ROAD | 1.00 MP | 1.88 MM EOP | 401A | 010019 | 4,415 | 14 | 61,810 | RL | ST | 2G - West Central | 36 | 31 | 100 | $33,601 | 50,686 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 1.75 MP | 2.75 MP | 402 | 018028 | 5,442 | 20 | 108,840 | RL | ST | 2G - West Central | 33 | 27 | 100 | $59,167 | 51,030 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 4.00 MP | 5.00 MP | 402 | 040050 | 5,274 | 20 | 105,480 | RL | ST | 2G - West Central | 42 | 41 | 100 | $57,340 | 48,764 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 5.00 MP | 5.99 MP | 402 | 050060 | 4,656 | 20 | 93,120 | RL | ST | 2G - West Central | 45 | 42 | 100 | $50,621 | 50,041 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 5.99 MP | 6.61 MP road narrows | 402 | 060066 | 3,202 | 18 | 57,636 | RL | ST | 2G - West Central | 57 | 56 | 100 | $31,332 | 36,855 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 6.61 MP road narrows | 7.58 MM END | 402 | 066076 | 5,664 | 16 | 90,624 | RL | ST | 2G - West Central | 32 | 26 | 100 | $49,264 | 51,148 | SINGLE CHIP SEAL |
| CR 404B | LITTLE RIVER AIRPORT ROAD | END AT AIRPORT | 404B | 000002 | 1,006 | 22 | 22,132 | RL | ST | 2G - West Central | 33 | 27 | 100 | $12,031 | 51,071 | SINGLE CHIP SEAL |
| CALPELLA STREET | 0.24 MM e/o 407L (break) | 0.32 MM w/o 500 | 407B | 003004 | 402 | 20 | 8,040 | RL | ST | 2G - West Central | 49 | 46 | 100 | $4,371 | 49,289 | SINGLE CHIP SEAL |
| WOODWARD STREET | 0.00 MM n/o 407E | 0.07 MM s/o 407C | 407J | 000001 | 388 | 10 | 3,880 | RL | ST | 2G - West Central | 42 | 41 | 100 | $2,109 | 48,227 | SINGLE CHIP SEAL |
| FORD STREET | 0.00 MM n/o 407C | 0.08 MM 407A | 407M | 000001 | 409 | 22 | 8,998 | RL | ST | 2G - West Central | 28 | 22 | 100 | $4,891 | 51,212 | SINGLE CHIP SEAL |
| FORD STREET | 0.08 MM n/o 407A | 0.16 MM END | 407M | 001002 | 441 | 22 | 9,702 | RL | ST | 2G - West Central | 37 | 33 | 100 | $5,274 | 50,531 | SINGLE CHIP SEAL |
| CLARK STREET | 0.11 M n/o 407R (PAVT CHANGE) | 0.26 MM s/o 408 | 407Q | 000006 | 792 | 18 | 14,256 | RL | ST | 2G - West Central | 51 | 48 | 100 | $7,750 | 48,278 | SINGLE CHIP SEAL |
| PINE STREET | 0.00 MM e/o 407N | 0.06 MM w/o 407O | 407S | 000001 | 314 | 22 | 6,908 | RL | ST | 2G - West Central | 59 | 58 | 100 | $3,755 | 40,751 | SINGLE CHIP SEAL |
| GURLEY LANE | 0.00 MM n/o 408 | 0.23 M n/o 408 (PAVT CHANGE) | 407Z | 000002 | 1,230 | 16 | 19,680 | RL | ST | 2G - West Central | 27 | 19 | 100 | $10,698 | 51,212 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GURLEY LANE | 0.23 M n/o 408 (PAVT CHANGE) | 0.33 MM END EOP | 407Z | 000006 | 518 | 16 | 8,288 | RL | ST | 2G - West Central | 38 | 32 | 100 | $4,505 | 50,603 | SINGLE CHIP SEAL |
| SOUTH BIG RIVER ROAD | 0.00 MM n/o 223 | 0.14 MM END | 408D | 000001 | 755 | 16 | 12,080 | RL | ST | 2G - West Central | 26 | 21 | 100 | $6,567 | 51,212 | SINGLE CHIP SEAL |
| FERN DRIVE | 0.00 MM w/o 564 | 0.21 MM END | 410A | 000002 | 1,089 | 20 | 23,122 | RL | ST | 2G - West Central | 33 | 30 | 100 | $12,569 | 50,790 | SINGLE CHIP SEAL |
| JOHNSON PARK ROAD | 0.00 MM e/o 411B | 0.37 MM END | 411 | 000004 | 1,952 | 18 | 35,136 | RL | ST | 2G - West Central | 28 | 23 | 100 | $19,100 | 51,212 | SINGLE CHIP SEAL |
| TREGONING DRIVE | 0.09 MM e/o SH 1 | 0.16 MM END | 412D | 001002 | 370 | 16 | 5,920 | RL | ST | 2G - West Central | 21 | 18 | 100 | $3,218 | 51,212 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.00 MM e/o 414B | 0.63 MM s/o 414 | 414D | 000006 | 3,309 | 18 | 59,562 | RL | ST | 2G - West Central | 34 | 30 | 100 | $32,379 | 50,796 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.63 MM n/o 414 | 0.92 MM END | 414D | 006009 | 1,550 | 18 | 27,900 | RL | ST | 2G - West Central | 32 | 28 | 100 | $15,167 | 50,999 | SINGLE CHIP SEAL |
| TURNER ROAD | 0.00 MM w/o 414 | 0.86 MM END | 414F | 000009 | 4,536 | 20 | 93,167 | RL | ST | 2G - West Central | 25 | 17 | 100 | $50,647 | 51,212 | SINGLE CHIP SEAL |
| GRAVEL PIT ROAD | 0.00 MM s/o SH 20 | 0.11 MM END | 415C | 000001 | 566 | 16 | 9,056 | RL | ST | 2G - West Central | 50 | 48 | 100 | $4,923 | 48,149 | SINGLE CHIP SEAL |
| NURNBERGER LANE | 0.00 MM n/o 420 | 0.13 MM n/o 420A | 420B | 000001 | 672 | 12 | 8,064 | RL | ST | 2G - West Central | 47 | 45 | 100 | $4,384 | 47,484 | SINGLE CHIP SEAL |
| PETALUMA AVENUE | 0.00 MM n/o 421 | 0.40 MM END | 422 | 000004 | 2,109 | 14 | 29,526 | RL | ST | 2G - West Central | 19 | 15 | 100 | $16,051 | 51,212 | SINGLE CHIP SEAL |
| JOHNSON LANE | 0.00 MM e/o 422 | 0.19 MM | 422A | 000002 | 1,017 | 18 | 18,306 | RL | ST | 2G - West Central | 32 | 28 | 100 | $9,951 | 50,925 | SINGLE CHIP SEAL |
| LASSEN DRIVE | 0.00 MM w/o SH 1 | 0.13 MM END | 424B | 000001 | 693 | 16 | 11,088 | RL | ST | 2G - West Central | 35 | 30 | 100 | $6,028 | 50,793 | SINGLE CHIP SEAL |
| ODOM LANE | 0.00 MM e/o SH 1 | 0.40 MM at stop sign | 424C | 000004 | 2,134 | 22 | 46,948 | RL | ST | 2G - West Central | 35 | 30 | 100 | $25,521 | 50,768 | SINGLE CHIP SEAL |
| FOREST LANE | 0.00 MM e/o 424C | 0.48 MM END | 424D | 000005 | 2,548 | 20 | 53,407 | RL | ST | 2G - West Central | 31 | 26 | 100 | $29,033 | 51,155 | SINGLE CHIP SEAL |
| CAMP 2 TEN MILE ROAD | 0.00 MM e/o SH 1 | 1.07 MM EOP | 428 | 000011 | 5,622 | 16 | 89,952 | RL | ST | 2G - West Central | 36 | 32 | 100 | $48,899 | 50,644 | SINGLE CHIP SEAL |
| PACIFIC AVENUE | 0.00 MM e/o SH 1 | 0.16 MM END | 428A | 000002 | 823 | 18 | 14,814 | RL | ST | 2F - West Northern | 54 | 53 | 100 | $8,053 | 42,867 | SINGLE CHIP SEAL |
| PELICAN ROAD | 0.00 MM e/o SH 1 | 0.08 MM w/o 428F | 428B | 000001 | 397 | 18 | 7,146 | RL | ST | 2F - West Northern | 37 | 34 | 100 | $3,885 | 50,676 | SINGLE CHIP SEAL |
| OMEGA DRIVE | 0.00 MM w/o SH 1 | 0.17 MM w/o SH 1 | 428E | 000002 | 797 | 16 | 12,757 | RL | ST | 2F - West Northern | 21 | 16 | 100 | $6,935 | 51,212 | SINGLE CHIP SEAL |
| HILLCREST TERRACE | 0.00 MM n/o SH 1 | 0.17 MM END | 428F | 000002 | 883 | 18 | 15,894 | RL | ST | 2F - West Northern | 54 | 53 | 100 | $8,640 | 43,044 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 3.44 | MP 3.65 | 429 | 034000 | 2,000 | 15 | 30,000 | RMaC | ST | 2F - West Northern | 65 | 65 | 100 | $18,883 | 35,855 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 12.08 MP | 13.09 MP | 429 | 121131 | 5,382 | 24 | 129,168 | RMaC | ST | 2F - West Northern | 70 | 69 | 100 | $81,304 | 28,576 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 13.09 MP | 14.19 MP | 429 | 131142 | 5,286 | 24 | 126,864 | RMaC | ST | 2F - West Northern | 64 | 64 | 100 | $79,854 | 33,774 | SINGLE CHIP SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRANSCOMB ROAD | 15.14 MP | 15.93 MP | 429 | 151159 | 3,955 | 24 | 94,920 | RMaC | ST | 2F - West Northern | 61 | 60 | 100 | $59,747 | 39,464 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 21.64 MP | 22.16 MP | 429 | 216222 | 2,789 | 33 | 92,037 | RMaC | ST | 2F - West Northern | 53 | 52 | 100 | $57,932 | 47,095 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 25.75 MP | 25.88 MP w/o US 101 | 429 | 258259 | 428 | 24 | 10,272 | RMaC | ST | 2F - West Northern | 59 | 58 | 100 | $6,466 | 39,328 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 429 | 0.14 MM END | 429B | 000001 | 759 | 24 | 18,216 | RL | ST | 2F - West Northern | 53 | 52 | 100 | $9,902 | 45,160 | SINGLE CHIP SEAL |
| CR 430 | 0.12 MM e/o SH 1 | 0.20 MM END | 430 | 001002 | 430 | 24 | 10,320 | RL | ST | 2F - West Northern | 39 | 36 | 100 | $5,610 | 50,452 | SINGLE CHIP SEAL |
| OCEAN DRIVE | 0.00 MM w/o SH 1 | 0.13 MM (break between ends) | 436 | 000001 | 665 | 22 | 14,630 | RL | ST | 2G - West Central | 57 | 55 | 100 | $7,953 | 44,698 | SINGLE CHIP SEAL |
| OCEAN DRIVE | 0.13 MM (break between ends) | 1.25 MM w/o SH 1 | 436 | 001013 | 5,886 | 18 | 105,948 | RL | ST | 2G - West Central | 25 | 20 | 100 | $57,595 | 51,212 | SINGLE CHIP SEAL |
| PACIFIC WAY | 0.00 MM w/o 436 | 0.43 MM END | 436A | 000004 | 2,268 | 18 | 40,824 | RL | ST | 2G - West Central | 31 | 26 | 100 | $22,192 | 51,130 | SINGLE CHIP SEAL |
| CYPRESS ROAD | 0.00 MM w/o 436B | 0.32 MM END | 438 | 000003 | 1,699 | 16 | 27,184 | RL | ST | 2G - West Central | 58 | 57 | 100 | $14,778 | 40,410 | SINGLE CHIP SEAL |
| BAY VIEW AVENUE | 0.00 MM west end | 0.19 MM east end EOP | 439A | 000002 | 995 | 14 | 13,930 | RL | ST | 2G - West Central | 48 | 45 | 100 | $7,573 | 48,812 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM SH 271 | 0.31 MM END | 442B | 000003 | 1,644 | 25 | 46,450 | RL | ST | 2F - West Northern | 40 | 39 | 100 | $25,251 | 49,096 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM US 101 | 0.53 MM END | 442C | 000005 | 2,783 | 27 | 75,753 | RL | ST | 2F - West Northern | 23 | 19 | 100 | $41,180 | 51,212 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM END | 0.27 MM END | 442D | 000003 | 1,428 | 27 | 40,946 | RL | ST | 2F - West Northern | 26 | 24 | 100 | $22,259 | 51,212 | SINGLE CHIP SEAL |
| LARKIN ROAD | 0.00 MM SH 1 | 0.23 MM 444 | 443 | 000002 | 1,239 | 18 | 22,302 | RL | ST | 2G - West Central | 24 | 21 | 100 | $12,124 | 51,212 | SINGLE CHIP SEAL |
| OCEAN MEADOWS CIRCLE | 0.00 MM w/o SH 1 | 0.50 MM w/o SH 1 | 449 | 000005 | 2,625 | 26 | 68,250 | RL | ST | 2G - West Central | 36 | 34 | 100 | $37,101 | 50,416 | SINGLE CHIP SEAL |
| BROOKFIELD DRIVE | 0.00 MM e/o SH 1 | 0.08 MM END | 450 | 000001 | 423 | 18 | 7,614 | RL | ST | 2G - West Central | 45 | 42 | 100 | $4,139 | 49,926 | SINGLE CHIP SEAL |
| EMERALD DRIVE | 0.00 MM w/o 451 | 0.19 MM END | 452 | 000002 | 1,007 | 26 | 22,353 | RL | ST | 2G - West Central | 42 | 39 | 100 | $12,151 | 50,138 | SINGLE CHIP SEAL |
| GUALALA ROAD | 0.00 MM e/o 501a | PVMT CHANGE | 501 | 000015 | 661 | 18 | 11,898 | RL | ST | 2H - West Southern | 47 | 44 | 100 | $6,468 | 49,514 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 5.00 MP | 6.00 MP | 503 | 050060 | 5,277 | 18 | 94,986 | RMiC | ST | 2H - West Southern | 52 | 51 | 100 | $59,788 | 49,687 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 6.00 MP | 6.20 MP e/o SH 1 | 503 | 060062 | 906 | 18 | 16,308 | RMiC | ST | 2H - West Southern | 63 | 61 | 100 | $10,265 | 42,138 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 5.98 MP | 6.99 MP | 505 | 060070 | 5,129 | 20 | 102,580 | RL | ST | 2H - West Southern | 28 | 25 | 100 | $55,764 | 51,207 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 6.99 MP | 7.99 MP | 505 | 070080 | 5,092 | 20 | 101,840 | RL | ST | 2H - West Southern | 42 | 41 | 100 | $55,361 | 48,944 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 7.99 MP | 9.00 MP | 505 | 080090 | 5,198 | 20 | 103,960 | RL | ST | 2H - West Southern | 20 | 15 | 100 | $56,514 | 51,212 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EUREKA HILL ROAD | 9.00 MP | 9.54 MP END at AFB | 505 | 090103 | 2,841 | 20 | 56,820 | RL | ST | 2H - West Southern | 50 | 49 | 100 | $30,888 | 44,518 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 1.83 MM n/o 503A change of su | 2.00 MP | 506 | 018020 | 688 | 24 | 16,512 | RL | ST | 2H - West Southern | 25 | 19 | 100 | $8,976 | 51,212 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 4.00 MP | 5.00 MP | 506 | 040050 | 5,197 | 24 | 124,728 | RMiC | ST | 2H - West Southern | 54 | 53 | 100 | $78,509 | 50,190 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 5.00 MP | 5.95 MM s/o 505 at stop sign | 506 | 050060 | 5,386 | 24 | 129,264 | RMiC | ST | 2H - West Southern | 66 | 64 | 100 | $81,365 | 41,559 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 6.79 MP | 7.83 MP | 510 | 068078 | 5,366 | 22 | 118,052 | RMaC | ST | 2H - West Southern | 74 | 69 | 100 | $70,930 | 30,642 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 19.33 MP | 20.30 MP | 510 | 193203 | 5,105 | 20 | 102,100 | RMaC | ST | 2H - West Southern | 73 | 68 | 100 | $64,266 | 31,307 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 22.33 MP | 23.34 MP | 510 | 223233 | 5,191 | 16 | 83,056 | RMaC | ST | 2H - West Southern | 74 | 70 | 100 | $52,279 | 27,928 | SINGLE CHIP SEAL |
| CREAMERY LANE | 0.00 MM e/o SH 1 | 0.23 MM END at phone pole s.s | 510B | 000002 | 1,185 | 12 | 14,220 | RL | ST | 2H - West Southern | 44 | 42 | 100 | $7,730 | 49,541 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.00 MM e/o SH 1 | 0.56 MM e/o cattle guard | 511 | 000006 | 2,941 | 20 | 58,820 | RL | ST | 2H - West Southern | 50 | 47 | 100 | $31,975 | 48,595 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.56 MM e/o cattle guard | 1.10 MM | 511 | 006011 | 2,860 | 14 | 40,040 | RL | ST | 2H - West Southern | 46 | 43 | 100 | $21,766 | 49,722 | SINGLE CHIP SEAL |
| KINNEY ROAD | 0.00 MM w/o SH 1 | 0.45 MM road narrows | 512 | 000005 | 2,396 | 20 | 47,920 | RL | ST | 2H - West Southern | 52 | 49 | 100 | $26,050 | 48,268 | SINGLE CHIP SEAL |
| OLD COAST HIGHWAY | 0.00 MM w/o SH 1 | 0.29 MM END | 513 | 000003 | 1,531 | 16 | 24,496 | RL | ST | 2H - West Southern | 36 | 30 | 100 | $13,316 | 50,749 | SINGLE CHIP SEAL |
| NAVARRO BLUFF ROAD | 1051 NAVARRO BLUFF ROAD | 1.05 MM w/o SH 1 north end | 517A | 003011 | 1,311 | 18 | 23,598 | RL | ST | 2G - West Central | 52 | 50 | 100 | $12,828 | 47,385 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 2.00 MP | 3.25 MP | 518 | 020033 | 6,516 | 18 | 117,288 | RL | ST | 2G - West Central | 53 | 50 | 100 | $63,759 | 47,871 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 3.25 MP | 4.12 MP EOP | 518 | 033041 | 4,489 | 16 | 71,824 | RL | ST | 2G - West Central | 23 | 20 | 100 | $39,044 | 51,212 | SINGLE CHIP SEAL |
| SIGNAL PORT CREEK ROAD | 0.00 MM e/o SH 1 | 0.19 MM END | 520 | 000002 | 1,024 | 14 | 14,336 | RL | ST | 2H - West Southern | 24 | 20 | 100 | $7,793 | 51,212 | SINGLE CHIP SEAL |
| SUNSET DRIVE | REDWOOD WAY | END | 525 | 000011 | 4,000 | 23 | 92,000 | RL | ST | 2H - West Southern | 22 | 19 | 100 | $50,012 | 51,212 | SINGLE CHIP SEAL |
| GAYLE CIRCLE | 0.00 MM e/o 540 | 0.11 MM END | 541 | 000001 | 572 | 20 | 13,887 | RL | ST | 2G - West Central | 50 | 49 | 100 | $7,549 | 43,628 | SINGLE CHIP SEAL |
| HANSON CIRCLE | 0.00 MM n/o 540 | 0.14 MM END | 555 | 000001 | 725 | 20 | 14,900 | RL | ST | 2G - West Central | 31 | 29 | 100 | $8,100 | 51,000 | SINGLE CHIP SEAL |
| VEGA DRIVE | 0.00 MM s/o 540 | 0.16 MM END | 557 | 000002 | 847 | 22 | 18,634 | RL | ST | 2G - West Central | 58 | 57 | 100 | $10,130 | 36,105 | SINGLE CHIP SEAL |
| HILMA CIRCLE | 0.00 MM s/o 540 | 0.11 MM END | 558 | 000001 | 565 | 22 | 13,936 | RL | ST | 2G - West Central | 22 | 16 | 100 | $7,576 | 51,212 | SINGLE CHIP SEAL |
| PACIFICA DRIVE | 0.00 MM w/o 569 | 0.33 MM n/o 560 | 559 | 000003 | 1,758 | 18 | 31,644 | RL | ST | 2G - West Central | 29 | 27 | 100 | $17,202 | 51,022 | SINGLE CHIP SEAL |
| REDWOOD SPRINGS DRIVE | 0.00 MM n/o 414 | 0.72 MM END | 561 | 000007 | 3,803 | 20 | 78,707 | RL | ST | 2G - West Central | 39 | 36 | 100 | $42,786 | 50,606 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRISTOL ROAD | STONESBORO | LOOP | 572 | 000006 | 2,400 | 23 | 55,200 | RL | ST | 2H - West Southern | 22 | 16 | 100 | $30,007 | 51,212 | SINGLE CHIP SEAL |
| BARNEGAT DRIVE | 0.00 MM n/o 507 | 0.40 MM END | 574 | 000004 | 2,114 | 20 | 42,280 | RL | ST | 2H - West Southern | 20 | 17 | 100 | $22,984 | 51,212 | SINGLE CHIP SEAL |
| GREEN LING CIRCLE | 0.00 MM w/o 557 | 0.10 MM END | 579 | 000001 | 550 | 24 | 16,364 | RL | ST | 2G - West Central | 39 | 38 | 100 | $8,896 | 49,326 | SINGLE CHIP SEAL |
| BROWN COURT | 0.00 MM e/o 609A | 0.03 MM END | 609B | 000000 | 138 | 22 | 4,542 | RL | ST | 3G - East Central | 35 | 33 | 100 | $2,469 | 50,568 | SINGLE CHIP SEAL |
| MADRONE PLACE | 0.00 MM s/o 609 | 0.17 MM END | 609D | 000002 | 897 | 22 | 21,240 | RL | ST | 3G - East Central | 26 | 19 | 100 | $11,546 | 51,212 | SINGLE CHIP SEAL |
| PULLEN PLACE | 0.00 MM n/o 611 | 0.06 MM END | 611A | 000001 | 342 | 22 | 9,080 | RL | ST | 3G - East Central | 55 | 53 | 100 | $4,936 | 46,295 | SINGLE CHIP SEAL |
| ALCOTT TERRACE | 0.04 MM | 0.15 MM END | 625A | 001002 | 772 | 22 | 18,490 | RL | ST | 3G - East Central | 33 | 30 | 100 | $10,051 | 50,784 | SINGLE CHIP SEAL |
| COYOTE ROAD | 0.00 MM n/o 623 | 0.39 MM END | 628 | 000004 | 2,068 | 22 | 47,002 | RL | ST | 3G - East Central | 40 | 39 | 100 | $25,551 | 48,885 | SINGLE CHIP SEAL |
| PERCH DRIVE | 0.22 MM surface change | 0.72 MM surface change | 635 | 002007 | 2,625 | 24 | 63,000 | RL | ST | 3G - East Central | 23 | 18 | 100 | $34,248 | 51,212 | SINGLE CHIP SEAL |
| SALMON COURT | 0.00 MM n/o 636 | 0.05 MM END | 636B | 000001 | 266 | 22 | 7,358 | RL | ST | 3G - East Central | 32 | 27 | 100 | $4,000 | 51,071 | SINGLE CHIP SEAL |
| GOOSE COURT | 0.00 MM s/o 640 | 0.08 MM END | 640D | 000001 | 410 | 22 | 10,526 | RL | ST | 3G - East Central | 25 | 20 | 100 | $5,722 | 51,212 | SINGLE CHIP SEAL |
| RIDGE ROAD | 0.51 MM intersects 640 | 0.89 MM surface change s/o 64 | 641 | 005009 | 1,996 | 26 | 53,162 | RL | ST | 3H - East Southern | 27 | 24 | 100 | $28,899 | 51,212 | SINGLE CHIP SEAL |
| | | | | | | | | | | | Treatment Total | | | $6,051,320 | | |
| MOUNTAIN HOUSE ROAD | 0.97 MP | 2.05 MP | 111 | 010021 | 5,740 | 20 | 114,800 | RMiC | ST | 3G - East Central | 40 | 38 | 100 | $144,520 | 27,968 | DOUBLE CHIP SEAL |
| FISH ROCK ROAD | 2.80 MP | 3.00 MP | 122 | 020030 | 900 | 22 | 19,800 | RMiC | ST | 2H - West Southern | 34 | 32 | 100 | $24,926 | 28,693 | DOUBLE CHIP SEAL |
| OLD RIVER ROAD | 13.56 MP | 14.56 MM e/o SH 222 | 201 | 136146 | 5,260 | 22 | 115,720 | RMiA | ST | 3G - East Central | 49 | 47 | 100 | $148,990 | 36,139 | DOUBLE CHIP SEAL |
| MILL CREEK ROAD | 0.80 MM w/o 203B | 1.76 MP | 203 | 008018 | 4,885 | 16 | 78,160 | RMiC | ST | 3H - East Southern | 35 | 33 | 100 | $98,395 | 28,533 | DOUBLE CHIP SEAL |
| REDEMEYER ROAD | 1.05 MP | 1.86 MP | 215A | 011019 | 4,200 | 22 | 92,400 | RMaC | ST | 3H - East Southern | 34 | 32 | 100 | $116,321 | 28,608 | DOUBLE CHIP SEAL |
| ORR SPRINGS ROAD | 38.00 MP | 38.95 MP | 223 | 380390 | 4,746 | 22 | 104,412 | RMaC | ST | 3G - East Central | 38 | 36 | 100 | $131,443 | 28,340 | DOUBLE CHIP SEAL |
| ORR SPRINGS ROAD | 38.95 MP | 40.35 MP | 223 | 390404 | 7,075 | 22 | 155,650 | RMaC | ST | 3G - East Central | 30 | 27 | 100 | $195,946 | 28,847 | DOUBLE CHIP SEAL |
| EEL RIVER ROAD | 1.00 MM | 1.94 MP | 240B | 010019 | 4,964 | 22 | 109,208 | RMiC | ST | 3G - East Central | 30 | 28 | 100 | $137,481 | 28,819 | DOUBLE CHIP SEAL |
| CANYON ROAD | 3.00 MM | 3.68 MM EOP | 308 | 030037 | 3,662 | 20 | 73,240 | RMiC | ST | 3G - East Central | 42 | 41 | 100 | $92,201 | 27,348 | DOUBLE CHIP SEAL |
| REYNOLDS HIGHWAY | 0.00 MP n/o 306 | 0.59 MP | 310 | 000006 | 3,290 | 18 | 59,220 | RMiC | ST | 3G - East Central | 35 | 32 | 100 | $74,551 | 28,726 | DOUBLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| REYNOLDS HIGHWAY | 0.59 MP | 1.44 MP | 310 | 006014 | 4,246 | 18 | 76,428 | RMiC | ST | 3G - East Central | 32 | 29 | 100 | $96,214 | 28,758 | DOUBLE CHIP SEAL |
| REYNOLDS HIGHWAY | 1.44 MP | 2.44 MP | 310 | 014024 | 5,253 | 18 | 94,554 | RMiC | ST | 3G - East Central | 36 | 34 | 100 | $119,033 | 28,504 | DOUBLE CHIP SEAL |
| REYNOLDS HIGHWAY | 2.44 MP | 3.61 MM e/o US 101 | 310 | 024036 | 6,157 | 22 | 135,454 | RMiC | ST | 3G - East Central | 43 | 41 | 100 | $170,522 | 27,856 | DOUBLE CHIP SEAL |
| SHERWOOD ROAD | 1.81 MP | 2.73 MP | 311 | 018027 | 4,841 | 24 | 116,184 | RMaC | ST | 3G - East Central | 34 | 30 | 100 | $146,263 | 28,704 | DOUBLE CHIP SEAL |
| SHERWOOD ROAD | 2.73 MP | 3.75 MP | 311 | 027038 | 5,315 | 22 | 122,232 | RMaC | ST | 3G - East Central | 28 | 26 | 100 | $153,877 | 28,915 | DOUBLE CHIP SEAL |
| LAYTONVILLE - DOS RIOS | 0.00 MM e/o US 101 | 0.80 EOP | 322 | 000008 | 4,326 | 24 | 103,824 | RMiC | ST | 3F - East Northern | 35 | 32 | 100 | $130,703 | 28,600 | DOUBLE CHIP SEAL |
| LAYTONVILLE - DOS RIOS | 1.07 MM BOP | 1.23 MM EOP | 322 | 011012 | 871 | 24 | 20,904 | RMiC | ST | 3F - East Northern | 42 | 40 | 100 | $26,316 | 27,597 | DOUBLE CHIP SEAL |
| EAST LANE | 3.35 MP | 3.32 MM w/o 327B | 327C | 034033 | 87 | 32 | 2,784 | RMiC | ST | 3F - East Northern | 42 | 40 | 100 | $3,505 | 27,597 | DOUBLE CHIP SEAL |
| CRAWFORD ROAD | 0.00 MM n/o 337A | 1.00 MM | 337H-S | 000010 | 5,280 | 20 | 105,600 | RMiC | ST | 3F - East Northern | 30 | 27 | 100 | $132,939 | 28,872 | DOUBLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.03 MP | 2.96 MP | 338 | 020030 | 4,914 | 22 | 108,108 | RMaC | ST | 3F - East Northern | 38 | 36 | 100 | $136,096 | 28,313 | DOUBLE CHIP SEAL |
| MENDOCINO PASS ROAD | 6.45 MP | 7.33 MM EOP | 338 | 065073 | 6,229 | 22 | 137,038 | RMaC | ST | 3F - East Northern | 38 | 36 | 100 | $172,516 | 28,313 | DOUBLE CHIP SEAL |
| LITTLE RIVER AIRPORT RO | 2.11 MP | 3.00 MP | 404 | 021030 | 4,979 | 18 | 89,622 | RMiC | ST | 2G - West Central | 39 | 36 | 100 | $112,824 | 28,611 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 0.75 MP | 1.75 MP | 429 | 008018 | 4,846 | 22 | 106,612 | RMaC | ST | 2F - West Northern | 32 | 29 | 100 | $134,213 | 28,742 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 1.75 MP | 1.79 MM EOP | 429 | 018018 | 836 | 16 | 13,376 | RMaC | ST | 2F - West Northern | 47 | 44 | 100 | $16,839 | 27,933 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | MP 7.00 | MP 7.67 | 429 | 070000 | 4,000 | 18 | 72,000 | RMiC | ST | 2F - West Northern | 43 | 40 | 100 | $90,640 | 28,330 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 7.91 MP | 9.09 MP | 429 | 079091 | 5,373 | 24 | 128,952 | RMiC | ST | 2F - West Northern | 29 | 27 | 100 | $162,336 | 28,875 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 18.10 MP | 19.17 MP | 429 | 181192 | 5,561 | 24 | 133,464 | RMaC | ST | 2F - West Northern | 36 | 34 | 100 | $168,016 | 28,540 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 19.17 MP | 20.18 MP | 429 | 192202 | 5,156 | 26 | 134,056 | RMaC | ST | 2F - West Northern | 29 | 26 | 100 | $168,762 | 28,897 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 20.18 MP | 21.64 MP | 429 | 202216 | 7,625 | 26 | 198,250 | RMaC | ST | 2F - West Northern | 44 | 41 | 100 | $249,575 | 28,087 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 22.16 MP | 23.31 MP | 429 | 222233 | 5,592 | 22 | 144,606 | RMaC | ST | 2F - West Northern | 40 | 35 | 100 | $182,043 | 28,468 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 23.31 MP | 24.61 MP | 429 | 233246 | 6,514 | 22 | 143,308 | RMaC | ST | 2F - West Northern | 42 | 40 | 100 | $180,409 | 27,778 | DOUBLE CHIP SEAL |
| OLD STAGE ROAD | 4.00 MP | 5.00 MP | 502 | 040050 | 5,133 | 20 | 102,660 | RMiC | ST | 2H - West Southern | 38 | 36 | 100 | $129,238 | 28,460 | DOUBLE CHIP SEAL |
| OLD STAGE ROAD | 5.00 MP | 5.66 MM END s/o 122 | 502 | 050057 | 3,925 | 22 | 86,350 | RMiC | ST | 2H - West Southern | 41 | 38 | 100 | $108,705 | 28,305 | DOUBLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2027

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TEN MILE ROAD | 2.99 MP | 4.00 MP | 506 | 030040 | 5,218 | 24 | 125,232 | RMiC | ST | 2H - West Southern | 36 | 33 | 100 | $157,653 | 28,655 | DOUBLE CHIP SEAL |
| WINDY HOLLOW ROAD | 1.87 MM n/o Garcia River | 2.40 MM e/o SH 1 | 508 | 019024 | 2,735 | 18 | 49,230 | RMiC | ST | 2H - West Southern | 34 | 30 | 100 | $61,975 | 28,730 | DOUBLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $4,375,983 | | |
| | | | | | | | Year 2027 Area Total | 15,331,394 | | | | Year 2027 Total | | $10,999,738 | | |

