



# RdMAP

## 09/10

Road Maintenance Annual Plan - Fiscal Year 2009 - 2010



**Maintenance Activities:**  
County Crew's daily activities

**Pavement Preservation:**  
Preventive maintenance philosophies and applications

**Projects and Funding:**  
Project locations for all 5 County Supervisorial Districts

**A**CCOUNTABILITY **C**USTOMER FOCUSED **E**FFICIENCY

# PUBLIC WORKS

*Providing a Clear Path, Smooth Ride and a Safe Trip to the traveling public.*



COUNTY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT

# TRANSPORTATION DIVISION

## ROAD MAINTENANCE ANNUAL PLAN



With the support of the County's decision makers, the Public Works Department has continually sought out new technologies and partnered with industry professionals to gain an upper hand on our ever deteriorating road network and uncertain roadway funding. These new innovative technologies included the use of rejuvenating emulsions, scrub seals and micro seals. As education and awareness grew throughout the County of Santa Barbara on the benefits of Pavement Preservation, State and National interest grew as well. The County's staff, responsible for the implementation and maintenance of this program, has traveled the State of California and the nation to educate and share their experience.

The County's Pavement Preservation Program has also received numerous awards and been the subject of articles in nationally distributed industry publications. These awards include the 2005 Award of Excellence in Contracting from the California Chip Seal Association, the 2005-2006 Past President's Award for Emulsion Excellence from the Asphalt Emulsion Manufacturing Association (AEMA) and the prestigious Pavement Preservation Taskgroup's 2008 Program of the Year Award. Several statewide and federal agencies voted for Santa Barbara County's Pavement Preservation experts to receive these awards for their innovative use of pavement preservation principles and techniques to protect the taxpayers investment in transportation infrastructure.



# RDMAP 09/10

This document is designed to provide accurate and authoritative information in regard to the subject matter covered. The information presented in this document is subject to change. Every effort will be made to make proper notice. This plan will be implemented with all available funds identified for those projects outlined herein, but does not represent a commitment on the part of Public Works if those funds do not materialize as expected.

It should be noted that the Department must be responsive to unforeseen occurrences such as natural disasters, public safety emergencies and changes in project funding availability. Unexpected variations from the maintenance plan may be necessary. Therefore, the Director shall have the authority to alter this plan to match the changing needs.



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Cover, Layout Design: Kevin Donnelly

Edited by: Kevin Donnelly

Compiled by: The RdMap Team

County of Santa Barbara

Public Works Department

123 East Anapamu Street

Santa Barbara, California, 93101-2059

Voice (805) 568-3000

Fax (805) 568-3019

E-mail: [pwweb@cosbpw.net](mailto:pwweb@cosbpw.net)

Web: [www.countyofsb.org/pwd/roads](http://www.countyofsb.org/pwd/roads)

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No major project can be completed without the help of others. The task of developing the Road Maintenance Annual Plan (RdMAP) has been both exciting and challenging. Many people have offered their input and assistance.



Special thanks to those who attended our public workshops. Their input and insight helped focus our attention on the projects of most interest to the public.

Additionally, the editor would like to acknowledge the contributions of the following people, who gave many hours to make the tenth annual RdMAP document a meaningful planning tool:

Scott D. McGolpin, P.E.  
Director, Public Works Department

Dace Morgan, P.E.  
Deputy Director, Transportation Division

John McGray  
Road Maintenance Manager

Kevin C. Donnelly  
Team Project Leader

Richard Navarro  
Road Maintenance Superintendent, Santa Barbara

Don Mason  
Road Maintenance Superintendent, Lompoc

Kurt Klucker  
Road Maintenance Superintendent, Santa Maria



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# Introduction

Santa Barbara County's Road Maintenance Annual Plan (RdMAP) is the vehicle by which the Maintenance Section of the Transportation Division completes its mission. The mission of the Transportation Division is to "Provide a Clear Path, a Smooth Ride and a Safe Trip."

The proposed projects identified in this document are selected using public input and requests, the MicroPaver Pavement Management program, Board of Supervisor priorities, and staff's professional assessment of Transportation's facilities and roadways. Using these sources of information a scenario is developed whereby our limited funding can best address the needs of the roadway infrastructure. After conducting public meetings for the North, Central, and South sections of the county, in which additional public input is received and incorporated into the plan, a finalized Annual Plan is presented to the County Board of Supervisors for adoption.



Thanks to our community partnerships, local leadership, supportive citizenry and committed staff, Santa Barbara County Public Works, Transportation Division is able to offer programs and provide public works services. It is our hope that in the forthcoming years we will be able to offer new programs and services, and continue to improve as a trendsetting organization.

This document is the proposed Santa Barbara County Road Maintenance Annual Plan for the fiscal year, July 1, 2009 through June 30, 2010.

The RdMAP projects are organized by County Supervisorial Districts and based on projected funding, maintenance needs and public input. Inquiries and comments regarding the plan should be addressed to:

***Santa Barbara County Public Works Department***  
***Transportation Division: Road Maintenance Section***

123 E. Anapamu Street

Santa Barbara, California 93101

Telephone 805-568-3064

Or to the Maintenance Superintendent at one of the following road maintenance offices:

***Santa Barbara Road Yard***

4415 Cathedral Oaks Road

Santa Barbara, Ca. 93110

Telephone 805-681-5678

Attn.: Richard Navarro

E-Mail: [rnavarr@cosbpw.net](mailto:rnavarr@cosbpw.net)

***Lompoc Road Yard***

Sweeney Road and S.H.246

Lompoc, Ca. 93436

Telephone 805-737-7773

Attn.: Don Mason

E-Mail: [dmason@cosbpw.net](mailto:dmason@cosbpw.net)

***Santa Maria Road Yard***

912 W. Foster Road

Santa Maria, Ca. 93455

Telephone 805-934-6100

Attn.: Kurt Klucker

E-Mail: [kklucke@cosbpw.net](mailto:kklucke@cosbpw.net)

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## ***Accountability, Customer Focused, Efficiency***

Since the inception of the Road Maintenance Annual Plan in the early 1990's, The Transportation Division of The Santa Barbara County Public Works Department has strived to include the public and its elected officials in the maintenance planning process for upcoming road projects. This process includes three meetings with the elected Supervisors and their staffs which begin in January and allow for input from these offices on any problem areas or complaints they have received. Public meetings are held once a year, generally in March, to allow for public input into the maintenance planning process. Notifications for the public meetings, which are held in the North County as well as South County, are made to those individuals who have filed a Project Initiation Request (PIR) or through invitation mailings. All others are notified through radio and television public service announcements or newspaper advertisements. The process also includes presentations to the Office of The County CEO to allow for further input and comment.

This public process is intended to keep the Transportation Division accountable to their customers, the residents of Santa Barbara County, for the use of tax dollars as they pertain to the County Maintained Road System.

The involvement of the elected officials, including their contacts with the public, and all public contacts made through the division, as well as providing for public meetings held in strategic locations within the county help keep the maintenance planning focused on our customer, the traveling public.

The involvement of tracking systems, used to project upcoming maintenance needs for the road system are vital to providing accurate data about the condition of the road system, allowing the professionals in the field to more efficiently provide surface treatments, extending the service life of the system in a cost efficient manner.

The concept of Accountability, Customer Focused, and Efficient Government is at the core of the RdMAP process. Input into the system throughout the planning process by the public and the use of technology to provide accurate information for the Maintained Road System keeps the Santa Barbara County Public Works Division a leader in providing the best value for the tax dollar.



# ***Maintenance Activities***

## **Corrective Maintenance**

The Maintenance Yards located in Santa Barbara County have the responsibility to do all of the corrective measures done to County roads. Corrective maintenance includes those activities that are needed on a day to day basis to fulfill our stated mission of providing a clear path, smooth ride and a safe trip to the travelling public. Of the 12 Maintenance Activity Categories listed within this RdMAP, the activity most commonly recognized, is pot hole patching, where failures occur in the pavement leaving a hole which would be filled by the maintenance crews. The most aggressive and time consuming activities are shoulder repairs and brush/weed removal. These activities consume much of the Spring and Summer months, with as many as 5 mowers in the field, working a countywide rotational mowing schedule. Shoulder repairs have a direct link to the weather conditions, and how much rainfall we have had. Much of this work is localized and requires the use of heavy equipment to effect repairs. The crews are also involved in crack sealing, which is done to keep moisture from encroaching into the subgrade, tree trimming, sidewalk ramping, and culvert cleaning.

Most of these actions are done on a seasonal basis, for instance, culvert cleaning is done in the fall, with each culvert inspected for function, just prior to winter. The three major road yards within the county provide these corrective measures as well answering public complaints and providing preparation work for upcoming surface treatments.

## **Summary of RdMAP 2008-2009 Maintenance Activities**

The cumulative efforts of the three major road maintenance yards within the county have had a positive effect on the traveled way for fiscal year 08/09. The crews responded to 880 service requests within a 48 hour time frame. Not all requests for service could be honored, but each individual who requested service was contacted. The large portions of the request were related to the Gap, Tea, and Jesusita fires and associated evacuations. The fires and post fire activities consumed two months of work with crews in support of emergency operations while also responding to the typical road requests and preparation for construction projects. The mild winter allowed the field staff to complete the work deferred by the fires without having to schedule the work into the next fiscal year.

The field staff was able to complete some in-house leveling projects, make repairs to pot holes, perform shoulder maintenance, mow and trim along the roadsides to ensure safety and sight distance, and have cleaned and inspected all 4200 culverts and drainage facilities prior to and throughout the winter.

The in-house leveling has occurred on 25 days, during which 15 lane miles have received a leveling course of asphalt. The increase in productivity is due to the use of newer and more efficient equipment along with training provided by equipment manufacturers.

The in-house fog seal continues to be an excellent pavement preservation program. The staff applied an average of .78 gallons of oil per square yard to 546,353 square yards of pavement over 41 days to help maintain and preserve the traveled way throughout the county.

The Partnership Program is designed as a tax deductible cost sharing effort to replace damaged curb, gutter and sidewalk. The program also includes contracts to clean, trim and water the medians in the unincorporated areas of Goleta. Under the program, 1100 lineal feet of concrete repairs have been completed. New areas of the Goleta medians have had irrigation systems installed and have been planted with vegetation suitable to the climate.

All of these efforts combine to allow the Transportation Division to complete our mission to provide a clear path, a smooth ride, and a safe trip, in an Accountable, Customer Focused and Efficient manner.

# Maintenance Activities

## Integrated Pest Management

The County of Santa Barbara's Green Team was developed in 1999 to promote environmental stewardship in County operations. In June 1999 the County Green Team was asked to initiate a process by which the County could assess its pesticide use. A Pesticide Sub-committee was formed with representatives from the Public Works Department, the General Services Department, the Parks Department, and the Agricultural Commissioner's Office. Representatives from these departments have developed an Integrated Pest Management Strategy in support of the goal of reducing the potential impact of pesticide use on our community. The Integrated Pest Management (IPM) Strategy promotes the design, construction and maintenance of the County landscapes and structures in a way that protects and enhances the region's natural resources and public health. In addition, the IPM strategy will provide a framework for evaluating pesticides used by County Departments in their work.



The purpose of this IPM Strategy is to ensure that the County application of pesticides is done in a manner that protects and enhances our region's natural resources and public health; that County use of pesticides is a model of environmental stewardship in the eyes of the public; that the county establishes a leadership role in developing both aesthetically pleasing and ecologically sensitive landscapes and structures; and that there is a consistent standard of environmental stewardship observed by County departments managing structures, landscapes, and other grounds. The IPM Strategy also provides for periodic re-evaluation of pesticides used by County employees, to phase out products that pose human health or environmental risks, and to promote the use of non-hazardous and/or reduced risk alternatives by the County that are protective of human health and the environment. The IPM Strategy will require updates which outline the pesticides being used in all County departments and will allow employees involved in pesticide use to make conscious decisions about the pesticides selected for use, to use pesticides wisely and to make full use of pesticides purchased.

As part of the IPM Strategy, a Grounds Management Committee has been established to coordinate activities, exchange information, review requests for new products, set goals and evaluate progress. Each department will also be required to appoint an IPM Coordinator to oversee a pilot project to implement IPM techniques. In addition, a summary of pesticide use has been compiled and is submitted to the Board of Supervisors on an annual basis along with progress reports for each of the pilot projects. Since 1999, The Transportation Division has reduced the used of chemical spraying by 97.43%.

## In-house Leveling Operations

For the past eight years the Department of Public Works Transportation Division has used an in-house leveling maintenance operation to correct failed and distressed areas in the roadway. In



many cases roadways can be repaired and brought to acceptable standard using a leveling course of asphalt. This consists of a thin layer of either cold or hot asphalt applied to the entire width of the pavement and covering the failed areas of the roadway. Essentially the in-house leveling operation is a large patch that covers pavement distress and helps rideability. County personnel and equipment are used to accomplish this task.

## Project Initiation Process

Road maintenance staff has received 880 service requests to date during fiscal year 2008-2009 for road repair; all requests are promptly investigated. In most cases, maintenance crews are able to repair the problem as part of the general maintenance plan. In all cases that involve a safety issue, corrective action is taken immediately. When, however, the scope of work is beyond that of routine maintenance and other departments, sections or agencies must be utilized, the Project Request Form must be completed to initiate the work.

The Project Request Form<sup>1</sup> is entered into the department database that tracks all multi-departmental/sectional requests. After the staff investigates the request, the project is entered on the backlog database for one fiscal year. If a request is not funded during the year it was submitted, it must be reapplied for in the next year for funding consideration. This process is used due to the significant volume of requests received annually. Since available funding is capable of correcting a small number of these requests, the Transportation Division asks that requests be resubmitted in order to establish a list that reflects the most immediate concerns.

The public can initiate requests via phone contact with department staff, written request, e-mail, or by attending one of our annual public workshops.

1 A sample Project Initiation/Request Form is included in the Appendix, and available online at [www.countyofsb.org/pwd/roads/downloads/PIR.pdf](http://www.countyofsb.org/pwd/roads/downloads/PIR.pdf)

# Pavement Preservation >>>>>

## Preventive Maintenance Concepts & Programs

Asphalt pavement begins to deteriorate almost as soon as it is built. Water seeps into the road base and flushes the asphalt out of the pavement. The sun and air pollutants cause oxidation and hardening. Traffic flexes the pavement thousands of times a day. Utility companies dig holes and trenches. The pavement cracks, potholes form and, eventually, major repair is needed.

The typical asphalt pavement is designed for a life span of 20 years. With timely preventive maintenance, the life cycle of the pavement can be significantly extended.

Depending upon soil and drainage conditions and structural adequacy, if pavement receives planned periodic seal coating, resurfacing, and patching, the 20 year life cycle can be extended for several cycles. If the pavement has become badly deteriorated, many different cost effective treatments have recently become available to the County. Typically it is estimated that with regular preventive maintenance the annualized maintenance costs are half what they are if the pavement is neglected and allowed to deteriorate.

A preventive maintenance program is preferred over no maintenance and a 10-year overlay program for two reasons: improved ride quality and decreased maintenance cost.

The backlog of unfunded road maintenance projects for the Santa Barbara County road system is currently estimated at \$226 million dollars. This includes:

\$117 million dollars needed for pavement restoration.

\$39 million dollars to repair concrete hardscape damage.

\$36 million dollars for bridge repairs.

\$34 million dollars to upgrade drainage problems and failures.



*The following section written by Robert M. Davies and Jim Sorenson of the Federal Highway Administration, details the industry' awareness of the needs of our pavement infrastructure for timely and on-going surface seals and treatments to maintain the ride quality and integrity of our roadway investment.*

## Pavement Preservation: Preserving Our Investment in Highways

by Robert M. Davies and Jim Sorenson of the Federal Highway Administration

The demands on our highway network and available transportation funding are greater than ever. These demands, combined with growing, public expectations for safety, quality, and performance, require highway agencies to maintain the highest level of service practical. To meet these demands, highway agencies are redefining their objectives, requiring them to focus on preserving and maintaining rather than expanding our existing highway system. We are working to make the system work better, run more smoothly, and last longer.

The financial demands on highway agencies to repair the damage is greater than ever and will continue to grow unless we can better control the rate of deterioration. To maintain high-quality pavements and to remain within budgetary limits, a change in philosophy from the traditional reactive maintenance approach to a preventive approach must be made. The preventive approach is represented by the concept of pavement preservation, which seeks to make sure that reconstructed, rehabilitated, and existing good pavements last longer, stretching available funding further. If accomplishing this seems like a challenge, that's because it is, but it can be done.

If we delay maintenance and repair of pavement until it has gone beyond its effective service life, the work required to renew it will be more extensive and costly than regular maintenance. Also, the repair work will make a portion of the highway unusable, and the flow of traffic will be disrupted for an extended period of time.

However, if we take a proactive approach in maintaining our existing highways, we can reduce costly, time-consuming rehabilitation and reconstruction and the associated traffic disruptions. With timely preservation, we can provide the traveling public with improved mobility; reduced congestion; and safer, smoother, longer lasting pavements. This is the true goal of pavement preservation — a goal that the Federal Highway Administration (FHWA), working in partnership with states, industry organizations, and other interested stakeholders, is committed to achieving.

# Pavement Preservation

## What Is Pavement Preservation?

Pavement preservation is aimed at preserving the investment in our highway system, extending pavement life, and meeting our customers' needs. It is the timely application of carefully selected surface treatments to maintain or extend a pavement's effective service life. Pavement preservation does not include new or reconstructed pavements or any activity that significantly increases the structural capacity of the existing pavement. Figure 1 shows the general concept behind pavement preservation.



An effective pavement-preservation program encompasses a full range of preventive maintenance techniques and strategies, such as fog seals, slurry seals, thin lift overlays, crack sealing, milling and grinding, and scrub chip seals.

## Implementing the Pavement-Preservation Philosophy

The good news is that these efforts are underway, and they are making a difference. In 1997, an expert task group (ETG) with members from the American Association of State Highway and Transportation Officials (AASHTO), industry, and FHWA was established to provide guidance and technical assistance in the area of pavement preservation.

The results of these efforts have been an increased awareness of and dedication to pavement preservation within highway agencies and industry. Several states are considering or establishing a formalized pavement-preservation program and are using dedicated funding to support such initiatives.

While the concept of and techniques for pavement preservation are universal, the actions required to successfully implement a pavement-preservation program are regionally dependent. Each agency needs to establish its own protocols, strategies, and methodologies to produce the desired return on investment.

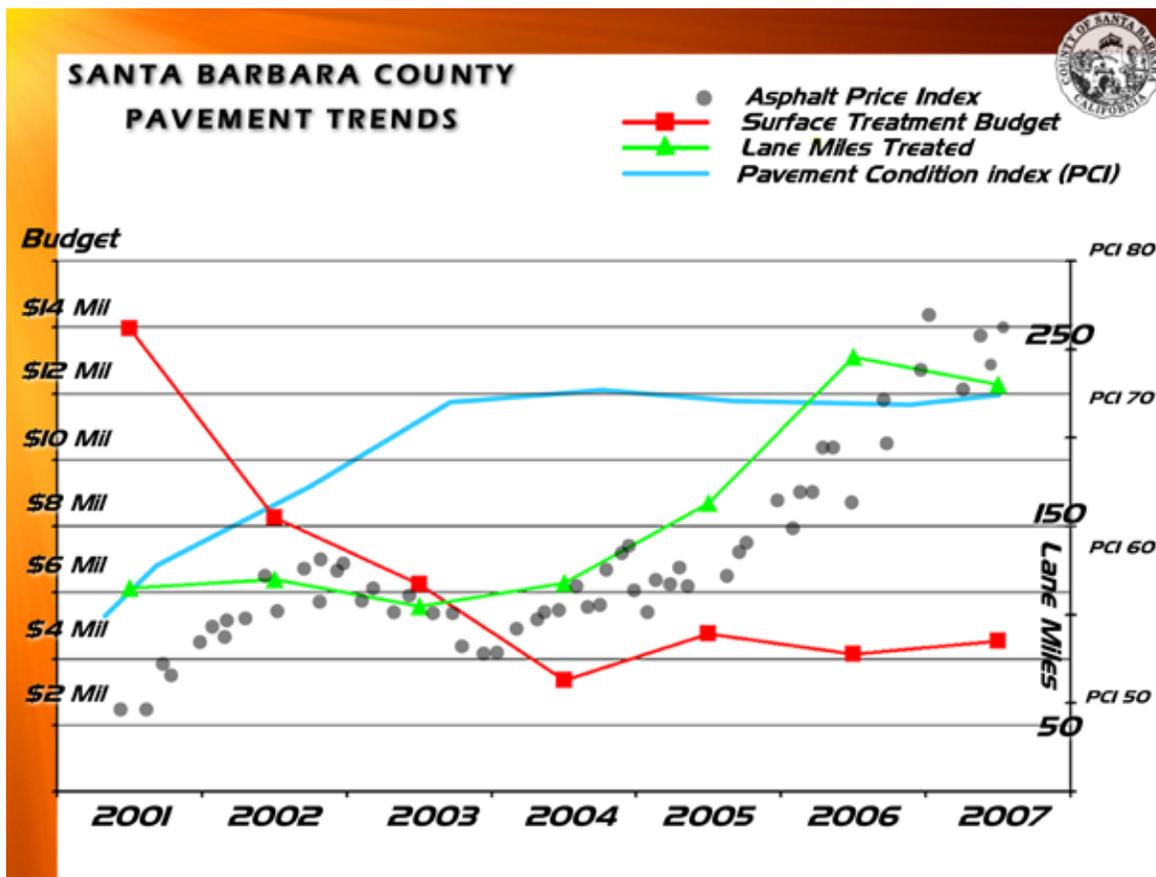


Figure 1 — Applying pavement treatments at the optimal time provides the most efficient use of funds to extend the life of the pavement. In a time when asphalt prices have skyrocketed, the County's Pavement Preservation Program has shown dramatic result.

