



CITY STREET PAVEMENT MAINTENANCE MORATORIUM AND SLURRY SEAL MAP

A Pavement Moratorium is a designated period during which street cuts are strongly discouraged due to the recent paving of the roadway. The purpose of the moratorium is to protect newly paved streets from unnecessary disturbances that could compromise pavement quality and lead to additional restoration costs. This policy supports the City's commitment to maintaining high-quality infrastructure while maximizing limited funding allocated for asset management.

The [Pavement Moratorium Map](#) shows recently paved streets that require stricter pavement restoration if they are cut into. The application includes an introduction panel, a legend viewer, and a printing service that generates a PDF of the map along with its corresponding legend.

The data powering the map is sourced from the city's OpenGov Enterprise Asset Management platform, which maintains records of activities performed on public assets. Four street maintenance activities are subject to the pavement moratorium. Full-Width Overlay, Reconstruction, and Drive Lane trigger a four-year moratorium, while Slurry Seal triggers a two-year moratorium.

The system syncs with OpenGov, allowing the map to display the most current pavement activity data in real-time. This improvement streamlines workflows, eliminates the need for recurring meetings, and ensures the map remains accurate and up to date.

If you have questions or concerns regarding the map's accuracy, readability, or accessibility, please contact the City of Santa Barbara Public Works Department.

The City Construction Standard outlines the restoration requirements for cuts made to recently paved streets. A copy of this page from the Standard is included at the end of this memo. The full City Construction Standard is available on the City's website: [City of Santa Barbara - Construction Standard Details](#).



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.

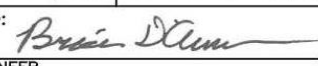
*** Overlay asphalt thickness shall be a minimum of three times the nominal aggregate size.

****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
GENERAL NOTES FOR STREET RESTORATION 2 of 4

REV. DATE: 12/23	DETAIL: U-01.1
APPROVED: 	
CITY ENGINEER	
DATE: 12/20/23	