



City of Santa Barbara
Public Works Department

Memorandum

DATE: February 22, 2022

TO: Public Works Department
Public Utility Companies
Applicant Civil Engineers
Permitted/Licensed Contractors

FROM: Public Works Engineering Division

SUBJECT: City Street Pavement Maintenance "Moratorium" Related To Past and In-progress Overlay/Reconstruction and Slurry Seal Map

The purpose of this memorandum is to provide the instructions necessary to use a Geographic Information System Map (Map) that will show completed Street Slurry Work and Street Overlay Work. The map also shows "in-progress" streets, which reflects current work that is committed to by the City, but not necessarily complete. Based on that map, you will be able to determine how to plan your project or determine appropriate street surface restoration requirements.

Background

The City currently has an aggressive pavement maintenance program that is based on prior deferred maintenance and the availability of funds to restore City streets to an acceptable condition. The City must use funds wisely by planning for public utility main replacements, major land development involving C-1 public improvements, and street improvement projects that are to be completed prior to major pavement maintenance, or when trenching is necessary on recently paved streets, thereby restoring the street to a higher standard. The trench standard on recently paved streets are to restore and maintain, and not upgrade the existing condition. The trench standard combined with the Map helps make this effort transparent to the public. The "Moratorium" does not necessarily mean no work can be completed, but it shall be considered to bring more of a heightened sense of awareness for planning and applying standards. Cutting into recently paved streets is discouraged if possible and/or appropriate. For example, the Public Works Department may condition new public utility installation routes to avoid a particular block and take a different route to avoid cutting into recently paved streets.

The City Standard for newly paved or slurry sealed streets is found below (Detail U-01.1 of the City Standard Details) is shown below.

13. Public right-of-way restoration:

Asphalt Streets and Alleys				
	Trench Perpendicular to the path of travel	Trench Parallel to the path of travel*	Pothole or Other Individual Cut	Multiple Cuts
Arterial/Collector Street	T-cut trench 12" either side of cut and overlay with asphalt per U-03.0 to U-03.2.	Cold plane 10' centered on trench/drive lane and 10' before and after trench.** Overlay with matching asphalt.***	T-cut 12" on all sides of pothole and overlay with asphalt, per U-03.0 to U-03.2.	Per the direction of the Public works inspector. E.g. excessive bore pits may result in cold plane 10' requirement or slurry seal
Local Street/Alley	T-cut trench 12" either side of cut and overlay with asphalt per U-03.0 to U-03.2.	Cold plane 5' centered on trench and 5' before and after trench.** Overlay with matching asphalt.***	T-cut 12" on all sides of pothole and overlay with asphalt, per U-03.0 to U-03.2	Per the direction of the public works inspector.
Newly Paved Street or Alley (within 4 years of last overlay)****	Cold plane 10' centered on trench 10' before and after trench.** Overlay with matching asphalt.***	Cold plane the full lane width for all impacted lanes with end transitions.** Overlay with matching asphalt.***	Cold plane the full lane width for all impacted lanes with end transitions.** Overlay with matching asphalt.***	Per the direction of the public works inspector. E.g. excessive bore pits may result in cold plane 10' requirement
New Slurry Sealed Street or Alley (within 2 years of last slurry seal)	Crack and slurry seal a minimum of 20 feet beyond the limits of all trenching or construction damage.	Crack and slurry seal the full lane width for all impacted lanes or as required for restriping lines and markings.	Crack and slurry seal the full lane width for all impacted lanes or as required for restriping lines and markings.	Crack and slurry seal the full lane width for all impacted lanes or as required for restriping lines and markings.


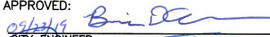

*Per U-03.0 to U-03.2 all trenches must be T-cut 12" either side of the trench, to include Parking Lane.

**Total distance of the transitions will be determined by the public works inspector.

*** Overlay asphalt thickness shall be a minimum of three times the nominal aggregate size.

****Excavations required for the Sewer Lateral Inspection Program (SLIP) are exempt from the newly paved/slurry sealed street requirements but shall comply with trench and pothole requirements for respective street type.

Please note that this table is part of the City of Santa Barbara, Public Works Construction Standard Details. The City may require additional public right-of-way restoration as part of a condition of approval associated with a discretionary land use approval.

