TOWN OF FAIRFAX
STAFF REPORT
April 2, 2014

TO: Mayor and Town Council

FROM: Garrett Toy, Town Manager GT

SUBJECT: Accept Pavement Management Program and policies for street improvements

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RECOMMENDATION

Accept Pavement Management Program and policies for street improvements

DISCUSSION

The Pavement Management Program (PMP) is a program (software) to assist the Town by providing inspection data used to evaluate current pavement conditions. This helps the Town to maintain a desired level of pavement condition (aka PCI) given its limited financial resources. The PMP is meant to be a planning tool to be refined by staff's knowledge and field review of pavement conditions. More importantly, a PMP system is required to obtain federal funds. Harris & Associates prepared the PMP for Fairfax under a grant from the Metropolitan Transportation Commission (MTC) PTAP program. As reference, attached is the PMP's executive summary, index of streets by PCI, PCI Map of streets, and maintenance decision tree.

Fairfax has an overall Pavement Condition Index (PCI) of 68 which is a "good" rating. In comparison to other Marin communities, we are in the middle with Belvedere at 81 and Larkspur at 42. Fairfax has approximately 28 miles of paved street of which approximately 6 miles (21% of total) are rated in "poor to very poor" condition. If the Town had no financial constraints, the PMP indicates the Town would need to spend $4.5M over a five period($900,000/yr) to achieve an overall PCI of 73 ("very good" rating).

The MTC recommends that 6% of the street budget be allocated to preventative maintenance. Preventative maintenance such as slurry seals and crack sealing ($1.50-$3.50/linear ft) is a very cost effective method for maintaining a street's PCI which extends a street's useful life as shown in the graph on page ES-7 of the Executive Summary. Reconstruction and asphalt overlays ($5-$80/sq. yd.) are much more expensive improvements. The Town typically budgets $150,000+/- per year for street maintenance and repair of which $20,000-$30,000 is reserved for preventative maintenance. These funds come from a variety of sources such as the transportation sales tax and gas tax. At $150,000/yr or $750,000 spent over a five year period, the PMP projects the Town's average PCI would decline to 60 which is only 2 points above the projected PCI if we did nothing.

While the Town has flexibility to determine which streets should be improved, it should utilize the recommendations in the PMP in order to stay eligible for federal funding. Additionally, use of the PMP prevents subjectivity when attempting to stretch limited funds.

AGENDA ITEM # 19

In developing an approach to best address the needs of the Town, staff took the following into consideration:

- Limited annual funding available for street improvements.
- Possibility of grant funding for major arterials.
- Perception that improvements (preventative maintenance) occur on streets that appear in good condition and that the Town is not improving streets that need the work. The PMP is a fiscal asset management tool which means funding the worst streets first can be a poor methodology because you would not be extending the life of other streets.
- Focus on streets such as arterials and collectors that experience more traffic than residential streets.
- 12 streets (PCI 27 and lower) have no useful life remaining, however only one is an arterial. Once a street requires reconstruction, the same treatment is performed regardless of how low the PCI gets, and there is no fiscal *impact* from delayed action.
- Concerns from neighborhoods regarding the drivability of their streets.

Based on those concerns, we are recommending the following approach to street improvement:

- For those streets that qualify for federal/state funding (Sir Francis Drake), we will delay improvements until we can secure federal/state funding. However, evaluate those streets annually to assess the impacts of the delayed improvements.
- Continue to perform preventative maintenance and repair with an annual budget of $20,000-$30,000.
- Create an opportunity for neighborhoods to request review of their roads to determine improvements needed and then to use the PMP to determine the priority compared to other streets.
- Allocate $30,000 from the street resurfacing budget this year to create a "digout" fund for reconstructing the worst areas on streets with PCI's less than 50 with priority to streets with PCI's below 30. Digouts are akin to "mini-reconstructions," rather than a skin patch, because they improve the worst conditions with long lasting repairs. Digouts address the cause of the surface problems, which are usually from a soft or wet base below the asphalt.
- During the annual budget workshop discuss the roads to be improved and funds to be allocated toward preventative maintenance and "dig out" activities.
- Consider increasing the special municipal services tax (Measure I) up for renewal and dedicating a portion toward annual street improvements.

FISCAL IMPACT

The FY13-14 street budget (53-887) allocated approximately $140,000 for street improvements.

ATTACHMENTS:

PMP executive summary
Index of streets by PCI
PCI map of streets
Maintenance decision tree

EXECUTIVE SUMMARY

In the Summer of 2013, Harris & Associates updated the Pavement Management Program (PMP) for the Town of Fairfax as part of MTC PTAP program. Pavement condition evaluations were performed on Town's entire network of approximately 28 centerline miles, except streets that has had maintenance done within the last two years. The PMP provides a management tool to inventory street pavement, assess pavement condition, record historical maintenance, forecast budget needs, and view impacts of funding on Agency-wide pavement condition over time.

The PMP is also a software-based tool for analyzing pavement conditions and recommending rehabilitation strategies based on funding levels. The software focuses on providing cost effective recommendations that enhance the overall system Pavement Condition Index (PCI). PCI is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement. In general, asphalt concrete pavement deteriorates over time by both traffic loading and weathering. The Metropolitan Transportation Commission (MTC) software recommends that 6% of the total budget be put to preventive maintenance treatments such as slurry seals or crack seals. The remaining budget is programmed for more expensive asphalt concrete overlays and reconstruction. Preventive maintenance treatments are important because they can sustain a street's PCI at a high level and at relatively low cost. Preventive maintenance treatments can be applied to many streets (large pavement area) with a positive effect of raising the system PCI for a fraction of the cost to overlay one street with asphalt concrete (small pavement area).

The Town currently uses MTC's Pavement Management System StreetSaver® online version. The Town uses the software to help make cost-effective decisions related to the road network, maximizing the Town's return on investment from available maintenance and rehabilitation funds; generating a prioritized plan; and identifying specific areas in need of maintenance and rehabilitation.

- **Pavement mileage & replacement value**

  The Town has approximately 28 centerline miles of paved streets, divided into 201 pavement management segments. The following is the breakdown of Fairfax's street pavement mileage grouped by functional class:

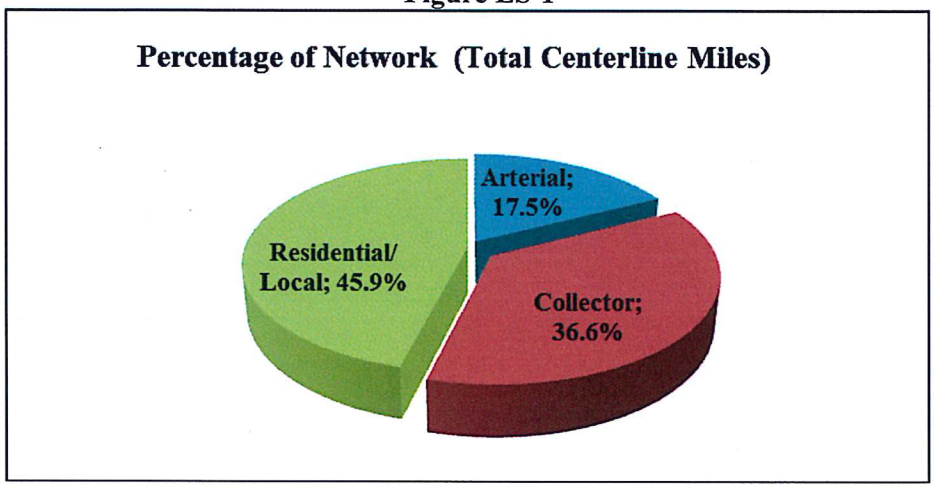
Table ES-1

Classification	Total Sections	Total Center Line Miles	Total Lane Miles
Arterials	29	4.79	9.57
Collector	65	10.05	20.02
Residential/Local	107	12.71	25.09
Totals	**201**	**27.55**	**54.69**

It is important to consider the overall investment the Town has in its pavements. The unit cost to repair a street section in very poor condition (reconstruction) is $80 per square yard. The cost to

reconstruct all streets (full replacement of the pavement, base, and structure of the streets) is over $27 million.

Figure ES-1



- **Condition of Fairfax's Street Asphalt Concrete Pavement**

The Town wide average PCI is **68** on a zero to 100-point scale, with 100 being a new street ‡. PCIs for the Town's pavement network are based on a visual distress rating system. The overall condition of Fairfax's street pavement is in the range of MTC's designation "Good". The current PCI is four points higher than the previous network PCI of 63 after inspections were performed in 2010. Typically, it is expected for the network PCI to go down due to the natural deterioration of a road, especially if no major maintenance has been done. The upward trend in the PCI is because of some major rehabilitation work done in 2013 (Belle Ave, Belmont Ave., Baywood Ct., Alder Ct., Coolidge Ave., Hill Ave., Piper Ln., and Piper Ct). The PCI for these streets are bumped to "100" by the StreetSaver Program. Also, it was noticed that some of the streets inspected in 2013 had high PCI values compared to the last inspection data. Extensive quality checks were performed in the field, some of which a member from the Agency was present, in order to get second look at individual sections that caused the PCI to go up. It appears that inspections of some of the streets created unreasonably low PCI's.

2003 MTC State of Repair report states, "Approximately 75 percent of a pavement's serviceable life has been expended by the time its PCI rating falls to 60." Fairfax's average PCI condition value by street classification is as follows:

Table ES-2

CLASSIFICATION	2013 PCI*
Arterial	65
Collector	69
Residential/Local	68
TOTAL SYSTEM	**68**

‡Note: PCI weighted by area.
*Calculated by an algorithm developed by the Army Corps of Engineers.

The following Figure ES-2 shows the Town's total pavement mileage by condition.

