



TOWN OF FAIRFAX

STAFF REPORT

February 1, 2023

TO: Mayor and Town Council

FROM: Loren Umbertis, Public Works Director,
Heather Abrams, Town Manager

SUBJECT: Receive report on Town Pavement Condition Index (PCI) Report, known as PTAP-23

RECOMMENDATION

Receive report on Town Draft Pavement Condition Index (PCI) Report, known as PTAP-23 (Pavement Technical Assistance Program).

BACKGROUND

Every two years, the Town applies for and receives a grant from the State of California to assess the pavement condition of public roads, to project the costs of needed repairs, and to assist the Town in planning how it will maintain public roads. The attached report provides an assessment of each street based on the standardized Pavement Condition Index (PCI) and provides a computer-generated recommendation of the funding needed to achieve a desired PCI rating for the Town. Please note, a Town PCI of 60, for example, leaves some individual roads with a very low PCI and some individual roads with a higher PCI rating.

DISCUSSION

The attached report provides an assessment of individual streets and an overall funding target needed to reach the identified PCI of 60, over the next five years. Staff is working with an additional consultant, PEI, to bring customized plans for pavement management to a future meeting with cost estimates. Analysis is underway to recommend the most effective use of public funds needed for paving. Type and frequency of use, location, safety considerations, safe-routes-to-schools, costs, and equity are among the considerations needed to complete the plan of roads to be treated each year. Because the cost of paving treatments increases significantly as PCI decreases, the lowest PCI streets are often not the first recommended for repair.

It should be noted that the Pavement Condition Assessment focuses only upon the observable condition of the road paving. It does not include or analyze causes of deteriorating roadways, such as subsurface erosion or instability, nor does it include other utility and ADA upgrades and does not include road stabilization costs such as placement or repair of retaining walls costs that may be necessary or beneficial to include in a streets and roads improvement program.

In the attached report, the following key topics are highlighted.

- \$13 million is needed over the next five years to rehabilitate existing Fairfax road surfaces so that they would only need routine maintenance.
- \$7.2 million is recommended over the next five years to reach a PCI of 60 (60 = fair).

- Fairfax currently budgets approximately \$500,000 annually for road repair, i.e. \$2.5 million is currently budgeted over the next five years.
- Fairfax's current PCI is 55 and has been declining in recent years (PCI 100 = best, 0 = worst).

FISCAL IMPACT

\$15,000 was granted by the State to provide the PTAP report, which has been expended. Staff is working with an additional consultant, PEI, to bring customized plans for pavement management to a future meeting with cost estimates.

ATTACHMENT

PTAP-23, Pavement Management Program Update Draft Report



PTAP-23, Pavement Management Program Update

Draft Report

NCE Project No. 55.159.55

December 2022

DRAFT



Richmond, CA

501 Canal Blvd. Suite I

Richmond, CA 94804



Town of Fairfax

142 Bolinas Rd.,

Fairfax, California 94930

Draft Report**PTAP-23, Pavement Management Program Update****Fairfax, CA**

December 2022

Prepared for:**Town of Fairfax**

142 Bolinas Rd.,
Fairfax, California 94930

Prepared by:

Abu Asib, Ph.D.
Project Engineer

Sharlan Montgomery Dunn, Ph.D., P.E.
Senior Engineer

NCE

501 Canal Blvd. Suite I
Richmond, CA 94804
(510) 215-3620

NCE Project No. 55.159.55

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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation

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Executive Summary

In 2022, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Metropolitan Transportation Commission (MTC) to update the Town of Fairfax's (Town) the pavement management program (PMP) as part of the Pavement Management Technical Assistance Program, Round 23 (P-TAP 23). This report summarizes the results of the 2022 update and its purpose to help educate policy makers about the current condition of the street network and the impact of various funding scenarios on future network condition.

The Town is responsible for maintaining approximately 27.6 centerline miles of streets, which represents a substantial investment of approximately \$48 million. In 2022, NCE collected pavement condition data throughout the network using the Metropolitan Transportation Commission (MTC) modified ASTM survey procedures. The survey data were data were entered into StreetSaver®, which the Town uses as a decision-support tool.

Overall, the Town's maintained pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 55. Approximately 25.9 percent of the network is in "Good" condition and 37.1 percent is in "Poor" or "Failed" condition.

The budget needs analysis indicated that the Town needs to spend approximately \$13.0 million over the next five years to bring the street network to a condition that can be maintained with ongoing preventive maintenance in the most cost-effective way. Three alternative budget scenarios were performed to illustrate the impacts of different funding levels. The following table lists each scenario with its corresponding five-year budget, and the PCI and deferred maintenance at the end of the analysis period.

Scenario	Description	5-Year Budget (\$M)	2027 PCI	2027 Deferred Maintenance (\$M)
1	Do Nothing	-	44	22.5
2	Existing Funding	2.5	51	19.4
3	Improve PCI to 60	7.2	60	14.3

NCE recommends that the Town pursue Scenario 3, which will increase the overall network PCI to 60, increase the portion of the network in "Good" condition and limit the increase in deferred maintenance. This scenario will require \$7.2 million over the next five years.

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Quality Management Report

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1 Introduction and Background

In 2022, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Metropolitan Transportation Commission (MTC) to update the Town of Fairfax's (Town) pavement management program (PMP) as part of the Pavement Management Technical Assistance Program, Round 23 (P-TAP 23). 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

To update the Town's PMP, NCE performed pavement condition surveys for the entire street network using the Metropolitan Transportation Commission (MTC) modified² ASTM D6433³ survey procedures. The surveys did not include non-pavement issues such as traffic, safety and street hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs.

After inspection, all survey data was entered into the Town's StreetSaver[®] database, and pavement condition index (PCI) calculations were performed. NCE then met with Town staff and reviewed and updated the Town's decision tree including maintenance and rehabilitation (M&R) strategies treatment unit costs. A budget needs was then performed, and three budget scenarios were analyzed for the street network.

This report answers the following questions for Town of Fairfax:

- What does the Town's pavement network include?
- What is the current condition of the pavement network?
- What are the Town's current M&R strategies?
- How much funding is required to perform all needed M&R treatments over the next five years?
- What effect will Town's existing funding and other funding levels have on the network condition and deferred maintenance?

¹ AASHTO "Guidelines for Pavement Management Systems." American Association of State Highway and Transportation Officials, Washington DC, July 1990.

² PCI Distress Identification Manuals (AC 4th Edition, PCC 3rd Edition), Metropolitan Transportation Commission, San Francisco, CA March 2016.

³ ASTM D6433-18 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, ASTM International, West Conshohocken, PA 2018, astm.org.

2 Network Summary

The Town is responsible for maintaining approximately 27.6 centerline miles of pavement, or 201 pavement sections. The network is composed primarily of asphalt concrete (AC) pavement with three composite (AC over portland cement concrete) pavement sections. Table 1 summarizes the street network by functional classification.

Table 1. Network Summary Statistics

Functional Class	Number of Sections	Centerline Miles	Lane Miles	Network Area (%)
Arterial	29	4.8	9.6	22.6%
Collector	65	10.1	20.0	35.9%
Residential/Local	107	12.7	25.1	41.5%
Total	201	27.6	54.7	100.0%

The street network replacement cost is estimated to be approximately \$48 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. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains

3 Pavement Condition

Pavement condition is typically quantified using the pavement condition index (PCI), which ranges from 100 (best) to 0 (worst). Pavement condition is affected by the environment, traffic loads and volumes, construction materials, and age. Figure 1 shows example photos of Town streets with varying PCIs.

The PCI scale is divided into four general condition categories. Pavements in "Good" condition have a PCI above 70, pavements in "Fair" condition have a PCI between 50 and 69, pavements in "Poor" condition have a PCI between 25 and 49, and finally pavements in "Failed" condition have a PCI below 25.



Figure 1. Examples of Streets with Different PCIs

A list of all sections in the network along with their attributes, including the PCI at the time of last inspection, is provided in Appendix A. For convenience, there are two listings – one sorted alphabetically by street name and the other sorted by descending PCI.

The current average PCI for the network is 55. This value is an area-weighted calculation performed in StreetSaver® and is based on the condition survey performed in 2022. Figure 2 breaks down the current network PCI by functional classification. As shown, the arterial streets have the highest average PCI at 58, while the residential and collectors are just a few points lower. The average pavement condition for all functional classes fall in the “Fair” condition category.

- Good (PCI 70-100)
- Fair (PCI 50-69)
- Poor (PCI 25-49)
- Failed (PCI <25)

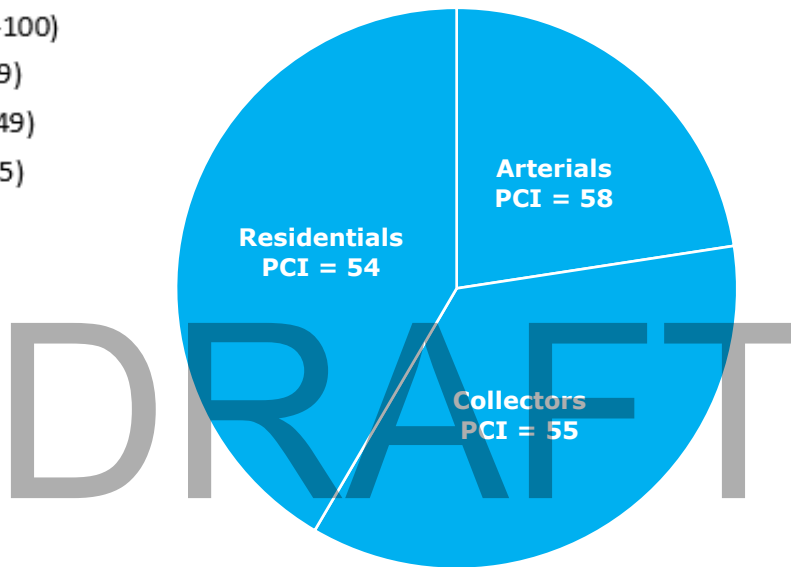


Figure 2. Pavement Network Breakdown by Functional Classification

Table 2 summarizes the network pavement condition by condition category and functional classification. Approximately a quarter of the network is in “Good” condition, a third in “Fair” condition, a quarter in “Poor” condition with 12.3 percent in “Failed” condition.

Table 2. Pavement Condition Breakdown by Functional Classification

Condition Category	PCI Range	Arterial (%)	Collector (%)	Residential (%)	Entire Network (%)
Good	70-100	7.7	8.3	9.9	25.9
Fair	50-69	6.6	15.1	15.3	37.0
Poor	25-49	6.6	7.2	11.0	24.8
Failed	<25	1.7	5.3	5.3	12.3
Total	-	22.6	35.9	41.5	100.0

4 Maintenance and Rehabilitation Strategies

The Town’s current M&R strategies include recyclable and cost-effective treatments. In general, crack seal and microsurfacing will be applied to pavements in “Good” condition; pavements in “Fair” condition will receive microsurfacing or a thin hot mix asphalt (HMA) overlay; pavements in “Poor” condition will receive a double microsurfacing or a cold-in-place recycling (CIR) with an overlay; and finally, pavements in “Failed” condition will receive surface reconstruction. The Town’s M&R strategies are formalized into a decision tree⁴ (presented in Appendix B), which is instrumental in performing the budget needs analysis and budget scenarios.

Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavement that has already failed. As shown in Figure 3, by allowing pavements to deteriorate, streets that once cost \$10.50/square yard (SY) to seal may soon cost \$55/SY to overlay, or \$169/SY to reconstruct. In other words, delaying repairs can significantly increase repair costs. Note that surface seal can be placed on approximately 16 times as many lane miles as those requiring reconstruction.

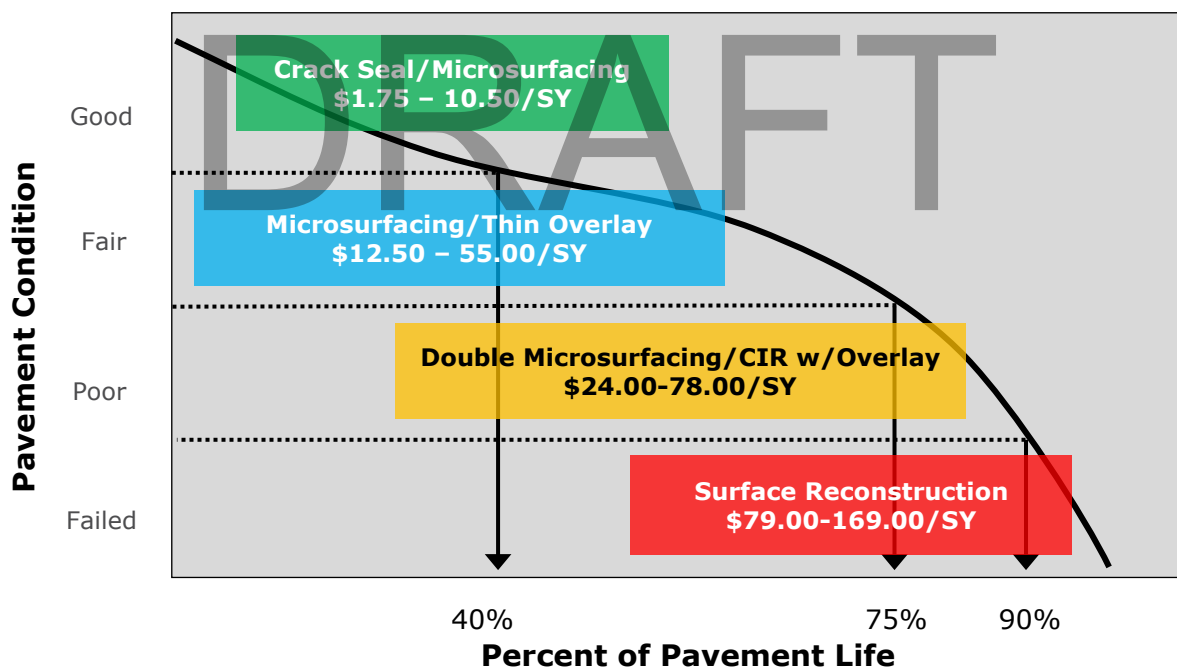


Figure 3. Costs of Maintaining Pavements Over Time

⁴ Note: The StreetSaver® Maintenance and Rehabilitation Decision Tree” divides the “Fair” condition category to separate pavements with primarily non-load related distresses (e.g. longitudinal cracking) from those with load-related distresses (alligator cracking).

5 Budget Analyses

Based on the principle that it costs less to maintain streets in good condition than it does to repair those that have failed, cost-effective PMPs employ strategies that eliminate the deferred maintenance⁵ and then maintain the network with on-going preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

The first step in developing such a cost-effective strategy is to determine the total maintenance budget needs of the network. The next step is to conduct alternative budget scenario analyses. In consultation with the Town, three funding scenarios were selected for analysis and performed using StreetSaver®:

- **Scenario 1: Do Nothing** – This scenario assumes the Town will not put any funding toward pavement M&R over the next five years.
- **Scenario 2: Existing Budget** – This scenario assumes that Town will spend approximately \$0.5 million per year on pavement M&R over the next five years.
- **Scenario 3: Increase PCI to 60:** This scenario aims to improve the network PCI to 60 over the next five years.

The budget needs analysis and budget scenarios are presented in the following subsections. The detailed results of the budget needs analysis are provided in Appendix C. The detailed results of the budget scenarios are provided in Appendix D. Additionally, maps illustrating the current pavement condition and the projected 2027 pavement condition for each scenario are provided in Appendix E.

⁵ Deferred maintenance is M&R not performed due to insufficient funding.

5.1 BUDGET NEEDS ANALYSIS

The total budget needs for the network represents the cost associated with performing M&R treatments at the optimal time – optimal meaning the PCI is maximized and the cost is minimized – over the analysis period. This was done by performing a budget needs analysis in StreetSaver® with an inflation rate of five percent for an analysis period of five years.

The results of the budget needs analysis are presented in Table 3. The total budget needs for the entire network for the next five years are estimated to be \$13.0 million. Of the total budget needs, approximately \$0.8 million (6.4 percent) is devoted to preventive maintenance, while the rest is allocated for more costly rehabilitation and reconstruction treatments.

Table 3. Summary Results for Budget Needs Analysis

Year	2023	2024	2025	2026	2027	Total
Budget Needs (\$M)	12.5	0.3	0.2	0.0	0.0	13.0
Treated PCI	87	83	82	80	78	N/A
Untreated PCI	55	52	49	47	44	N/A

If the Town follows this ideal strategy, the average network PCI will immediately increase, as a large amount of deferred maintenance⁶ is addressed in the first year, and then stabilize in the high-70s. This type of budget, that addresses all the deferred maintenance in the first year, is known as front-loaded. Alternatively, if no maintenance is performed over the next five years the network PCI will drop to 44 by 2027.

⁶ Note: The budget needs for the first year of the analysis represents the Town’s current deferred maintenance value.

5.2 SCENARIO 1: DO NOTHING

This scenario assumes the Town will not put any funds toward pavement M&R over the next five years. As shown in Table 4 and Figure 4, the network PCI will decrease to 44 and the deferred maintenance will increase to \$22.5 million by 2027. Additionally, 28.6 percent of the network will be in "Failed" condition and 18.4 percent of the network will be in "Good" condition.

Table 4. Summary Results for Scenario 1

Year	2023	2024	2025	2026	2027	Total
Budget (\$M)	0.0	0.0	0.0	0.0	0.0	0.0
Deferred Maintenance(\$M)	12.5	14.5	16.9	19.0	22.5	N/A
Treated PCI	55	52	49	47	44	N/A

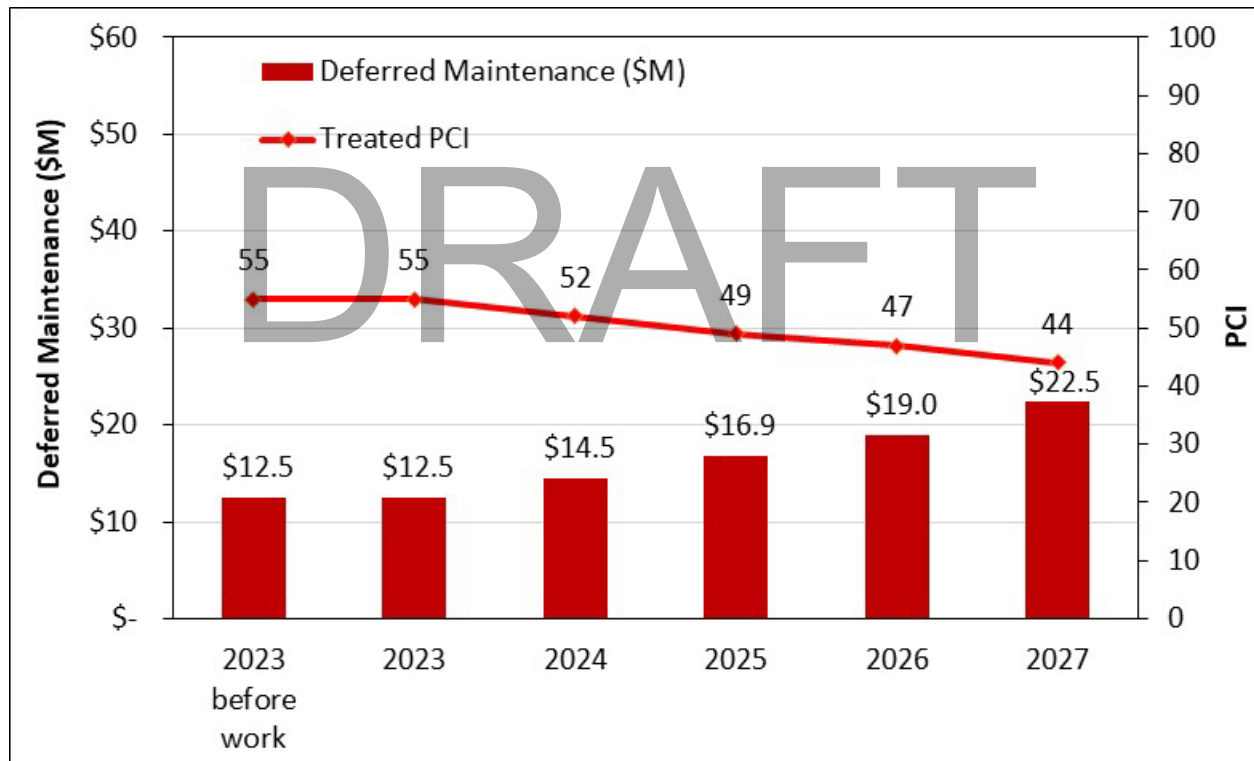


Figure 4. PCI vs Deferred Maintenance for Scenario 1

5.3 SCENARIO 2: EXISTING BUDGET (\$2.5 M/5 YEARS)

This scenario assumes the Town will have \$0.5 million per year for pavement M&R over the next five years on top of the funds required to complete the proposed rehabilitation project on Scenic Road between Azalea Avenue and Manor Road in 2023. As shown in Table 5 and Figure 5, the network PCI will decrease to 51 and the deferred maintenance will increase to \$19.4 million by 2027. Additionally, 40.5 percent of the network will be in “Good” condition with 27.9 percent in “Failed” condition. A list of sections selected for treatment are provided in Appendix F.