## Experiences With Pavement Preservation

The potential benefits of a successful pavement-preservation program can be numerous. A 1997 AASHTO lead-state survey of state highway agencies showed that most highway agencies are convinced of the advantages associated with a properly designed and implemented pavement-preservation program. The anticipated benefits from such a program can include higher customer satisfaction, increased safety, cost savings/cost-effectiveness, improved pavement condition, improved strategies and techniques, and better informed decisions.

The states with the most experience in successfully implementing a pavement-preservation program include California, Georgia, Michigan, New York, and Texas. Georgia and Texas, which have been performing preventive maintenance on their roadways for several years, report that their pavement-preservation programs have played a substantial role in improving the condition of their highway infrastructure.



Caltrans (California Department of Transportation) in a workshop presented to the California Transportation Commission, notes that preventive maintenance treatments can restore a pavement surface and “extend its service life by 5 to 7 years. ... This added service life will delay the need for the more costly pavement rehabilitation, allowing additional rehabilitation projects to be funded and constructed.”

A common observance among all of these states is the relatively long length of time for the benefits of pavement preservation to be realized in terms of improved pavement condition. Georgia and Texas, who have had a preservation program in place for many years now, have anecdotal evidence of the benefits. New York, whose preservation program was established in 1993, is beginning to observe the results in their annual pave-

## The Road Ahead

In addition to establishing a pavement-preservation philosophy, other issues must be addressed to ensure the proper implementation of a pavement-preservation program. The success of a pavement-preservation program is based on selecting the right treatment for the right pavement at the right time. The real challenge lies in selecting the optimal time to apply a treatment to the road.



Time is the element by which cost-effectiveness is defined. Placing a treatment on the road too late, meaning structural damage has already started to appear, will result in poor performance because pavement-preservation treatments are not designed to increase structural capacity. On the other hand, placing the treatment too early will result in the unnecessary expenditure of much-needed funds and can cause other pavement problems, such as flushing or rutting. Neither scenario is cost-effective. The optimal time will maximize the return on investment of a given treatment by allowing for the most efficient use of funding to extend the life of the pavement.

To determine the optimal timing, performance standards and indices for various treatment types need to be established through research and the collection of performance data. To be reliable, these indices must be descriptive of the environment in which the pavement treatments are to be used. This not only includes existing pavement conditions, climatic weather, material properties, and traffic loading, but also agency resources and funding limitations.

And finally, we must integrate pavement preservation into the overall pavement management system (PMS) to allow highway officials to manage pavement conditions as part of managing their resource allocations. PMS provides critical information needed to make decisions about pavement preservation. By using an integrated PMS, a manager can select the proper proportion of preventive maintenance, corrective maintenance, rehabilitation, and reconstruction that optimizes available dollars and extends the service life of the pavements within the system.

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Robert M. Davies is a construction and preservation engineer in FHWA's Office of Asset Management. He serves as the lead in the areas of system preservation and environmental concerns for construction and preservation operations. He is also the FHWA liaison to the Research Task Force of the AASHTO Subcommittee on Maintenance, is a member of the AASHTO Lead States Team on Pavement Preservation, and works closely with highway agencies and industry on the development of system preservation initiatives.  
Jim Sorenson is a senior construction and preservation engineer in FHWA's Office of Asset

Management. He is the team leader for construction and system preservation.

# Pavement Preservation

## Micro Paver - Pavement Management System

A pavement management system (PMS) offers the decision-maker a systematic way of gauging pavement conditions and provides a set of steps for using the information to identify and schedule the most appropriate treatment. It aids the decision-making process by moving away from the traditional ad hoc approach of spending maintenance funds. In the absence of a pavement management system, cash-short cities and counties are likely to resort to a “worst first” approach to repairing streets and roads. Under this method, available funds are poured into costly reconstruction of a few roadways that are already badly deteriorated, while “healthy” roadways in need of relatively inexpensive preventive maintenance treatments are ignored. “Worst first” is the worst strategy in that local jurisdictions get the least bang for the buck.



A pavement management system is not and should not be considered a “black box” that will automatically churn out answers to every maintenance question. Rather, it is a tool that enables the public works professional to determine the most cost-effective maintenance program. With a PMS, professional judgement is enhanced, not replaced.

Apart from its obvious benefits, a pavement management system has an added advantage: It can help public works officials and community leaders gain an understanding of the jurisdiction’s total funding needs.



The goal of a pavement management system is to bring all pavement segments to the condition where preventive maintenance is the primary strategy being applied. Not only does a pavement management system make more efficient use of public funds, but, after a few years it can help reduce overall maintenance spending. This year’s surface treatment program was designed using the above concepts to maximize the County’s investment in the road pavement system.



In 1985, the County began monitoring the pavement component of the infrastructure using a Carter Pavement Management System. In recent years, the Department has successfully converted to MicroPAVER PMS and is now recognized as a leader at the cutting edge of this technology. MicroPAVER provides full compliance with the Modified Approach to accounting for infrastructure in the Government Accounting Standards Board (GASB) Standard 34 and is used by over 600 cities, counties, states and



countries. The utilization of this system integrated with Geographic Information Systems (GIS) has given the Department powerful tools to plan, maintain, and analyze the County’s pavement network. Every year, one-third of the County pavement network is re-evaluated. Transportation Division staff has contracted these inspections which typically involves the documentation of “distresses” (defects or indicators of problems), the severity of the distresses, and the quantity of each distress.

The utilization of this system integrated with Geographic Information Systems (GIS) has given the Department powerful tools to plan, maintain, and analyze the County’s pavement network. Every year, one-third of the County pavement network is re-evaluated. Transportation Division staff has contracted these inspections which typically involves the documentation of “distresses” (defects or indicators of problems), the severity of the distresses, and the quantity of each distress.



## Environmental Review Requirements Surface Treatment Project Time Frames

The maintenance section performs many services that require environmental review under the *California Environmental Quality Act (CEQA)*. CEQA guidelines must be adhered to for all proposed or approved discretionary projects to be carried out by a public agency. In Public Resources Code section 21080, a “discretionary project” is described as one that “requires the exercise of judgment or deliberation where the public agency decides to approve of a particular activity”. The *2009/2010 Road Maintenance Annual Plan* is a discretionary project subject to CEQA.

Thirteen of the fourteen project categories performed regularly by the Division are exempted from environmental review under the Public Resources Code section 21084, subdivision (a). This class of projects was determined by CEQA “not to have a significant effect on the environment and which shall be exempt.” The Secretary of Resources prepares and adopts the list of project categories. Each Supervisorial District receives a *Notice of Exemption*, included in their district plan, for the activities listed below and described in detail within the RdMAP .

### Surface Treatment Program (Contracts / County Forces)

#### Roadway / Bike Surface Preparation

#### Street Tree Maintenance / Vegetation Control

#### Maintenance Administration

#### Roadway Slope Repair

#### Weed and Brush Removal (now included in Vegetation Control)

#### Culvert Maintenance

#### Infrastructure Improvements

#### Traffic & Safety Control

#### Equipment Maintenance

#### Public Service Requests

#### District Improvements

#### General Fund MOE

The categories Storm Repair & Restoration and Construction Projects are project specific and are identified in each Supervisorial District. They require project specific environmental review and as such are not included in the list of exempted activities at this time.

The typical time frame for completion of the annual surface treatment program as identified in the RdMAP is 14 to 16 months. This is based on factors such as project phasing, the appropriate time of year, and maintenance preparations of the right-of-way.



Concrete repairs and surface treatments are completed in a two stage approach. First, all streets identified within the RdMAP are field reviewed, and damaged concrete is marked, measured and logged. Survey monuments are identified and

the plans and specifications are prepared. The Concrete Repair project is then advertised and awarded according to the public contracting code and the first working day is set. By law, advertising, awarding, and setting the first working day takes 3 months. On this time line, construction of the concrete repairs is done through the winter months and completed in the spring.

The second stage is the surface treatment. Once the concrete repair stage of the work is advertised, design begins on the surface treatment stage of the work. Three to six months of design work is needed to evaluate the pavement, mark and measure failed areas, determine appropriate surface treatments, prepare plans and specifications, and locate survey monuments that will be disturbed by the construction activities. With the onset of summer and more favorable weather, the application of asphalt concrete is applied to the surface of the roadway. In asphalt paving operations, temperature of the material is critical in obtaining the desired finish. The summer and fall months are the most ideal time to pave in Santa Barbara County.

Another factor involved in the Surface Treatment Program is the maintenance preparation of the right-of-way for an overlay. This involves crack sealing, patching, dig-outs and leveling;



also involved is the trimming of street trees to thirteen feet minimum to allow construction equipment access and vegetation abatement such as weed removal. This work takes place prior to stage 2 construction. These projects can be performed by either private contractors or the County Maintenance Forces.

## Emergency/After Hour Response

The Road Maintenance Division of Santa Barbara County Public Works Department responds to the physical needs of the County maintained road system. The cause of these needs, whether, public use or natural disaster is of no consideration when effect-



ing repairs. The division's response will always conform to the mission of the Division, to provide a clear path, smooth ride, and a safe trip to the traveling public.

In the event that the division is needed to perform duties after normal working hours or on weekends or holidays, then an emergency call-out list is utilized. This list contains the names and telephone numbers for key personnel within the department who are supported with County vehicles and equipped with tools to handle after hour emergencies. This list, which is constantly updated, is provided to County Fire, Sheriff and Flood Control dispatches as well as the California Highway Patrol dispatches.

Initially, the response to any call-out may be a single individual and vehicle, but if the responder determines that there is a requirement for more manpower and equipment, then the call-out list is utilized. Upon completion of their call-out duties, the responders return home and report for duty at their regularly scheduled time. In most cases this after hour work does not affect the normal scheduled workday. In other more extreme situations, many people may be in the field, but as their tasks are completed and no other operations are needed, they are sent home until further response is warranted.

In special situations such as darkness or heavy rain, where an unsafe condition makes completion of work a hazard to the public or to the workers, the work may be curtailed until daylight or until conditions improve. In no case, will Road Maintenance leave a condition that jeopardizes the public safety or abandon residences behind a road closure without proper notification.

The call-out system has been used and refined over the last 40 years. It has been used successfully in both the mundane, late night fallen limb, to the severe flooding of 1969, 1983, and the infamous EL Nino storms and more recently the Zaca, Gap, Tea and Jesusita Trail Fires,. This system allows for flexibility in rotating personnel out of the field, keeping the crews fresh and prepared for the workday. It allows for a continuity of effort and reasoned performance, promoting safety for the public and the crews.

As an accepted and time proven procedure for all law enforcement agencies, the call-out list has been used countless times for many reasons for after hour problems occurring in the Right-of-Way.

## Americans with Disabilities Act and Transportation Facilities

The Americans with Disabilities Act (ADA) was enacted in 1990 to provide comprehensive civil rights protections to persons with disabilities. Included in the Act were protections for transportation facilities. The County of Santa Barbara, under Title II of the ADA, has a responsibility to operate each service, program, or activity so that when each is viewed in its entirety, it is readily accessible to and usable by individuals with disabilities. In response to the passage of the Act, the County produced a Self-Evaluation and Transition Plan in 1994. The Self-Evaluation Plan focused on County facilities and included a grievance policy and procedure. In January 2007, the County updated the Self-Evaluation and Transition Plan by producing the Draft Transportation ADA Transition Plan Amendment. The plan includes policies and procedures for public input and grievances as well as the identification of transportation infrastructure ADA needs that will be met through the RdMap maintenance program and other capitol improvement projects. By implementing the plan, the County will be able to identify needs and be able to make progress in updating the County's transportation system to current standards.

The Transportation ADA Transition Plan includes a Transportation System Inspection Program. The County is divided into 5 Supervisorial Districts and then by maintenance zones. Inspections and maintenance repairs are conducted in each zone. The County's major collector and arterial roadways along with one-third of the remaining roadways are inspected each year. Therefore, over a three year period, the entire county's maintained roadway system is inspected. The purpose of the inspections is to identify obstacles to accessibility to the transportation system including continuity and connectivity issues.

Funding from Measure D and Proposition 1B will be used to inventory transportation system ADA needs. A public outreach component for ADA concerns will be added to the public outreach program conducted each year for the production of the RdMap. ADA upgrades will be accomplished by being included as components of other capital improvement projects and grant funding will be sought from sources such as the Federal and State Safe Routes to School Program.



# Program Category Descriptions

The RdMAP is segmented into the fourteen program categories. Programs depicted in the Program Charts at the beginning of each District listed in this RdMAP are funded entirely through the **Road Maintenance Program Budget**. These Program Projects are categorically exempt under the **California Environmental Quality Act (CEQA)** of 1970. The **Notice of Exemption** for each project per location can be found within each district funded section.

The program categories, **Storm Repair and Restoration** and **Construction Projects** require additional environmental review. The majority of project funding comes from State and Federal Programs, and is supplemented by the Road Fund Budget.

## Surface Treatment Program (Contracts / County Forces)

Surface treatment contracts are major construction projects funded by Measure D<sup>1</sup>, Prop. 1B and RSTP. The contracts include fog seals, scrub seals, micro surfacing, asphalt concrete overlays, curb, gutter and sidewalk repairs, street tree replacement and maintenance, and major pavement rehabilitation and reconstruction. The projects are advertised and awarded to the lowest responsible bidding contractor or are assigned to in-house forces.



The concept of preventive maintenance promotes the principle that pavement life can be significantly extended through periodic seal coating, resurfacing and patching. We have proposed in this document approximately 174 lane miles of work consisting of County roadway that will be either fog sealed, micro surfaced, scrub sealed or overlaid with asphalt concrete.



<sup>1</sup> Measure D is funded by the 1/2-cent sales tax fund, set to expire in 2010 at which time Measure A, a 1/2-cent sales tax approved by voters in November 2009, will commence.

The following seal coat treatments are designed to prolong the life of roadway pavement using the preventive maintenance concepts described in this RdMAP:

### Fog Seal

A Fog Seal is a thin and relatively inexpensive application of asphalt emulsion which is applied onto the road pavement (usually at a rate of 0.08 to 0.10 of a gallon per square yard). This provides a seal to the asphalt and limits water from penetrating the roadway. The Fog Seal extends the life of the pavement approximately 1 to 2 years. This work is now performed as a maintenance activity by County Forces.

### Micro Surfacing

Micro Surfacing is a polymer-modified cold-application paving system developed in Europe in the 1970s. It is a mixture of oil and rock and is designed to set quickly and uses high-quality aggregates to provide a long-lasting wearing surface on good, sound pavements.

### Scrub Seal

A process by which a unique polymer modified asphalt recycling agent is applied to a pavement surface at a rate of .15-.45 gallons per square yard depending on the pavement condition and cover aggregate. A specifically designed drag broom is then pulled through the emulsion, filling cracks and voids left open by the initial application. Next, an even coat of chips or other readily available aggregate is applied over the emulsion at a rate of 10-25 pounds per square yard. This seal is then rolled with pneumatic tire compactors. These steps follow right after one another, minimizing duration of lane closures. Scrub Seals are 1/3 of the cost of the traditional overlay and have a pavement life extension of 7 to 12 years.

### Asphalt Concrete Overlay

An asphalt concrete overlay is asphalt concrete placed on the roadway approximately 0.15' thick. This treatment is designed as a structural improvement to the roadway. Asphalt concrete overlays with proper preventive maintenance strategies will provide approximately 20 years of serviceable life to the roadway.

# Program Category Descriptions

## Roadway and Bike Path Surface Preparation and Maintenance

Roadway and bike path surface maintenance refers to all maintenance crew activities related to maintaining and repairing the existing pavement surfaces as well as surface treatment preparation projects. These activities include, but are not limited to, skin patching, pothole patching, crack sealing and fog sealing.

Surface maintenance is accomplished in both rural and urban settings. In both settings it is done as a corrective procedure to repair pot holes, fill cracks, and level settlements. Due to many variations in rural roadways, drainage often becomes ineffective, and rideability is lost over time due to erosion, and numerous patches. Surface maintenance, such as skin patching or a leveling course can re-establish grade and solve these problems. In the urban setting ride quality is the primary concern. Crack sealing, patching, and leveling is used to correct as many pavement failures as possible.

## Street Tree Maintenance / Vegetation Control / Sidewalk Surface Repair

Street tree maintenance includes tree trimming, concrete repairs, tree complaint investigation, stump grinding, tree removal, tree planting and watering. There are approximately 15,000 street trees countywide which require maintenance. Tree trimming occurs in both the urban forest and on the rural roadside. In the urban setting, trees are pruned in an attempt to provide a balanced and standard look to the trees designated to the parkway strip. Trees are also trimmed, when necessary, prior to resurfacing operations and other maintenance activities. Trimming is also done in rural and urban areas for the clearing of sight distance and to expose signs.

Of the approximately 15,000 street trees found in County subdivisions, an estimated 85% are inappropriate for street side parkways. The damage caused by these trees to the curb, gutter, and sidewalk, not only creates unsightly neighborhoods and increased liability, but makes the treatment of the street surface more costly. The estimated cost to repair the tree damaged concrete in Santa Barbara County is \$42 million dollars. In accordance with the Street Tree Policy, the Public Works Department will replace problem trees, where possible, when repairing the curbs, gutters, and sidewalks. When individual requests are made, we will work with citizens to resolve the concern in an equitable and timely manner.

## Partnership Program / Urban Forest Program

The County of Santa Barbara, like many local agencies throughout the State of California and the Country, is experiencing increasing shortfalls between revenues and maintenance backlog. With that in mind, the Public Works Department created an innovative program to share the costs of repairing the hardscape damage in Santa Barbara County.

Through this program and with the help of the local residents, the Department has been able to address more street tree problems that it would have under previous practices.

In the past, hardscape damage was repaired just prior to the resident's roadway receiving an asphalt concrete overlay. The community was not pleased with this process, as they had to wait until the street became a priority for paving in order to see any improvements in front of their residence

The Partnership Program began in 1996 and initially was proposed as a cost sharing between the residents of the community and the County. As the program exists today, participation requires that residents must be willing to pay for fifty percent of the costs associated with repairing hardscape damage in front of their homes. This cost is tax deductible to the resident.

Over the course of each year, in preparation for road surface treatment applications which fall under Measure "D" funding, the Urban Forest Program will prepare for: fog seals, micro surfacing, overlays, and scrub seals. Each road application requires various types of pruning methods that may be used on County street trees. Typically the methods used are: crown cleaning, thinning, structure pruning, reductions, and raising the tree canopy. Certain cases require the removal of county street trees; replanting occurs at a one for every two ration under our tree policy. Also, letters are sent to property owners informing them to cut back all private vegetation away from the County Right-of -Way.



Each year the Urban Forest Section will assist various engineering and maintenance projects throughout the five Supervisor Districts in the County. These preparation projects include: ramping sidewalks that are uplifted due to tree root growth, trimming street trees that require pruning due to overgrowth and health issues, removing stumps remaining from previous storms events, investigation of fee vs. easement ownership issues of trees, mailing private vegetation letters for violations of County Ordinance 3703, as well as providing contracts for special concrete projects.

The costs associated with the Urban Forest Program include complete tree removal of the street tree, and complete removal and replacement of the hardscape that has been damaged. The hardscape damage is typically the curb, gutter, and sidewalk, but may also include driveway aprons. The resident is responsible for the watering and care of street trees upon completion of the construction.

The Partnership Program created by the County of Santa Barbara has successfully provided a choice for the public. It has benefited both the County and the residents of the community being affected by the urban forest. In a time when the County's revenues do not match the transportation infrastructure needs, it has been imperative that a program be developed that meets the needs of the Department and the desires of the community. Through this program, our common goals of public safety and the preservation of the urban forest are being achieved.



**The Tree City (or County) USA® program, sponsored by The National Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of cities and counties that more than 93 million Americans call home.**

**Santa Barbara County has been recognized for five years as a participating member of this National Program, helping to protect our Urban Forest.**



### **Roadway Enhancement Partnership Program**

In order to better focus on the needs of the residents of Santa Barbara County the Board of Supervisors requested the Public Works Department Transportation Division to provide an Adopt-a-Road style program. This was done through the development of the Roadway Enhancement Partnership Program. The program accepts voluntary donations of time, material and funding that will promote betterment of the County Right of Way. The program is proactive in promoting voluntary enhancement to the Right of Way in order to promote safe travel with a cleaner environment and improved visual experience; these are the baseline objectives for project approvals.