Figure ES-2

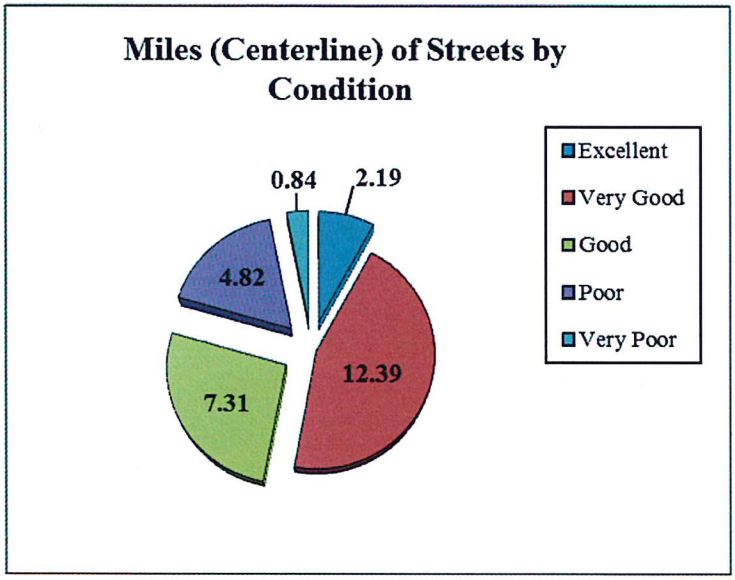


Figure ES-3 is a PCI comparison of local agencies in Marin County (*Results were obtained from the 2012 database obtained from MTC. * 2013 current PCI*)

Figure ES-3. Local Jurisdiction PCI Comparison

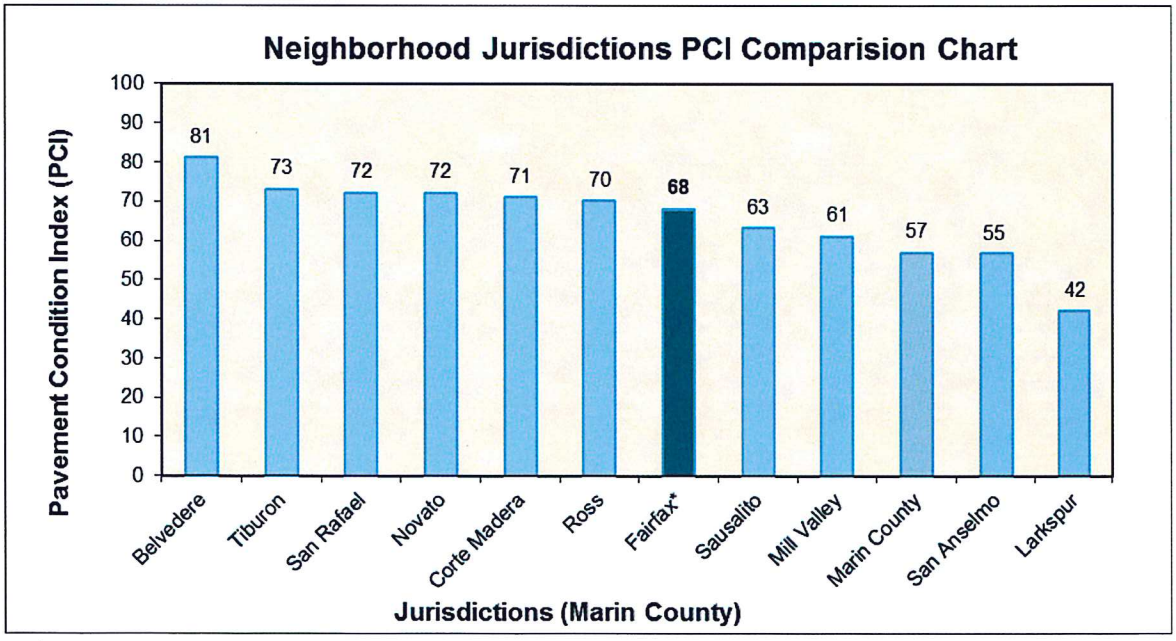


Table ES-3 describes the condition categories, their equivalent PCI range, and typical prescribed maintenance treatments.

Table ES-3

Condition	PCI Range	Typical Maintenance Treatment
Excellent	90-100	Do Nothing.
Very Good	70-89	Seal Cracks/Slurry Seal
Good	50-69	Micro-Surfacing/ Thick AC Overlay/Rubberized Asphalt/Mill & Thin Overlay
Poor	25-49	Mill and Thick Overlay/ Mill and Heavy Overlay
Very Poor	0-24	Reconstruct Structure

Table ES-3 created by Harris & Associates based on feedback from the Town .

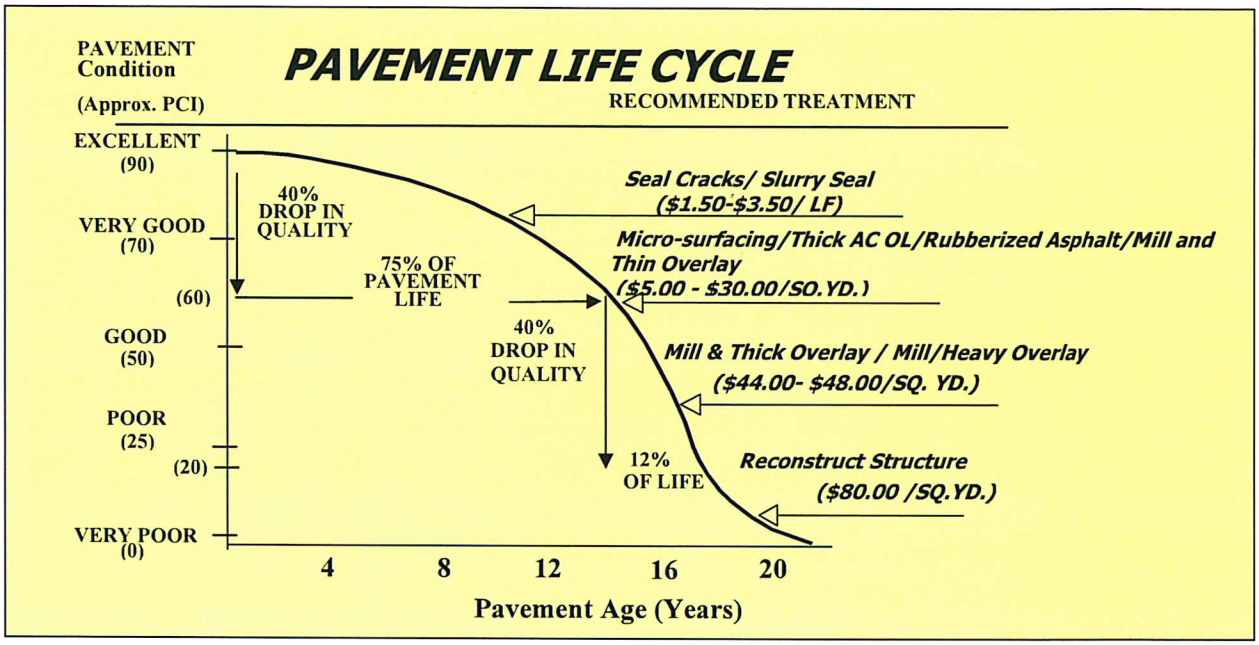
The maintenance strategy described above is based on PCI scores and the corresponding condition category. Streets with PCI scores over 90 are considered to be in excellent condition and require no treatment. Streets with scores from 70 to 89 are considered "Very Good", but may require cracks to be sealed. Streets with scores from 50 to 69 are considered "Good", but may require a crack sealing, 2" overlay with material, or micro-surfacing. Streets with scores from 25 to 49 are considered "Poor" and generally require a mill and thick overlay with material. Streets with scores below 25 are "Very Poor" and are in need of reconstruction.

In the present condition, about 2 miles of the Town's pavement segments are in the "Excellent", about 12 miles in the "Very Good" category, about 7 miles in the "Good" category, about 5 miles in the "Poor" category, and about 1 mile in the "Very Poor" category.

- **Budget Analysis**

Following the treatment strategy described in the table above and an inflation rate of 3%, the MTC PMP software generates a Budget Needs analysis. The Budget Needs analysis projects the total budget needed to bring the Town's pavement system to a condition where most pavement sections require only preventive maintenance (i.e., PCI = 70 or higher). It is cost effective to keep pavement above a certain PCI because the cost to maintain the high PCI is less, than to bring a street segment with a low PCI to a high PCI.

Figure ES-4



Pavement generally deteriorates according to a certain pattern. Figure ES-4 above is a model of this pattern, shown as a graph of pavement condition versus time. Please note that this figure is not to scale. A Street's pavement begins its life in excellent condition and remains in excellent condition for a few years, without need of any maintenance. Over time, however, the condition of the street will worsen, and the rate at which its pavement condition deteriorates* will increase dramatically as the street passes the midpoint of its life. As a result of this continued deterioration, the quantity and cost of the maintenance activities needed to rehabilitate the pavement will increase in both scope and costs. It is at this point that pavement repair options must be weighed.

Questions must be answered, such as: Will the investment related to a preventive maintenance repair be offset by the opportunity cost of not doing such a repair, or is the pavement at such a state that it would be better to simply wait until the pavement completely deteriorates before making the repair? The answers (and, indeed, the questions themselves) depend upon the individual pavement segment. Figure ES-4 illustrates the benefit of addressing pavement concerns before the pavement condition reaches a poor or failed state. Maintenance activities increase the PCI value as they are applied to the segment. By allowing pavements to deteriorate, roads that once cost $1.50 per square yard ($/LF) to crack seal, may soon cost $30.00/SY to overlay or $80.00/SY to reconstruct. In other words, delays in repairs can result in costs increasing as much as 30-fold. In other words, it is not simply "pay today or pay tomorrow", but rather a "pay today or pay more tomorrow" proposition. Overall pavement maintenance cost is reduced by the timely application of crack seals and slurry seals before the subgrade fails and requires a total pavement reconstruction.