Table 5. Summary Results for Scenario 2

Year	2023	2024	2025	2026	2027	Total
Budget (\$M)	0.5	0.5	0.5	0.5	0.5	2.5
Deferred Maintenance (\$M)	11.9	13.4	15.1	16.6	19.4	NA
Treated PCI	57	56	54	53	51	NA

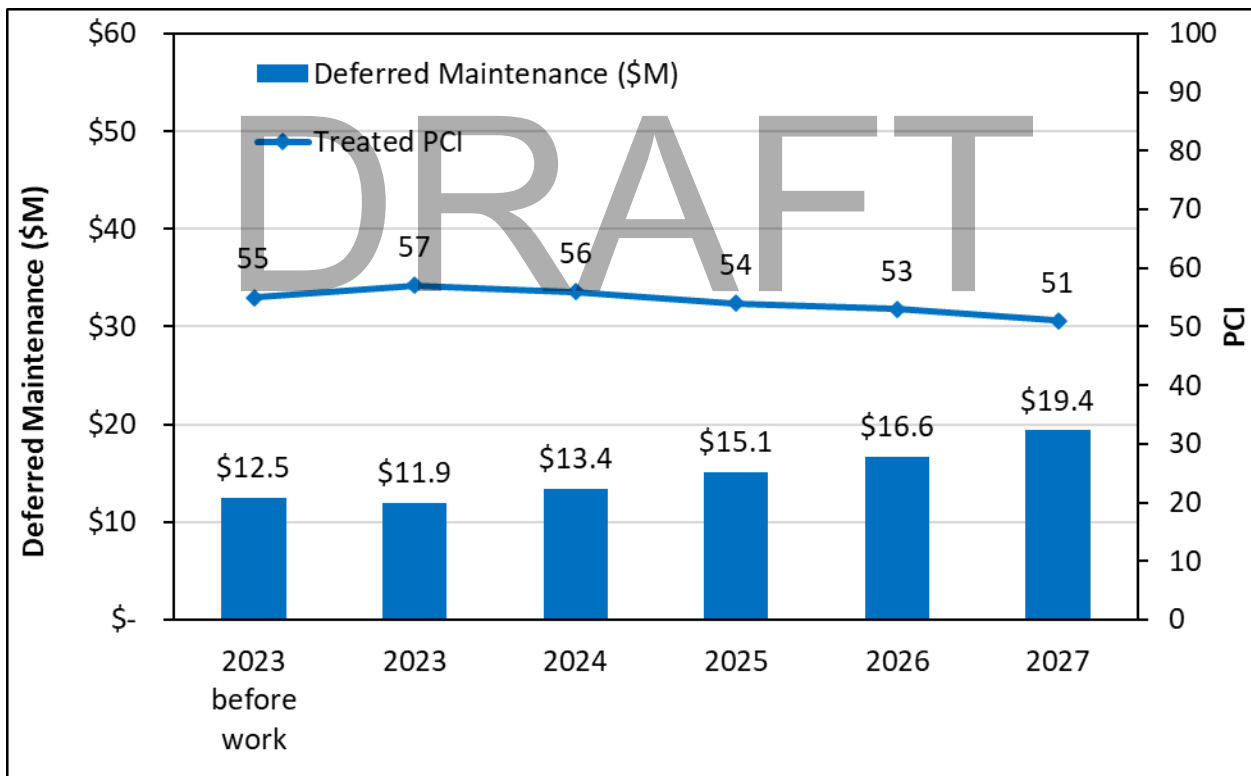


Figure 5. PCI vs Deferred Maintenance for Scenario 2

5.4 SCENARIO 3: INCREASE PCI TO 60 (\$7.2 M/5 YEARS)

This scenario aims to improve the network to 60 by 2027. As shown in Table 6 and Figure 6, the estimated financial commitment required to accomplish this goal is \$7.2 million over five years. Note that the 2023 budget is on top of the funds required to complete the proposed rehabilitation project on Scenic Road between Azalea Avenue and Manor Road. This scenario will result in 55.3 percent of the network will be in “Good” condition and the deferred maintenance increasing slightly to \$14.3 million.

Table 6. Summary Results for Scenario 3

Year	2023	2024	2025	2026	2027	Total
Budget (\$M)	0.7	1.0	1.5	1.8	2.2	7.2
Deferred Maintenance (\$M)	11.7	12.7	13.3	13.5	14.3	NA
Treated PCI	57	57	58	59	60	NA

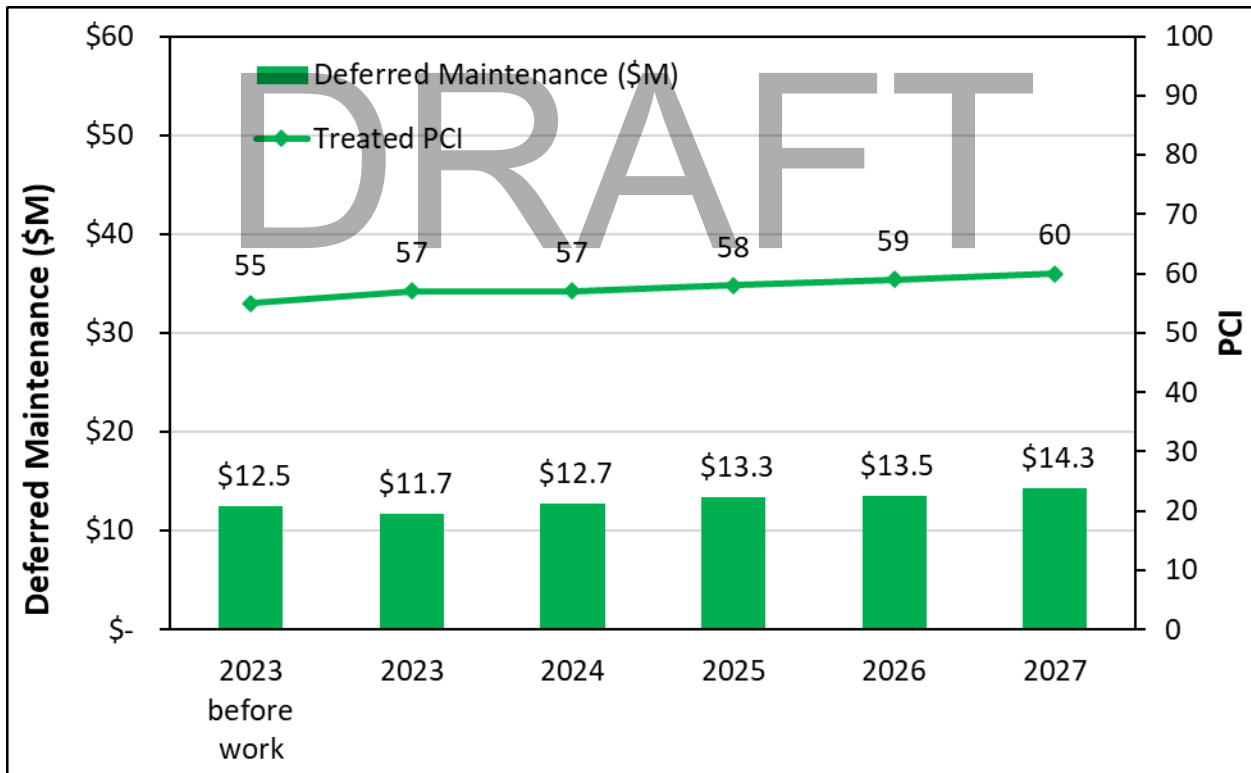


Figure 6. PCI vs Deferred Maintenance for Scenario 3

5.5 SCENARIOS COMPARISON

Figure 7 graphically compares the annual changes in PCI for each of the scenarios. As mentioned before, the PCI will decrease to 44 and 51 for Scenarios 1 and 2, respectively, and increase to 60 for Scenario 3.

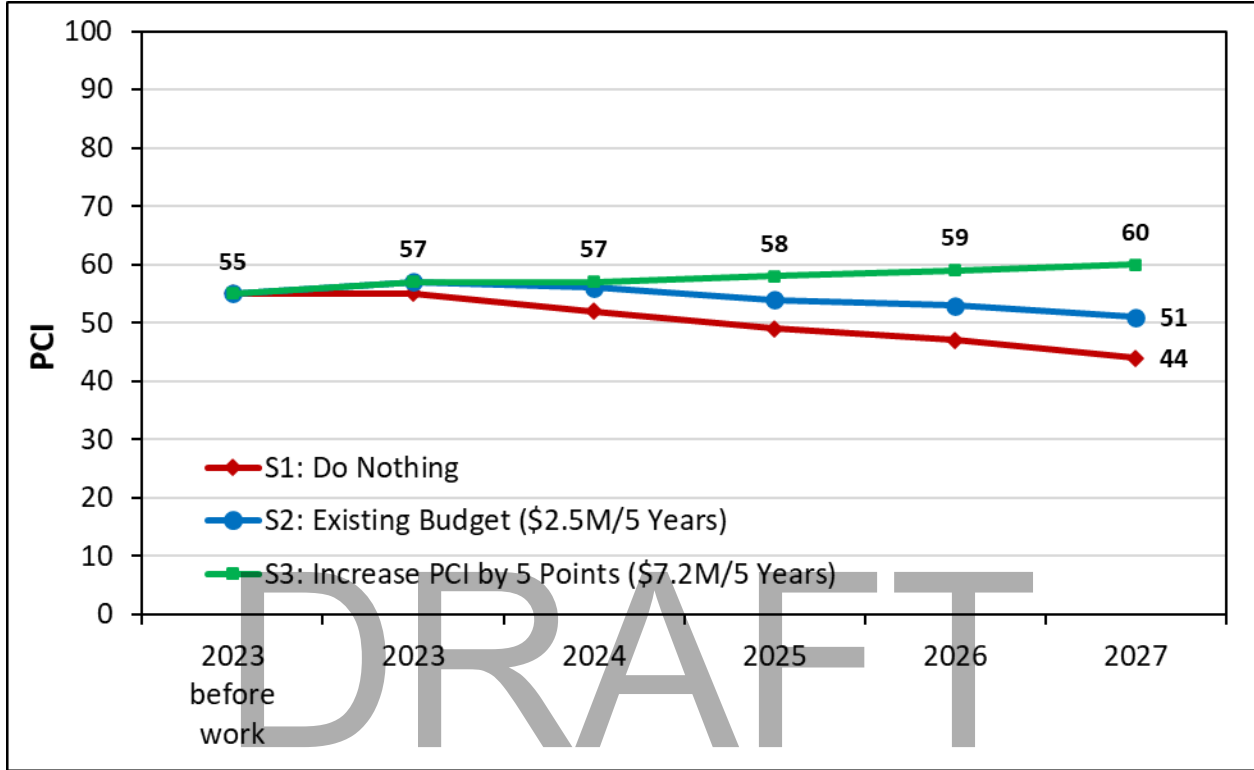


Figure 7. Comparison of Annual PCI by Scenario

Figure 8 illustrates the changes in deferred maintenance over time for each scenario. For Scenario 1, the deferred maintenance will increase by 80 percent. In Scenario 2, the deferred maintenance will increase by 50 percent, and for Scenario 3 the deferred maintenance will slightly increase to \$14.3 million by 2027.

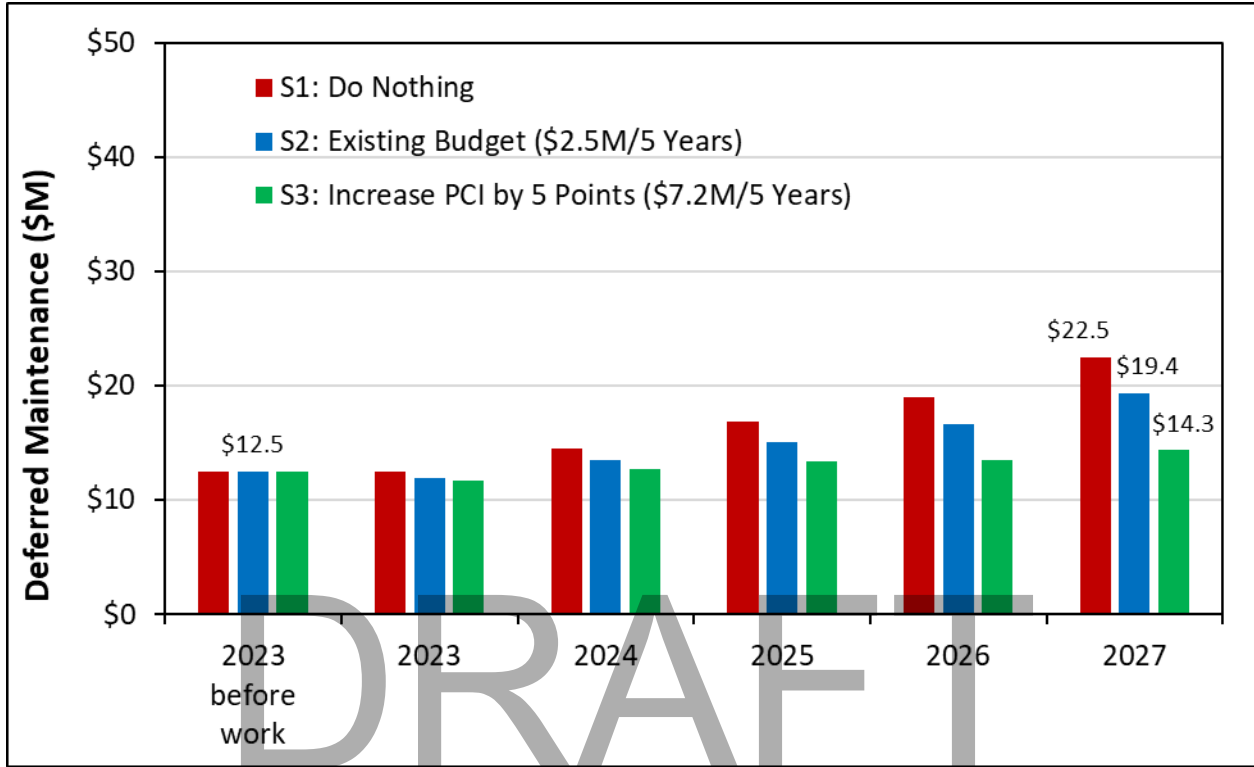


Figure 8. Comparison of Annual Deferred Maintenance by Scenario

Figure 9 illustrates the percent change in pavement condition for each scenario. As noted previously, currently, one quarter of the network is in “Good” condition, with 12.3 percent in “Failed” condition. For Scenario 1, the portion of the network in “Good” condition will decrease to 18.4 percent while the portion in “Failed” conditions will increase to 28.6 percent. For Scenarios 2 and 3, the portion of the network in “Good” condition will increase to 40.5 percent and 55.3 percent, respectively, while the portion in “Poor” condition will also increase to over a quarter.

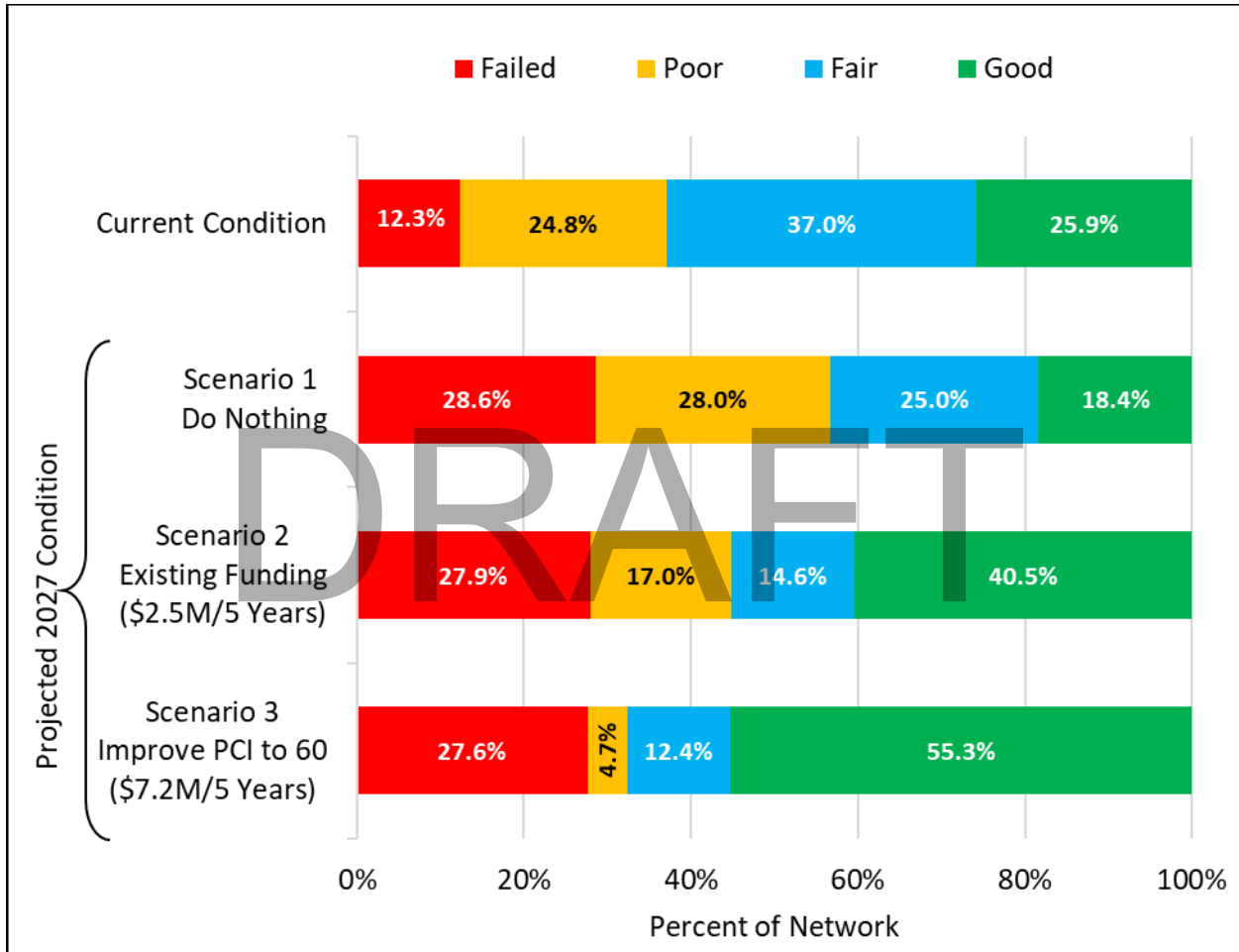


Figure 9. Comparison of Pavement Condition Breakdown by Scenario

6 Conclusions and Recommendations

In summary, the Town of Fairfax has a substantial investment of \$48 million in the pavement network. Overall, the pavement network is in “Fair” condition with a PCI of 55. Approximately 25.9 percent of the network is in “Good” condition and 37.1 percent is in “Poor” or “Failed” condition.

The analyses indicate that the Town needs to spend approximately \$13.0 million on maintenance and rehabilitation over the next five years to essentially repair all pavement sections, thus bringing the network into a condition that can be maintained with ongoing preventive maintenance. In the long run, this strategy will save the Town money by preventing future pavement deterioration to levels requiring rehabilitation or reconstruction.

Based on the data collected and the scenarios analyzed and presented in this report, NCE offers the following recommendations.

1. **Funding** - The primary goal of PMPs should be to offer users a safe and functional pavement network without unduly increasing the maintenance burden in the future. With that in mind, NCE recommends the Town pursue Scenario 3, which will increase the overall network PCI to 60, increase the portion of the network in “Good” condition, and limit the increase in deferred maintenance. This scenario will require \$7.2 million over the next five years.

