

2026 Regional Transportation Improvement Plan (RTIP)

Mono County is proposing the **Benton Crossing Road Rehabilitation Project Phase 2** for programming in the 2026 State Transportation Improvement Program (STIP) cycle. Phase 1 of this project was programmed in the 2022 STIP cycle and will be constructed next summer. Phase 1 rehabilitates Benton Crossing Road starting from Highway 120 and moving southwest approximately 7.5 miles. Phase 2 will begin where phase 1 ended and continue rehabilitating the road as far as available funding will permit. We would like to complete half of Benton Crossing Road with phases 1 and 2 which would be from Highway 120 to Waterson Summit / Owens Gorge Rd intersection. \$3.1 Million is available in the current STIP cycle for the phase 2 portion.

This project and previously selected STIP projects are selected based on Pavement Condition Index (PCI) rating in Mono County's pavement management system software, development of Mono County's 5-Year Capital Improvement Program which requires Mono County Board of Supervisor input and approval, coordination with RPACs, and also public comment received at BOS meetings, LTC Meetings, and written correspondence. It should be noted that in order to obtain STIP funding, the County is required to have pavement management system in-place (see additional information below). Public Works also considers average daily traffic and potential benefit to residents and/or businesses. Available project funding also needs to match the anticipated project cost.

The northeasterly half of Benton Crossing Road has been a priority for rehab for a long time. Mono County has received numerous complaints from the public and inquiries from the Board of Supervisors regarding the poor condition of the roadway. The bicycling community has also been very vocal about the poor condition of the road. Benton Crossing Road is one of the most popular county roads for bicycling and receives the most bicycle traffic in the County. There is also yearly Gran Fondo bicycle event held on Benton Crossing Rd that provides a significant commercial benefit to the local economy.

Other Information:

Since 2017 the following Mono County STIP projects have been completed:

- **Eastside Lane Rehabilitation Project Phase 1**
- **Airport Road Rehabilitation Project**
- **Long Valley Streets Rehabilitation Project**
- **Eastside Lane Rehabilitation Project Phase 2**

The following projects are programmed in the STIP for funding but are in the pre-construction phases (environmental, right-of-way, and engineering phases):

- **Benton Crossing Road Rehabilitation Project Phase 1**
 - Programmed in the 2022 RTIP / STIP cycle
 - This project is in the right-of-way and engineering phase
 - Construction is currently planned for summer 2026
- **Northshore Drive Rehabilitation Project**
 - Programmed in the 2024 RTIP / STIP cycle
 - This project is in the environmental phase
 - Construction is anticipated to occur in 2028

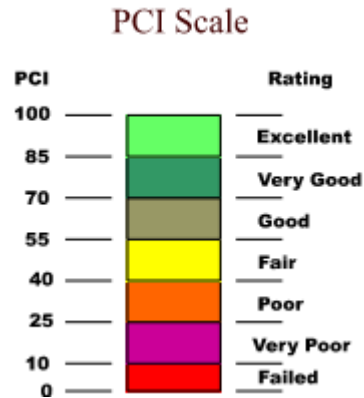
Pavement Management System

To obtain **STIP (State Transportation Improvement Program) funding** for pavement rehabilitation projects, a county in California must have a certified Pavement Management System (PMS) that meets the following minimum requirements:

- **Inventory of all existing pavements** under the county's jurisdiction, including centerline miles and total lane miles.
- **Identification of sections of pavement needing rehabilitation.**
- **Estimate of the cost** to rehabilitate deficient sections.
- A documented **procedure to identify rehabilitation strategies that are cost-effective.**

Mono County uses **StreetSaver** pavement management software for county-maintained paved roads. Using this software to manage our roads involves:

- Regular pavement inspections of county roads to assess the condition.
- Input of pavement inspection data into the software.
- Based on identified pavement distresses observed a Pavement Condition Index (PCI) is calculated for the road. This would be a number between 0 and 100.



- Possible distresses include alligator cracking, block cracking, distortions, longitudinal and transverse cracking, patching, rutting and depressions, raveling and weathering.
- A pavement treatment is assigned based on the calculated PCI. Generally, if the PCI is greater than 50, the road should receive routine maintenance and preventative maintenance (fog seal, slurry seal, micro-seal, etc.). When the PCI starts falling below 50, the treatment options start to fall under structural improvements, rehabilitation, or full reconstruct.
- The StreetSaver software is also capable of identifying projects for treatment, forecasting, budgeting, and preparing reports.