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRANCH ROAD | 105 RANCHERIA ROAD | 118 | 105A | 000005 | 2,488 | 18 | 44,784 | RL | ST | 3G - East Central | 12 | 0 | 100 | $133,296 | 16,579 | AC OVERLAY(2 INCHES) |
| FELIZ CREEK ROAD | 3.41 MM e/o creek | 3.71 MM END at end marker | 109 | 034037 | 1,601 | 12 | 19,212 | RL | ST | 3H - East Southern | 0 | 0 | 100 | $57,183 | 16,579 | AC OVERLAY(2 INCHES) |
| HEWLITT & STURTEVANT | 0.00 MM w/o US 101 | 0.23 MM road widens | 112 | 000002 | 1,220 | 14 | 17,080 | RL | ST | 3H - East Southern | 11 | 0 | 100 | $50,837 | 16,579 | AC OVERLAY(2 INCHES) |
| HEWLITT & STURTEVANT | 0.43 MM road narrows | 0.62 MM at property fence | 112 | 004006 | 984 | 16 | 15,744 | RL | ST | 3H - East Southern | 1 | 0 | 100 | $46,861 | 16,579 | AC OVERLAY(2 INCHES) |
| CR 112A | HEWLITT STURTEVAN ROAD | US 101 | 112A | 000002 | 1,202 | 14 | 16,828 | RL | ST | 3H - East Southern | 4 | 0 | 100 | $50,087 | 16,579 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 3.00 MP | 4.00 MP | 122 | 030040 | 5,348 | 22 | 117,656 | RL | ST | 2H - West Southern | 21 | 0 | 100 | $350,193 | 16,579 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 4.00 MP | 4.88 MP EOP | 122 | 040049 | 4,635 | 20 | 92,700 | RL | ST | 2H - West Southern | 11 | 0 | 100 | $275,914 | 16,579 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 19.13 MP | 20.62 MP | 122 | 191206 | 6,568 | 20 | 131,360 | RL | ST | 2H - West Southern | 18 | 0 | 100 | $390,982 | 16,579 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 22.52 MP | 23.49 MP | 122 | 225235 | 5,040 | 20 | 100,800 | RL | ST | 2H - West Southern | 23 | 0 | 100 | $300,023 | 16,579 | AC OVERLAY(2 INCHES) |
| FISH ROCK ROAD | 23.49 MP | 24.57 MP | 122 | 235246 | 5,618 | 20 | 112,360 | RL | ST | 2H - West Southern | 14 | 0 | 100 | $334,430 | 16,579 | AC OVERLAY(2 INCHES) |
| ROBINSON CREEK ROAD | 1.17 MP | 1.37 MM EOP | 125 | 012014 | 1,193 | 14 | 16,702 | RL | ST | 3H - East Southern | 15 | 0 | 100 | $49,712 | 16,579 | AC OVERLAY(2 INCHES) |
| PHILO SCHOOL ROAD | 0.00 MM n/o SH 128 | 0.15 MM at end marker | 130 | 000002 | 788 | 20 | 15,760 | RL | ST | 3H - East Southern | 14 | 0 | 100 | $46,908 | 16,579 | AC OVERLAY(2 INCHES) |
| GSCHWEND ROAD | 0.00 MM s/o SH 128 | 0.27 MM END at marker | 130C | 000003 | 1,413 | 12 | 16,956 | RL | ST | 2H - West Southern | 20 | 1 | 100 | $50,468 | 16,579 | AC OVERLAY(2 INCHES) |
| WENDLING STREET | 0.00 MM e/o SH 128 | 0.33 MM END e/o SH 128 | 130E | 000003 | 1,714 | 12 | 20,568 | RL | ST | 2H - West Southern | 0 | 0 | 100 | $61,219 | 16,579 | AC OVERLAY(2 INCHES) |
| RAYS ROAD | 0.00 MM s/o SH 128 | 0.38 MM END at gate | 131 | 000004 | 1,988 | 18 | 35,784 | RL | ST | 3H - East Southern | 12 | 0 | 100 | $106,508 | 16,579 | AC OVERLAY(2 INCHES) |
| WENDLING SODA CREEK ROA | 0.00 MM e/o SH 128 | 0.17 MM AT green post n.side | 134 | 000002 | 900 | 16 | 14,400 | RL | ST | 2H - West Southern | 0 | 0 | 100 | $42,860 | 16,579 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MC CLURE SUBDIVISION | 0.00 MM e/o 200 | 0.52 MM END at gate | 201B | 000005 | 2,724 | 14 | 38,136 | RL | ST | 3H - East Southern | 12 | 0 | 100 | $113,509 | 16,579 | AC OVERLAY(2 INCHES) |
| TINDALL RANCH ROAD | 0.00 MM e/o 201 | 0.88 MM at n.side property fe | 202 | 000009 | 4,648 | 16 | 74,368 | RL | ST | 3H - East Southern | 17 | 0 | 100 | $221,350 | 16,579 | AC OVERLAY(2 INCHES) |
| FERN CANYON DRIVE | 0.00 MM e/o 201 | 0.17 MM END at property gate | 205A | 000002 | 902 | 24 | 21,648 | RL | ST | 3H - East Southern | 6 | 0 | 100 | $64,433 | 16,579 | AC OVERLAY(2 INCHES) |
| FERN CANYON PLACE | 0.00 MM s/o 205A | 0.11 MM END | 205B | 000001 | 570 | 16 | 9,120 | RL | ST | 3H - East Southern | 5 | 0 | 100 | $27,145 | 16,579 | AC OVERLAY(2 INCHES) |
| GIELOW LANE | 2995 FT E/O 205 (RUDDICK CUNNI | 0.73 MM w/o 201 | 206 | 000009 | 872 | 14 | 12,208 | RL | ST | 3H - East Southern | 0 | 0 | 100 | $36,336 | 16,579 | AC OVERLAY(2 INCHES) |
| HOWELL CREEK ROAD | 0.00 MM e/o 205 | 0.26 MM END | 206B | 000003 | 1,392 | 14 | 19,488 | RL | ST | 3H - East Southern | 0 | 0 | 100 | $58,004 | 16,579 | AC OVERLAY(2 INCHES) |
| BRUSH STREET | 0.00 MM Ukiah City Limits | 0.12 MM e/o 216 pavement chan | 217 | 000001 | 647 | 18 | 11,646 | RL | ST | 3H - East Southern | 17 | 0 | 100 | $34,663 | 16,579 | AC OVERLAY(2 INCHES) |
| BRUSH STREET | 0.22 MM pavement and width ch | 0.39 MM END | 217 | 002004 | 927 | 12 | 11,470 | RL | ST | 3H - East Southern | 11 | 0 | 100 | $34,139 | 16,579 | AC OVERLAY(2 INCHES) |
| ANTONI LANE | 227 CALPELL AROAD | 0.11 MM END | 227E | 000001 | 630 | 33 | 23,174 | RL | ST | 3G - East Central | 12 | 0 | 100 | $68,975 | 16,579 | AC OVERLAY(2 INCHES) |
| TOLLINI LANE | 0.00 MM s/o 224 | 0.26 MM END | 228 | 000003 | 1,382 | 23 | 31,786 | RL | ST | 3G - East Central | 10 | 0 | 100 | $94,608 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD A | 0.00 MM e/o 230 | 1.16 MM | 231 | 000012 | 6,141 | 20 | 122,820 | RL | ST | 3G - East Central | 17 | 0 | 100 | $365,563 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD A | 1.16 MM w/o 231A | 1.30 MM n/o SH 20 | 231 | 012013 | 715 | 24 | 17,160 | RL | ST | 3G - East Central | 6 | 0 | 100 | $51,075 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD B | 1.00 MM | 2.00 MM | 231A | 010020 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 12 | 0 | 100 | $314,309 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD B | 2.00 MM | 3.02 MM n/o 231 | 231A | 020030 | 5,401 | 18 | 97,218 | RL | ST | 3G - East Central | 12 | 0 | 100 | $289,361 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD D | 0.00 MM e/o 230 | 1.32 MM s/o 232A | 232 | 000013 | 6,966 | 18 | 125,388 | RL | ST | 3G - East Central | 6 | 0 | 100 | $373,207 | 16,579 | AC OVERLAY(2 INCHES) |
| COLONY DRIVE | 0.00 MM n/o 232 | 0.76 MM e/o 233 | 232A | 000008 | 3,992 | 18 | 71,856 | RL | ST | 3G - East Central | 5 | 0 | 100 | $213,873 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD H | 0.00 MM e/o 230 | 0.39 MM END | 233A | 000004 | 2,054 | 16 | 32,864 | RL | ST | 3G - East Central | 19 | 0 | 100 | $97,817 | 16,579 | AC OVERLAY(2 INCHES) |
| NO NAME | SCHOOL WAY 1500' e/o 237 | W END | 236A | 000002 | 650 | 14 | 9,100 | RL | ST | 3G - East Central | 4 | 0 | 100 | $27,085 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD M | 0.00 MM e/o 237 | 0.25 MM END | 237B | 000003 | 1,304 | 14 | 18,256 | RL | ST | 3G - East Central | 14 | 0 | 100 | $54,337 | 16,579 | AC OVERLAY(2 INCHES) |
| OAK GROVE DRIVE | 0.00 MM w/o 237 | 0.32 MM END | 237E | 000003 | 1,692 | 12 | 20,304 | RL | ST | 3G - East Central | 21 | 0 | 100 | $60,433 | 16,579 | AC OVERLAY(2 INCHES) |
| ROAD N | 0.00 MM e/o 238 | 0.76 MM w/o 237 | 238A | 000008 | 3,975 | 18 | 71,550 | RL | ST | 3G - East Central | 11 | 0 | 100 | $212,962 | 16,579 | AC OVERLAY(2 INCHES) |
| LEES ROAD | 0.00 MM e/o 238 | E CDS | 238E | 000002 | 860 | 14 | 12,040 | RL | ST | 3G - East Central | 3 | 0 | 100 | $35,836 | 16,579 | AC OVERLAY(2 INCHES) |
| SUNNYCREST DRIVE | 0.00 MM n/o 228A POMO LANE | 0.19 MM END | 239A | 000002 | 984 | 30 | 31,267 | RL | ST | 3G - East Central | 5 | 0 | 100 | $93,064 | 16,579 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VAN ARSDALE ROAD | 1.37 MM road narrows | 1.78 MM EOP w/o Eel River | 242 | 014018 | 2,150 | 14 | 30,100 | RL | ST | 3G - East Central | 5 | 0 | 100 | $89,590 | 16,579 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | | Treatment Total | | $5,379,157 | | |
| OAK COURT ROAD | 0.00 MM s/o 252F | 0.40 MM e/o 252 (break at 252 | 252A | 000004 | 2,121 | 20 | 42,420 | RMiA | AC/AC | 3H - East Southern | 48 | 44 | 100 | $197,515 | 17,297 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | | Treatment Total | | $197,515 | | |
| SOUTH STATE STREET | 0.00 MM n/o SH 253 | 1.10 MM s/o 267 | 104A | 000011 | 5,791 | 26 | 150,566 | RMiA | AC | 3H - East Southern | 70 | 67 | 76 | $164,173 | 20,034 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| SOUTH DORA | 0.00 MM n/o 252F | 0.48 MM pavement change | 209 | 000005 | 2,529 | 22 | 55,638 | RMiA | AC/AC | 3H - East Southern | 62 | 58 | 69 | $60,666 | 17,677 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| OAK COURT ROAD | 0.00 MM s/o 252F | 0.06 MM n/o 252 | 252A | 000001 | 286 | 22 | 6,292 | RMiA | AC/AC | 3H - East Southern | 58 | 54 | 66 | $6,861 | 14,816 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $231,699 | | |
| ALBION RIDGE ROAD | 0.00 MM e/o SH 1 | 0.75 MP | 402 | 000008 | 3,988 | 20 | 79,760 | RL | AC | 2G - West Central | 78 | 76 | 84 | $44,659 | 25,017 | Slurry Seal w/ Crack Seal |
| HANSON ROAD | 0.00 MM n/o 415E | 0.67 MM END | 415H | 000007 | 3,553 | 26 | 92,378 | RL | AC | 2G - West Central | 82 | 80 | 88 | $51,724 | 25,271 | Slurry Seal w/ Crack Seal |
| TUCK ROAD | 0.00 MM e/o 614 | 0.20 MM w/o 616 | 614A | 000002 | 1,050 | 22 | 23,100 | RL | AC/AC | 3G - East Central | 81 | 79 | 87 | $12,934 | 31,238 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $109,318 | | |
| NORTH STATE STREET | 0.00 MM Ukiah City Limits | KUKI LN | 104 | 000001 | 1,067 | 60 | 64,020 | RMiA | AC/AC | 3G - East Central | 59 | 56 | 100 | $247,149 | 18,761 | Thin Mill and Overlay w/ 5% Digouts |
| UNIVERSITY ROAD | 2.00 MM | 2.91 MM striping ends | 116B | 020029 | 4,808 | 18 | 86,544 | RL | AC | 3H - East Southern | 50 | 46 | 100 | $255,040 | 16,790 | Thin Mill and Overlay w/ 5% Digouts |
| LINDA VISTA DRIVE | 0.00 MM w/o 204 | 0.21 MM n/o 204D | 204B | 000002 | 1,055 | 20 | 21,100 | RL | AC/AC | 3H - East Southern | 44 | 41 | 100 | $62,181 | 17,164 | Thin Mill and Overlay w/ 5% Digouts |
| APPOLINARIS DR | VISCHY SPRINGS | TEHUACAN RD | 214 | 000003 | 2,683 | 34 | 91,222 | RL | AC | 3H - East Southern | 51 | 48 | 100 | $268,826 | 16,579 | Thin Mill and Overlay w/ 5% Digouts |
| DEERWOOD DRIVE EXT. | 215B WILDWOOD DRIVE | 255 WOODLAKE DRIVE | 215BX | 000010 | 5,059 | 22 | 111,298 | RL | AC/AC | 3G - East Central | 48 | 45 | 100 | $327,989 | 16,704 | Thin Mill and Overlay w/ 5% Digouts |
| HENSLEY CREEK ROAD | 104 N STATE STREET | PAVEMENT CHANGE | 225A | 000002 | 916 | 40 | 36,640 | RL | AC/AC | 3G - East Central | 43 | 40 | 100 | $107,976 | 17,264 | Thin Mill and Overlay w/ 5% Digouts |
| MARINA DRIVE | 1.62 MM w/o parking lot | 1.72 MM e/o parking lot | 226 | 016017 | 550 | 22 | 12,100 | RL | AC/AC | 3G - East Central | 44 | 41 | 100 | $35,658 | 17,149 | Thin Mill and Overlay w/ 5% Digouts |
| SCHOOL WAY WEST | 0.00 MM e/o 239 | 0.14 MM END | 236E | 000001 | 750 | 22 | 16,500 | RL | AC/AC | 3G - East Central | 50 | 47 | 100 | $48,625 | 16,581 | Thin Mill and Overlay w/ 5% Digouts |
| WEST ROAD | 0.28 MM w/o 104 | 0.45 MM s/o 236 | 237 | 003005 | 896 | 24 | 21,504 | RL | AC/AC | 3G - East Central | 48 | 44 | 100 | $63,371 | 16,955 | Thin Mill and Overlay w/ 5% Digouts |
| OAK KNOLL ROAD | 0.00 MM w/o 104A | 0.18 MM w/o 252A | 252 | 000002 | 922 | 28 | 25,816 | RMiA | AC/AC | 3H - East Southern | 59 | 55 | 100 | $99,663 | 19,013 | Thin Mill and Overlay w/ 5% Digouts |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHERWOOD ROAD | 5.77 MP | 6.57 MP | 311 | 058066 | 4,175 | 20 | 83,500 | RL | AC/AC | 3G - East Central | 44 | 41 | 100 | $246,070 | 17,114 | Thin Mill and Overlay w/ 5% Digouts |
| HIGH SCHOOL STREET | 0.00 MM END | 0.18 MM s/o 334D | 335A | 000002 | 920 | 22 | 20,240 | RL | AC/AC | 3F - East Northern | 45 | 43 | 100 | $59,646 | 16,975 | Thin Mill and Overlay w/ 5% Digouts |
| KELLY STREET | 0.00 MM s/o 407A | 0.15 MM END | 407F | 000002 | 782 | 24 | 18,768 | RL | AC | 2G - West Central | 47 | 44 | 100 | $55,308 | 16,999 | Thin Mill and Overlay w/ 5% Digouts |
| SCHOOL STREET | 0.00 MM n/o 407C | 0.15 MM s/o 408 | 407O | 000002 | 761 | 22 | 16,742 | RL | AC/AC | 2G - West Central | 44 | 41 | 100 | $49,338 | 17,156 | Thin Mill and Overlay w/ 5% Digouts |
| PALETTE DRIVE | 0.00 MM e/o 500 | 0.44 M e/o 500 (PAVT CHANGE) | 448 | 000003 | 2,337 | 18 | 42,066 | RL | AC/AC | 2G - West Central | 44 | 41 | 100 | $123,966 | 17,158 | Thin Mill and Overlay w/ 5% Digouts |
| OCEAN RIDGE DRIVE | 0.00 MM w/o 502 | 0.90 MM w/o 502 | 514 | 000009 | 4,736 | 26 | 123,136 | RL | AC/AC | 2H - West Southern | 50 | 46 | 100 | $362,875 | 16,686 | Thin Mill and Overlay w/ 5% Digouts |
| DOUBLOON WAY | 0.00 MM n/o 562 | 0.06 MM END | 563 | 000001 | 325 | 16 | 7,066 | RL | AC/AC | 2H - West Southern | 50 | 47 | 100 | $20,823 | 16,585 | Thin Mill and Overlay w/ 5% Digouts |
| ARCHER PLACE | 0.00 MM e/o 609E | 0.10 MM END | 609F | 000001 | 506 | 22 | 13,439 | RL | AC/AC | 3G - East Central | 43 | 40 | 100 | $39,604 | 17,239 | Thin Mill and Overlay w/ 5% Digouts |
| MAIZE WAY | 0.00 MM n/o 623 | 0.28 MM e/o 616 | 614 | 000003 | 1,496 | 22 | 32,912 | RL | AC/AC | 3G - East Central | 45 | 42 | 100 | $96,990 | 17,076 | Thin Mill and Overlay w/ 5% Digouts |
| PADULA DRIVE | 0.00 MM s/o 623 | 0.32 MM w/o 609 | 615 | 000003 | 1,694 | 22 | 37,268 | RL | AC/AC | 3G - East Central | 44 | 40 | 100 | $109,827 | 17,175 | Thin Mill and Overlay w/ 5% Digouts |
| ALCOTT TERRACE | 0.00 MM n/o 625 | 0.04 MM | 625A | 000000 | 200 | 22 | 4,400 | RL | AC/AC | 3G - East Central | 45 | 42 | 100 | $12,967 | 17,068 | Thin Mill and Overlay w/ 5% Digouts |
| PRIMROSE PLACE | 0.00 MM w/o 604 | 0.06 MM END | 657 | 000001 | 332 | 22 | 8,810 | RL | AC/AC | 3G - East Central | 49 | 46 | 100 | $25,963 | 16,675 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $2,719,853 | | |
| FISH ROCK ROAD | 0.00 MP e/o SH 1 | 0.94 MP | 122 | 000009 | 4,911 | 18 | 88,398 | RMiC | ST | 2H - West Southern | 71 | 68 | 100 | $57,311 | 24,539 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.50 MM n/o SH 175 | 2.72 MP | 201 | 015027 | 6,361 | 22 | 139,942 | RMaC | ST | 3H - East Southern | 71 | 68 | 100 | $86,604 | 22,865 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 2.72 MP | 3.86 MP | 201 | 027039 | 5,902 | 22 | 129,844 | RMaC | ST | 3H - East Southern | 69 | 66 | 100 | $84,181 | 26,049 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 3.86 MP | 4.73 MP | 201 | 039047 | 4,404 | 22 | 96,888 | RMaC | ST | 3H - East Southern | 72 | 69 | 100 | $59,960 | 20,274 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 8.56 MP | 9.42 MP | 201 | 086094 | 4,435 | 22 | 97,570 | RMaC | ST | 3H - East Southern | 72 | 69 | 100 | $60,382 | 20,361 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 9.42 MP | 10.71 MP | 201 | 094107 | 6,795 | 22 | 149,490 | RMaC | ST | 3H - East Southern | 68 | 65 | 100 | $96,919 | 28,111 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 10.71 MP | 11.86 MP | 201 | 107119 | 5,979 | 22 | 131,538 | RMaC | ST | 3H - East Southern | 70 | 67 | 100 | $85,280 | 24,148 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 11.86 MP | 12.75 MP | 201 | 119128 | 4,665 | 22 | 102,630 | RMaC | ST | 3H - East Southern | 71 | 68 | 100 | $66,538 | 27,261 | SINGLE CHIP SEAL |
| ROAD I | 0.96 MM w/o 232A | 1.19 MM at Indian Affairs sig | 234 | 010012 | 1,252 | 16 | 20,032 | RL | ST | 3G - East Central | 62 | 58 | 100 | $11,216 | 37,734 | SINGLE CHIP SEAL |
| BIGGAR LANE | 0.25 MM e/o 337H | 1.00 MM w/o SH 162 | 337C | 003010 | 3,966 | 18 | 71,388 | RL | ST | 3F - East Northern | 64 | 60 | 100 | $39,972 | 32,130 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2028

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIDDLE RIDGE ROAD | 0.00 MM w/o 402 | 1.00 MP | 401A | 000010 | 5,492 | 16 | 87,872 | RL | ST | 2G - West Central | 62 | 58 | 100 | $49,201 | 42,077 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 7.83 MP | 9.00 MP | 510 | 078090 | 6,108 | 22 | 134,376 | RMaC | ST | 2H - West Southern | 75 | 66 | 100 | $83,160 | 30,476 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 16.95 MP | 18.27 MP | 510 | 170183 | 6,842 | 18 | 123,156 | RMaC | ST | 2H - West Southern | 75 | 66 | 100 | $79,845 | 29,210 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $860,569 | | |
| OLD RIVER ROAD | 12.75 MP | 13.56 MP | 201 | 130140 | 4,276 | 22 | 94,072 | RMaC | ST | 3H - East Southern | 49 | 44 | 100 | $121,979 | 26,558 | DOUBLE CHIP SEAL |
| ORR SPRINGS ROAD | 22.52 MP | 22.97 MM EOP | 223 | 225230 | 2,376 | 20 | 47,520 | RMaC | ST | 3G - East Central | 44 | 40 | 100 | $61,617 | 26,707 | DOUBLE CHIP SEAL |
| TOMKI ROAD | 2.00 MP | 3.00 MP | 237D | 020030 | 5,150 | 20 | 103,000 | RMiC | ST | 3G - East Central | 48 | 41 | 100 | $133,556 | 27,297 | DOUBLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.96 MP | 3.96 MM | 338 | 030040 | 5,280 | 22 | 116,160 | RMaC | ST | 3F - East Northern | 48 | 44 | 100 | $150,620 | 26,021 | DOUBLE CHIP SEAL |
| LITTLE RIVER AIRPORT RO | 0.00 MP e/o SH 1 | 1.00 MP | 404 | 000010 | 5,180 | 22 | 113,960 | RMiC | ST | 2G - West Central | 46 | 41 | 100 | $147,767 | 26,580 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | MP 2.97 | MP 3.44 | 429 | 030000 | 3,000 | 20 | 60,000 | RMiC | ST | 2F - West Northern | 51 | 45 | 100 | $77,799 | 26,551 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | MP 6.00 | MP 7.00 | 429 | 060000 | 6,050 | 22 | 133,100 | RMiC | ST | 2F - West Northern | 51 | 44 | 100 | $172,585 | 26,859 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 15.93 MP | 17.05 MP | 429 | 159171 | 5,695 | 24 | 136,680 | RMaC | ST | 2F - West Northern | 47 | 41 | 100 | $177,227 | 27,013 | DOUBLE CHIP SEAL |
| BRANSCOMB ROAD | 17.05 MP | 18.10 MP | 429 | 171181 | 5,351 | 24 | 128,424 | RMaC | ST | 2F - West Northern | 50 | 46 | 100 | $166,522 | 25,476 | DOUBLE CHIP SEAL |
| IVERSEN ROAD | 4.00 MP | 5.00 MP | 503 | 040050 | 5,345 | 18 | 96,210 | RMiC | ST | 2H - West Southern | 51 | 47 | 100 | $124,751 | 25,833 | DOUBLE CHIP SEAL |
| TEN MILE ROAD | 2.00 MP | 2.99 MP | 506 | 020030 | 5,280 | 24 | 126,720 | RMiC | ST | 2H - West Southern | 47 | 42 | 100 | $164,312 | 26,914 | DOUBLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $1,498,734 | | |
| | | | | | | | Year 2028 Area Total | | 5,681,476 | | | Year 2028 Total | | $10,996,845 | | |