To address the gap between the Town’s existing funding and the recommended scenario, NCE recommends the Town pursue additional funding sources. Potential funding sources:

Federal Funding Sources

- American Rescue Plan Act (ARPA)
- Community Development Block Grants (CDBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Federal Emergency Management Agency (FEMA)
- Highway Safety Improvement Program (HSIP)
- Bipartisan Infrastructure Investment and Jobs Act (IIJA)
- Regional Surface Transportation Program (RSTP)
- Surface Transportation Program (STP)
- Secure Rural Schools and Community Self-Determination Act

State Funding Sources

- Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
- AB 2766 (vehicle surcharge)
- CalRecycle grants

- State Transportation Improvement Program (STIP)
- State Water Resource Control Board
- Transportation Development Act (TDA)
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee (TUMF)
- Vehicle License Fees (VLF)

Local/Regional Funding Sources

- Development impact fees
- Enterprise Funds (solid waste and water) MTC PTAP (Pavement Management Technical Assistance Program)
- Flood Control Districts
- General funds
- Local sales tax measures
- MTC PTAP (Pavement Management Technical Assistance Program)
- OBAG (One Bay Area Grant Program)
- Parcel/property taxes
- Solid waste funds
- Traffic impact fees
- Traffic safety/circulation fees
- Transportation mitigation fees
- Transient Occupancy Taxes (TOT)
- Underground impact fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Various assessment districts (lighting, maintenance, flood control, community facilities)
- Vehicle registration fees
- Vehicle code fines

2. **Pavement Management Strategies** – Since a significant portion of the Town’s streets are currently in “Good” condition, it is important to maintain that condition to the extent possible. Preservation occurs when streets with PCIs higher than 70 receive treatments such as surface seals (slurry, chip, microsurfacing, etc.). Seals are relatively inexpensive treatments that prevent moisture ingress and thus preserve the integrity of the underlying base material. NCE recommends that the Town balance preventive maintenance with rehabilitation and reconstruction projects to preserve pavements in “Good” condition, improve pavements in “Poor” condition, and avoid increasing the deferred maintenance.

3. **Reinspection Strategies** – In order to make appropriate management decisions based on current data, NCE recommends that the Town perform pavement condition inspections on arterials and collectors every 2 years and

on residential pavements at least every 4 to 5 years. This also ensures that the Town remains compliant with MTC requirements for certification and funding. Additionally, since StreetSaver® and other prediction models do not yet consider the effect of specialized materials such as asphalt-binders with rubber or polymers, the actual performance of Town pavements may not be fully modeled in the analysis. For this additional reason, NCE recommends regular pavement condition surveys to ensure model accuracy and relevance.

4. **M&R Decision Tree** – Considering the recent volatility in oil prices and curb ramp requirements, the future cost of construction is unknown and unpredictable. NCE therefore recommends that the Town annually review and update the M&R treatment strategies and associated unit costs to reflect current construction techniques and changing costs. This will ensure that the results for the budget analyses are reliable and as accurate as possible.

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Section Description Inventory Report

This report lists a variety of section description information for each of the City's pavement sections. It lists the street and section identifiers, limits, functional class, surface type, number of lanes, length, width, area, Inspected PCI, and PCI date.

All of the City's pavement sections are included in the report. Two versions of the report are provided. The first is sorted alphabetically by Street Name and Section ID and the second report is sorted by descending PCI. The field descriptions in this report are listed below:

COLUMN	DESCRIPTION
Street ID	Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street.
Section ID	Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street.
Street Name	Street Name - The name of the street as indicated by street signs in the field.
Begin Location	Beginning limit of the section.
End Location	Ending limit of the section.
No. of Lanes	Number of travel lanes.
Functional Class (FC)	Functional Classification: A = Arterial, C = Collector, R = Residential, O = Other, NCR = Non City Road
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (sf)	Area of section in square feet.
Surface Type (ST)	Surface Type (AC = Asphalt Concrete), AC/AC = Asphalt Concrete Overlay, PCC = Portland Cement Concrete, GRAVEL = Gravel).
PCI Date	The last inspection date or rehabilitation date.
PCI	Average PCI for the section. The value is based on the last inspection.

Section Description Inventory – Sorted by Street Name

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City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Street Name

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
ACACIA	10	ACACIA ROAD	SCENIC RD	DEAD END	2	R	AC	980	12	11,760	9/10/2022	89
ALDERC	10	ALDER COURT	LANDSDALE AVE	DEAD END	2	R	AC/AC	195	12	2,340	9/10/2022	70
ARROYO	10	ARROYO ROAD	LOWER SCENIC ROAD	SPRUCE ROAD	2	R	AC/AC	646	12	7,752	9/9/2022	84
AZALEA	10	AZALEA AVENUE	SIR FRANCIS DRAKE BLVD	SEQUOIA RD	2	R	AC/AC	789	20	15,780	9/9/2022	77
BANKST	10	BANK STREET	BROADWAY	ELSIE LANE	2	R	AC	280	32	8,960	9/10/2022	37
BARKER	10	BARKER AVENUE	PORTEOUS AVENUE	DEAD END	2	R	AC/AC	345	18	6,210	8/30/2022	45
BAYROA	10	BAY ROAD	SCENIC ROAD	DEAD END	2	R	AC	1,014	14	14,196	9/10/2022	35
BAYWOO	10	BAYWOOD COURT	LANDSDALE AVENUE	DEAD END	2	R	AC/AC	470	18	8,460	9/9/2022	95
BELLEA	10	BELLE AVENUE	PASTORI AVENUE	KENT AVENUE	2	R	AC/AC	295	18	5,310	9/9/2022	79
BELLEA	20	BELLE AVENUE	KENT AVENUE	TOWN LIMITS	2	R	AC/AC	515	18	9,270	9/9/2022	82
BELMON	10	BELMONT AVENUE	PASTORI AVENUE	KENT AVENUE	2	R	AC/AC	271	24	6,504	9/9/2022	55
BELMON	20	BELMONT AVENUE	KENT AVENUE	TOWN LIMITS	2	R	AC/AC	543	14	7,602	9/9/2022	95
BLACKB	10	BLACKBERRY LANE	CREEK ROAD	FORREST AVE	2	R	AC/AC	190	18	3,420	8/29/2022	54
BOLINA	10	BOLINAS ROAD	BROADWAY	PARK ROAD	2	A	AC	962	34	32,708	8/30/2022	53
BOLINA	20	BOLINAS ROAD	PARK ROAD	CASCADE DRIVE	2	A	AC	1,227	36	44,172	8/30/2022	54
BOLINA	30	BOLINAS ROAD	CASCADE DRIVE	1120' SO. OF CASCADE DRIVE	2	A	AC	1,120	20	22,400	8/30/2022	39
BOLINA	40	BOLINAS ROAD	1120' SO. OF CASCADE DRIVE	2200' SO OF CASCADE DRIVE	2	A	AC	1,080	20	21,600	8/30/2022	25
BOLINA	50	BOLINAS ROAD	2200' SO OF CASCADE DRIVE	TOWN LIMITS	2	A	AC	1,048	20	20,960	8/30/2022	26
BOTHIN	10	BOTHIN ROAD	MARIN AVENUE	OLEMA ROAD	2	C	AC/AC	460	26	11,960	8/29/2022	74
BOTHIN	20	BOTHIN ROAD	OLEMA ROAD	1041' WEST OF OLEMA ROAD	2	C	AC/AC	1,041	26	27,066	8/29/2022	61
BOTHIN	30	BOTHIN ROAD	1041' WEST OF OLEMA ROAD	TOWN LIMITS	2	C	AC/AC	1,031	25	25,775	8/29/2022	68
BRIDGE	10	BRIDGE COURT	DOMINGA AVENUE	DEAD END	2	R	AC/AC	97	16	1,552	9/10/2022	95
BROADW	20	BROADWAY	BANK ST	MERWIN AVENUE	2	C	AC	472	22	10,384	8/29/2022	25
BROADW	25	BROADWAY	MERWIN AVENUE	AZALEA AVENUE	2	C	AC/AC	402	22	8,844	8/29/2022	38
BROADW	10a	BROADWAY	PACHECO AVE	CLAUS DR	3	C	AC	828	60	49,680	9/9/2022	63
BROADW	10b	BROADWAY	CLAUS DR	BANK ST	3	C	AC/AC	155	60	9,300	8/29/2022	71
BROADW	35A	BROADWAY	AZALEA AVENUE	50 FT. NW AZALEA AVE.	2	C	AC/AC	50	22	1,100	8/29/2022	70
BROADW	35B	BROADWAY	50 FT NW AZALEA AVE.	SIR FRANCIS DRAKE BLVD.	2	C	AC	340	22	7,480	8/29/2022	51
CANYON	10	CANYON ROAD	CASCADE DRIVE	1017' WEST OF CASCADE DRIVE	2	C	AC/AC	1,017	14	14,238	8/30/2022	76
CANYON	20	CANYON ROAD	1017' WEST OF CASCADE DRIVE	2454' WEST OF CASCADE DRIVE	2	C	AC/AC	1,437	17	24,429	8/30/2022	55
CANYON	30	CANYON ROAD	2428' WEST OF CASCADE DRIVE	DEAD END	2	C	AC/AC	672	14	9,408	8/30/2022	50
CASCAD	10	CASCADE DRIVE	BOLINAS DRIVE	1285' WEST OF BOLINAS DRIVE	2	C	AC/AC	1,285	32	41,120	8/30/2022	76
CASCAD	20	CASCADE DRIVE	1285' WEST OF BOLINAS DR	LAUREL DRIVE	2	C	AC/AC	853	21	17,913	8/30/2022	78
CASCAD	30	CASCADE DRIVE	LAUREL DRIVE	MEADOW WAY	2	R	AC/AC	1,295	20	25,900	8/30/2022	63
CASCAD	40	CASCADE DRIVE	MEADOW WAY	690' WEST OF MEADOW WAY	2	R	AC/AC	690	24	16,560	8/30/2022	61
CASCAD	50	CASCADE DRIVE	690' WEST OF MEADOW WAY	CANYON ROAD	2	R	AC/AC	933	21	19,593	8/30/2022	70
CASCAD	60	CASCADE DRIVE	CANYON ROAD	890' WEST OF CANYON ROAD	2	R	AC/AC	890	18	16,020	8/30/2022	53
CASCAD	70	CASCADE DRIVE	890' WEST OF CANYON ROAD	1770' WEST OF CANYON ROAD	2	R	AC/AC	880	15	13,200	8/30/2022	64

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City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Street Name

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CASCAD	80	CASCADE DRIVE	1770' WEST OF CANYON ROAD	DEAD END	2	R	AC/AC	833	15	12,495	8/30/2022	68
CENTER	10	CENTER BOULEVARD	TOWN LIMITS	PASTORI AVENUE	2	R	AC	808	40	32,320	8/30/2022	91
CENTER	20	CENTER BOULEVARD	PASTORI AVENUE	727' NORTH OF PASTORI AVENUE	2	R	AC	727	51	37,077	8/30/2022	52
CENTER	30	CENTER BOULEVARD	727' NORTH OF PASTORI AVENUE	PACHECO AVENUE	2	R	AC/AC	599	54	32,346	8/30/2022	31
CHESTE	10	CHESTER AVENUE	WILLOW AVENUE	402' WEST OF WILLOW AVENUE	2	R	AC/AC	402	14	5,628	9/10/2022	63
CHESTE	20	CHESTER AVENUE	LIVE OAK AVENUE	556' NORTH OF LIVE OAK AVENUE	2	R	AC/AC	556	14	7,784	9/10/2022	39
CLAUSC	10	CLAUS CIRCLE	CLAUS DRIVE	CLAUS DRIVE	2	R	AC	321	26	8,346	9/9/2022	20
CLAUSD	10	CLAUS DRIVE	SIR FRANCIS DRAKE BOULEVARD	TAYLOR DRIVE	2	R	AC	494	26	12,844	9/9/2022	43
COOLID	10	COOLIDGE AVENUE	BELMONT AVENUE	BELLE AVENUE	2	R	AC/AC	227	14	3,178	9/9/2022	95
COREEL	10	COREE LANE	FRUSTUCK AVENUE	DEAD END	2	R	AC	267	14	3,738	9/9/2022	81
COURTL	10	COURT LANE	DOMINGA AVENUE	DEAD END	1	R	AC/AC	141	14	1,974	8/29/2022	95
CREEKR	10	CREEK ROAD	PORTEOUS AVENUE	BLACKBERRY LANE	2	C	AC/AC	752	18	13,536	8/29/2022	26
CREEKR	20	CREEK ROAD	BLACKBERRY LANE	BOLINAS ROAD	2	C	AC/AC	475	20	9,500	8/29/2022	14
CRESC	10	CRESCENT CIRCLE	OAK TREE LANE	DEAD END	2	R	AC/AC	331	29	9,599	9/10/2022	57
CRESTR	10	CREST ROAD	HILLSIDE DRIVE	1422' SO.EAST OF HILLSIDE DR.	2	R	AC	1,422	14	19,908	8/30/2022	36
CYPRES	10	CYPRESS DRIVE	CASCADE DRIVE	760' WEST OF HICKORY ROAD	2	C	AC/AC	1,264	34	42,976	9/9/2022	67
CYPRES	40	CYPRESS DRIVE	1700' NORTH OF LAUREL DRIVE	935' NORTH OF LAUREL DRIVE	2	C	AC/AC	765	16	12,240	9/9/2022	51
CYPRES	50	CYPRESS DRIVE	935' NORTH OF LAUREL	LAUREL DRIVE	2	C	AC/AC	1,700	16	27,200	9/9/2022	69
DEERP	10	DEER PARK DR	HILLSIDE DR	END (E)	2	R	AC	565	16	9,040	8/30/2022	61
DOMING	10	DOMINGA AVENUE	CREEK ROAD	BRIDGE COURT	2	C	AC/AC	847	20	16,940	8/29/2022	29
DOMING	20	DOMINGA AVENUE	BRIDGE COURT	NAPA AVENUE	2	C	AC/AC	472	20	9,440	8/29/2022	47
ELSIEL	10	ELSIE LANE	BOLINAS ROAD	BANK ST	2	R	AC/AC	595	36	21,420	9/10/2022	16
FORREA	10	FORREST AVENUE	MEERNA AVENUE	SUMMER AVENUE	2	C	AC/AC	1,080	14	15,120	8/30/2022	73
FORREA	20	FORREST AVENUE	SUMMER AVENUE	1230' EAST OF SUMMER AVENUE	2	C	AC/PCC	1,230	14	17,220	8/30/2022	53
FORREA	30	FORREST AVENUE	1230' EAST OF SUMMER AVENUE	2230' EAST OF SUMMER AVENUE	2	C	AC/PCC	1,000	14	14,000	8/30/2022	65
FORREA	40	FORREST AVENUE	2230' EAST OF SUMMER AVENUE	TOWN LIMITS	2	C	AC/PCC	850	14	11,900	8/30/2022	55
FORRES	50	FORREST TERRACE	MEERNA AVENUE	FORREST AVENUE	2	R	AC	957	14	13,398	8/30/2022	24
FRUSTU	10	FRUSTUCK AVENUE	PARK ROAD	WRENDEN AVENUE	2	C	AC/AC	839	15	12,585	9/9/2022	56
FRUSTU	20	FRUSTUCK AVENUE	WRENDEN AVENUE	MANZANITA ROAD	2	C	AC	1,278	14	17,892	9/9/2022	35
FRUSTU	30	FRUSTUCK AVENUE	MANZANITA ROAD	WILLIS LANE	2	C	AC	1,029	14	14,406	9/9/2022	63
FRUSTU	40	FRUSTUCK AVENUE	WILLIS LANE	500' WEST OF BOLINAS ROAD	2	C	AC	396	14	5,544	9/9/2022	32
FRUSTU	50	FRUSTUCK AVENUE	500' WEST OF BOLINAS ROAD	BOLINAS ROAD	2	C	AC	500	14	7,000	9/9/2022	59

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Section Description Inventory

Sorted by Street Name

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GEARYA	10	GEARY AVENUE	TAYLOR DRIVE	TAYLOR DRIVE	2	R	AC/AC	666	13	8,658	9/9/2022	36
GLENDR	10	GLEN DRIVE	SIR FRANCIS DRAKE BOULEVARD	1260' NORTH OF SFD BLVD	2	C	AC/AC	1,260	35	44,100	8/29/2022	64
GLENDR	20	GLEN DRIVE	1260' NORTH OF SFD BLVD	TOWN LIMIT	2	C	AC/AC	1,200	40	48,000	8/29/2022	75
HAWTHORNE	10	HAWTHORNE CT	OLEMA RD	END	2	R	AC	210	20	4,200	8/29/2022	17
HICKOR	05	HICKORY ROAD	CASADE DR	CYPRESS DR	2	R	AC	178	20	3,560	9/9/2022	74
HICKOR	10	HICKORY ROAD	CYPRESS DRIVE	DEAD END	2	R	AC	1,132	20	22,640	9/9/2022	7
HILLAV	10	HILL AVENUE	BELLE AVENUE	TOWN LIMITS	2	R	AC/AC	475	18	8,550	9/9/2022	30
HILLSI	20	HILLSIDE DRIVE	MEERNA AVENUE	770' NORTH OF MEERNA AVENUE	2	C	AC	770	12	9,240	8/30/2022	23
HILLSI	30	HILLSIDE DRIVE	770' NORTH OF MEERNA AVENUE	1275' NORTH OF MEERNA AVENUE	2	C	AC	505	12	6,060	8/30/2022	25
HILLSI	40	HILLSIDE DRIVE	1275' NORTH OF MEERNA AVENUE	CREST ROAD	2	C	AC	625	12	7,500	8/30/2022	20
HILLSI	50	HILLSIDE DRIVE	CREST ROAD	DEAD END	2	C	AC/AC	850	14	11,900	8/30/2022	40
INYOAV	10	INYO AVENUE	PACHECO AVENUE	END	2	R	AC/AC	498	20	9,960	8/29/2022	15
IRONSP	10	IRON SPRINGS ROAD	ROCK RIDGE ROAD	DEAD END	2	R	AC/AC	886	12	10,632	8/29/2022	69
IVYLAN	10	IVY LANE	PORTEOUS AVENUE	MEERNA AVENUE	2	R	AC/AC	118	18	2,124	8/29/2022	54
JUNECO	10	JUNE COURT	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC	309	16	4,944	8/29/2022	34
KENTAV	10	KENT AVENUE	BELMONT AVENUE	SIR FRANCIS DRAKE BLVD	2	R	AC	481	24	11,544	9/9/2022	66
LANSDA	10	LANSDALE AVENUE	PASTORI AVENUE	TOWN LIMITS	2	R	AC/AC	794	18	14,292	9/9/2022	84
LAUREL	10	LAUREL DRIVE	CASCADE DRIVE	PINE ROAD	2	C	AC	950	14	13,300	8/30/2022	71
LAUREL	20	LAUREL DRIVE	PINE ROAD	WOODLAND ROAD	2	C	AC/AC	1,382	18	24,876	8/30/2022	58
LIVEOA	10	LIVE OAK AVENUE	MAPLE AVENUE	1027' WEST OF MAPLE AVENUE	2	R	AC/AC	1,027	18	18,486	9/10/2022	52
LIVEOA	20	LIVE OAK AVENUE	1027' WEST OF MAPLE AVENUE	DEAD END	2	R	AC/AC	858	18	15,444	9/10/2022	51
MADROC	10	MADRONE COURT	LAUREL DRIVE	DEAD END	2	R	AC	343	18	6,174	9/9/2022	32
MADROR	10	MADRONE ROAD	LAUREL DRIVE	895' NORTH OF LAUREL DRIVE	2	R	AC	895	14	12,530	9/9/2022	35
MADROR	20	MADRONE ROAD	895' NORTH OF LAUREL DRIVE	1625' NORTH OF LAUREL DRIVE	2	R	AC	730	14	10,220	9/9/2022	36
MAINC	10	MAIN COURT	PACHECO AVENUE	DEAD END	2	R	AC/AC	208	20	4,160	8/29/2022	68
MANORR	10	MANOR ROAD	MARIN AVENUE	OLEMA ROAD	2	R	AC/AC	393	26	10,218	8/29/2022	76
MANORR	15	MANOR ROAD	OLEMA ROAD	LOWER SCENIC ROAD	2	C	AC	670	23	15,410	8/29/2022	26
MANORR	25	MANOR ROAD	LOWER SCENIC ROAD	TAMALPIAS ROAD	2	C	AC	500	23	11,500	8/29/2022	84
MANZAC	10	MANZANITA COURT	MANZANITA ROAD	DEAD END	2	R	AC	123	10	1,230	9/9/2022	85
MANZAR	10	MANZANITA ROAD	543 FROM WRENDEN FRUSTRUCK INT	991 FRM WRENDEN FRUSTRUCK INT	2	R	AC/AC	448	14	6,272	9/9/2022	62
MANZAR	20	MANZANITA ROAD	991 FRM WRENDEN FRUSTRUCK INT	FRUSTUCK AVENUE	2	R	AC/AC	594	14	8,316	9/9/2022	63
MAPLEA	10	MAPLE AVENUE	WILLOW AVENUE	LIVE OAK AVENUE	2	R	AC/AC	387	15	5,805	9/10/2022	35