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*A typical pavement section will deteriorate approximately 40% in the first 75% of its lifespan. However, that same pavement section, if untreated, will experience another 40% reduction in overall quality in only the next 12% of lifespan, effectively deteriorating an equivalent amount in only one-sixth (1/6) the time.

Preventative Maintenance (PM) is a schedule of planned maintenance actions aimed at the prevention of failure of streets. These actions are designed to detect, preclude, or mitigate degradation of a street section. The goal of preventative maintenance approach is to minimize degradation and thus sustain or extend the useful like of the street. To reach that level of preventive maintenance in five (5) years, the Budget Needs analysis determined a total need of approximately $8 million for the years 2014-2018. See Section IV-A for the Needs - Projected PCI/Cost Summary.

The Budget Needs Average is defined as the cumulative budget needs over the course of the analysis period ($8.7 million) divided by the number of years in the analysis period (5 years). For this study, the Budget Needs Average is $1,733,480 per year. After the Budget Needs have been calculated, Budget Scenarios are run to determine the funding levels required to maintain and/or improve the current PCI level and generate a list of street maintenance for the next five (5) years. The software analyzes each pavement section and selects a specific maintenance treatment, including "Do Nothing," to maximize the improvement of the entire pavement system. Maintenance treatments are allocated to as many streets as the annual budget will allow. The budget scenarios tested were calculated utilizing a 5% fixed preventative-maintenance-split, 3% interest, and 3% inflation values.

For Fairfax, the following seven annual budget scenarios were generated:

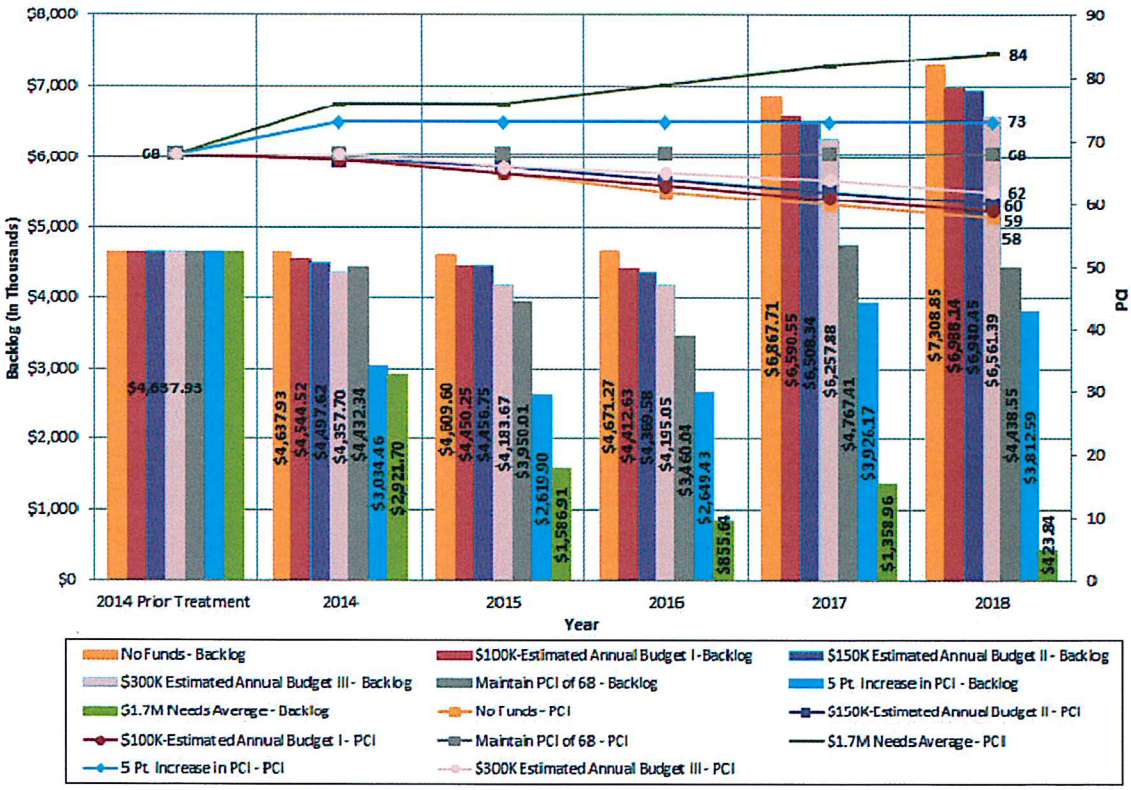
Scenario #1 $0 - No Funds
Scenario #2 Maintain PCI of 68
Scenario #3 Five Point Increase in PCI
Scenario #4 $1,733,480 – Unconstraint Budget (Needs Average)
Scenario #5 $100,000 Per Year- Expected Annual Budget I
Scenario #6 $150,000 Per Year- Expected Annual Budget II
Scenario #7 $300,000 Per Year- Expected Annual Budget III

The MTC PMP software recommends spending about 6 percent of the total budget toward preventive maintenance because it is the optimum level according to the specific conditions of the Town's system. This means that about 6 percent of the annual budget is spent on crack seals while the remainder of the budget is spent on overlays and reconstruction. These budgets do not account for stopgap maintenance repairs, such as emergency pothole repair.

- **Budget Analysis Results**

After the MTC PMP software analyzes the pavement system according to the specified annual budget over a period of five (5) years, trends are evident in the PCI and deferred maintenance backlog (the amount of necessary reconstruction and overlays not performed each year due to budget constraints). An increase in deferred maintenance shows that necessary rehabilitation is not being performed. The total deferred maintenance in 2013 before any suggested maintenance is performed is around $4.6 million. The following figure shows the impacts of the Town's overall PCI and backlog for the seven (7) scenarios generated.

Figure ES-5


Backlog (In Thousands)
PCI
Year
2014 Prior Treatment
2014
2015
2016
2017
2018
$8,000
$7,000
$6,000
$5,000
$4,000
$3,000
$2,000
$1,000
$0
90
80
70
60
50
40
30
20
10
0
68
84
73
68
62
60
59
58
$4,637.93
$4,637.93 $4,544.52 $4,497.62 $4,357.70 $4,432.34 $3,034.46 $2,921.70
$4,609.60 $4,450.25 $4,456.75 $4,183.67 $3,950.01 $2,619.00 $1,586.91
$4,671.27 $4,412.63 $4,369.58 $4,195.05 $3,460.04 $2,649.43 $855.64
$6,867.71 $6,590.55 $6,508.34 $6,257.88 $4,767.41 $3,926.17 $1,358.96
$7,308.85 $6,988.14 $6,930.45 $6,561.39 $4,438.55 $3,812.59 $423.84
No Funds - Backlog
$100K-Estimated Annual Budget I - Backlog
$150K Estimated Annual Budget II - Backlog
$300K Estimated Annual Budget III - Backlog
Maintain PCI of 68 - Backlog
5 Pt. Increase in PCI - Backlog
$1.7M Needs Average - Backlog
No Funds - PCI
$150K-Estimated Annual Budget II - PCI
$100K-Estimated Annual Budget I - PCI
Maintain PCI of 68 - PCI
$1.7M Needs Average - PCI
5 Pt. Increase in PCI - PCI
$300K Estimated Annual Budget III - PCI

The following PCI values reflect the average PCI and deferred maintenance after suggested treatments are applied.

- $0 - No Funds.
  PCI Trend: Decreases from 68 PCI in 2014 to 58 PCI in 2018.
  Deferred Maintenance Trend: Increases from $4.6 million in 2014 to $7.3 million in 2018

- Maintain PCI of 68 (*2014-$205,603, 2015-$448,322, 2016-$739,371, 2017-$718,547, 2018-$789,366*)
  PCI Trend: From 68 PCI in 2014 to 68 PCI in 2018.
  Deferred Maintenance Trend: Decreases from $4.6 million in 2014 to $4.4 million in 2018.

- Five Point Increase in PCI (*2014-$1,603,499, 2015-$785,528, 2016-$733,674, 2017-$743,364, 2018-$658,433)*
  PCI Trend: Increases from a 68 PCI in 2014 to a 73 PCI in 2018.
  Deferred Maintenance Trend: Decreases from $4.6 million in 2014 to $3.8 million in 2018.

- $1,733,480 - Budget Needs Average
  PCI Trend: Increases from a 68 PCI in 2014 to an 84 PCI in 2018.
  Deferred Maintenance Trend: Decreases from $4.6 million in 2014 to $423,000 in 2018

- $100,000 - Expected Annual Budget I
  PCI Trend: Decreases from a 68 PCI in 2014 to a 59 PCI in 2018.
  Deferred Maintenance Trend: Increases from $4.6 million in 2014 to $6.9 million in 2018.

- $150,000 – Expected Annual Budget II
  PCI Trend: From a 68 PCI in 2014 to a 60 PCI in 2018.
  Deferred Maintenance Trend: Increases from $4.6 million in 2014 to $6.9 million in 2018.

- $300,000 – Expected Annual Budget III
  PCI Trend: From a 68 PCI in 2014 to a 62 PCI in 2018.
  Deferred Maintenance Trend: Decreases from $4.6 million in 2014 to $6.5 million in 2018.

Scenario charts (Figures ES-6 and ES-7) showing the impact of the seven budgets on street condition and deferred maintenance backlog over a five (5) year period is shown on the following pages and in Sections IV-B and IV-C. The Cost Summary Reports, which provide information on pavement funding distribution by pavement condition, and the Network Condition Summary Reports, which project pavement condition trends, can be found in Section IV-D.