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VAN ARSDALE ROAD | 0.00 MM n/o 240B | 1.37 MM road narrows | 242 | 000014 | 7,226 | 18 | 130,068 | RL | ST | 3G - East Central | 4 | 0 | 100 | $398,750 | 16,096 | AC OVERLAY(2 INCHES) |
| BURRIS LANE | 0.00 MM e/o 240 | 1.13 MM EOP | 243 | 000011 | 5,959 | 18 | 107,262 | RL | ST | 3G - East Central | 11 | 0 | 100 | $328,834 | 16,096 | AC OVERLAY(2 INCHES) |
| MAIN STREET | 0.00 MM e/o 245A at signpost | 0.98 MM w/o 248 | 245 | 000010 | 5,175 | 18 | 93,150 | RL | ST | 3G - East Central | 9 | 0 | 100 | $285,571 | 16,096 | AC OVERLAY(2 INCHES) |
| HAWN CREEK ROAD | 0.00 MM w/o 245 | 1.00 MM s/o 246 | 245A | 000010 | 5,303 | 16 | 84,848 | RL | ST | 3G - East Central | 9 | 0 | 100 | $260,119 | 16,096 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIBSON LANE | 0.68 MM pavement change | 1.41 MM pavement change | 246 | 007014 | 3,869 | 20 | 77,380 | RL | ST | 3G - East Central | 8 | 0 | 100 | $237,224 | 16,096 | AC OVERLAY(2 INCHES) |
| GIBSON LANE | 1.57 MM w/o 245A | 2.59 MM road narrows n/o 247 | 246 | 016026 | 5,390 | 22 | 118,580 | RL | ST | 3G - East Central | 11 | 0 | 100 | $363,531 | 16,096 | AC OVERLAY(2 INCHES) |
| GIBSON LANE | 2.59 MM road narrows n/o 247 | 2.75 MM at end marker | 246 | 026028 | 862 | 14 | 12,068 | RL | ST | 3G - East Central | 22 | 0 | 100 | $36,997 | 16,096 | AC OVERLAY(2 INCHES) |
| BUSCH LANE | 0.00 MM e/o 246 | 0.46 MM w/o 247A | 247 | 000005 | 2,439 | 18 | 43,902 | RL | ST | 3G - East Central | 9 | 0 | 100 | $134,591 | 16,096 | AC OVERLAY(2 INCHES) |
| NORTH BUSCH ROAD | 0.00 MM n/o 247A | 0.50 MM EOP | 247A | 000005 | 2,630 | 16 | 42,080 | RL | ST | 3G - East Central | 19 | 0 | 100 | $129,005 | 16,096 | AC OVERLAY(2 INCHES) |
| POWERHOUSE ROAD | 0.12 MM pavement change | 1.24 MM s/o 246 | 248A | 001012 | 5,900 | 20 | 118,000 | RL | ST | 3G - East Central | 10 | 0 | 100 | $361,753 | 16,096 | AC OVERLAY(2 INCHES) |
| POWERHOUSE ROAD | 1.24 MM n/o 246 | 1.75 MM n/o 247 | 248A | 012018 | 2,684 | 18 | 48,312 | RL | ST | 3G - East Central | 14 | 0 | 100 | $148,110 | 16,096 | AC OVERLAY(2 INCHES) |
| POWERHOUSE ROAD | 1.75 MM n/o 247 | 2.75 MM | 248A | 018028 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 1 | 0 | 100 | $258,991 | 16,096 | AC OVERLAY(2 INCHES) |
| POWERHOUSE ROAD | 2.75 MM | 3.18 MM END at end marker | 248A | 028032 | 2,279 | 14 | 31,906 | RL | ST | 3G - East Central | 4 | 0 | 100 | $97,814 | 16,096 | AC OVERLAY(2 INCHES) |
| SPRING VALLEY ROAD | 0.13 MM pavement change | 0.57 MM END at gate | 248B | 001006 | 2,304 | 18 | 41,472 | RL | ST | 3G - East Central | 17 | 0 | 100 | $127,141 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 0.00 MM n/o 240B | 0.88 MM | 249 | 000009 | 4,638 | 18 | 83,484 | RL | ST | 3G - East Central | 7 | 0 | 100 | $255,937 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 0.88 MM | 1.06 MM | 249 | 009011 | 960 | 16 | 15,360 | RL | ST | 3G - East Central | 2 | 0 | 100 | $47,089 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 1.50 MM | 2.03 MM | 249 | 015020 | 2,784 | 16 | 44,544 | RL | ST | 3G - East Central | 0 | 0 | 100 | $136,559 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.03 MM | 2.44 MM | 249 | 020024 | 2,186 | 16 | 34,976 | RL | ST | 3G - East Central | 7 | 0 | 100 | $107,226 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.44 MM | 2.73 MM | 249 | 024027 | 1,545 | 16 | 24,720 | RL | ST | 3G - East Central | 7 | 0 | 100 | $75,784 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.73 MM | 2.92 MM | 249 | 027029 | 1,002 | 16 | 16,032 | RL | ST | 3G - East Central | 15 | 0 | 100 | $49,149 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWAY HIGHWAY | 2.92 MM | 3.29 MM EOP | 249 | 029033 | 1,926 | 14 | 26,964 | RL | ST | 3G - East Central | 2 | 0 | 100 | $82,664 | 16,096 | AC OVERLAY(2 INCHES) |
| SAWYERS LANE | 0.00 MM s/o 303 | 0.34 MM n/o 8142 | 302 | 000003 | 1,797 | 12 | 21,564 | RL | ST | 3G - East Central | 0 | 0 | 100 | $66,109 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEWOOD ROAD | 2.00 MM | 2.53 MM EOP END at county mar | 304A | 020025 | 2,778 | 20 | 55,560 | RL | ST | 3G - East Central | 18 | 0 | 100 | $170,331 | 16,096 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 3.75 MP | 4.90 MP | 311 | 038049 | 6,054 | 20 | 88,840 | RL | ST | 3G - East Central | 12 | 0 | 100 | $272,357 | 16,096 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 8.58 MP | 9.53 MP | 311 | 086095 | 4,980 | 18 | 89,640 | RL | ST | 3G - East Central | 6 | 0 | 100 | $274,810 | 16,096 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 9.53 MP | 9.89 MM EOP at phone cable si | 311 | 095099 | 2,377 | 20 | 47,540 | RL | ST | 3G - East Central | 8 | 0 | 100 | $145,744 | 16,096 | AC OVERLAY(2 INCHES) |
| SHERWOOD ROAD | 16.71 MM | 16.90 MP w/o US 101 | 311 | 167170 | 506 | 16 | 8,096 | RL | ST | 3G - East Central | 9 | 0 | 100 | $24,820 | 16,096 | AC OVERLAY(2 INCHES) |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STEELE LANE | 0.42 MM | 1.30 MM END | 318 | 004013 | 4,561 | 12 | 54,732 | RL | ST | 3F - East Northern | 16 | 0 | 100 | $167,792 | 16,096 | AC OVERLAY(2 INCHES) |
| LAKESIDE DRIVE | 0.00 MM w/o 429 | 0.20 MM END | 319B | 000002 | 1,068 | 20 | 21,360 | RL | ST | 3F - East Northern | 14 | 0 | 100 | $65,483 | 16,096 | AC OVERLAY(2 INCHES) |
| LAYTONVILLE RESERVATION | 0.00 MM s/o 319F | 0.13 MM END | 319G | 000001 | 682 | 10 | 6,820 | RL | ST | 2F - West Northern | 12 | 0 | 100 | $20,908 | 16,096 | AC OVERLAY(2 INCHES) |
| ELLIOTT DRIVE | 0.00 MM n/o 319 | 0.23 MM e/o 321C | 321B | 000002 | 1,223 | 22 | 26,906 | RL | ST | 3F - East Northern | 17 | 0 | 100 | $82,486 | 16,096 | AC OVERLAY(2 INCHES) |
| POONKINNEY ROAD | 0.00 MP n/o 322 | 0.75 MP | 326 | 000008 | 3,877 | 18 | 69,786 | RL | ST | 3F - East Northern | 4 | 0 | 100 | $213,943 | 16,096 | AC OVERLAY(2 INCHES) |
| POONKINNEY ROAD | 0.75 MP | 1.28 MM EOP | 326 | 008013 | 2,769 | 16 | 44,304 | RL | ST | 3F - East Northern | 9 | 0 | 100 | $135,823 | 16,096 | AC OVERLAY(2 INCHES) |
| DOBIE LANE | 1.00 MM | 2.00 MM | 329-S | 010020 | 5,280 | 22 | 116,160 | RL | ST | 3F - East Northern | 3 | 0 | 100 | $356,112 | 16,096 | AC OVERLAY(2 INCHES) |
| DOBIE LANE | 2.00 MM | 2.20 MM EOP | 329-S | 020022 | 1,049 | 22 | 23,078 | RL | ST | 3F - East Northern | 3 | 0 | 100 | $70,750 | 16,096 | AC OVERLAY(2 INCHES) |
| WATTENBURG ROAD | 0.00 MM e/o SH 162 | 0.50 MM END | 332 | 000005 | 2,614 | 12 | 31,368 | RL | ST | 3F - East Northern | 17 | 0 | 100 | $96,165 | 16,096 | AC OVERLAY(2 INCHES) |
| CEMETARY LANE | 0.00 MM w/o SH 162 | 1.03 MM at cemetary flagpole | 332A | 000010 | 5,410 | 16 | 86,560 | RL | ST | 3F - East Northern | 14 | 0 | 100 | $265,368 | 16,096 | AC OVERLAY(2 INCHES) |
| ZENIA ROAD | 0.00 MM w/o 337L | 0.41 MM END at survey marker | 337 | 000004 | 2,147 | 20 | 42,940 | RL | ST | 3F - East Northern | 8 | 0 | 100 | $131,641 | 16,096 | AC OVERLAY(2 INCHES) |
| AIRPORT ROAD | 0.12 MM n/o bridge approach p | 0.31 MM s/o 334D HOWARD ST | 337B-E | 001003 | 974 | 18 | 17,532 | RL | ST | 3F - East Northern | 3 | 0 | 100 | $53,748 | 16,096 | AC OVERLAY(2 INCHES) |
| NO NAME | 0.00 MM w/o 337H-N | 0.75 MM w/o SH 162 | 337D | 000008 | 3,966 | 20 | 79,320 | RL | ST | 3F - East Northern | 9 | 0 | 100 | $243,172 | 16,096 | AC OVERLAY(2 INCHES) |
| NO NAME | 0.00 MM END | 0.19 MM e/o 337H | 337F | 000002 | 1,014 | 18 | 18,252 | RL | ST | 3F - East Northern | 5 | 0 | 100 | $55,955 | 16,096 | AC OVERLAY(2 INCHES) |
| FRAZIER LANE | 0.00 MM n/o SH 162 | 0.50 MM END | 337K | 000005 | 2,644 | 14 | 37,016 | RL | ST | 3F - East Northern | 18 | 0 | 100 | $113,480 | 16,096 | AC OVERLAY(2 INCHES) |
| HENDERSON ROAD | 0.00 MM BOP | 0.67 MM w/o 337H | 337P | 000007 | 3,525 | 19 | 66,975 | RL | ST | 3F - East Northern | 10 | 0 | 100 | $205,326 | 16,096 | AC OVERLAY(2 INCHES) |
| HENDERSON ROAD | 0.67 MM e/o 337H | 0.90 MM w/o 337N at white lin | 337P | 007009 | 1,248 | 16 | 19,968 | RL | ST | 3F - East Northern | 12 | 0 | 100 | $61,216 | 16,096 | AC OVERLAY(2 INCHES) |
| SHORT CREEK ROAD | 0.33 MM width change | 0.98 MM s/o SH 162 | 339-N | 003010 | 3,434 | 20 | 68,680 | RL | ST | 3F - East Northern | 6 | 0 | 100 | $210,553 | 16,096 | AC OVERLAY(2 INCHES) |
| SHORT CREEK ROAD | 0.00 MM n/o 327C | 0.62 MM END at creek | 339-S | 000006 | 3,270 | 22 | 71,940 | RL | ST | 3F - East Northern | 22 | 0 | 100 | $220,547 | 16,096 | AC OVERLAY(2 INCHES) |
| SOUTH AIRPORT ROAD | 0.43 MM 340 e/o sw bend | 1.20 MM s/o 337B | 340 | 004012 | 4,087 | 18 | 73,566 | RL | ST | 3F - East Northern | 15 | 0 | 100 | $225,532 | 16,096 | AC OVERLAY(2 INCHES) |
| NO NAME | 0.32 MM pavement change | 0.57 MM END | 343 | 003006 | 1,372 | 18 | 26,442 | RL | ST | 3F - East Northern | 1 | 0 | 100 | $81,063 | 16,096 | AC OVERLAY(2 INCHES) |
| BLACKHAWK DRIVE | 0.00 MM w/o 370 | 1.00 MM | 371 | 000010 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 18 | 0 | 100 | $258,991 | 16,096 | AC OVERLAY(2 INCHES) |
| BLACKHAWK DRIVE | 1.00 MM | 2.00 MM | 371 | 010020 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 7 | 0 | 100 | $258,991 | 16,096 | AC OVERLAY(2 INCHES) |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACKHAWK DRIVE | 3.00 MM | 3.95 MM END e/o Williams Ranc | 371 | 030040 | 4,995 | 16 | 79,920 | RL | ST | 3G - East Central | 17 | 0 | 100 | $245,011 | 16,096 | AC OVERLAY(2 INCHES) |
| RIDGEVIEW ROAD | 0.00 MM at gate e/o 373 | 1.26 MM at end of circle | 372 | 000013 | 6,652 | 16 | 107,595 | RL | ST | 3G - East Central | 15 | 0 | 100 | $329,855 | 16,096 | AC OVERLAY(2 INCHES) |
| COVELO STREET | 0.00 MM e/o 407L | 0.08 MM w/o 407M | 407 | 000001 | 414 | 16 | 6,624 | RL | ST | 2G - West Central | 8 | 0 | 100 | $20,307 | 16,096 | AC OVERLAY(2 INCHES) |
| COVELO STREET | 0.08 MM e/o 407M | 0.16 MM w/o 500 | 407 | 001002 | 424 | 16 | 6,784 | RL | ST | 2G - West Central | 19 | 0 | 100 | $20,798 | 16,096 | AC OVERLAY(2 INCHES) |
| HOWARD STREET | 0.00 MM n/o 407E | 0.08 MM s/o 407C | 407N | 000001 | 410 | 22 | 9,020 | RL | ST | 2G - West Central | 9 | 0 | 100 | $27,653 | 16,096 | AC OVERLAY(2 INCHES) |
| HOWARD STREET | 0.08 MM n/o 407C | 0.20 MM s/o 408 | 407N | 001002 | 614 | 22 | 13,508 | RL | ST | 2G - West Central | 4 | 0 | 100 | $41,412 | 16,096 | AC OVERLAY(2 INCHES) |
| CLARK STREET | 0.00 MM n/o 407R | 0.11 M n/o 407R (PAVT CHANGE) | 407Q | 000002 | 600 | 18 | 10,800 | RL | ST | 2G - West Central | 12 | 0 | 100 | $33,110 | 16,096 | AC OVERLAY(2 INCHES) |
| JACKSON STREET | 0.00 MM e/o SH 1 | 0.08 MM END | 407R | 000001 | 399 | 16 | 6,384 | RL | ST | 2G - West Central | 19 | 0 | 100 | $19,571 | 16,096 | AC OVERLAY(2 INCHES) |
| CRESTWOOD DRIVE | 0.00 MM s/o 407R | 0.23 MM END | 407RR | 000002 | 1,224 | 25 | 30,600 | RL | ST | 2G - West Central | 12 | 0 | 100 | $93,811 | 16,096 | AC OVERLAY(2 INCHES) |
| PINE STREET | 0.15 MM w/o 407Q | 0.22 MM END | 407S | 002003 | 340 | 12 | 4,080 | RL | ST | 2G - West Central | 10 | 0 | 100 | $12,508 | 16,096 | AC OVERLAY(2 INCHES) |
| CAHTO STREET | 0.00 MM e/o 407M | 0.10 MM w/o 500 | 408B | 000001 | 526 | 12 | 6,312 | RL | ST | 2G - West Central | 7 | 0 | 100 | $19,351 | 16,096 | AC OVERLAY(2 INCHES) |
| NORTH BIG RIVER ROAD | 0.00 MM e/o SH 1 | 0.09 MM END | 408C | 000001 | 483 | 18 | 8,694 | RL | ST | 2G - West Central | 20 | 0 | 100 | $26,653 | 16,096 | AC OVERLAY(2 INCHES) |
| CASPAR FRONTAGE ROAD WE | 0.00 MM e/o 569 | 0.30 MM END | 410B | 000003 | 1,567 | 10 | 19,894 | RL | ST | 2G - West Central | 9 | 0 | 100 | $60,989 | 16,096 | AC OVERLAY(2 INCHES) |
| CYPRESS LANE | 0.00 MM n/o 411A | 0.13 MM n/o 411 | 411B | 000001 | 680 | 18 | 12,240 | RL | ST | 2G - West Central | 9 | 0 | 100 | $37,524 | 16,096 | AC OVERLAY(2 INCHES) |
| TREGONING DRIVE | 0.00 MM e/o 436 | 0.09 MM w/o SH 1 | 412D | 000001 | 475 | 10 | 4,750 | RL | ST | 2G - West Central | 7 | 0 | 100 | $14,562 | 16,096 | AC OVERLAY(2 INCHES) |
| BABCOCK LANE | 0.00 MM n/o SH 20 | 0.17 MM END | 415G | 000002 | 900 | 14 | 12,600 | RL | ST | 2G - West Central | 0 | 0 | 100 | $38,628 | 16,096 | AC OVERLAY(2 INCHES) |
| DENNISON LANE | 0.00 MM e/o 420B | 0.15 MM n/o new city pavement | 420A | 000002 | 779 | 14 | 10,906 | RL | ST | 2G - West Central | 16 | 0 | 100 | $33,435 | 16,096 | AC OVERLAY(2 INCHES) |
| MONSEN WAY | 0.00 MM n/o 419 | 0.15 MM n/o 420 | 420C | 000002 | 782 | 16 | 12,512 | RL | ST | 2G - West Central | 5 | 0 | 100 | $38,358 | 16,096 | AC OVERLAY(2 INCHES) |
| ODOM LANE | 0.40 MM at stop sign | 0.50 MM END | 424C | 004005 | 447 | 16 | 7,152 | RL | ST | 2G - West Central | 20 | 0 | 100 | $21,926 | 16,096 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | Treatment Total | | | $9,607,519 | | |
| SOUTH DORA | 0.54 MM pavement change s/o 2 | 0.92 MM Ukiah City Limits | 209 | 005009 | 1,983 | 22 | 43,626 | RMiA | AC/AC | 3H - East Southern | 56 | 49 | 100 | $209,224 | 16,239 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | Treatment Total | | | $209,224 | | |
| SARATOGA CT | APPOLINARES DR | END | 214A | 000003 | 279 | 34 | 9,486 | RL | AC | 3H - East Southern | 52 | 47 | 100 | $28,793 | 16,181 | Thin Mill and Overlay w/ 5% Digouts |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2029

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TEHUACAN RD | VICHY SPRINGS | END | 214E | 000003 | 675 | 34 | 22,950 | RL | AC | 3H - East Southern | 52 | 47 | 100 | $69,661 | 16,162 | Thin Mill and Overlay w/ 5% Digouts |
| KENNWOOD DRIVE | BELTRAMI DR | VAN HOUSEN DR | 227J | 100 | 1,660 | 36 | 59,760 | RL | AC | 3G - East Central | 52 | 47 | 100 | $181,393 | 16,197 | Thin Mill and Overlay w/ 5% Digouts |
| RIDGEWOOD ROAD | 1.00 MM | 2.00 MM | 304A | 010020 | 5,280 | 20 | 105,600 | RL | AC/AC | 3G - East Central | 51 | 46 | 100 | $320,533 | 16,128 | Thin Mill and Overlay w/ 5% Digouts |
| ALCOTT LANE | 0.00 MM n/o 623 | 0.08 MM | 625 | 000001 | 425 | 22 | 9,350 | RL | AC/AC | 3G - East Central | 51 | 46 | 100 | $28,381 | 16,107 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | | Treatment Total | | $628,761 | | |
| PHILO - GREENWOOD ROAD | 9.11 MP | 10.03 MP | 132 | 091100 | 4,775 | 22 | 105,050 | RMiC | ST | 2H - West Southern | 78 | 70 | 100 | $70,150 | 17,906 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.02 MP | 14.90 MP | 132 | 140149 | 4,510 | 22 | 99,220 | RMiC | ST | 2H - West Southern | 79 | 69 | 100 | $66,257 | 19,584 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 6.67 MP | 7.54 MP | 201 | 067075 | 4,547 | 22 | 100,034 | RMaC | ST | 3H - East Southern | 74 | 70 | 100 | $63,764 | 19,000 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 7.54 MP | 8.56 MP | 201 | 075086 | 5,495 | 22 | 120,890 | RMaC | ST | 3H - East Southern | 73 | 69 | 100 | $80,728 | 20,515 | SINGLE CHIP SEAL |
| HEESER DRIVE | 0.00 MM w/o 407F | 0.94 MM w/o 500 | 407FF | 000009 | 4,984 | 20 | 99,680 | RMiC | ST | 2G - West Central | 74 | 70 | 100 | $63,538 | 29,272 | SINGLE CHIP SEAL |
| PINE STREET | 0.06 MM 3/o 407O | 0.15 MM END w/o SH 1 | 407S | 001002 | 472 | 22 | 10,384 | RL | ST | 2G - West Central | 65 | 59 | 100 | $5,989 | 37,729 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 9.09 MP | 9.95 MP | 429 | 091100 | 3,682 | 24 | 88,368 | RMiC | ST | 2F - West Northern | 73 | 68 | 100 | $59,010 | 20,795 | SINGLE CHIP SEAL |
| TEN MILE CUT OFF ROAD | 1.00 MP | 1.41 MM END s/o 506 north bra | 503A | 010014 | 2,137 | 22 | 47,014 | RMiC | ST | 2H - West Southern | 73 | 69 | 100 | $31,395 | 25,254 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 0.00 MP e/o SH 1 | 1.00 MP | 518 | 000010 | 5,193 | 16 | 83,088 | RL | ST | 2G - West Central | 64 | 58 | 100 | $47,918 | 32,759 | SINGLE CHIP SEAL |
| CURLEY LANE | HWY 1 | END | CURLEY | 00001 | 7,920 | 14 | 110,880 | RL | ST | 2G - West Central | 65 | 59 | 100 | $63,946 | 35,284 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $552,695 | | |
| | | | | | | | Year 2029 Area Total | | 4,249,248 | | | Year 2029 Total | | $10,998,200 | | |

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FORT BRAGG - SHERWOOD R | 29.53 MP | 30.68 MM at phone cable sign | 419 | 295307 | 6,161 | 20 | 123,220 | RL | ST | 3G - East Central | 11 | 0 | 100 | $389,089 | 15,627 | AC OVERLAY(2 INCHES) |
| BURROWS RANCH ROAD | 0.00 MM n/o 424 | 0.29 MM END | 424A | 000003 | 1,516 | 18 | 27,288 | RL | ST | 2G - West Central | 5 | 0 | 100 | $86,167 | 15,627 | AC OVERLAY(2 INCHES) |
| HAPPY LANE | 0.00 MM e/o SH1 | 0.19 MM END EOP | 424E | 000002 | 996 | 17 | 16,932 | RL | ST | 2G - West Central | 13 | 0 | 100 | $53,466 | 15,627 | AC OVERLAY(2 INCHES) |
| WESTWOOD DRIVE | 0.00 MM e/o 424D | 0.48 MM END | 424F | 000005 | 2,516 | 18 | 47,875 | RL | ST | 2G - West Central | 20 | 0 | 100 | $151,174 | 15,627 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHADY LANE | 0.00 MM n/o 424F | 0.12 MM END | 424G | 000001 | 637 | 16 | 11,938 | RL | ST | 2G - West Central | 13 | 0 | 100 | $37,696 | 15,627 | AC OVERLAY(2 INCHES) |
| OBAYLEY DRIVE | 0.00 MM n/o 425 | 0.45 MM at phone pole east en | 425A | 000005 | 2,386 | 16 | 38,176 | RL | ST | 2G - West Central | 11 | 0 | 100 | $120,547 | 15,627 | AC OVERLAY(2 INCHES) |
| PARK DRIVE | 0.00 MM e/o 425B | 0.56 MM e/o 425B | 425C | 000006 | 2,947 | 18 | 53,046 | RL | ST | 2G - West Central | 4 | 0 | 100 | $167,502 | 15,627 | AC OVERLAY(2 INCHES) |
| PINE STREET (Cleone) | 0.00 MM n/o 425C | 0.15 MM s/o 425C | 425D | 000002 | 774 | 16 | 12,384 | RL | ST | 2G - West Central | 3 | 0 | 100 | $39,105 | 15,627 | AC OVERLAY(2 INCHES) |
| SEAVIEW DRIVE | 0.00 MM e/o SH 1 | 0.08 MM w/o 428R | 428C | 000001 | 396 | 18 | 7,128 | RL | ST | 2F - West Northern | 17 | 0 | 100 | $22,508 | 15,627 | AC OVERLAY(2 INCHES) |
| ABALONE STREET | 0.00 MM e/o SH 1 | 0.07 MM w/o 428F | 428D | 000001 | 386 | 18 | 6,948 | RL | ST | 2F - West Northern | 19 | 0 | 100 | $21,940 | 15,627 | AC OVERLAY(2 INCHES) |
| ROCKPORT STREET | 0.00 MM e/o SH 1 | 0.29 MM END EOP | 429A | 000003 | 1,544 | 16 | 24,704 | RL | ST | 2F - West Northern | 11 | 0 | 100 | $78,007 | 15,627 | AC OVERLAY(2 INCHES) |
| NO NAME | 0.00 MM Humboldt County Line | 0.20 MM END | 442E | 000002 | 1,045 | 26 | 30,420 | RL | ST | 2F - West Northern | 0 | 0 | 100 | $96,057 | 15,627 | AC OVERLAY(2 INCHES) |
| LORI LANE | 0.00 MM 443 | 0.12 MM END | 444 | 000001 | 676 | 16 | 11,979 | RL | ST | 2G - West Central | 5 | 0 | 100 | $37,826 | 15,627 | AC OVERLAY(2 INCHES) |
| JADE COURT | 0.00 MM e/o 451 | 0.01 MM END | 453 | 000001 | 510 | 24 | 14,047 | RL | ST | 2G - West Central | 13 | 0 | 100 | $44,356 | 15,627 | AC OVERLAY(2 INCHES) |
| NO NAME | 0.00 MP w/o SH 1 | 0.19 MM END | 500D | 000002 | 1,008 | 18 | 18,144 | RL | ST | 2G - West Central | 20 | 0 | 100 | $57,293 | 15,627 | AC OVERLAY(2 INCHES) |
| GUALALA ROAD | PVMT CHANGE | 1.48 MM width changes | 501 | 000017 | 7,619 | 18 | 137,142 | RL | ST | 2H - West Southern | 19 | 0 | 100 | $433,050 | 15,627 | AC OVERLAY(2 INCHES) |
| IVERSEN POINT ROAD | 0.00 MM w/o SH 1 | 0.09 MM END | 503B | 000001 | 482 | 16 | 11,456 | RL | ST | 2H - West Southern | 2 | 0 | 100 | $36,174 | 15,627 | AC OVERLAY(2 INCHES) |
| EUREKA HILL ROAD | 4.92 MP | 5.98 MP | 505 | 050060 | 5,604 | 20 | 112,080 | RL | ST | 2H - West Southern | 24 | 0 | 100 | $353,912 | 15,627 | AC OVERLAY(2 INCHES) |
| GARCIA RIVER ROAD aka B | 0.00 MM n/o 507 | 1.00 MM | 507 | 000010 | 5,280 | 16 | 84,480 | RL | ST | 2H - West Southern | 7 | 0 | 100 | $266,761 | 15,627 | AC OVERLAY(2 INCHES) |
| GARCIA RIVER ROAD aka B | 1.00 MM | 1.93 MM END at gate to gravel | 507 | 010019 | 4,914 | 14 | 68,796 | RL | ST | 2H - West Southern | 11 | 0 | 100 | $217,236 | 15,627 | AC OVERLAY(2 INCHES) |
| STORNETTA DRIVE | 0.00 MM w/o SH 1 | 0.10 MM END EOP | 510C | 000001 | 508 | 14 | 7,112 | RL | ST | 2H - West Southern | 16 | 0 | 100 | $22,457 | 15,627 | AC OVERLAY(2 INCHES) |
| ALDER CREEK BEACH ROAD | 0.00 MM w/o SH 1 | 0.72 MM EOP | 515 | 000007 | 3,798 | 14 | 53,172 | RL | ST | 3H - East Southern | 0 | 0 | 100 | $167,900 | 15,627 | AC OVERLAY(2 INCHES) |
| NAVARRO RIDGE ROAD | 1.00 MP | 2.00 MP | 518 | 010020 | 5,051 | 16 | 80,816 | RL | ST | 2G - West Central | 14 | 0 | 100 | $255,191 | 15,627 | AC OVERLAY(2 INCHES) |
| PRAIRIE WAY | 0.00 MM s/o 409 | 0.45 MM END | 561A | 000005 | 2,375 | 24 | 57,000 | RL | ST | 2G - West Central | 20 | 0 | 100 | $179,988 | 15,627 | AC OVERLAY(2 INCHES) |
| STONEBORO | 0.00 MM w/o SH 1 | 1.00 MM | 570 | 000010 | 5,280 | 22 | 116,160 | RL | ST | 2H - West Southern | 20 | 0 | 100 | $366,796 | 15,627 | AC OVERLAY(2 INCHES) |
| STONEBORO | 1.00 MM | 1.62 MM END | 570 | 010016 | 3,256 | 22 | 71,632 | RL | ST | 2H - West Southern | 9 | 0 | 100 | $226,191 | 15,627 | AC OVERLAY(2 INCHES) |
| DUXBURY ROAD | 0.00 MM s/o 570 | 0.57 MM s/o 570 | 571 | 000006 | 3,088 | 22 | 67,936 | RL | ST | 2H - West Southern | 11 | 0 | 100 | $214,520 | 15,627 | AC OVERLAY(2 INCHES) |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRISTOL ROAD | 0.00 MM n/o 570 | 0.45 MM END | 572 | 000005 | 2,380 | 22 | 52,360 | RL | ST | 2H - West Southern | 0 | 0 | 100 | $165,336 | 15,627 | AC OVERLAY(2 INCHES) |
| BIRCH ROAD | 0.00 MM e/o 602 | 0.27 MM w/o 600 | 600A | 000003 | 1,384 | 22 | 30,448 | RL | ST | 3G - East Central | 18 | 0 | 100 | $96,145 | 15,627 | AC OVERLAY(2 INCHES) |
| BIRCH COURT | 0.00 MM e/o 600 | 0.11 MM END | 600B | 000001 | 575 | 22 | 14,957 | RL | ST | 3G - East Central | 8 | 0 | 100 | $47,229 | 15,627 | AC OVERLAY(2 INCHES) |
| BIRCH PLACE | 0.00 MM s/o 600 | 0.10 MM END | 600C | 000001 | 520 | 22 | 12,946 | RL | ST | 3G - East Central | 8 | 0 | 100 | $40,879 | 15,627 | AC OVERLAY(2 INCHES) |
| BIRCH CIRCLE | 0.00 MM s/o 600 | 0.11 MM END | 600D | 000001 | 576 | 22 | 14,979 | RL | ST | 3G - East Central | 4 | 0 | 100 | $47,299 | 15,627 | AC OVERLAY(2 INCHES) |
| BIRCH LANE | 0.00 MM s/o 600 | 0.13 MM END | 600E | 000001 | 664 | 22 | 16,915 | RL | ST | 3G - East Central | 0 | 0 | 100 | $53,412 | 15,627 | AC OVERLAY(2 INCHES) |
| BIRCH DRIVE | 0.00 MM s/o 601 | 0.29 MM END | 602 | 000003 | 1,532 | 22 | 33,704 | RL | ST | 3G - East Central | 6 | 0 | 100 | $106,426 | 15,627 | AC OVERLAY(2 INCHES) |
| BLUE JAY LANE | 0.00 MM s/o 604 | 0.18 MM END | 604A | 000002 | 954 | 22 | 22,614 | RL | ST | 3G - East Central | 0 | 0 | 100 | $71,408 | 15,627 | AC OVERLAY(2 INCHES) |
| BLUE JAY PLACE | 0.00 MM s/o 604 | 0.10 MM END | 604B | 000001 | 521 | 22 | 13,769 | RL | ST | 3G - East Central | 6 | 0 | 100 | $43,478 | 15,627 | AC OVERLAY(2 INCHES) |
| ROBIN PLACE | 0.00 MM w/o 604 | 0.06 MM END | 604C | 000001 | 321 | 22 | 8,568 | RL | ST | 3G - East Central | 12 | 0 | 100 | $27,055 | 15,627 | AC OVERLAY(2 INCHES) |
| ROBIN CIRCLE | 0.00 MM e/o 604 | 0.20 MM END | 604D | 000002 | 1,054 | 22 | 24,694 | RL | ST | 3G - East Central | 3 | 0 | 100 | $77,976 | 15,627 | AC OVERLAY(2 INCHES) |
| LILAC COURT | 0.00 MM e/o 605 | 0.06 MM END | 605A | 000001 | 332 | 22 | 8,810 | RL | ST | 3G - East Central | 0 | 0 | 100 | $27,819 | 15,627 | AC OVERLAY(2 INCHES) |
| LILAC DRIVE | 0.00 MM e/o 605 | 0.20 MM END | 605B | 000002 | 1,037 | 22 | 23,677 | RL | ST | 3G - East Central | 0 | 0 | 100 | $74,764 | 15,627 | AC OVERLAY(2 INCHES) |
| LILAC TERRACE | 0.00 MM w/o 605 | 0.25 MM END | 605C | 000003 | 1,318 | 22 | 30,502 | RL | ST | 3G - East Central | 7 | 0 | 100 | $96,315 | 15,627 | AC OVERLAY(2 INCHES) |
| LILAC CIRCLE | 0.00 MM e/o 605 | 0.09 MM END | 605D | 000001 | 475 | 22 | 11,313 | RL | ST | 3G - East Central | 6 | 0 | 100 | $35,723 | 15,627 | AC OVERLAY(2 INCHES) |
| LILAC LANE | 0.00 MM e/o 605 | 0.14 MM END | 605E | 000001 | 736 | 22 | 17,698 | RL | ST | 3G - East Central | 7 | 0 | 100 | $55,885 | 15,627 | AC OVERLAY(2 INCHES) |
| CYPRESS ROAD | 0.00 MM n/o 604 | 0.07 MM s/o 606 | 606B | 000001 | 350 | 20 | 7,000 | RL | ST | 3G - East Central | 0 | 0 | 100 | $22,104 | 15,627 | AC OVERLAY(2 INCHES) |
| ACACIA COURT | 0.00 MM n/o 604 | 0.11 MM END | 606C | 000001 | 550 | 22 | 14,407 | RL | ST | 3G - East Central | 8 | 0 | 100 | $45,493 | 15,627 | AC OVERLAY(2 INCHES) |
| ACACIA PLACE | 0.00 MM s/o 604 | 0.17 MM END | 606D | 000002 | 884 | 22 | 21,755 | RL | ST | 3G - East Central | 4 | 0 | 100 | $68,695 | 15,627 | AC OVERLAY(2 INCHES) |
| ROBINSON ROAD | 0.00 MM s/o 608 | 0.22 MM END | 608A | 000002 | 1,174 | 22 | 27,334 | RL | ST | 3G - East Central | 5 | 0 | 100 | $86,312 | 15,627 | AC OVERLAY(2 INCHES) |
| BROWN ROAD | 0.00 MM s/o 609 | 0.16 MM END | 609A | 000002 | 860 | 22 | 19,218 | RL | ST | 3G - East Central | 1 | 0 | 100 | $60,684 | 15,627 | AC OVERLAY(2 INCHES) |
| BROWN PLACE | 0.00 MM e/o 609A | 0.05 MM END | 609C | 000001 | 252 | 22 | 7,050 | RL | ST | 3G - East Central | 17 | 0 | 100 | $22,262 | 15,627 | AC OVERLAY(2 INCHES) |
| MADRONE CIRCLE | 0.00 MM s/o 609 | 0.20 MM END | 609G | 000002 | 1,035 | 22 | 25,077 | RL | ST | 3G - East Central | 3 | 0 | 100 | $79,185 | 15,627 | AC OVERLAY(2 INCHES) |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MADRONE COURT | 0.00 MM n/o 623 | 0.06 MM END | 609H | 000001 | 294 | 22 | 7,974 | RL | ST | 3G - East Central | 7 | 0 | 100 | $25,179 | 15,627 | AC OVERLAY(2 INCHES) |
| MADRONE WAY | 0.00 MM e/o 608 | 0.35 MM n/o 609 | 610 | 000004 | 1,850 | 22 | 40,700 | RL | ST | 3G - East Central | 3 | 0 | 100 | $128,517 | 15,627 | AC OVERLAY(2 INCHES) |
| PORRO COURT | 0.00 MM n/o 611 | 0.13 MM END | 611B | 000001 | 685 | 22 | 17,377 | RL | ST | 3G - East Central | 11 | 0 | 100 | $54,871 | 15,627 | AC OVERLAY(2 INCHES) |
| FAIRBANKS PLACE | 0.00 MM e/o 311 | 0.25 MM END | 617 | 000003 | 1,338 | 22 | 30,299 | RL | ST | 3G - East Central | 3 | 0 | 100 | $95,674 | 15,627 | AC OVERLAY(2 INCHES) |
| LUPINE WAY | 0.00 MM e/o 618B | 0.27 MM w/o 311 | 618 | 000003 | 1,414 | 22 | 31,108 | RL | ST | 3G - East Central | 4 | 0 | 100 | $98,229 | 15,627 | AC OVERLAY(2 INCHES) |
| LUPINE WAY | 0.27 MM e/o 311 | 0.43 MM w/o 608 | 618 | 003004 | 851 | 22 | 18,722 | RL | ST | 3G - East Central | 20 | 0 | 100 | $59,118 | 15,627 | AC OVERLAY(2 INCHES) |
| PEACOCK ROAD | 0.00 MM n/o 618 | 0.34 MM s/o 619 | 618A | 000003 | 1,760 | 24 | 42,240 | RL | ST | 3G - East Central | 17 | 0 | 100 | $133,380 | 15,627 | AC OVERLAY(2 INCHES) |
| LUPINE COURT | 0.00 MM n/o 618 | 0.05 MM END | 618B | 000001 | 266 | 22 | 7,358 | RL | ST | 3G - East Central | 16 | 0 | 100 | $23,234 | 15,627 | AC OVERLAY(2 INCHES) |
| MALLARD STREET | 0.00 MM e/o 311 | 0.19 MM s/o 623 | 621 | 000002 | 993 | 24 | 23,832 | RL | ST | 3G - East Central | 11 | 0 | 100 | $75,254 | 15,627 | AC OVERLAY(2 INCHES) |
| POPPY COURT | 0.00 MM e/o 623E | 0.09 MM END | 623E | 000001 | 464 | 22 | 11,714 | RL | ST | 3G - East Central | 1 | 0 | 100 | $36,989 | 15,627 | AC OVERLAY(2 INCHES) |
| ORIOLE LANE | 0.00 MM w/o 627 | 0.10 MM END | 627B | 000001 | 520 | 22 | 12,303 | RL | ST | 3G - East Central | 3 | 0 | 100 | $38,849 | 15,627 | AC OVERLAY(2 INCHES) |
| ORIOLE COURT | 0.00 MM e/o 627 | 0.04 MM END | 627C | 000000 | 188 | 22 | 5,642 | RL | ST | 3G - East Central | 5 | 0 | 100 | $17,816 | 15,627 | AC OVERLAY(2 INCHES) |
| COYOTE PLACE | 0.00 MM n/o 628A | 0.11 MM END | 628B | 000001 | 596 | 22 | 13,975 | RL | ST | 3G - East Central | 1 | 0 | 100 | $44,129 | 15,627 | AC OVERLAY(2 INCHES) |
| POPPY CIRCLE | 0.00 MM n/o 623 | 0.14 MM END | 628C | 000001 | 742 | 22 | 17,187 | RL | ST | 3G - East Central | 5 | 0 | 100 | $54,271 | 15,627 | AC OVERLAY(2 INCHES) |
| FOX ROAD | 0.00 MM e/o 630 | 0.63 MM w/o 628 | 629 | 000006 | 3,334 | 22 | 73,348 | RL | ST | 3G - East Central | 6 | 0 | 100 | $231,609 | 15,627 | AC OVERLAY(2 INCHES) |
| BEAR DRIVE | 0.00 MM w/o 623 | 1.00 MM | 630 | 000010 | 5,280 | 22 | 116,160 | RL | ST | 3G - East Central | 16 | 0 | 100 | $366,796 | 15,627 | AC OVERLAY(2 INCHES) |
| BEAR DRIVE | 1.00 MM | 1.41 MM END | 630 | 010014 | 2,177 | 22 | 48,757 | RL | ST | 3G - East Central | 6 | 0 | 100 | $153,959 | 15,627 | AC OVERLAY(2 INCHES) |
| BEAR PLACE | 0.00 MM w/o 630 | 0.20 MM END | 630A | 000002 | 1,085 | 22 | 25,376 | RL | ST | 3G - East Central | 5 | 0 | 100 | $80,129 | 15,627 | AC OVERLAY(2 INCHES) |
| BEAR TERRACE | 0.00 MM n/o 630 | 0.29 MM END | 630B | 000003 | 1,532 | 22 | 35,210 | RL | ST | 3G - East Central | 4 | 0 | 100 | $111,182 | 15,627 | AC OVERLAY(2 INCHES) |
| BEAR CIRCLE | 0.00 MM n/o 630 | 0.18 MM END | 630C | 000002 | 944 | 22 | 22,274 | RL | ST | 3G - East Central | 5 | 0 | 100 | $70,334 | 15,627 | AC OVERLAY(2 INCHES) |
| WEASEL PLACE | 0.00 MM e/o 630 | 0.27 MM END | 630D | 000003 | 1,430 | 22 | 33,767 | RL | ST | 3G - East Central | 2 | 0 | 100 | $106,625 | 15,627 | AC OVERLAY(2 INCHES) |
| OTTER DRIVE | 0.00 MM n/o 630 | 0.45 MM n/o 630 | 631 | 000005 | 2,395 | 22 | 52,690 | RL | ST | 3G - East Central | 0 | 0 | 100 | $166,378 | 15,627 | AC OVERLAY(2 INCHES) |
| OTTER PLACE | 0.00 MM w/o 631 | 0.08 MM END | 631A | 000001 | 418 | 22 | 10,702 | RL | ST | 3G - East Central | 4 | 0 | 100 | $33,793 | 15,627 | AC OVERLAY(2 INCHES) |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2030

