



CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

Street Maintenance Facts

- 1) The City maintains about 160 centerline miles of road, representing 33M Square Feet of pavement:
 - 18.5% are arterial streets (i.e. Spring Street, Niblick, Union, Creston)
 - 8.17% are collector streets (i.e. Rolling Hills, Scott)
 - 71.45% are residential streets
 - 1.88% are alleyways

(Note: the City has (4) full time employees on the streets maintenance crew)

- 2) With 100 being a brand new road, the average Pavement Condition Index (PCI) of the City's street system is 54:
 - 3.6% of the city's streets are Excellent (91-100 PCI)
 - 21.4% of the city's streets are Good (71-90 PCI)
 - 30% of the city's streets are Fair (51-70 PCI)
 - 27% of the city's streets are Poor (31-50 PCI)
 - 18% of the city's streets have Failed (0-30 PCI)

See the [Pavement Condition Index Map](#).

- 3) In order to bring the average PCI from 54 to 80, the City will need to spend \$25 million per year for the next 10 years. Increasing the PCI from 54 to 59 would require a revenue of \$12 million per year for the next 10 years. The 2012 passage of the Supplemental Sales Tax provides a revenue of approximately \$5.5 million per year, and at this rate of revenue, the average PCI would go down from 54 to 41.
- 4) Improving the City's streets with a budget of \$5.5 million per year, when the need is \$25 million per year, is a balancing act to meet the community's expectations. Pavement deteriorates slowly during the first 10 years of its life and the PCI rating decreases from 100 to 60 slowly. Once a street is beyond 10 years old, the PCI rating decreases rapidly; a street with a PCI of 60 can decrease to 30 within 4-6 years. Furthermore, the cost to bring a street with a PCI of 60 or more will cost less than performing maintenance on a road with less than 60 PCI. This is because streets with a PCI of 60 or more will only require surface application to extend its life, while streets that are below 60 PCI will require repairing the area beneath the surface (i.e. road base).

Another balancing act is to consider which streets need to be repaired first. Arterial streets, such as Spring Street, Creston Road, and Sherwood Road have large volumes of daily traffic and a majority of residents who use these streets would benefit from the improved road. Furthermore, streets within the city limits benefit actual residents of the city. On the other hand, residential streets have lower volumes of traffic and only those who live within these neighborhoods benefit from the improved road.

5) Despite the shortage of revenue, the following streets have been repaired or maintained since the passage of the Supplemental Sales Tax in 2012. The City Council elected to perform work on the arterial and collector roads first, since these are the roads that residents used most and would benefit from the improvements. They are as follows:

Rolling Hills	Gates Court
Airport Road – Linne to Pioneer Trail	Country Club Drive – Niblick to Caddie Lane
Country Club – Niblick to Parking Lot	Caddie Lane
S. River Road – Niblick to Navajo	Golf Place
21 st Street – Vine to Riverside	Pine Street – Riverside to 9 th
Spring Street – 1 st to 24 th	Pine Street – 10 th to 14 th
Jackson – Shannon Hill to Union	Park Street – 9 th to 14 th
Walnut – Creston to Union	10 th Street – Spring to Riverside
Shannon Hill – Creston to Walnut	11 th Street – Spring to Pine
12 th Street – Spring to Fresno	12 th Street – Spring to Riverside
Scott Street – Creston to Airport	19 th Street – Spring to Pine
Union Road – Kleck to Montebello Oaks	15 th Street – Pine to Railroad
Union Road – Golden Hill to Hwy 46 East	26 th Street – Spring to west end
Drive lanes of Creston – Capitol Hill to Rolling Hills	Ysabel Street – Riverside to 24 th
Airport Road – Buena Vista to Tower	Oak Street – 32 nd to 36 th
Riverside Drive – 10 th to 17 th	34 th Street – Oak to Spring
Skyview – Union to Montebello Oaks	Blackburn Street
Riverglen – Skyview to Via Camellia	Hilltop Drive
Montebello Oaks – Union to Skyview	Leland Street
Bel Air Place – Stoney Creek to end	James Street
Sunrise Court	Merry Hill Road
Fallbrook Court	Ridgeview Drive
Pioneer Trail – Airport to Airport	21 st Street – Vine to west end

Summer Fallow Place
Amber Grain Place
Winter Wheat Place
Starling Drive – south end to Falcon
Cardinal Way
Starling Court
Warbler Court
Falcon Drive – Meadowlark to Beechwood
Beechwood – Meadowlark to Stoney Creek
Nighthawk Drive
Peachtree Court
Blossom Court
Maple Street
Peachtree Lane
Maplewood Court
Maple Street
Peachy Court
Cheyenne Drive
Sacagawea Court
Pocahontas Court
Crazy Horse Court
Red Cloud Road – w/o Rose Lane to Nickerson
Mohawk Court
Rainbow Court
Chumash Court

Country View Lane
Villa Lane
Mountain Springs – Nacimiento Drive to city limits
Casa Blanca Court
Caballo Place
Vine Street – Caballo to Fein
Theater Drive – Alexa Court to Hwy 46 West
South Vine – 1st to Hwy 46 West
Vine Street – 32nd to Caballo
Sherwood Road – Creston to Fontana
Moss Avenue
Tucker Avenue – Moss to Trigo
Cecil Court
Corona Court
Trigo Lane – Creston to Tucker
Bolen – Creston to Nickerson
Shoshone Drive
Pawnee Court
Navajo Court
Navajo Avenue
Cherokee Court
Apache Court
Rose Lane – Navajo to Bolen
Crazy Horse Drive
12th Street – Fresno to Merry Hill

Cool Valley Road – Oriole Way to Running Stag Way	Running Stag Way – Sycamore Canyon north to Sycamore Canyon South
Cool Valley Road – Oriole to Beechwood	Sycamore Canyon Road – 100’ s/o Riata Court to n/o Larkfield Place
Deer Springs Drive – Running Stag Way to Meadowlark Road	Sycamore Canyon Road – Sycamore Canyon Road to Larkfield Place
Dry Well Place – Cool Valley Road to end	Sycamore Canyon Road – Deer Springs Drive to Running Stag Way north
Harvest Meadow Place – Cool Valley Road to end	Winding Brook Road (west) – North end to Running Stag Way west
Hondo Court – Sycamore Canyon Road to east end	Winding Brook Road (west) – Airport Road to Winding Brook Road
Larable Court – West end to Sycamore Canyon Road	Winding Brook Road – Running Stag Way (west) to Running Stag Way (east)
Larkfield Place – East end to COP 155’ w/o Sycamore Canyon Road	Winding Brook Road (east) – North end to Running Stag Way (east)
Latigo Court – Sycamore Canyon Road to west end	Turtle Creek Road – Westfield Drive to Airport Road
Little Quail Place – Winding Brook Road to east end	Sequoia Court – North end to Turtle Creek Road
Oriole Way – Ashwood Place to Meadowlark Road	Trinity Court – South end to Turtle Creek Road
Riata Court – West end to Airport Road	Plumas Court – South end to Turtle Creek Road
Running Stag Way – Airport Road to E. Winding Brook Road (includes cul-de-sac)	Lassen Court – North end to Turtle Creek Road

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Current PCI Condition

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Feature Legend

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