Figure ES-6

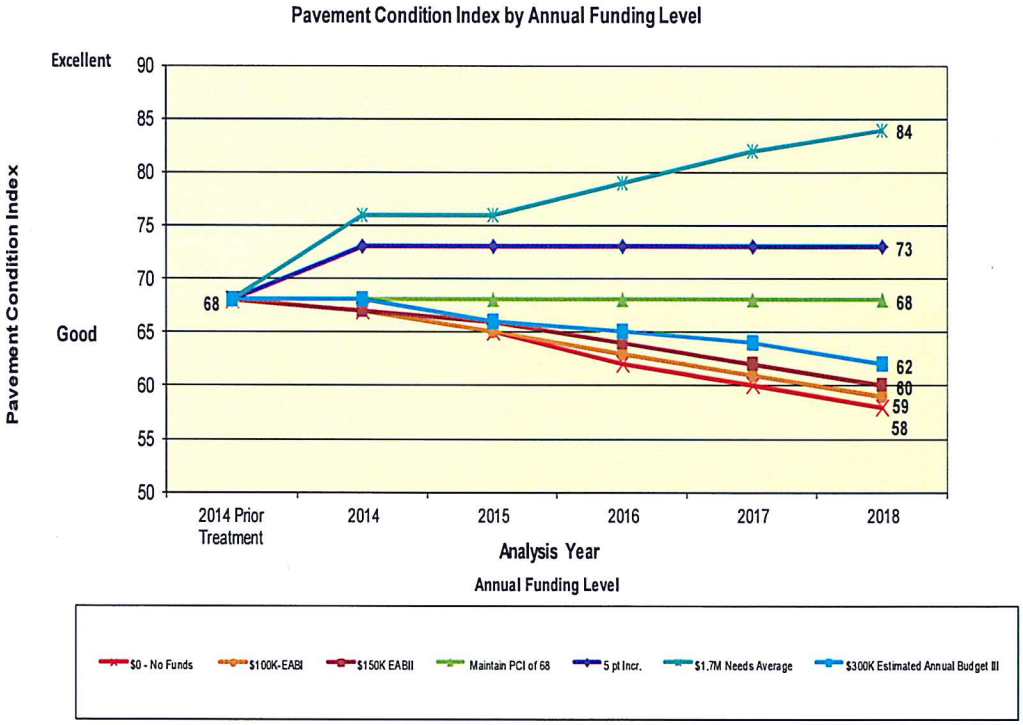
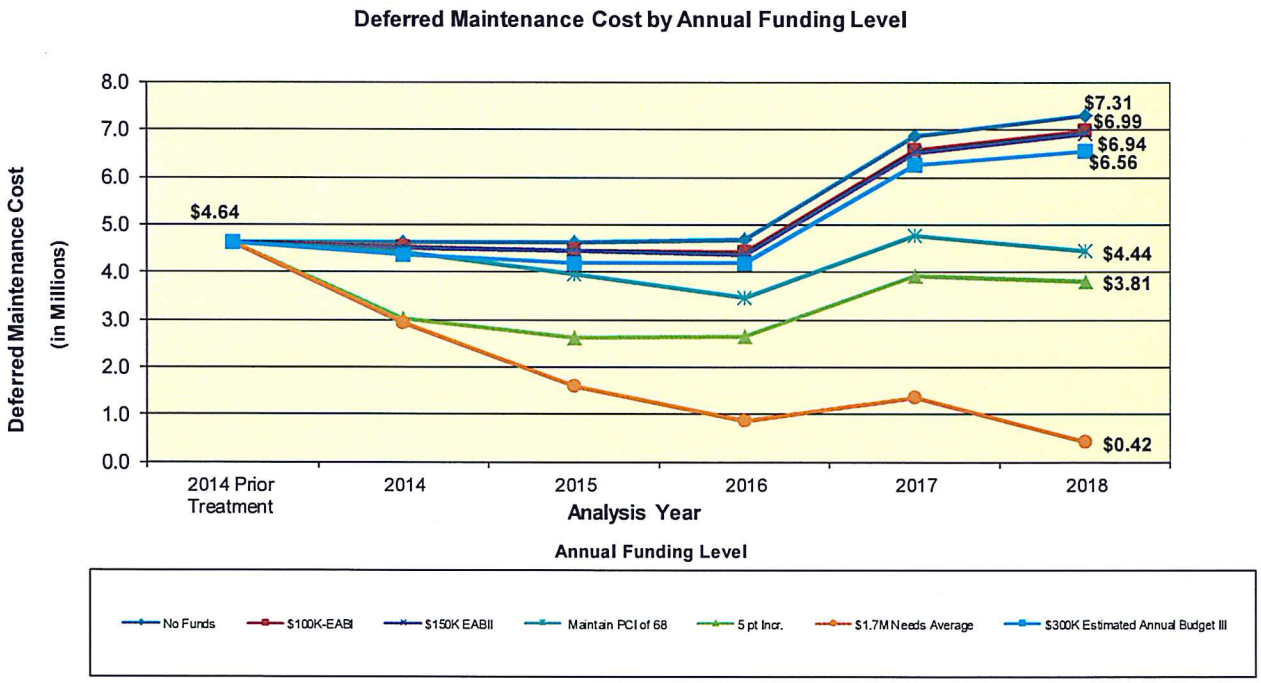

Pavement Condition Index by Annual Funding Level
Excellent
Good
Pavement Condition Index
90
85
80
75
70
65
60
55
50
84
73
68
62
60
59
58
68
2014 Prior Treatment
2014
2015
2016
2017
2018
Analysis Year
Annual Funding Level
$0 - No Funds
$100K-EABI
$150K EABII
Maintain PCI of 68
5 pt Incr.
$1.7M Needs Average
$300K Estimated Annual Budget III

Figure ES-7


Deferred Maintenance Cost by Annual Funding Level
Deferred Maintenance Cost (in Millions)
8.0
7.0
6.0
5.0
4.0
3.0
2.0
1.0
0.0
$4.64
$7.31
$6.99
$6.94
$6.56
$4.44
$3.81
$0.42
2014 Prior Treatment
2014
2015
2016
2017
2018
Analysis Year
Annual Funding Level
No Funds
$100K-EABI
$150K EABII
Maintain PCI of 68
5 pt Incr.
$1.7M Needs Average
$300K Estimated Annual Budget III

- **Suggestions**

Harris & Associates suggests that, at a minimum, annual budgets for asphalt concrete pavement work alone should be increased to $700,000 each year. Raising the budget to $700,000 will maintain the overall pavement condition while slowing the growth of the deferred maintenance backlog. At this budget level, the overall PCI will increase from a 68 PCI in 2014 to a 73 after treats applied in 2018.

The Town should utilize cost effective treatments where appropriate, such as slurry seals and crack seals and continue to evaluate emerging cost effective techniques like rubberized chip seals, thin-bonded wearing courses and rubberized overlays. Maintenance and rehabilitation performed should also be recorded in the MTC PMP software.

The Town should also perform annual database updates that include review and update of decision trees (maintenance activities and unit costs) and updates of the road network when the streets are annexed or newly constructed.

Harris & Associates commends the Town for its active participation in the pavement management program and also recommends that the Town continue to maintain its pavement management program to be eligible for federal grants and funding. All arterials and collector routes should be re-inspected every two years and all residential streets every five years. The costs for the re-inspection should be included in the annual pavement management budget.

The Town's Finance Department should be updated of any changes or adjustments that have been made to the Town's road network and subsystems (roads assets and pavement subsystems that have been acquired through annexation, deletion, etc.) for GASB-34 compliance.

We commend the Town for using GIS files (shapefiles) for roads, maintained by MarinMap. The GIS technology is very useful to spatially view tabular reports that are derived from the pavement management system, such as scenarios, identification of maintenance and rehabilitation treatments, planning, maintenance and rehabilitation history, pavement condition index, etc. The tool is very useful for exporting information out to current GIS and AutoCAD programs.

Fairfax's overall street system is currently in the range of MTC's "Good" condition category. To help maintain and improve the current condition, certain projects have been recommended within the context of this program. Annual work programs for the expected annual budgets can be found in Sections IV-E, F, G. The report provides detailed listings of suggested maintenance projects for Fairfax based on the overall PMP suggested needs funding and base annual budgets. The report also provides a first step in identifying segments to be repaired under Fairfax's annual work programs.

Although these project listings are recommendations generated by the PMP, they are for planning purposes only and are not intended to replace sound engineering judgment. Draft project recommendations should be weighed against the actual approach the Town wishes to utilize in scheduling the workloads for contracting purposes. Once a street segment is identified for repair, a closer site inspection and detailed project repair scope is required.