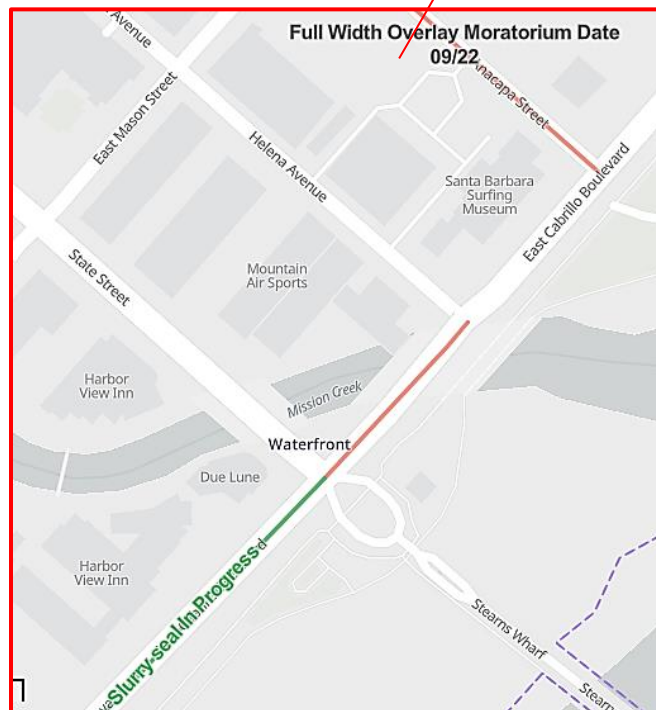
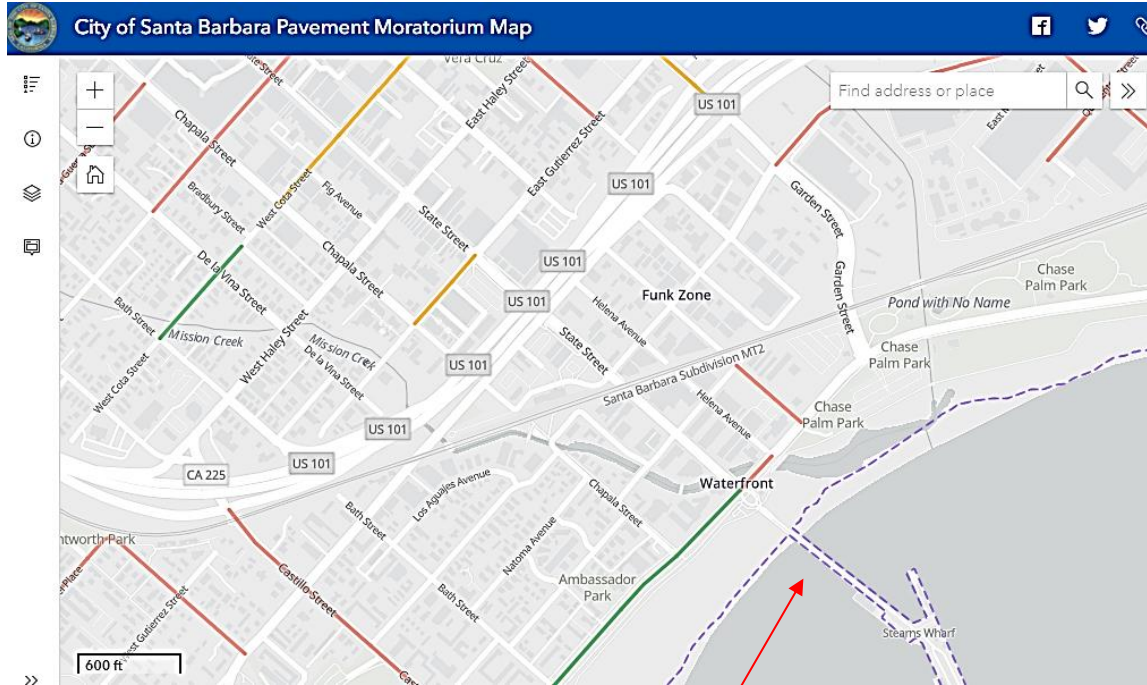
	EXCAVATION WORK IN PUBLIC RIGHT-OF-WAY	REV. DATE: 09/19	DETAIL: U-01.1
	GENERAL NOTES FOR STREET RESTORATION 2 of 4	APPROVED:	
		 CITY ENGINEER  PUBLIC WORKS DIRECTOR	

The Map

The Map is updated quarterly prior to the Utility Coordination meeting based upon data provided by Streets Engineering (annual pavement maintenance contract) and Streets Operation (ongoing pavement maintenance). The data is first entered during the planning of the repaving, but both the line work and dates are updated as “as-built”. Once updated, the information is made immediately available at the following <https://arcg.is/jqHjf> (use Google Chrome or another compatible web browser)

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The map shown below is an example of the dynamic Map capabilities (with the ability to click for more information):



Above is a zoomed-in portion of the map.