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTTER LANE | 0.00 MM w/o 631 | 0.12 MM END | 631B | 000001 | 604 | 22 | 14,794 | RL | ST | 3G - East Central | 3 | 0 | 100 | $46,715 | 15,627 | AC OVERLAY(2 INCHES) |
| OTTER CIRCLE | 0.00 MM n/o 631 | 0.11 MM END | 631C | 000001 | 568 | 22 | 14,002 | RL | ST | 3G - East Central | 6 | 0 | 100 | $44,214 | 15,627 | AC OVERLAY(2 INCHES) |
| OTTER COURT | 0.00 MM n/o 631 | 0.14 MM END | 631D | 000001 | 740 | 22 | 17,786 | RL | ST | 3G - East Central | 5 | 0 | 100 | $56,162 | 15,627 | AC OVERLAY(2 INCHES) |
| BEAR LANE | 0.00 MM s/o 630 | 0.16 MM END | 632 | 000002 | 820 | 22 | 20,347 | RL | ST | 3G - East Central | 3 | 0 | 100 | $64,249 | 15,627 | AC OVERLAY(2 INCHES) |
| POPPY TERRACE | 0.00 MM n/o 623 | 0.39 MM END | 633 | 000004 | 2,058 | 22 | 47,583 | RL | ST | 3G - East Central | 1 | 0 | 100 | $150,252 | 15,627 | AC OVERLAY(2 INCHES) |
| POPPY PLACE | 0.00 MM n/o 633 | 0.08 MM END | 633A | 000001 | 406 | 22 | 10,438 | RL | ST | 3G - East Central | 4 | 0 | 100 | $32,960 | 15,627 | AC OVERLAY(2 INCHES) |
| POPPY LANE | 0.00 MM e/o 623 | 0.23 MM END | 634 | 000002 | 1,198 | 22 | 29,620 | RL | ST | 3G - East Central | 5 | 0 | 100 | $93,530 | 15,627 | AC OVERLAY(2 INCHES) |
| THRUSH COURT | 0.00 MM n/o 635 | 0.05 MM END | 635A | 000001 | 278 | 22 | 6,979 | RL | ST | 3G - East Central | 0 | 0 | 100 | $22,037 | 15,627 | AC OVERLAY(2 INCHES) |
| PERCH ROAD | 0.00 MM e/o 635 | 0.35 MM w/o 637 | 635C | 000004 | 1,850 | 22 | 40,700 | RL | ST | 3G - East Central | 8 | 0 | 100 | $128,517 | 15,627 | AC OVERLAY(2 INCHES) |
| SALMON PLACE | 0.00 MM w/o 636 | 0.11 MM END | 636A | 000001 | 568 | 22 | 15,980 | RL | ST | 3G - East Central | 14 | 0 | 100 | $50,460 | 15,627 | AC OVERLAY(2 INCHES) |
| PERCH WAY | 0.00 MM at 635C end | 0.09 MM w/o 636 surface chang | 637 | 000001 | 484 | 22 | 10,648 | RL | ST | 3G - East Central | 17 | 0 | 100 | $33,623 | 15,627 | AC OVERLAY(2 INCHES) |
| PERCH COURT | 0.00 MM s/o 636 | 0.09 MM END | 637A | 000001 | 482 | 22 | 12,110 | RL | ST | 3G - East Central | 15 | 0 | 100 | $38,239 | 15,627 | AC OVERLAY(2 INCHES) |
| GOOSE LANE | 0.00 MM s/o 640 | 0.16 MM END | 639 | 000002 | 860 | 22 | 19,783 | RL | ST | 3G - East Central | 4 | 0 | 100 | $62,468 | 15,627 | AC OVERLAY(2 INCHES) |
| GOOSE CIRCLE | 0.00 MM s/o 640 | 0.04 MM END | 640A | 000000 | 230 | 22 | 6,566 | RL | ST | 3G - East Central | 7 | 0 | 100 | $20,733 | 15,627 | AC OVERLAY(2 INCHES) |
| PERCH STREET | 0.00 MM n/o 640 | 0.17 MM s/o 635C | 640B | 000002 | 896 | 22 | 19,712 | RL | ST | 3G - East Central | 2 | 0 | 100 | $62,244 | 15,627 | AC OVERLAY(2 INCHES) |
| GOOSE PLACE | 0.00 MM s/o 640 | 0.10 MM END | 640C | 000001 | 502 | 22 | 13,351 | RL | ST | 3G - East Central | 6 | 0 | 100 | $42,158 | 15,627 | AC OVERLAY(2 INCHES) |
| RIDGE ROAD | 0.00 MM intersects 651 | 0.18 MM | 641 | 000002 | 954 | 24 | 25,045 | RL | ST | 3H - East Southern | 10 | 0 | 100 | $79,084 | 15,627 | AC OVERLAY(2 INCHES) |
| RIDGE ROAD | 0.18 MM intersects 653 | 0.51 MM | 641 | 002005 | 1,756 | 24 | 44,311 | RL | ST | 3H - East Southern | 8 | 0 | 100 | $139,920 | 15,627 | AC OVERLAY(2 INCHES) |
| RIDGE ROAD | 0.89 MM surface change s/o 64 | 2.07 MM | 641 | 009021 | 6,242 | 26 | 162,292 | RL | ST | 3H - East Southern | 8 | 0 | 100 | $512,466 | 15,627 | AC OVERLAY(2 INCHES) |
| CAMELLIA COURT | 0.00 MM w/o 642 | 0.06 MM END | 642B | 000001 | 312 | 22 | 9,171 | RL | ST | 3G - East Central | 14 | 0 | 100 | $28,959 | 15,627 | AC OVERLAY(2 INCHES) |
| CAMELLIA CIRCLE | 0.00 MM w/o 642 | 0.10 MM END | 642C | 000001 | 520 | 22 | 12,946 | RL | ST | 3G - East Central | 7 | 0 | 100 | $40,879 | 15,627 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | Treatment Total | | | $9,550,980 | | |
| NORTH STATE STREET | KUKI LN | change to 2 lanes | 104 | 001006 | 1,672 | 60 | 100,320 | RMiA | AC/AC | 3G - East Central | 75 | 68 | 78 | $116,047 | 17,481 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Treatment Total | | | | $116,047 | | |
| ST. MARYS AVENUE | 114B MACMILLAN DRIVE | 0.11 MM EOP | 114C | 000001 | 600 | 32 | 19,200 | RL | AC/AC | 3H - East Southern | 52 | 45 | 100 | $60,027 | 15,675 | Thin Mill and Overlay w/ 5% Digouts |
| STARGAZE DRIVE | 0.00 MM n/o 514C | 0.15 MM END of circle | 514D | 000002 | 794 | 20 | 19,304 | RL | AC/AC | 2H - West Southern | 53 | 45 | 100 | $60,352 | 15,822 | Thin Mill and Overlay w/ 5% Digouts |
| IRISH BEACH DRIVE | 0.00 MM w/o SH 1 | 0.25 MM END | 539 | 000003 | 1,304 | 24 | 33,463 | RL | AC/AC | 2H - West Southern | 53 | 46 | 100 | $104,619 | 15,722 | Thin Mill and Overlay w/ 5% Digouts |
| MAIN STREET | 0.00 MM n/o SH 1 | 0.10 MM e/o LAKE ST at signpo | MAINST | 000001 | 500 | 22 | 11,000 | RL | AC/AC | PA - Point Arena (part of 2H) | 54 | 47 | 100 | $34,391 | 15,433 | Thin Mill and Overlay w/ 5% Digouts |
| PORT ROAD | 0.00 MM w/o SH 1 | 0.21 MM intersection w/Iverso | PORTRD | 000002 | 1,094 | 18 | 19,692 | RL | AC/AC | PA - Point Arena (part of 2H) | 53 | 46 | 100 | $61,565 | 15,704 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | | $320,954 | | |
| PHILO - GREENWOOD ROAD | 10.03 MP | 10.99 MP | 132 | 100110 | 4,979 | 22 | 109,538 | RMiC | ST | 2H - West Southern | 74 | 68 | 100 | $75,341 | 27,823 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.90 MP | 15.89 MP | 132 | 149159 | 5,284 | 24 | 126,816 | RMiC | ST | 2H - West Southern | 80 | 69 | 100 | $83,261 | 19,949 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 15.89 MP | 16.76 MP | 132 | 159168 | 4,507 | 24 | 108,168 | RMiC | ST | 2H - West Southern | 80 | 69 | 100 | $71,017 | 19,084 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 16.76 MP | 17.86 MP s/o SH 128 | 132 | 168179 | 5,717 | 22 | 125,774 | RMiC | ST | 2H - West Southern | 79 | 68 | 100 | $82,577 | 22,049 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 5.73 MP | 6.67 MP | 201 | 057067 | 4,931 | 22 | 108,482 | RMaC | ST | 3H - East Southern | 75 | 69 | 100 | $74,615 | 19,235 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 0.00 MP w/o 201 | 0.08 MM condition change | 205 | 000001 | 403 | 16 | 6,448 | RL | ST | 3H - East Southern | 66 | 58 | 100 | $3,830 | 31,753 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 24.45 MP | 25.66 MP | 223 | 245257 | 6,207 | 18 | 111,726 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $76,846 | 16,861 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 25.66 MP | 26.00 MP | 223 | 257260 | 1,771 | 18 | 31,878 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $20,929 | 17,664 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 26.00 MP | 27.04 MP | 223 | 260270 | 5,339 | 16 | 85,424 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $58,756 | 16,861 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 27.98 MP | 28.84 MP | 223 | 280288 | 4,385 | 18 | 78,930 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $54,289 | 16,875 | SINGLE CHIP SEAL |
| EEL RIVER ROAD | 6.10 MM pavement change | 6.34 MM EOP 144' past end pav | 240B | 061064 | 1,292 | 22 | 28,424 | RMiC | ST | 3G - East Central | 75 | 70 | 100 | $18,662 | 25,229 | SINGLE CHIP SEAL |
| GEORGES LANE | 0.00 MM s/o 414 | 0.59 MM END | 414C | 000006 | 3,108 | 18 | 55,944 | RL | ST | 2G - West Central | 66 | 57 | 100 | $33,232 | 38,109 | SINGLE CHIP SEAL |
| AMETHYST DRIVE | 0.00 MM s/o 414F | 0.21 MM END | 451 | 000002 | 1,115 | 24 | 28,567 | RL | ST | 2G - West Central | 67 | 59 | 100 | $16,969 | 37,115 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 0.00 MP e/o SH 1 | 1.00 MP | 510 | 000010 | 5,211 | 22 | 114,642 | RMaC | ST | 2H - West Southern | 81 | 70 | 100 | $78,852 | 16,713 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 11.00 MP | 12.06 MP | 510 | 110121 | 5,512 | 22 | 121,264 | RMaC | ST | 2H - West Southern | 81 | 70 | 100 | $79,615 | 17,761 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 16.39 MP | 16.95 MP | 510 | 164170 | 2,895 | 20 | 57,900 | RMaC | ST | 2H - West Southern | 81 | 70 | 100 | $38,014 | 17,511 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 2.39 MM n/o 606 | 3.52 MM s/o 603 | 604 | 024035 | 5,954 | 28 | 166,712 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $109,454 | 17,720 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 3.52 MM s/o 603 | 3.87 MM e/o 623 surface chang | 604 | 035039 | 1,849 | 28 | 51,772 | RMaC | ST | 3G - East Central | 81 | 70 | 100 | $35,609 | 16,914 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Treatment Total | | $1,011,869 | |
| | | | | | | | Year 2030 Area Total | | 4,746,073 | | | | Year 2030 Total | | $10,999,851 | |

## Year: 2031

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIDGE ROAD | 2.07 MM | 3.07 MM s/o 670 | 641 | 021031 | 5,280 | 26 | 137,280 | RL | ST | 3H - East Southern | 10 | 0 | 100 | $446,491 | 15,172 | AC OVERLAY(2 INCHES) |
| CAMELLIA DRIVE | 0.00 MM n/o 604 | 0.19 MM s/o 605 | 642 | 000002 | 2,055 | 24 | 49,320 | RL | ST | 3G - East Central | 8 | 0 | 100 | $160,409 | 15,172 | AC OVERLAY(2 INCHES) |
| WILLOW LANE | 0.00 MM n/o 604 | 0.23 MM END | 647 | 000002 | 1,228 | 22 | 28,522 | RL | ST | 3G - East Central | 4 | 0 | 100 | $92,765 | 15,172 | AC OVERLAY(2 INCHES) |
| IRIS PLACE | 0.00 MM e/o 651 | 0.14 MM END | 651B | 000001 | 684 | 22 | 15,911 | RL | ST | 3G - East Central | 3 | 0 | 100 | $51,749 | 15,172 | AC OVERLAY(2 INCHES) |
| DAISY DRIVE | 0.00 MM s/o 604 | 0.37 MM e/o 641 (653 section) | 653 | 000004 | 1,929 | 24 | 46,296 | RL | ST | 3G - East Central | 4 | 0 | 100 | $150,573 | 15,172 | AC OVERLAY(2 INCHES) |
| BLUE LAKE ROAD | 0.00 MM END west | RIDGE WAY | 670 | 000003 | 598 | 26 | 15,548 | RL | ST | 3G - East Central | 9 | 0 | 100 | $50,568 | 15,172 | AC OVERLAY(2 INCHES) |
| | | | | | | | | | | | | | Treatment Total | $952,555 | | |
| HIBBARD ROAD | 0.00 MM s/o SH 128 | 0.04 MM | 121 | 000000 | 228 | 20 | 4,560 | RL | AC | 3H - East Southern | 84 | 80 | 87 | $2,790 | 29,394 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | | | Treatment Total | $2,790 | | |
| QUAIL DRIVE | 0.00 MM e/o 204I | 0.33 MM END at 200 Quail Dr. | 204K | 000003 | 1,810 | 20 | 36,200 | RL | AC/AC | 3H - East Southern | 58 | 49 | 100 | $116,571 | 14,831 | Thin Mill and Overlay w/ 5% Digouts |
| FIR TERRACE DRIVE | 0.00 MM e/o 204 | 0.17 MM END | 204P | 000002 | 918 | 33 | 32,678 | RL | AC/AC | 3H - East Southern | 56 | 47 | 100 | $105,230 | 15,133 | Thin Mill and Overlay w/ 5% Digouts |
| DEERWOOD DRIVE | 215A REDEMEYER ROAD | 215BX WILDWOOD ROAD | 215B | 000006 | 3,010 | 22 | 66,220 | RL | AC/AC | 3G - East Central | 57 | 48 | 100 | $213,242 | 15,002 | Thin Mill and Overlay w/ 5% Digouts |
| BRAIRWOOD DRIVE | BELTRAMI DR | VAN HOUSEN DR | 227I | 100 | 1,212 | 36 | 43,632 | RL | AC | 3G - East Central | 62 | 52 | 100 | $140,504 | 14,619 | Thin Mill and Overlay w/ 5% Digouts |
| TWIN RIVERS DRIVE | KENNWOOD DR | RIVERVIEW DR | 227M | 100 | 239 | 37 | 8,843 | RL | AC | 3G - East Central | 63 | 53 | 100 | $28,476 | 14,603 | Thin Mill and Overlay w/ 5% Digouts |
| UVA DRIVE | 1.28 MM n/o 237 WEST ROAD | 1.68 MM PAVEMENT CHANGE | 239 | 013017 | 2,106 | 20 | 42,120 | RL | AC/AC | 3G - East Central | 57 | 48 | 100 | $135,635 | 15,019 | Thin Mill and Overlay w/ 5% Digouts |
| TERRA VERDE COURT | 0.00 MM w/o 239 UVA DRIVE | W CDS | 239C | 000001 | 680 | 20 | 16,047 | RL | AC/AC | 3G - East Central | 56 | 47 | 100 | $51,675 | 15,087 | Thin Mill and Overlay w/ 5% Digouts |
| MALAGA DRIVE | 0.00 MM w/o 251 | 0.16 MM pavement change | 251A | 000002 | 817 | 35 | 28,595 | RL | AC/AC | 3G - East Central | 59 | 50 | 100 | $92,082 | 14,732 | Thin Mill and Overlay w/ 5% Digouts |
| CHABLIS COURT | 0.00 MM w/o 251 | 0.10 MM END | 251B | 000001 | 531 | 34 | 20,358 | RL | AC/AC | 3G - East Central | 57 | 47 | 100 | $65,557 | 15,226 | Thin Mill and Overlay w/ 5% Digouts |
| TEDFORD AVENUE | 0.15 MM w/o 209 | 0.30 MM n/o 253A | 253 | 002003 | 780 | 36 | 28,080 | RL | AC/AC | 3H - East Southern | 54 | 46 | 100 | $90,423 | 15,162 | Thin Mill and Overlay w/ 5% Digouts |
| LAWS AVENUE | 0.20 MM w/o 209 | 0.45 MM s/o 253 | 253B | 002005 | 1,297 | 38 | 49,286 | RL | AC/AC | 3H - East Southern | 57 | 49 | 100 | $158,711 | 14,740 | Thin Mill and Overlay w/ 5% Digouts |
| NO NAME | 0.00 MM w/o 312A | 0.20 MM at gate | 315 | 000002 | 1,036 | 14 | 14,504 | RL | AC/AC | 3G - East Central | 55 | 47 | 100 | $46,706 | 15,090 | Thin Mill and Overlay w/ 5% Digouts |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2031

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UKIAH STREET | 0.00 MM e/o 407F | 0.41 MM w/o 500 | 407C | 000004 | 2,163 | 30 | 64,890 | RL | AC/AC | 2G - West Central | 55 | 46 | 100 | $208,959 | 15,186 | Thin Mill and Overlay w/ 5% Digouts |
| CASPAR STREET | 0.00 MM e/o 569 | 0.23 MM w/o SH 1 | 410E | 000002 | 1,216 | 24 | 29,184 | RL | AC/AC | 2G - West Central | 46 | 52 | 100 | $93,978 | 14,483 | Thin Mill and Overlay w/ 5% Digouts |
| HOLQUIST LANE | 0.00 MM e/o 412E | 0.18 MM END at LP fence line | 412 | 000002 | 927 | 20 | 18,540 | RL | AC/AC | 2G - West Central | 53 | 45 | 100 | $59,703 | 15,293 | Thin Mill and Overlay w/ 5% Digouts |
| MITCHELL CREEK DRIVE | 0.00 MM s/o 414 | 1.00 MM | 414B | 000010 | 5,280 | 20 | 105,600 | RL | AC | 2G - West Central | 62 | 52 | 100 | $340,054 | 14,781 | Thin Mill and Overlay w/ 5% Digouts |
| OLD WILLITS ROAD | 0.14 MM end striping | 0.30 MM n/o SH 20 | 415I | 001003 | 865 | 14 | 12,110 | RL | AC/AC | 2G - West Central | 57 | 49 | 100 | $38,997 | 14,794 | Thin Mill and Overlay w/ 5% Digouts |
| CLIFF WAY | 0.00 MM n/o 439 | 0.12 MM Fort Bragg City Limit | 440 | 000001 | 655 | 22 | 14,410 | RL | AC | 2G - West Central | 62 | 51 | 100 | $46,403 | 14,905 | Thin Mill and Overlay w/ 5% Digouts |
| GUALALA COURT | 0.00 MM w/o 502 | 0.27 MM w/o 502 | 502A | 000003 | 1,443 | 18 | 25,974 | RL | AC/AC | 2H - West Southern | 53 | 44 | 100 | $83,642 | 15,324 | Thin Mill and Overlay w/ 5% Digouts |
| LIGHTHOUSE ROAD | 0.00 MM w/o SH 1 | 1.00 MM | 509 | 000010 | 5,280 | 14 | 73,920 | RL | AC | 2H - West Southern | 61 | 50 | 100 | $238,038 | 15,097 | Thin Mill and Overlay w/ 5% Digouts |
| LAKE STREET | 0.00 MM w/o MAIN ST at signpo | 0.46 MM e/o SH 1 at LAKE ST s | LAKEST | 000005 | 2,439 | 21 | 51,219 | RL | AC/AC | PA - Point Arena (part of 2H) | 58 | 50 | 100 | $164,936 | 14,617 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $2,519,521 | | |
| TOCK LANE | 0.00 MM w/o 122 | 0.21 MM END | 122A | 000002 | 1,090 | 14 | 15,260 | RL | ST | 2H - West Southern | 68 | 59 | 100 | $9,337 | 31,693 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 15.00 MP | 15.96 MP | 223 | 150160 | 4,940 | 20 | 98,800 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $69,994 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 15.96 MP | 16.79 MP | 223 | 160168 | 4,241 | 22 | 93,302 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $66,099 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 16.79 MP | 18.03 MP | 223 | 168180 | 6,356 | 22 | 139,832 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $99,063 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 18.03 MP | 19.00 MP | 223 | 180190 | 5,017 | 20 | 100,340 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $71,085 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 19.00 MP | 20.00 MP | 223 | 190200 | 5,113 | 22 | 112,486 | RMaC | ST | 3G - East Central | 74 | 67 | 100 | $79,690 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 20.00 MP | 21.00 MP | 223 | 200210 | 5,165 | 20 | 103,300 | RMaC | ST | 3G - East Central | 77 | 67 | 100 | $73,182 | 21,152 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 21.00 MP | 21.55 MP | 223 | 210216 | 2,704 | 20 | 54,080 | RMaC | ST | 3G - East Central | 85 | 67 | 100 | $38,313 | 21,152 | SINGLE CHIP SEAL |
| CUMMINGS STREET | 0.00 MM n/o 408 | 0.12 MM END | 407AA | 000001 | 614 | 18 | 11,052 | RL | ST | 2G - West Central | 69 | 60 | 100 | $6,762 | 33,817 | SINGLE CHIP SEAL |
| NICHOLS LANE | 0.00 MM s/o 408 | 0.16 MM END | 408A | 000002 | 865 | 24 | 20,760 | RL | ST | 2G - West Central | 69 | 59 | 100 | $12,702 | 34,757 | SINGLE CHIP SEAL |
| CASPAR - LITTLE LAKE RO | 1.10 MP | 2.39 MP | 409 | 011024 | 6,645 | 18 | 119,610 | RMiC | ST | 2G - West Central | 23 | 67 | 100 | $84,737 | 21,152 | SINGLE CHIP SEAL |
| CASPAR - LITTLE LAKE RO | 2.39 MP | 3.27 MM EOP | 409 | 024033 | 4,928 | 16 | 78,848 | RMiC | ST | 2G - West Central | 52 | 67 | 100 | $55,859 | 21,152 | SINGLE CHIP SEAL |
| WINDY HOLLOW ROAD | 1.56 MM n/o 508A at signpost | 1.87 MM s/o Garcia River | 508 | 016019 | 1,648 | 14 | 23,072 | RMiC | ST | 2H - West Southern | 76 | 70 | 100 | $15,602 | 19,986 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2031

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOUNTAIN VIEW ROAD | 9.87 MP | 11.00 MP | 510 | 099110 | 5,953 | 22 | 130,966 | RMaC | ST | 2H - West Southern | 82 | 69 | 100 | $88,565 | 18,294 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 21.35 MP | 22.33 MP | 510 | 214223 | 3,967 | 18 | 71,406 | RMaC | ST | 2H - West Southern | 82 | 69 | 100 | $48,288 | 17,728 | SINGLE CHIP SEAL |
| OTTER POINT CIRLCE | 0.00 MM w/o 540 | 0.08 MM END | 542 | 000001 | 419 | 24 | 10,819 | RL | ST | 2G - West Central | 68 | 59 | 100 | $6,619 | 31,701 | SINGLE CHIP SEAL |
| | | | | | | | | | | | Treatment Total | | | $825,899 | | |
| MOUNTAIN HOUSE ROAD | 0.00 MP n/o SH 128 | 0.97 MP | 111 | 000010 | 5,067 | 20 | 101,340 | RMiC | ST | 3G - East Central | 19 | 0 | 100 | $411,183 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| MILL CREEK ROAD | 1.76 MP | 2.66 MM w/o 203C | 203 | 018027 | 4,898 | 16 | 78,368 | RMiC | ST | 3H - East Southern | 12 | 0 | 100 | $317,975 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| LOW GAP ROAD | 20.82 MM BOP | 21.84 MM Ukiah City Limits | 212 | 208218 | 5,405 | 20 | 108,100 | RMaC | ST | 3G - East Central | 15 | 0 | 100 | $438,611 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| ORR SPRINGS ROAD | 40.35 MP | 40.99 MP | 223 | 404410 | 3,278 | 22 | 72,116 | RMaC | ST | 3G - East Central | 11 | 0 | 100 | $292,608 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| ORR SPRINGS ROAD | 40.99 MP | 42.05 MP | 223 | 410421 | 5,549 | 22 | 122,078 | RMaC | ST | 3G - East Central | 13 | 0 | 100 | $495,327 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| ORR SPRINGS ROAD | 42.01 MM pavement change | 42.69 MM w/o 104 PINOLEVILLE | 223 | 420427 | 3,537 | 22 | 77,814 | RMaC | ST | 3G - East Central | 23 | 0 | 100 | $315,727 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| ORR SPRINGS ROAD | 42.69 MP PINOLEVILLE DRIVE | 43.37 MM N. STATE STREET | 223 | 421420 | 3,710 | 22 | 81,620 | RMiC | ST | 3G - East Central | 3 | 0 | 100 | $331,170 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| TOMKI ROAD | 3.00 MP | 3.83 MM pavement narrows | 237D | 030038 | 4,596 | 20 | 91,920 | RMiC | ST | 3G - East Central | 16 | 0 | 100 | $372,962 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| TOMKI ROAD | 4.74 MP | 6.01 MM EOP | 237D | 047060 | 7,109 | 18 | 127,962 | RMiC | ST | 3G - East Central | 30 | 0 | 100 | $519,201 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| TOMKI ROAD | 9.75 MM e/o 308 | 10.06 MM pavement narrows | 237D | 099101 | 1,650 | 18 | 29,700 | RMiC | ST | 3G - East Central | 14 | 0 | 100 | $120,507 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| TOMKI ROAD | 10.06 MM pavement narrows | 10.19 MM EOP | 237D | 101102 | 648 | 16 | 10,368 | RMiC | ST | 3G - East Central | 26 | 0 | 100 | $42,068 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| EEL RIVER ROAD | 0.00 MP n/o 245 | 1.00 MM | 240B | 000010 | 5,280 | 22 | 116,160 | RMiC | ST | 3G - East Central | 15 | 0 | 100 | $471,314 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| EEL RIVER ROAD | 1.94 MP | 2.63 MM pavement change | 240B | 019026 | 3,634 | 22 | 79,948 | RMiC | ST | 3G - East Central | 16 | 0 | 100 | $324,386 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| EEL RIVER ROAD | 4.05 MM s/o 240A at "Y" | 4.85 MM e/o 242 | 240B | 041049 | 4,230 | 20 | 84,600 | RMiC | ST | 3G - East Central | 12 | 0 | 100 | $343,261 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| EEL RIVER ROAD | 4.85 MM e/o 242 | 5.54 MM nw/o 240A | 240B | 049055 | 3,663 | 24 | 87,912 | RMiC | ST | 3G - East Central | 14 | 0 | 100 | $356,699 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| EEL RIVER ROAD | 5.54 MM nw/o 240A | 5.84 MM pavement change | 240B | 055058 | 1,576 | 24 | 37,824 | RMiC | ST | 3G - East Central | 22 | 0 | 100 | $153,469 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| OLD RIVER ROAD | 2.14 MM n/o 309 | 3.09 MP s/o 308 | 304 | 021031 | 4,997 | 18 | 89,946 | RMiC | ST | 3G - East Central | 25 | 0 | 100 | $364,952 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| CANYON ROAD | 0.00 MM e/o 306 | 1.00 MM | 308 | 000010 | 5,280 | 20 | 105,600 | RMaC | ST | 3G - East Central | 24 | 0 | 100 | $428,468 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2031

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CANYON ROAD | 1.00 MM | 2.00 MM | 308 | 010020 | 5,280 | 20 | 105,600 | RMiC | ST | 3G - East Central | 23 | 0 | 100 | $428,468 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| COBB PLACE | 0.00 MM e/o 311C | 0.05 MM END | 311D | 000001 | 276 | 22 | 7,578 | RMiC | ST | 3G - East Central | 10 | 0 | 100 | $30,747 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| LAYTONVILLE - DOS RIOS | 1.95 MM BOP | 2.12 MM EOP | 322 | 020021 | 890 | 14 | 12,460 | RMiC | ST | 3F - East Northern | 7 | 0 | 100 | $50,556 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| LAYTONVILLE - DOS RIOS | 2.45 MP | 2.54 MP | 322 | 025025 | 484 | 16 | 7,744 | RMiC | ST | 3F - East Northern | 2 | 0 | 100 | $31,421 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| LAYTONVILLE - DOS RIOS | 8.95 MM BOP | 9.11 MM EOP | 322 | 090091 | 864 | 16 | 13,824 | RMiC | ST | 3F - East Northern | 18 | 0 | 100 | $56,090 | 14,453 | THICK AC OVERLAY(2.5 INCHES) |
| | | | | | | | | | | | | Treatment Total | | $6,697,169 | | |
| | | | | | | Year 2031 Area Total | | 3,914,362 | | | | Year 2031 Total | | $10,997,935 | | |

## Year: 2032

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TAMARISK DRIVE | LAKE MENDOCINO DR | BELTRAMI DR | 227N | 100 | 157 | 35 | 5,495 | RMiC | AC | 3G - East Central | 52 | 28 | 100 | $27,886 | 11,899 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | | Treatment Total | | $27,886 | | |
| VINEYARD OAKS DRIVE | FORSYTHE DRIVE | 110' N/O FORSYTHE DRIVE | 236B | 000000 | 110 | 32 | 3,520 | RL | AC/AC | 3G - East Central | 86 | 79 | 86 | $2,218 | 19,575 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $2,218 | | |
| KUKI LANE | 0.08 MM s/o 250A | 0.15 MM END | 250A | 001002 | 373 | 20 | 7,460 | RL | AC/AC | 3G - East Central | 60 | 51 | 100 | $24,743 | 14,068 | Thin Mill and Overlay w/ 5% Digouts |
| NO NAME | 0.13 M n/o SH162 (PAVT CHANGE) | 0.32 MM pavement change | 343 | 000006 | 961 | 24 | 23,064 | RL | AC/AC | 3F - East Northern | 60 | 50 | 100 | $76,499 | 14,172 | Thin Mill and Overlay w/ 5% Digouts |
| BREWERY GLUCH DRIVE | SH 1 (N) | SH 1 (S) | 500B | 000006 | 2,964 | 20 | 59,280 | RL | AC/AC | 2G - West Central | 60 | 51 | 100 | $196,621 | 14,091 | Thin Mill and Overlay w/ 5% Digouts |
| LIGHTHOUSE ROAD | 1.00 MM | 2.17 MM EOP | 509 | 010022 | 6,172 | 14 | 86,408 | RL | AC/AC | 2H - West Southern | 64 | 51 | 100 | $286,599 | 14,328 | Thin Mill and Overlay w/ 5% Digouts |
| FOREST VIEW ROAD | 0.00 MM s/o 551 | 0.74 MM w/o 551 | 551A | 000007 | 3,892 | 24 | 93,408 | RL | AC/AC | 2H - West Southern | 65 | 53 | 100 | $309,817 | 14,069 | Thin Mill and Overlay w/ 5% Digouts |
| NAVARRO WAY | 0.00 MM END south | 0.44 MM END north | 553 | 000004 | 2,330 | 22 | 52,986 | RL | AC/AC | 2H - West Southern | 59 | 50 | 100 | $175,745 | 14,220 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | | Treatment Total | | $1,070,023 | | |
| MOORE STREET | 0.00 MP e/o 229 | 0.01 MM pavement change | 229B | 000000 | 62 | 22 | 1,364 | RL | AC/AC | 3G - East Central | 18 | 1 | 100 | $9,908 | 7,232 | 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