PTAP-14 Town of Fairfax
Section PCI/RSL Listing-Customized
Sorted by PCI (Ascending)

StreetID	SectionID	RoadName	BegLocation	EndLocation	Length	Width	Area	FC	SurfType	PCI	Remain Life
BRIDGE	10	BRIDGE COURT	DOMINGA AVENUE	DEAD END	97	16	1552	R - Residential/Local	A - AC	5	0.00
COREEL	10	COREE LANE	FRUSTUCK AVENUE	DEAD END	267	14	3738	R - Residential/Local	A - AC	5	0.00
HAWTHORNE	10	HAWTHORNE CT	OLEMA RD	END	210	20	4200	R - Residential/Local	A - AC	5	0.00
MANZAC	10	MANZANITA COURT	MANZANITA ROAD	DEAD END	123	10	1230	R - Residential/Local	A - AC	5	0.00
FORRES	50	FORREST TERRACE	MEERNA AVENUE	FORREST AVENUE	957	14	13398	R - Residential/Local	A - AC	8	0.00
CRESTR	10	CREST ROAD	HILLSIDE DRIVE	1422' SO.EAST OF HILLSIDE DR.	1422	14	19908	R - Residential/Local	A - AC	18	0.00
HICKOR	10	HICKORY ROAD	CYPRESS DRIVE	DEAD END	1132	20	22640	R - Residential/Local	A - AC	20	0.00
MONOAV	05	MONO AVENUE	BOLINAS RD	BANK ST	230	11	2530	R - Residential/Local	A - AC	24	0.00
ROCKRI	10	ROCK RIDGE ROAD	MANOR ROAD	BOTHIN ROAD	1115	25	27875	R - Residential/Local	A - AC	25	0.00
TAMALP	50	TAMALPAIS ROAD	MOUNTAIN VIEW ROAD	SCENIC ROAD	590	12	7080	A - Arterial	O - AC/AC	25	0.00
VISTAW	10	VISTA WAY	SAN GABRIEL DRIVE	DEAD END	366	32	11712	R - Residential/Local	A - AC	26	0.00
MOUNTA	10	MOUNTAIN VIEW ROAD	MANZANITA ROAD	TAMALPIAS ROAD	1035	14	14490	R - Residential/Local	A - AC	27	0.00
SCENIC	50	SCENIC ROAD	REDWOOD ROAD	TAMALPIAS ROAD	580	14	8120	A - Arterial	A - AC	29	0.34
WILLIS	10	WILLIS LN	FRUSTUCK AV	END	217	14	3038	R - Residential/Local	A - AC	31	1.37
HILLSI	40	HILLSIDE DRIVE	1275' NORTH OF MEERNA AVENUE	CREST ROAD	625	12	7500	C - Collector	A - AC	34	1.10
SCENIC	20A	SCENIC ROAD	TAMALPIAS ROAD	BAY ROAD	535	14	7490	A - Arterial	A - AC	34	1.66
MONOAV	10	MONO AVENUE	BOLINAS RD	PACHECO AV	525	16	8400	R - Residential/Local	A - AC	35	2.81
BOLINA	40	BOLINAS ROAD	1120' SO. OF CASCADE DRIVE	2200' SO OF CASCADE DRIVE	1080	20	21600	A - Arterial	A - AC	36	2.22
HILLSI	30	HILLSIDE DRIVE	770' NORTH OF MEERNA AVENUE	1275' NORTH OF MEERNA AVENUE	505	12	6060	C - Collector	A - AC	36	1.52
REDWOO	20	REDWOOD ROAD	420' WEST OF SCENIC ROAD	1240' WEST OF SCENIC ROAD	820	12	9840	C - Collector	O - AC/AC	36	2.42
SIRFRA	70	SIR FRANCIS DRAKE BOULEVARD	OAK MANOR DRIVE	1003' WEST OF OAK MANOR DRIVE	1003	45	45135	A - Arterial	O - AC/AC	37	2.45
BOLINA	30	BOLINAS ROAD	CASCADE DRIVE	1120' SO. OF CASCADE DRIVE	1120	20	22400	A - Arterial	A - AC	38	2.79
MAPLEA	20	MAPLE AVENUE	LIVE OAK AVENUE	DEAD END	685	15	10275	R - Residential/Local	O - AC/AC	38	4.61
SIRFRA	60	SIR FRANCIS DRAKE BOULEVARD	OAK TREE LANE	OAK MANOR DRIVE	722	35	25270	A - Arterial	O - AC/AC	38	2.74
FRUSTU	40	FRUSTUCK AVENUE	WILLIS LANE	500' WEST OF BOLINAS ROAD	396	14	5544	C - Collector	A - AC	39	2.15
ACACIA	10	ACACIA ROAD	SCENIC RD	DEAD END	980	12	11760	R - Residential/Local	A - AC	41	5.09
DEERP	10	DEER PARK DR	HILLSIDE DR	END (E)	565	16	9040	R - Residential/Local	A - AC	41	5.11
CREEKR	20	CREEK ROAD	BLACKBERRY LANE	BOLINAS ROAD	475	20	9500	C - Collector	O - AC/AC	42	4.35
TAMALP	10A	TAMALPAIS ROAD	SEQUOIA ROAD	SPRUCE ROAD	615	16	9840	A - Arterial	A - AC	42	3.94
HILLSI	20	HILLSIDE DRIVE	MEERNA AVENUE	770' NORTH OF MEERNA AVENUE	770	12	9240	C - Collector	A - AC	43	3.07
BOLINA	50	BOLINAS ROAD	2200' SO OF CASCADE DRIVE	TOWN LIMITS	1048	20	20960	A - Arterial	A - AC	44	4.56
TAYLOR	30	TAYLOR DRIVE	TAYLOR DRIVE INTERSECTION	ROCCA DRIVE AT SADY LANE	840	14	11760	R - Residential/Local	O - AC/AC	44	7.34
SPRUCE	10	SPRUCE ROAD	AZALEA ROAD	PARK ROAD	732	21	15372	C - Collector	A - AC	45	3.53
TOYONR	20	TOYON DRIVE	OAK ROAD	SOUTH DEAD END	1000	20	20000	R - Residential/Local	A - AC	45	6.74
WILLOW	10	WILLOW AVENUE	SIR FRANCIS DRAKE BOULEVARD	MAPLE AVENUE	837	20	16740	C - Collector	O - AC/AC	45	5.38
COURTL	10	COURT LANE	DOMINGA AVENUE	DEAD END	141	14	1974	R - Residential/Local	A - AC	46	7.13
WOODLA	10	WOOD LANE	PORTEOUS AVENUE	780' WEST OF PORTEOUS AVENUE	780	17	13260	R - Residential/Local	A - AC	46	7.16
WOODLA	20	WOOD LANE	780' WEST OF PORTEOUS AVENUE	DEAD END	983	17	16711	R - Residential/Local	A - AC	46	7.16
MADROC	10	MADRONE COURT	LAUREL DRIVE	DEAD END	343	18	6174	R - Residential/Local	A - AC	47	7.59
SCENIC	60	SCENIC ROAD	TAMALPIAS ROAD	UPPER SCENIC ROAD	1145	15	17175	A - Arterial	A - AC	47	5.49
SCHOOL	10	SCHOOL STREET	BROADWAY	PARKING LOT	120	25	3000	R - Residential/Local	A - AC	47	6.86
FRUSTU	20	FRUSTUCK AVENUE	WRENDEN AVENUE	MANZANITA ROAD	1278	14	17892	C - Collector	A - AC	49	4.52
SANGAC	10	SAN GABRIEL COURT	SAN GABRIEL DRIVE	DEAD END	177	30	5310	R - Residential/Local	A - AC	49	8.45