The program is controlled by the County issuing a REPP encroachment permit which will allow the applicant to work within the maintained Right-of-Way as described in the County section inventory listing and the limits controlled by the permit. Upon acceptance of the Partnership, the applicant will be provided with safety training to cover the risks and procedures for working in the ROW, and personal safety equipment will be provided (vests and hard hats). Also included will be a recognition sign placed on the Right-of-Way featuring the participants name and the enhancement they are providing. All other materials will be provided by the applicant.

The pilot projects for this program represent the broad spectrum of enhancements the County will accept, ranging from tree planting to the paving of roads.

*For more information on this program and contact information, please view the REPP website at <http://www.countyofsb.org/pwd/roads/repp.htm>*

### **Street Tree Policy**

On December 12, 2000 the Board of Supervisors approved a Street Tree Policy. This Policy's scope and goal are to assume the responsibility for the maintenance of the designated street trees within the unincorporated areas of the County. The Transportation Division of the County of Santa Barbara Public Works Department is responsible for the maintenance and safety of the public roads within the unincorporated areas of the County.

This policy applies to all street trees that have been planted within an urban and residential setting where there are curb and sidewalk improvements and trees that have been planted as a condition of development or under the direction or approval of the County. The Public Works Department has been charged by the Board of Supervisors to act on its behalf in matters pertaining to these trees. Almost all of the trees that fall into this category have been planted in commercial and residential developments over the last 40 years. These trees were planted for aesthetic and functional purposes and have grown to be an integral part of the urban forest.

Therefore, in addition to the care and removal of trees, the policies and regulations are designed to promote the continued renewal and sustainability of trees lining our urban roads and streets. In recognizing the tree population within the road right-of-way as a vital component of the community and the roadway infrastructure, the goal of these policies is to effectively manage these trees for public safety and well being while sustaining and enhancing the streetscape and urban forest. The Transportation Division has conducted town meetings to solicit a greater variety of street tree selection, and the finalization of Phase II has occurred after the meetings with community citizens and groups. Phase III, the planting of new street trees, consists of working with private groups and non-profit agencies through programs such as REPP. The Transportation Division helps identify acceptable sites for tree planting and after 2-3 years from the date of installation, accepts the maintenance responsibility for these trees.

*A copy of the County's Street Tree Policy is available in the Appendix Section of this RdMAP.*



## Maintenance Administration

Maintenance administration includes the salaries of maintenance management personnel, clerical and office expenses, utilities, public information and litigation response.

## Roadway Slope Repair

Roadway slope repair includes repairing and maintaining shoulders and embankments, slide removals, and washout repairs. Slope maintenance occurs in a rural or mountainous setting. It is performed to provide a smooth transition between the pavement and the roadside shoulder. Also the establishment of a shoulder provides stabilization for the roadbed and the existing pavement. Slope maintenance also channels drainage in an attempt to prevent erosion. Sight distance is also addressed in proper slope maintenance.

## Weed and Brush Removal

Weed and brush removal includes clearing brush, mowing, weed and litter abatement, and roadside tree maintenance (excluding subdivision trees).

The rural mowing activity consumes much of the spring and summer months and involves as many as 5 roadside mowing tractors and up to 15 personnel. Weather patterns usually control when the mowing season will begin, by causing vegetation growth, and also cause the end of the mowing season by creating dry conditions and fire hazards. Other factors such as wild flower production are considered during the mowing season, with wild flower areas being avoided.

Rural trimming of roadside trees and other large brush is done to create a visually clear path and to keep the tree canopy from being damaged by tall trucks or oversized loads. The clearing of signs, guardrails and roadside obstructions is also part of this program. Vegetation problems such as broken limbs and downed trees are a common event throughout the year with regional varieties dictating the areas of concern. Unusual weather events such as winds, heavy rain, or localized tornado events have caused extensive damage to roadside vegetation with extensive fiscal impacts to this program.

## Culvert Maintenance

Culvert maintenance includes cleaning and reshaping drainage ditches, maintaining paved ditches and berms, culvert and inlet cleaning, headwall maintenance and construction and culvert installation and replacement. The annual maintenance of these facilities is essential to roadway safety.

Also, the quicker water is removed from the pavement the more advantageous it is for the life of the pavement. Water permeates asphalt concrete and penetrates into the subgrade—removing fines, creating voids, and causing stress. When loads are placed over time, cracking develops causing the eventual disintegration of the pavement. The more quickly water is drained from the roadway the less this aging process takes place.

## Infrastructure Improvements

Infrastructure improvements include minor work performed by the County's Utility Crew. Work includes minor concrete repair, tree removal, leveling courses, re-imbursable work, and minor projects.

## Traffic Control Maintenance/Safety Assessment

Traffic control maintenance includes striping, stenciling, curb painting, sign installation and maintenance, traffic signal maintenance and repairs, and placement of safety markers. It also includes guardrail repair and replacement as well as other maintenance. During winter storms or other naturally occurring events, the investigation and assessment of road conditions by county staff is necessary.



The County operates 50 traffic signals, 1 temporary traffic signal on Paradise Road, 23 flasher units, 19 driver feedback radar signs, numerous bikeway lights, and has a maintenance agreement to maintain the City of Carpinteria's traffic signals. A preventive maintenance program is in place for all our equipment as well as a 24 hour call-out in case of emergencies. The timing and utilization of the County's signalized intersections are routinely being checked and updated to provide the safest and most efficient system possible for our motorist.

Hundreds of service requests are received during the year to study traffic related issues such as parking restrictions, stop sign request, sight distance issues, and traffic calming request. The traffic section follows up on each request with a study and appropriate response. Many of the issues are taken to the Traffic Engineering Committee where experts from all over Southern California



help find appropriate solutions to these issues. The goal is to provide a safe and efficient roadway system for the traveling public in Santa Barbara County.

## Collision Reduction Program

Public works maintains a database of all collisions reported in the unincorporated area of the County. The information is used to help identify locations in the County where improvements may be made. These improvements may consist of signal retiming, striping change, traffic movement restrictions or a capital improvement. Many times the improvements have resulted in a measurable decrease in the number of reported collisions at the location.



## Construction Projects

Maintenance program construction projects are projects that are contracted out and receive at least partial funding from sources outside of the County. The type of work includes bridge repair and replacement, hazard elimination and safety improvements, and storm damage repairs. The construction project category includes projects that may be scheduled for construction in the 2009-2010 fiscal year.



## Service Request Program

On a daily basis, the Road Maintenance Section staff receives requests from the general public to investigate public roadway concerns. The road condition is investigated and in most instances the necessary work is performed. In instances where damages are beyond the scope of routine maintenance, a project is initiated and the attempt to secure funds is made. Generally these projects are considered for funding during the next RdMAP preparation cycle.

## District Improvements

These funds are available to address project requests initiated by public concerns for road maintenance in each Supervisorial district. Prioritization is based upon the measurable reduction in the existing backlog.



*Please visit us online at*

[www.countyofsb.org/pwd/roads](http://www.countyofsb.org/pwd/roads)



# Overview of Project Funding

The FY 2009-10 RdMap projects total approximately \$17.9 million and will be funded primarily by Measure “D”, Proposition 1B, RSTP, Congressman Gallegly Demonstration Project and State Gas Tax revenues.

## Measure D Redistribution

On March 11, 2003, County Board of Supervisors voted to change the local tax distribution allocation allowing a funding shift. The formula now distributes Measure D sales tax revenue based 50% on population and 50% on lane miles of roadway within each Supervisorial District. On April 7, 2009, the Board of Supervisors re-affirmed their commitment to this formula.

## SAFETEA-LU Road Rehabilitation Funding

**SAFETEA-LU - Elton Gallegly Demonstration Project:** The County has received funding from the transportation bill for road rehabilitation projects in the 24<sup>th</sup> Congressional District. The amount of construction funding for fiscal year 2009/2010 is approximately \$1.6 million including a 20% local match. Project locations are listed in the 3rd and 5th Supervisorial Districts sections of this RdMAP.

## Proposition 1B / RSTP Funding

In December 2008, the County submitted to the State Controller’s office, an approved plan for \$1.07 million of 2008 Supplemental Proposition 1B funds; however, due to the financial difficulties with the Pooled Money Investment Account (PMIA) selling bonds due to the State’s financial crisis, the County just received these funds in May 2009. The County is also due to receive \$773,000 in Proposition 1B funds for FY 2008/09; however, given the uncertainty of the timing of these funds, the Department has delayed programming them until FY 2009/10. The Department has heard that the PMIA has started selling some of these bonds again and will continue to do so as the national economy improves. These Proposition 1B funds are used for both preventive and corrective maintenance activities. In addition to the 2008 Supplemental and FY 2008/09 Proposition 1B funds, the Department has remaining FY 2007/08 Proposition 1B funds due to project costs being less than budgeted amounts. We have programmed these remaining funds as part of this year’s RdMap.

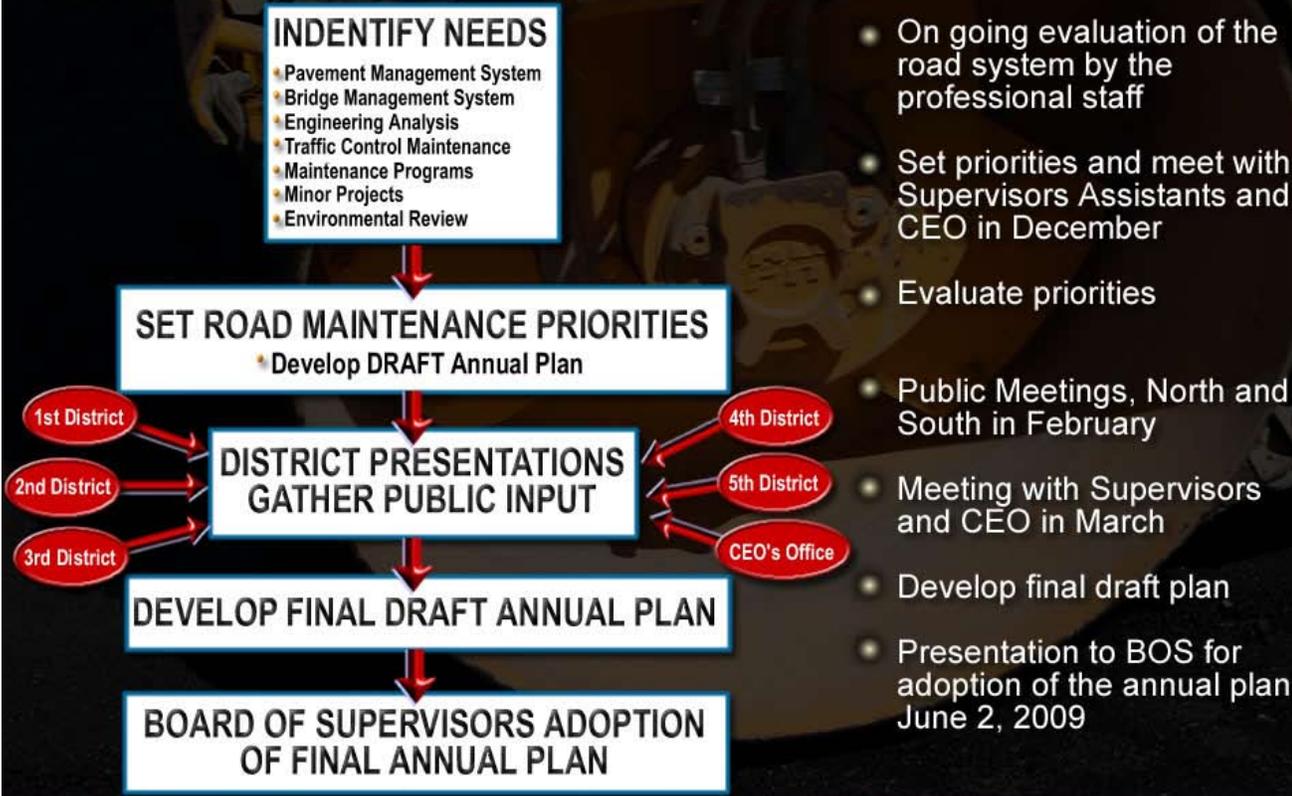
State Transportation Improvement Plan (STIP) revenue is another source of maintenance funding, which is significantly lower than was projected when the California Transportation Commission (CTC) adopted the 2002 STIP. As such, many projects in California have been delayed and placed on a waiting list for funding. Due to the log jam created at the State level for funding STIP projects, the CTC created a priority system for allocating projects. Under the priority system, road rehabilitation projects were determined to be “tier 3” and were not likely to receive funding until sometime in the future. As a result of this decision, SBCAG worked with the local agencies and was able to exchange these allocated STIP dollars for Regional Surface Transportation Program (RSTP) dollars for local agencies to use for their road rehabilitation projects. The RSTP dollars are far more flexible than the STIP dollars and the County has programmed these funds for pavement preservation as well as matching funds for disaster repair projects and Capital Improvement Projects. Our allotment of RSTP funds will end in FY 2010/2011.

Unfortunately, State funding sources such as Propositions 42 and 1B and RSTP funds cannot be relied upon to fund ongoing operations within the Division due to the fact that the State may borrow this funding or the revenue will eventually expire and no longer be available for our agency to utilize. Measure “D” is a vital maintenance funding source for the County of Santa Barbara to conduct our Nationally Recognized Pavement Preservation Program and to maintain our Transportation Infrastructure System. It was important that Measure “A” was passed by the voter’s; however, SBCAG made many concessions to special interest groups to obtain approval. Consequently, we will see a reduction of 20% in Measure “A” funds (over Measure “D”) that will be available to the County for road maintenance.

## Surface Treatment Contingency Fund

The Surface Treatment Contingency fund are monies set aside in the event that construction bids for projects come in higher than anticipated due to the changes in the economic climate. These funds are also used in the event of a natural disaster to assist in putting the Transportation Infrastructure back in working order by providing the necessary local matching funds. At the end of each fiscal year any funds remaining in the Contingency are rolled over to the next fiscal year and supplemented as necessary to maintain an adequate balance in this item.

# RDMAP PLANNING PROCESS



COUNTY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT  
TRANSPORTATION DIVISION

## Board of Supervisors General Fund Allocation and MOE

In a typical fiscal year, The Board of Supervisors provides \$500,000 in General Fund Designations for Transportation. Due to financial constraints, this fiscal year (FY 2009/10) The Board has proposed that no additional General Fund be provided to the Department beyond those commitments necessary for “Maintenance of Efforts” for Measure “D” and Proposition 42.

In a typical year, only the Measure “D” “Maintenance of Effort” obligation of \$851,189 is provided from the General Fund through the collection of Property Tax which equates to \$1.41 per \$1,000 of the total property tax collected. This year, Proposition 42 requires a “Maintenance of Effort” obligation of \$442,000, which is also provided from the General Fund through the collection of Property Tax.

## Storm Impacts

Extensive damage to the County’s transportation infrastructure occurred during the winter of 2005 due to abnormally high amounts of rainfall. The County road system suffered damages at 143 sites, mostly in the foothills and mountains. As a result of these damages, the County declared a Local Declared State of Emergency on January 10, 2005. Subsequently, the State and Federal Governments also proclaimed Disaster Declarations enabling the County to receive reimbursement for emergency work and permanent repairs. Storm repairs continue to date with repairs being funded by either FEMA or FHWA and a local match by the Office of Emergency Services. Any non-reimbursable costs associated with these repairs will be funded through Measure D.

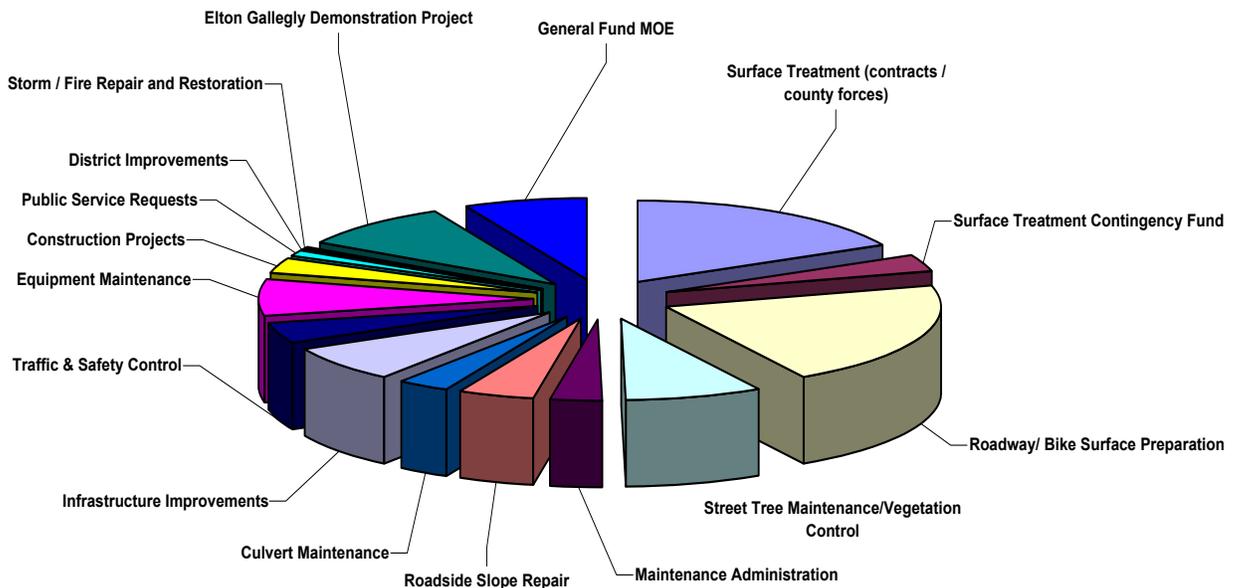
# COUNTY ROAD MAINTENANCE BUDGET

Below is an illustration and table of the budget dollars allotted per district, per project category, for the fiscal year 2009/2010.

Program Category	1st Dist.	2nd Dist.	3rd Dist.	4th dist	5th Dist.	Program Totals
Surface Treatment (contracts / county forces)	\$344,029	\$602,185	\$1,241,047	\$634,756	\$317,983	\$3,140,000
Surface Treatment Contingency Fund	\$74,969	\$100,162	\$227,286	\$160,064	\$47,519	\$610,000
Roadway/ Bike Surface Preparation	\$854,610	\$836,031	\$910,345	\$817,453	\$297,256	\$3,715,694
Street Tree Maintenance/Vegetation Control	\$289,824	\$297,256	\$453,315	\$371,569	\$74,314	\$1,486,278
Maintenance Administration	\$102,182	\$107,291	\$123,129	\$137,945	\$40,362	\$510,908
Roadside Slope Repair	\$150,486	\$71,063	\$209,008	\$200,647	\$204,828	\$836,031
Culvert Maintenance	\$60,199	\$5,890	\$181,977	\$121,615	\$141,226	\$510,908
Infrastructure Improvements	\$129,045	\$272,410	\$441,230	\$380,520	\$81,795	\$1,305,000
Traffic & Safety Control	\$89,177	\$178,353	\$215,510	\$108,498	\$151,600	\$743,139
Equipment Maintenance	\$208,079	\$291,310	\$338,128	\$364,138	\$98,837	\$1,300,493
Construction Projects	\$140,000	\$70,000	\$163,000	\$80,000	\$105,000	\$558,000
Public Service Requests	\$14,050	\$16,260	\$65,266	\$45,431	\$44,779	\$185,785
District Improvements	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Storm / Fire Repair and Restoration	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Elton Gallegly Demonstration Project *	\$0	\$0	\$818,300	\$0	\$851,700	\$1,670,000
General Fund MOE	\$158,933	\$212,342	\$481,842	\$339,333	\$100,739	\$1,293,189
<b>District Total</b>	<b>\$2,625,581</b>	<b>\$3,070,552</b>	<b>\$5,929,383</b>	<b>\$3,771,970</b>	<b>\$2,567,938</b>	<b>\$17,965,424</b>

\* Elton Gallegly Demonstration Project monies include \$329,000 matching funds from RSTP

The funding amounts shown above assumes the County receives it's entire allocation of HUTA (Highway Users Tax Account) funds for Fiscal Year 2009/10 from the State.