Treatment Total $9,908

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOUNTAIN HOUSE ROAD | 0.97 MP | 2.05 MP | 111 | 010021 | 5,740 | 20 | 114,800 | RMiC | ST | 3G - East Central | 40 | 67 | 100 | $83,769 | 20,536 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 2.80 MP | 3.00 MP | 122 | 020030 | 900 | 22 | 19,800 | RMiC | ST | 2H - West Southern | 34 | 67 | 100 | $14,448 | 20,536 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 0.00 MM SH 1 | 0.98 MP | 132 | 000010 | 4,985 | 20 | 99,700 | RMiC | ST | 2H - West Southern | 83 | 70 | 100 | $72,751 | 16,036 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 13.00 MP | 14.02 MP | 132 | 130140 | 5,005 | 22 | 110,110 | RMiC | ST | 2H - West Southern | 82 | 68 | 100 | $80,347 | 18,139 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM e/o US 101 | 1.00 MP | 201 | 000010 | 5,262 | 21 | 110,502 | RMiC | ST | 3H - East Southern | 53 | 67 | 100 | $80,633 | 20,536 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.00 MP | 1.50 MP s/o SH 175 | 201 | 010015 | 2,648 | 21 | 55,608 | RMiC | ST | 3H - East Southern | 65 | 67 | 100 | $40,577 | 20,536 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 4.73 MP | 5.73 MP | 201 | 047057 | 5,470 | 22 | 120,340 | RMaC | ST | 3H - East Southern | 65 | 67 | 100 | $87,812 | 20,536 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 13.56 MP | 14.56 MM e/o SH 222 | 201 | 136146 | 5,260 | 22 | 115,720 | RMiA | ST | 3G - East Central | 49 | 67 | 100 | $88,279 | 27,282 | SINGLE CHIP SEAL |
| MILL CREEK ROAD | 0.00 MM e/o 201 | 0.80 MM w/o 203B | 203 | 000008 | 4,241 | 22 | 93,302 | RMaC | ST | 3H - East Southern | 78 | 70 | 100 | $64,988 | 19,844 | SINGLE CHIP SEAL |
| MILL CREEK ROAD | 0.80 MM w/o 203B | 1.76 MP | 203 | 008018 | 4,885 | 16 | 78,160 | RMiC | ST | 3H - East Southern | 35 | 67 | 100 | $57,033 | 20,536 | SINGLE CHIP SEAL |
| REDEMEYER ROAD | 1.05 MP | 1.86 MP | 215A | 011019 | 4,200 | 22 | 92,400 | RMaC | ST | 3H - East Southern | 34 | 67 | 100 | $67,424 | 20,536 | SINGLE CHIP SEAL |
| REDEMEYER ROAD | 1.86 MP | 2.39 MP END | 215A | 019024 | 2,723 | 21 | 57,183 | RMaC | ST | 3H - East Southern | 66 | 67 | 100 | $41,726 | 20,536 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 37.02 MP | 38.00 MP | 223 | 370380 | 5,057 | 20 | 101,140 | RMaC | ST | 3G - East Central | 52 | 67 | 100 | $73,802 | 20,536 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 38.00 MP | 38.95 MP | 223 | 380390 | 4,746 | 22 | 104,412 | RMaC | ST | 3G - East Central | 38 | 67 | 100 | $76,189 | 20,536 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 38.95 MP | 40.35 MP | 223 | 390404 | 7,075 | 22 | 155,650 | RMaC | ST | 3G - East Central | 30 | 67 | 100 | $113,578 | 20,536 | SINGLE CHIP SEAL |
| TOMKI ROAD | 0.88 MP | 2.00 MP | 237D | 009020 | 5,838 | 22 | 128,436 | RMiC | ST | 3G - East Central | 79 | 69 | 100 | $93,720 | 18,063 | SINGLE CHIP SEAL |
| TOMKI ROAD | 3.83 MM pavement narrows | 4.74 MP | 237D | 038047 | 4,431 | 18 | 79,758 | RMiC | ST | 3G - East Central | 55 | 67 | 100 | $58,199 | 20,536 | SINGLE CHIP SEAL |
| EEL RIVER ROAD | 1.00 MM | 1.94 MP | 240B | 010019 | 4,964 | 22 | 109,208 | RMiC | ST | 3G - East Central | 30 | 67 | 100 | $79,689 | 20,536 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | 0.00 MM Willits City Limits | BRAY RD | 303 | 000002 | 1,881 | 20 | 37,620 | RMaC | ST | 3G - East Central | 53 | 67 | 100 | $27,451 | 20,536 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.94 MM | 2.14 MM n/o 309 | 304 | 009021 | 6,384 | 20 | 127,680 | RMiC | ST | 3G - East Central | 55 | 67 | 100 | $93,168 | 20,536 | SINGLE CHIP SEAL |
| CANYON ROAD | 3.00 MM | 3.68 MM EOP | 308 | 030037 | 3,662 | 20 | 73,240 | RMiC | ST | 3G - East Central | 42 | 67 | 100 | $53,443 | 20,536 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 0.00 MP n/o 306 | 0.59 MP | 310 | 000006 | 3,290 | 18 | 59,220 | RMiC | ST | 3G - East Central | 35 | 67 | 100 | $43,213 | 20,536 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 0.59 MP | 1.44 MP | 310 | 006014 | 4,246 | 18 | 76,428 | RMiC | ST | 3G - East Central | 32 | 67 | 100 | $55,769 | 20,536 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 1.44 MP | 2.44 MP | 310 | 014024 | 5,253 | 18 | 94,554 | RMiC | ST | 3G - East Central | 36 | 67 | 100 | $68,996 | 20,536 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 2.44 MP | 3.61 MM e/o US 101 | 310 | 024036 | 6,157 | 22 | 135,454 | RMiC | ST | 3G - East Central | 43 | 67 | 100 | $98,841 | 20,536 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2032

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHERWOOD ROAD | 1.81 MP | 2.73 MP | 311 | 018027 | 4,841 | 24 | 116,184 | RMaC | ST | 3G - East Central | 34 | 67 | 100 | $84,779 | 20,536 | SINGLE CHIP SEAL |
| SHERWOOD ROAD | 2.73 MP | 3.75 MP | 311 | 027038 | 5,315 | 22 | 122,232 | RMaC | ST | 3G - East Central | 28 | 67 | 100 | $89,193 | 20,536 | SINGLE CHIP SEAL |
| SHERWOOD RANCHERIA ROAD | END | END | 316 | 000001 | 5,300 | 12 | 63,600 | RL | ST | 2F - West Northern | 70 | 59 | 100 | $40,080 | 32,658 | SINGLE CHIP SEAL |
| LAYTONVILLE - DOS RIOS | 0.00 MM e/o US 101 | 0.80 EOP | 322 | 000008 | 4,326 | 24 | 103,824 | RMiC | ST | 3F - East Northern | 35 | 67 | 100 | $75,760 | 20,536 | SINGLE CHIP SEAL |
| LAYTONVILLE - DOS RIOS | 1.07 MM BOP | 1.23 MM EOP | 322 | 011012 | 871 | 24 | 20,904 | RMiC | ST | 3F - East Northern | 42 | 67 | 100 | $15,254 | 20,536 | SINGLE CHIP SEAL |
| EAST LANE | 3.35 MP | 3.32 MM w/o 327B | 327C | 034033 | 87 | 32 | 2,784 | RMiC | ST | 3F - East Northern | 42 | 67 | 100 | $2,031 | 20,536 | SINGLE CHIP SEAL |
| BARNES LANE | 1.48 MM s/o SH 162 | 2.23 MM END | 337G | 015022 | 3,945 | 20 | 78,900 | RL | ST | 3F - East Northern | 69 | 58 | 100 | $49,722 | 30,127 | SINGLE CHIP SEAL |
| CRAWFORD ROAD | 0.00 MM n/o 337A | 1.00 MM | 337H-S | 000010 | 5,280 | 20 | 105,600 | RMiC | ST | 3F - East Northern | 30 | 67 | 100 | $77,056 | 20,536 | SINGLE CHIP SEAL |
| CRAWFORD ROAD | 1.00 MM | 1.32 MM s/o 337E at signpost | 337H-S | 010013 | 1,673 | 20 | 33,460 | RMiC | ST | 3F - East Northern | 64 | 67 | 100 | $24,416 | 20,536 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.03 MP | 2.96 MP | 338 | 020030 | 4,914 | 22 | 108,108 | RMaC | ST | 3F - East Northern | 38 | 67 | 100 | $78,886 | 20,536 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 3.96 MM | 4.50 MP | 338 | 040045 | 2,513 | 22 | 55,286 | RMaC | ST | 3F - East Northern | 69 | 67 | 100 | $40,342 | 20,536 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 6.45 MP | 7.33 MM EOP | 338 | 065073 | 6,229 | 22 | 137,038 | RMaC | ST | 3F - East Northern | 38 | 67 | 100 | $99,996 | 20,536 | SINGLE CHIP SEAL |
| ALBION - LITTLE RIVER R | 2.27 MP | 2.99 MM s/o 404 | 403 | 023030 | 4,145 | 22 | 91,190 | RL | ST | 2G - West Central | 77 | 59 | 100 | $57,467 | 28,757 | SINGLE CHIP SEAL |
| LITTLE RIVER AIRPORT RO | 2.11 MP | 3.00 MP | 404 | 021030 | 4,979 | 18 | 89,622 | RMiC | ST | 2G - West Central | 39 | 67 | 100 | $65,397 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 0.75 MP | 1.75 MP | 429 | 008018 | 4,846 | 22 | 106,612 | RMaC | ST | 2F - West Northern | 32 | 67 | 100 | $77,795 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 1.75 MP | 1.79 MM EOP | 429 | 018018 | 836 | 16 | 13,376 | RMaC | ST | 2F - West Northern | 47 | 67 | 100 | $9,760 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 3.44 | MP 3.65 | 429 | 034000 | 2,000 | 15 | 30,000 | RMaC | ST | 2F - West Northern | 65 | 67 | 100 | $21,891 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 7.00 | MP 7.67 | 429 | 070000 | 4,000 | 18 | 72,000 | RMiC | ST | 2F - West Northern | 43 | 67 | 100 | $52,538 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 7.91 MP | 9.09 MP | 429 | 079091 | 5,373 | 24 | 128,952 | RMiC | ST | 2F - West Northern | 29 | 67 | 100 | $94,096 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 12.08 MP | 13.09 MP | 429 | 121131 | 5,382 | 24 | 129,168 | RMaC | ST | 2F - West Northern | 70 | 67 | 100 | $94,254 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 13.09 MP | 14.19 MP | 429 | 131142 | 5,286 | 24 | 126,864 | RMaC | ST | 2F - West Northern | 64 | 67 | 100 | $92,572 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 15.14 MP | 15.93 MP | 429 | 151159 | 3,955 | 24 | 94,920 | RMaC | ST | 2F - West Northern | 61 | 67 | 100 | $69,263 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 18.10 MP | 19.17 MP | 429 | 181192 | 5,561 | 24 | 133,464 | RMaC | ST | 2F - West Northern | 36 | 67 | 100 | $97,389 | 20,536 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2032

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRANSCOMB ROAD | 19.17 MP | 20.18 MP | 429 | 192202 | 5,156 | 26 | 134,056 | RMaC | ST | 2F - West Northern | 29 | 67 | 100 | $97,820 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 20.18 MP | 21.64 MP | 429 | 202216 | 7,625 | 26 | 198,250 | RMaC | ST | 2F - West Northern | 44 | 67 | 100 | $144,663 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 21.64 MP | 22.16 MP | 429 | 216222 | 2,789 | 33 | 92,037 | RMaC | ST | 2F - West Northern | 53 | 67 | 100 | $67,159 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 22.16 MP | 23.31 MP | 429 | 222233 | 5,592 | 22 | 144,606 | RMaC | ST | 2F - West Northern | 40 | 67 | 100 | $105,519 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 23.31 MP | 24.61 MP | 429 | 233246 | 6,514 | 22 | 143,308 | RMaC | ST | 2F - West Northern | 42 | 67 | 100 | $104,572 | 20,536 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 25.75 MP | 25.88 MP w/o US 101 | 429 | 258259 | 428 | 24 | 10,272 | RMaC | ST | 2F - West Northern | 59 | 67 | 100 | $7,495 | 20,536 | SINGLE CHIP SEAL |
| OLD STAGE ROAD | 4.00 MP | 5.00 MP | 502 | 040050 | 5,133 | 20 | 102,660 | RMiC | ST | 2H - West Southern | 38 | 67 | 100 | $74,911 | 20,536 | SINGLE CHIP SEAL |
| OLD STAGE ROAD | 5.00 MP | 5.66 MM END s/o 122 | 502 | 050057 | 3,925 | 22 | 86,350 | RMiC | ST | 2H - West Southern | 41 | 67 | 100 | $63,009 | 20,536 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 5.00 MP | 6.00 MP | 503 | 050060 | 5,277 | 18 | 94,986 | RMiC | ST | 2H - West Southern | 52 | 67 | 100 | $69,311 | 20,536 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 6.00 MP | 6.20 MP e/o SH 1 | 503 | 060062 | 906 | 18 | 16,308 | RMiC | ST | 2H - West Southern | 63 | 67 | 100 | $11,900 | 20,536 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 2.99 MP | 4.00 MP | 506 | 030040 | 5,218 | 24 | 125,232 | RMiC | ST | 2H - West Southern | 36 | 67 | 100 | $91,382 | 20,536 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 4.00 MP | 5.00 MP | 506 | 040050 | 5,197 | 24 | 124,728 | RMiC | ST | 2H - West Southern | 54 | 67 | 100 | $91,014 | 20,536 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 5.00 MP | 5.95 MM s/o 505 at stop sign | 506 | 050060 | 5,386 | 24 | 129,264 | RMiC | ST | 2H - West Southern | 66 | 67 | 100 | $94,324 | 20,536 | SINGLE CHIP SEAL |
| WINDY HOLLOW ROAD | 1.87 MM n/o Garcia River | 2.40 MM e/o SH 1 | 508 | 019024 | 2,735 | 18 | 49,230 | RMiC | ST | 2H - West Southern | 34 | 67 | 100 | $35,923 | 20,536 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 3.75 MP | 4.98 MP | 510 | 038050 | 6,308 | 22 | 138,776 | RMaC | ST | 2H - West Southern | 83 | 70 | 100 | $101,265 | 15,489 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 6.79 MP | 7.83 MP | 510 | 068078 | 5,366 | 22 | 118,052 | RMaC | ST | 2H - West Southern | 74 | 67 | 100 | $86,142 | 20,536 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 19.33 MP | 20.30 MP | 510 | 193203 | 5,105 | 20 | 102,100 | RMaC | ST | 2H - West Southern | 73 | 67 | 100 | $74,502 | 20,536 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 22.33 MP | 23.34 MP | 510 | 223233 | 5,191 | 16 | 83,056 | RMaC | ST | 2H - West Southern | 74 | 67 | 100 | $60,606 | 20,536 | SINGLE CHIP SEAL |
| POLARIS CIRCLE | 0.00 MM n/o 540 | 0.06 MM END | 556 | 000001 | 340 | 22 | 10,227 | RL | ST | 2G - West Central | 69 | 58 | 100 | $6,445 | 31,912 | SINGLE CHIP SEAL |
| SEADRIFT AVENUE | 0.00 MM END | 0.31 MM END | 560 | 000003 | 1,636 | 20 | 37,613 | RL | ST | 2G - West Central | 69 | 58 | 100 | $23,704 | 31,912 | SINGLE CHIP SEAL |
| | | | | | | | | | | | Treatment Total | | | $4,537,450 | | |
| CANYON ROAD | 2.00 MM | 3.00 MM | 308 | 020030 | 5,280 | 20 | 105,600 | RMiC | ST | 3G - East Central | 13 | 0 | 100 | $441,322 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| CANYON ROAD | 3.68 MM BOP | 4.22 MM w/o 237D | 308 | 040042 | 2,851 | 18 | 51,318 | RMiC | ST | 3G - East Central | 21 | 0 | 100 | $214,467 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2032

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAYTONVILLE - DOS RIOS | 10.76 MM BOP | 12.06 MP w/o SH 162 | 322 | 108121 | 5,355 | 18 | 96,390 | RMiC | ST | 3F - East Northern | 25 | 0 | 100 | $402,831 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| FAIRBANKS ROAD | 0.00 MP e/o SH 162 | 1.00 MM | 327A | 000010 | 5,280 | 20 | 105,600 | RMiC | ST | 3F - East Northern | 20 | 0 | 100 | $441,322 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| FAIRBANKS ROAD | 1.00 MM | 2.00 MP w/o 329 | 327A | 010020 | 5,154 | 20 | 103,080 | RMiC | ST | 3F - East Northern | 13 | 0 | 100 | $430,790 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| HILL ROAD | 0.00 MP e/o 329 MP 0.00 | 1.00 MP | 327B | 000010 | 5,070 | 22 | 111,540 | RMiC | ST | 3F - East Northern | 8 | 0 | 100 | $466,146 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| HILL ROAD | 1.00 MP | 1.75 MP | 327B | 010018 | 3,888 | 22 | 85,536 | RMiC | ST | 3F - East Northern | 7 | 0 | 100 | $357,471 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| HILL ROAD | 1.75 MP | 2.75 MP | 327B | 018028 | 5,283 | 16 | 84,528 | RMiC | ST | 3F - East Northern | 11 | 0 | 100 | $353,258 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| HILL ROAD | 2.75 MP | 4.00 MP | 327B | 028040 | 6,193 | 18 | 111,474 | RMiC | ST | 3F - East Northern | 14 | 0 | 100 | $465,870 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| HILL ROAD | 4.00 MP | 5.20 MP e/o 327C | 327B | 040052 | 6,336 | 18 | 114,048 | RMiC | ST | 3F - East Northern | 13 | 0 | 100 | $476,627 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| EAST LANE | 0.00 MM e/o SH 162 | 1.00 MM | 327C | 000010 | 5,280 | 32 | 168,960 | RMiC | ST | 3F - East Northern | 23 | 0 | 100 | $706,115 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| DOBIE LANE | 0.00 MP n/o 327B | 1.00 MM | 329-S | 000010 | 5,280 | 22 | 116,160 | RMiC | ST | 3F - East Northern | 8 | 0 | 100 | $485,454 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| MINA ROAD | 2.64 MM BOP | 2.89 MM EOP | 336 | 026029 | 1,306 | 20 | 26,120 | RMiC | ST | 3F - East Northern | 14 | 0 | 100 | $109,160 | 14,032 | THICK AC OVERLAY(2.5 INCHES) |
| | | | | | | | | | | | Treatment Total | | | $5,350,834 | | |
| | | | | | | | Year 2032 Area Total | | 7,868,963 | | Year 2032 Total | | | $10,998,319 | | |

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCEAN VIEW DRIVE | 0.42 MM pavement change | 0.51 MM w/o SH 1 | 439 | 004005 | 458 | 18 | 8,244 | RMaC | AC/AC | 2H - West Southern | 50 | 29 | 100 | $43,091 | 11,546 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | Treatment Total | | | $43,091 | | |
| EAST SIDE CALPELLA ROAD | 3.72 MM pavement change | 3.75 MM s/o SH 20 | 227 | 037038 | 134 | 22 | 2,948 | RMaC | AC/AC | 3G - East Central | 94 | 83 | 90 | $3,424 | 12,686 | Cape Seal w/Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $3,424 | | |
| SOUTH STATE STREET | 0.00 MM n/o SH 253 | 1.10 MM s/o 267 | 104A | 000011 | 5,791 | 26 | 150,566 | RMiA | AC | 3H - East Southern | 70 | 68 | 78 | $190,321 | 17,729 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| SOUTH DORA | 0.00 MM n/o 252F | 0.48 MM pavement change | 209 | 000005 | 2,529 | 22 | 55,638 | RMiA | AC/AC | 3H - East Southern | 62 | 60 | 70 | $70,328 | 15,823 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Treatment Current PCI | Treatment PCI Before | Treatment PCI After | Treatment Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EAST ROAD | 5.09 MP | 5.24 MM e/o 237 | 230 | 051052 | 1,118 | 24 | 25,632 | RMaC | AC/AC | 3G - East Central | 78 | 69 | 78 | $31,524 | 14,927 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| OAK COURT ROAD | 0.00 MM s/o 252F | 0.06 MM n/o 252 | 252A | 000001 | 286 | 22 | 6,292 | RMiA | AC/AC | 3H - East Southern | 58 | 54 | 66 | $7,953 | 12,816 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | Treatment Total | | | $300,127 | | |
| PRATT RANCH ROAD | 0.00 MM n/o SH 175 | 1.00 MM | 116A | 000010 | 5,280 | 18 | 95,040 | RL | AC | 3H - East Southern | 87 | 78 | 86 | $61,690 | 20,691 | Slurry Seal w/ Crack Seal |
| RIVER VIEW DRIVE | EAST END | WEST END | 227O | 100 | 536 | 37 | 19,832 | RL | AC | 3G - East Central | 81 | 72 | 81 | $12,873 | 21,000 | Slurry Seal w/ Crack Seal |
| FORD ROAD | 0.28 MM pavement change | 0.38 MM END | 250 | 003004 | 490 | 24 | 11,760 | RL | AC/AC | 3G - East Central | 84 | 76 | 84 | $7,633 | 21,162 | Slurry Seal w/ Crack Seal |
| TERRACE ROAD | 0.00 MM w/o 215A REDEMEYER RD | 0.06 MM e/o 257 WESTERLY PL | 256 | 000001 | 294 | 30 | 8,820 | RL | AC/AC | 3G - East Central | 87 | 80 | 88 | $5,725 | 23,181 | Slurry Seal w/ Crack Seal |
| MARINE VIEW DRIVE | 0.00 MM s/o 543 | 0.12 MM END | 544 | 000001 | 622 | 20 | 14,066 | RL | AC/AC | 2H - West Southern | 85 | 79 | 87 | $9,130 | 26,385 | Slurry Seal w/ Crack Seal |
| AQUISTAPACE ROAD | 0.00 MM e/o 547 | 0.10 MM END | 549 | 000001 | 546 | 20 | 10,920 | RL | AC/AC | 2H - West Southern | 85 | 79 | 87 | $7,088 | 27,464 | Slurry Seal w/ Crack Seal |
| SEA CYPRESS DRIVE | 0.22 MM pavement change | 0.31MM pavement change | 568 | 001004 | 472 | 24 | 11,328 | RL | AC/AC | 2H - West Southern | 84 | 78 | 86 | $7,353 | 25,818 | Slurry Seal w/ Crack Seal |
| DAISY PLACE | 0.00 MM w/o 653B | 0.04 MM END | 653C | 000000 | 221 | 22 | 5,725 | RL | AC/AC | 3G - East Central | 88 | 80 | 88 | $3,716 | 20,817 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $115,209 | | |
| VICHY SPRINGS ROAD | 1.97 MP | 2.90 MM at split before dump | 215 | 020029 | 4,883 | 24 | 117,192 | RL | AC/AC | 3H - East Southern | 64 | 52 | 100 | $400,365 | 13,679 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $400,365 | | |
| FISH ROCK ROAD | 0.00 MP e/o SH 1 | 0.94 MP | 122 | 000009 | 4,911 | 18 | 88,398 | RMiC | ST | 2H - West Southern | 71 | 67 | 100 | $66,439 | 19,938 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 10.99 MP | 11.90 MP | 132 | 110119 | 4,705 | 22 | 103,510 | RMiC | ST | 2H - West Southern | 79 | 70 | 100 | $77,797 | 19,923 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 1.50 MM n/o SH 175 | 2.72 MP | 201 | 015027 | 6,361 | 22 | 139,942 | RMaC | ST | 3H - East Southern | 71 | 67 | 100 | $105,179 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 2.72 MP | 3.86 MP | 201 | 027039 | 5,902 | 22 | 129,844 | RMaC | ST | 3H - East Southern | 69 | 67 | 100 | $97,589 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 3.86 MP | 4.73 MP | 201 | 039047 | 4,404 | 22 | 96,888 | RMaC | ST | 3H - East Southern | 72 | 67 | 100 | $72,820 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 8.56 MP | 9.42 MP | 201 | 086094 | 4,435 | 22 | 97,570 | RMaC | ST | 3H - East Southern | 72 | 67 | 100 | $73,333 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 9.42 MP | 10.71 MP | 201 | 094107 | 6,795 | 22 | 149,490 | RMaC | ST | 3H - East Southern | 68 | 67 | 100 | $112,355 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 10.71 MP | 11.86 MP | 201 | 107119 | 5,979 | 22 | 131,538 | RMaC | ST | 3H - East Southern | 70 | 67 | 100 | $98,863 | 19,938 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OLD RIVER ROAD | 11.86 MP | 12.75 MP | 201 | 119128 | 4,665 | 22 | 102,630 | RMaC | ST | 3H - East Southern | 71 | 67 | 100 | $77,136 | 19,938 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 12.75 MP | 13.56 MP | 201 | 130140 | 4,276 | 22 | 94,072 | RMaC | ST | 3H - East Southern | 49 | 67 | 100 | $70,704 | 19,938 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 2.00 MP | 3.00 MM | 205 | 020030 | 5,280 | 21 | 110,880 | RL | ST | 3H - East Southern | 72 | 60 | 100 | $71,972 | 29,011 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 22.52 MP | 22.97 MM EOP | 223 | 225230 | 2,376 | 20 | 47,520 | RMaC | ST | 3G - East Central | 44 | 67 | 100 | $35,716 | 19,938 | SINGLE CHIP SEAL |
| ROAD K | 0.00 MM e/o 237 | 0.25 MM END | 237C | 000003 | 1,326 | 18 | 23,868 | RL | ST | 3G - East Central | 79 | 59 | 100 | $15,493 | 27,796 | SINGLE CHIP SEAL |
| TOMKI ROAD | 0.00 MM n/o 237 | 0.88 MP | 237D | 000009 | 4,615 | 22 | 101,530 | RMiC | ST | 3G - East Central | 78 | 69 | 100 | $76,309 | 24,678 | SINGLE CHIP SEAL |
| TOMKI ROAD | 2.00 MP | 3.00 MP | 237D | 020030 | 5,150 | 20 | 103,000 | RMiC | ST | 3G - East Central | 48 | 67 | 100 | $77,414 | 19,938 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM US 101 | 0.61 MM | 307 | 000006 | 3,233 | 28 | 90,524 | RL | ST | 3F - East Northern | 73 | 57 | 100 | $58,759 | 37,622 | SINGLE CHIP SEAL |
| STUMP ROAD | 0.00 MM n/o 429 | 0.22 MM END | 319J | 000002 | 1,169 | 22 | 25,718 | RL | ST | 2F - West Northern | 71 | 59 | 100 | $16,694 | 31,300 | SINGLE CHIP SEAL |
| MENDOCINO PASS ROAD | 2.96 MP | 3.96 MM | 338 | 030040 | 5,280 | 22 | 116,160 | RMaC | ST | 3F - East Northern | 48 | 67 | 100 | $87,305 | 19,938 | SINGLE CHIP SEAL |
| LITTLE RIVER AIRPORT RO | 0.00 MP e/o SH 1 | 1.00 MP | 404 | 000010 | 5,180 | 22 | 113,960 | RMiC | ST | 2G - West Central | 46 | 67 | 100 | $85,651 | 19,938 | SINGLE CHIP SEAL |
| CARLSON STREET | 0.00 MM n/o 407C | 0.08 MM s/o 407A (minus 407 x | 407H | 000001 | 407 | 10 | 4,070 | RMiC | ST | 2G - West Central | 78 | 69 | 100 | $3,059 | 23,811 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 2.97 | MP 3.44 | 429 | 030000 | 3,000 | 20 | 60,000 | RMiC | ST | 2F - West Northern | 51 | 67 | 100 | $45,095 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 6.00 | MP 7.00 | 429 | 060000 | 6,050 | 22 | 133,100 | RMiC | ST | 2F - West Northern | 51 | 67 | 100 | $100,037 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 15.93 MP | 17.05 MP | 429 | 159171 | 5,695 | 24 | 136,680 | RMaC | ST | 2F - West Northern | 47 | 67 | 100 | $102,727 | 19,938 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 17.05 MP | 18.10 MP | 429 | 171181 | 5,351 | 24 | 128,424 | RMaC | ST | 2F - West Northern | 50 | 67 | 100 | $96,522 | 19,938 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM SH 271 | 0.28 MM END | 442A | 000003 | 1,496 | 27 | 42,874 | RL | ST | 2F - West Northern | 71 | 58 | 100 | $27,830 | 29,453 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 3.00 MP | 4.00 MP | 503 | 030040 | 5,158 | 18 | 92,844 | RMiC | ST | 2H - West Southern | 78 | 69 | 100 | $69,781 | 24,593 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 4.00 MP | 5.00 MP | 503 | 040050 | 5,345 | 18 | 96,210 | RMiC | ST | 2H - West Southern | 51 | 67 | 100 | $72,310 | 19,938 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 2.00 MP | 2.99 MP | 506 | 020030 | 5,280 | 24 | 126,720 | RMiC | ST | 2H - West Southern | 47 | 67 | 100 | $95,241 | 19,938 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 7.83 MP | 9.00 MP | 510 | 078090 | 6,108 | 22 | 134,376 | RMaC | ST | 2H - West Southern | 75 | 67 | 100 | $100,996 | 19,938 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 16.95 MP | 18.27 MP | 510 | 170183 | 6,842 | 18 | 123,156 | RMaC | ST | 2H - West Southern | 75 | 67 | 100 | $92,563 | 19,938 | SINGLE CHIP SEAL |
| POPPY DRIVE | 0.84 MM e/o 633 | 1.76 MM s/o 619 | 623 | 008018 | 4,844 | 28 | 135,632 | RMaC | ST | 3G - East Central | 83 | 69 | 100 | $97,306 | 17,887 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2033

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COYOTE LANE | 0.00 MM e/o 628 | 0.17 MM END | 628A | 000002 | 928 | 22 | 22,723 | RL | ST | 3G - East Central | 71 | 59 | 100 | $14,750 | 31,280 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $2,295,742 | | |
| EAST LANE | 1.00 MM | 2.20 MP | 327C | 010022 | 5,852 | 32 | 187,264 | RMiC | ST | 3F - East Northern | 15 | 0 | 100 | $806,089 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| EAST LANE | 2.20 MP | 3.35 MP | 327C | 022034 | 6,298 | 32 | 201,536 | RMiC | ST | 3F - East Northern | 14 | 0 | 100 | $867,524 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| HOWARD STREET | 0.00 MM w/o SH 162 | 0.49 MM road narrows | 334D | 000005 | 2,579 | 38 | 98,002 | RMiC | ST | 3F - East Northern | 24 | 0 | 100 | $421,855 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| MINA ROAD | 0.00 MP n/o SH 162 | 1.00 MP | 336 | 000010 | 5,280 | 22 | 116,160 | RMiC | ST | 3F - East Northern | 18 | 0 | 100 | $500,018 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| MINA ROAD | 1.00 MP | 2.17 MM EOP (at end of stripi | 336 | 010022 | 6,463 | 20 | 129,260 | RMiC | ST | 3F - East Northern | 19 | 0 | 100 | $556,407 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| CRAWFORD ROAD | 0.00 MM s/o 337D | 0.50 MM s/o 337F | 337H-N | 000005 | 2,656 | 18 | 47,808 | RMiC | ST | 3F - East Northern | 11 | 0 | 100 | $205,792 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| MENDOCINO PASS ROAD | 0.00 MP SH 162 END | 0.94 MP | 338 | 000009 | 4,911 | 22 | 108,042 | RMaC | ST | 3F - East Northern | 19 | 0 | 100 | $465,073 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| MENDOCINO PASS ROAD | 0.94 MP | 2.03 MP | 338 | 009020 | 5,667 | 22 | 124,674 | RMaC | ST | 3F - East Northern | 20 | 0 | 100 | $536,667 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| LITTLE RIVER AIRPORT RO | 1.00 MP | 2.11 MP | 404 | 010021 | 5,662 | 20 | 113,240 | RMiC | ST | 2G - West Central | 28 | 0 | 100 | $487,448 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| FORT BRAGG - SHERWOOD R | 28.87 MM BOP | 29.53 MP | 419 | 289295 | 4,040 | 20 | 80,800 | RMiC | ST | 3G - East Central | 10 | 0 | 100 | $347,808 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| BRANSCOMB ROAD | 0.00 MM e/o SH 1 | 0.75 MP | 429 | 000008 | 3,748 | 22 | 82,456 | RMaC | ST | 2F - West Northern | 17 | 0 | 100 | $354,937 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| BRANSCOMB ROAD | MP 1.79 | MP 2.55 | 429 | 020020 | 5,200 | 15 | 78,000 | RMaC | ST | 2F - West Northern | 10 | 0 | 100 | $335,756 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| BRANSCOMB ROAD | 7.67 MM BOP | 7.91 MP | 429 | 077079 | 583 | 24 | 13,992 | RMaC | ST | 2F - West Northern | 9 | 0 | 100 | $60,229 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| OLD STAGE ROAD | 0.78 MP | 2.00 MP | 502 | 009020 | 6,442 | 20 | 128,840 | RMiC | ST | 2H - West Southern | 26 | 0 | 100 | $554,599 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| OLD STAGE ROAD | 2.00 MP | 3.03 MP | 502 | 020030 | 5,404 | 20 | 108,080 | RMiC | ST | 2H - West Southern | 27 | 0 | 100 | $465,237 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| OLD STAGE ROAD | 3.03 MP | 4.00 MP | 502 | 030040 | 5,112 | 20 | 102,240 | RMiC | ST | 2H - West Southern | 27 | 0 | 100 | $440,098 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| CLOVER ROAD | 0.00 MM w/o 601 | 0.38 MM w/o 604 | 603 | 000004 | 2,011 | 26 | 52,286 | RMaC | ST | 3G - East Central | 22 | 0 | 100 | $225,068 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| CLOVER ROAD | 0.38 MM w/o 604 | 0.78 MM END | 603 | 004008 | 2,127 | 22 | 49,101 | RMiC | ST | 3G - East Central | 11 | 0 | 100 | $211,358 | 13,623 | THICK AC OVERLAY(2.5 INCHES) |
| | | | | | | | | | | | | Treatment Total | | $7,841,963 | | |
| | | | | | | | Year 2033 Area Total | | 5,469,635 | | | Year 2033 Total | | $10,999,921 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2034