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StreetID	SectionID	RoadName	BegLocation	EndLocation	Length	Width	Area	FC	SurfType	PCI	Remain Life
TOYONR	10	TOYON DRIVE	OAK ROAD	NORTH DEAD END	710	22	15620	R - Residential/Local	A - AC	49	8.46
MERWIN	10	MERWIN AVENUE	BROADWAY	PARK ROAD	651	21	13671	R - Residential/Local	A - AC	50	8.90
SANGAD	20	SAN GABRIEL DRIVE	1148' EAST OF MARINDA DRIVE	DEAD END	633	30	18990	C - Collector	A - AC	50	4.77
SANMIG	10	SAN MIGUEL COURT	SIR FRANCIS DRAKE BOULEVARD	DEAD END	409	23	9407	R - Residential/Local	O - AC/AC	50	10.29
MEADOW	20	MEADOW WAY (2)	N E END	GATE (SW END)	805	20	16100	R - Residential/Local	O - AC/AC	51	10.82
BAYROA	10	BAY ROAD	SCENIC ROAD	DEAD END	1014	14	14196	R - Residential/Local	A - AC	52	9.81
GEARYA	10	GEARY AVENUE	TAYLOR DRIVE	TAYLOR DRIVE	666	13	8658	R - Residential/Local	O - AC/AC	52	11.32
FRUSTU	10	FRUSTUCK AVENUE	PARK ROAD	WRENDEN AVENUE	839	15	12585	C - Collector	O - AC/AC	53	8.43
JUNECO	10	JUNE COURT	SIR FRANCIS DRAKE BOULEVARD	DEAD END	309	16	4944	R - Residential/Local	A - AC	54	10.74
MADROR	10	MADRONE ROAD	LAUREL DRIVE	895' NORTH OF LAUREL DRIVE	895	14	12530	R - Residential/Local	A - AC	54	10.76
PORTEO	30	PORTEOUS AVENUE	WOOD LANE	TOWN LIMITS	1160	17	19720	C - Collector	O - AC/AC	54	8.85
BOLINA	10	BOLINAS ROAD	BROADWAY	PARK ROAD	962	34	32708	A - Arterial	A - AC	56	8.57
CLAUSD	10	CLAUS DRIVE	SIR FRANCIS DRAKE BOULEVARD	TAYLOR DRIVE	494	26	12844	R - Residential/Local	A - AC	56	11.71
ELSIEL	10	ELSIE LANE	BOLINAS ROAD	BANK ST	595	36	21420	R - Residential/Local	O - AC/AC	56	12.28
BROADW	20	BROADWAY	SIR FRAN. DRK. BL. AT BANK	MERWIN AVENUE	472	22	10384	C - Collector	A - AC	57	6.71
CREEKR	10	CREEK ROAD	PORTEOUS AVENUE	BLACKBERRY LANE	752	18	13536	C - Collector	O - AC/AC	57	10.14
REDWOO	10	REDWOOD ROAD	SCENIC ROAD	420' WEST OF SCENIC ROAD	420	12	5040	C - Collector	O - AC/AC	57	9.60
TAYLOR	10	TAYLOR DRIVE	SIR FRANCIS DRAKE BOULEVARD	CLAUS DRIVE	618	14	8652	R - Residential/Local	A - AC	57	12.20
BANKST	10	BANK STREET	BROADWAY	ELSIE LANE	280	32	8960	R - Residential/Local	A - AC	58	12.29
BOLINA	20	BOLINAS ROAD	PARK ROAD	CASCADE DRIVE	1227	36	44172	A - Arterial	A - AC	58	9.30
BROADW	25	BROADWAY	MERWIN AVENUE	AZALEA AVENUE	402	22	8844	C - Collector	O - AC/AC	58	10.58
FORREA	40	FORREST AVENUE	2230' EAST OF SUMMER AVENUE	TOWN LIMITS	850	14	11900	C - Collector	C - AC/PCC	58	9.89
MAPLEA	10	MAPLE AVENUE	WILLOW AVENUE	LIVE OAK AVENUE	387	15	5805	R - Residential/Local	O - AC/AC	58	14.59
MARINC	10	MARINDA COURT	MARINDA DRIVE	DEAD END	186	29	5394	R - Residential/Local	A - AC	58	12.70
SCENIC	05	SCENIC ROAD	AZALEA AVENUE	ACACIA ROAD	1165	18	20970	R - Residential/Local	A - AC	58	12.70
PORTEO	20	PORTEOUS AVENUE	IVY LANE	WOOD LANE	261	18	4698	C - Collector	O - AC/AC	59	11.04
MARIND	10	MARINDA DRIVE	SIR FRANCIS DRAKE BOULEVARD	SAN GABRIEL DRIVE	685	30	20550	C - Collector	A - AC	60	7.59
PARKRO	20	PARK ROAD	SCHOOL STREET	SPRUCE ROAD	585	21	12285	R - Residential/Local	A - AC	60	13.72
TAYLOR	20	TAYLOR DRIVE	CLAUS DRIVE	PARKER LANE	855	14	11970	R - Residential/Local	O - AC/AC	60	15.74
WILLOW	20	WILLOW AVENUE	MAPLE AVENUE	912' NORTH OF MAPLE AVENUE	912	20	18240	C - Collector	O - AC/AC	60	11.48
CLAUSC	10	CLAUS CIRCLE	CLAUS DRIVE	CLAUS DRIVE	321	26	8346	R - Residential/Local	A - AC	61	14.24
DOMING	10	DOMINGA AVENUE	CREEK ROAD	BRIDGE COURT	847	20	16940	C - Collector	O - AC/AC	62	12.42
IVYLAN	10	IVY LANE	PORTEOUS AVENUE	MEERNA AVENUE	118	18	2124	R - Residential/Local	O - AC/AC	62	16.94
LIVEOA	20	LIVE OAK AVENUE	1027' WEST OF MAPLE AVENUE	DEAD END	858	18	15444	R - Residential/Local	O - AC/AC	62	16.92
SANGAD	10	SAN GABRIEL DRIVE	MARINDA DRIVE	1148' EAST OF MARINDA DRIVE	1148	30	34440	C - Collector	A - AC	62	8.22
MANORR	15	MANOR ROAD	OLEMA ROAD	LOWER SCENIC ROAD	670	23	15410	C - Collector	A - AC	63	8.54
OAKROA	10	OAK ROAD	LAUREL DRIVE	TOYON DRIVE	1249	15	18735	R - Residential/Local	A - AC	63	15.32
SIRFRA	20	SIR FRANCIS DRAKE BOULEVARD	PACHECO AVENUE	BANK STREET	819	35	28665	A - Arterial	A - AC	63	11.22
BROADW	35B	BROADWAY	50 FT NW AZALEA AVE.	SIR FRANCIS DRAKE BLVD.	340	22	7480	C - Collector	A - AC	64	8.87
FORREA	20	FORREST AVENUE	SUMMER AVENUE	1230' EAST OF SUMMER AVENUE	1230	14	17220	C - Collector	C - AC/PCC	64	12.90
HILLAV	10	HILL AVENUE	BELLE AVENUE	TOWN LIMITS	475	18	8550	R - Residential/Local	O - AC/AC	65	18.74
MARIND	20	MARINDA DRIVE	SAN GABRIEL DRIVE	DEAD END	1398	30	41940	C - Collector	A - AC	66	9.54
SIRFRA	10	SIR FRANCIS DRAKE BOULEVARD	TOWN LIMITS	PACHECO AVENUE	1526	36	54936	A - Arterial	O - AC/AC	66	13.05

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KENTAV	10	KENT AVENUE	BELMONT AVENUE	SIR FRANCIS DRAKE BLVD	481	24	11544	R - Residential/Local	A - AC	67	17.51
PORTEO	10	PORTEOUS AVENUE	BOLINAS ROAD	IVY LANE	720	18	12960	C - Collector	O - AC/AC	67	14.31
GLENDR	10	GLEN DRIVE	SIR FRANCIS DRAKE BOULEVARD	1260' NORTH OF SFD BLVD	1260	35	44100	C - Collector	O - AC/AC	68	14.89
OLEMAR	10	OLEMA ROAD	SIR FRANCIS DRAKE BOULEVARD	MARIN ROAD	1050	24	25200	C - Collector	A - AC	68	10.24
TAMALP	60	TAMALPAIS ROAD	SCENIC ROAD	DEAD END	1135	10	11350	A - Arterial	O - AC/AC	68	14.62
WREDEN	10	WREDEN AVENUE	PARK ROAD	FRUSTUCK AVENUE	576	16	9216	R - Residential/Local	O - AC/AC	68	18.26
CHESTE	20	CHESTER AVENUE	LIVE OAK AVENUE	556' NORTH OF LIVE OAK AVENUE	556	14	7784	R - Residential/Local	O - AC/AC	69	18.36
CRESCE	10	CRESCENT CIRCLE	OAK TREE LANE	DEAD END	331	29	9599	R - Residential/Local	O - AC/AC	69	19.67
OAKTRE	10	OAK TREE LANE	SIR FRANCIS DRAKE BOULEVARD	DEAD END	494	29	14326	R - Residential/Local	O - AC/AC	69	19.67
SCENIC	10	SCENIC ROAD	ACACIA ROAD	TAMALPIAS ROAD	625	24	15000	A - Arterial	A - AC	69	13.69
SIRFRA	50	SIR FRANCIS DRAKE BOULEVARD	SAN MIGUEL COURT	OAK TREE LANE	870	35	30450	A - Arterial	A - AC	69	13.70
MADROR	20	MADRONE ROAD	895' NORTH OF LAUREL DRIVE	1625' NORTH OF LAUREL DRIVE	730	14	10220	R - Residential/Local	A - AC	70	19.28
WESTBR	10	WESTBRAE DRIVE	OLEMA ROAD	OLEMA ROAD	760	25	19000	R - Residential/Local	O - AC/AC	70	20.56
BOTHIN	30	BOTHIN ROAD	1041' WEST OF OLEMA ROAD	TOWN LIMITS	1031	25	25775	C - Collector	O - AC/AC	71	17.25
DOMING	20	DOMINGA AVENUE	BRIDGE COURT	NAPA AVENUE	472	20	9440	C - Collector	O - AC/AC	71	16.23
LAUREL	20	LAUREL DRIVE	PINE ROAD	WOODLAND ROAD	1382	18	24876	C - Collector	O - AC/AC	71	16.26
NAPAAV	10	NAPA AVENUE	PACHECO AVENUE	DOMINGA AVENUE	300	20	6000	R - Residential/Local	O - AC/AC	71	18.76
SIRFRA	40	SIR FRANCIS DRAKE BOULEVARD	BROADWAY	SAN MIGUEL COURT	939	47	44133	A - Arterial	A - AC	71	14.57
MANZAR	20	MANZANITA ROAD	991 FRM WRENDEN FRUSTRUCK INT	FRUSTUCK AVENUE	594	14	8316	R - Residential/Local	O - AC/AC	72	21.87
PACHEC	10	PACHECO AVENUE	SIR FRANCIS DRAKE BLVD	DEAD END	596	20	11920	R - Residential/Local	O - AC/AC	73	20.63
WILLOW	30	WILLOW AVENUE	912' NORTH OF MAPLE AVENUE	CHESTER AVENUE	527	20	10540	C - Collector	O - AC/AC	73	18.19
PINEDR	20	PINE DRIVE	635' WEST OF LAUREL DRIVE	1900' WEST OF LAUREL DRIVE	1265	14	17710	C - Collector	O - AC/AC	74	18.39
RIDGER	10	RIDGE ROAD	SCENIC ROAD	CUL-DE-SAC	1536	12	18432	R - Residential/Local	O - AC/AC	74	24.65
VANNI	10	VANNI LN	RIDGEWAY AV	CHESTER AV	760	14	10640	R - Residential/Local	A - AC	74	19.59
PARKRO	10	PARK ROAD	BOLINAS ROAD	SCHOOL STREET	588	24	14112	R - Residential/Local	O - AC/AC	75	25.34
SCENIC	30	SCENIC ROAD	200' WEST OF BAY ROAD	400' NORTH OF REDWOOD ROAD	922	15	13830	A - Arterial	O - AC/AC	75	16.46
SEQUOI	10	SEQUOIA ROAD	LOWER SCENIC ROAD	SPRUCE ROAD	974	19	18506	R - Residential/Local	O - AC/AC	75	23.56
ROCCAD	20	ROCCA DRIVE	TAYLOR DRIVE	TAYLOR DRIVE AT SADY LANE	1701	14	23814	R - Residential/Local	O - AC/AC	76	24.68
SIRFRA	30	SIR FRANCIS DRAKE BOULEVARD	BANK STREET	BROADWAY	939	36	33804	A - Arterial	A - AC	76	16.83
BELMON	10	BELMONT AVENUE	PASTORI AVENUE	KENT AVENUE	271	24	6504	R - Residential/Local	O - AC/AC	77	26.72
PINEDR	10	PINE DRIVE	LAUREL DRIVE	635' WEST OF LAUREL DRIVE	635	16	10160	C - Collector	O - AC/AC	77	20.76
SCENIC	20B	SCENIC ROAD	BAY ROAD	200 FT W. BAY ROAD	200	14	2800	A - Arterial	O - AC/AC	77	18.65
BROADW	10a	BROADWAY	SIR FRAN. DRK. BL. AT PACHECO	CLAUS	828	60	49680	C - Collector	A - AC	78	14.20
CANYON	20	CANYON ROAD	1017' WEST OF CASCADE DRIVE	2454' WEST OF CASCADE DRIVE	1437	17	24429	C - Collector	O - AC/AC	78	20.06
CENTER	10	CENTER BOULEVARD	TOWN LIMITS	PASTORI AVENUE	808	40	32320	R - Residential/Local	A - AC	78	24.19
FORREA	30	FORREST AVENUE	1230' EAST OF SUMMER AVENUE	2230' EAST OF SUMMER AVENUE	1000	14	14000	C - Collector	C - AC/PCC	78	22.30
FRUSTU	50	FRUSTUCK AVENUE	500' WEST OF BOLINAS ROAD	BOLINAS ROAD	500	14	7000	C - Collector	A - AC	78	14.19
INYOAV	10	INYO AVENUE	PACHECO AVENUE	END	498	20	9960	R - Residential/Local	O - AC/AC	78	27.43
MEADOW	10	MEADOW WAY (1)	CASCADE DR	MEADOW WAY (2) "T"	380	20	7600	R - Residential/Local	A - AC	78	24.21
OLEMAR	20	OLEMA ROAD	MARIN ROAD	TOWN LIMITS	1480	23	34040	C - Collector	A - AC	78	14.18
CASCAD	70	CASCADE DRIVE	890' WEST OF CANYON ROAD	1770' WEST OF CANYON ROAD	880	15	13200	R - Residential/Local	O - AC/AC	79	27.53
MANZAR	10	MANZANITA ROAD	543 FROM WRENDEN FRUSTRUCK INT	991 FRM WRENDEN FRUSTRUCK INT	448	14	6272	R - Residential/Local	O - AC/AC	79	29.97
MEADOW	30	MEADOW WAY (3)	MEADOW WAY (2)	E END	642	18	11556	R - Residential/Local	A - AC	79	26.51