## Board Approved Measure 'D' Distribution Formula

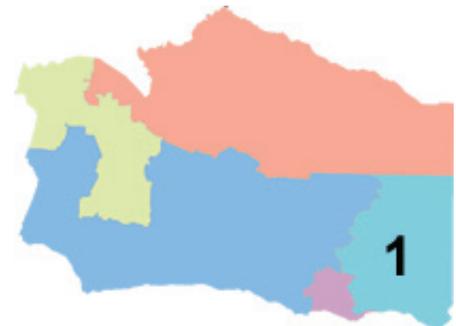
Distribution	First District	Second District	Third District	Fourth District	Fifth District	Total
50% Unincorporated Population and 50% Lane Miles	12.29%	16.42%	37.27%	26.24%	7.79%	100%



# FIRST DISTRICT FUNDED PROGRAMS

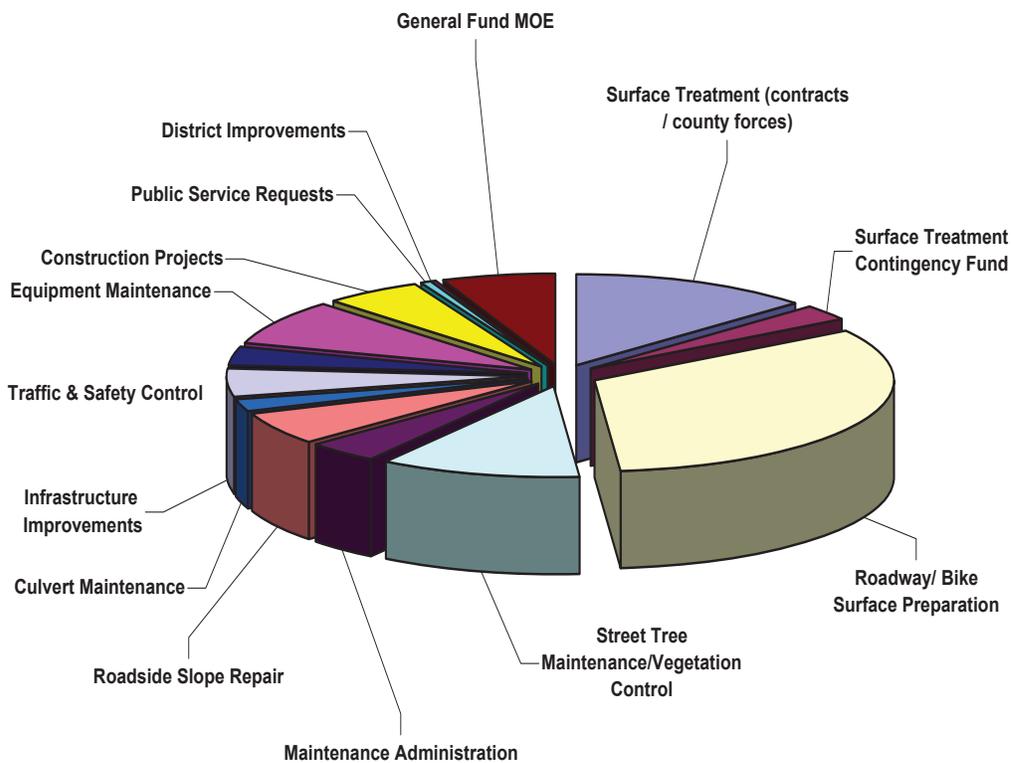
BELOW IS AN ILLUSTRATION AND TABLE OF THE BUDGET DOLLARS ALLOTTED TO THE FIRST DISTRICT, PER PROJECT CATEGORY, FOR THE FISCAL YEAR 2009/2010.

Program Category	1st Dist.
Surface Treatment (contracts / county forces)	\$344,029
Surface Treatment Contingency Fund	\$74,969
Roadway/ Bike Surface Preparation	\$854,610
Street Tree Maintenance/Vegetation Control	\$289,824
Maintenance Administration	\$102,182
Roadside Slope Repair	\$150,486
Culvert Maintenance	\$60,199
Infrastructure Improvements	\$129,045
Traffic & Safety Control	\$89,177
Equipment Maintenance	\$208,079
Construction Projects	\$140,000
Public Service Requests	\$14,050
District Improvements	\$10,000
General Fund MOE	\$158,933



**District Total \$2,625,581**

*The funding amounts shown above assumes the County receives it's entire allocation of HUTA (Highway Users Tax Account) funds for Fiscal Year 2009/10 from the State.*



**District 1**

## FUNDED PROJECTS BY LOCATION

4

### SURFACE TREATMENT PROGRAM (CONTRACTS / COUNTY FORCES)

### MEASURE 'D', PROP. 1B & RSTP - SURFACE TREATMENT

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
A 10490	SHEFFIELD DR	HWY 192	300 SHEFFIELD DR	MICRO SEAL
A 10495	SHEFFIELD DR	300 SHEFFIELD DR	N JAMESON LN	MICRO SEAL
A 10005	GOBERNADOR CYN RD	STANLEY PARK RD	7105 GOBERNADOR CYN RD	SCRUB-MICRO
A 10010	GOBERNADOR CYN RD	7105 GOBERNADOR CYN	7050 GOBERNADOR CYN RD	SCRUB-MICRO
A 10025	GOBERNADOR CYN RD	2.17 MI W STANLEY	HWY 192	SCRUB-MICRO
A 10134	PADARO LN	VIA REAL	RR BRIDGE	SCRUB-MICRO
A 10930	SYCAMORE CYN RD	CAMINO VIEJO	HOT SPRINGS RD	SCRUB-MICRO

### ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM



LOCATION  
VARIOUS ROADS FROM SAN LEANDRO TO BUTTERFLY LANE

PROPOSED WORK  
GRAFFITI REMOVAL

<sup>4</sup> Surface treatment contracts funded by Measure 'D' may require repair of concrete curb, gutter and sidewalk and tree removal / replacement.

## **MEASURE 'D', PROP. 1B & RSTP - SURFACE SEALS**

### **FOG SEAL PROGRAM (COUNTY FORCES)**

<b>SECTION ID</b>	<b>ROAD NAME</b>	<b>FROM</b>	<b>TO</b>	<b>PROPOSED WORK</b>
A 10285	BANNER AV	EVANS AV	E END	FOG SEAL
A 10880	BUTTERFLY LN	CHANNEL DR	HILL RD	FOG SEAL
A 10915	HERMOSILLO RD	HOT SPRINGS RD	COAST VILLAGE RD	FOG SEAL
A 10505	JAMESON LN NORTH	BR NO C-238	SAN YSIDRO RD	FOG SEAL
A 10775	JAMESON LN NORTH	SAN YSIDRO RD	OLIVE MILL RD	FOG SEAL
A 10375	LADERA LN	HWY 192	BELLA VISTA DR	FOG SEAL
A 10355	ORTEGA HILL RD	LILLIE AV	2161 ORTEGA HILL RD	FOG SEAL
A 10360	ORTEGA HILL RD	2161 ORTEGA HILL RD	SHEFFIELD DR	FOG SEAL
A 10361	ORTEGA RIDGE RD	GREENWELL AV	ORTEGA HILL RD	FOG SEAL
A 10365	ORTEGA RIDGE RD	GREENWELL AV	HWY 192	FOG SEAL
A 10064	TARANTO CIR	VENICE LN	S END	FOG SEAL
A 10063	TRIESTE LN	N END	E END	FOG SEAL
A 10295	VARLEY ST	COLBY ST	EVANS AV	FOG SEAL
A 10062	VENICE LN	VIA MARCINA	W END	FOG SEAL
A 10065	VIA LATINA	VENICE LN	VIA MARCINA	FOG SEAL
A 10067	VIA MARCINA	VIA LATINA	S END	FOG SEAL

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## **MEASURE 'D', PROP. 1B & RSTP**

### **CONSTRUCTION PROJECTS**

#### **CONSTRUCTION PROJECTS**

<b>LOCATION</b>	<b>PROPOSED WORK</b>
SAN YSIDRO ROAD WALKWAY	PEDESTRIAN WALKWAY CONSTRUCTION
SUMMERLAND AREA	PHASE 2B IMPROVEMENTS



**NOTICE OF EXEMPTION**

**TO: Santa Barbara County Clerk of the Board of Supervisors**

**FROM: Department of Public Works/Engineering Division**  
(Lead Department/Division)

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Case No. N/A

**LOCATION First Supervisorial District**

**PROJECT TITLE Maintenance and Surface Treatment Programs**

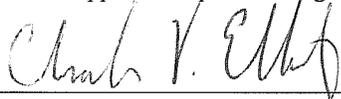
**PROJECT DESCRIPTION See program category descriptions within the Road Maintenance Annual Plan (RdMAP).**

**EXEMPT STATUS:(Check One)**

- Ministerial
- Statutory
- Categorical Exemption
- Emergency Project
- No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – “Class 1 consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination...Examples include but are not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety). (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

Reasons to support exemption findings: All work will be done within the county right-of-way.



Department/Division Representative

5/20/09

Date

**NOTE:** A copy must be posted at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

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DATE FILE OF COUNTY CLERK



# SECOND DISTRICT FUNDED PROGRAMS

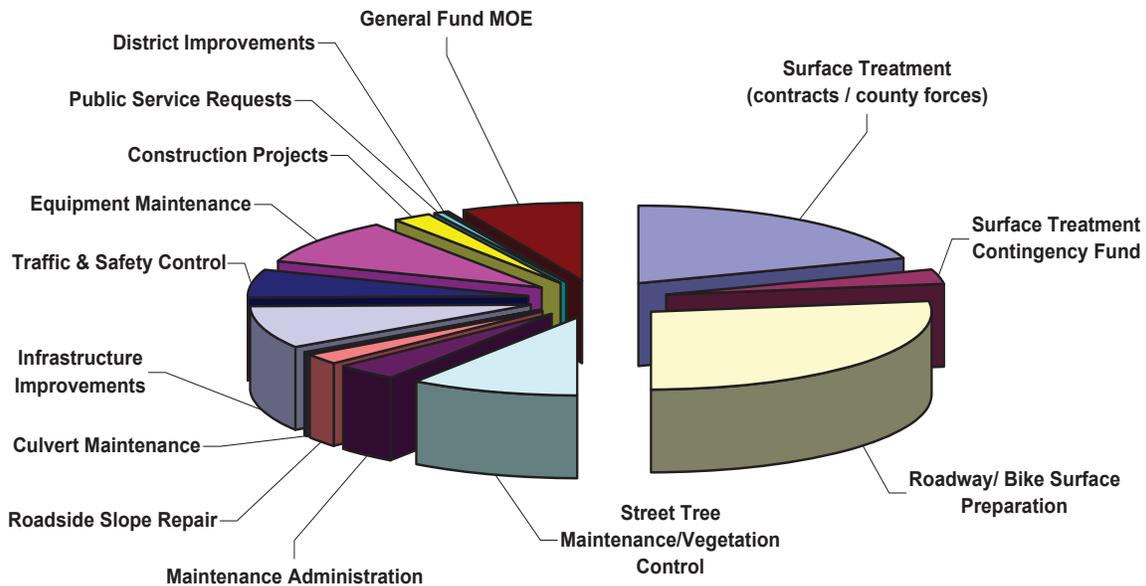
BELOW IS AN ILLUSTRATION AND TABLE OF THE BUDGET DOLLARS ALLOTTED TO THE SECOND DISTRICT, PER PROJECT CATEGORY, FOR THE FISCAL YEAR 2009/2010.

Program Category	2nd Dist.
Surface Treatment (contracts / county forces)	\$602,185
Surface Treatment Contingency Fund	\$100,162
Roadway/ Bike Surface Preparation	\$836,031
Street Tree Maintenance/Vegetation Control	\$297,256
Maintenance Administration	\$107,291
Roadside Slope Repair	\$71,063
Culvert Maintenance	\$5,890
Infrastructure Improvements	\$272,410
Traffic & Safety Control	\$178,353
Equipment Maintenance	\$291,310
Construction Projects	\$70,000
Public Service Requests	\$16,260
District Improvements	\$10,000
General Fund MOE	\$212,342



**District Total \$3,070,552**

*The funding amounts shown above assumes the County receives it's entire allocation of HUTA (Highway Users Tax Account) funds for Fiscal Year 2009/10 from the State.*



## FUNDED PROJECTS BY LOCATION

4

### SURFACE TREATMENT PROGRAM (CONTRACTS / COUNTY FORCES)

### MEASURE 'D', PROP. 1B & RSTP - SURFACE TREATMENT

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
B 12480	CATHEDRAL OAKS RD	RIBERA DR	0.3 MI W RIBERA DR	HARDSCAPE REPAIR
B 11695	CRESTWOOD DR	CENTER AV	HOPE AV	HARDSCAPE REPAIR
B 11700	CRESTWOOD PL	CRESTWOOD DR	N END	HARDSCAPE REPAIR
B 13495	GWYNE AV	CALLE MORELIA	S END	HARDSCAPE REPAIR
B 11795	OLD MILL RD	CALLE REAL	N END	HARDSCAPE REPAIR
B 13480	PLAZA ALEMAN	E END	W END	HARDSCAPE REPAIR
B 12380	VERDUGO PL	LOS FELIZ DR	E END	HARDSCAPE REPAIR
B 12165	TURNPIKE RD NB	HOLLISTER AV	CALLE REAL	MICRO SEAL
B 12160	TURNPIKE RD SB	CALLE REAL	HOLLISTER AV	MICRO SEAL
B 11690	CENTER AV	HOPE AV	E END	SCRUB-MICRO
B 11670	CLARK RD	PUEBLO AV	CENTER AV	SCRUB-MICRO
B 11695	CRESTWOOD DR	CENTER AV	HOPE AV	SCRUB-MICRO
B 11700	CRESTWOOD PL	CRESTWOOD DR	N END	SCRUB-MICRO
B 11795	OLD MILL RD	CALLE REAL	N END	SCRUB-MICRO
B 11660	PUEBLO AV	HOPE AV	1100'W HOPE AV	SCRUB-MICRO
B 11665	PUEBLO AV	1100'W HOPE AV	LA CUMBRE RD	SCRUB-MICRO
B 11645	STERRETT AV	W END	HOPE AV	SCRUB-MICRO

### ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM



**LOCATION**

VARIOUS LOCATIONS

**PROPOSED WORK**

PARTNERSHIP WORK

<sup>4</sup> Surface treatment contracts funded by Measure 'D' may require repair of concrete curb, gutter and sidewalk and tree removal / replacement.

# MEASURE 'D', PROP. 1B & RSTP - SURFACE SEALS

## FOG SEAL PROGRAM (COUNTY FORCES)

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
B 13225	AGANA DR	MERIDA DR	PATTERSON AV	FOG SEAL
B 13080	AVENIDA PEQUENA	PASEO CAMEO	CATHEDRAL OAKS	FOG SEAL
B 13095	CALLE ABIERTA	PASEO RIO	PASEO CAMEO	FOG SEAL
B 13880	CAMINO CAMPANA	KELLOGG AV	KELLOGG AV	FOG SEAL
B 12171	CAMINO DE VIDA	275' W TURNPIKE	SAN ANGELO AV	FOG SEAL
B 13015	CROWN AV	QUEEN ANN LN	N END	FOG SEAL
B 14465	CUESTA VERDE	FAIRVIEW AV	E END	FOG SEAL
B 13000	DENA WY	QUEEN ANN LN	N END	FOG SEAL
B 13210	GUANTE CIR	HANNA DR	S END	FOG SEAL
B 13215	HARVARD LN	S END	N END	FOG SEAL
B 12990	JEAN LN	QUEEN ANN LN	W END	FOG SEAL
B 12705	LA RAMADA DR	VALA DR	SAN MARCOS RD	FOG SEAL
B 12710	LA RAMADA DR	SAN MARCOS RD	RIBERA DR	FOG SEAL
B 13280	LIRA PL	AGANA DR	N END	FOG SEAL
B 11945	LORRAINE AV	CATHEDRAL OAKS	S END	FOG SEAL
B 12975	MARIQUITA DR	SAN PATRICIO DR	S END	FOG SEAL
B 13655	OLEANDER PL	WALNUT LN	E END	FOG SEAL
B 13020	PALACE CT	CROWN AV	E END	FOG SEAL
B 12725	PARKWOOD PL	RIBERA DR	E END	FOG SEAL
B 13065	PASEO CAMEO	EAST END	AVENIDA PEQUENA	FOG SEAL
B 13085	PASEO ORLANDO	W END	PASEO CAMEO	FOG SEAL
B 13090	PASEO RIO	PASEO CAMEO	CALLE ABIERTA	FOG SEAL
B 13205	PEREZA CIR	HANNA DR	S END	FOG SEAL
B 12720	PINTURA DR	S END	RIBERA DR	FOG SEAL
B 12980	RANDOLPH RD	SAN PATRICIO DR	PATTERSON AV	FOG SEAL
B 12175	SAN ANGELO AV	CAMINO DE VIDA	SAN SIMEON DR	FOG SEAL
B 12565	SAN ANTONIO CRK RD	VIA LOS SANTOS	LA RIATA LN	FOG SEAL
B 13270	SAN BLAS PL	AGANA DR	N END	FOG SEAL
B 12180	SAN GORDIANO AV	SAN ANGELO AV	TURNPIKE RD	FOG SEAL

## **MEASURE 'D', PROP. 1B & RSTP- SURFACE SEALS**

### **FOG SEAL PROGRAM (COUNTY FORCES)**

<b>SECTION ID</b>	<b>ROAD NAME</b>	<b>FROM</b>	<b>TO</b>	<b>PROPOSED WORK</b>
B 11435	SAN MARCOS RD	PAINTED CAVE RD	1.0 MI S HWY 154	FOG SEAL
B 11440	SAN MARCOS RD	1.0 MI S HWY 154	2.0 MI S HWY 154	FOG SEAL
B 11445	SAN MARCOS RD	2.0 MI S US 154	TWINRIDGE RD	FOG SEAL
B 11450	SAN MARCOS RD	TWINRIDGE RD	BRIDGE C-2	FOG SEAL
B 12500	SAN MARCOS RD	CATHEDRAL OAKS	VIA LOS SANTOS	FOG SEAL
B 12505	SAN MARCOS RD	VIA LOS SANTOS	BRIDGE C-2	FOG SEAL
B 12970	SAN PATRICIO DR	DORADO DR	KELLOGG AV	FOG SEAL
B 11780	SUNSET RD	LA CUMBRE RD	HOPE AV	FOG SEAL
B 13275	TEPIC PL	AGANA DR	N END	FOG SEAL
B 13025	THAMES CT	CROWN AV	E END	FOG SEAL
B 13005	THRONE CT	KELLOGG AV	E END	FOG SEAL
B 13255	TILA PL	AGANA DR	N END	FOG SEAL
B 11740	VIA ANDORRA	CIENEGUITAS RD	N END	FOG SEAL
B 12535	VIA LOS SANTOS	SAN MARCOS RD	VIA LOS PADRES	FOG SEAL
B 12540	VIA LOS SANTOS	VIA LOS PADRES	SAN ANTONIO CREEK	FOG SEAL

## **MEASURE 'D', PROP. 1B & RSTP CONSTRUCTION PROJECTS**

### **CONSTRUCTION PROJECTS**

#### **LOCATION**

HOLLISTER AV BRIDGE 51C-018  
CATHEDRAL OAKS BRIDGE 51C-001

#### **PROPOSED WORK**

BRIDGE REPLACEMENT  
SEISMIC RETROFIT

**NOTICE OF EXEMPTION**

**TO: Santa Barbara County Clerk of the Board of Supervisors**

**FROM: Department of Public Works/Engineering Division**  
(Lead Department/Division)

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Case No. N/A

**LOCATION Second Supervisorial District**

**PROJECT TITLE Maintenance and Surface Treatment Programs**

**PROJECT DESCRIPTION See program category descriptions within the Road Maintenance Annual Plan (RdMAP).**

**EXEMPT STATUS:(Check One)**

- Ministerial
- Statutory
- Categorical Exemption
- Emergency Project
- No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – “Class 1 consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination...Examples include but are not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety). (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

Reasons to support exemption findings: All work will be done within the county right-of-way.

Chuck V. Elbert 5/20/09  
 Department/Division Representative Date

**NOTE:** A copy must be posted at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

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DATE FILE OF COUNTY CLERK



# THIRD DISTRICT FUNDED PROGRAMS

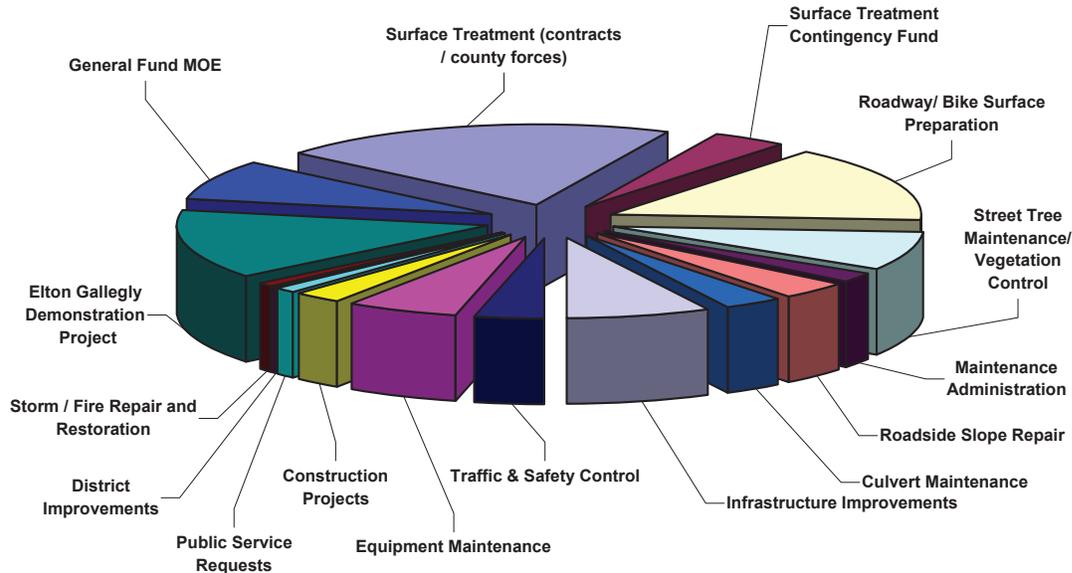
BELOW IS AN ILLUSTRATION AND TABLE OF THE BUDGET DOLLARS ALLOTTED TO THE THIRD DISTRICT, PER PROJECT CATEGORY, FOR THE FISCAL YEAR 2009/2010.