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MAPLEA	20	MAPLE AVENUE	LIVE OAK AVENUE	DEAD END	2	R	AC/AC	685	15	10,275	9/10/2022	27
MARINC	10	MARINDA COURT	MARINDA DRIVE	DEAD END	2	R	AC	186	29	5,394	9/10/2022	44
MARIND	10	MARINDA DRIVE	SIR FRANCIS DRAKE BOULEVARD	SAN GABRIEL DRIVE	2	C	AC	685	30	20,550	9/10/2022	37
MARIND	20	MARINDA DRIVE	SAN GABRIEL DRIVE	DEAD END	2	C	AC	1,398	30	41,940	9/10/2022	62
MARINR	10	MARIN ROAD	OLEMA ROAD	MANOR ROAD (AROUND CIRCLE)	2	C	AC/AC	398	25	9,950	8/29/2022	83
MARINR	20	MARIN ROAD	MANOR ROAD (TOP OF CIRCLE)	SIR FRANCIS DRAKE BLVD	2	C	AC	140	48	6,720	8/29/2022	88
MEADOW	10	MEADOW WAY (1)	CASCADE DR	MEADOW WAY (2) "T"	2	R	AC	380	20	7,600	8/30/2022	36
MEADOW	20	MEADOW WAY (2)	N E END	GATE (SW END)	2	R	AC/AC	805	20	16,100	8/30/2022	82
MEADOW	30	MEADOW WAY (3)	MEADOW WAY (2)	E END	2	R	AC	642	18	11,556	8/30/2022	68
MEERNA	10	MEERNA AVENUE	CREEK ROAD	IVY LANE	2	C	AC/AC	870	18	15,660	8/29/2022	42
MEERNA	20	MEERNA AVENUE	IVY LANE	HILLSIDE DRIVE	2	C	AC/AC	942	18	16,956	8/30/2022	76
MEERNA	30	MEERNA AVENUE	HILLSIDE DR	PORTEOUS AV	2	R	AC	995	19	18,905	8/30/2022	76
MERWIN	10	MERWIN AVENUE	BROADWAY	PARK ROAD	2	R	AC	651	21	13,671	8/29/2022	40
MONOAV	05	MONO AVENUE	BOLINAS RD	BANK ST	2	R	AC	230	11	2,530	8/29/2022	95
MONOAV	10	MONO AVENUE	BOLINAS RD	PACHECO AV	2	R	AC/AC	525	16	8,400	8/29/2022	95
MONOAV	20	MONO AVENUE	PACHECO AVE	INYO AVE	2	R	AC/AC	638	20	12,760	8/29/2022	38
MOUNTA	10	MOUNTAIN VIEW ROAD	MANZANITA ROAD	TAMALPIAS ROAD	2	R	AC/AC	1,035	14	14,490	9/9/2022	89
MURIEL	10	MURIEL PLACE	LOWER SCENIC ROAD	DEAD END	2	R	AC/AC	485	21	10,185	8/29/2022	52
NAPAAV	10	NAPA AVENUE	PACHECO AVENUE	DOMINGA AVENUE	2	R	AC/AC	300	20	6,000	8/29/2022	48
OAKROA	10	OAK ROAD	LAUREL DRIVE	TOYON DRIVE	2	R	AC	1,249	15	18,735	9/9/2022	11
OAKTRE	10	OAK TREE LANE	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC/AC	494	29	14,326	9/10/2022	55
OLEMAR	10	OLEMA ROAD	SIR FRANCIS DRAKE BOULEVARD	MARIN ROAD	2	C	AC	1,050	24	25,200	8/29/2022	63
OLEMAR	20	OLEMA ROAD	MARIN ROAD	TOWN LIMITS	2	C	AC	1,480	23	34,040	8/29/2022	51
PACHEC	10	PACHECO AVENUE	SIR FRANCIS DRAKE BLVD	DEAD END	2	R	AC/AC	596	20	11,920	8/29/2022	49
PARKRO	10	PARK ROAD	BOLINAS ROAD	SCHOOL STREET	2	R	AC/AC	588	24	14,112	8/29/2022	47
PARKRO	20	PARK ROAD	SCHOOL STREET	SPRUCE ROAD	2	R	AC	585	21	12,285	8/29/2022	51
PASTOR	10	PASTORI AVENUE	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC	608	32	19,456	9/9/2022	85
PINEDR	10	PINE DRIVE	LAUREL DRIVE	635' WEST OF LAUREL DRIVE	2	C	AC/AC	635	16	10,160	9/9/2022	59
PINEDR	20	PINE DRIVE	635' WEST OF LAUREL DRIVE	1900' WEST OF LAUREL DRIVE	2	C	AC/AC	1,265	14	17,710	9/9/2022	66
PINEDR	30	PINE DRIVE	1900' WEST OF LAUREL DRIVE	2760' WEST OF LAUREL DRIVE	2	C	AC/AC	860	14	12,040	9/9/2022	65
PIPERC	10	PIPER COURT	PIPER LANE	DEAD END	2	R	AC/AC	492	23	11,316	9/10/2022	93
PIPERL	10	PIPER LANE	OAK MANOR DRIVE	DEAD END	2	R	AC/AC	1,002	34	34,068	9/10/2022	95
PORTEO	10	PORTEOUS AVENUE	BOLINAS ROAD	IVY LANE	2	C	AC/AC	720	18	12,960	8/30/2022	30
PORTEO	20	PORTEOUS AVENUE	IVY LANE	WOOD LANE	2	C	AC/AC	261	18	4,698	8/30/2022	11
PORTEO	30	PORTEOUS AVENUE	WOOD LANE	TOWN LIMITS	2	C	AC/AC	1,160	17	19,720	8/30/2022	30

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REDWOO	10	REDWOOD ROAD	SCENIC ROAD	420' WEST OF SCENIC ROAD	2	C	AC/AC	420	12	5,040	9/10/2022	87
REDWOO	20	REDWOOD ROAD	420' WEST OF SCENIC ROAD	1240' WEST OF SCENIC ROAD	2	C	AC/AC	820	12	9,840	9/10/2022	89
REDWOO	30	REDWOOD ROAD	1240' WEST OF SCENIC ROAD	1800' WEST OF SCENIC ROAD	2	C	AC/AC	560	14	7,840	9/10/2022	91
RIDGER	10	RIDGE ROAD	SCENIC ROAD	CUL-DE-SAC	2	R	AC/AC	1,536	12	18,432	9/9/2022	47
RIDGEW	10	RIDGEWAY AVENUE	LIVE OAK AV	END	2	R	AC/AC	1,350	16	21,600	9/10/2022	73
ROCCAD	20	ROCCA DRIVE	TAYLOR DRIVE	TAYLOR DRIVE AT SADY LANE	2	R	AC/AC	1,701	14	23,814	9/9/2022	69
ROCKRI	10	ROCK RIDGE ROAD	MANOR ROAD	BOTHIN ROAD	2	R	AC	1,115	25	27,875	8/29/2022	8
SANGAC	10	SAN GABRIEL COURT	SAN GABRIEL DRIVE	DEAD END	2	R	AC	177	30	5,310	9/10/2022	41
SANGAD	10	SAN GABRIEL DRIVE	MARINDA DRIVE	1148' EAST OF MARINDA DRIVE	2	C	AC	1,148	30	34,440	9/10/2022	26
SANGAD	20	SAN GABRIEL DRIVE	1148' EAST OF MARINDA DRIVE	DEAD END	2	C	AC	633	30	18,990	9/10/2022	27
SANMIG	10	SAN MIGUEL COURT	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC/AC	409	23	9,407	9/10/2022	32
SCENIC	05	SCENIC ROAD	AZALEA AVENUE	ACACIA ROAD	2	R	AC	1,165	18	20,970	9/9/2022	30
SCENIC	10	SCENIC ROAD	ACACIA ROAD	TAMALPIAS ROAD	2	A	AC	625	24	15,000	9/9/2022	51
SCENIC	30	SCENIC ROAD	200' WEST OF BAY ROAD	400' NORTH OF REDWOOD ROAD	2	A	AC/AC	922	15	13,830	9/9/2022	51
SCENIC	40	SCENIC ROAD	400' NORTH OF REDWOOD ROAD	REDWOOD ROAD	2	A	AC/AC	458	14	6,412	9/9/2022	88
SCENIC	50	SCENIC ROAD	REDWOOD ROAD	TAMALPIAS ROAD	2	A	AC/AC	580	14	8,120	9/9/2022	87
SCENIC	60	SCENIC ROAD	TAMALPIAS ROAD	UPPER SCENIC ROAD	2	A	AC	1,145	15	17,175	9/9/2022	54
SCENIC	20A	SCENIC ROAD	TAMALPIAS ROAD	BAY ROAD	2	A	AC/AC	535	14	7,490	9/9/2022	85
SCENIC	20B	SCENIC ROAD	BAY ROAD	200 FT W. BAY ROAD	2	A	AC/AC	200	14	2,800	9/9/2022	62
SCHOOL	10	SCHOOL STREET	BROADWAY	PARKING LOT	2	R	AC	120	25	3,000	9/10/2022	17
SCHOOL	20	SCHOOL STREET	PARK ROAD	DEAD END	2	R	AC	150	25	3,750	9/9/2022	63
SEQUOI	10	SEQUOIA ROAD	LOWER SCENIC ROAD	SPRUCE ROAD	2	R	AC/AC	974	19	18,506	9/9/2022	70
SHEMRC	10	SHEMRAN COURT	SIR FRANCIS DRAKE BOULEVARD	NORTH TO DEAD END	2	R	AC	380	23	8,740	8/29/2022	81
SHERMA	10	SHERMAN AVENUE	BOLINAS ROAD	DOMINGA AVENUE	2	R	AC/AC	262	18	4,716	8/29/2022	65
SIRFRA	10	SIR FRANCIS DRAKE BOULEVARD	TOWN LIMITS	PACHECO AVENUE	2	A	AC/AC	1,526	36	54,936	9/9/2022	50
SIRFRA	20	SIR FRANCIS DRAKE BOULEVARD	PACHECO AVENUE	BANK STREET	2	A	AC	819	35	28,665	9/9/2022	70
SIRFRA	30	SIR FRANCIS DRAKE BOULEVARD	BANK STREET	BROADWAY	2	A	AC	939	36	33,804	9/9/2022	65
SIRFRA	40	SIR FRANCIS DRAKE BOULEVARD	BROADWAY	SAN MIGUEL COURT	2	A	AC	939	47	44,133	9/9/2022	71
SIRFRA	50	SIR FRANCIS DRAKE BOULEVARD	SAN MIGUEL COURT	OAK TREE LANE	2	A	AC	870	35	30,450	9/9/2022	76
SIRFRA	60	SIR FRANCIS DRAKE BOULEVARD	OAK TREE LANE	OAK MANOR DRIVE	2	A	AC/AC	722	35	25,270	9/9/2022	34

FC (Functional Class): A (Arterial), C (Collector), NCR (Non-City Road), O (Other), R (Residential)

ST (Surface Type): AC (Asphalt Concrete), AC/AC (Asphalt Concrete Overlay), GRAVEL, PCC (Portland Cement Concrete) 5/7

City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Street Name

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
SIRFRA	70	SIR FRANCIS DRAKE BOULEVARD	OAK MANOR DRIVE	1003' WEST OF OAK MANOR DRIVE	2	A	AC/AC	1,003	45	45,135	9/9/2022	31
SIRFRA	80	SIR FRANCIS DRAKE BOULEVARD	1003' WEST OF OAK MANOR DRIVE	455' NORTH OF JUNE COURT	2	A	AC/AC	1,053	35	36,855	9/9/2022	40
SIRFRA	90	SIR FRANCIS DRAKE BOULEVARD	455' NORTH OF JUNE COURT	GLEN DRIVE	2	A	AC/AC	795	60	47,700	9/9/2022	88
SIRFRA	100	SIR FRANCIS DRAKE BOULEVARD	GLEN DRIVE	TOWN LIMITS	2	A	AC/AC	1,302	45	58,590	9/9/2022	84
SPRING	10	SPRING LANE	HILLSIDE DRIVE	DEAD END	2	R	AC/AC	1,376	15	20,640	8/30/2022	62
SPRUCE	10	SPRUCE ROAD	AZALEA ROAD	PARK ROAD	2	C	AC	732	21	15,372	9/9/2022	23
SPRUCE	15	SPRUCE ROAD	PARK ROAD	610 FT WEST OF PARK ROAD	1	C	AC/AC	610	12	7,320	9/9/2022	83
SPRUCE	25	SPRUCE ROAD	610 FT WEST OF PARK ROAD	TAMALPIAS ROAD	1	C	AC/AC	765	12	9,180	9/9/2022	78
SUMMER	10	SUMMER AVENUE	FOREST AVENUE	DEAD END	2	R	AC/AC	284	15	4,260	8/30/2022	79
TAMALP	20	TAMALPAIS ROAD	SCENIC ROAD	1050' SOUTH OF SCENIC ROAD	2	A	AC/AC	1,050	15	15,750	9/10/2022	52
TAMALP	30	TAMALPAIS ROAD	1050' SOUTH OF SCENIC ROAD	BERRY TRAIL	2	A	AC/AC	812	16	12,992	9/10/2022	95
TAMALP	40	TAMALPAIS ROAD	BERRY TRAIL	MOUNTAIN VIEW ROAD	2	A	AC/AC	835	15	12,525	9/10/2022	95
TAMALP	50	TAMALPAIS ROAD	MOUNTAIN VIEW ROAD	SCENIC ROAD	2	A	AC/AC	590	12	7,080	9/9/2022	81
TAMALP	60	TAMALPAIS ROAD	SCENIC ROAD	DEAD END	2	A	AC/AC	1,135	10	11,350	9/9/2022	36
TAMALP	10A	TAMALPAIS ROAD	SEQUOIA ROAD	SPRUCE ROAD	2	A	AC	615	16	9,840	9/9/2022	20
TAMALP	10B	TAMALPAIS ROAD	SPRUCE ROAD	INT. 60 FT W. OF SCENIC	2	A	AC/AC	370	16	5,920	9/10/2022	46
TAYLOR	10	TAYLOR DRIVE	SIR FRANCIS DRAKE BOULEVARD	CLAUS DRIVE	2	R	AC	618	14	8,652	9/9/2022	37
TAYLOR	20	TAYLOR DRIVE	CLAUS DRIVE	PARKER LANE	2	R	AC/AC	855	14	11,970	9/9/2022	28
TAYLOR	30	TAYLOR DRIVE	TAYLOR DRIVE INTERSECTION	ROCCA DRIVE AT SADY LANE	2	R	AC/AC	840	14	11,760	9/9/2022	31
TOYONR	10	TOYON DRIVE	OAK ROAD	NORTH DEAD END	2	R	AC	710	22	15,620	9/9/2022	56
TOYONR	20	TOYON DRIVE	OAK ROAD	SOUTH DEAD END	2	R	AC	1,000	20	20,000	9/9/2022	55
VALLEY	10	VALLEY ROAD	WILLIS LANE	DEAD END	1	R	AC/AC	330	14	4,620	9/10/2022	81
VANNI	10	VANNI LN	RIDGEWAY AV	CHESTER AV	2	R	AC	760	14	10,640	9/10/2022	70
VISTAW	10	VISTA WAY	SAN GABRIEL DRIVE	DEAD END	2	R	AC	366	32	11,712	9/10/2022	32
WESTBR	10	WESTBRAE DRIVE	OLEMA ROAD	OLEMA ROAD	2	R	AC/AC	760	25	19,000	8/29/2022	55
WILLIS	10	WILLIS LN	FRUSTUCK AV	END	2	R	AC	217	14	3,038	9/10/2022	16
WILLOW	10	WILLOW AVENUE	SIR FRANCIS DRAKE BOULEVARD	MAPLE AVENUE	2	C	AC/AC	837	20	16,740	9/10/2022	22
WILLOW	20	WILLOW AVENUE	MAPLE AVENUE	912' NORTH OF MAPLE AVENUE	2	C	AC/AC	912	20	18,240	9/10/2022	20
WILLOW	30	WILLOW AVENUE	912' NORTH OF MAPLE AVENUE	CHESTER AVENUE	2	C	AC/AC	527	20	10,540	9/10/2022	37
WOODLA	10	WOOD LANE	PORTEOUS AVENUE	780' WEST OF PORTEOUS AVENUE	2	R	AC	780	17	13,260	8/30/2022	25

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City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Street Name

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
WOODLA	20	WOOD LANE	780' WEST OF PORTEOUS AVENUE	DEAD END	2	R	AC	983	17	16,711	8/30/2022	21
WOODRO	10	WOODLAND ROAD	LAUREL DRIVE	OAK ROAD	1	R	AC/AC	1,284	10	12,840	8/30/2022	61
WREDEN	10	WREDEN AVENUE	PARK ROAD	FRUSTUCK AVENUE	2	R	AC/AC	576	16	9,216	9/9/2022	53
WREDEN	20	WREDEN AVENUE	FRUSTUCK AVENUE	MANZANITA ROAD	2	R	AC/AC	543	15	8,145	9/9/2022	61

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Section Description Inventory – Sorted by Descending PCI

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City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
TAMALP	30	TAMALPAIS ROAD	1050' SOUTH OF SCENIC ROAD	BERRY TRAIL	2	A	AC/AC	812	16	12,992	9/10/2022	95
TAMALP	40	TAMALPAIS ROAD	BERRY TRAIL	MOUNTAIN VIEW ROAD	2	A	AC/AC	835	15	12,525	9/10/2022	95
BAYWOO	10	BAYWOOD COURT	LANDSDALE AVENUE	DEAD END	2	R	AC/AC	470	18	8,460	9/9/2022	95
BELMON	20	BELMONT AVENUE	KENT AVENUE	TOWN LIMITS	2	R	AC/AC	543	14	7,602	9/9/2022	95
BRIDGE	10	BRIDGE COURT	DOMINGA AVENUE	DEAD END	2	R	AC/AC	97	16	1,552	9/10/2022	95
COOLID	10	COOLIDGE AVENUE	BELMONT AVENUE	BELLE AVENUE	2	R	AC/AC	227	14	3,178	9/9/2022	95
COURTL	10	COURT LANE	DOMINGA AVENUE	DEAD END	1	R	AC/AC	141	14	1,974	8/29/2022	95
MONOAV	05	MONO AVENUE	BOLINAS RD	BANK ST	2	R	AC	230	11	2,530	8/29/2022	95
MONOAV	10	MONO AVENUE	BOLINAS RD	PACHECO AV	2	R	AC/AC	525	16	8,400	8/29/2022	95
PIPERL	10	PIPER LANE	OAK MANOR DRIVE	DEAD END	2	R	AC/AC	1,002	34	34,068	9/10/2022	95
PIPERC	10	PIPER COURT	PIPER LANE	DEAD END	2	R	AC/AC	492	23	11,316	9/10/2022	93
REDWOO	30	REDWOOD ROAD	1240' WEST OF SCENIC ROAD	1800' WEST OF SCENIC ROAD	2	C	AC/AC	560	14	7,840	9/10/2022	91
CENTER	10	CENTER BOULEVARD	TOWN LIMITS	PASTORI AVENUE	2	R	AC	808	40	32,320	8/30/2022	91
REDWOO	20	REDWOOD ROAD	420' WEST OF SCENIC ROAD	1240' WEST OF SCENIC ROAD	2	C	AC/AC	820	12	9,840	9/10/2022	89
ACACIA	10	ACACIA ROAD	SCENIC RD	DEAD END	2	R	AC	980	12	11,760	9/10/2022	89
MOUNTA	10	MOUNTAIN VIEW ROAD	MANZANITA ROAD	TAMALPIAS ROAD	2	R	AC/AC	1,035	14	14,490	9/9/2022	89
SCENIC	40	SCENIC ROAD	400' NORTH OF REDWOOD ROAD	REDWOOD ROAD	2	A	AC/AC	458	14	6,412	9/9/2022	88
SIRFRA	90	SIR FRANCIS DRAKE BOULEVARD	455' NORTH OF JUNE COURT	GLEN DRIVE	2	A	AC/AC	795	60	47,700	9/9/2022	88
MARINR	20	MARIN ROAD	MANOR ROAD (TOP OF CIRCLE)	SIR FRANCIS DRAKE BLVD	2	C	AC	140	48	6,720	8/29/2022	88
SCENIC	50	SCENIC ROAD	REDWOOD ROAD	TAMALPIAS ROAD	2	A	AC/AC	580	14	8,120	9/9/2022	87
REDWOO	10	REDWOOD ROAD	SCENIC ROAD	420' WEST OF SCENIC ROAD	2	C	AC/AC	420	12	5,040	9/10/2022	87
SCENIC	20A	SCENIC ROAD	TAMALPIAS ROAD	BAY ROAD	2	A	AC/AC	535	14	7,490	9/9/2022	85
MANZAC	10	MANZANITA COURT		DEAD END	2	R	AC	123	10	1,230	9/9/2022	85
PASTOR	10	PASTORI AVENUE	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC	608	32	19,456	9/9/2022	85
SIRFRA	100	SIR FRANCIS DRAKE BOULEVARD	GLEN DRIVE	TOWN LIMITS	2	A	AC/AC	1,302	45	58,590	9/9/2022	84
MANORR	25	MANOR ROAD	LOWER SCENIC ROAD	TAMALPIAS ROAD	2	C	AC	500	23	11,500	8/29/2022	84
ARROYO	10	ARROYO ROAD	LOWER SCENIC ROAD	SPRUCE ROAD	2	R	AC/AC	646	12	7,752	9/9/2022	84
LANSDA	10	LANSDALE AVENUE	PASTORI AVENUE	TOWN LIMITS	2	R	AC/AC	794	18	14,292	9/9/2022	84
MARINR	10	MARIN ROAD	OLEMA ROAD	MANOR ROAD (AROUND CIRCLE)	2	C	AC/AC	398	25	9,950	8/29/2022	83
SPRUCE	15	SPRUCE ROAD	PARK ROAD	610 FT WEST OF PARK ROAD	1	C	AC/AC	610	12	7,320	9/9/2022	83
BELLEA	20	BELLE AVENUE	KENT AVENUE	TOWN LIMITS	2	R	AC/AC	515	18	9,270	9/9/2022	82
MEADOW	20	MEADOW WAY (2)	N E END	GATE (SW END)	2	R	AC/AC	805	20	16,100	8/30/2022	82
TAMALP	50	TAMALPAIS ROAD	MOUNTAIN VIEW ROAD	SCENIC ROAD	2	A	AC/AC	590	12	7,080	9/9/2022	81
COREEL	10	COREE LANE	FRUSTUCK AVENUE	DEAD END	2	R	AC	267	14	3,738	9/9/2022	81
SHEMRC	10	SHEMRAN COURT	SIR FRANCIS DRAKE BOULEVARD	NORTH TO DEAD END	2	R	AC	380	23	8,740	8/29/2022	81