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NORTH STATE STREET | POMO LANE | 3.79 MP | 104 | 031038 | 3,999 | 32 | 127,968 | RMaC | AC/AC | 3G - East Central | 51 | 27 | 100 | $688,951 | 11,225 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| COMPTCHE UKIAH ROAD | 3.92 MP | 5.00 MP | 223 | 039050 | 5,667 | 20 | 113,340 | RMaC | AC | 3G - East Central | 62 | 32 | 100 | $610,197 | 11,193 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| COMPTCHE UKIAH ROAD | 9.86 MP | 11.11 MP | 223 | 099111 | 6,434 | 20 | 128,680 | RMaC | AC | 3G - East Central | 49 | 30 | 100 | $692,784 | 11,203 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| CASPAR - LITTLE LAKE RO | 0.00 MM e/o SH 1 | 1.10 MP | 409 | 000011 | 5,699 | 24 | 125,378 | RMiC | AC/AC | 2G - West Central | 27 | 30 | 100 | $675,007 | 11,219 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| SOUTH HARBOR DRIVE | 0.00 MM n/o SH 20 | 0.25 MM END | 415 | 000003 | 1,300 | 20 | 26,000 | RMaC | AC/AC | 2G - West Central | 50 | 26 | 100 | $139,978 | 11,238 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| OLD STATE HIGHWAY | 0.00 MM SH 1 | 0.32 MM w/o 502 road narrows | 501A | 000003 | 1,632 | 22 | 35,904 | RMiC | AC/AC | 2H - West Southern | 56 | 34 | 100 | $193,299 | 11,129 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| OLD STAGE ROAD | 0.00 MM e/o 501A | 0.78 MP | 502 | 000009 | 4,118 | 20 | 82,360 | RMiC | AC | 2H - West Southern | 62 | 31 | 100 | $443,408 | 11,210 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| BIRCH STREET | 0.24 MM begin new overlay | 0.41 MM end new overlay | 601 | 001003 | 899 | 20 | 17,980 | RMiC | AC/AC | 3G - East Central | 51 | 27 | 100 | $96,800 | 11,228 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| BIRCH STREET | 0.41 MM end new overlay | 0.78 MM w/o 311B | 601 | 003008 | 1,950 | 20 | 39,000 | RMaC | AC/AC | 3G - East Central | 59 | 38 | 100 | $209,967 | 11,019 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | Treatment Total | | | $3,750,390 | | |
| WINDY HOLLOW ROAD | 0.00 MP Point Arena City Limi | 0.76 MP | 508 | 000008 | 3,984 | 20 | 79,680 | RMiC | AC/AC | 2H - West Southern | 86 | 78 | 86 | $95,329 | 18,861 | Cape Seal w/Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $95,329 | | |
| CR 500A | GORDON LANE | SH 1 | 500A | 000003 | 1,350 | 20 | 27,000 | RL | AC/AC | 2G - West Central | 61 | 49 | 63 | $32,303 | 10,493 | Single Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | Treatment Total | | | $32,303 | | |
| SOUTH STATE STREET | 1.32 MM changes to 3-lanes | 1.45 MM Ukiah City Limits | 104A | 013015 | 680 | 38 | 25,840 | RL | AC | 3H - East Southern | 82 | 71 | 80 | $17,276 | 19,662 | Slurry Seal w/ Crack Seal |
| ARDESCH CT | APPOLINARES DR | END | 214B | 000003 | 151 | 34 | 5,134 | RL | AC | 3H - East Southern | 87 | 80 | 87 | $3,432 | 25,343 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | Treatment Total | | | $20,708 | | |
| UNIVERSITY ROAD | 1.00 MM | 2.00 MM | 116B | 010020 | 5,280 | 18 | 95,040 | RL | AC | 3H - East Southern | 66 | 51 | 100 | $334,427 | 13,465 | Thin Mill and Overlay w/ 5% Digouts |
| COMPTCHE UKIAH ROAD | 6.94 MP | 8.00 MP | 223 | 069080 | 5,584 | 20 | 111,680 | RMaC | AC | 3G - East Central | 78 | 58 | 100 | $491,225 | 12,177 | Thin Mill and Overlay w/ 5% Digouts |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2034

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COMPTCHE UKIAH ROAD | 12.00 MP | 13.00 MP | 223 | 120130 | 5,125 | 20 | 102,500 | RMaC | AC | 3G - East Central | 73 | 64 | 100 | $450,847 | 11,249 | Thin Mill and Overlay w/ 5% Digouts |
| COMPTCHE UKIAH ROAD | 13.00 MP | 14.00 MP | 223 | 130140 | 5,488 | 20 | 109,760 | RMaC | AC | 3G - East Central | 68 | 57 | 100 | $482,780 | 12,292 | Thin Mill and Overlay w/ 5% Digouts |
| ORR SPRINGS ROAD | 33.98 MP | 34.98 MP | 223 | 340350 | 5,056 | 20 | 101,120 | RMaC | AC | 3G - East Central | 83 | 62 | 100 | $444,777 | 11,844 | Thin Mill and Overlay w/ 5% Digouts |
| LAKE MENDOCINO DRIVE | 0.21 MM e/o 104 | 1.01 MM e/o 227 | 227B | 002010 | 4,208 | 22 | 92,576 | RMaC | AC/AC | 3G - East Central | 71 | 55 | 100 | $407,196 | 11,853 | Thin Mill and Overlay w/ 5% Digouts |
| EAST ROAD | 2.01 MM n/o 230B Cori Lane | 3.00 MP | 230 | 020030 | 5,043 | 22 | 110,946 | RMaC | AC/AC | 3G - East Central | 68 | 51 | 100 | $487,997 | 12,449 | Thin Mill and Overlay w/ 5% Digouts |
| HEARST-WILLITS ROAD | 0.00 MM Willits City Limits | 0.64 MP | 306 | 000006 | 3,303 | 20 | 66,060 | RMaC | AC/AC | 3G - East Central | 70 | 54 | 100 | $290,565 | 11,991 | Thin Mill and Overlay w/ 5% Digouts |
| SIMPSON LANE | 0.00 MM e/o SH 1 | 0.50 MP | 414 | 000005 | 2,662 | 22 | 58,564 | RMaC | AC | 2G - West Central | 81 | 63 | 100 | $257,594 | 11,392 | Thin Mill and Overlay w/ 5% Digouts |
| SIMPSON LANE | 1.50 MP | 2.44 MM | 414 | 015024 | 4,967 | 22 | 109,274 | RMaC | AC | 2G - West Central | 79 | 58 | 100 | $480,642 | 12,233 | Thin Mill and Overlay w/ 5% Digouts |
| PUDDING CREEK ROAD | 0.00 MM Fort Bragg City Limit | 0.96 MM | 421 | 000010 | 5,085 | 20 | 101,700 | RMaC | AC/AC | 2G - West Central | 72 | 56 | 100 | $447,328 | 11,711 | Thin Mill and Overlay w/ 5% Digouts |
| BRANSCOMB ROAD | 14.19 MP | 15.14 MP | 429 | 142151 | 5,214 | 24 | 125,136 | RMaC | AC | 2F - West Northern | 75 | 54 | 100 | $550,412 | 12,580 | Thin Mill and Overlay w/ 5% Digouts |
| LANSING STREET | 0.00 MM n/o 407E | 0.95 MM w/o SH 1 | 500 | 000010 | 5,022 | 22 | 110,484 | RMaC | AC | 2G - West Central | 79 | 61 | 100 | $485,965 | 11,589 | Thin Mill and Overlay w/ 5% Digouts |
| BIRCH STREET | 0.00 MM w/o 311 | 0.24MM at new overlay | 601 | 000001 | 1,260 | 20 | 25,200 | RMiC | AC/AC | 3G - East Central | 73 | 58 | 100 | $110,842 | 11,430 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | Treatment Total | | | $5,722,599 | | |
| ALBION RIVER SOUTH SIDE | 0.07 MM road narrows n/o 402C | 0.10 MM EOP | 402A | 001001 | 120 | 12 | 1,440 | RL | AC/AC | 2G - West Central | 15 | 0 | 100 | $11,097 | 6,817 | 4"CIR W/2"AC OVERLAY AND 8% DIGOUTS |
| | | | | | | | | | | | Treatment Total | | | $11,097 | | |
| MOUNTAIN HOUSE ROAD | LAFRANCHI ROAD | US 101 | 111 | 080093 | 4,420 | 20 | 88,400 | RMiC | ST | 3G - East Central | 84 | 68 | 100 | $65,323 | 18,897 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 2.75 MP | 3.75 MP | 132 | 028038 | 5,277 | 20 | 105,540 | RMiC | ST | 2H - West Southern | 85 | 70 | 100 | $81,702 | 15,544 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 9.11 MP | 10.03 MP | 132 | 091100 | 4,775 | 22 | 105,050 | RMiC | ST | 2H - West Southern | 78 | 67 | 100 | $81,323 | 19,357 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.02 MP | 14.90 MP | 132 | 140149 | 4,510 | 22 | 99,220 | RMiC | ST | 2H - West Southern | 79 | 67 | 100 | $76,810 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 6.67 MP | 7.54 MP | 201 | 067075 | 4,547 | 22 | 100,034 | RMaC | ST | 3H - East Southern | 74 | 67 | 100 | $77,440 | 19,357 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 7.54 MP | 8.56 MP | 201 | 075086 | 5,495 | 22 | 120,890 | RMaC | ST | 3H - East Southern | 73 | 67 | 100 | $93,585 | 19,357 | SINGLE CHIP SEAL |
| HEESER DRIVE | 0.00 MM w/o 407F | 0.94 MM w/o 500 | 407FF | 000009 | 4,984 | 20 | 99,680 | RMiC | ST | 2G - West Central | 74 | 67 | 100 | $77,166 | 19,357 | SINGLE CHIP SEAL |
| RUNDLE STREET | 0.00 MM s/o 407C | 0.06 MM END | 407G | 000001 | 329 | 10 | 3,290 | RMiC | ST | 2G - West Central | 84 | 69 | 100 | $2,547 | 17,354 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2034

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRANSCOMB ROAD | MP 3.75 | MP 4.00 | 429 | 037500 | 2,050 | 15 | 30,750 | RMiC | ST | 2F - West Northern | 79 | 68 | 100 | $23,805 | 25,433 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | MP 5.00 | MP 6.00 | 429 | 050000 | 5,200 | 22 | 114,400 | RMaC | ST | 2F - West Northern | 84 | 69 | 100 | $88,561 | 17,503 | SINGLE CHIP SEAL |
| BRANSCOMB ROAD | 9.09 MP | 9.95 MP | 429 | 091100 | 3,682 | 24 | 88,368 | RMiC | ST | 2F - West Northern | 73 | 67 | 100 | $68,409 | 19,357 | SINGLE CHIP SEAL |
| IVERSEN ROAD | 1.94 MP | 3.00 MP | 503 | 019030 | 5,502 | 20 | 110,040 | RMiC | ST | 2H - West Southern | 80 | 70 | 100 | $85,186 | 22,886 | SINGLE CHIP SEAL |
| TEN MILE CUT OFF ROAD | 1.00 MP | 1.41 MM END s/o 506 north bra | 503A | 010014 | 2,137 | 22 | 47,014 | RMiC | ST | 2H - West Southern | 73 | 67 | 100 | $36,395 | 19,357 | SINGLE CHIP SEAL |
| WINDY HOLLOW ROAD | 0.76 MP | 1.56 MM n/o 508A at signpost | 508 | 008016 | 4,261 | 18 | 76,698 | RMiC | ST | 2H - West Southern | 80 | 69 | 100 | $59,375 | 20,080 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 18.27 MP | 19.33 MP | 510 | 183193 | 5,635 | 20 | 112,700 | RMaC | ST | 2H - West Southern | 85 | 70 | 100 | $83,280 | 16,353 | SINGLE CHIP SEAL |
| CAMERON ROAD | 1.01 MP | 2.03 MP | 516 | 010020 | 5,063 | 18 | 91,134 | RL | ST | 2G - West Central | 80 | 60 | 100 | $60,930 | 26,511 | SINGLE CHIP SEAL |
| CAMERON ROAD | 3.18 MP | 4.14 MP | 516 | 032041 | 4,750 | 18 | 85,500 | RL | ST | 2G - West Central | 79 | 59 | 100 | $57,163 | 26,789 | SINGLE CHIP SEAL |
| CAMERON ROAD | 4.14 MP | 5.31 MP | 516 | 041053 | 5,851 | 20 | 117,020 | RL | ST | 2G - West Central | 80 | 60 | 100 | $78,236 | 26,671 | SINGLE CHIP SEAL |
| GOOSE ROAD | 0.00 MM w/o 604 | 1.22 MM e/o 641 | 640 | 000012 | 6,427 | 24 | 154,248 | RMiC | ST | 3G - East Central | 84 | 68 | 100 | $113,981 | 18,964 | SINGLE CHIP SEAL |
| PORT ROAD | 0.21 MM intersection w/Iverso | 0.98 MM e/o parking lot | PORTRD | 002010 | 4,101 | 20 | 82,020 | RL | ST | PA - Point Arena (part of 2H) | 72 | 58 | 100 | $54,836 | 30,824 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | | Treatment Total | $1,366,055 | | |
| | | | | | | | | | | Year 2034 Area Total | 3,987,740 | | Year 2034 Total | $10,998,480 | | |

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NORTH STATE STREET | 0.62 MM change to 2 lanes | HENSLEY CREEK ROAD | 104 | 006013 | 4,030 | 45 | 181,350 | RMaC | AC | 3G - East Central | 69 | 42 | 100 | $1,005,638 | 10,621 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| NORTH STATE STREET | PARDUCCI ROAD | POMO LANE | 104 | 023029 | 3,998 | 36 | 143,928 | RMaC | AC/AC | 3G - East Central | 60 | 37 | 100 | $798,122 | 10,731 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| NORTH STATE STREET | THIRD STREET | PAVEMENT CHANGE AT 5.77MM | 104 | 050061 | 3,921 | 28 | 109,788 | RMaC | AC/AC | 3G - East Central | 56 | 32 | 100 | $608,806 | 10,854 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| NORTH STATE STREET | PAVEMENT CHANGE AT 5.77MM | WEST ROAD | 104 | 061072 | 7,700 | 40 | 308,000 | RMaC | AC | 3G - East Central | 66 | 35 | 100 | $1,707,948 | 10,832 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROMERS DAIRY ROAD | 0.00 MM s/o 140 at pavement c | 0.21 MM n/o bridge | 107A | 000002 | 1,122 | 22 | 24,684 | RL | AC/AC | 3H - East Southern | 40 | 19 | 100 | $129,723 | 9,996 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| FRONTAGE ROAD E | 0.00 MM END EOP south | 0.11 MM END at gate north | 141 | 000001 | 574 | 22 | 12,628 | RL | AC/AC | 3H - East Southern | 42 | 22 | 100 | $66,364 | 9,996 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| VICHY SPRINGS ROAD | 0.00 MM Ukiah City Limits | 1.00 MM s/o 215A | 215 | 000010 | 5,280 | 24 | 126,720 | RMaC | AC/AC | 3H - East Southern | 58 | 35 | 100 | $702,699 | 10,796 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| VICHY SPRINGS ROAD | 1.00 MM e/o 215A | 1.97 MP | 215 | 010020 | 5,104 | 24 | 122,496 | RMiC | AC/AC | 3H - East Southern | 61 | 40 | 100 | $679,275 | 10,594 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| COMPTCHE UKIAH ROAD | 8.00 MP | 8.76 MP | 223 | 080088 | 3,882 | 20 | 77,640 | RMaC | AC | 3G - East Central | 68 | 38 | 100 | $430,536 | 10,765 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| COMPTCHE UKIAH ROAD | 8.76 MP | 9.86 MP | 223 | 088099 | 5,743 | 22 | 126,346 | RMaC | AC | 3G - East Central | 71 | 40 | 100 | $700,625 | 10,708 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| COMPTCHE UKIAH ROAD | 21.55 MP | 22.52 MP | 223 | 216225 | 5,047 | 20 | 100,940 | RMaC | AC | 3G - East Central | 55 | 39 | 100 | $559,741 | 10,726 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| LAKE MENDOCINO DRIVE | 0.00 MM e/o 227C at s.side po | 0.21 MM w/o 104 | 227B | 000002 | 1,211 | 32 | 38,752 | RMaC | AC/AC | 3G - East Central | 59 | 37 | 100 | $214,891 | 10,727 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| EAST ROAD | 0.00 MP SH20 | 1.06 MP | 230 | 000011 | 5,697 | 22 | 125,334 | RMaC | AC/AC | 3G - East Central | 57 | 33 | 100 | $695,013 | 10,830 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| BALLOU TERRACE | 0.00 MM n/o 238D | 0.12 MM s/o 238B | 238C | 000001 | 604 | 22 | 13,288 | RL | AC/AC | 3G - East Central | 39 | 18 | 100 | $69,833 | 9,996 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| EAST LANE | 0.00 MM e/o 402A | 0.10 MM n/o 402B | 402C | 000001 | 512 | 10 | 5,120 | RL | AC/AC | 2G - West Central | 37 | 16 | 100 | $26,907 | 9,996 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | | Treatment Total | | $8,396,121 | | |
| NORTH STATE STREET | KUKI LN | change to 2 lanes | 104 | 001006 | 1,672 | 60 | 100,320 | RMiA | AC/AC | 3G - East Central | 75 | 68 | 78 | $134,531 | 15,107 | Rubberized Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $134,531 | | |
| WILLIAM STREET | 0.08 MM n/o 407A | 0.12 MM END | 407K | 001001 | 199 | 20 | 3,980 | RL | AC | 2G - West Central | 53 | 50 | 63 | $4,905 | 8,882 | Single Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $4,905 | | |
| ARENA COURT | 0.00 MM s/o 551 | 0.06 MM END | 584 | 000001 | 320 | 22 | 9,347 | RL | AC/AC | 2H - West Southern | 87 | 80 | 88 | $6,437 | 26,575 | Slurry Seal w/ Crack Seal |
| | | | | | | | | | | | | Treatment Total | | $6,437 | | |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHERWOOD ROAD | 0.00 MP Willits City Limits | 0.87 MP | 311 | 000009 | 4,390 | 24 | 105,360 | RMaC | AC | 3G - East Central | 85 | 66 | 100 | $477,330 | 10,591 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | | | Treatment Total | | $477,330 | | |
| PRATT RANCH ROAD | 1.00 MM | 1.35 MM END | 116A | 010014 | 1,862 | 18 | 33,516 | RL | ST | 3H - East Southern | 81 | 59 | 100 | $23,080 | 26,418 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 1.92 MP | 2.75 MP | 132 | 019028 | 4,029 | 20 | 80,580 | RMiC | ST | 2H - West Southern | 85 | 69 | 100 | $64,251 | 16,628 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 7.88 MP | 9.11 MP | 132 | 079091 | 5,775 | 22 | 127,050 | RMiC | ST | 2H - West Southern | 81 | 69 | 100 | $101,305 | 20,823 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 10.03 MP | 10.99 MP | 132 | 100110 | 4,979 | 22 | 109,538 | RMiC | ST | 2H - West Southern | 74 | 67 | 100 | $87,341 | 18,793 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 14.90 MP | 15.89 MP | 132 | 149159 | 5,284 | 24 | 126,816 | RMiC | ST | 2H - West Southern | 80 | 67 | 100 | $101,118 | 18,793 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 15.89 MP | 16.76 MP | 132 | 159168 | 4,507 | 24 | 108,168 | RMiC | ST | 2H - West Southern | 80 | 67 | 100 | $86,249 | 18,793 | SINGLE CHIP SEAL |
| PHILO - GREENWOOD ROAD | 16.76 MP | 17.86 MP s/o SH 128 | 132 | 168179 | 5,717 | 22 | 125,774 | RMiC | ST | 2H - West Southern | 79 | 67 | 100 | $100,287 | 18,793 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 5.73 MP | 6.67 MP | 201 | 057067 | 4,931 | 22 | 108,482 | RMaC | ST | 3H - East Southern | 75 | 67 | 100 | $86,499 | 18,793 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 24.45 MP | 25.66 MP | 223 | 245257 | 6,207 | 18 | 111,726 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $89,086 | 18,793 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 25.66 MP | 26.00 MP | 223 | 257260 | 1,771 | 18 | 31,878 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $25,418 | 18,793 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 26.00 MP | 27.04 MP | 223 | 260270 | 5,339 | 16 | 85,424 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $68,114 | 18,793 | SINGLE CHIP SEAL |
| ORR SPRINGS ROAD | 27.98 MP | 28.84 MP | 223 | 280288 | 4,385 | 18 | 78,930 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $62,936 | 18,793 | SINGLE CHIP SEAL |
| EEL RIVER ROAD | 6.10 MM pavement change | 6.34 MM EOP 144' past end pav | 240B | 061064 | 1,292 | 22 | 28,424 | RMiC | ST | 3G - East Central | 75 | 67 | 100 | $22,664 | 18,793 | SINGLE CHIP SEAL |
| LOGAN LANE | 0.00 MM s/o SH 162 | 0.99 MM END | 337M | 000010 | 5,248 | 18 | 97,679 | RL | ST | 3F - East Northern | 74 | 58 | 100 | $67,265 | 29,230 | SINGLE CHIP SEAL |
| CASPAR ORCHARD ROAD | 0.00 MM s/o 411A | 0.22 MM n/o Caspar Logging Ro | 410 | 000002 | 1,165 | 20 | 23,300 | RL | ST | 2G - West Central | 20 | 59 | 100 | $16,045 | 26,786 | SINGLE CHIP SEAL |
| CASPAR ORCHARD ROAD | 0.22 MM n/o Caspar Logging Ro | 0.95 MM EOP | 410 | 002010 | 3,875 | 12 | 46,500 | RL | ST | 2G - West Central | 24 | 59 | 100 | $32,021 | 26,786 | SINGLE CHIP SEAL |
| FERN CREEK ROAD | 0.00 MM e/o SH 1 | 0.96 MM END | 411A | 000010 | 5,067 | 24 | 121,608 | RL | ST | 2G - West Central | 30 | 59 | 100 | $83,743 | 26,786 | SINGLE CHIP SEAL |
| SUMMERS LANE | 0.22 MM | 0.74 MM END | 415D | 002007 | 2,729 | 21 | 57,309 | RL | ST | 2G - West Central | 81 | 60 | 100 | $39,465 | 26,115 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 0.00 MP e/o SH 1 | 1.00 MP | 510 | 000010 | 5,211 | 22 | 114,642 | RMaC | ST | 2H - West Southern | 81 | 67 | 100 | $91,411 | 18,793 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 6.00 MP | 6.79 MP | 510 | 060068 | 4,167 | 20 | 83,340 | RMaC | ST | 2H - West Southern | 85 | 68 | 100 | $66,452 | 18,220 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 11.00 MP | 12.06 MP | 510 | 110121 | 5,512 | 22 | 121,264 | RMaC | ST | 2H - West Southern | 81 | 67 | 100 | $96,691 | 18,793 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2035

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOUNTAIN VIEW ROAD | 16.39 MP | 16.95 MP | 510 | 164170 | 2,895 | 20 | 57,900 | RMaC | ST | 2H - West Southern | 81 | 67 | 100 | $46,167 | 18,793 | SINGLE CHIP SEAL |
| CAMERON ROAD | 0.00 MM e/o SH 1 | 1.01 MP | 516 | 000010 | 4,947 | 16 | 79,152 | RL | ST | 2G - West Central | 81 | 60 | 100 | $54,506 | 26,108 | SINGLE CHIP SEAL |
| POINT CABRILLO DRIVE | 0.00 MP w/o SH 1 | 1.09 MP | 564 | 000011 | 5,621 | 22 | 123,662 | RL | ST | 2G - West Central | 83 | 59 | 100 | $85,157 | 26,786 | SINGLE CHIP SEAL |
| POINT CABRILLO DRIVE | 1.09 MP | 2.13 MP | 564 | 011021 | 5,351 | 22 | 117,722 | RL | ST | 2G - West Central | 85 | 59 | 100 | $81,067 | 26,786 | SINGLE CHIP SEAL |
| POINT CABRILLO DRIVE | 2.13 MP | 2.89 MM w/o SH 1 | 564 | 021029 | 4,295 | 22 | 94,490 | RL | ST | 2G - West Central | 85 | 59 | 100 | $65,069 | 26,786 | SINGLE CHIP SEAL |
| CASPAR ROAD | 0.00 MM n/o 410B | 0.78 MM w/o SH 1 | 569 | 000008 | 4,129 | 22 | 90,838 | RL | ST | 2G - West Central | 80 | 59 | 100 | $62,554 | 26,786 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 2.39 MM n/o 606 | 3.52 MM s/o 603 | 604 | 024035 | 5,954 | 28 | 166,712 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $132,930 | 18,793 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 3.52 MM s/o 603 | 3.87 MM e/o 623 surface chang | 604 | 035039 | 1,849 | 28 | 51,772 | RMaC | ST | 3G - East Central | 81 | 67 | 100 | $41,281 | 18,793 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | Treatment Total | | $1,980,174 | | |
| | | | | | | | Year 2035 Area Total | | 4,340,217 | | | Year 2035 Total | | $10,999,496 | | |