Program Category	3rd Dist.
Surface Treatment (contracts / county forces)	\$1,241,047
Surface Treatment Contingency Fund	\$227,286
Roadway/ Bike Surface Preparation	\$910,345
Street Tree Maintenance/Vegetation Control	\$453,315
Maintenance Administration	\$123,129
Roadside Slope Repair	\$209,008
Culvert Maintenance	\$181,977
Infrastructure Improvements	\$441,230
Traffic & Safety Control	\$215,510
Equipment Maintenance	\$338,128
Construction Projects	\$163,000
Public Service Requests	\$65,266
District Improvements	\$10,000
Storm / Fire Repair and Restoration	\$50,000
Elton Gallegly Demonstration Project *	\$818,300
General Fund MOE	\$481,842



District Total **\$5,929,383**

The funding amounts shown above assumes the County receives it's entire allocation of HUTA (Highway Users Tax Account) funds for Fiscal Year 2009/10 from the State.



\* Elton Gallegly Demonstration Project monies include \$329,000 matching funds from RSTP

## FUNDED PROJECTS BY LOCATION

4

### SURFACE TREATMENT PROGRAM (CONTRACTS / COUNTY FORCES)

### MEASURE 'D', PROP. 1B & RSTP - SURFACE TREATMENT

#### SOUTH COUNTY

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
B 11140	CAMINO CIELO EAST	8.0 MI W GIBRALTAR	9.0 MI W GIBRALTAR	SCRUB-MICRO
B 11145	CAMINO CIELO EAST	9.0 MI W GIBRALTAR	10.0 MI W GIBRALTAR	SCRUB-MICRO
B 11150	CAMINO CIELO EAST	10.0 MI W GIBRALTAR	HWY 154	SCRUB-MICRO

#### CENTRAL COUNTY

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
	BUENA VISTA SCHOOL PARKING LOT			ADA RAMP INSTALL
	ALDERBARAN @ MIZAR			ADA RAMP INSTALL
	ALDERBARAN @ VANGUARD			ADA RAMP INSTALL
	ALDERBARAN @ EL DORADO			ADA RAMP INSTALL
C 32400	BASELINE AV	2.0 MI W HAPPY CYN	3.0 MI W HAPPY CYN	SCRUB-MICRO
C 32410	BASELINE AV	3.0 MI W HAPPY CYN	EDISON ST	SCRUB-MICRO
D 28800	OAK HILL DR	ST ANDREWS WY	1560'E GALAXY WY	SCRUB-MICRO
D 28810	OAK HILL DR	1560'E GALAXY WY	GALAXY WY	SCRUB-MICRO
D26090	SANTA ROSA RD	HIGHWAY 101 ON RAMP	CALTRANS ROW FENCE	SCRUB-MICRO

#### NORTH COUNTY

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 6405	FOXEN LN	HILL ST	S END	MICRO SURFACING
E 6490	DRUM CYN RD	OLGA REED	CATTLE GUARD	SCRUB SEAL

### ELTON GALLEGLY DEMONSTRATION PROJECT SAFETEA-LU

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
D 25660	MIGUELITO RD	2.8 MI S CITY LIMIT	4.0 MI S CITY LIMIT	SAMI / RECYCLE

<sup>4</sup> Surface treatment contracts funded by Measure 'D' may require repair of concrete curb, gutter and sidewalk and tree removal / replacement.

## ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM



### LOCATION

FOXEN CANYON RD

ZACA STATION RD

MIGUELITO CANYON RD

### PROPOSED WORK

VEGETATION PLANTING

VEGETATION PLANTING

LITTER REMOVAL

## MEASURE 'D', PROP. 1B & RSTP - SURFACE SEALS

### FOG SEAL PROGRAM (COUNTY FORCES)

#### SOUTH COUNTY

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
B 16070	CALLE REAL	CATHEDRAL OAKS	HWY 101 ON-RAMP	FOG SEAL
B 16170	CALLE REAL	COUNTY LIMIT	1.0 MI W COUNTY	FOG SEAL
B 16175	CALLE REAL	1.0 MI W COUNTY	LA PALOMA RANCH	FOG SEAL
B 16180	CALLE REAL	LA PALOMA RANCH	REFUFIO RD	FOG SEAL
B 16165	EL CAPITAN RANCH RD	COUNTY LIMIT	HWY 101 UNDERPASS	FOG SEAL
B 15150	FORTUNA LN	FORTUNA RD	N END	FOG SEAL
B 15145	FORTUNA RD	W END	CAMINO CORTO	FOG SEAL
B 14942	LOS CARNEROS RD	CITY LIMIT	EL COLEGIO RD	FOG SEAL
B 11385	PARADISE RD	HWY 154	STAGECOACH ROAD	FOG SEAL
B 11390	PARADISE RD	STAGECOACH RD	1.5 MI E STAGECOACH RD	FOG SEAL
B 11405	PARADISE RD	1.1 MI E STAGECCH RD	1.7 MI E STAGECOACH RD	FOG SEAL
B 15000	PICASSO RD	E END	W END	FOG SEAL
B 15101	PICASSO RD	CAMINO PESCADERO	290' E CAMINO DEL SUR	FOG SEAL
B 15070	SABADO TARDE RD	EL EMBARCADERO	CAMINO MAJORCA	FOG SEAL
B 15005	SEGOVIA RD	CAMINO PESCADERO	E END	FOG SEAL
B 16140	VEREDA CORDILLERA	VEREDA LEYENDA	E END	FOG SEAL

#### CENTRAL COUNTY

C 32600	ALAMO PINTADO RD	SOLVANG CITY LIMITS	1.0MI N CITY LIMITS	FOG SEAL
C 32610	ALAMO PINTADO RD	1.0 MI N CITY LIMITS	2,0 MI N CITY LIMITS	FOG SEAL

### **CENTRAL COUNTY FOG SEAL (continued)**

<b>SECTION ID</b>	<b>ROAD NAME</b>	<b>FROM</b>	<b>TO</b>	<b>PROPOSED WORK</b>
C 32620	ALAMO PINTADO RD	2.0 MI N CITY LIMITS	1170' N BASELINE AV	FOG SEAL
C 30380	ARMOUR RANCH RD	HWY 154	330' E HWY 154	FOG SEAL
C 30381	ARMOUR RANCH RD	330' E HWY 154	HAPPY CYN	FOG SEAL
C 32700	BASELINE AV	ALAMO PINTADO RD	75' E LEWIS ST	FOG SEAL
C 32710	BASELINE AV	75' E LEWIS ST	REFUGIO RD	FOG SEAL
C 32720	BASELINE AV	REFUGIO RD	4300' E REFUGIO RD	FOG SEAL
C 32730	BASELINE AV	4300' E REFUGIO RD	EDISON ST	FOG SEAL
C 32510	BRINKERHOFF AV	1.0 MI N ROBLAR	2.0 MI N ROBLAR	FOG SEAL
D 25470	FLORADALE AV	OCEAN AV	1.0 MI N OCEAN AV	FOG SEAL
D 25490	FLORADALE AV	CENTRAL AV	SANTA YNEZ RIVER	FOG SEAL
D 26650	JONATA PARK RD	1.84 N CITY LIMITS	N END	FOG SEAL
D 27140	MAIL RD	1000'S HWY 246	1900'S HWY 246	FOG SEAL
D 27150	MAIL RD	1900'S HWY 246	SANTOS RD	FOG SEAL
D 27160	MAIL RD	SANTOS RD	S END	FOG SEAL
D 27190	MANUEL DOMINGOS RD	HWY 246	W END	FOG SEAL
D 27200	MANUEL DOMINGOS RD	380' E MAIL RD	MAIL RD	FOG SEAL
C 32270	ROBLAR AV	ALAMO PINTADO RD	REFUGIO RD	FOG SEAL
C 32280	ROBLAR AV	REFUGIO RD	STATE HWY 154	FOG SEAL
D 25940	SANTA ROSA RD	2.5 MI E HWY 1	3.5 MI E HWY 1	FOG SEAL
D 27170	SANTOS RD	MAIL RD	1190'E MAIL RD	FOG SEAL
D 27180	SANTOS RD	1190'E MAIL RD	E END	FOG SEAL

## **MEASURE 'D', PROP. 1B & RSTP CONSTRUCTION PROJECTS**

### **CONSTRUCTION PROJECTS**

#### **LOCATION**

GOLETA SLOUGH BRIDGE 51C-158  
JALAMA ROAD BRIDGE 51C-013  
JALAMA ROAD BRIDGE 51C-016  
JALAMA ROAD BRIDGE 51C-017  
JONATA ROAD BRIDGE 51C-225  
JONATA ROAD BRIDGE 51C-226  
FLORADALE AV BRIDGE 51C-006

#### **PROPOSED WORK**

BRIDGE REPLACEMENT  
BRIDGE REPLACEMENT  
SEISMIC RETROFIT  
SEISMIC RETROFIT  
BRIDGE REPLACEMENT  
BRIDGE REPLACEMENT  
BRIDGE REPLACEMENT

### **STORM / FIRE REPAIR AND RESTORATION**

#### **LOCATION**

PARADISE RD REALIGNMENT  
REFUGIO RD

#### **PROPOSED WORK**

STORM DAMAGE REPAIR  
FIRE DAMAGE REPAIR

**NOTICE OF EXEMPTION**

**TO: Santa Barbara County Clerk of the Board of Supervisors**

**FROM: Department of Public Works/Engineering Division  
(Lead Department/Division)**

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Case No. N/A

**LOCATION Third Supervisorial District**

**PROJECT TITLE Maintenance and Surface Treatment Programs**

**PROJECT DESCRIPTION See program category descriptions within the Road Maintenance Annual Plan (RdMAP).**

**EXEMPT STATUS:(Check One)**

- Ministerial
- Statutory
- Categorical Exemption
- Emergency Project
- No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – “Class 1 consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination....Examples include but are not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety). (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

Reasons to support exemption findings: All work will be done within the county right-of-way.

Chad V. Elliott 5/20/09  
 Department/Division Representative Date

**NOTE:** A copy must be posted at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

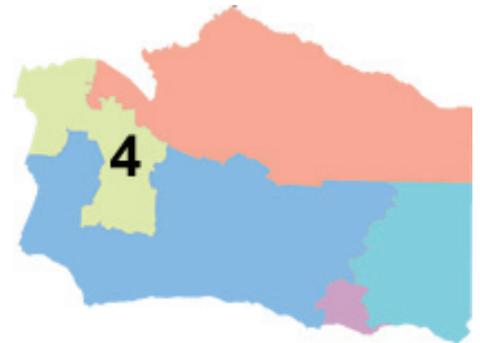
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# FOURTH DISTRICT FUNDED PROGRAMS

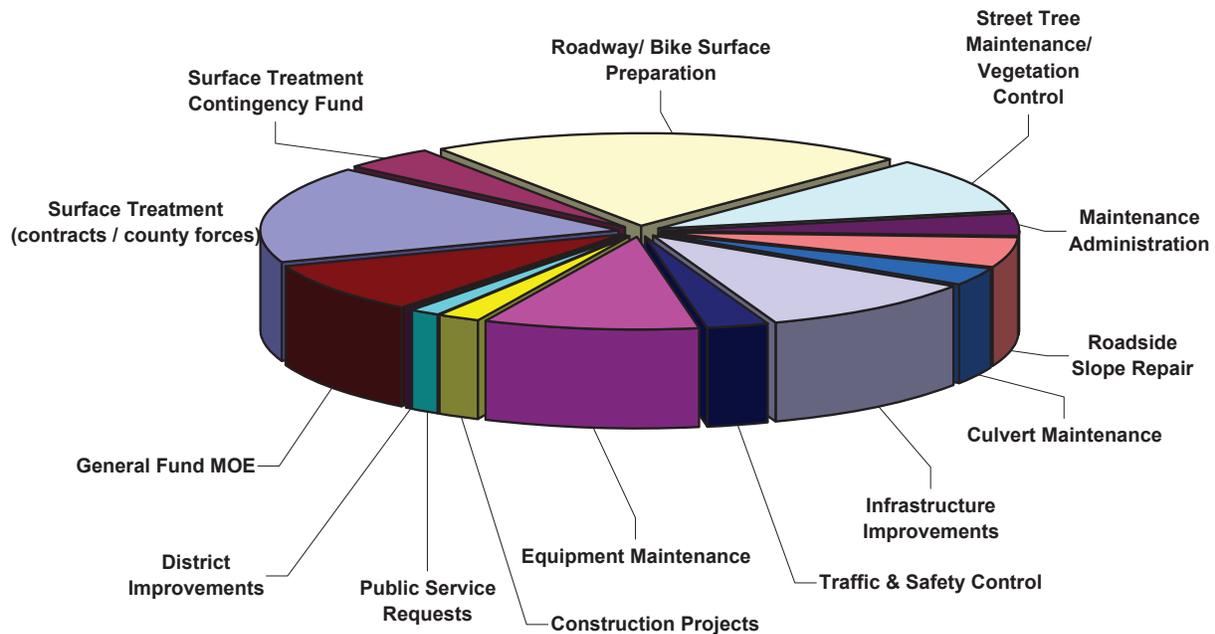
BELOW IS AN ILLUSTRATION AND TABLE OF THE BUDGET DOLLARS ALLOTTED TO THE FOURTH DISTRICT, PER PROJECT CATEGORY, FOR THE FISCAL YEAR 2009/2010.

Program Category	4th dist
Surface Treatment (contracts / county forces)	\$634,756
Surface Treatment Contingency Fund	\$160,064
Roadway/ Bike Surface Preparation	\$817,453
Street Tree Maintenance/Vegetation Control	\$371,569
Maintenance Administration	\$137,945
Roadside Slope Repair	\$200,647
Culvert Maintenance	\$121,615
Infrastructure Improvements	\$380,520
Traffic & Safety Control	\$108,498
Equipment Maintenance	\$364,138
Construction Projects	\$80,000
Public Service Requests	\$45,431
District Improvements	\$10,000
General Fund MOE	\$339,333



**District Total \$3,771,970**

*The funding amounts shown above assumes the County receives it's entire allocation of HUTA (Highway Users Tax Account) funds for Fiscal Year 2009/10 from the State.*



**District 4**

**FUNDED PROJECTS BY LOCATION**

**SURFACE TREATMENT PROGRAM (CONTRACTS / COUNTY FORCES)<sup>4</sup>**

**MEASURE 'D',. PROP. 1B & RSTP - SURFACE TREATMENT**

**CENTRAL COUNTY**

<b>ROAD NAME</b>	<b>PROPOSED WORK</b>
VIA LATO @ CALLE SEISE	HARDSCAPE REPAIR
VIA LATO @ CALLE SIETE	HARDSCAPE REPAIR
VIA LATO IN FRONT OF SCHOOL	HARDSCAPE REPAIR
RUCKER RD @ BURTON MESA RD	HARDSCAPE REPAIR
BURTON MESA RD @ CALLE QUARTA	HARDSCAPE REPAIR
BURTON MESA RD (1525) CSD DW	HARDSCAPE REPAIR

**NORTH COUNTY**

<b>SECTION ID</b>	<b>ROAD NAME</b>	<b>FROM</b>	<b>TO</b>	<b>PROPOSED WORK</b>
E 9650	COACHMAN WY	STANSBURY DR	FOXENWOOD DR	MICRO SEAL
E 2580	GRACIOSA RD	2.0 MI N HWY 135	2.73 MI N HWY 135	MICRO SEAL
E 2590	GRACIOSA RD	2.73 MI N HWY 135	ANTELOPE TR	MICRO SEAL
E 7440	HARMONY LN	CLARK AV	STOCKTON ST	MICRO SEAL
E 2200	LOMPOC CASMALIA RD	BLACK RD	SP RR BRIDGE	MICRO SEAL
E 6980	FRONTAGE RD #5592	CLARK AV	1.0 MI S CLARK AV	SCRUB-MICRO
E 6990	FRONTAGE RD #5592	1.0 MI S CLARK AV	TELEPHONE RD	SCRUB-MICRO
E 2210	LOMPOC CASMALIA RD	SP RR BRIDGE	1.0 MI RR BRIDGE	SCRUB-MICRO
E 2220	LOMPOC CASMALIA RD	1.0 MI RR BRIDGE	2.0 MI S RR BRIDGE	SCRUB-MICRO

<sup>4</sup> Surface treatment contracts funded by Measure 'D' may require repair of concrete curb, gutter and sidewalk and tree removal / replacement.

## ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM



### LOCATION

BLACK RD  
LAKE MARIE TRACT  
BRADLEY RD, UNION VALLEY PARKWAY, SANTA MARIA WAY  
CLARK AVE  
BROWN RD

### PROPOSED WORK

LITTER REMOVAL / VEGETATION CONTROL  
STREET SWEEPING  
LITTER REMOVAL  
LITTER REMOVAL / PARK BENCHES / TREE PLANTING  
LITTER REMOVAL

## MEASURE 'D', PROP. 1B & RSTP -SURFACE SEALS

### FOG SEAL PROGRAM (COUNTY FORCES)

#### CENTRAL COUNTY

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
D 27600	CALLE CINCO	VIA LATO	VIA SEMI	FOG SEAL
D 27560	CALLE DIEZ	VIA PARTE	E END	FOG SEAL
D 27520	CALLE LINDERO	RUCKER RD	100' W VIA LATO	FOG SEAL
D 27525	CALLE LINDERO	260' W VIA MONDO	E END	FOG SEAL
D 27430	CALLE LORA	VIA DON	W END	FOG SEAL
D 27450	CALLE MIRO	VIA CORTEZ	E END	FOG SEAL
D 27530	CALLE NUEVE	N END	VIA LATO	FOG SEAL
D 27670	CALLE PASADO	RUCKER RD	BURTON MESA BL	FOG SEAL
D 27400	CALLE PORTOS	VIA FELIZ	VIA ELBA	FOG SEAL
D 27380	CALLE PRIMERA	RUCKER RD	VIA FELIZ	FOG SEAL
D 27480	CALLE CUARTA	VIA ARNEZ	BURTON MESA BL	FOG SEAL
D 27460	CALLE SEGUNDA	VIA DONA	RUCKER RD	FOG SEAL
D 27620	CALLE SEIS	VIA SEMI	VIA LATO	FOG SEAL
D 27570	CALLE SIETE	VIA LATO	VIA MITAD	FOG SEAL
D 27500	CALLE TERCERA	VIA ARNEZ	RUCKER RD	FOG SEAL
D 25630	MIGUELITO RD	CITY LIMIT	1.0 MI S CITY LIMIT	FOG SEAL
D 25900	PURISIMA RD	1.4 MI W MISSION	2.0 MI W MISSION	FOG SEAL
D 25910	PURISIMA RD	2.0 MI W MISSION	HWY 1	FOG SEAL
D 27470	VIA ARNEZ	CALLE SEGUNDA	CALLE CUARTA	FOG SEAL

**CENTRAL COUNTY FOG SEAL (continued)**

D 27490	VIA BARBA	CALLE CUARTA	VIA ARNEZ	FOG SEAL
D 27440	VIA CORTEZ	VIA DONA	VIA DONA	FOG SEAL
D 27420	VIA DONA	CALLE PRIMERA	CALLE CUARTA	FOG SEAL
D 27410	VIA ELBA	CALLE PRIMERA	VIA DONA	FOG SEAL
D 27390	VIA FELIZ	CALLE PRIMERA	N END	FOG SEAL
D 27630	VIA GALA	CALLE SIES	CALLE CINCO	FOG SEAL
D 27540	VIA ISLA	CALLE LINDERO	S END	FOG SEAL
D 27580	VIA MITAD	CALLE SIETE	CALLE LINDERO	FOG SEAL
D 27590	VIA MONDO	CALLE LINDERO	CALLE SIETE	FOG SEAL
D 27660	VIA ORILLA	RUCKER RD	CALLE PASADO	FOG SEAL
D 27550	VIA PARTE	CALLE LINDERO	CALLE NUEVE	FOG SEAL

**NORTH COUNTY**

<b>SECTION ID</b>	<b>ROAD NAME</b>	<b>FROM</b>	<b>TO</b>	<b>PROPOSED WORK</b>
E 5900	PALMER RD	HWY 101	MP 1.0	FOG SEAL
E 5910	PALMER RD	MP 1.0	MP 2.0	FOG SEAL

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**MEASURE 'D', PROP. 1B & RSTP  
CONSTRUCTION PROJECTS**

**CONSTRUCTION PROJECTS**

**LOCATION**

HARRIS GRADE RD  
BLACK RD BRIDGE 51C-031

**PROPOSED WORK**

ROADWAY IMPROVEMENTS  
BRIDGE REPLACEMENT

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**NOTICE OF EXEMPTION**

**TO: Santa Barbara County Clerk of the Board of Supervisors**

**FROM: Department of Public Works/Engineering Division**  
(Lead Department/Division)

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Case No. N/A

**LOCATION Fourth Supervisorial District**

**PROJECT TITLE Maintenance and Surface Treatment Programs**

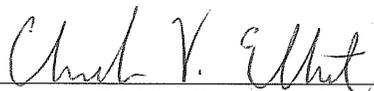
**PROJECT DESCRIPTION See program category descriptions within the Road Maintenance Annual Plan (RdMAP).**

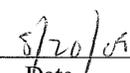
**EXEMPT STATUS:(Check One)**

- Ministerial
- Statutory
- Categorical Exemption
- Emergency Project
- No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – “Class 1 consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination...Examples include but are not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety). (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

Reasons to support exemption findings: All work will be done within the county right-of-way.