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City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
VALLEY	10	VALLEY ROAD	WILLIS LANE	DEAD END	1	R	AC/AC	330	14	4,620	9/10/2022	81
BELLEA	10	BELLE AVENUE	PASTORI AVENUE	KENT AVENUE	2	R	AC/AC	295	18	5,310	9/9/2022	79
SUMMER	10	SUMMER AVENUE	FOREST AVENUE	DEAD END	2	R	AC/AC	284	15	4,260	8/30/2022	79
CASCAD	20	CASCADE DRIVE	1285' WEST OF BOLINAS DR	LAUREL DRIVE	2	C	AC/AC	853	21	17,913	8/30/2022	78
SPRUCE	25	SPRUCE ROAD	610 FT WEST OF PARK ROAD	TAMALPIAS ROAD	1	C	AC/AC	765	12	9,180	9/9/2022	78
AZALEA	10	AZALEA AVENUE	SIR FRANCIS DRAKE BLVD	SEQUOIA RD	2	R	AC/AC	789	20	15,780	9/9/2022	77
SIRFRA	50	SIR FRANCIS DRAKE BOULEVARD	SAN MIGUEL COURT	OAK TREE LANE	2	A	AC	870	35	30,450	9/9/2022	76
CANYON	10	CANYON ROAD	CASCADE DRIVE	1017' WEST OF CASCADE DRIVE	2	C	AC/AC	1,017	14	14,238	8/30/2022	76
CASCAD	10	CASCADE DRIVE	BOLINAS DRIVE	1285' WEST OF BOLINAS DRIVE	2	C	AC/AC	1,285	32	41,120	8/30/2022	76
MEERNA	20	MEERNA AVENUE	IVY LANE	HILLSIDE DRIVE	2	C	AC/AC	942	18	16,956	8/30/2022	76
MANORR	10	MANOR ROAD	MARIN AVENUE	OLEMA ROAD	2	R	AC/AC	393	26	10,218	8/29/2022	76
MEERNA	30	MEERNA AVENUE	HILLSIDE DR	PORTEOUS AV	2	R	AC	995	19	18,905	8/30/2022	76
GLENDR	20	GLEN DRIVE	1260' NORTH OF SFD BLVD	TOWN LIMIT	2	C	AC/AC	1,200	40	48,000	8/29/2022	75
BOTHIN	10	BOTHIN ROAD	MARIN AVENUE	OLEMA ROAD	2	C	AC/AC	460	26	11,960	8/29/2022	74
HICKOR	05	HICKORY ROAD	CASADE DR	CYPRESS DR	2	R	AC	178	20	3,560	9/9/2022	74
FORREA	10	FORREST AVENUE	MEERNA AVENUE	SUMMER AVENUE	2	C	AC/AC	1,080	14	15,120	8/30/2022	73
RIDGEW	10	RIDGEWAY AVENUE	LIVE OAK AV	END	2	R	AC/AC	1,350	16	21,600	9/10/2022	73
SIRFRA	40	SIR FRANCIS DRAKE BOULEVARD	BROADWAY	SAN MIGUEL COURT	2	A	AC	939	47	44,133	9/9/2022	71
BROADW	10b	BROADWAY	CLAUS DR	BANK ST	3	C	AC/AC	155	60	9,300	8/29/2022	71
LAUREL	10	LAUREL DRIVE	CASCADE DRIVE	PINE ROAD	2	C	AC	950	14	13,300	8/30/2022	71
SIRFRA	20	SIR FRANCIS DRAKE BOULEVARD	PACHECO AVENUE	BANK STREET	2	A	AC	819	35	28,665	9/9/2022	70
BROADW	35A	BROADWAY	AZALEA AVENUE	50 FT. NW AZALEA AVE.	2	C	AC/AC	50	22	1,100	8/29/2022	70
ALDERC	10	ALDER COURT	LANDSDALE AVE	DEAD END	2	R	AC/AC	195	12	2,340	9/10/2022	70
CASCAD	50	CASCADE DRIVE	690' WEST OF MEADOW WAY	CANYON ROAD	2	R	AC/AC	933	21	19,593	8/30/2022	70
SEQUOI	10	SEQUOIA ROAD	LOWER SCENIC ROAD	SPRUCE ROAD	2	R	AC/AC	974	19	18,506	9/9/2022	70
VANNI	10	VANNI LN	RIDGEWAY AV	CHESTER AV	2	R	AC	760	14	10,640	9/10/2022	70
CYPRES	50	CYPRESS DRIVE	935' NORTH OF LAUREL	LAUREL DRIVE	2	C	AC/AC	1,700	16	27,200	9/9/2022	69
IRONSP	10	IRON SPRINGS ROAD	ROCK RIDGE ROAD	DEAD END	2	R	AC/AC	886	12	10,632	8/29/2022	69
ROCCAD	20	ROCCA DRIVE	TAYLOR DRIVE	TAYLOR DRIVE AT SADY LANE	2	R	AC/AC	1,701	14	23,814	9/9/2022	69
BOTHIN	30	BOTHIN ROAD	1041' WEST OF OLEMA ROAD	TOWN LIMITS	2	C	AC/AC	1,031	25	25,775	8/29/2022	68
CASCAD	80	CASCADE DRIVE	1770' WEST OF CANYON ROAD	DEAD END	2	R	AC/AC	833	15	12,495	8/30/2022	68
MAINC	10	MAIN COURT	PACHECO AVENUE	DEAD END	2	R	AC/AC	208	20	4,160	8/29/2022	68
MEADOW	30	MEADOW WAY (3)	MEADOW WAY (2)	E END	2	R	AC	642	18	11,556	8/30/2022	68
CYPRES	10	CYPRESS DRIVE	CASCADE DRIVE	760' WEST OF HICKORY ROAD	2	C	AC/AC	1,264	34	42,976	9/9/2022	67
PINEDR	20	PINE DRIVE	635' WEST OF LAUREL DRIVE	1900' WEST OF LAUREL DRIVE	2	C	AC/AC	1,265	14	17,710	9/9/2022	66
KENTAV	10	KENT AVENUE	BELMONT AVENUE	SIR FRANCIS DRAKE BLVD	2	R	AC	481	24	11,544	9/9/2022	66

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City of Fairfax - PTAP 23 PMP Update

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SIRFRA	30	SIR FRANCIS DRAKE BOULEVARD	BANK STREET	BROADWAY	2	A	AC	939	36	33,804	9/9/2022	65
FORREA	30	FORREST AVENUE	1230' EAST OF SUMMER AVENUE	2230' EAST OF SUMMER AVENUE	2	C	AC/PCC	1,000	14	14,000	8/30/2022	65
PINEDR	30	PINE DRIVE	1900' WEST OF LAUREL DRIVE	2760' WEST OF LAUREL DRIVE	2	C	AC/AC	860	14	12,040	9/9/2022	65
SHERMA	10	SHERMAN AVENUE	BOLINAS ROAD	DOMINGA AVENUE	2	R	AC/AC	262	18	4,716	8/29/2022	65
GLENDR	10	GLEN DRIVE	SIR FRANCIS DRAKE BOULEVARD	1260' NORTH OF SFD BLVD	2	C	AC/AC	1,260	35	44,100	8/29/2022	64
CASCAD	70	CASCADE DRIVE	890' WEST OF CANYON ROAD	1770' WEST OF CANYON ROAD	2	R	AC/AC	880	15	13,200	8/30/2022	64
BROADW	10a	BROADWAY	PACHECO AVE	CLAUS DR	3	C	AC	828	60	49,680	9/9/2022	63
FRUSTU	30	FRUSTUCK AVENUE	MANZANITA ROAD	WILLIS LANE	2	C	AC	1,029	14	14,406	9/9/2022	63
OLEMAR	10	OLEMA ROAD	SIR FRANCIS DRAKE BOULEVARD	MARIN ROAD	2	C	AC	1,050	24	25,200	8/29/2022	63
CASCAD	30	CASCADE DRIVE	LAUREL DRIVE	MEADOW WAY	2	R	AC/AC	1,295	20	25,900	8/30/2022	63
CHESTE	10	CHESTER AVENUE	WILLOW AVENUE	402' WEST OF WILLOW AVENUE	2	R	AC/AC	402	14	5,628	9/10/2022	63
MANZAR	20	MANZANITA ROAD	991 FRM WRENDEN FRUSTRUCK INT	FRUSTUCK AVENUE	2	R	AC/AC	594	14	8,316	9/9/2022	63
SCHOOL	20	SCHOOL STREET	PARK ROAD	DEAD END	2	R	AC	150	25	3,750	9/9/2022	63
SCENIC	20B	SCENIC ROAD	BAY ROAD	200 FT W. BAY ROAD	2	A	AC/AC	200	14	2,800	9/9/2022	62
MARIND	20	MARINDA DRIVE	SAN GABRIEL DRIVE	DEAD END	2	C	AC	1,398	30	41,940	9/10/2022	62
MANZAR	10	MANZANITA ROAD	543 FROM WRENDEN FRUSTRUCK INT	991 FRM WRENDEN FRUSTRUCK INT	2	R	AC/AC	448	14	6,272	9/9/2022	62
SPRING	10	SPRING LANE	HILLSIDE DRIVE	DEAD END	2	R	AC/AC	1,376	15	20,640	8/30/2022	62
BOTHIN	20	BOTHIN ROAD	OLEMA ROAD	1041' WEST OF OLEMA ROAD	2	C	AC/AC	1,041	26	27,066	8/29/2022	61
CASCAD	40	CASCADE DRIVE	MEADOW WAY	690' WEST OF MEADOW WAY	2	R	AC/AC	690	24	16,560	8/30/2022	61
DEERP	10	DEER PARK DR	HILLSIDE DR	END (E)	2	R	AC	565	16	9,040	8/30/2022	61
WOODRO	10	WOODLAND ROAD	LAUREL DRIVE	OAK ROAD	1	R	AC/AC	1,284	10	12,840	8/30/2022	61
WREDEN	20	WREDEN AVENUE	FRUSTUCK AVENUE	MANZANITA ROAD	2	R	AC/AC	543	15	8,145	9/9/2022	61
FRUSTU	50	FRUSTUCK AVENUE	500' WEST OF BOLINAS ROAD	BOLINAS ROAD	2	C	AC	500	14	7,000	9/9/2022	59
PINEDR	10	PINE DRIVE	LAUREL DRIVE	635' WEST OF LAUREL DRIVE	2	C	AC/AC	635	16	10,160	9/9/2022	59
LAUREL	20	LAUREL DRIVE	PINE ROAD	WOODLAND ROAD	2	C	AC/AC	1,382	18	24,876	8/30/2022	58
CRESC	10	CRESCENT CIRCLE	OAK TREE LANE	DEAD END	2	R	AC/AC	331	29	9,599	9/10/2022	57
FRUSTU	10	FRUSTUCK AVENUE	PARK ROAD	WRENDEN AVENUE	2	C	AC/AC	839	15	12,585	9/9/2022	56
TOYONR	10	TOYON DRIVE	OAK ROAD	NORTH DEAD END	2	R	AC	710	22	15,620	9/9/2022	56
CANYON	20	CANYON ROAD	1017' WEST OF CASCADE DRIVE	2454' WEST OF CASCADE DRIVE	2	C	AC/AC	1,437	17	24,429	8/30/2022	55
FORREA	40	FORREST AVENUE	2230' EAST OF SUMMER AVENUE	TOWN LIMITS	2	C	AC/PCC	850	14	11,900	8/30/2022	55
BELMON	10	BELMONT AVENUE	PASTORI AVENUE	KENT AVENUE	2	R	AC/AC	271	24	6,504	9/9/2022	55

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City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
OAKTRE	10	OAK TREE LANE	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC/AC	494	29	14,326	9/10/2022	55
TOYONR	20	TOYON DRIVE	OAK ROAD	SOUTH DEAD END	2	R	AC	1,000	20	20,000	9/9/2022	55
WESTBR	10	WESTBRAE DRIVE	OLEMA ROAD	OLEMA ROAD	2	R	AC/AC	760	25	19,000	8/29/2022	55
BOLINA	20	BOLINAS ROAD	PARK ROAD	CASCADE DRIVE	2	A	AC	1,227	36	44,172	8/30/2022	54
SCENIC	60	SCENIC ROAD	TAMALPIAS ROAD	UPPER SCENIC ROAD	2	A	AC	1,145	15	17,175	9/9/2022	54
BLACKB	10	BLACKBERRY LANE	CREEK ROAD	FORREST AVE	2	R	AC/AC	190	18	3,420	8/29/2022	54
IVYLAN	10	IVY LANE	PORTEOUS AVENUE	MEERNA AVENUE	2	R	AC/AC	118	18	2,124	8/29/2022	54
BOLINA	10	BOLINAS ROAD	BROADWAY	PARK ROAD	2	A	AC	962	34	32,708	8/30/2022	53
FORREA	20	FORREST AVENUE	SUMMER AVENUE	1230' EAST OF SUMMER AVENUE	2	C	AC/PCC	1,230	14	17,220	8/30/2022	53
CASCAD	60	CASCADE DRIVE	CANYON ROAD	890' WEST OF CANYON ROAD	2	R	AC/AC	890	18	16,020	8/30/2022	53
WREDEN	10	WREDEN AVENUE	PARK ROAD	FRUSTUCK AVENUE	2	R	AC/AC	576	16	9,216	9/9/2022	53
TAMALP	20	TAMALPAIS ROAD	SCENIC ROAD	1050' SOUTH OF SCENIC ROAD	2	A	AC/AC	1,050	15	15,750	9/10/2022	52
CENTER	20	CENTER BOULEVARD	PASTORI AVENUE	727' NORTH OF PASTORI AVENUE	2	R	AC	727	51	37,077	8/30/2022	52
LIVEOA	10	LIVE OAK AVENUE	MAPLE AVENUE	1027' WEST OF MAPLE AVENUE	2	R	AC/AC	1,027	18	18,486	9/10/2022	52
MURIEL	10	MURIEL PLACE	LOWER SCENIC ROAD	DEAD END	2	R	AC/AC	485	21	10,185	8/29/2022	52
SCENIC	10	SCENIC ROAD	ACACIA ROAD	TAMALPIAS ROAD	2	A	AC	625	24	15,000	9/9/2022	51
SCENIC	30	SCENIC ROAD	200' WEST OF BAY ROAD	400' NORTH OF REDWOOD ROAD	2	A	AC/AC	922	15	13,830	9/9/2022	51
BROADW	35B	BROADWAY	50 FT NW AZALEA AVE.	SIR FRANCIS DRAKE BLVD.	2	C	AC	340	22	7,480	8/29/2022	51
CYPRES	40	CYPRESS DRIVE	1700' NORTH OF LAUREL DRIVE	935' NORTH OF LAUREL DRIVE	2	C	AC/AC	765	16	12,240	9/9/2022	51
OLEMAR	20	OLEMA ROAD	MARIN ROAD	TOWN LIMITS	2	C	AC	1,480	23	34,040	8/29/2022	51
LIVEOA	20	LIVE OAK AVENUE	1027' WEST OF MAPLE AVENUE	DEAD END	2	R	AC/AC	858	18	15,444	9/10/2022	51
PARKRO	20	PARK ROAD	SCHOOL STREET	SPRUCE ROAD	2	R	AC	585	21	12,285	8/29/2022	51
SIRFRA	10	SIR FRANCIS DRAKE BOULEVARD	TOWN LIMITS	PACHECO AVENUE	2	A	AC/AC	1,526	36	54,936	9/9/2022	50
CANYON	30	CANYON ROAD	2428' WEST OF CASCADE DRIVE	DEAD END	2	C	AC/AC	672	14	9,408	8/30/2022	50
PACHEC	10	PACHECO AVENUE	SIR FRANCIS DRAKE BLVD	DEAD END	2	R	AC/AC	596	20	11,920	8/29/2022	49
NAPAAV	10	NAPA AVENUE	PACHECO AVENUE	DOMINGA AVENUE	2	R	AC/AC	300	20	6,000	8/29/2022	48
DOMING	20	DOMINGA AVENUE	BRIDGE COURT	NAPA AVENUE	2	C	AC/AC	472	20	9,440	8/29/2022	47
PARKRO	10	PARK ROAD	BOLINAS ROAD	SCHOOL STREET	2	R	AC/AC	588	24	14,112	8/29/2022	47
RIDGER	10	RIDGE ROAD	SCENIC ROAD	CUL-DE-SAC	2	R	AC/AC	1,536	12	18,432	9/9/2022	47
TAMALP	10B	TAMALPAIS ROAD	SPRUCE ROAD	INT. 60 FT W. OF SCENIC	2	A	AC/AC	370	16	5,920	9/10/2022	46
BARKER	10	BARKER AVENUE	PORTEOUS AVENUE	DEAD END	2	R	AC/AC	345	18	6,210	8/30/2022	45
MARINC	10	MARINDA COURT	MARINDA DRIVE	DEAD END	2	R	AC	186	29	5,394	9/10/2022	44

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Section Description Inventory

