North Fair Oaks Road Standard Prioritization
Methodology Used by the Department of Public Works

1. The survey results from the four areas surveyed were evaluated independently to ascertain the answer to the following four criteria.

    a. Percentage of returned surveys indicating improvements were preferred.
    b. Which improvement options were preferred
    c. Ranking streets in order of those most desiring improvements (streets were ranked by the entire length of road per area)
    d. Determine the default improvement option

2. A list of streets based on survey results from the four areas was created in the order of those with the highest rate of response in favor of improvements to the lowest rate of response. Streets with tied improvement response percentages were then prioritized based on the percentage responding that improvements were not desired. (i.e. streets with least "No Improvements" rated higher.)

3. Since drainage is a major concern for many residents in the North Fair Oaks Area, the Department prioritized some of the roads based on existing drainage. This was determined from the results of a drainage study previously conducted . The streets that were identified in the report as experiencing flooding received a drainage ranking in order of those streets that would be most directly be affected by changes upstream due to road improvements. These roads were ranked in the following order: Edison Way, 11th Avenue, 12th Avenue, Fair Oaks Avenue, and 2nd Avenue. Ninth Avenue was the last street given a drainage ranking as the other streets were shown to have more flooding based on the drainage report while Ninth Avenue is more a conveyor of storm water, which will not necessarily be exacerbated by road reconstruction.

4. All the roads were categorized based on pavement condition or pavement condition index (PCI) for the roads. There were three categories based on PCI values. The roads in the worst condition with a PCI of 40 or less were put in one group, the second group consisted of roads with PCI between 41 and 55, and the last group consisted of roads with PCI above 55.

5. The three elements (survey results, drainage, and pavement condition) were then used to prioritize all the roads. The roads with a drainage priority were selected as the top priority roads. The remaining roads were prioritized based on the PCI groups and survey results. This was done by identifying the group of roads with the lowest PCI values and prioritizing the roads within this group based on survey results. This process was repeated with the remaining PCI groups with the intermediate group and finally the roads with the highest PCI values.