  
 Department/Division Representative

  
 Date

**NOTE:** A copy must be posted at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

\_\_\_\_\_  
DATE FILE OF COUNTY CLERK



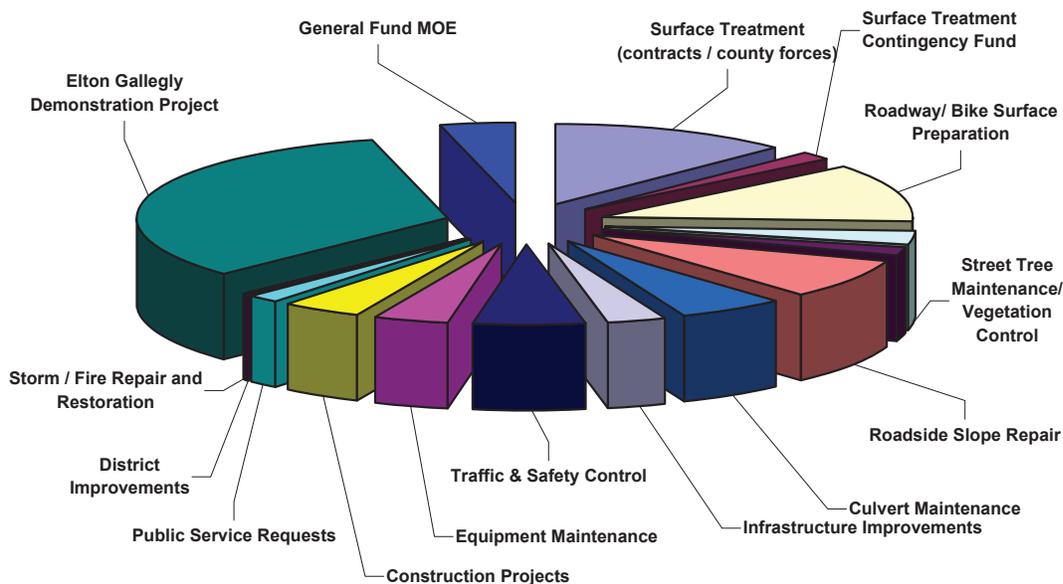
# FIFTH DISTRICT FUNDED PROGRAMS

BELOW IS AN ILLUSTRATION AND TABLE OF THE BUDGET DOLLARS ALLOTTED TO THE FIFTH DISTRICT, PER PROJECT CATEGORY, FOR THE FISCAL YEAR 2009/2010.

Program Category	5th Dist.
Surface Treatment (contracts / county forces)	\$317,983
Surface Treatment Contingency Fund	\$47,519
Roadway/ Bike Surface Preparation	\$297,256
Street Tree Maintenance/Vegetation Control	\$74,314
Maintenance Administration	\$40,362
Roadside Slope Repair	\$204,828
Culvert Maintenance	\$141,226
Infrastructure Improvements	\$81,795
Traffic & Safety Control	\$151,600
Equipment Maintenance	\$98,837
Construction Projects	\$105,000
Public Service Requests	\$44,779
District Improvements	\$10,000
Storm / Fire Repair and Restoration	\$0
Elton Gallegly Demonstration Project *	\$851,700
General Fund MOE	\$100,739



**District Total \$2,567,938**



\* Elton Gallegly Demonstration Project monies include \$329,000 matching funds from RSTP

The funding amounts shown above assumes the County receives it's entire allocation of HUTA (Highway Users Tax Account) funds for Fiscal Year 2009/10 from the State.

**FUNDED PROJECTS BY LOCATION**

**SURFACE TREATMENT PROGRAM (CONTRACTS / COUNTY FORCES)<sup>4</sup>**

**MEASURE 'D', PROP. 1B & RSTP - SURFACE TREATMENT**

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 1680	ALLEY #58901	PERKINS RD	CEBRIAN AV	SCRUB-CHIP
E 1340	EL ROBLAR ST	LA PANZA AV	S END	SCRUB-MICRO
E 1330	LA PANZA AV	WEST END	EL ROBLAR ST	SCRUB-MICRO
E 5370	SANTA MARIA MESA RD	FOXEN CANYON RD	1.1 MI E FOXEN CYN RD	SCRUB-MICRO

**ELTON GALLEGLY DEMONSTRATION PROJECT SAFETEA-LU**

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 5940	PALMER RD	MP 4.0	MP 5.0	SAMI / RECYCLE
E 5950	PALMER RD	MP 5.0	MP 6.0	SAMI / RECYCLE

**ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM**



**LOCATION**

VARIOUS LOCATIONS

**PROPOSED WORK**

PARTNERSHIP WORK

<sup>4</sup> Surface treatment contracts funded by Measure 'D' may require repair of concrete curb, gutter and sidewalk and tree removal / replacement.

## **MEASURE 'D', PROP. 1B & RSTP - SURFACE SEALS**

### **FOG SEAL PROGRAM (COUNTY FORCES)**

<b>SECTION ID</b>	<b>ROAD NAME</b>	<b>FROM</b>	<b>TO</b>	<b>PROPOSED WORK</b>
E 4880	TELEPHONE RD	1.0 MI S BETTERAVIA	2.0 MI S BETTERAVIA	FOG SEAL
E 4890	TELEPHONE RD	2.0 MI S BETTERAVIA	3.0 MI S BETTERAVIA	FOG SEAL
E 2680	TEPUSQUET RD	SANTA MARIA MESA MP 2.0		FOG SEAL
E 2690	TEPUSQUET RD	MP 2.0	MP 3.0	FOG SEAL
E 2700	TEPUSQUET RD	MP 3.0	MP 4.0	FOG SEAL
E 2710	TEPUSQUET RD	MP 4.0	MP 5.0	FOG SEAL
E 2720	TEPUSQUET RD	MP 5.0	MP 6.0	FOG SEAL
E 2730	TEPUSQUET RD	MP 6.0	MP 7.0	FOG SEAL
E 2740	TEPUSQUET RD	MP 7.0	MP 8.0	FOG SEAL
E 2750	TEPUSQUET RD	MP 8.0	MP 9.0	FOG SEAL
E 2760	TEPUSQUET RD	MP 9.0	MP 10.0	FOG SEAL
E 2770	TEPUSQUET RD	MP 10.0	MP 11.0	FOG SEAL
E 2780	TEPUSQUET RD	MP 11.0	MP 12.0	FOG SEAL
E 2790	TEPUSQUET RD	MP 12.0	MP 13.0	FOG SEAL
E 2800	TEPUSQUET RD	MP 13.0	MP 14.0	FOG SEAL
E 2810	TEPUSQUET RD	MP 14.0	MP 15.0	FOG SEAL
E 2820	TEPUSQUET RD	MP 15.0	HWY 166	FOG SEAL

## **MEASURE 'D', PROP. 1B & RSTP CONSTRUCTION PROJECTS**

### **CONSTRUCTION PROJECTS**

<b>LOCATION</b>	<b>PROPOSED WORK</b>
FOXEN CYN RD AT SANTA MARIA MESA RD	ROADWAY IMPROVEMENTS
TEPUSQUET RD M.P. 5.9	ROADWAY IMPROVEMENTS

**NOTICE OF EXEMPTION**

**TO: Santa Barbara County Clerk of the Board of Supervisors**

**FROM: Department of Public Works/Engineering Division**  
(Lead Department/Division)

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Case No. N/A

**LOCATION Fifth Supervisorial District**

**PROJECT TITLE Maintenance and Surface Treatment Programs**

**PROJECT DESCRIPTION See program category descriptions within the Road Maintenance Annual Plan (RdMAP).**

**EXEMPT STATUS:(Check One)**

- Ministerial
- Statutory
- Categorical Exemption
- Emergency Project
- No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – “Class 1 consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination....Examples include but are not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety). (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

Reasons to support exemption findings: All work will be done within the county right-of-way.


5/20/09
  
 Department/Division Representative Date

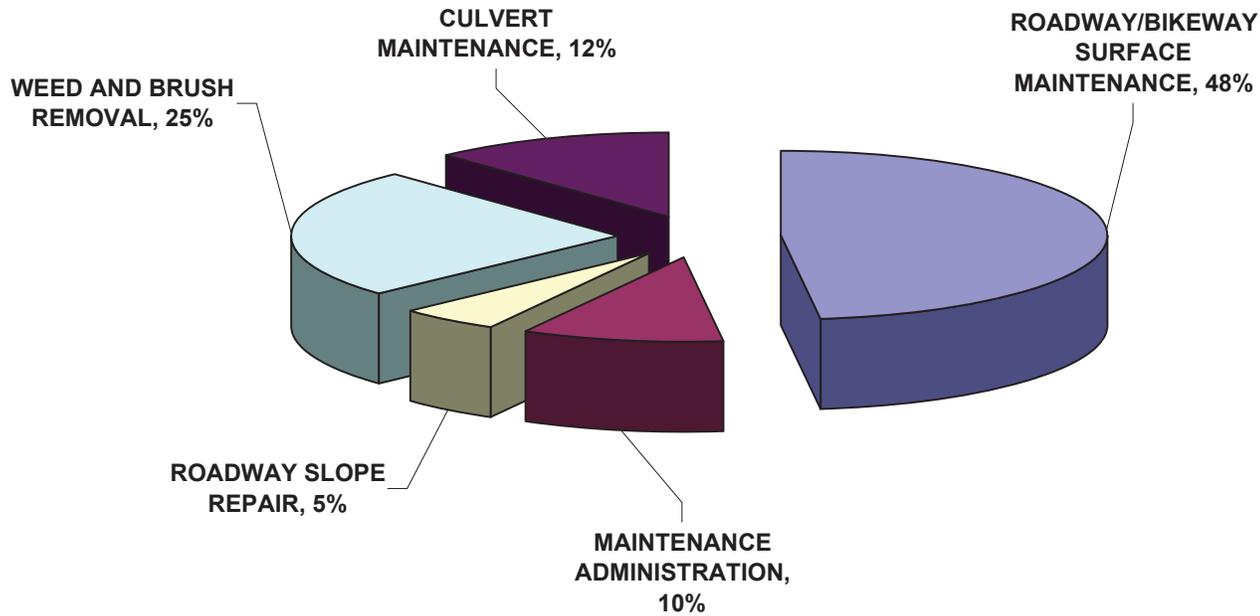
**NOTE:** A copy must be posted at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

\_\_\_\_\_  
DATE FILE OF COUNTY CLERK

# 2009/2010 CORRECTIVE MAINTENANCE ***WORK PLANS***



# WORK PLAN - SANTA BARBARA ROAD YARD



## ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
1	LOCATIONS THROUGH DISTRICT	PREP FOR SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING	APRIL, MAY, JUNE, JULY
2	LOCATIONS THROUGH DISTRICT	PREP FOR SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING	APR, MAY, JUNE, JULY
3	LOCATIONS THROUGH DISTRICT	PREP FOR SURFACE TREATMENT	APR, MAY, JUNE, JULY
ALL	FOG SEAL MFSL10	FOG SEAL - COUNTY FORCES	JULY, SEPTEMBER
2	VERDUGO PL	GRIND, LEVELING COURSE	APRIL
ALL	SIDEWALK RAMPING	RAMPING - ONE DAY PER WEEK	JUNE, JULY
2	PUEBLO AV - HOPE TO LA CUMBRE	GRIND, LEVELING COURSE	MARCH
2	PLAZA ALEMAN	GRIND, LEVELING COURSE	MARCH
2	CATHEDRAL OAKS RD	GRIND, LEVELING COURSE	MAY
	- KELLOGG TO CAMBRIDGE RD		
2	GWYNE AV	GRIND, LEVELING COURSE	JUNE, JULY
2	GS PARKING LOT FOR POOL	PREP AND RESURFACE	AUGUST
	VEHICLES - CAMINO DEL REMEDIO		
3	BARON RANCH TRAILHEAD @ CALLE REAL	R.O.W. IMPROVEMENTS	SEPTEMBER
2	CALLE REAL RD FROM TURNPIKE WEST 300'	GRIND AND PATCH	SEPTEMBER
2	TURNPIKE RD FROM CALLE REAL TO HOLLISTER	PREP FOR MICRO SEAL	NOVEMBER
1	KENMORE RD	GRIND, LEVELING COURSE	DECEMBER

## MAINTENANCE ADMINISTRATION

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
1	ALL AREAS	ADMINISTRATIVE SUPPORT FOR ALL FIELD OPERATIONS	YEAR ROUND
2	ALL AREAS	ADMINISTRATIVE SUPPORT FOR ALL FIELD OPERATIONS	YEAR ROUND
3	ALL AREAS	ADMINISTRATIVE SUPPORT FOR ALL FIELD OPERATIONS	YEAR ROUND
ALL	ALL AREAS	SERVICE REQUEST PROCESSING FOR TRAFFIC CREW	YEAR ROUND
ALL	ALL AREAS	SERVICE REQUEST RESPONSE AND PROCESSING	YEAR ROUND

# WORK PLAN - SANTA BARBARA ROAD YARD

## ROADWAY SLOPE REPAIR

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
1	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SEAL COAT, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS	JAN,FEB,MAR,APR
2	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SEAL COAT, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS	JAN,FEB,MAR,APR
3	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SEAL COAT, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS	JAN,FEB,MAR,APR
ALL	GAP/TEA/JESUSITA BURN AREAS	SHOULDER REPAIR - FIX DRAINAGE	OCT '09 - MAR '10

## WEED AND BRUSH REMOVAL

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
1	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	MAR - SEPT
1	CARPINTERIA / SUMMERLAND / MONTECITO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	BELLA VISTA	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	GIBRALTAR RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	GREENWELL AV	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	JAMESON LN SOUTH	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	JAMESON LN NORTH	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	MOUNTAIN DR	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	ORTEGA RIDGE RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	ROMERO CANYON RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	VIA REAL	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1	GREENWELL - TORO CANYON RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
2	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	MAR - SEPT
3	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	MAR - SEPT
3	FRONTAGE RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
2	SAN MARCOS RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
2, 3	CATHEDRAL OAKS RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
3	REFUGIO RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
3	FARREN RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
1,3	E CAMINO CIELO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
3	W CAMINO CIELO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	
3	STAGECOACH RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	

## CULVERT MAINTENANCE

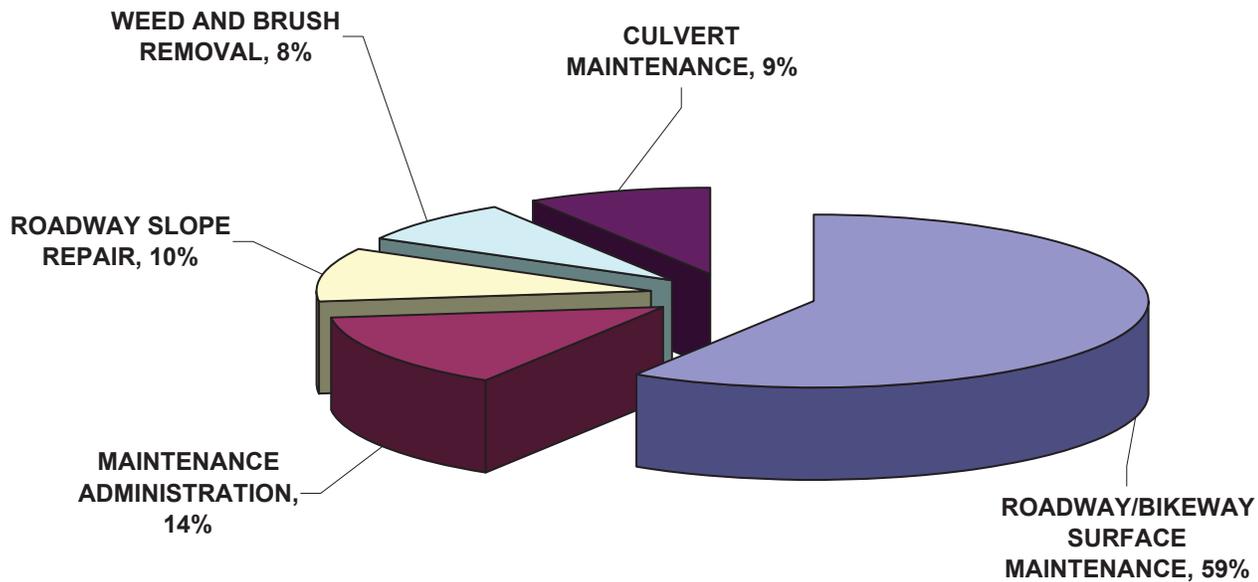
DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
1	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCT - NOV
2	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCT - NOV
3	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCT - NOV

## EQUIPMENT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
ALL	SANTA BARBARA ROAD YARD	REPAIR AND MAINTAIN EXISTING EQUIPMENT	YEAR ROUND
3			



# WORK PLAN - LOMPOC / SANTA YNEZ ROAD YARDS



## ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING	MAY JUNE JULY
4	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING	MAY JUNE JULY
3&4	LOCATIONS THROUGHOUT DISTRICT	LEVEL COURSE @ 5 LANE MILES	ALL YEAR
3&4	LOCATIONS THROUGHOUT DISTRICT	FOG SEAL MFSL10 - COUNTY FORCES	AUGUST

## MAINTENANCE ADMINISTRATION

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	ALL AREAS	ADMINISTRATIVE SUPPORT FOR ALL FIELD OPERATIONS	YEAR ROUND
4	ALL AREAS	ADMINISTRATIVE SUPPORT FOR ALL FIELD OPERATIONS	YEAR ROUND
3&4	ALL AREAS	STAFF ASSISTANT FOR 40 HOUR FIELD OBLIGATION/SAFETY REVIEWS	YEAR ROUND

# WORK PLAN - LOMPOC / SANTA YNEZ ROAD YARDS

## ROADWAY SLOPE REPAIR

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SEAL COAT, REPAIR SLIPOUTS, RE-ESTABLISH SHOULDERS	MAY JUNE JULY
4	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SEAL COAT, REPAIR SLIPOUTS, RE-ESTABLISH SHOULDERS	MAY JUNE JULY
3&4	LOCATIONS THROUGHOUT DISTRICT	LEVELING COURSE PREPARATION	MAY THRU APRIL
3&4	LOCATIONS THROUGHOUT DISTRICT	HAZARD REDUCTION	YEAR ROUND

## WEED AND BRUSH REMOVAL

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP	MARCH-SEPTEMBER
4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP <i>NOTE: Primarily on Weekends, Water supply required Impacted by Red Flag alerts following dry winter</i>	MARCH-SEPTEMBER

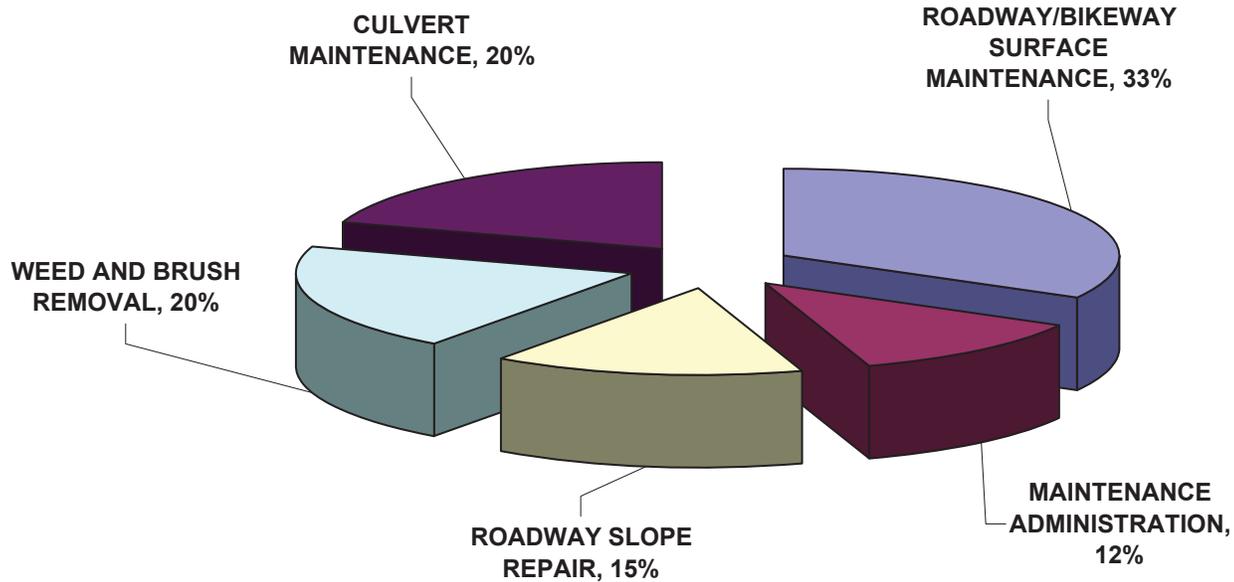
## CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCTOBER-MARCH
4	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCTOBER-MARCH