Sorted by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
CLAUSD	10	CLAUS DRIVE	SIR FRANCIS DRAKE BOULEVARD	TAYLOR DRIVE	2	R	AC	494	26	12,844	9/9/2022	43
MEERNA	10	MEERNA AVENUE	CREEK ROAD	IVY LANE	2	C	AC/AC	870	18	15,660	8/29/2022	42
SANGAC	10	SAN GABRIEL COURT	SAN GABRIEL DRIVE	DEAD END	2	R	AC	177	30	5,310	9/10/2022	41
SIRFRA	80	SIR FRANCIS DRAKE BOULEVARD	1003' WEST OF OAK MANOR DRIVE	455' NORTH OF JUNE COURT	2	A	AC/AC	1,053	35	36,855	9/9/2022	40
HILLSI	50	HILLSIDE DRIVE	CREST ROAD	DEAD END	2	C	AC/AC	850	14	11,900	8/30/2022	40
MERWIN	10	MERWIN AVENUE	BROADWAY	PARK ROAD	2	R	AC	651	21	13,671	8/29/2022	40
BOLINA	30	BOLINAS ROAD	CASCADE DRIVE	1120' SO. OF CASCADE DRIVE	2	A	AC	1,120	20	22,400	8/30/2022	39
CHESTE	20	CHESTER AVENUE	LIVE OAK AVENUE	556' NORTH OF LIVE OAK AVENUE	2	R	AC/AC	556	14	7,784	9/10/2022	39
BROADW	25	BROADWAY	MERWIN AVENUE	AZALEA AVENUE	2	C	AC/AC	402	22	8,844	8/29/2022	38
MONOAV	20	MONO AVENUE	PACHECO AVE	INYO AVE	2	R	AC/AC	638	20	12,760	8/29/2022	38
MARIND	10	MARINDA DRIVE	SIR FRANCIS DRAKE BOULEVARD	SAN GABRIEL DRIVE	2	C	AC	685	30	20,550	9/10/2022	37
WILLOW	30	WILLOW AVENUE	912' NORTH OF MAPLE AVENUE	CHESTER AVENUE	2	C	AC/AC	527	20	10,540	9/10/2022	37
BANKST	10	BANK STREET	BROADWAY	ELSIE LANE	2	R	AC	280	32	8,960	9/10/2022	37
TAYLOR	10	TAYLOR DRIVE	SIR FRANCIS DRAKE BOULEVARD	CLAUS DRIVE	2	R	AC	618	14	8,652	9/9/2022	37
TAMALP	60	TAMALPAIS ROAD	SCENIC ROAD	DEAD END	2	A	AC/AC	1,135	10	11,350	9/9/2022	36
CRESTR	10	CREST ROAD	HILLSIDE DRIVE	1422' SO.EAST OF HILLSIDE DR.	2	R	AC	1,422	14	19,908	8/30/2022	36
GEARYA	10	GEARY AVENUE	TAYLOR DRIVE	TAYLOR DRIVE	2	R	AC/AC	666	13	8,658	9/9/2022	36
MADROR	20	MADRONE ROAD	895' NORTH OF LAUREL DRIVE	1625' NORTH OF LAUREL DRIVE	2	R	AC	730	14	10,220	9/9/2022	36
MEADOW	10	MEADOW WAY (1)	CASCADE DR	MEADOW WAY (2) "T"	2	R	AC	380	20	7,600	8/30/2022	36
FRUSTU	20	FRUSTUCK AVENUE	WRENDEN AVENUE	MANZANITA ROAD	2	C	AC	1,278	14	17,892	9/9/2022	35
BAYROA	10	BAY ROAD	SCENIC ROAD	DEAD END	2	R	AC	1,014	14	14,196	9/10/2022	35
MADROR	10	MADRONE ROAD	LAUREL DRIVE	895' NORTH OF LAUREL DRIVE	2	R	AC	895	14	12,530	9/9/2022	35
MAPLEA	10	MAPLE AVENUE	WILLOW AVENUE	LIVE OAK AVENUE	2	R	AC/AC	387	15	5,805	9/10/2022	35
SIRFRA	60	SIR FRANCIS DRAKE BOULEVARD	OAK TREE LANE	OAK MANOR DRIVE	2	A	AC/AC	722	35	25,270	9/9/2022	34
JUNECO	10	JUNE COURT	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC	309	16	4,944	8/29/2022	34
FRUSTU	40	FRUSTUCK AVENUE	WILLIS LANE	500' WEST OF BOLINAS ROAD	2	C	AC	396	14	5,544	9/9/2022	32
MADROC	10	MADRONE COURT	LAUREL DRIVE	DEAD END	2	R	AC	343	18	6,174	9/9/2022	32
SANMIG	10	SAN MIGUEL COURT	SIR FRANCIS DRAKE BOULEVARD	DEAD END	2	R	AC/AC	409	23	9,407	9/10/2022	32
VISTAW	10	VISTA WAY	SAN GABRIEL DRIVE	DEAD END	2	R	AC	366	32	11,712	9/10/2022	32
SIRFRA	70	SIR FRANCIS DRAKE BOULEVARD	OAK MANOR DRIVE	1003' WEST OF OAK MANOR DRIVE	2	A	AC/AC	1,003	45	45,135	9/9/2022	31

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Section Description Inventory

Sorted by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
CENTER	30	CENTER BOULEVARD	727' NORTH OF PASTORI AVENUE	PACHECO AVENUE	2	R	AC/AC	599	54	32,346	8/30/2022	31
TAYLOR	30	TAYLOR DRIVE	TAYLOR DRIVE INTERSECTION	ROCCA DRIVE AT SADY LANE	2	R	AC/AC	840	14	11,760	9/9/2022	31
PORTEO	10	PORTEOUS AVENUE	BOLINAS ROAD	IVY LANE	2	C	AC/AC	720	18	12,960	8/30/2022	30
PORTEO	30	PORTEOUS AVENUE	WOOD LANE	TOWN LIMITS	2	C	AC/AC	1,160	17	19,720	8/30/2022	30
HILLAV	10	HILL AVENUE	BELLE AVENUE	TOWN LIMITS	2	R	AC/AC	475	18	8,550	9/9/2022	30
SCENIC	05	SCENIC ROAD	AZALEA AVENUE	ACACIA ROAD	2	R	AC	1,165	18	20,970	9/9/2022	30
DOMING	10	DOMINGA AVENUE	CREEK ROAD	BRIDGE COURT	2	C	AC/AC	847	20	16,940	8/29/2022	29
TAYLOR	20	TAYLOR DRIVE	CLAUS DRIVE	PARKER LANE	2	R	AC/AC	855	14	11,970	9/9/2022	28
SANGAD	20	SAN GABRIEL DRIVE	1148' EAST OF MARINDA DRIVE	DEAD END	2	C	AC	633	30	18,990	9/10/2022	27
MAPLEA	20	MAPLE AVENUE	LIVE OAK AVENUE	DEAD END	2	R	AC/AC	685	15	10,275	9/10/2022	27
BOLINA	50	BOLINAS ROAD	2200' SO OF CASCADE DRIVE	TOWN LIMITS	2	A	AC	1,048	20	20,960	8/30/2022	26
CREEKR	10	CREEK ROAD	PORTEOUS AVENUE	BLACKBERRY LANE	2	C	AC/AC	752	18	13,536	8/29/2022	26
MANORR	15	MANOR ROAD	OLEMA ROAD	LOWER SCENIC ROAD	2	C	AC	670	23	15,410	8/29/2022	26
SANGAD	10	SAN GABRIEL DRIVE	MARINDA DRIVE	1148' EAST OF MARINDA DRIVE	2	C	AC	1,148	30	34,440	9/10/2022	26
BOLINA	40	BOLINAS ROAD	1120' SO. OF CASCADE DRIVE	2200' SO OF CASCADE DRIVE	2	A	AC	1,080	20	21,600	8/30/2022	25
BROADW	20	BROADWAY	BANK ST	MERWIN AVENUE	2	C	AC	472	22	10,384	8/29/2022	25
HILLSI	30	HILLSIDE DRIVE	770' NORTH OF MEERNA AVENUE	1275' NORTH OF MEERNA AVENUE	2	C	AC	505	12	6,060	8/30/2022	25
WOODLA	10	WOOD LANE	PORTEOUS AVENUE	780' WEST OF PORTEOUS AVENUE	2	R	AC	780	17	13,260	8/30/2022	25
FORRES	50	FORREST TERRACE	MEERNA AVENUE	FORREST AVENUE	2	R	AC	957	14	13,398	8/30/2022	24
HILLSI	20	HILLSIDE DRIVE	MEERNA AVENUE	770' NORTH OF MEERNA AVENUE	2	C	AC	770	12	9,240	8/30/2022	23
SPRUCE	10	SPRUCE ROAD	AZALEA ROAD	PARK ROAD	2	C	AC	732	21	15,372	9/9/2022	23
WILLOW	10	WILLOW AVENUE	SIR FRANCIS DRAKE BOULEVARD	MAPLE AVENUE	2	C	AC/AC	837	20	16,740	9/10/2022	22
WOODLA	20	WOOD LANE	780' WEST OF PORTEOUS AVENUE	DEAD END	2	R	AC	983	17	16,711	8/30/2022	21
TAMALP	10A	TAMALPAIS ROAD	SEQUOIA ROAD	SPRUCE ROAD	2	A	AC	615	16	9,840	9/9/2022	20
HILLSI	40	HILLSIDE DRIVE	1275' NORTH OF MEERNA AVENUE	CREST ROAD	2	C	AC	625	12	7,500	8/30/2022	20
WILLOW	20	WILLOW AVENUE	MAPLE AVENUE	912' NORTH OF MAPLE AVENUE	2	C	AC/AC	912	20	18,240	9/10/2022	20
CLAUSC	10	CLAUS CIRCLE	CLAUS DRIVE	CLAUS DRIVE	2	R	AC	321	26	8,346	9/9/2022	20
HAWTHORNE	10	HAWTHORNE CT	OLEMA RD	END	2	R	AC	210	20	4,200	8/29/2022	17
SCHOOL	10	SCHOOL STREET	BROADWAY	PARKING LOT	2	R	AC	120	25	3,000	9/10/2022	17
ELSIEL	10	ELSIE LANE	BOLINAS ROAD	BANK ST	2	R	AC/AC	595	36	21,420	9/10/2022	16
WILLIS	10	WILLIS LN	FRUSTUCK AV	END	2	R	AC	217	14	3,038	9/10/2022	16
INYOAV	10	INYO AVENUE	PACHECO AVENUE	END	2	R	AC/AC	498	20	9,960	8/29/2022	15

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City of Fairfax - PTAP 23 PMP Update

Section Description Inventory

Sorted by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
CREEKR	20	CREEK ROAD	BLACKBERRY LANE	BOLINAS ROAD	2	C	AC/AC	475	20	9,500	8/29/2022	14
PORTEO	20	PORTEOUS AVENUE	IVY LANE	WOOD LANE	2	C	AC/AC	261	18	4,698	8/30/2022	11
OAKROA	10	OAK ROAD	LAUREL DRIVE	TOYON DRIVE	2	R	AC	1,249	15	18,735	9/9/2022	11
ROCKRI	10	ROCK RIDGE ROAD	MANOR ROAD	BOTHIN ROAD	2	R	AC	1,115	25	27,875	8/29/2022	8
HICKOR	10	HICKORY ROAD	CYPRESS DRIVE	DEAD END	2	R	AC	1,132	20	22,640	9/9/2022	7

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Appendix B

MAINTENANCE AND REHABILITATION DECISION TREE

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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 $PCI \geq 70$. Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category ($PCI \geq 70$), 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). Second Row (Surface Treatment) indicates surface treatment (e.g., slurry sealing). 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.

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Decision Tree

Printed: 11/27/2022

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	CRACK SEAL	\$1.75	6		
			Surface Treatment	MICROSURFACING	\$10.50		6	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		MICROSURFACING w/DIGOUTS	\$15.00		6	
		III - Good, Load Related		2" HMA MILL & OVERLAY	\$55.00			
		IV - Poor		CIR w/2" HMA OVERLAY	\$78.00			
		V - Very Poor		6" SURFACE RECONSTRUCT	\$169.00			
	AC/AC	I - Very Good	Crack Treatment	CRACK SEAL	\$1.75	6		
			Surface Treatment	MICROSURFACING	\$10.50		6	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		MICROSURFACING w/DIGOUTS	\$15.00		6	
		III - Good, Load Related		2" HMA MILL & OVERLAY	\$55.00			
		IV - Poor		CIR w/2" HMA OVERLAY	\$78.00			
		V - Very Poor		6" SURFACE RECONSTRUCT	\$169.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$3.00	3		
			Surface Treatment	SLURRY SEAL	\$3.50		5	
			Restoration Treatment	MILL AND THIN OVERLAY	\$38.00			2
		II - Good, Non-Load Related		MICROSURFACING	\$5.00		6	
		III - Good, Load Related		MILL AND THICK OVERLAY	\$60.00			
		IV - Poor		MILL AND THICK OVERLAY	\$48.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$80.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			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		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal

Collector	AC	I - Very Good	Crack Treatment	CRACK SEAL	\$1.75	7		
			Surface Treatment	CRACK SEAL w/MICROSURFACING	\$10.50			7
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		MICROSURFACING w/DIGOUTS	\$14.00			7
		III - Good, Load Related		2" HMA MILL & OVERLAY	\$52.00			
		IV - Poor		CIR w/2" HMA OVERLAY	\$75.00			
		V - Very Poor		4" SURFACE RECONSTRUCT	\$109.00			
	AC/AC	I - Very Good	Crack Treatment	CRACK SEAL	\$1.75	7		
			Surface Treatment	CRACK SEAL w/MICROSURFACING	\$10.50			7
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		MICROSURFACING w/DIGOUTS	\$14.00			7
		III - Good, Load Related		2" HMA MILL & OVERLAY	\$52.00			
		IV - Poor		CIR w/2" HMA OVERLAY	\$75.00			
		V - Very Poor		4" SURFACE RECONSTRUCT	\$109.00			
	AC/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			
		III - Good, Load Related		2" HMA MILL & OVERLAY	\$43.20			
		IV - Poor		2" HMA MILL & OVERLAY	\$43.20			
		V - Very Poor		4" SURFACE RECONSTRUCT OVER 10" AB	\$259.20			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	5		
			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		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal

Residential/Local	AC	I - Very Good	Crack Treatment	CRACK SEAL	\$1.75	7		
			Surface Treatment	CRACK SEAL w/MICROSURFACING	\$10.00			7
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		MICROSURFACING w/DIGOUTS	\$12.50			7
		III - Good, Load Related		DOUBLE MICROSURFACING w/DIGOUTS	\$21.00			7
		IV - Poor		2" HMA MILL & OVERLAY	\$38.00			
		V - Very Poor		3" SURFACE RECONSTRUCT	\$79.00			
	AC/AC	I - Very Good	Crack Treatment	CRACK SEAL	\$1.75	7		
			Surface Treatment	CRACK SEAL w/MICROSURFACING	\$10.00			7
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		MICROSURFACING w/DIGOUTS	\$12.50			7
		III - Good, Load Related		DOUBLE MICROSURFACING w/DIGOUTS	\$21.00			7
		IV - Poor		2" HMA MILL & OVERLAY	\$38.00			
		V - Very Poor		3" SURFACE RECONSTRUCT	\$79.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$3.00	5		
			Surface Treatment	SLURRY SEAL	\$3.50			7
			Restoration Treatment	MILL AND THIN OVERLAY	\$38.00			
		II - Good, Non-Load Related		MICROSURFACING	\$5.00			7
		III - Good, Load Related		MILL AND THIN OVERLAY	\$35.00			
		IV - Poor		MILL AND THICK OVERLAY	\$48.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$80.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	5		
			Surface Treatment	DO NOTHING	\$0.00			15
			Restoration Treatment	DO NOTHING	\$0.00			
		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			

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Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal

Appendix C

BUDGET NEEDS ANALYSIS RESULTS

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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 five 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 4% and an inflation factor of 5% were used to project the costs for the next ten years. This report shows the total five-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

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Needs - Projected PCI/Cost Summary

This report summarizes and projects the network PCI over the ten-year analysis period, both with and without treatments applied. It also reports the associated costs, which are based on the treatment unit costs presented in the M&R decision tree.

COLUMN	DESCRIPTION
Year	Year in the analysis period.
PCI Treated	Projected network average PCI with all needed treatments applied.
PCI Untreated	Projected network average PCI without any treatments applied.
PM Cost	Total preventive maintenance treatment cost.
Rehab Cost	Total rehabilitation treatment cost.
Cost	The budget required for each year in the analysis period to meet the City's standard as shown on the M&R decision tree.
Total Cost	Total budget required over a five-year period.

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Needs - Projected PCI/Cost Summary

Interest: 5.00%

Inflation: 5.00%

Printed: 11/27/2022

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2023	87	55	\$617,389	\$11,908,293	\$12,525,683
2024	83	52	\$78,569	\$173,109	\$251,678
2025	82	49	\$101,004	\$96,314	\$197,319
2026	80	47	\$33,978	\$0	\$33,978
2027	78	44	\$0	\$0	\$0
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		6.39%	\$830,940	\$12,177,717	\$13,008,657

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Needs - Preventive Maintenance Treatment/Cost Summary

This report summarizes each preventive maintenance treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next five years.

COLUMN	DESCRIPTION
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period (i.e., 2023, 2024, 2025, etc.).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.

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Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 5.00%

Inflation: 5.00%

Printed:
11/27/2022

Treatment	Year	Area Treated	Cost
CRACK SEAL w/MICROSURFACING	2023	42,925.33 sq. yd.	\$440,905
	2024	4,462.22 sq. yd.	\$47,311
	2025	7,461.56 sq. yd.	\$82,264
	2026	2,935.11 sq. yd.	\$33,978
	Total	57,784.22	\$604,457
MICROSURFACING	2023	16,808 sq. yd.	\$176,484
	2024	2,835.22 sq. yd.	\$31,258
	2025	1,618.89 sq. yd.	\$18,741
	Total	21,262.11	\$226,483
Total Quantity		79,046.33	\$830,940

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Needs - Rehabilitation Treatment/Cost Summary

This report summarizes each rehabilitation treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next five years.

COLUMN	DESCRIPTION
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e., 2023, 2024, 2025, etc.).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

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Needs - Rehabilitation Treatment/Cost Summary

Interest: 5.00%

Inflation: 5.00%

Printed: 11/27/2022

Treatment	Year	Area Treated	Cost
2" HMA MILL & OVERLAY	2023	54,377.89 sq.yd.	\$2,291,703
	2024	1,477.78 sq.yd.	\$80,687
	2025	1,680 sq.yd.	\$96,314
	Total	57,535.67 sq.yd.	\$2,468,704
3" SURFACE RECONSTRUCT	2023	18,064.78 sq.yd.	\$1,427,117
	Total	18,064.78 sq.yd.	\$1,427,117
4" SURFACE RECONSTRUCT	2023	17,902.22 sq.yd.	\$1,951,342
	Total	17,902.22 sq.yd.	\$1,951,342
6" SURFACE RECONSTRUCT	2023	5,822.22 sq.yd.	\$983,956
	Total	5,822.22 sq.yd.	\$983,956
CIR w/2" HMA OVERLAY	2023	46,863.78 sq.yd.	\$3,582,072
	Total	46,863.78 sq.yd.	\$3,582,072
DOUBLE MICROSURFACING w/DIGOUTS	2023	26,019.78 sq.yd.	\$546,415
	Total	26,019.78 sq.yd.	\$546,415
MICROSURFACING w/DIGOUTS	2023	82,066.11 sq.yd.	\$1,125,688
	2024	5,937 sq.yd.	\$92,423
	Total	88,003.11 sq.yd.	\$1,218,110
		Total Cost	\$12,177,717

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Appendix D

BUDGET SCENARIO RESULTS

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Scenario 1: Do Nothing
Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 5.00%

Inflation: 5.00%

Printed: 11/22/2022

Scenario: PTAP 23: Scenario 1: Do Nothing

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$65,544
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					
2024	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$1,203
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					
2025	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$241
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					
2026	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$1,130
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					
2027	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$1,390
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					

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Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$13,151
Collector	\$0	\$0	\$0	\$27,528
Residential/Local	\$0	\$0	\$0	\$28,829
Grand Total:	\$0	\$0	\$0	\$69,508

Scenarios - Network Condition Summary

Interest: 5%

Inflation: 5%

Printed: 11/21/2022

Scenario: PTAP 23: Scenario 1: Do Nothing

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$0	0%	2025	\$0	0%	2027	\$0	0%
2024	\$0	0%	2026	\$0	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	55	55	0	0
2024	52	52	0	0
2025	49	49	0	0
2026	47	47	0	0
2027	44	44	0	0

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.7%	8.3%	9.9%	0.0%	25.9%
II / III	6.6%	15.1%	15.3%	0.0%	37.0%
IV	6.6%	7.2%	11.0%	0.0%	24.8%
V	1.7%	5.3%	5.3%	0.0%	12.3%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.7%	8.3%	9.9%	0.0%	25.9%
II / III	6.6%	15.1%	15.2%	0.0%	37.1%
IV	6.6%	7.2%	11.1%	0.0%	24.9%
V	1.7%	5.3%	5.3%	0.0%	12.3%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.2%	4.1%	9.1%	0.0%	18.4%
II / III	4.6%	11.1%	9.3%	0.0%	25.0%
IV	6.5%	10.7%	10.8%	0.0%	28.0%
V	6.3%	10.0%	12.3%	0.0%	28.6%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Scenario 2: Existing Budget

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Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 5.00%