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NORTH STATE STREET | LAKE MENDOCINO DRIVE | PARDUCCI ROAD | 104 | 020022 | 1,695 | 36 | 61,020 | RMaC | AC | 3G - East Central | 74 | 45 | 100 | $348,525 | 10,175 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| EAST ROAD | 3.00 MP | 4.00 MP | 230 | 030040 | 5,385 | 22 | 118,470 | RMaC | AC/AC | 3G - East Central | 63 | 39 | 100 | $676,659 | 10,355 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| MALAGA DRIVE | 0.16 MM pavement change | 0.25 MM END | 251A | 002003 | 475 | 35 | 17,351 | RL | AC/AC | 3G - East Central | 41 | 17 | 100 | $93,921 | 9,704 | 4"CIR W/CHIP SEALAND 10% DIGOUTS |
| | | | | | | | | | | | | Treatment Total | | $1,119,104 | | |
| CENTER STREET | 0.00 MM e/o SH 1 | 0.05 MM END EOP | 546 | 000001 | 246 | 20 | 4,920 | RL | AC/AC | 2H - West Southern | 63 | 59 | 70 | $6,245 | 10,133 | Single Chip Seal w/Crack Seal and 3% Digouts |
| | | | | | | | | | | | | Treatment Total | | $6,245 | | |
| NO NAME | 0.00 MM n/o SH 128 | 0.02 MM END | 150B | 000000 | 78 | 24 | 1,872 | RL | AC/AC | 3H - East Southern | 70 | 67 | 77 | $1,328 | 20,328 | Slurry Seal w/ Crack Seal |
| DEERWOOD DRIVE EXT. | 0.96 MM e/o 255 | 2180 FT E/O 255 | 215BX | 010017 | 2,180 | 18 | 39,240 | RL | AC/AC | 3G - East Central | 64 | 61 | 72 | $27,833 | 19,409 | Slurry Seal w/ Crack Seal |
| REEVES CANYON ROAD | 0.00 MM US 101 | 0.18 MM EOP | 219 | 000002 | 946 | 22 | 20,812 | RL | AC/AC | 3G - East Central | 65 | 64 | 74 | $14,762 | 21,668 | Slurry Seal w/ Crack Seal |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VINTAGE DRIVE | BELTRAMI DR | KENNWOOD DR | 227K | 100 | 528 | 36 | 19,008 | RL | AC | 3G - East Central | 80 | 77 | 85 | $13,482 | 21,330 | Slurry Seal w/ Crack Seal |
| SCHOOL WAY | 0.00 MM END of circle | 0.25 MM w/o 237 | 236 | 000003 | 1,326 | 22 | 32,436 | RL | AC/AC | 3G - East Central | 80 | 78 | 86 | $23,007 | 22,019 | Slurry Seal w/ Crack Seal |
| CANYON DRIVE | 0.00 MM w/o 312C | 0.02 MM END | 312D | 000000 | 100 | 22 | 2,200 | RL | AC/AC | 3G - East Central | 66 | 64 | 74 | $1,560 | 21,359 | Slurry Seal w/ Crack Seal |
| ALBION RIDGE ROAD | 0.00 MM e/o SH 1 | 0.75 MP | 402 | 000008 | 3,988 | 20 | 79,760 | RL | AC | 2G - West Central | 78 | 74 | 82 | $56,573 | 19,609 | Slurry Seal w/ Crack Seal |
| GORDON LANE | 0.00 MM e/o SH 1 | 0.70 MM END | 404A | 000007 | 3,680 | 20 | 73,600 | RL | AC/AC | 2G - West Central | 89 | 79 | 87 | $52,204 | 22,258 | Slurry Seal w/ Crack Seal |
| CALPELLA STREET | 0.00 MM e/o 407F | 0.08 MM 2/o 407I | 407B | 000001 | 410 | 16 | 6,560 | RL | AC | 2G - West Central | 42 | 80 | 88 | $4,653 | 16,379 | Slurry Seal w/ Crack Seal |
| UKIAH STREET | 0.41 MM e/o 500 | 0.55 MM w/o 407P | 407C | 004006 | 742 | 30 | 22,260 | RL | AC/AC | 2G - West Central | 80 | 79 | 87 | $15,789 | 24,779 | Slurry Seal w/ Crack Seal |
| HANSON ROAD | 0.00 MM n/o 415E | 0.67 MM END | 415H | 000007 | 3,553 | 26 | 92,378 | RL | AC | 2G - West Central | 82 | 78 | 86 | $65,523 | 20,257 | Slurry Seal w/ Crack Seal |
| OLD STATE HIGHWAY | 0.32 MM w/o 502 road narrows | 0.45 MM END | 501A | 003005 | 704 | 16 | 11,264 | RL | AC/AC | 2H - West Southern | 89 | 80 | 87 | $7,989 | 22,325 | Slurry Seal w/ Crack Seal |
| MALLO PASS DRIVE | 0.00 MM n/o 551 | 0.19 MM END | 547 | 000002 | 992 | 22 | 21,824 | RL | AC/AC | 2H - West Southern | 74 | 72 | 81 | $15,480 | 21,506 | Slurry Seal w/ Crack Seal |
| POMO LAKE DRIVE | 0.40 MM pavement change | 0.60 MM n/o 551A | 551 | 004006 | 1,052 | 26 | 27,352 | RL | AC/AC | 2H - West Southern | 70 | 68 | 77 | $19,400 | 20,597 | Slurry Seal w/ Crack Seal |
| GARCIA COURT | 0.00 MM w/o SH 1 | 0.06 MM END | 552 | 000001 | 318 | 22 | 7,859 | RL | AC/AC | 2H - West Southern | 80 | 80 | 87 | $5,574 | 25,422 | Slurry Seal w/ Crack Seal |
| NAVARRO WAY | 0.44 MM e/o 553 proper | 0.48 MM w/o SH 1 | 553 | 004005 | 232 | 24 | 5,568 | RL | AC/AC | 2H - West Southern | 69 | 67 | 76 | $3,949 | 20,570 | Slurry Seal w/ Crack Seal |
| PIRATES DRIVE | 0.00 MM w/o SH 1 | 0.09 MM END | 562 | 000001 | 492 | 18 | 10,602 | RL | AC/AC | 2H - West Southern | 63 | 61 | 71 | $7,520 | 19,619 | Slurry Seal w/ Crack Seal |
| SEA CYPRESS DRIVE | 0.31 MM pavement change | 0.35 MM END EOP | 568 | 004004 | 908 | 24 | 21,792 | RL | AC/AC | 2H - West Southern | 79 | 77 | 85 | $15,457 | 22,663 | Slurry Seal w/ Crack Seal |
| CYPRESS POINT ROAD | 0.00 MM n/o 568 | 0.23 MM n/o 568 | 576 | 000002 | 1,198 | 20 | 23,960 | RL | AC/AC | 2H - West Southern | 89 | 79 | 87 | $16,995 | 21,341 | Slurry Seal w/ Crack Seal |
| ARENA CIRCLE | 0.00 MM s/o 551 | 0.21 MM s/o 551 | 583 | 000002 | 1,080 | 22 | 23,760 | RL | AC/AC | 2H - West Southern | 68 | 65 | 75 | $16,853 | 19,693 | Slurry Seal w/ Crack Seal |
| MAIZE COURT | 0.00 MM e/o 614 | 0.03 MM END | 616A | 000000 | 178 | 22 | 5,422 | RL | AC/AC | 3G - East Central | 77 | 77 | 85 | $3,846 | 25,356 | Slurry Seal w/ Crack Seal |
| PERCH DRIVE | 0.00 MM w/o 623 | 0.22 MM surface change | 635 | 000002 | 1,163 | 22 | 122,254 | RL | AC/AC | 3G - East Central | 74 | 73 | 82 | $86,713 | 24,358 | Slurry Seal w/ Crack Seal |
| PERCH WAY | 0.09 MM w/o 636 surface chang | 0.40 MM w/o 638 | 637 | 001004 | 1,619 | 24 | 38,856 | RL | AC/AC | 3G - East Central | 68 | 67 | 76 | $27,560 | 21,898 | Slurry Seal w/ Crack Seal |
| IVERSON AVENUE | 0.00 MM w/o SH 1 | 0.22 MM s/o PORT RD at stop | IVERSO | 000002 | 1,162 | 18 | 20,916 | RL | AC/AC | PA - Point Arena (part of 2H) | 80 | 78 | 86 | $14,835 | 21,650 | Slurry Seal w/ Crack Seal |
| MILL STREET | 0.00 MM e/o SH 1 | 0.18 MM END | MILLST | 000002 | 968 | 32 | 30,976 | RL | AC/AC | PA - Point Arena (part of 2H) | 77 | 75 | 83 | $21,971 | 21,610 | Slurry Seal w/ Crack Seal |
| OLD SHERWOOD ROAD | US101(NEW MP65) | EDP | OLDSRD | 000001 | 650 | 22 | 14,300 | RL | AC | 3G - East Central | 67 | 64 | 74 | $10,143 | 19,403 | Slurry Seal w/ Crack Seal |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Treatment Total | | | $550,998 | | | |
| FLYNN CREEK ROAD | 6.50 MP | 7.44 MP | 135 | 065074 | 4,866 | 20 | 97,320 | RMaC | AC | 2G - West Central | 89 | 66 | 100 | $454,132 | 10,432 | Thin Mill and Overlay w/ 5% Digouts |
| COMPTCHE UKIAH ROAD | 6.06 MP | 6.94 MP | 223 | 061069 | 4,265 | 18 | 76,770 | RMaC | AC | 3G - East Central | 86 | 64 | 100 | $358,238 | 10,568 | Thin Mill and Overlay w/ 5% Digouts |
| COMPTCHE UKIAH ROAD | 11.11 MP | 12.00 MP | 223 | 111120 | 4,715 | 20 | 94,300 | RMaC | AC | 3G - East Central | 78 | 65 | 100 | $440,039 | 10,441 | Thin Mill and Overlay w/ 5% Digouts |
| EAST SIDE CALPELLA ROAD | 2.00 MP | 3.00 MP s/o 229B | 227 | 020030 | 5,280 | 20 | 105,600 | RMiC | AC | 3G - East Central | 88 | 66 | 100 | $492,769 | 10,422 | Thin Mill and Overlay w/ 5% Digouts |
| | | | | | | | | | | Treatment Total | | | $1,745,178 | | | |
| EAST SIDE RANCHERIA ROA | 0.41 MM e/o 118 road narrows | 0.72 MM EOP | 105 | 004007 | 1,652 | 16 | 26,432 | RL | ST | 3H - East Southern | 28 | 59 | 100 | $18,748 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | KUKI LANE | FEED LOT LANE | 106 | 000001 | 574 | 34 | 19,516 | RL | ST | 3G - East Central | 23 | 59 | 100 | $13,842 | 26,006 | SINGLE CHIP SEAL |
| HEWLITT & STURTEVANT | 0.23 MM road widens | 0.43 MM road narrows | 112 | 002004 | 1,052 | 22 | 23,144 | RL | ST | 3H - East Southern | 39 | 59 | 100 | $16,416 | 26,006 | SINGLE CHIP SEAL |
| UNIVERSITY ROAD | 2.91 MM striping ends | 3.52 MM at gate | 116B | 029035 | 3,224 | 18 | 58,032 | RL | ST | 3H - East Southern | 61 | 59 | 100 | $41,161 | 26,006 | SINGLE CHIP SEAL |
| CR 118 | 105 RANCHERIA | 0.72 MM END | 118 | 000007 | 3,790 | 18 | 68,220 | RL | ST | 3H - East Southern | 49 | 59 | 100 | $48,388 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 19.04 MM BOP | 19.13 MP | 122 | 190191 | 488 | 24 | 11,712 | RL | ST | 2H - West Southern | 52 | 59 | 100 | $8,307 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 20.62 MP | 21.66 MP | 122 | 206217 | 5,439 | 20 | 108,780 | RL | ST | 2H - West Southern | 24 | 59 | 100 | $77,156 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 21.66 MP | 22.52 MP | 122 | 217225 | 4,428 | 22 | 97,416 | RL | ST | 2H - West Southern | 30 | 59 | 100 | $69,096 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 24.57 MP | 25.48 MP | 122 | 246255 | 4,801 | 20 | 96,020 | RL | ST | 2H - West Southern | 32 | 59 | 100 | $68,106 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 25.48 MP | 26.45 MP | 122 | 255265 | 5,455 | 22 | 120,010 | RL | ST | 2H - West Southern | 26 | 59 | 100 | $85,122 | 26,006 | SINGLE CHIP SEAL |
| FISH ROCK ROAD | 27.54 MP | 28.79 MP s/o SH 128 | 122 | 275288 | 5,942 | 24 | 142,608 | RL | ST | 2H - West Southern | 31 | 59 | 100 | $101,150 | 26,006 | SINGLE CHIP SEAL |
| HUTSELL ROAD | 0.00 MM s/o SH 128 | 0.82 MM EOP | 123 | 000008 | 4,308 | 14 | 60,312 | RL | ST | 3H - East Southern | 21 | 59 | 100 | $42,779 | 26,006 | SINGLE CHIP SEAL |
| ROBINSON CREEK ROAD | 0.00 MP n/o SH 253 | 1.17 MP | 125 | 000012 | 6,015 | 18 | 108,270 | RL | ST | 3H - East Southern | 35 | 59 | 100 | $76,795 | 26,006 | SINGLE CHIP SEAL |
| ORNBAUN ROAD | 0.00 MM w/o 510 | 0.76 MM road narrows | 127 | 000008 | 4,026 | 22 | 88,572 | RL | ST | 2H - West Southern | 36 | 59 | 100 | $62,823 | 26,006 | SINGLE CHIP SEAL |
| ORNBAUN ROAD | 0.76 MM road narrows | 0.93 MM END at end marker | 127 | 008009 | 895 | 16 | 14,320 | RL | ST | 2H - West Southern | 76 | 59 | 100 | $10,157 | 29,718 | SINGLE CHIP SEAL |
| PEACHLAND ROAD | 0.15 MM road narrows | 0.28 MM EOP s/o cattle guard | 128 | 002003 | 686 | 14 | 9,604 | RL | ST | 3H - East Southern | 19 | 59 | 100 | $6,812 | 26,006 | SINGLE CHIP SEAL |
| INDIAN CREEK ROAD | 0.00 MM n/o SH 128 | 0.69 MM EOP at creek | 129 | 000007 | 3,649 | 14 | 51,086 | RL | ST | 3H - East Southern | 51 | 59 | 100 | $36,235 | 26,006 | SINGLE CHIP SEAL |
| MONTE BLOYD ROAD | 0.00 MM s/o SH 128 | 0.31 MM END | 130A | 000003 | 1,638 | 14 | 22,932 | RL | ST | 3H - East Southern | 28 | 59 | 100 | $16,265 | 26,006 | SINGLE CHIP SEAL |
| CLARK ROAD | 0.00 MM w/o SH 128 | 0.15 MM EOP | 130B | 000002 | 785 | 14 | 10,990 | RL | ST | 2H - West Southern | 38 | 59 | 100 | $7,795 | 26,006 | SINGLE CHIP SEAL |
| SIGNAL RIDGE ROAD | 0.00 MM s/o 132 | 1.91 MM EOP | 133 | 000010 | 10,085 | 16 | 161,360 | RL | ST | 2H - West Southern | 59 | 59 | 100 | $114,451 | 26,006 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MILL CREEK ROAD | 2.66 MM w/o 203C | 3.78 MM EOP | 203 | 027038 | 5,914 | 14 | 82,796 | RL | ST | 3H - East Southern | 24 | 59 | 100 | $58,726 | 26,006 | SINGLE CHIP SEAL |
| GUIDIVILLE RESERVATION | 0.00 MM n/o 203 | 0.85 MM END of circle | 203B | 000009 | 4,472 | 18 | 80,496 | RL | ST | 3H - East Southern | 25 | 59 | 100 | $57,095 | 26,006 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 0.08 MM condition change | 1.00 MP | 205 | 001010 | 4,767 | 18 | 85,806 | RL | ST | 3H - East Southern | 21 | 59 | 100 | $60,861 | 26,006 | SINGLE CHIP SEAL |
| RUDDICK-CUNNINGHAM ROAD | 1.00 MP | 2.00 MP | 205 | 010020 | 5,280 | 20 | 105,600 | RL | ST | 3H - East Southern | 39 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| GIELOW LANE | 0.00 MM e/o 205 | 2995 FT E/O 205 (RUDDICK CUNNI | 206 | 000008 | 2,995 | 14 | 41,930 | RL | ST | 3H - East Southern | 34 | 59 | 100 | $29,741 | 26,006 | SINGLE CHIP SEAL |
| BABCOCK LANE | 0.00 MM n/o SH 222 | 0.62 MM Ukiah City Limits | 207 | 000006 | 3,282 | 22 | 72,204 | RL | ST | 3H - East Southern | 75 | 58 | 100 | $51,214 | 30,441 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 15.00 MP | 15.96 MP | 223 | 150160 | 4,940 | 20 | 98,800 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $81,143 | 18,246 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 15.96 MP | 16.79 MP | 223 | 160168 | 4,241 | 22 | 93,302 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $76,627 | 18,246 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 16.79 MP | 18.03 MP | 223 | 168180 | 6,356 | 22 | 139,832 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $114,842 | 18,246 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 18.03 MP | 19.00 MP | 223 | 180190 | 5,017 | 20 | 100,340 | RMaC | ST | 3G - East Central | 80 | 67 | 100 | $82,407 | 18,246 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 19.00 MP | 20.00 MP | 223 | 190200 | 5,113 | 22 | 112,486 | RMaC | ST | 3G - East Central | 74 | 67 | 100 | $92,383 | 18,246 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 20.00 MP | 21.00 MP | 223 | 200210 | 5,165 | 20 | 103,300 | RMaC | ST | 3G - East Central | 77 | 67 | 100 | $84,838 | 18,246 | SINGLE CHIP SEAL |
| COMPTCHE UKIAH ROAD | 21.00 MP | 21.55 MP | 223 | 210216 | 2,704 | 20 | 54,080 | RMaC | ST | 3G - East Central | 85 | 67 | 100 | $44,415 | 18,246 | SINGLE CHIP SEAL |
| PINOLEVILLE DRIVE | 0.00 MM n/o 223 | 0.78 MM n/o 223 | 225 | 000008 | 4,120 | 18 | 74,160 | RL | ST | 3G - East Central | 54 | 59 | 100 | $52,601 | 26,006 | SINGLE CHIP SEAL |
| HELD ROAD | 0.00 MM w/o 230 | 0.18 MM at sign post missing | 230C | 000002 | 921 | 18 | 16,578 | RL | ST | 3G - East Central | 25 | 59 | 100 | $11,759 | 26,006 | SINGLE CHIP SEAL |
| ROAD B | 0.00 MM e/o 230 | 1.00 MM | 231A | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 24 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| COLONY DRIVE | 0.76 MM e/o 233 | 1.35 MM s/o 234 | 232A | 008014 | 3,114 | 22 | 68,508 | RL | ST | 3G - East Central | 19 | 59 | 100 | $48,592 | 26,006 | SINGLE CHIP SEAL |
| ADREVENO WAY | 232 ROAD E | S. CDS | 232C | 000003 | 1,656 | 28 | 49,152 | RL | ST | 3G - East Central | 34 | 59 | 100 | $34,863 | 26,006 | SINGLE CHIP SEAL |
| ROAD I | 0.00 MM e/o 230 | 0.96 MM w/o 232A | 234 | 000010 | 5,048 | 20 | 100,960 | RL | ST | 3G - East Central | 48 | 59 | 100 | $71,610 | 26,006 | SINGLE CHIP SEAL |
| MADRONE LANE | 0.00 MM n/o 234 | 0.30 MM END | 234A | 000003 | 1,572 | 20 | 31,440 | RL | ST | 3G - East Central | 30 | 59 | 100 | $22,300 | 26,006 | SINGLE CHIP SEAL |
| WEST ROAD | 2.32 MM pavement change n/o 2 | 3.02 MP | 237 | 025030 | 3,549 | 22 | 78,078 | RL | ST | 3G - East Central | 40 | 59 | 100 | $55,380 | 26,006 | SINGLE CHIP SEAL |
| WEST ROAD | 3.02 MP | TOMKI ROAD 237D | 237 | 030038 | 4,002 | 22 | 88,044 | RL | ST | 3G - East Central | 43 | 59 | 100 | $62,449 | 26,006 | SINGLE CHIP SEAL |
| RANCHERIA ROAD | 0.36 MM s/o 237 proper discon | 0.54 MM S END | 237A | 004005 | 620 | 16 | 11,083 | RL | ST | 3G - East Central | 21 | 59 | 100 | $7,861 | 26,006 | SINGLE CHIP SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOHAWK TRAIL | 0.00 MM w/o 237 | 0.07 MM at county end marker | 237G | 000001 | 375 | 14 | 5,250 | RL | ST | 3G - East Central | 76 | 58 | 100 | $3,724 | 32,481 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 0.00 MM e/o 104 | 1.00 MM | 238 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 20 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| LAUGHLIN WAY | 1.00 MM | 1.69 MM w/o 237 | 238 | 010020 | 3,660 | 20 | 73,200 | RL | ST | 3G - East Central | 30 | 59 | 100 | $51,920 | 26,006 | SINGLE CHIP SEAL |
| UVA DRIVE | 0.00 MM n/o 229 CENTRAL AVE | 0.98 MM pavement change | 239 | 000008 | 5,163 | 23 | 118,749 | RL | ST | 3G - East Central | 52 | 59 | 100 | $84,227 | 26,006 | SINGLE CHIP SEAL |
| BUSCH LANE | 0.46 MM w/o 247A | 1.20 MM w/o 248A | 247 | 005012 | 3,904 | 18 | 70,272 | RL | ST | 3G - East Central | 49 | 59 | 100 | $49,843 | 26,006 | SINGLE CHIP SEAL |
| RIDGEWAY HIGHWAY | 1.06 MM | 1.50 MM | 249 | 011015 | 2,314 | 16 | 37,024 | RL | ST | 3G - East Central | 19 | 59 | 100 | $26,261 | 26,006 | SINGLE CHIP SEAL |
| WALKER ROAD | 0.00 MM US 101 | 1.18 MM END at gate | 299 | 000012 | 6,208 | 24 | 148,992 | RL | ST | 3G - East Central | 51 | 59 | 100 | $105,678 | 26,006 | SINGLE CHIP SEAL |
| MUIR MILL ROAD | 0.00 MM w/o US 101 | 1.20 MM EOP | 301C | 000012 | 6,313 | 16 | 101,008 | RL | ST | 3G - East Central | 25 | 59 | 100 | $71,644 | 26,006 | SINGLE CHIP SEAL |
| HILLTOP DRIVE | 0.00 MM e/o 301 | 0.96 MM EOP | 301F | 000010 | 5,058 | 20 | 101,160 | RL | ST | 3G - East Central | 28 | 59 | 100 | $71,752 | 26,006 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | BRAY RD | SAWYERS LN | 303 | 002012 | 3,847 | 20 | 76,940 | RL | ST | 3G - East Central | 37 | 59 | 100 | $54,573 | 26,006 | SINGLE CHIP SEAL |
| CENTER VALLEY ROAD | SAWYERS LN | 2.24 MM n/o 301 | 303 | 012022 | 5,280 | 20 | 105,600 | RL | ST | 3G - East Central | 38 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| OLD RIVER ROAD | 0.00 MM n/o 304A | 0.94 MM | 304 | 000009 | 4,909 | 20 | 98,180 | RL | ST | 3G - East Central | 33 | 59 | 100 | $69,638 | 26,006 | SINGLE CHIP SEAL |
| VALLEY ROAD | 0.00 MM e/o 306 | 1.18 MM w/o EAST SIDE RD | 309 | 000012 | 6,222 | 20 | 124,440 | RL | ST | 3G - East Central | 39 | 59 | 100 | $88,264 | 26,006 | SINGLE CHIP SEAL |
| REYNOLDS HIGHWAY | 3.61 MM w/o US 101 | 3.74 MM EOP | 310 | 036037 | 708 | 14 | 9,912 | RL | ST | 3G - East Central | 39 | 59 | 100 | $7,030 | 26,006 | SINGLE CHIP SEAL |
| STEELE LANE | 0.00 MM w/o US 101 | 0.42 MM | 318 | 000004 | 2,220 | 18 | 39,960 | RL | ST | 3F - East Northern | 42 | 59 | 100 | $28,343 | 26,006 | SINGLE CHIP SEAL |
| DAVIDSON LANE | 0.00 MM e/o US 101 | 0.32 MM END | 318A | 000003 | 1,699 | 16 | 27,184 | RL | ST | 3F - East Northern | 50 | 59 | 100 | $19,281 | 26,006 | SINGLE CHIP SEAL |
| HARWOOD ROAD | 0.00 MM w/o US 101 | 0.35 MM e/o 321D | 319 | 000004 | 1,825 | 22 | 40,150 | RL | ST | 3F - East Northern | 25 | 59 | 100 | $28,478 | 26,006 | SINGLE CHIP SEAL |
| RAMSEY ROAD | 0.00 MM w/o US 101 | 0.21 MM w/o 321D | 319A | 000002 | 1,115 | 22 | 24,530 | RL | ST | 3F - East Northern | 34 | 59 | 100 | $17,399 | 26,006 | SINGLE CHIP SEAL |
| LAKEVIEW AVENUE | 0.00 MM n/o 429 | 0.45 MM s/o 319E | 319C | 000005 | 2,349 | 22 | 51,678 | RL | ST | 2F - West Northern | 40 | 59 | 100 | $36,655 | 26,006 | SINGLE CHIP SEAL |
| LAYTONVILLE RESERVATION | 0.00 MM s/o 429 | 0.32 MM s/o 429 | 319F | 000003 | 1,698 | 24 | 40,752 | RL | ST | 2F - West Northern | 45 | 59 | 100 | $28,905 | 26,006 | SINGLE CHIP SEAL |
| WILDERNESS LODGE ROAD | 0.00 MM n/o 429 | 0.80 MM | 320 | 000008 | 4,198 | 20 | 83,960 | RL | ST | 2F - West Northern | 29 | 59 | 100 | $59,552 | 26,006 | SINGLE CHIP SEAL |
| WILDERNESS LODGE ROAD | MP 0.80 | MP 1.76 | 320 | 017600 | 6,120 | 24 | 146,880 | RL | ST | 2F - West Northern | 37 | 59 | 100 | $104,180 | 26,006 | SINGLE CHIP SEAL |
| HARMON DRIVE | 0.00 MM e/o US 101 | 0.38 MM s/o 322 | 321 | 000004 | 1,996 | 17 | 33,932 | RL | ST | 3F - East Northern | 31 | 59 | 100 | $24,068 | 26,006 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FOSTER AVENUE | 0.00 MM n/o 319 | 0.36 MM s/o 319A | 321A | 000004 | 1,895 | 22 | 41,690 | RL | ST | 3F - East Northern | 51 | 59 | 100 | $29,570 | 26,006 | SINGLE CHIP SEAL |
| TOLEN AVENUE | 0.00 MM n/o 319 | 0.33 MM s/o 319A | 321C | 000003 | 1,725 | 22 | 37,950 | RL | ST | 3F - East Northern | 50 | 59 | 100 | $26,918 | 26,006 | SINGLE CHIP SEAL |
| WILLIS AVENUE | 0.00 MM n/o 319 | 0.51 MM s/o 429 | 321D | 000005 | 2,680 | 24 | 64,320 | RL | ST | 3F - East Northern | 36 | 59 | 100 | $45,621 | 26,006 | SINGLE CHIP SEAL |
| LEGGETT FRONTAGE ROAD | 0.00 MM e/o US 101 | 0.39 MM END | 324B | 000004 | 2,050 | 28 | 59,287 | RL | ST | 2F - West Northern | 25 | 59 | 100 | $42,052 | 26,006 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 1.30 MM BOP | 2.02 MM EOP | 326 | 013020 | 3,752 | 18 | 67,536 | RL | ST | 3F - East Northern | 22 | 59 | 100 | $47,903 | 26,006 | SINGLE CHIP SEAL |
| POONKINNEY ROAD | 10.77 MM BOP | 11.50 MP w/o SH 162 | 326 | 108115 | 2,672 | 22 | 58,784 | RL | ST | 3F - East Northern | 45 | 59 | 100 | $41,695 | 26,006 | SINGLE CHIP SEAL |
| DOBIE LANE | 0.00 MM BOP | 0.21 MM s/o 327C | 329-N | 000002 | 1,096 | 24 | 26,304 | RL | ST | 3F - East Northern | 45 | 59 | 100 | $18,657 | 26,006 | SINGLE CHIP SEAL |
| FISHERMAN DRIVE | 0.00 MM n/o 325 | 0.28 MM END | 333 | 000003 | 1,471 | 22 | 32,362 | RL | ST | 3F - East Northern | 59 | 59 | 100 | $22,954 | 26,006 | SINGLE CHIP SEAL |
| EBERLE STREET | 0.00 MM w/o SH 162 | 0.08 MM END | 334A | 000001 | 426 | 24 | 10,224 | RL | ST | 3F - East Northern | 33 | 59 | 100 | $7,252 | 26,006 | SINGLE CHIP SEAL |
| GRANGE STREET | 0.00 MM e/o 335A | 0.17 MM w/o 335B | 334B | 000002 | 931 | 24 | 22,334 | RL | ST | 3F - East Northern | 53 | 59 | 100 | $15,841 | 26,006 | SINGLE CHIP SEAL |
| GRANGE STREET | 0.17 MM e/o 335B | 0.34 MM w/o SH 162 | 334B | 002004 | 888 | 24 | 21,312 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $15,116 | 26,006 | SINGLE CHIP SEAL |
| GREELY STREET | 0.00 MM e/o 335C | 0.17 MM w/o 335B | 334C | 000002 | 1,120 | 24 | 26,885 | RL | ST | 3F - East Northern | 31 | 59 | 100 | $19,069 | 26,006 | SINGLE CHIP SEAL |
| GREELY STREET | 0.17 MM e/o 335B | 0.34 MM SH 162 | 334C | 002004 | 909 | 24 | 21,816 | RL | ST | 3F - East Northern | 48 | 59 | 100 | $15,474 | 26,006 | SINGLE CHIP SEAL |
| GREELY STREET | 0.34 MM e/o SH 162 | 0.38 MM s/o 335E | 334C | 004004 | 201 | 36 | 7,236 | RL | ST | 3F - East Northern | 52 | 59 | 100 | $5,132 | 26,006 | SINGLE CHIP SEAL |
| PERRY STREET | 0.00 MM s/o 334D | 0.23 MM END | 335C | 000002 | 1,218 | 26 | 31,668 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $22,462 | 26,006 | SINGLE CHIP SEAL |
| MAIN STREET | 0.00 MM s/o 334D | 0.27 MM n/o 334A | 335D | 000003 | 1,411 | 20 | 28,220 | RL | ST | 3F - East Northern | 54 | 59 | 100 | $20,016 | 26,006 | SINGLE CHIP SEAL |
| MAIN STREET | 0.27 MM n/o 334D | 0.33 MM END | 335D | 003003 | 336 | 30 | 10,080 | RL | ST | 3F - East Northern | 57 | 59 | 100 | $7,150 | 26,006 | SINGLE CHIP SEAL |
| DINGMAN STREET | 0.00 MM n/o 334C | 0.10 MM s/o 327C | 335E | 000001 | 545 | 22 | 11,990 | RL | ST | 3F - East Northern | 57 | 59 | 100 | $8,504 | 26,006 | SINGLE CHIP SEAL |
| AIRPORT ROAD | 0.23 MM BOP | 0.29 MM END n/o SOUTH AIRPORT | 337B-W | 002003 | 335 | 22 | 7,370 | RL | ST | 3F - East Northern | 23 | 59 | 100 | $5,227 | 26,006 | SINGLE CHIP SEAL |
| BIGGAR LANE | 0.00 MM BOP | 0.25 MM w/o 337H | 337C | 000003 | 1,309 | 18 | 23,562 | RL | ST | 3F - East Northern | 25 | 59 | 100 | $16,712 | 26,006 | SINGLE CHIP SEAL |
| BIGGAR LANE | 1.00 MM | 1.49 MM END at white fence po | 337C | 010015 | 2,576 | 18 | 46,368 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $32,888 | 26,006 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.00 MM n/o 337H at signpost | 0.42 MM | 337E | 000004 | 2,198 | 22 | 48,356 | RL | ST | 3F - East Northern | 22 | 59 | 100 | $34,298 | 26,006 | SINGLE CHIP SEAL |
| COVELO REFUSE ROAD | 0.42 MM | 1.42 MM END | 337E | 004014 | 5,280 | 22 | 116,160 | RL | ST | 3F - East Northern | 43 | 59 | 100 | $82,391 | 26,006 | SINGLE CHIP SEAL |