City Street Pavement Maintenance “Moratorium” Related To Past and In-progress Overlay/Reconstruction and Slurry Seal Map

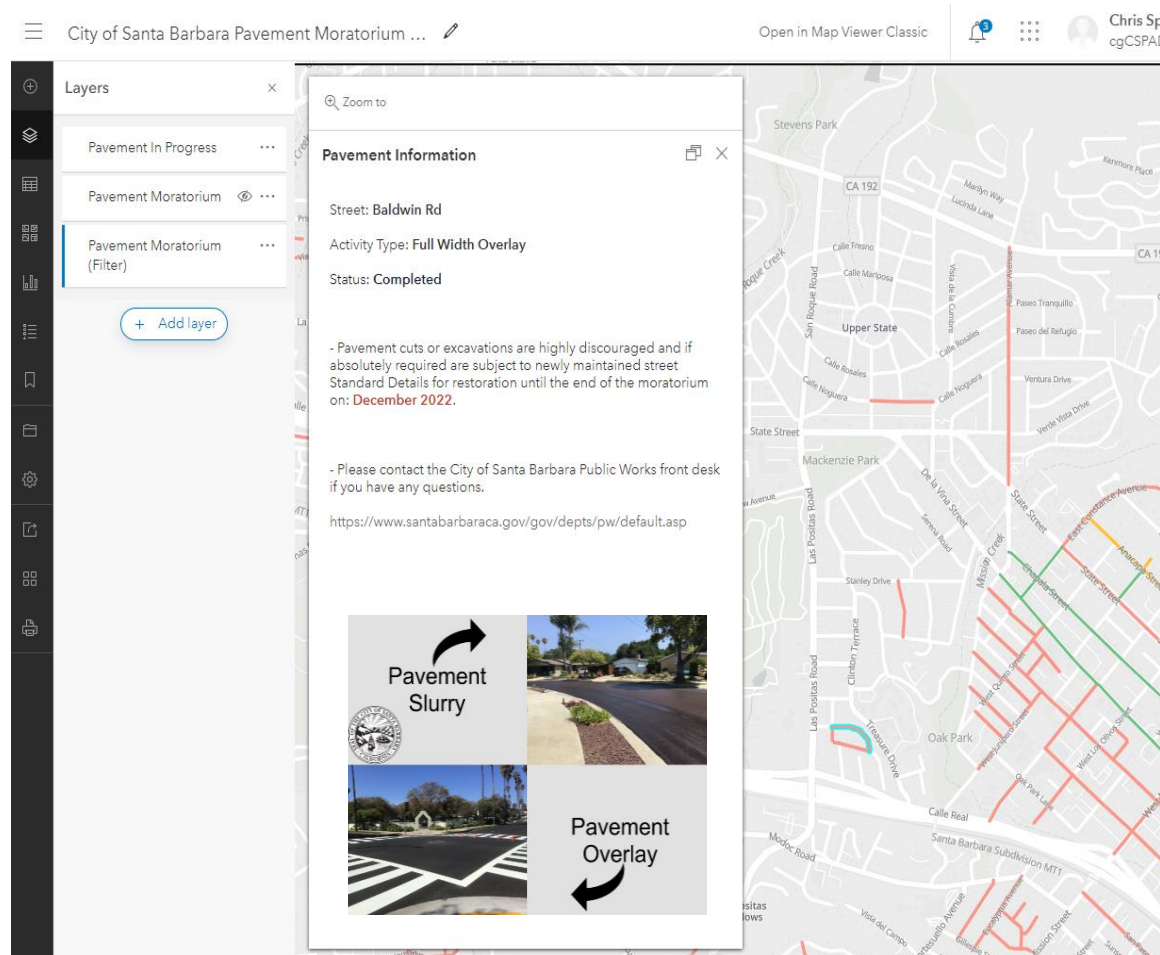
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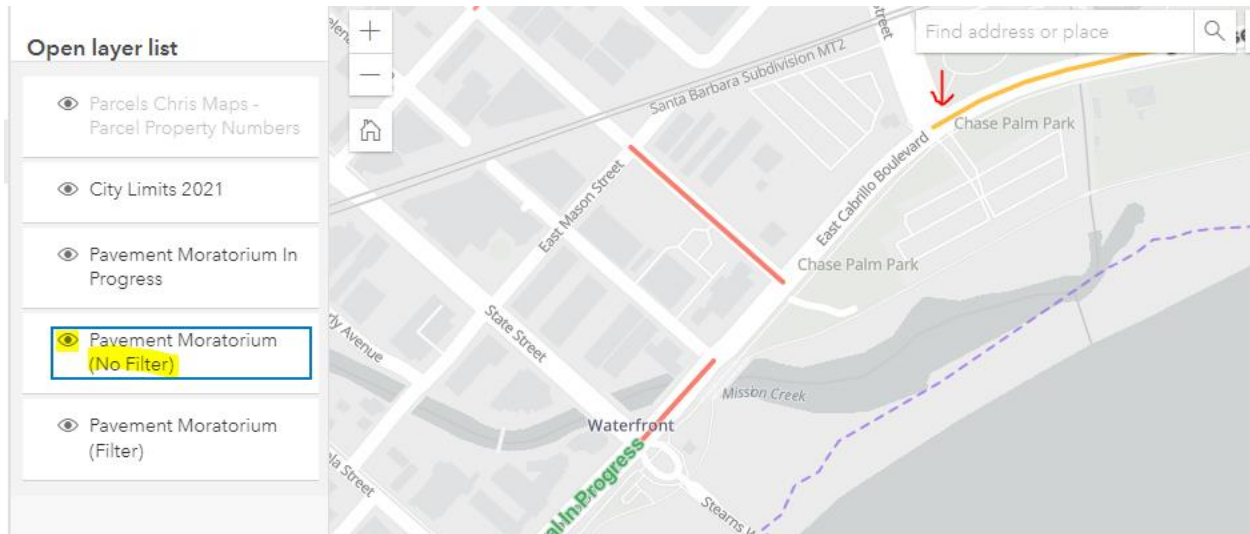
Completed Slurry Work is shown in orange, and Overlay Work in red. Slurry Work is basically a light oil and sand mixture used to create a consistent surface and applied to prevent water infiltration. Overlay Work is where the street is ground down and overlaid with conventional asphalt concrete. The public enjoys both finished surfaces by the appearance and ride quality.

