

**Paso Robles Street Repairs**  
**Frequently Asked Questions (FAQs)**

**1. Cool [Street Repairs Map](#), how do I use it?**

There are 5 layers to this map and they are color-coded as listed below, check the box next to the layer(s) you would like to view.

Green - 2012-2017 Pavement replacement completed

Black - 2012-2017 Slurry seal completed

Red - 2018 Pavement replacement scheduled

Purple - 2018 Slurry seal scheduled

Yellow – 2018 Intersection repair scheduled

**2. What is the difference between Pavement Repair/Replacement and Slurry Seal?**

Pavement Repair/Replacement includes removing worn sections of streets and replacing them with entirely new material. Pavement replacement should last approximately 20 years. Slurry seal is a process used to repair pavement that is still structurally sound, by filling in cracks then applying a coating that improves the driving surface and extends the life of the asphalt. Slurry seal coating can last 7-10 years, depending on weather conditions.

**3. How are streets selected for repair and/or slurry seal?**

Field work and analysis for the update to our Pavement Condition Index was completed to evaluate every section of pavement in the city, rate the condition, and identify the proper repair method. The Paso Robles City Council used that information to prioritize the list of streets and begin repairs. [More information can be found here.](#)

**4. I see the repairs scheduled for 2018 in red and purple – will more streets be added to this list?**

Yes, we are currently out to bid on another round of repairs and will add those streets to the list once we've determined which streets can be fixed within our current budget.

**5. How are streets selected to be on the list?**

Many streets are included in the adopted 7-year plan. Streets are placed on the list based on condition and location (we try to do an "area" at a time rather than one street here and there, to reduce the costs of mobilization by the contractor). We don't necessarily just do the "worst" streets first, it can be a better use of public funds to put money into streets that are still in decent condition to keep them from getting so bad that a complete (and much more expensive) pavement replacement is needed. The citizen-led Supplemental Tax Oversight Committee meets at least twice a year to review the condition of streets, report to the Council and public on how the Supplemental Sales Tax funds were used, and advise City Council on street repair priorities.