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MEERNA	10	MEERNA AVENUE	CREEK ROAD	IVY LANE	870	18	15660	C - Collector	O - AC/AC	79	22.96
WOODRO	10	WOODLAND ROAD	LAUREL DRIVE	OAK ROAD	1284	10	12840	R - Residential/Local	O - AC/AC	79	27.53
BLACKB	10	BLACKBERRY LANE	CREEK ROAD	FORREST AVE	190	18	3420	R - Residential/Local	O - AC/AC	80	30.49
CASCAD	20	CASCADE DRIVE	1285' WEST OF BOLINAS DR	LAUREL DRIVE	853	21	17913	C - Collector	O - AC/AC	80	24.03
CYPRES	40	CYPRESS DRIVE	1700' NORTH OF LAUREL DRIVE	935' NORTH OF LAUREL DRIVE	765	16	12240	C - Collector	O - AC/AC	80	20.86
FRUSTU	30	FRUSTUCK AVENUE	MANZANITA ROAD	WILLIS LANE	1029	14	14406	C - Collector	A - AC	80	15.08
HILLSI	50	HILLSIDE DRIVE	CREST ROAD	DEAD END	850	14	11900	C - Collector	O - AC/AC	80	20.86
CHESTE	10	CHESTER AVENUE	WILLOW AVENUE	402' WEST OF WILLOW AVENUE	402	14	5628	R - Residential/Local	O - AC/AC	81	31.93
GLENDR	20	GLEN DRIVE	1260' NORTH OF SFD BLVD	TOWN LIMIT	1200	40	48000	C - Collector	O - AC/AC	81	24.77
LIVEOA	10	LIVE OAK AVENUE	MAPLE AVENU	1027' WEST OF MAPLE AVENUE	1027	18	18486	R - Residential/Local	O - AC/AC	81	31.93
MURIEL	10	MURIEL PLACE	LOWER SCENIC ROAD	DEAD END	485	21	10185	R - Residential/Local	O - AC/AC	81	33.53
REDWOO	30	REDWOOD ROAD	1240' WEST OF SCENIC ROAD	1800' WEST OF SCENIC ROAD	560	14	7840	C - Collector	O - AC/AC	81	24.98
LANSDA	10	LANSDALE AVENUE	PASTORI AVENUE	TOWN LIMITS	794	18	14292	R - Residential/Local	O - AC/AC	82	34.44
MEERNA	30	MEERNA AVENUE	HILLSIDE DR	PORTEOUS AV	995	19	18905	R - Residential/Local	A - AC	82	31.56
RIDGEW	10	RIDGEWAY AVENUE	LIVE OAK AV	END	1350	16	21600	R - Residential/Local	O - AC/AC	82	33.49
CASCAD	10	CASCADE DRIVE	BOLINAS DRIVE	1285' WEST OF BOLINAS DRIVE	1285	32	41120	C - Collector	O - AC/AC	83	26.86
CASCAD	60	CASCADE DRIVE	CANYON ROAD	890' WEST OF CANYON ROAD	890	18	16020	R - Residential/Local	O - AC/AC	83	33.53
CYPRES	50	CYPRESS DRIVE	935' NORTH OF LAUREL	LAUREL DRIVE	1700	16	27200	C - Collector	O - AC/AC	83	24.02
TAMALP	30	TAMALPAIS ROAD	1050' SOUTH OF SCENIC ROAD	BERRY TRAIL	812	16	12992	A - Arterial	O - AC/AC	83	24.00
BARKER	10	BARKER AVENUE	PORTEOUS AVENUE	DEAD END	345	18	6210	R - Residential/Local	O - AC/AC	84	36.92
BROADW	10b	BROADWAY	CLAUS	BANK	155	60	9300	C - Collector	O - AC/AC	84	26.18
FORREA	10	FORREST AVENUE	MEERNAA AVENUE	SUMMER AVENUE	1080	14	15120	C - Collector	O - AC/AC	84	27.87
TAMALP	20	TAMALPAIS ROAD	SCENIC ROAD	1050' SOUTH OF SCENIC ROAD	1050	15	15750	A - Arterial	O - AC/AC	84	25.02
BOTHIN	20	BOTHIN ROAD	OLEMA ROAD	1041' WEST OF OLEMA ROAD	1041	26	27066	C - Collector	O - AC/AC	85	25.48
CANYON	30	CANYON ROAD	2428' WEST OF CASCADE DRIVE	DEAD END	672	14	9408	C - Collector	O - AC/AC	85	27.38
CASCAD	50	CASCADE DRIVE	690' WEST OF MEADOW WAY	CANYON ROAD	933	21	19593	R - Residential/Local	O - AC/AC	85	37.14
LAUREL	10	LAUREL DRIVE	CASCADE DRIVE	PINE ROAD	950	14	13300	C - Collector	A - AC	85	17.49
MEERNA	20	MEERNA AVENUE	IVY LANE	HILLSIDE DRIVE	942	18	16956	C - Collector	O - AC/AC	85	28.88
SHEMRC	10	SHEMRAN COURT	SIR FRANCIS DRAKE BOULEVARD	NORTH TO DEAD END	380	23	8740	R - Residential/Local	A - AC	85	25.60
SPRUCE	15	SPRUCE ROAD	PARK ROAD	610 FT WEST OF PARK ROAD	610	12	7320	C - Collector	O - AC/AC	85	28.78
VALLEY	10	VALLEY ROAD	WILLIS LANE	DEAD END	330	14	4620	R - Residential/Local	O - AC/AC	85	39.71
WREDEN	20	WREDEN AVENUE	FRUSTUCK AVENUE	MANZANITA ROAD	543	15	8145	R - Residential/Local	O - AC/AC	85	39.71
MANORR	10	MANOR ROAD	MARIN AVENUE	OLEMA ROAD	393	26	10218	R - Residential/Local	O - AC/AC	86	40.08
SHERMA	10	SHERMAN AVENUE	BOLINAS ROAD	DOMINGA AVENUE	262	18	4716	R - Residential/Local	O - AC/AC	86	39.08
SPRUCE	25	SPRUCE ROAD	610 FT WEST OF PARK ROAD	TAMALPIAS ROAD	765	12	9180	C - Collector	O - AC/AC	86	29.94
CASCAD	30	CASCADE DRIVE	LAUREL DRIVE	MEADOW WAY	1295	20	25900	R - Residential/Local	O - AC/AC	87	41.29
CENTER	30	CENTER BOULEVARD	727' NORTH OF PASTORI AVENUE	PACHECO AVENUE	599	54	32346	R - Residential/Local	O - AC/AC	87	34.02
CYPRES	10	CYPRESS DRIVE	CASCADE DRIVE	760' WEST OF HICKORY ROAD	1264	34	42976	C - Collector	O - AC/AC	87	29.07
IRONSP	10	IRON SPRINGS ROAD	ROCK RIDGE ROAD	DEAD END	886	12	10632	R - Residential/Local	O - AC/AC	87	44.50
MARINR	10	MARIN ROAD	OLEMA ROAD	MANOR ROAD (AROUND CIRCLE)	398	25	9950	C - Collector	O - AC/AC	87	26.59
MARINR	20	MARIN ROAD	MANOR ROAD (TOP OF CIRCLE)	SIR FRANCIS DRAKE BLVD	140	48	6720	C - Collector	A - AC	87	22.10
PINEDR	30	PINE DRIVE	1900' WEST OF LAUREL DRIVE	2760' WEST OF LAUREL DRIVE	860	14	12040	C - Collector	O - AC/AC	87	31.04
SCENIC	40	SCENIC ROAD	400' NORTH OF REDWOOD ROAD	REDWOOD ROAD	458	14	6412	A - Arterial	O - AC/AC	87	27.94