In-Progress Slurry and Overlay Work is shown in green. A separate map tool will soon be developed for “planned” pavement maintenance.

If you zoom into the block in question and click on the segment, a box will appear with the information about the pavement work. A date will appear in red that indicates the end month and year of the “Moratorium”, which is based on the stop date from two years of the last slurry seal and four years of the last overlay.



You may toggle off the “In Progress” streets. To toggle on to pavement maintenance no longer under the “Moratorium”, please toggle on the “No Filter” as shown below.



Use of the Map – Based on the Situation

Public Works Department

Engineering and Operational Divisions/Asset Owners use the Map to plan utility main projects. Generally, the focus will be to wait until the end of the Moratorium period to cut into the streets. The Map may also be used to inform of future pavement maintenance decisions or how to scope pavement maintenance into other Street projects, such as a Bridge or a Transportation Project.

Land Development Engineers and Public Works Inspectors will use the Map when observing a recently paved street and need to condition a permittee to comply with those standards. On public utility main replacement projects and certain major land development projects involving public improvements, the Land Development Engineers may condition proper pavement maintenance early into the project during the planning and permitting phases. It is important to note that while Public Works permit staff will try to include this information in the permit’s description, the City Standards govern trench acceptance by inspectors.

Public Utility Companies

Public Utility Companies should refer to the Map when planning extensive utility main replacement programs (Southern California Gas Company), special projects (eg:

Southern California Edison Downtown Reliability Project), or when building a new system (telecommunication broadband). They may also look at the Map when applying for permits for smaller service level or maintenance/repair work. They need not worry about service level/permit work where conduits and structures are installed by Permitted Contractors. In those cases, the Excavator/Contractor is the permittee and is responsible for complying with pavement restoration requirements. How you use this information can help avoid surprises when Public Works Inspection staff hold Contractors to City Standards for pavement restoration. This is about being prepared for City requirements or deferring work until the end of the Moratorium.

Applicant Civil Engineers

Civil Engineers are encouraged to look at the Map when C-1 public improvement plans are required in order to improve the quality of construction notes and sometimes when laying out services and associated overlay limits accordingly. Their notes should refer to City Standards for compliance.

Permitted/Licensed Contractors

Permitted/Licensed Contractors may refer to the Map when compiling cost estimates for bidding purposes or to confirm direction by Public Works Inspection staff when enforcing standards for newly paved streets.

The Public Works Department is very appreciative of efforts to maintain public infrastructure including pavement.

Feel free to contact assigned staff in Streets Engineering, Land Development Engineering, Public Works Inspection, or Streets Operations with questions. You will find contact information here: www.santabarbaraca.gov/publicworks