## EQUIPMENT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3&4	LOMPOC ROAD YARD	REPAIR AND MAINTAIN EXISTING EQUIPMENT	YEAR ROUND
3	SANTA YNEZ ROAD YARD	REPAIR AND MAINTAIN EXISTING EQUIPMENT	YEAR ROUND

# WORK PLAN - SANTA MARIA / CUYAMA ROAD YARDS



## ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHT DISTRICT	PREP FOR SURFACE TREATMENTS, PATCHING, DIG-OUTS, SWEEPING, CRACK SEALING, VEGETATION CONTROL	APR, MAY, JUN, JUL
3,4,5	LOCATIONS THROUGHT DISTRICT	FOG SEAL MFSL10 - COUNTY FORCES	SEP
4	LOCATIONS THROUGHT DISTRICT	PREP FOR SURFACE TREATMENTS, PATCHING, DIG-OUTS, SWEEPING, CRACK SEALING, VEGETATION CONTROL	APR, MAY, JUN, JUL
4	BLACK RD. E930, E950	LEVEL COURSE PAVING	SEP
5	LOCATIONS THROUGHT DISTRICT	PREP FOR SURFACE TREATMENTS, PATCHING, DIG-OUTS, SWEEPING, CRACK SEALING, WEED CONTROL	APR, MAY, JUN, JUL
5	CAT CYN RD. E6030, E6040, E6050	LEVEL COURSE PAVING	SEP

## MAINTENANCE ADMINISTRATION

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	ALL NORTH COUNTY MAINTENANCE AREAS	ADMIN SUPPORT FOR ALL FIELD OPS	YEAR ROUND
4	ALL NORTH COUNTY MAINTENANCE AREAS	ADMIN SUPPORT FOR ALL FIELD OPS	YEAR ROUND
5	ALL NORTH COUNTY MAINTENANCE AREAS	ADMIN SUPPORT FOR ALL FIELD OPS	YEAR ROUND
ALL	COUNTY WIDE	ADMIN SUPPORT FOR ALL TRAFFIC MAINTENANCE OPERATIONS INCLUDING ADMINISTRATION OF THE ROAD YARDS IN SANTA MARIA AND CUYAMA, AND THE TRAFFIC SHOPS IN SANTA MARIA AND SANTA BARBARA	YEAR ROUND

# WORK PLAN - SANTA MARIA / CUYAMA ROAD YARDS

## ROADWAY SLOPE REPAIR

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIPOUTS, RE-ESTABLISH SHOULDERS, PREP FOR SURFACE TREATMENTS	JAN, FEB, MAR, APR
4	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIPOUTS, RE-ESTABLISH SHOULDERS, PREP FOR SURFACE TREATMENTS	JAN, FEB, MAR, APR
5	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIPOUTS, RE-ESTABLISH SHOULDERS, PREP FOR SURFACE TREATMENTS	JAN, FEB, MAR, APR

## WEED AND BRUSH REMOVAL

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP, RURAL TREE TRIMMING	FEB, MAR, APR, MAY
4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP, RURAL TREE TRIMMING	FEB, MAR, APR, MAY
5	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP, RURAL TREE TRIMMING	FEB, MAR, APR, MAY

## CULVERT MAINTENANCE

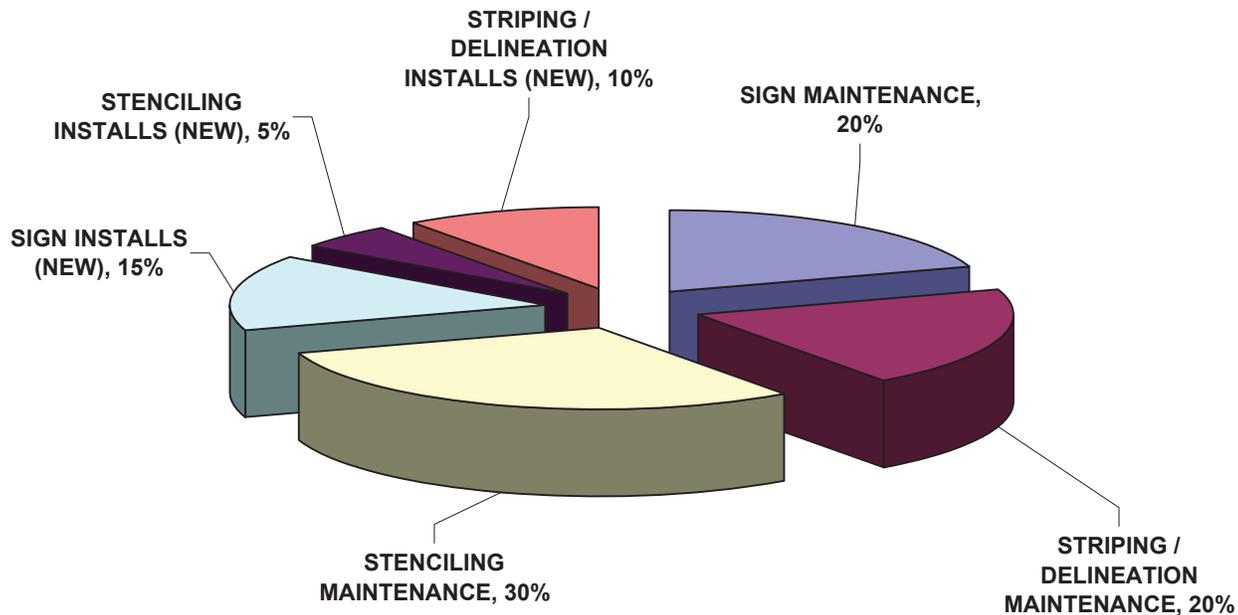
DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
3	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCT, NOV, DEC
4	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCT, NOV, DEC
5	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS	OCT, NOV, DEC

## EQUIPMENT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
	SANTA MARIA ROAD YARD	REPAIR AND MAINTAIN EXISTING EQUIPMENT	YEAR ROUND
	CUYAMA ROAD YARD	REPAIR AND MAINTAIN EXISTING EQUIPMENT	YEAR ROUND



# WORK PLAN - SIGN MAINTENANCE CREW



## SIGN MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
ALL	COUNTY WIDE	REPAIR AND REPLACE DAMAGED, FADED, VANDALIZED, NON-CONFORMING (25% OF ALL SCHOOL ZONES INCLUDED) ROADWAY SIGNS	DEC, JAN, FEB, MAR, APR
1	LOCATIONS THROUGH DISTRICT	REPAIR FIRE DAMAGE (JESUSITA / TEA FIRES)	JUN
2	LOCATIONS THROUGH DISTRICT	REPAIR FIRE DAMAGE	JUN

## STRIPING / DELINEATION MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
ALL	COUNTY WIDE	REFRESH LANE LINE STRIPING AND DELINEATION (25% OF ALL SCHOOL ZONES INCLUDED)	JUN, JUL, AUG, SEP, OCT
ALL	COUNTY WIDE	MFSL10 FOG SEAL RESTRIPIING	AUG, SEP, OCT
1	LOCATIONS THROUGH DISTRICT	REPAIR FIRE DAMAGE (JESUSITA / TEA FIRES)	JUN, JUL, AUG, SEP, OCT
2	LOCATIONS THROUGH DISTRICT	REPAIR FIRE DAMAGE (GAP FIRE)	JUN, JUL, AUG, SEP, OCT

**SIGN MAINTENANCE  
CREW**

# **WORK PLAN - SIGN MAINTENANCE CREW**

## **STENCILING MAINTENANCE**

<b>DISTRICT</b>	<b>LOCATION</b>	<b>PROPOSED WORK</b>	<b>TIME FRAME</b>
ALL	COUNTY WIDE	REFRESH LEGENDS, LIMIT LINES, AND CROSS WALKS	MAY, JUN, JUL, AUG, SEP
ALL	COUNTY WIDE	MFSL10 FOG SEAL RESTENCILING	AUG, SEP, OCT
1	LOCATIONS THROUGH DISTRICT	REPAIR FIRE DAMAGE	MAY, JUN, JUL, AUG, SEP
2	LOCATIONS THROUGH DISTRICT	REPAIR FIRE DAMAGE	MAY, JUN, JUL, AUG, SEP

## **SIGN INSTALLS (NEW)**

<b>DISTRICT</b>	<b>LOCATION</b>	<b>PROPOSED WORK</b>	<b>TIME FRAME</b>
ALL	COUNTY WIDE	BY BOARD AND/OR GENERATED WORK ORDERS	AS NEEDED
ALL	COUNTY WIDE SCHOOL ZONES	COMPLETE AB321 SIGN UPGRADE (ON SIDE STREETS)	SCHEDULED
4	ORCUTT AREA	INSTALL STOP SIGNS	SCHEDULED

## **STRIPING / DELINEATION INSTALLS (NEW)**

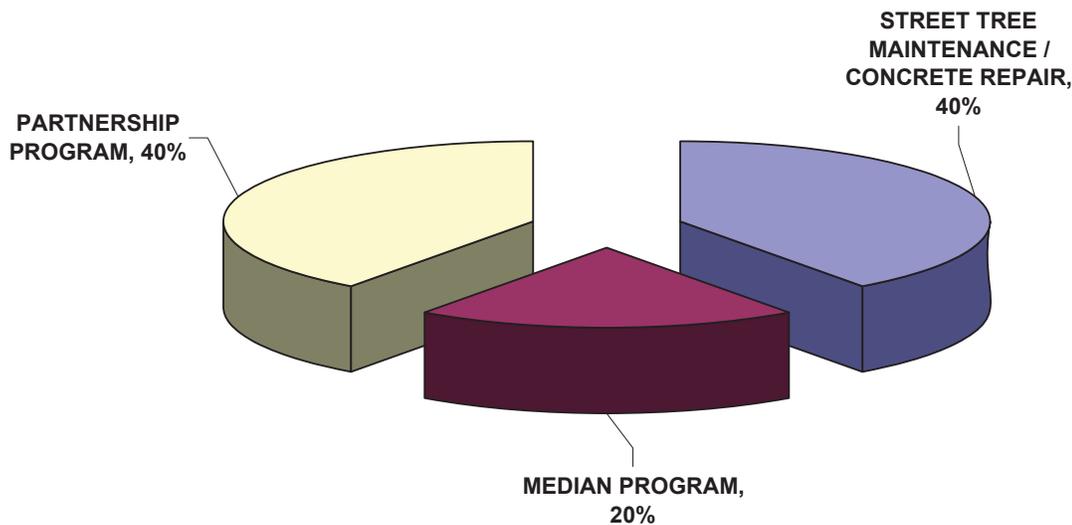
<b>DISTRICT</b>	<b>LOCATION</b>	<b>PROPOSED WORK</b>	<b>TIME FRAME</b>
ALL	COUNTY WIDE	BY BOARD AND/OR GENERATED WORK ORDERS	AS NEEDED

## **STENCILING INSTALLS (NEW)**

<b>DISTRICT</b>	<b>LOCATION</b>	<b>PROPOSED WORK</b>	<b>TIME FRAME</b>
ALL	COUNTY WIDE	BY BOARD AND/OR ENGINEERING GENERATED WORK ORDERS	AS NEEDED
4	ORCUTT AREA	INSTALL NEW LEGENDS AND LIMITS	SCHEDULED

**SIGN MAINTENANCE  
CREW**

# WORK PLAN - UTILITY CREW



## STREET TREE MAINTENANCE / CONCRETE REPAIR

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
1	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SURFACE TREATMENT	JULY THRU OCTOBER
2	LOCATIONS THROUGHOUT DISTRICT	UPLIFT TRIMMING ( 13' MINIMUM ), SAFETY TRIMMING	JULY THRU OCTOBER
3	ISLA VISTA	PREP FOR SURFACE TREATMENT	JULY THRU OCTOBER
2	NORTH PATTERSON AREA	UPLIFT TRIMMING ( 13' MINIMUM ), SAFETY TRIMMING	JULY THRU OCTOBER
3	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SURFACE TREATMENT	JULY THRU OCTOBER
4	LOCATIONS THROUGHOUT DISTRICT	UPLIFT TRIMMING ( 13' MINIMUM ), SAFETY TRIMMING	JULY THRU OCTOBER
3	SANTA YNEZ	PREP FOR SURFACE TREATMENT	JULY THRU OCTOBER
3	SAGUNTO ST	UPLIFT TRIMMING ( 13' MINIMUM ), SAFETY TRIMMING	JULY THRU OCTOBER
3	VANDENBERG VILLAGE	HARDSCAPE REPAIR	JULY
5	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SURFACE TREATMENT	JULY THRU OCTOBER
2	B 12480 CATHEDRAL OAKS RD	UPLIFT TRIMMING ( 13' MINIMUM ), SAFETY TRIMMING	JULY THRU OCTOBER
2	B 11695 CRESTWOOD DR	HARDSCAPE REPAIR	OCTOBER
2	B 11700 CRESTWOOD PL	HARDSCAPE REPAIR	OCTOBER
2	B 13495 GWYNE AV	HARDSCAPE REPAIR	OCTOBER
2	B 11795 OLD MILL RD	HARDSCAPE REPAIR	NOVEMBER
2	B 13480 PLAZA ALEMAN	HARDSCAPE REPAIR	NOVEMBER
2	B 12380 VERDUGO PL	HARDSCAPE REPAIR	DECEMBER
3	BUENA VISTA SCHOOL PARKING LOT	HARDSCAPE REPAIR	OCTOBER
3	ALDERBARAN @ MIZAR	ADA RAMP INSTALL	DECEMBER
3	ALDERBARAN @ VANGUARD	ADA RAMP INSTALL	DECEMBER
3	ALDERBARAN @ EL DORADO	ADA RAMP INSTALL	DECEMBER
4	VIA LATO @ CALLE SEISE	ADA RAMP INSTALL	JANUARY
4	VIA LATO @ CALLE SIETE	HARDSCAPE REPAIR	JANUARY
4	VIA LATO IN FRONT OF SCHOOL	HARDSCAPE REPAIR	JANUARY
4	RUCKER RD @ BURTON MESA RD	HARDSCAPE REPAIR	JANUARY
4	BURTON MESA RD @ CALLE QUARTA	HARDSCAPE REPAIR	FEBRUARY
4	BURTON MESA RD (1525) CSD DW	HARDSCAPE REPAIR	FEBRUARY
		HARDSCAPE REPAIR	MARCH



## MEDIAN PROGRAM

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
2	LOCATIONS THROUGHOUT DISTRICT	WATER, TRIM, PLANT AND CLEAN	YEAR ROUND

## PARTNERSHIP PROGRAM

DISTRICT	LOCATION	PROPOSED WORK	TIME FRAME
1	LOCATIONS THROUGHOUT DISTRICT	URBAN FOREST AND HARDSCAPE REPAIRS	YEAR ROUND
2	LOCATIONS THROUGHOUT DISTRICT	URBAN FOREST AND HARDSCAPE REPAIRS	YEAR ROUND
3	LOCATIONS THROUGHOUT DISTRICT	URBAN FOREST AND HARDSCAPE REPAIRS	YEAR ROUND
4	LOCATIONS THROUGHOUT DISTRICT	URBAN FOREST AND HARDSCAPE REPAIRS	YEAR ROUND
5	LOCATIONS THROUGHOUT DISTRICT	URBAN FOREST AND HARDSCAPE REPAIRS	YEAR ROUND



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# ***Appendix***

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BOARD OF SUPERVISORS  
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors  
105 E. Anapamu Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

**Department Name:** Public Works  
**Department No.:** 054  
**For Agenda Of:** May 12, 2009  
**Placement:** Set Hearing  
**Estimated Tme:** 30 min total: 15 min  
staff  
**Continued Item:** No  
**If Yes, date from:**  
**Vote Required:** Majority

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**TO:** Board of Supervisors  
**FROM:** Department Director Scott D. McGolpin, Public Works Director 568-3010  
Contact Info: Dacé Morgan, Deputy Director – Transportation 568-3064  
**SUBJECT:** Road Maintenance Annual Plan, Fiscal Year 2009/10 All Supervisorial Districts

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**County Counsel Concurrence**

As to form: N/A

**Auditor-Controller Concurrence**

As to form: N/A

**Recommended Actions:**

That the Board of Supervisors:

Set a hearing for June 2, 2009 (30 minutes total, 15 minutes staff) to consider the following recommendations:

- A. Adopt the FY 2009/10 Road Maintenance Annual Plan (RdMap);
- B. Approve the funded projects listed for Maintenance Program (County Forces) and Surface Treatment Program (Contracts/County Forces) within the Road Maintenance Annual Plan;
- C. Approve Notice of Exemptions pursuant to the County's California Environmental Quality Act (CEQA) guidelines for the above; (POST)
- D. Authorize the Director of Public Works to advertise the above mentioned projects contained within the FY 2009/10 Road Maintenance Annual Plan.
- E. Reprogram 2008 Supplemental Proposition 1B funds in the amount of \$1,070,000 from the 08/09 Countywide Scrub Seal/Micro Surfacing project to the 09/10 Countywide Scrub Seal/Micro Surfacing project.
- F. Program Fiscal Year 2008/09 Proposition 1B funds in the amount of \$773,000 to Corrective Maintenance activities throughout the County.

**Summary Text:**

The Transportation Division of the Public Works Department is responsible for the repair and maintenance of the County transportation system. This system includes over 1,660 lane miles of roadways and their adjacent bike paths and major bridge and culvert structures. The system also includes over 15,000 street trees as well as curb, gutter and sidewalks (including curb ramps for the physically challenged), equestrian trails and traffic signals. The Department is in the process of updating the replacement cost of the County’s Transportation Infrastructure, but it is estimated to be in the neighborhood of \$1.0 billion.

In the first RdMap (FY 1994/95), the Department quantified the needs for pavement resurfacing and bridge repair and replacement. Since then, the Department has been striving to further quantify the transportation system by beginning drainage, hardscape and real property inventory programs to meet the requirements of Government Accounting Standards Board (GASB) 34. With these programs, a more complete picture of the system and its needs has been developed. Presently, the identified backlog of road maintenance needs totals \$226 million over the next five years. The table below shows the existing unfunded backlog for each component of the infrastructure:

Infrastructure Component	Unfunded Backlog
Pavement	\$117 Million
Concrete	\$39 Million
Bridge Maintenance	\$36 Million
Drainage	\$34 Million
Totals	\$226 Million

This backlog has increased by \$12 million since last year. In 2008, this backlog increased dramatically over previous years. This year’s increase is more modest due to the fact that oil prices have dropped on the worldwide market and the Department continues to research and utilize cost effective pavement treatments to keep as much of our system in a state of pavement preservation as possible. This year’s \$12 million increase is due to the continuing decrease in available State and Federal revenues for Pavement Preservation, as well as the continuing decline of the pavement condition of those roads in the County’s Transportation Infrastructure inventory that are not in a state of pavement preservation. The Department estimates that the pavement portion of the County’s Transportation Infrastructure System requires an estimated annual expenditure of \$5.1 million to maintain the system’s current condition of “Good” (PCI 69) for FY 2009/10. On average, the Department spends between \$2.5 and \$3.0 million on pavement preservation annually, which is less than half of what is needed to maintain the system at a PCI of 69. Further delays in non-local revenues will continue to increase the County’s unfunded road maintenance backlog in future years. The County has been fortunate that oil prices and construction costs have decreased in the last year; however, it is uncertain how long these costs will remain. If asphalt prices and construction costs increase, the unfunded backlog for our County’s Transportation Infrastructure will continue to grow at a more rapid pace.

**Background:**

*Transportation Funding*

In a typical fiscal year, your Board provides \$500,000 in General Fund Designations for Transportation. Due to financial constraints, this fiscal year (FY 2009/10) your Board has proposed that no additional General Fund be provided to the Department beyond those commitments necessary for Maintenance of Efforts for Measure “D” and Proposition 42 revenues.

The Department's primary sources of annual revenue to address the repair and maintenance of the County Transportation Infrastructure System needs are State gas taxes and Measure "D" local sales tax. In a typical year, only the Measure "D" "Maintenance of Effort" obligation of \$851,189 is provided from the General Fund through the collection of Property Tax. This equates to \$1.41 per \$1,000 of the total property tax collected.

In 2001, the Governor signed AB 2928, which later became voter approved Proposition 42. Approximately \$1 billion was distributed directly to cities and counties for preservation of the local road system. The County's portion of this bill was based on an allocation formula of 75% registered vehicles and 25% maintained road miles. The County has received the first two quarters of Proposition 42 payments for FY 2008/09 totaling approximately \$1.6 million. According to the budget that was recently signed by the Governor, the remaining two quarters of these funds will be available and the County anticipates receiving an additional \$1.7 million. The State is projecting that the County will receive approximately \$3.6 million in Proposition 42 funds for FY 2009/10. Given the general uncertainty of the State budget, the Department has budgeted the \$1.7 million of FY 2008/09 Proposition 42 funds; however, we have not programmed these funds as part of the 2009/10 RdMap. Once the County has received these funds, we will approach your Board to program them to specific locations of needed preventive maintenance. Proposition 42 requires a "Maintenance of Effort" obligation of \$442,000, which is provided from the General Fund through the collection of Property Tax.