PTAP-14 Town of Fairfax
Section PCI/RSL Listing-Customized
Sorted by PCI (Ascending)

StreetID	SectionID	RoadName	BegLocation	EndLocation	Length	Width	Area	FC	SurfType	PCI	Remain Life
AZALEA	10	AZALEA AVENUE	SIR FRANCIS DRAKE BLVD	SEQUOIA RD	789	20	15780	R - Residential/Local	O - AC/AC	88	44.55
CASCAD	40	CASCADE DRIVE	MEADOW WAY	690' WEST OF MEADOW WAY	690	24	16560	R - Residential/Local	O - AC/AC	88	43.61
CENTER	20	CENTER BOULEVARD	PASTORI AVENUE	727' NORTH OF PASTORI AVENUE	727	51	37077	R - Residential/Local	A - AC	88	34.36
MANORR	25	MANOR ROAD	LOWER SCENIC ROAD	TAMALPIAS ROAD	500	23	11500	C - Collector	A - AC	88	19.01
TAMALP	40	TAMALPAIS ROAD	BERRY TRAIL	MOUNTAIN VIEW ROAD	835	15	12525	A - Arterial	O - AC/AC	88	29.63
BOTHIN	10	BOTHIN ROAD	MARIN AVENUE	OLEMA ROAD	460	26	11960	C - Collector	O - AC/AC	89	27.59
BROADW	35A	BROADWAY	AZALEA AVENUE	50 FT. NW AZALEA AVE.	50	22	1100	C - Collector	O - AC/AC	89	32.90
CASCAD	80	CASCADE DRIVE	1770' WEST OF CANYON ROAD	DEAD END	833	15	12495	R - Residential/Local	O - AC/AC	89	46.12
SIRFRA	90	SIR FRANCIS DRAKE BOULEVARD	455' NORTH OF JUNE COURT	GLEN DRIVE	795	60	47700	A - Arterial	O - AC/AC	89	29.02
CANYON	10	CANYON ROAD	CASCADE DRIVE	1017' WEST OF CASCADE DRIVE	1017	14	14238	C - Collector	O - AC/AC	90	34.49
MONOAV	20	MONO AVENUE	PACHECO AVE	INYO AVE	638	20	12760	R - Residential/Local	O - AC/AC	90	42.51
SIRFRA	80	SIR FRANCIS DRAKE BOULEVARD	1003' WEST OF OAK MANOR DRIVE	455' NORTH OF JUNE COURT	1053	35	36855	A - Arterial	O - AC/AC	90	31.99
SPRING	10	SPRING LANE	HILLSIDE DRIVE	DEAD END	1376	15	20640	R - Residential/Local	O - AC/AC	90	40.21
PASTOR	10	PASTORI AVENUE	SIR FRANCIS DRAKE BOULEVARD	DEAD END	608	32	19456	R - Residential/Local	A - AC	91	31.93
SUMMER	10	SUMMER AVENUE	FOREST AVENUE	DEAD END	284	15	4260	R - Residential/Local	O - AC/AC	91	48.00
TAMALP	10B	TAMALPAIS ROAD	SPRUCE ROAD	INT. 60 FT W. OF SCENIC	370	16	5920	A - Arterial	O - AC/AC	91	27.77
ARROYO	10	ARROYO ROAD	LOWER SCENIC ROAD	SPRUCE ROAD	646	12	7752	R - Residential/Local	O - AC/AC	92	36.51
SCHOOL	20	SCHOOL STREET	PARK ROAD	DEAD END	150	25	3750	R - Residential/Local	A - AC	93	32.72
MAINC	10	MAIN COURT	PACHECO AVENUE	DEAD END	208	20	4160	R - Residential/Local	O - AC/AC	94	37.26
SIRFRA	100	SIR FRANCIS DRAKE BOULEVARD	GLEN DRIVE	TOWN LIMITS	1302	45	58590	A - Arterial	O - AC/AC	94	28.55
HICKOR	05	HICKORY ROAD	CASADE DR	CYPRESS DR	178	20	3560	R - Residential/Local	A - AC	95	33.24
BELLEA	10	BELLE AVENUE	PASTORI AVENUE	KENT AVENUE	295	18	5310	R - Residential/Local	O - AC/AC	96	29.44
BELLEA	20	BELLE AVENUE	KENT AVENUE	TOWN LIMITS	515	18	9270	R - Residential/Local	O - AC/AC	96	29.44
BELMON	20	BELMONT AVENUE	KENT AVENUE	TOWN LIMITS	543	14	7602	R - Residential/Local	O - AC/AC	96	29.44
COOLID	10	COOLIDGE AVENUE	BELMONT AVENUE	BELLE AVENUE	227	14	3178	R - Residential/Local	O - AC/AC	97	37.29
ALDERC	10	ALDER COURT	LANDSDALE AVE	DEAD END	195	12	2340	R - Residential/Local	O - AC/AC	100	37.86
BAYWOO	10	BAYWOOD COURT	LANDSDALE AVENUE	DEAD END	470	18	8460	R - Residential/Local	O - AC/AC	100	37.86
PIPERC	10	PIPER COURT	PIPER LANE	DEAD END	492	23	11316	R - Residential/Local	O - AC/AC	100	37.85
PIPERL	10	PIPER LANE	OAK MANOR DRIVE	DEAD END	1002	34	34068	R - Residential/Local	O - AC/AC	100	37.85

Decision Tree

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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
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	4		
			Surface Treatment	Slurry Seal - Type II	$3.50		6	
			Restoration Treatment	DO NOTHING	$0.00			2
		II - Good, Non-Load Related		MicroSurfacing	$5.00		6	
		III - Good, Load Related		THICK AC OL/RUBBERIZED ASPHALT	$32.00			
		IV - Poor		MILL AND THICK OVERLAY	$44.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$80.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	4		
			Surface Treatment	Slurry Seal - Type II	$3.50		6	
			Restoration Treatment	DO NOTHING	$0.00			2
		II - Good, Non-Load Related		MicroSurfacing	$5.00		6	
		III - Good, Load Related		THICK AC OL/RUBBERIZED ASPHALT	$32.00			
		IV - Poor		MILL AND THICK OVERLAY	$44.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$80.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.90	4		
			Surface Treatment	Slurry Seal - Type II	$2.67		6	
			Restoration Treatment	Mill / 2" AC OL	$40.00			2
		II - Good, Non-Load Related		MicroSurfacing	$5.00		6	
		III - Good, Load Related		Mill / Medium OL	$42.00			
		IV - Poor		Mill / Heavy OL	$48.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$102.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Decision Tree

Printed: 11/05/2013

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
Arterial	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	5		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Decision Tree

Printed: 11/05/2013

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
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	5		
			Surface Treatment	Slurry Seal - Type II	$3.50		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		MicroSurfacing	$5.00		6	
		III - Good, Load Related		THICK AC OL/RUBBERIZED ASPHALT	$32.00			
		IV - Poor		MILL AND THICK OVERLAY	$44.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$80.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	5		
			Surface Treatment	Slurry Seal - Type II	$3.50		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		MicroSurfacing	$5.00		7	
		III - Good, Load Related		THICK AC OL/RUBBERIZED ASPHALT	$32.00			
		IV - Poor		MILL AND THICK OVERLAY	$44.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$80.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	5		
			Surface Treatment	Slurry Seal - Type II	$3.50		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		MicroSurfacing	$5.00		7	
		III - Good, Load Related		MILL AND THICK OVERLAY	$44.00			
		IV - Poor		Mill / Heavy OL	$48.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$80.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	5		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Decision Tree

Printed: 11/05/2013

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
Collector	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	5		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Decision Tree

Printed: 11/05/2013

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
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	5		
			Surface Treatment	Slurry Seal - Type II	$3.50		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		MicroSurfacing	$5.00		7	
		III - Good, Load Related		MILL AND THIN OVERLAY	$30.00			
		IV - Poor		MILL AND THICK OVERLAY	$44.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$80.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.50	5		
			Surface Treatment	Slurry Seal - Type II	$3.50		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		MicroSurfacing	$5.00		7	
		III - Good, Load Related		MILL AND THIN OVERLAY	$30.00			
		IV - Poor		MILL AND THICK OVERLAY	$44.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$80.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.90	5		
			Surface Treatment	Slurry Seal - Type II	$2.67		7	
			Restoration Treatment	Mill / 1.5" AC OL	$38.00			3
		II - Good, Non-Load Related		MicroSurfacing	$5.00		7	
		III - Good, Load Related		Mill / 1.5" AC OL	$38.00			
		IV - Poor		Mill / 2" AC OL	$40.00			
		V - Very Poor		2" AC OL w/Fabric	$45.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	5		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Decision Tree

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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
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	5		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Decision Tree

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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
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	5		
			Surface Treatment	SINGLE CHIP SEAL	$1.74		7	
			Restoration Treatment	MILL AND THIN OVERLAY	$5.04			3
		II - Good, Non-Load Related		SINGLE CHIP SEAL	$1.11			
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	$3.99			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	$5.97			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$8.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	5		
			Surface Treatment	SINGLE CHIP SEAL	$1.74		7	
			Restoration Treatment	MILL AND THIN OVERLAY	$5.04			3
		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 STRUCTURE (AC)	$8.75			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	5		
			Surface Treatment	SINGLE CHIP SEAL	$1.74		7	
			Restoration Treatment	MILL AND THIN OVERLAY	$5.04			3
		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 STRUCTURE (AC)	$8.75			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	5		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$1.11			
		III - Good, Load Related		DO NOTHING	$1.51			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Decision Tree

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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
Other	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	5		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used