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.

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 link: https://santabarbara.maps.arcgis.com/apps/instant/minimalist/index.html?appid=1e779244959a4bf884afee18a6ed5cfa (use Google Chrome or another compatible web browser.)
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.
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](http://www.santabarbaraca.gov/publicworks)