Inflation: 5.00%

Printed: 11/22/2022

Scenario: PTAP 23: Scenario 2 - \$500,000/Yr

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	10%	\$500,000	II	\$111,265	Non-Project	\$48,654	\$1,346	\$11,938,508	Funded	\$0
			III	\$0					Unmet	\$62,295
			IV	\$338,715					Project	\$0
			V	\$0						
			Total Project	\$449,980						
2024	10%	\$500,000	II	\$109,275	Non-Project	\$51,807	\$0	\$13,434,622	Funded	\$0
			III	\$0					Unmet	\$393
			IV	\$336,829					Project	\$0
			V	\$0						
			Total Project	\$446,104						
2025	10%	\$500,000	II	\$65,931	Non-Project	\$52,438	\$0	\$15,094,701	Funded	\$0
			III	\$0					Unmet	\$241
			IV	\$378,849					Project	\$0
			V	\$0						
			Total Project	\$444,780						
2026	10%	\$500,000	II	\$78,839	Non-Project	\$52,062	\$0	\$16,633,918	Funded	\$0
			III	\$0					Unmet	\$361
			IV	\$368,781					Project	\$0
			V	\$0						
			Total Project	\$447,620						
2027	10%	\$500,000	II	\$218,855	Non-Project	\$50,295	\$0	\$19,363,819	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$230,192					Project	\$0
			V	\$0						
			Total Project	\$449,047						

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Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$369,352	\$73,059	\$0	\$11,518
Collector	\$396,336	\$128,671	\$0	\$25,250
Residential/Local	\$1,471,842	\$53,526	\$0	\$26,521
Grand Total:	\$2,237,530	\$255,256	\$0	\$63,289

Scenarios - Network Condition Summary

Interest: 5%

Inflation: 5%

Printed: 11/21/2022

Scenario: PTAP 23: Scenario 2 - \$500,000/Yr

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$500,000	10%	2025	\$500,000	10%	2027	\$500,000	10%
2024	\$500,000	10%	2026	\$500,000	10%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	55	57	2.09	4.04
2024	52	56	1.39	2.81
2025	49	54	1.60	3.20
2026	47	53	1.35	2.63
2027	44	51	1.79	3.59

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.7%	8.3%	9.9%	0.0%	25.9%
II / III	6.6%	15.1%	15.3%	0.0%	37.0%
IV	6.6%	7.2%	11.0%	0.0%	24.8%
V	1.7%	5.3%	5.3%	0.0%	12.3%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.7%	9.5%	13.2%	0.0%	31.4%
II / III	5.6%	13.9%	15.3%	0.0%	34.8%
IV	6.6%	7.2%	7.7%	0.0%	21.5%
V	1.7%	5.3%	5.3%	0.0%	12.3%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.3%	10.1%	22.1%	0.0%	40.5%
II / III	2.1%	6.2%	6.3%	0.0%	14.6%
IV	5.9%	9.7%	1.4%	0.0%	17.0%
V	6.3%	9.9%	11.7%	0.0%	27.9%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Scenario 3: Increase PCI by 5 Points

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Cost Summary Report

Network Condition Summary Report

Scenarios - Cost Summary

Interest: 5.00%

Inflation: 5.00%

Printed: 11/22/2022

Scenario: PTAP 23: Scenario 3 - Increase PCI by 5 Points

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	10%	\$700,000	II	\$289,457	Non-Project	\$69,722	\$278	\$11,739,249	Funded	\$0
			III	\$0					Unmet	\$60,646
			IV	\$338,715						
			V	\$0						
			Total Project	\$628,172						
2024	10%	\$1,000,000	II	\$273,710	Non-Project	\$97,306	\$2,694	\$12,726,198	Funded	\$0
			III	\$0					Unmet	\$393
			IV	\$626,098						
			V	\$0						
			Total Project	\$899,807						
2025	10%	\$1,500,000	II	\$43,180	Non-Project	\$169,052	\$0	\$13,348,800	Funded	\$0
			III	\$40,377					Unmet	\$241
			IV	\$1,246,665						
			V	\$0						
			Total Project	\$1,330,222						
2026	10%	\$1,800,000	II	\$34,729	Non-Project	\$196,299	\$0	\$13,483,036	Funded	\$0
			III	\$243,010					Unmet	\$0
			IV	\$1,325,704						
			V	\$0						
			Total Project	\$1,603,444						
2027	10%	\$2,200,000	II	\$0	Non-Project	\$246,673	\$0	\$14,333,459	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,856,316						
			V	\$95,598						
			Total Project	\$1,951,914						

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Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,126,188	\$245,063	\$0	\$11,030
Collector	\$2,624,300	\$282,169	\$0	\$24,357
Residential/Local	\$1,663,074	\$251,819	\$0	\$25,892
Grand Total:	\$6,413,562	\$779,051	\$0	\$61,280

Scenarios - Network Condition Summary

Interest: 5%

Inflation: 5%

Printed: 11/21/2022

Scenario: PTAP 23: Scenario 3 - Increase PCI by 5 Points

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$700,000	10%	2025	\$1,500,000	10%	2027	\$2,200,000	10%
2024	\$1,000,000	10%	2026	\$1,800,000	10%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	55	57	2.68	5.36
2024	52	57	3.24	6.36
2025	49	58	2.88	5.75
2026	47	59	3.14	6.16
2027	44	60	3.56	7.18

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.7%	8.3%	9.9%	0.0%	25.9%
II / III	6.6%	15.1%	15.3%	0.0%	37.0%
IV	6.6%	7.2%	11.0%	0.0%	24.8%
V	1.7%	5.3%	5.3%	0.0%	12.3%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.8%	11.5%	13.8%	0.0%	35.1%
II / III	4.5%	11.9%	14.7%	0.0%	31.1%
IV	6.6%	7.2%	7.7%	0.0%	21.5%
V	1.7%	5.3%	5.3%	0.0%	12.3%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.2%	17.5%	23.6%	0.0%	55.3%
II / III	2.1%	5.1%	5.1%	0.0%	12.4%
IV	0.0%	3.3%	1.4%	0.0%	4.7%
V	6.3%	9.9%	11.4%	0.0%	27.6%
Total	22.6%	35.9%	41.5%	0.0%	100.0%

Appendix E

PAVEMENT CONDITION MAPS

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Current Network Condition - 2022



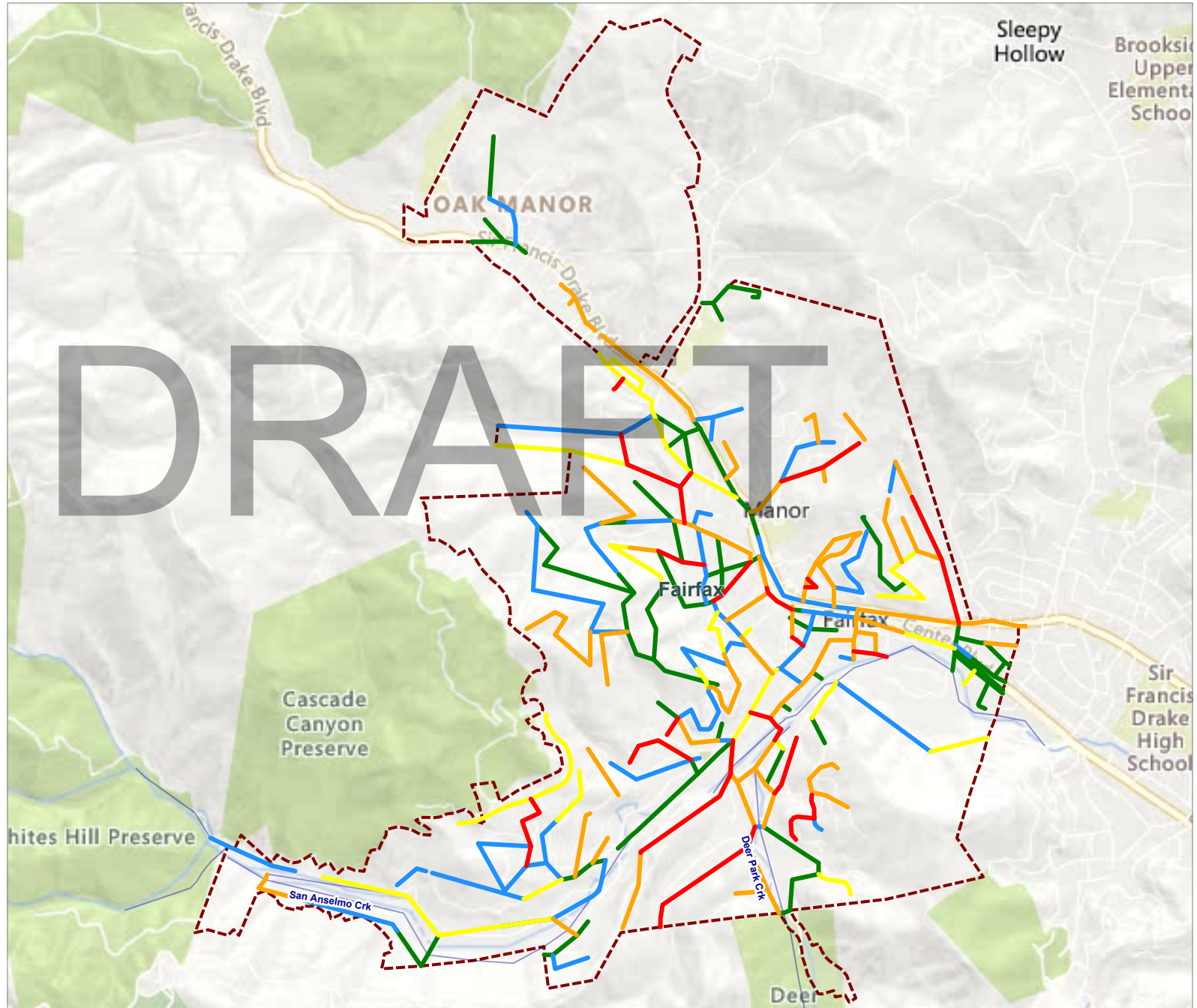
Town of Fairfax

Current PCI Condition

Printed: 11/27/2022

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



Scenario 1: Do Nothing
Projected Street Network Condition - 2027



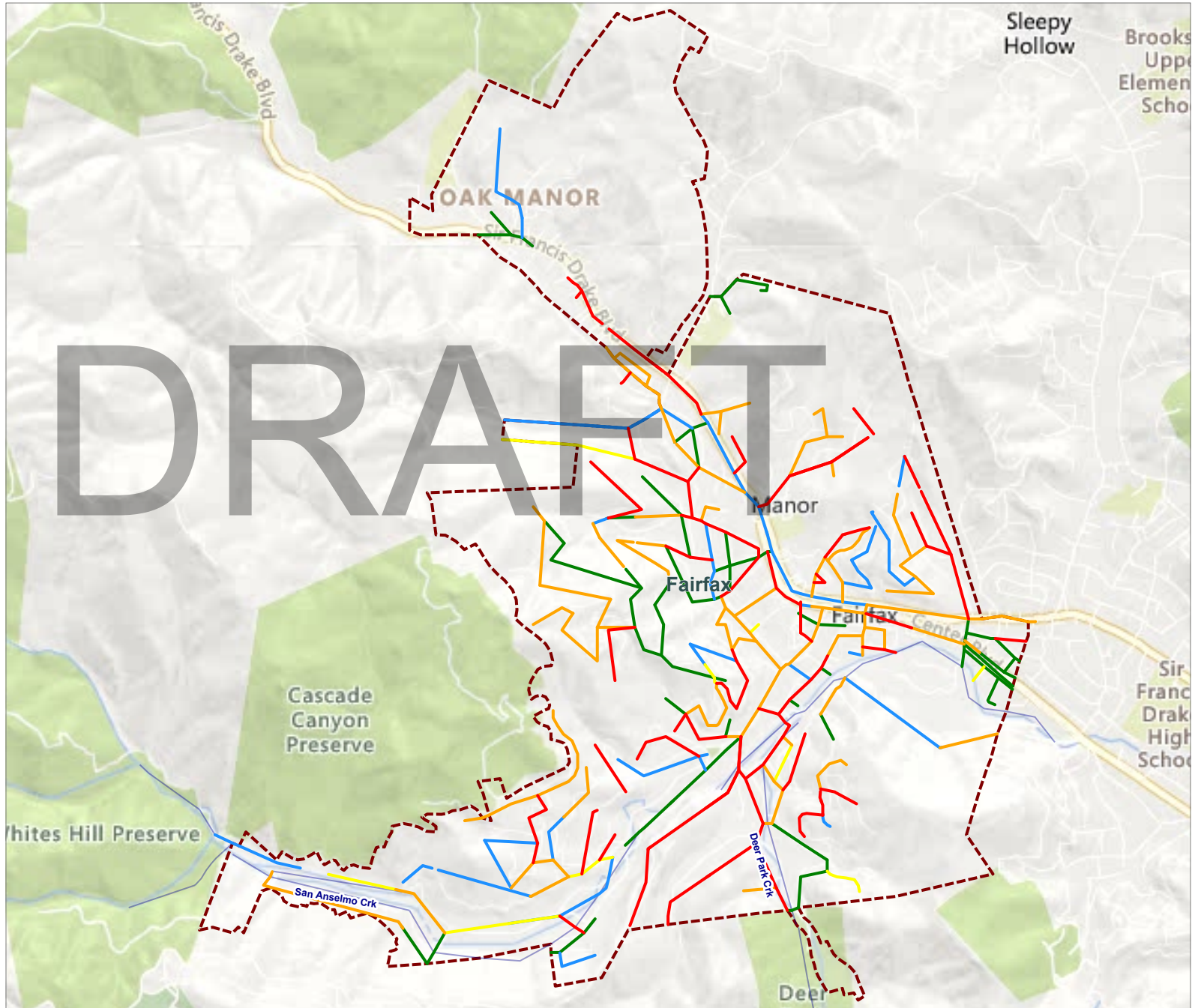
Town of Fairfax

Scenario PCI Condition

PTAP 23: Scenario 1: Do Nothing - 2027 Project Period - Total Rehab for 2027: \$0 - Printed: 11/27/2022

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



Scenario 2: Existing Budget
Projected Street Network Condition – 2027



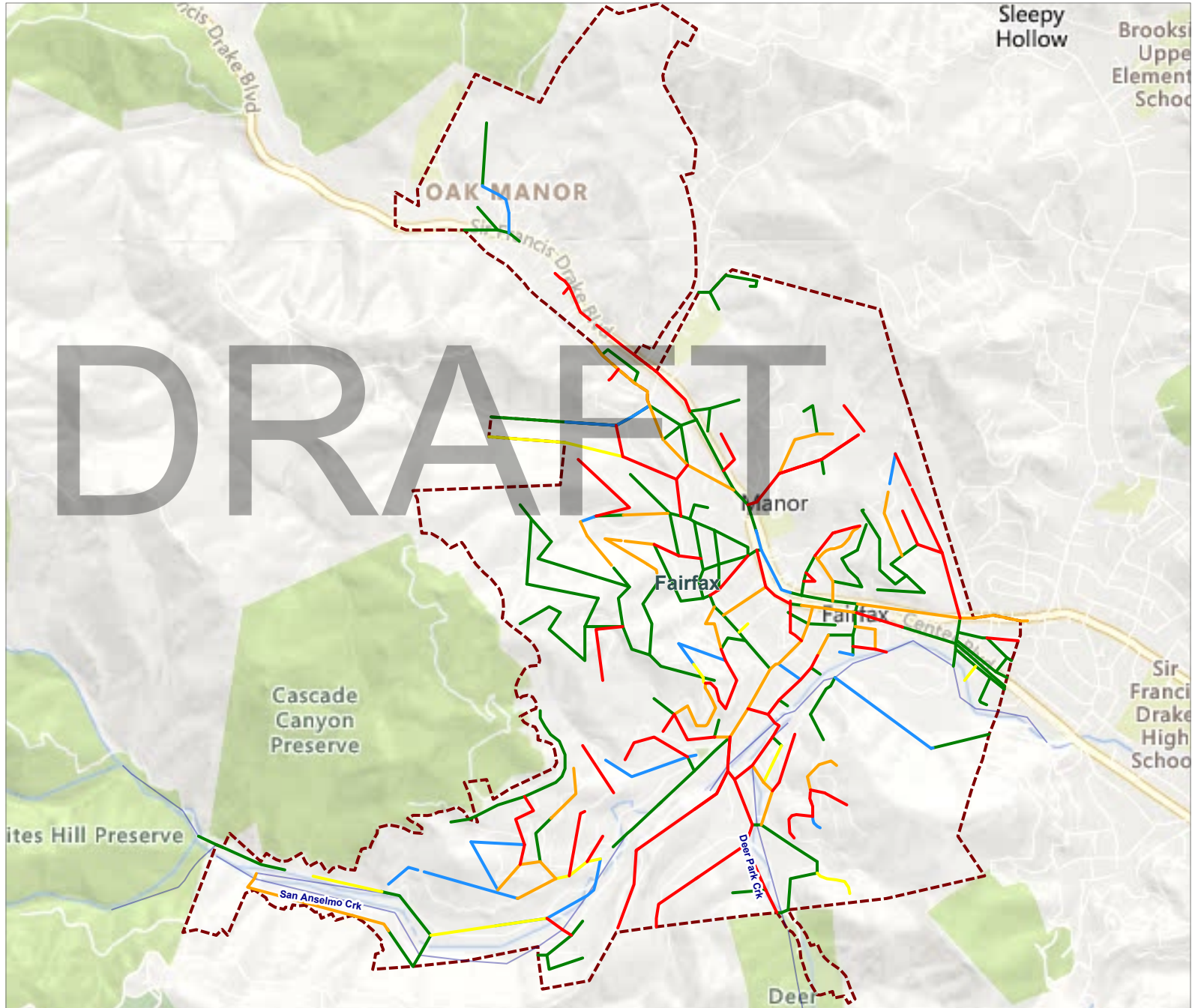
Town of Fairfax

Scenario PCI Condition

PTAP 23: Scenario 2 - \$500,000/Yr - 2027 Project Period - Total Rehab for 2027: \$449,047 - Printed: 11/27/2022

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



Scenario 3: Increase PCI by 5 Points
Projected Street Network Condition – 2027



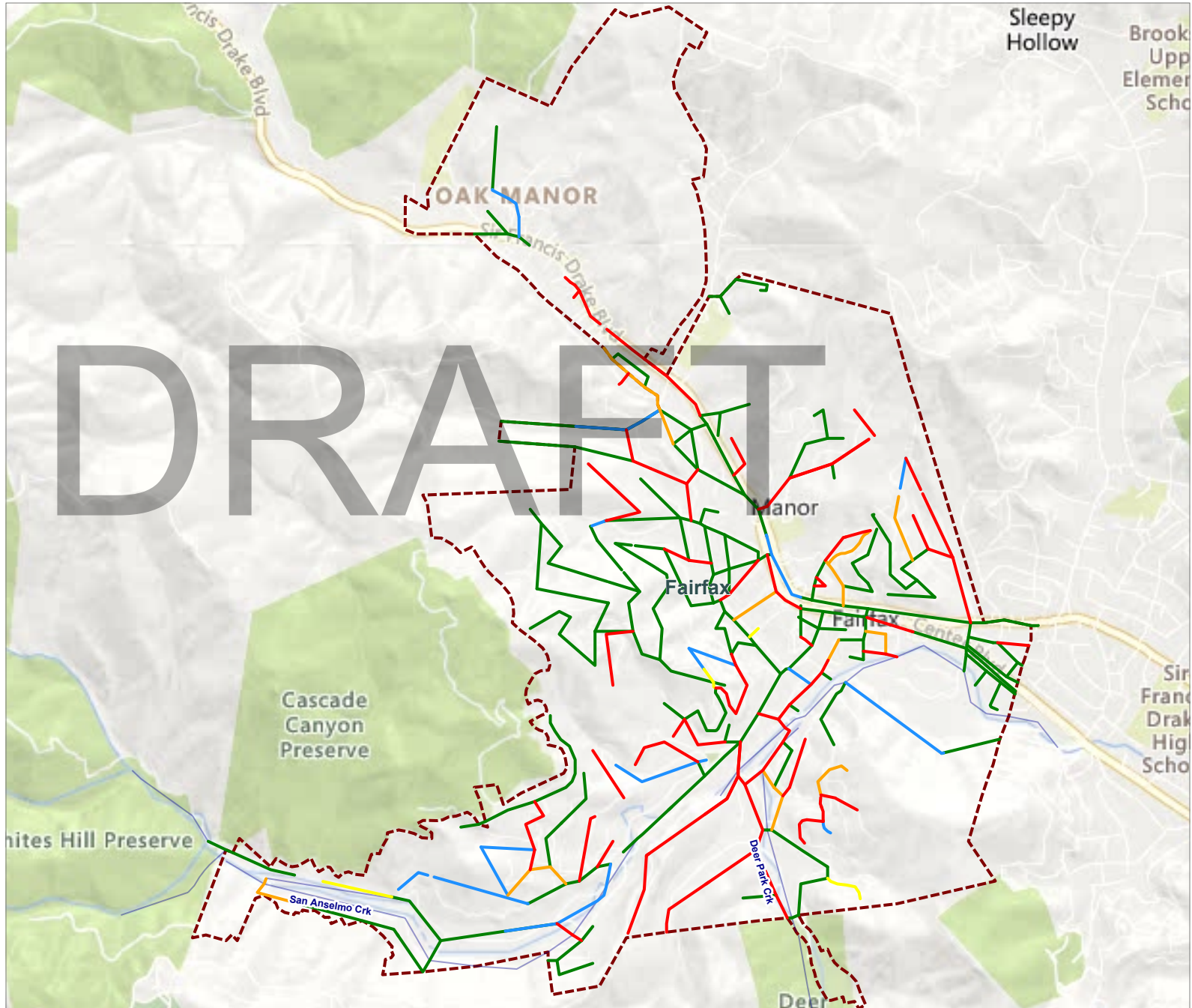
Town of Fairfax

Scenario PCI Condition

PTAP 23: Scenario 3 - Increase PCI by 5 Points - 2027 Project Period - Total Rehab for 2027: \$1,951,914 - Printed: 11/27/2022