** - Treatment from Project Selection





Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NO NAME | 0.19 MM e/o 337H | 0.95 MM w/o 336 | 337F | 002010 | 3,995 | 18 | 71,910 | RL | ST | 3F - East Northern | 55 | 59 | 100 | $51,005 | 26,006 | SINGLE CHIP SEAL |
| BARNES LANE | 0.00 MM e/o 336 | 1.00 MM | 337G | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 44 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| BARNES LANE | 1.00 MM | 1.48 MM n/o SH 162 | 337G | 010015 | 2,527 | 20 | 50,540 | RL | ST | 3F - East Northern | 54 | 59 | 100 | $35,847 | 26,006 | SINGLE CHIP SEAL |
| TABOR LANE | 0.00 MM n/o 337A | 0.50 MM s/o 337P | 337J | 000005 | 2,660 | 20 | 53,200 | RL | ST | 3F - East Northern | 60 | 59 | 100 | $37,734 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 337F | 0.50 MM n/o 337 | 337L | 000005 | 2,636 | 18 | 47,448 | RL | ST | 3F - East Northern | 36 | 59 | 100 | $33,654 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.50 MM e/o 337L intersection | 0.75 MM w/o 336 | 337L | 005008 | 1,318 | 20 | 26,360 | RL | ST | 3F - East Northern | 18 | 59 | 100 | $18,697 | 26,006 | SINGLE CHIP SEAL |
| HENDERSON LANE | 0.00 MM n/o 337A | 0.51 MM e/o 337P at white lin | 337N | 000005 | 2,702 | 13 | 35,126 | RL | ST | 3F - East Northern | 20 | 59 | 100 | $24,914 | 26,006 | SINGLE CHIP SEAL |
| SHORT CREEK ROAD | 0.00 MM at pavement ends sign | 0.33 MM width change | 339-N | 000003 | 1,749 | 25 | 43,725 | RL | ST | 3F - East Northern | 23 | 59 | 100 | $31,014 | 26,006 | SINGLE CHIP SEAL |
| SOUTH AIRPORT ROAD | 0.00 MM s/o 337B | 0.43 MM 340 e/o sw bend | 340 | 000004 | 2,286 | 13 | 29,718 | RL | ST | 3F - East Northern | 38 | 59 | 100 | $21,079 | 26,006 | SINGLE CHIP SEAL |
| AGENCY ROAD | 0.00 MP w/o 336 | 1.00 MM | 344 | 000010 | 5,280 | 20 | 105,600 | RL | ST | 3F - East Northern | 24 | 59 | 100 | $74,901 | 26,006 | SINGLE CHIP SEAL |
| AGENCY ROAD | 1.00 MM | 1.58 MM n/o 337G | 344 | 010016 | 3,052 | 20 | 61,040 | RL | ST | 3F - East Northern | 26 | 59 | 100 | $43,295 | 26,006 | SINGLE CHIP SEAL |
| BLACK BART DRIVE | 0.00 MM US 101 | 1.17 MM | 370 | 000012 | 6,161 | 22 | 135,542 | RL | ST | 3G - East Central | 30 | 59 | 100 | $96,138 | 26,006 | SINGLE CHIP SEAL |
| BLACK BART DRIVE | 1.17 MM | 2.34 MM END e/o 372 | 370 | 012023 | 6,161 | 18 | 110,898 | RL | ST | 3G - East Central | 20 | 59 | 100 | $78,659 | 26,006 | SINGLE CHIP SEAL |
| BLACKHAWK DRIVE | 2.00 MM | 3.00 MM | 371 | 020030 | 5,280 | 16 | 84,480 | RL | ST | 3G - East Central | 32 | 59 | 100 | $59,921 | 26,006 | SINGLE CHIP SEAL |
| BAYWOOD WAY | 0.00 MM e/o 372 | 0.33 MM END | 373 | 000003 | 1,722 | 16 | 31,296 | RL | ST | 3G - East Central | 34 | 59 | 100 | $22,198 | 26,006 | SINGLE CHIP SEAL |
| MIDDLE RIDGE ROAD | 1.00 MP | 1.88 MM EOP | 401A | 010019 | 4,415 | 14 | 61,810 | RL | ST | 2G - West Central | 36 | 59 | 100 | $43,841 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 1.75 MP | 2.75 MP | 402 | 018028 | 5,442 | 20 | 108,840 | RL | ST | 2G - West Central | 33 | 59 | 100 | $77,199 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 4.00 MP | 5.00 MP | 402 | 040050 | 5,274 | 20 | 105,480 | RL | ST | 2G - West Central | 42 | 59 | 100 | $74,816 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 5.00 MP | 5.99 MP | 402 | 050060 | 4,656 | 20 | 93,120 | RL | ST | 2G - West Central | 45 | 59 | 100 | $66,049 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 5.99 MP | 6.61 MP road narrows | 402 | 060066 | 3,202 | 18 | 57,636 | RL | ST | 2G - West Central | 57 | 59 | 100 | $40,881 | 26,006 | SINGLE CHIP SEAL |
| ALBION RIDGE ROAD | 6.61 MP road narrows | 7.58 MM END | 402 | 066076 | 5,664 | 16 | 90,624 | RL | ST | 2G - West Central | 32 | 59 | 100 | $64,279 | 26,006 | SINGLE CHIP SEAL |
| CR 404B | LITTLE RIVER AIRPORT ROAD | END AT AIRPORT | 404B | 000002 | 1,006 | 22 | 22,132 | RL | ST | 2G - West Central | 33 | 59 | 100 | $15,698 | 26,006 | SINGLE CHIP SEAL |
| CALPELLA STREET | 0.24 MM e/o 407L (break) | 0.32 MM w/o 500 | 407B | 003004 | 402 | 20 | 8,040 | RL | ST | 2G - West Central | 49 | 59 | 100 | $5,703 | 26,006 | SINGLE CHIP SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WOODWARD STREET | 0.00 MM n/o 407E | 0.07 MM s/o 407C | 407J | 000001 | 388 | 10 | 3,880 | RL | ST | 2G - West Central | 42 | 59 | 100 | $2,752 | 26,006 | SINGLE CHIP SEAL |
| FORD STREET | 0.00 MM n/o 407C | 0.08 MM 407A | 407M | 000001 | 409 | 22 | 8,998 | RL | ST | 2G - West Central | 28 | 59 | 100 | $6,382 | 26,006 | SINGLE CHIP SEAL |
| FORD STREET | 0.08 MM n/o 407A | 0.16 MM END | 407M | 001002 | 441 | 22 | 9,702 | RL | ST | 2G - West Central | 37 | 59 | 100 | $6,882 | 26,006 | SINGLE CHIP SEAL |
| CLARK STREET | 0.11 M n/o 407R (PAVT CHANGE) | 0.26 MM s/o 408 | 407Q | 000006 | 792 | 18 | 14,256 | RL | ST | 2G - West Central | 51 | 59 | 100 | $10,112 | 26,006 | SINGLE CHIP SEAL |
| PINE STREET | 0.00 MM e/o 407N | 0.06 MM w/o 407O | 407S | 000001 | 314 | 22 | 6,908 | RL | ST | 2G - West Central | 59 | 59 | 100 | $4,900 | 26,006 | SINGLE CHIP SEAL |
| GURLEY LANE | 0.00 MM n/o 408 | 0.23 M n/o 408 (PAVT CHANGE) | 407Z | 000002 | 1,230 | 16 | 19,680 | RL | ST | 2G - West Central | 27 | 59 | 100 | $13,959 | 26,006 | SINGLE CHIP SEAL |
| GURLEY LANE | 0.23 M n/o 408 (PAVT CHANGE) | 0.33 MM END EOP | 407Z | 000006 | 518 | 16 | 8,288 | RL | ST | 2G - West Central | 38 | 59 | 100 | $5,879 | 26,006 | SINGLE CHIP SEAL |
| SOUTH BIG RIVER ROAD | 0.00 MM n/o 223 | 0.14 MM END | 408D | 000001 | 755 | 16 | 12,080 | RL | ST | 2G - West Central | 26 | 59 | 100 | $8,568 | 26,006 | SINGLE CHIP SEAL |
| CASPAR - LITTLE LAKE RO | 1.10 MP | 2.39 MP | 409 | 011024 | 6,645 | 18 | 119,610 | RMiC | ST | 2G - West Central | 23 | 67 | 100 | $98,234 | 18,246 | SINGLE CHIP SEAL |
| CASPAR - LITTLE LAKE RO | 2.39 MP | 3.27 MM EOP | 409 | 024033 | 4,928 | 16 | 78,848 | RMiC | ST | 2G - West Central | 52 | 67 | 100 | $64,756 | 18,246 | SINGLE CHIP SEAL |
| FERN DRIVE | 0.00 MM w/o 564 | 0.21 MM END | 410A | 000002 | 1,089 | 20 | 23,122 | RL | ST | 2G - West Central | 33 | 59 | 100 | $16,400 | 26,006 | SINGLE CHIP SEAL |
| JOHNSON PARK ROAD | 0.00 MM e/o 411B | 0.37 MM END | 411 | 000004 | 1,952 | 18 | 35,136 | RL | ST | 2G - West Central | 28 | 59 | 100 | $24,922 | 26,006 | SINGLE CHIP SEAL |
| TREGONING DRIVE | 0.09 MM e/o SH 1 | 0.16 MM END | 412D | 001002 | 370 | 16 | 5,920 | RL | ST | 2G - West Central | 21 | 59 | 100 | $4,199 | 26,006 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.00 MM e/o 414B | 0.63 MM s/o 414 | 414D | 000006 | 3,309 | 18 | 59,562 | RL | ST | 2G - West Central | 34 | 59 | 100 | $42,247 | 26,006 | SINGLE CHIP SEAL |
| FRANKLIN ROAD | 0.63 MM n/o 414 | 0.92 MM END | 414D | 006009 | 1,550 | 18 | 27,900 | RL | ST | 2G - West Central | 32 | 59 | 100 | $19,789 | 26,006 | SINGLE CHIP SEAL |
| TURNER ROAD | 0.00 MM w/o 414 | 0.86 MM END | 414F | 000009 | 4,536 | 20 | 93,167 | RL | ST | 2G - West Central | 25 | 59 | 100 | $66,082 | 26,006 | SINGLE CHIP SEAL |
| GRAVEL PIT ROAD | 0.00 MM s/o SH 20 | 0.11 MM END | 415C | 000001 | 566 | 16 | 9,056 | RL | ST | 2G - West Central | 50 | 59 | 100 | $6,423 | 26,006 | SINGLE CHIP SEAL |
| NURNBERGER LANE | 0.00 MM n/o 420 | 0.13 MM n/o 420A | 420B | 000001 | 672 | 12 | 8,064 | RL | ST | 2G - West Central | 47 | 59 | 100 | $5,720 | 26,006 | SINGLE CHIP SEAL |
| PETALUMA AVENUE | 0.00 MM n/o 421 | 0.40 MM END | 422 | 000004 | 2,109 | 14 | 29,526 | RL | ST | 2G - West Central | 19 | 59 | 100 | $20,942 | 26,006 | SINGLE CHIP SEAL |
| JOHNSON LANE | 0.00 MM e/o 422 | 0.19 MM | 422A | 000002 | 1,017 | 18 | 18,306 | RL | ST | 2G - West Central | 32 | 59 | 100 | $12,984 | 26,006 | SINGLE CHIP SEAL |
| LASSEN DRIVE | 0.00 MM w/o SH 1 | 0.13 MM END | 424B | 000001 | 693 | 16 | 11,088 | RL | ST | 2G - West Central | 35 | 59 | 100 | $7,865 | 26,006 | SINGLE CHIP SEAL |
| ODOM LANE | 0.00 MM e/o SH 1 | 0.40 MM at stop sign | 424C | 000004 | 2,134 | 22 | 46,948 | RL | ST | 2G - West Central | 35 | 59 | 100 | $33,300 | 26,006 | SINGLE CHIP SEAL |
| FOREST LANE | 0.00 MM e/o 424C | 0.48 MM END | 424D | 000005 | 2,548 | 20 | 53,407 | RL | ST | 2G - West Central | 31 | 59 | 100 | $37,881 | 26,006 | SINGLE CHIP SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAMP 2 TEN MILE ROAD | 0.00 MM e/o SH 1 | 1.07 MM EOP | 428 | 000011 | 5,622 | 16 | 89,952 | RL | ST | 2G - West Central | 36 | 59 | 100 | $63,802 | 26,006 | SINGLE CHIP SEAL |
| PACIFIC AVENUE | 0.00 MM e/o SH 1 | 0.16 MM END | 428A | 000002 | 823 | 18 | 14,814 | RL | ST | 2F - West Northern | 54 | 59 | 100 | $10,507 | 26,006 | SINGLE CHIP SEAL |
| PELICAN ROAD | 0.00 MM e/o SH 1 | 0.08 MM w/o 428F | 428B | 000001 | 397 | 18 | 7,146 | RL | ST | 2F - West Northern | 37 | 59 | 100 | $5,069 | 26,006 | SINGLE CHIP SEAL |
| OMEGA DRIVE | 0.00 MM w/o SH 1 | 0.17 MM w/o SH 1 | 428E | 000002 | 797 | 16 | 12,757 | RL | ST | 2F - West Northern | 21 | 59 | 100 | $9,048 | 26,006 | SINGLE CHIP SEAL |
| HILLCREST TERRACE | 0.00 MM n/o SH 1 | 0.17 MM END | 428F | 000002 | 883 | 18 | 15,894 | RL | ST | 2F - West Northern | 54 | 59 | 100 | $11,273 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM n/o 429 | 0.14 MM END | 429B | 000001 | 759 | 24 | 18,216 | RL | ST | 2F - West Northern | 53 | 59 | 100 | $12,920 | 26,006 | SINGLE CHIP SEAL |
| CR 430 | 0.12 MM e/o SH 1 | 0.20 MM END | 430 | 001002 | 430 | 24 | 10,320 | RL | ST | 2F - West Northern | 39 | 59 | 100 | $7,320 | 26,006 | SINGLE CHIP SEAL |
| OCEAN DRIVE | 0.00 MM w/o SH 1 | 0.13 MM (break between ends) | 436 | 000001 | 665 | 22 | 14,630 | RL | ST | 2G - West Central | 57 | 59 | 100 | $10,377 | 26,006 | SINGLE CHIP SEAL |
| OCEAN DRIVE | 0.13 MM (break between ends) | 1.25 MM w/o SH 1 | 436 | 001013 | 5,886 | 18 | 105,948 | RL | ST | 2G - West Central | 25 | 59 | 100 | $75,148 | 26,006 | SINGLE CHIP SEAL |
| PACIFIC WAY | 0.00 MM w/o 436 | 0.43 MM END | 436A | 000004 | 2,268 | 18 | 40,824 | RL | ST | 2G - West Central | 31 | 59 | 100 | $28,956 | 26,006 | SINGLE CHIP SEAL |
| CYPRESS ROAD | 0.00 MM w/o 436B | 0.32 MM END | 438 | 000003 | 1,699 | 16 | 27,184 | RL | ST | 2G - West Central | 58 | 59 | 100 | $19,281 | 26,006 | SINGLE CHIP SEAL |
| SHOREVIEW LANE | 0.00 MM s/o 438 | 0.13 MM END | 438A | 000001 | 698 | 16 | 11,168 | RL | ST | 2G - West Central | 76 | 60 | 100 | $7,921 | 28,882 | SINGLE CHIP SEAL |
| BAY VIEW AVENUE | 0.00 MM west end | 0.19 MM east end EOP | 439A | 000002 | 995 | 14 | 13,930 | RL | ST | 2G - West Central | 48 | 59 | 100 | $9,880 | 26,006 | SINGLE CHIP SEAL |
| NEPTUNE AVENUE | 0.09 MM n/o 439 | 0.21 MM END EOP | 440A | 001002 | 625 | 14 | 8,750 | RL | ST | 2G - West Central | 76 | 58 | 100 | $6,206 | 28,087 | SINGLE CHIP SEAL |
| DEL MAR DRIVE | 0.00 MM n/o 439 | 0.14 MM EOP | 440D | 000001 | 751 | 18 | 13,518 | RL | ST | 2G - West Central | 76 | 60 | 100 | $9,588 | 28,725 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM SH 271 | 0.31 MM END | 442B | 000003 | 1,644 | 25 | 46,450 | RL | ST | 2F - West Northern | 40 | 59 | 100 | $32,946 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM US 101 | 0.53 MM END | 442C | 000005 | 2,783 | 27 | 75,753 | RL | ST | 2F - West Northern | 23 | 59 | 100 | $53,731 | 26,006 | SINGLE CHIP SEAL |
| NO NAME | 0.00 MM END | 0.27 MM END | 442D | 000003 | 1,428 | 27 | 40,946 | RL | ST | 2F - West Northern | 26 | 59 | 100 | $29,043 | 26,006 | SINGLE CHIP SEAL |
| LARKIN ROAD | 0.00 MM SH 1 | 0.23 MM 444 | 443 | 000002 | 1,239 | 18 | 22,302 | RL | ST | 2G - West Central | 24 | 59 | 100 | $15,819 | 26,006 | SINGLE CHIP SEAL |
| OCEAN MEADOWS CIRCLE | 0.00 MM w/o SH 1 | 0.50 MM w/o SH 1 | 449 | 000005 | 2,625 | 26 | 68,250 | RL | ST | 2G - West Central | 36 | 59 | 100 | $48,409 | 26,006 | SINGLE CHIP SEAL |
| BROOKFIELD DRIVE | 0.00 MM e/o SH 1 | 0.08 MM END | 450 | 000001 | 423 | 18 | 7,614 | RL | ST | 2G - West Central | 45 | 59 | 100 | $5,401 | 26,006 | SINGLE CHIP SEAL |
| EMERALD DRIVE | 0.00 MM w/o 451 | 0.19 MM END | 452 | 000002 | 1,007 | 26 | 22,353 | RL | ST | 2G - West Central | 42 | 59 | 100 | $15,855 | 26,006 | SINGLE CHIP SEAL |
| GUALALA ROAD | 0.00 MM e/o 501a | PVMT CHANGE | 501 | 000015 | 661 | 18 | 11,898 | RL | ST | 2H - West Southern | 47 | 59 | 100 | $8,439 | 26,006 | SINGLE CHIP SEAL |



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EUREKA HILL ROAD | 5.98 MP | 6.99 MP | 505 | 060070 | 5,129 | 20 | 102,580 | RL | ST | 2H - West Southern | 28 | 59 | 100 | $72,759 | 26,006 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 6.99 MP | 7.99 MP | 505 | 070080 | 5,092 | 20 | 101,840 | RL | ST | 2H - West Southern | 42 | 59 | 100 | $72,234 | 26,006 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 7.99 MP | 9.00 MP | 505 | 080090 | 5,198 | 20 | 103,960 | RL | ST | 2H - West Southern | 20 | 59 | 100 | $73,738 | 26,006 | SINGLE CHIP SEAL |
| EUREKA HILL ROAD | 9.00 MP | 9.54 MP END at AFB | 505 | 090103 | 2,841 | 20 | 56,820 | RL | ST | 2H - West Southern | 50 | 59 | 100 | $40,302 | 26,006 | SINGLE CHIP SEAL |
| TEN MILE ROAD | 1.83 MM n/o 503A change of su | 2.00 MP | 506 | 018020 | 688 | 24 | 16,512 | RL | ST | 2H - West Southern | 25 | 59 | 100 | $11,712 | 26,006 | SINGLE CHIP SEAL |
| WINDY HOLLOW ROAD | 1.56 MM n/o 508A at signpost | 1.87 MM s/o Garcia River | 508 | 016019 | 1,648 | 14 | 23,072 | RMiC | ST | 2H - West Southern | 76 | 67 | 100 | $18,949 | 18,246 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 9.87 MP | 11.00 MP | 510 | 099110 | 5,953 | 22 | 130,966 | RMaC | ST | 2H - West Southern | 82 | 67 | 100 | $107,560 | 18,246 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 15.44 MP | 16.39 MP | 510 | 154164 | 4,989 | 16 | 79,824 | RMaC | ST | 2H - West Southern | 86 | 69 | 100 | $65,558 | 18,339 | SINGLE CHIP SEAL |
| MOUNTAIN VIEW ROAD | 21.35 MP | 22.33 MP | 510 | 214223 | 3,967 | 18 | 71,406 | RMaC | ST | 2H - West Southern | 82 | 67 | 100 | $58,644 | 18,246 | SINGLE CHIP SEAL |
| CREAMERY LANE | 0.00 MM e/o SH 1 | 0.23 MM END at phone pole s.s | 510B | 000002 | 1,185 | 12 | 14,220 | RL | ST | 2H - West Southern | 44 | 59 | 100 | $10,086 | 26,006 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.00 MM e/o SH 1 | 0.56 MM e/o cattle guard | 511 | 000006 | 2,941 | 20 | 58,820 | RL | ST | 2H - West Southern | 50 | 59 | 100 | $41,720 | 26,006 | SINGLE CHIP SEAL |
| CRISPIN ROAD | 0.56 MM e/o cattle guard | 1.10 MM | 511 | 006011 | 2,860 | 14 | 40,040 | RL | ST | 2H - West Southern | 46 | 59 | 100 | $28,400 | 26,006 | SINGLE CHIP SEAL |
| KINNEY ROAD | 0.00 MM w/o SH 1 | 0.45 MM road narrows | 512 | 000005 | 2,396 | 20 | 47,920 | RL | ST | 2H - West Southern | 52 | 59 | 100 | $33,989 | 26,006 | SINGLE CHIP SEAL |
| OLD COAST HIGHWAY | 0.00 MM w/o SH 1 | 0.29 MM END | 513 | 000003 | 1,531 | 16 | 24,496 | RL | ST | 2H - West Southern | 36 | 59 | 100 | $17,375 | 26,006 | SINGLE CHIP SEAL |
| NAVARRO BLUFF ROAD | 1051 NAVARRO BLUFF ROAD | 1.05 MM w/o SH 1 north end | 517A | 003011 | 1,311 | 18 | 23,598 | RL | ST | 2G - West Central | 52 | 59 | 100 | $16,738 | 26,006 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 2.00 MP | 3.25 MP | 518 | 020033 | 6,516 | 18 | 117,288 | RL | ST | 2G - West Central | 53 | 59 | 100 | $83,191 | 26,006 | SINGLE CHIP SEAL |
| NAVARRO RIDGE ROAD | 3.25 MP | 4.12 MP EOP | 518 | 033041 | 4,489 | 16 | 71,824 | RL | ST | 2G - West Central | 23 | 59 | 100 | $50,944 | 26,006 | SINGLE CHIP SEAL |
| SIGNAL PORT CREEK ROAD | 0.00 MM e/o SH 1 | 0.19 MM END | 520 | 000002 | 1,024 | 14 | 14,336 | RL | ST | 2H - West Southern | 24 | 59 | 100 | $10,168 | 26,006 | SINGLE CHIP SEAL |
| SUNSET DRIVE | REDWOOD WAY | END | 525 | 000011 | 4,000 | 23 | 92,000 | RL | ST | 2H - West Southern | 22 | 59 | 100 | $65,255 | 26,006 | SINGLE CHIP SEAL |
| SOUTH CASPAR DRIVE | 0.00 MM w/o 564 | 0.75 MM w/o 564 | 540 | 000008 | 3,959 | 22 | 87,098 | RL | ST | 2G - West Central | 75 | 58 | 100 | $61,778 | 30,419 | SINGLE CHIP SEAL |
| GAYLE CIRCLE | 0.00 MM e/o 540 | 0.11 MM END | 541 | 000001 | 572 | 20 | 13,887 | RL | ST | 2G - West Central | 50 | 59 | 100 | $9,850 | 26,006 | SINGLE CHIP SEAL |
| HANSON CIRCLE | 0.00 MM n/o 540 | 0.14 MM END | 555 | 000001 | 725 | 20 | 14,900 | RL | ST | 2G - West Central | 31 | 59 | 100 | $10,568 | 26,006 | SINGLE CHIP SEAL |
| VEGA DRIVE | 0.00 MM s/o 540 | 0.16 MM END | 557 | 000002 | 847 | 22 | 18,634 | RL | ST | 2G - West Central | 58 | 59 | 100 | $13,217 | 26,006 | SINGLE CHIP SEAL |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/14/2026

Scenario: 2026 EAB + Sales Tax $11M

## Year: 2036

| Road Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HILMA CIRCLE | 0.00 MM s/o 540 | 0.11 MM END | 558 | 000001 | 565 | 22 | 13,936 | RL | ST | 2G - West Central | 22 | 59 | 100 | $9,885 | 26,006 | SINGLE CHIP SEAL |
| PACIFICA DRIVE | 0.00 MM w/o 569 | 0.33 MM n/o 560 | 559 | 000003 | 1,758 | 18 | 31,644 | RL | ST | 2G - West Central | 29 | 59 | 100 | $22,445 | 26,006 | SINGLE CHIP SEAL |
| REDWOOD SPRINGS DRIVE | 0.00 MM n/o 414 | 0.72 MM END | 561 | 000007 | 3,803 | 20 | 78,707 | RL | ST | 2G - West Central | 39 | 59 | 100 | $55,826 | 26,006 | SINGLE CHIP SEAL |
| BRISTOL ROAD | STONESBORO | LOOP | 572 | 000006 | 2,400 | 23 | 55,200 | RL | ST | 2H - West Southern | 22 | 59 | 100 | $39,153 | 26,006 | SINGLE CHIP SEAL |
| BARNEGAT DRIVE | 0.00 MM n/o 507 | 0.40 MM END | 574 | 000004 | 2,114 | 20 | 42,280 | RL | ST | 2H - West Southern | 20 | 59 | 100 | $29,989 | 26,006 | SINGLE CHIP SEAL |
| GREEN LING CIRCLE | 0.00 MM w/o 557 | 0.10 MM END | 579 | 000001 | 550 | 24 | 16,364 | RL | ST | 2G - West Central | 39 | 59 | 100 | $11,607 | 26,006 | SINGLE CHIP SEAL |
| PRIMROSE DRIVE | 1.41 MM midpoint 649 | 2.39 MM s/o 606 | 604 | 014024 | 5,166 | 28 | 144,648 | RMaC | ST | 3G - East Central | 86 | 70 | 100 | $118,797 | 17,139 | SINGLE CHIP SEAL |
| BROWN COURT | 0.00 MM e/o 609A | 0.03 MM END | 609B | 000000 | 138 | 22 | 4,542 | RL | ST | 3G - East Central | 35 | 59 | 100 | $3,222 | 26,006 | SINGLE CHIP SEAL |
| MADRONE PLACE | 0.00 MM s/o 609 | 0.17 MM END | 609D | 000002 | 897 | 22 | 21,240 | RL | ST | 3G - East Central | 26 | 59 | 100 | $15,065 | 26,006 | SINGLE CHIP SEAL |
| PULLEN PLACE | 0.00 MM n/o 611 | 0.06 MM END | 611A | 000001 | 342 | 22 | 9,080 | RL | ST | 3G - East Central | 55 | 59 | 100 | $6,440 | 26,006 | SINGLE CHIP SEAL |
| ALCOTT TERRACE | 0.04 MM | 0.15 MM END | 625A | 001002 | 772 | 22 | 18,490 | RL | ST | 3G - East Central | 33 | 59 | 100 | $13,115 | 26,006 | SINGLE CHIP SEAL |
| COYOTE ROAD | 0.00 MM n/o 623 | 0.39 MM END | 628 | 000004 | 2,068 | 22 | 47,002 | RL | ST | 3G - East Central | 40 | 59 | 100 | $33,338 | 26,006 | SINGLE CHIP SEAL |
| PERCH DRIVE | 0.22 MM surface change | 0.72 MM surface change | 635 | 002007 | 2,625 | 24 | 63,000 | RL | ST | 3G - East Central | 23 | 59 | 100 | $44,685 | 26,006 | SINGLE CHIP SEAL |
| SALMON COURT | 0.00 MM n/o 636 | 0.05 MM END | 636B | 000001 | 266 | 22 | 7,358 | RL | ST | 3G - East Central | 32 | 59 | 100 | $5,219 | 26,006 | SINGLE CHIP SEAL |
| GOOSE COURT | 0.00 MM s/o 640 | 0.08 MM END | 640D | 000001 | 410 | 22 | 10,526 | RL | ST | 3G - East Central | 25 | 59 | 100 | $7,466 | 26,006 | SINGLE CHIP SEAL |
| RIDGE ROAD | 0.51 MM intersects 640 | 0.89 MM surface change s/o 64 | 641 | 005009 | 1,996 | 26 | 53,162 | RL | ST | 3H - East Southern | 27 | 59 | 100 | $37,707 | 26,006 | SINGLE CHIP SEAL |
| | | | | | | | | | | | | | Treatment Total | $7,576,465 | | |
| | | | | | | | Year 2036 Area Total | 11,821,114 | | | | | Year 2036 Total | $10,997,989 | | |
| | | | | | | | Grand Total Section Area: | 69,710,060 | | | | | Grand Total | $109,986,774 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Appendix F

## GIS Maps

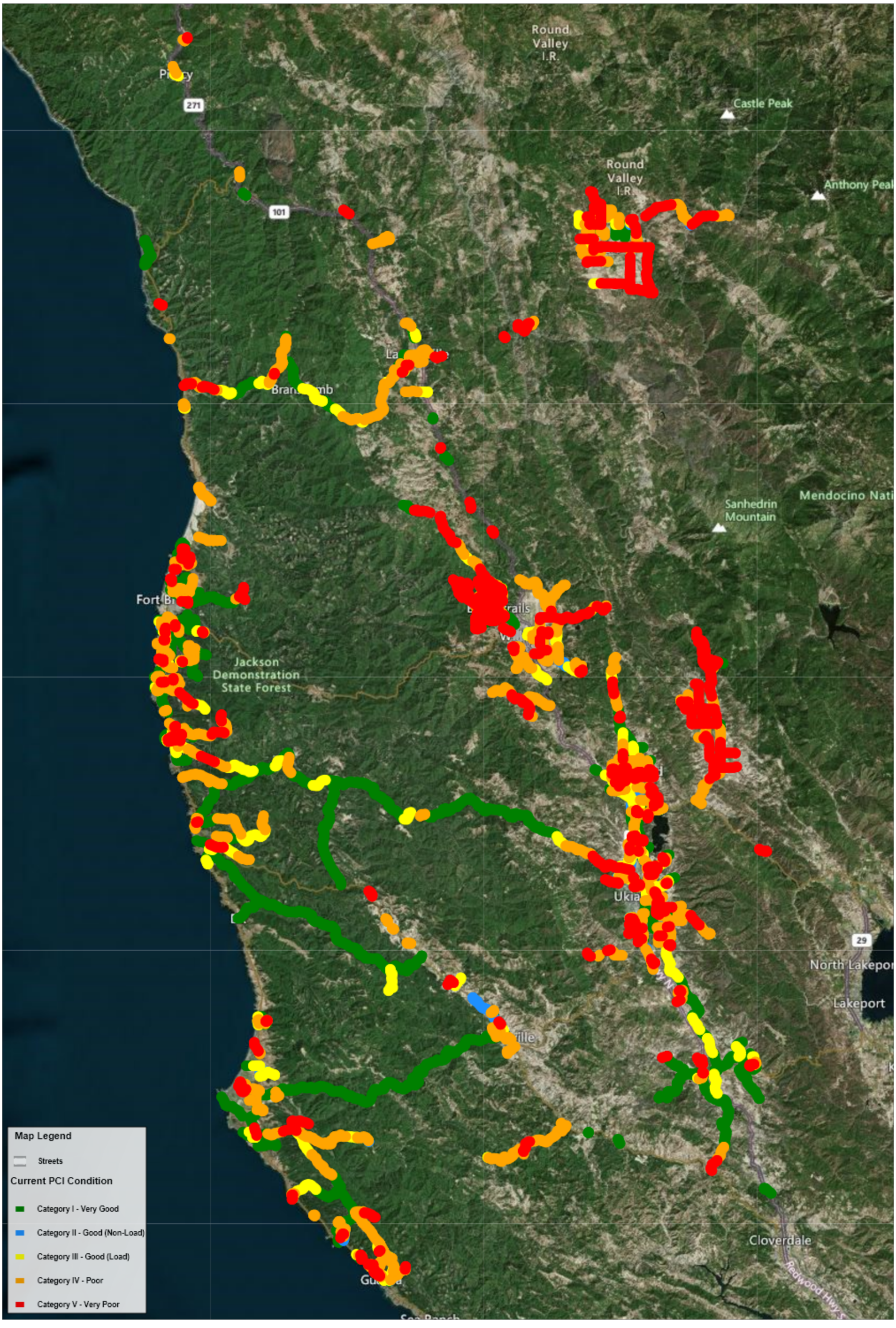
# Appendix F-1

## Current PCI Conditions

MENDOCINO COUNTY

# Current PCI Condition

**Printed: 7/13/2026**



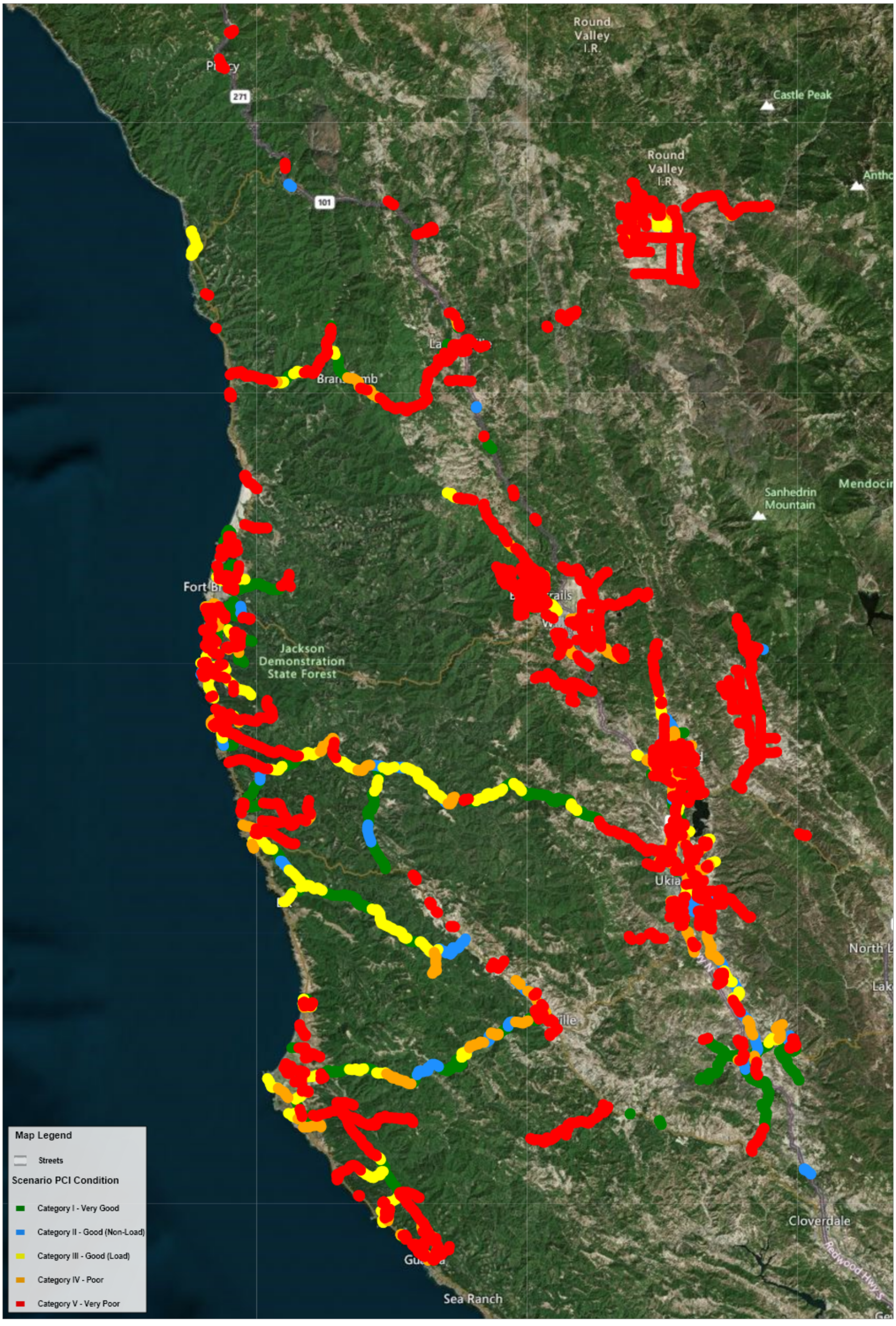
# Appendix F-2

## Scenario 1: No Funds - PCI Conditions by FY 35/36

MENDOCINO COUNTY

# Scenario PCI Condition

**2026 No Funds - 2036 Project Period - Total Rehab for 2036: $0 - Printed: 7/13/2026**



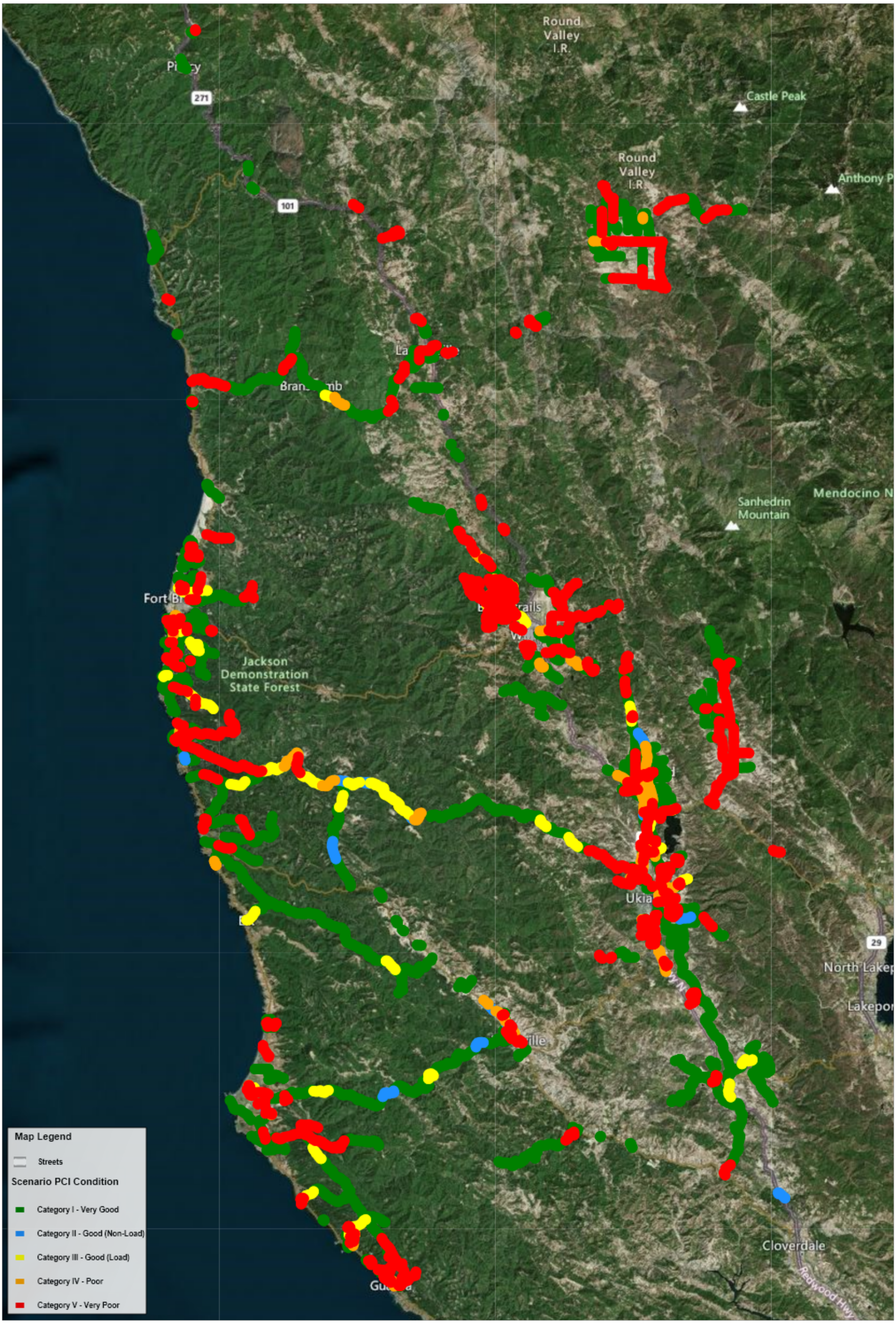
# Appendix F-3

## Scenario 2: County's Current Budget - PCI Conditions by FY 35/36

MENDOCINO COUNTY

# Scenario PCI Condition

**2026 EAB $5.5M - 2036 Project Period - Total Rehab for 2036: $5,222,432 - Printed: 7/13/2026**



# Appendix F-4

## Scenario 3: Current Budget + Additional Sales Tax - PCI Conditions by FY 35/36

MENDOCINO COUNTY

# Scenario PCI Condition

**2026 EAB Sales Tax $11M - 2036 Project Period - Total Rehab for 2036: $10,446,992 - Printed: 7/13/2026**