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



Appendix F

SECTIONS SELECTED FOR TREATMENT – SCENARIO 2

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Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 11/27/2022

Scenario: PTAP 23: Scenario 2 - \$500,000/Yr

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$500,000	10%	2025	\$500,000	10%	2027	\$500,000	10%
2024	\$500,000	10%	2026	\$500,000	10%			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SCENIC ROAD	REDWOOD ROAD	TAMALPIAS ROAD	SCENIC	50	580	14	8,120	A	AC/AC		87	87	93	\$9,473	16,575	MICROSURFACING
													Treatment Total	\$9,473		
BOTHIN ROAD	1041' WEST OF OLEMA ROAD	TOWN LIMITS	BOTHIN	30	1,031	25	25,775	C	AC/AC		68	67	77	\$40,094	9,445	MICROSURFACING w/DIGOUTS
PINE DRIVE	1900' WEST OF LAUREL DRIVE	2760' WEST OF LAUREL DRIVE	PINEDR	30	860	14	12,040	C	AC/AC		65	64	74	\$18,729	8,321	MICROSURFACING w/DIGOUTS
SCENIC ROAD	BAY ROAD	200 FT W. BAY ROAD	SCENIC	20B	200	14	2,800	A	AC/AC		62	61	72	\$4,667	9,605	MICROSURFACING w/DIGOUTS
SIR FRANCIS DRAKE BOULEVARD	PACHECO AVENUE	BANK STREET	SIRFRA	20	819	35	28,665	A	AC		70	69	78	\$47,775	8,664	MICROSURFACING w/DIGOUTS
													Treatment Total	\$111,265		
HICKORY ROAD	CASADE DR	CYPRESS DR	HICKOR	05	178	20	3,560	R	AC		74	74	82	\$3,956	10,198	CRACK SEAL w/MICROSURFACING
MEERNA AVENUE	IVY LANE	HILLSIDE DRIVE	MEERNA	20	942	18	16,956	C	AC/AC		76	76	84	\$19,782	15,165	CRACK SEAL w/MICROSURFACING
SPRUCE ROAD	610 FT WEST OF PARK ROAD	TAMALPIAS ROAD	SPRUCE	25	765	12	9,180	C	AC/AC		78	78	86	\$10,710	15,756	CRACK SEAL w/MICROSURFACING
SUMMER AVENUE	FOREST AVENUE	DEAD END	SUMMER	10	284	15	4,260	R	AC/AC		79	79	87	\$4,733	10,370	CRACK SEAL w/MICROSURFACING
													Treatment Total	\$39,181		
BARKER AVENUE	PORTEOUS AVENUE	DEAD END	BARKER	10	345	18	6,210	R	AC/AC		44	44	100	\$26,220	8,786	2" HMA MILL & OVERLAY
CLAUS DRIVE	SIR FRANCIS DRAKE BOULEVARD	TAYLOR DRIVE	CLAUSD	10	494	26	12,844	R	AC		42	42	100	\$54,230	8,950	2" HMA MILL & OVERLAY
MARINDA COURT	MARINDA DRIVE	DEAD END	MARINC	10	186	29	5,394	R	AC		43	43	100	\$22,775	8,902	2" HMA MILL & OVERLAY
NAPA AVENUE	PACHECO AVENUE	DOMINGA AVENUE	NAPAAV	10	300	20	6,000	R	AC/AC		48	47	100	\$25,333	8,591	2" HMA MILL & OVERLAY
PACHECO AVENUE	SIR FRANCIS DRAKE BLVD	DEAD END	PACHEC	10	596	20	11,920	R	AC/AC		49	48	100	\$50,329	8,520	2" HMA MILL & OVERLAY
PARK ROAD	BOLINAS ROAD	SCHOOL STREET	PARKRO	10	588	24	14,112	R	AC/AC		46	46	100	\$59,584	8,661	2" HMA MILL & OVERLAY
RIDGE ROAD	SCENIC ROAD	CUL-DE-SAC	RIDGER	10	1,536	12	18,432	R	AC/AC		47	46	100	\$77,824	8,657	2" HMA MILL & OVERLAY
SAN GABRIEL COURT	SAN GABRIEL DRIVE	DEAD END	SANGAC	10	177	30	5,310	R	AC		40	40	100	\$22,420	9,032	2" HMA MILL & OVERLAY

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 11/27/2022

Scenario: PTAP 23: Scenario 2 - \$500,000/Yr

											Treatment Total			\$338,715		
**SCENIC ROAD	AZALEA AVENUE	ACACIA ROAD	SCENIC	05	1,165	18	20,970	R	AC		29	29	100	\$0	0	MILL AND THICK OVERLAY
											Treatment Total			\$0		
Year 2023 Area Total					212,548					Year 2023 Total			\$498,634			

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI		Cost	Rating	Treatment
												Before	After			
BROADWAY	CLAUS DR	BANK ST	BROADW	10b	155	60	9,300	C	AC/AC		71	69	78	\$15,190	8,370	MICROSURFACING w/DIGOUTS
MEADOW WAY (3)	MEADOW WAY (2)	E END	MEADOW	30	642	18	11,556	R	AC		68	66	76	\$16,853	7,211	MICROSURFACING w/DIGOUTS
SIR FRANCIS DRAKE BOULEVARD	BROADWAY	SAN MIGUEL COURT	SIRFRA	40	939	47	44,133	A	AC		71	68	77	\$77,233	8,203	MICROSURFACING w/DIGOUTS
											Treatment Total			\$109,275		
CASCADE DRIVE	BOLINAS DRIVE	1285' WEST OF BOLINAS DRIVE	CASCAD	10	1,285	32	41,120	C	AC/AC		76	74	83	\$50,372	14,354	CRACK SEAL w/MICROSURFACING
MANZANITA COURT	MANZANITA ROAD	DEAD END	MANZAC	10	123	10	1,230	R	AC		85	83	90	\$1,435	6,575	CRACK SEAL w/MICROSURFACING
											Treatment Total			\$51,807		
FORREST AVENUE	SUMMER AVENUE	1230' EAST OF SUMMER AVENUE	FORREA	20	1,230	14	17,220	C	AC/PCC		52	50	100	\$86,789	8,591	2" HMA MILL & OVERLAY
LIVE OAK AVENUE	MAPLE AVENUE	1027' WEST OF MAPLE AVENUE	LIVEOA	10	1,027	18	18,486	R	AC/AC		52	49	100	\$81,955	8,126	2" HMA MILL & OVERLAY
LIVE OAK AVENUE	1027' WEST OF MAPLE AVENUE	DEAD END	LIVEOA	20	858	18	15,444	R	AC/AC		51	48	100	\$68,468	8,201	2" HMA MILL & OVERLAY
MURIEL PLACE	LOWER SCENIC ROAD	DEAD END	MURIEL	10	485	21	10,185	R	AC/AC		51	49	100	\$45,154	8,096	2" HMA MILL & OVERLAY
PARK ROAD	SCHOOL STREET	SPRUCE ROAD	PARKRO	20	585	21	12,285	R	AC		50	48	100	\$54,464	8,227	2" HMA MILL & OVERLAY
											Treatment Total			\$336,829		
Year 2024 Area Total					180,959					Year 2024 Total			\$497,911			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI		Cost	Rating	Treatment
												Before	After			
SCENIC ROAD	TAMALPIAS ROAD	BAY ROAD	SCENIC	20A	535	14	7,490	A	AC/AC		85	81	89	\$9,634	11,673	MICROSURFACING
TAMALPAIS ROAD	MOUNTAIN VIEW ROAD	SCENIC ROAD	TAMALP	50	590	12	7,080	A	AC/AC		81	76	84	\$9,107	10,528	MICROSURFACING

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 11/27/2022

Scenario: PTAP 23: Scenario 2 - \$500,000/Yr

											Treatment Total			\$18,741				
PINE DRIVE	635' WEST OF LAUREL DRIVE	1900' WEST OF LAUREL DRIVE	PINEDR	20	1,265	14	17,710	C	AC/AC		66	62	72	\$30,373	7,387	MICROSURFACING w/DIGOUTS		
SEQUOIA ROAD	LOWER SCENIC ROAD	SPRUCE ROAD	SEQUOI	10	974	19	18,506	R	AC/AC		70	67	76	\$28,337	6,992	MICROSURFACING w/DIGOUTS		
SHERMAN AVENUE	BOLINAS ROAD	DOMINGA AVENUE	SHERMA	10	262	18	4,716	R	AC/AC		65	61	72	\$7,221	6,303	MICROSURFACING w/DIGOUTS		
											Treatment Total			\$65,931				
BOTHIN ROAD	MARIN AVENUE	OLEMA ROAD	BOTHIN	10	460	26	11,960	C	AC/AC		74	71	80	\$15,384	12,679	CRACK SEAL w/MICROSURFACING		
CANYON ROAD	CASCADE DRIVE	1017' WEST OF CASCADE DRIVE	CANYON	10	1,017	14	14,238	C	AC/AC		76	73	81	\$18,314	11,973	CRACK SEAL w/MICROSURFACING		
											Treatment Total			\$33,697				
BLACKBERRY LANE	CREEK ROAD	FORREST AVE	BLACKB	10	190	18	3,420	R	AC/AC		53	49	100	\$15,920	7,735	2" HMA MILL & OVERLAY		
CASCADE DRIVE	CANYON ROAD	890' WEST OF CANYON ROAD	CASCAD	60	890	18	16,020	R	AC/AC		52	48	100	\$74,573	7,843	2" HMA MILL & OVERLAY		
CENTER BOULEVARD	PASTORI AVENUE	727' NORTH OF PASTORI AVENUE	CENTER	20	727	51	37,077	R	AC		51	47	100	\$172,593	7,906	2" HMA MILL & OVERLAY		
FORREST AVENUE	2230' EAST OF SUMMER AVENUE	TOWN LIMITS	FORREA	40	850	14	11,900	C	AC/PCC		54	49	100	\$62,975	8,211	2" HMA MILL & OVERLAY		
IVY LANE	PORTEOUS AVENUE	MEERNA AVENUE	IVYLAN	10	118	18	2,124	R	AC/AC		53	49	100	\$9,887	7,735	2" HMA MILL & OVERLAY		
WREDEN AVENUE	PARK ROAD	FRUSTUCK AVENUE	WREDEN	10	576	16	9,216	R	AC/AC		53	48	100	\$42,900	7,783	2" HMA MILL & OVERLAY		
											Treatment Total			\$378,849				
Year 2025 Area Total										161,457			Year 2025 Total			\$497,218		

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SCENIC ROAD	400' NORTH OF REDWOOD ROAD	REDWOOD ROAD	SCENIC	40	458	14	6,412	A	AC/AC		88	82	90	\$8,660	10,967	MICROSURFACING
											Treatment Total			\$8,660		
CASCADE DRIVE	1770' WEST OF CANYON ROAD	DEAD END	CASCAD	80	833	15	12,495	R	AC/AC		68	63	73	\$20,090	6,260	MICROSURFACING w/DIGOUTS
SIR FRANCIS DRAKE BOULEVARD	SAN MIGUEL COURT	OAK TREE LANE	SIRFRA	50	870	35	30,450	A	AC		76	69	78	\$58,749	7,469	MICROSURFACING w/DIGOUTS
											Treatment Total			\$78,839		
MANOR ROAD	MARIN AVENUE	OLEMA ROAD	MANORR	10	393	26	10,218	R	AC/AC		76	72	81	\$13,143	9,328	CRACK SEAL w/MICROSURFACING

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 11/27/2022

Scenario: PTAP 23: Scenario 2 - \$500,000/Yr

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MEERNA AVENUE	HILLSIDE DR	PORTEOUS AV	MEERNA	30	995	19	18,905	R	AC		76	72	81	\$24,317	9,839	CRACK SEAL w/MICROSURFACING
VALLEY ROAD	WILLIS LANE	DEAD END	VALLEY	10	330	14	4,620	R	AC/AC		81	76	85	\$5,942	7,495	CRACK SEAL w/MICROSURFACING
Treatment Total													\$43,402			
BELMONT AVENUE	PASTORI AVENUE	KENT AVENUE	BELMON	10	271	24	6,504	R	AC/AC		55	49	100	\$31,790	7,337	2" HMA MILL & OVERLAY
OAK TREE LANE	SIR FRANCIS DRAKE BOULEVARD	DEAD END	OAKTRE	10	494	29	14,326	R	AC/AC		55	48	100	\$70,022	7,379	2" HMA MILL & OVERLAY
TOYON DRIVE	OAK ROAD	NORTH DEAD END	TOYONR	10	710	22	15,620	R	AC		56	49	100	\$76,347	7,413	2" HMA MILL & OVERLAY
TOYON DRIVE	OAK ROAD	SOUTH DEAD END	TOYONR	20	1,000	20	20,000	R	AC		55	48	100	\$97,755	7,474	2" HMA MILL & OVERLAY
WESTBRAE DRIVE	OLEMA ROAD	OLEMA ROAD	WESTBR	10	760	25	19,000	R	AC/AC		55	48	100	\$92,867	7,383	2" HMA MILL & OVERLAY
Treatment Total													\$368,781			
Year 2026 Area Total										158,550	Year 2026 Total		\$499,682			

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
TAMALPAIS ROAD	1050' SOUTH OF SCENIC ROAD	BERRY TRAIL	TAMALP	30	812	16	12,992	A	AC/AC		93	84	91	\$18,424	9,091	MICROSURFACING
TAMALPAIS ROAD	BERRY TRAIL	MOUNTAIN VIEW ROAD	TAMALP	40	835	15	12,525	A	AC/AC		93	84	91	\$17,762	9,091	MICROSURFACING
Treatment Total													\$36,185			
CYPRESS DRIVE	935' NORTH OF LAUREL	LAUREL DRIVE	CYPRES	50	1,700	16	27,200	C	AC/AC		69	61	71	\$51,429	6,367	MICROSURFACING w/DIGOUTS
GLEN DRIVE	1260' NORTH OF SFD BLVD	TOWN LIMIT	GLENDR	20	1,200	40	48,000	C	AC/AC		75	69	78	\$90,758	8,205	MICROSURFACING w/DIGOUTS
RIDGEWAY AVENUE	LIVE OAK AV	END	RIDGEW	10	1,350	16	21,600	R	AC/AC		73	68	77	\$36,465	6,754	MICROSURFACING w/DIGOUTS
ROCCA DRIVE	TAYLOR DRIVE	TAYLOR DRIVE AT SADY LANE	ROCCAD	20	1,701	14	23,814	R	AC/AC		69	63	73	\$40,203	6,151	MICROSURFACING w/DIGOUTS
Treatment Total													\$218,855			
MARIN ROAD	OLEMA ROAD	MANOR ROAD (AROUND CIRCLE)	MARINR	10	398	25	9,950	C	AC/AC		83	76	84	\$14,110	8,761	CRACK SEAL w/MICROSURFACING
Treatment Total													\$14,110			

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 11/27/2022

Scenario: PTAP 23: Scenario 2 - \$500,000/Yr

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
CRESCENT CIRCLE	OAK TREE LANE	DEAD END	CRESC	10	331	29	9,599	R	AC/AC		57	49	100	\$49,263	7,002	2" HMA MILL & OVERLAY	
											Treatment Total		\$49,263				
SCENIC ROAD	TAMALPIAS ROAD	UPPER SCENIC ROAD	SCENIC	60	1,145	15	17,175	A	AC		53	41	100	\$180,928	6,128	CIR w/2" HMA OVERLAY	
											Treatment Total		\$180,928				
Year 2027 Area Total									182,855		Year 2027 Total			\$499,342			
Grand Total Section Area:									896,369		Grand Total			\$2,492,787			

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Appendix G

QUALITY MANAGEMENT REPORT

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City of Fairfax PTAP 23
Quality Management Report

Street ID	Section ID	Street Name	Begin Location	End Location	Functional Class	PCI Date	PCI	Re-inspected PCI
ALDERC	10	ALDER COURT	LANDSDALE AVE	DEAD END	R	9/10/2022	70	70
BELLEA	20	BELLE AVENUE	KENT AVENUE	TOWN LIMITS	R	9/9/2022	82	82
BOTHIN	20	BOTHIN ROAD	OLEMA ROAD	1041' WEST OF OLEMA ROAD	C	8/29/2022	62	61
CASCAD	40	CASCADE DRIVE	MEADOW WAY	690' WEST OF MEADOW WAY	R	8/30/2022	61	61
CASCAD	80	CASCADE DRIVE	1770' WEST OF CANYON ROAD	DEAD END	R	8/30/2022	68	68
CENTER	20	CENTER BOULEVARD	PASTORI AVENUE	727' NORTH OF PASTORI AVENUE	R	8/30/2022	52	52
CENTER	30	CENTER BOULEVARD	727' NORTH OF PASTORI AVENUE	PACHECO AVENUE	R	8/30/2022	32	31
CYPRES	40	CYPRESS DRIVE	1700' NORTH OF LAUREL DRIVE	935' NORTH OF LAUREL DRIVE	C	9/9/2022	37	51
DOMING	10	DOMINGA AVENUE	CREEK ROAD	BRIDGE COURT	C	8/29/2022	29	29
FORREA	20	FORREST AVENUE	SUMMER AVENUE	1230' EAST OF SUMMER AVENUE	C	8/30/2022	55	53
FRUSTU	10	FRUSTUCK AVENUE	PARK ROAD	WRENDEN AVENUE	C	9/9/2022	26	56
HILLSI	50	HILLSIDE DRIVE	CREST ROAD	DEAD END	C	8/30/2022	23	40
INYOAV	10	INYO AVENUE	PACHECO AVENUE	END	R	8/29/2022	15	15
LIVEOA	10	LIVE OAK AVENUE	MAPLE AVENUE	1027' WEST OF MAPLE AVENUE	R	9/10/2022	21	52
MARIND	10	MARINDA DRIVE	SIR FRANCIS DRAKE BOULEVARD	SAN GABRIEL DRIVE	C	9/10/2022	41	37
MURIEL	10	MURIEL PLACE	LOWER SCENIC ROAD	DEAD END	R	8/29/2022	48	52
OAKROA	10	OAK ROAD	LAUREL DRIVE	TOYON DRIVE	R	9/9/2022	13	11
OLEMAR	20	OLEMA ROAD	MARIN ROAD	TOWN LIMITS	C	8/29/2022	51	51
SANGAD	10	SAN GABRIEL DRIVE	MARINDA DRIVE	1148' EAST OF MARINDA DRIVE	C	9/10/2022	21	26
SIRFRA	60	SIR FRANCIS DRAKE BOULEVARD	OAK TREE LANE	OAK MANOR DRIVE	A	9/9/2022	35	34
TAMALP	60	TAMALPAIS ROAD	SCENIC ROAD	DEAD END	A	9/9/2022	23	36
TOYONR	10	TOYON DRIVE	OAK ROAD	NORTH DEAD END	R	9/9/2022	56	56
VISTAW	10	VISTA WAY	SAN GABRIEL DRIVE	DEAD END	R	9/10/2022	41	32
WILLIS	10	WILLIS LN	FRUSTUCK AV	END	R	9/10/2022	38	16
WREDEN	10	WREDEN AVENUE	PARK ROAD	FRUSTUCK AVENUE	R	9/9/2022	51	53