State Transportation Improvement Plan (STIP) revenue is another source of maintenance funding, which is significantly lower than was projected when the California Transportation Commission (CTC) adopted the 2002 STIP. As such, many projects in California have been delayed and placed on a waiting list for funding. Due to the log jam created at the State level for funding STIP projects, the CTC created a priority system for allocating projects. Under the priority system, road rehabilitation projects were determined to be "tier 3" and were not likely to receive funding until sometime in the future. As a result of this decision, SBCAG worked with the local agencies and was able to exchange these allocated STIP dollars for Regional Surface Transportation Program (RSTP) dollars for local agencies to use for their road rehabilitation projects. The RSTP dollars are far more flexible than the STIP dollars and the County has programmed these funds for pavement preservation as well as matching funds for disaster repair projects and Capital Improvement Projects. Our allotment of RSTP funds will end in FY 2010/2011.

This year's RdMap also includes funding from SAFETEA-LU in the form of High Priority Demonstration funds provided by Congressman Gallegly for road rehabilitation in the 24<sup>th</sup> Congressional District. The 2009/10 RdMap contains a list of streets that will receive a Stress Absorbing Membrane Interlayer (SAMI) treatment funded through this program.

In December 2008, the County submitted to the State Controller's office, an approved plan for \$1.07 million of 2008 Supplemental Proposition 1B funds; however, we have been informed that these funds are on hold due to the financial difficulties with the Pooled Money Investment Account (PMIA) selling bonds due to the State's financial crisis. On December 7, 2008, we requested your Board program the 2008 Supplemental Proposition 1B funds for the FY 2008/09 Scrub/Micro Surfacing project. Due to the delay in funding, we are requesting that your Board approve the reprogramming of these 2008 Supplemental Proposition 1B funds for the FY 2009/10 Scrub/Micro Surfacing project. The County is also due to receive \$773,000 in Proposition 1B funds for FY 2008/09; however, given the uncertainty of the timing of these funds, the Department has delayed programming them until FY 2009/10. The Department requests that the Board approve these funds to be programmed for corrective maintenance. The Department has heard that the PMIA could start selling bonds again when the national economy improves, perhaps late 2009. These Proposition 1B funds are used for both preventive and corrective

maintenance activities. In addition to the 2008 Supplemental and FY 2008/09 Proposition 1B funds, the Department has remaining FY 2007/08 Proposition 1B funds due to project costs being less than budgeted amounts. We have programmed these remaining funds as part of this year's RdMap.

Unfortunately, both Propositions 42 and 1B cannot be relied upon to fund ongoing operations within the Division due to the fact that the State may borrow this funding or the revenue will eventually expire and no longer be available for our agency to utilize. Measure "D" is a vital maintenance funding source for the County of Santa Barbara to conduct our Nationally Recognized Pavement Preservation Program and to maintain our Transportation Infrastructure System. It was important that Measure "A" was passed by the voter's; however, SBCAG made many concessions to special interest groups to obtain approval. Consequently, we will see a reduction of 20% in Measure "A" funds (over Measure "D") that will be available to the County for road maintenance. The Department will return to your Board this summer to discuss these reductions in detail.

Due to the decline in the nation's economy, the revenues from sale taxes are declining and are expected to continue to do so for the foreseeable future. As a result, the estimates for FY 2009/10 Measure "D" revenue have been reduced by approximately \$800,000 over the estimate for FY 2008/09, which will result in less available funding for our Preventive Maintenance Program. On February 17, 2009, the 2009 American Recovery and Reinvestment Act (ARRA) was signed by the President. The County will initially receive approximately \$2.2 million of ARRA funds, which will be invested in our Transportation Infrastructure. These are federal dollars and thus come with the challenges of obligating and spending. Three small cities within our County: Solvang, Buellton, and Guadalupe, are not equipped to spend these federal dollars in the short timelines that are required as part of the Act. The Department was approached by SBCAG staff to exchange \$304,000 of the County's FY 2009/10 Measure "D" revenues for an additional \$304,000 of federal economic stimulus funds. As a result of this exchange, the Cities of Solvang and Buellton will each receive an additional \$100,000 in Measure "D" funds, the City of Guadalupe will receive an additional \$104,000 in Measure "D" funds, and the County will receive a total of approximately \$2.5 million in economic stimulus funds. The County will lose some flexibility by agreeing to this exchange; however, the loss of the flexibility is out weighed by the fact that we are able to use the 2009 ARRA funds sooner than we could have used the Measure "D" funds. The exchange allowed the County to advertise a road rehabilitation project in April 2009 with the 2009 ARRA funds, rather than waiting until FY 2009/10. The 2009 ARRA funds can only be used on Federal-Aid Routes and cannot be used for corrective maintenance activities, which would be performed by our maintenance crews. Staff reviewed our FY 2009/10 proposed budget and felt that we could accomplish our mission and still be able to help the three small cities; therefore, we agreed to this exchange of funds. Because this work will be completed during FY 2008/09, we did not program this work as part of the FY 2009/10 RdMap. However, these funds did allow the Department to bring roads that were not part of our Pavement Preservation Program into a state of good repair and thus will be part of our Preventive Maintenance Program in the future.

The County has been approached by the City of Carpinteria requesting a similar exchange of their approximately \$227,000 in 2009 ARRA funds for Measure "D" funds. After reviewing our Transportation Budget for Fiscal Year 2009/10, it was determined that we cannot honor the City's request for the exchange of Measure "D" funds due to the loss of flexibility. As another alternative, staff has been working with the City of Carpinteria to determine the feasibility of incorporating their 2009 ARRA contract work into the County's contract. At this time, it appears that the scope of the City of Carpinteria work will not be compatible with the County's.

#### *The Road Maintenance Annual Plan Process*

On June 28, 1994, your Board approved the road maintenance planning process, as well as the first Public Works Road Maintenance Annual Plan (RdMap) for FY 1994/95. This has led to the

development of the draft final RdMap for FY 2009/10, prepared for the County's Transportation Infrastructure System, for your Board's approval today.

The FY 2009/10 RdMap process is similar to the process used to create the prior RdMaps. The proposed planning process began with the identification of annual needs and staff preparation of preliminary project descriptions. Once the preliminary prioritized list was developed, the Department met with each Supervisor independently to inform the Board of the plan and the proposed process. Public workshops were conducted to obtain input regarding the plan. The plan was revised based on public input and, if needed, supplemented by environmental surveys and further engineering analysis. The Department recommends that the Board approve the FY 2009/10 RdMap at this time.

### Workshops

The workshops this year were noticed in the Santa Barbara News-Press, the Santa Maria Times, and the Lompoc Record. Community Groups as well as individuals who had contacted the Department within the past year regarding road maintenance issues, were also notified by phone and email. The workshops were held on February 11, 2009, for the residents of the First and Second Supervisorial Districts as well as the southern half of the Third Supervisorial District, and on February 19, 2009, for the residents of the northern half of the Third Supervisorial District, Fourth and Fifth Supervisorial Districts.

The purpose of the workshops was to present the proposed FY 2009/10 RdMap to the public and to receive their comments and input, and to describe the role of the Road Maintenance Section within the Department. At these meetings, the public is able to meet with Public Works staff in their District and explain their concerns regarding maintenance within the road rights-of-way. The individual concerns of the citizens were listed on Project Initiation Requests that were evaluated and prioritized by staff in the weeks after the meetings. The majority of the issues raised by citizens concerned their residential streets. The Department contacted each Supervisor's office after the workshops to discuss priorities within their District. The results of these discussions have been incorporated where the request was consistent with the Department's Pavement Preservation strategies and where funding was available.

With the Department's limited available funding for the maintenance of the Transportation Infrastructure, it is important to protect our most utilized and vital assets, referred to as the backbone of the system. The backbone is defined as the arterials, collectors and major rural roads of the County. These roads are used by the majority of commuters; allowing them to deteriorate would significantly diminish the public asset. In the last nine years, your Board has directed the Department to utilize all of the various pavement preservation revenue sources in order to treat as many lane miles of the Transportation Infrastructure as possible. Staff has been able to resurface all of these roads utilizing Measure "D" funds in order to preserve that investment. Additionally, the State and Federal grants we received made it possible to bring certain urban and rural roads back into a pavement preservation classification. At this time, 60% of our system is in a pavement preservation classification.

### Summary of RdMap FY 2008-09

In 1985, the County began monitoring the pavement component of the infrastructure using a Carter Pavement Management System (PMS). In recent years, the Department has successfully converted to MicroPAVER PMS and is now recognized as a leader in the utilization of this technology. MicroPAVER provides full compliance with the Modified Approach to accounting for infrastructure in the GASB 34 and is used by over 600 cities, counties, states and countries. The utilization of this system, integrated with Geographic Information Systems (GIS), has given the Department powerful tools to plan, maintain, and analyze the County's pavement network. Every year, The Transportation Division re-evaluates one-third of the County's pavement network utilizing inspection contractors to

document “distresses” (defects or indicators of problem), the severity of the distresses, and the quantity of each distress.

The cumulative efforts of the three major road maintenance yards within the County have had a positive effect on the traveled way for FY 2008/09. The crews responded to 880 service requests within a 48 hour timeframe. Not all requests for service could be honor, but each individual who requested service was contacted. Some of the requests made were related to mudslides that resulted from rains in the TEA Fire burn area this past winter. The roads did experience some damage as a result of the heavy rains this winter, which required a significant effort from our maintenance crews to clear debris, remove downed trees, and perform repairs to the roadways. This past year, crews were able to complete some in-house leveling projects, make repairs to potholes, perform shoulder maintenance, mow and trim along the roadsides to ensure safety and sight distance, and have cleaned and inspected 5229 culverts and drainage facilities prior to, and throughout the winter rains.

The in-house leveling projects have occurred over 25 working days, during which, 15 lane miles have received a leveling course of asphalt. The increase in productivity is due to the use of newer and more efficient equipment. Along this line, and building on the 07/08 efforts, using two oil spreader trucks, our expert operators and crews treated approximately 63 lane miles with a rejuvenating fog seal product. The applied product is designed to penetrate and rejuvenate the asphalt surface, to protect and preserve it, and to extend the service life as long as possible for the lowest possible cost. This work typically costs over \$2.00 per square yard when performed by the contracting community versus approximately 78 cents per square yard when performed by County forces. A portion of the roads scheduled to receive a rejuvenating fog seal in FY 2008/09 had to be deferred until FY 2009/10 due to the GAP Fire.

The Partnership Program is designed as a tax deductible cost sharing effort to replace damaged curb, gutter and sidewalk. The program also includes contracts to clean, trim and water the medians in the unincorporated areas of Goleta. Under this program, 1100 Lineal Feet of damaged curb, gutter and sidewalk was replaced this past year in the unincorporated area of Goleta and the Orcutt area.

Together, these programs allow the Transportation Division to complete our mission to provide a clear path, a smooth ride, and a safe trip, in an Accountable, Customer Focused and Efficient manner.

#### RdMap FY 2009/10

The roadways included in the 2009/10 program are listed in the RdMap, Surface Treatment Program section (Contract/County Forces) for each District. As discussed above, Measure “D” is one of the County’s primary sources of funding for maintenance of our Transportation Infrastructure System. Specifically, Measure “D” is typically utilized for surface treatments that extend life of the pavement. The concept of Pavement Preservation promotes the principle that pavement life can be significantly extended through periodic seal coating, resurfacing and patching of the existing asphalt surfaces (*i.e.: providing the right treatment at the right time*). The RdMap includes approximately 174 lane miles of County roadways programmed for surface treatment this fiscal year. These lane miles will be treated with rejuvenating fog seals, micro-surfacing, scrub seals or an asphalt concrete overlay, utilizing a SAMI (Stress Absorbing Membrane Interlayer) system. Staff has worked with each Supervisor’s office to prioritize this effort.

#### Project Approval, CEQA Determination and Authority to Advertise

The FY 2009/10 RdMap recommends the approval of the Maintenance Program (County Forces) and Surface Treatment Program (Contracts/County Forces). This year's Surface Treatment Program includes Measure “D”, Proposition 1B, Congressman Gallegly Demonstration Project, Regional Surface

Transportation Program, Local Surface Transportation Program, and State Gas Tax revenue funded projects.

The Board of Supervisor's approval of these projects and the attached CEQA documents will commence the appeal period, pursuant to CEQA guidelines, Section 15062. The Department requests that authority be granted to the Director of Public Works to advertise the funded projects listed for Surface Treatment Program (Contracts/County Forces), and any Tree Partnership Program contracts which are utilized to accelerate these efforts.

Sealed proposals will be received at the County of Santa Barbara Engineering Building, Department of Public Works front counter, 123 E. Anapamu Street, Santa Barbara, California and the Public Works Service Center, 620 Foster Road, Santa Maria, California on a date to be determined and will be opened publicly and read aloud.

The proposed projects listed as Construction Projects and Storm Repair and Restoration Projects within the Supervisorial Districts and made part of the RdMap will require further environmental review. Projects within these categories are identified in the annual plan for reference and disclosure purposes only.

**Mandates and Service Levels:**

The current funding level for Road Maintenance purposes in the County does not fully fund a Preventive Maintenance Program. Prioritized preventive and corrective maintenance activities that are recommended for funding are identified for each Supervisorial District.

**Performance Measure:**

**RPM 0025** - Maintain a ride quality of “good” (Pavement Condition Index of 70 or better) on 40% of the 374 lane miles of Arterial, Collectors and Major Rural roads.

**RPM 0041** - Re-evaluate the pavement condition of 33% of the Arterial, Collectors and Major Rural roadways of the county maintained road system annually.

**Fiscal and Facilities Impacts:**

Budgeted: Yes

**Fiscal Analysis:**

<b><u>Funding Sources</u></b>	<b><u>Current FY Cost:</u></b>	<b><u>Annualized On-going Cost:</u></b>	<b><u>Total One-Time Project Cost</u></b>
General Fund - MOE			\$ 1,293,189.00
State: LSTP			\$ 562,000.00
State: RSTP			\$ 1,157,560.00
State: Gas Tax			\$ 3,569,004.00
State: Proposition 1B			\$ 2,249,400.00
State: Proposition 42			\$ 1,700,000.00
Federal:Gallegly			\$ 1,341,000.00
Other: Measure D			\$ 6,093,271.00
Total		\$ -	\$ 17,965,424.00

**Narrative:**

The FY 2009/10 RdMap projects total approximately \$17.9 million and will be funded primarily by Measure "D", Proposition 1B, Proposition 42, Regional Surface Transportation Program (RSTP), Local Surface Transportation Program (LSTP), Congressman Gallegly Demonstration Project, and State Gas Tax revenues. This revenue has also been programmed within the RdMap budget for FY 2009-10.

**Staffing Impacts:**

**Legal Positions:**

**FTEs:**

**Special Instructions:**

Please forward a stamped, certified Minute Order approving the Recommendations to the attention of Gena Valentine Felix, Public Works - Transportation, 568-3064.

**Attachments:**

Final Draft Road Maintenance Annual Plan for Fiscal Year 2009/10 – Available Thursday, May 21, 2009

Notice of Exemptions for each Supervisorial District (5)

**Authored by:**

Dacé Morgan, Deputy Director, Public Works – Transportation, 568-3064





**COUNTY OF SANTA BARBARA  
Public Works Department**

**NOTICE OF STREET MAINTENANCE  
TO AREA RESIDENCES AND BUSINESSES**

**Please be advised that, on the date listed below, \_\_\_\_\_, acting as the contractor for Santa Barbara County, will fog seal your street. Other streets in your neighborhood may be scheduled for other dates.**

We apologize in advance for any inconvenience this work may cause and ask for your patience and cooperation so that we may complete this preventive maintenance as soon as possible. Fog seal work will be performed between the hours of 7:00 AM and 5:00 PM. School zones will be posted between the hours of 9:00 AM and 2:00 PM, effective MM-DD-YY. Parking restrictions will be posted 48 hours in advance of the planned work.

**The general order of work will be as follows:**

- 1) Posting of “No Parking” Signs 48 hours in advance of the work.**
- 2) Lane closure of the roadway.**
- 3) Street Preparation / Tow parked cars**
- 4) Placement of fog seal and four-hour cure time.**
- 5) Reopen lane closures to public traffic.**
- 6) Placement of painted stripes and markings will occur at a later date.**

**The work on your street will be performed on the following dates:**

- **Monday** \_\_\_\_\_
- **Tuesday** \_\_\_\_\_
- **Wednesday** \_\_\_\_\_
- **Thursday** \_\_\_\_\_
- **Friday** \_\_\_\_\_

**Prior to 7:00 AM on the day of work please park your vehicle on a nearby street which is not posted with parking restrictions. Driving on the fog seal prior to completion of the cure time may cause damage to the fog seal and your vehicle.**

**If the work is postponed for any reason, you will receive another 48-hour notice with the rescheduled date. If you have any questions please contact the following:  
24-Hour recorded Information (County) (805) 681-4995**

BOARD OF SUPERVISORS OF THE COUNTY OF SANTA BARBARA  
STATE OF CALIFORNIA  
CLERK OF THE BOARD OF SUPERVISORS

\*\*\*\*\*

MINUTE ORDER

December 12, 2000, in the p. m.

Present: Supervisors Naomi Schwartz, Susan Rose, Gail Marshall,  
Joni Gray, and Thomas Urbanske

Michael F. Brown, Clerk (Allen)

Supervisor Rose in the Chair

RE: PUBLIC WORKS HEARING – Consider recommendations regarding the Santa  
Barbara Street Tree Policies and Regulations, as follows; (FROM NOVEMBER 7,  
2000) (EST. TIME: 15 MIN.) (00-21,478)

- a) Approve the County of Santa Barbara Street Tree Policies and Regulations;
- b) Review and approve the North, Central and South County arborist recommended list of street trees;
- c) Direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

COUNTY ADMINISTRATOR'S RECOMMENDATION: APPROVE

Marshall/Gray

Approved recommendations a) through c). Directed that staff amend the County of Santa Barbara Street Tree Policies and Regulations as follows:

i) Remove the last sentence of paragraph two on page three of the policies regarding "Tree Removal/Repairs"; and

ii) Change to 4 from 8 the number of adjacent neighbors necessary to sign a petition requesting removal of a tree under Section 2) of "Tree Removal/Repairs"; and

iii) That staff include a tree-pruning schedule as a component of the County "Road Map".

12/12/00

**SANTA BARBARA COUNTY  
BOARD AGENDA LETTER**



Clerk of the Board of Supervisors  
105 E. Anapamu Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

720 DEC -4 AM 11:43  
COUNTY OF SANTA BARBARA  
CLERK OF THE  
BOARD OF SUPERVISORS

Agenda Number:  
Prepared on: 11/16/00  
Department Name: Public Works  
Department No.: 054  
Agenda Date: 12/12/00  
Placement: Departmental  
Estimate Time: 15min  
Continued Item: NO  
If Yes, date from:

#3

**TO:** Board of Supervisors  
**FROM:** Phillip M. Demery, Director *PMD*  
Public Works Department  
**STAFF CONTACT:** Scott D. McGolpin, Deputy Director Transportation  
Ext. 3064 *SM*  
**SUBJECT:** County of Santa Barbara,  
Street Tree Policies and Regulations,

REPLACEMENT # 1  
DATE 12/4/00 TIME 11:47AM

DEC 12 2000

**Recommendation(s):**

That the Board of Supervisors:

- A. Approve the County of Santa Barbara street tree policies and regulations.
- B. Review and approve the North, Central and South County arborist recommended list of street trees.
- C. Direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

**Alignment with Board Strategic Plan:**

The recommendation(s) are primarily aligned with Goal No. 1. An Efficient Government Able to Respond Effectively to the Needs of the Community and with Goal No. 5. A High Quality of Life for All Residents.

21472

## **Executive Summary and Discussion:**

### **Background**

The Santa Barbara County Transportation Infrastructure system currently includes approximately 21,000 street trees, also known as the Urban Forest.

The Urban Forest was planted between 30 and 40 years ago when developers were conditioned by the county to plant trees in the parkway strips prior to the roadways being accepted into the County's maintained road system. Many of these trees were selected based on cost rather than suitability for the 4-½ foot wide space of the parkway. As a result, several species of trees have outgrown the width of the parkway and their roots have uplifted curbs, gutters and sidewalks. Several other species have created nuisances and safety concerns in that their branches are brittle and their foliage attracts insects.

To nurture and sustain the Urban Forest, and to provide for an aesthetically pleasing, safe, and nuisance free travel way, these trees should be removed, replaced and maintained with appropriate species of trees.

### **The Street Tree Policy Process**

In February of 2000, the Santa Barbara County Public Works Department, Transportation Division, began organizing a draft street tree policy, in accordance with your Board's directive. Upon completion of a draft policy, staff held public workshops. These workshops were noticed and held on October 11, 2000 for the residents of the First, Second and southern half of the Third Supervisorial Districts, and on October 12, 2000 for the residents of the northern half of the Third District, Fourth and Fifth Supervisorial Districts. Additionally, the workshops were noticed by direct mailing to community groups as well as interested individuals who contacted the Public Works Department in the past concerning street tree issues.

The purpose of the workshops was to present and to receive public comment on the draft Street Tree Policy. Staff also met with individual Supervisors to share the public comments received and to gather input for incorporation in this draft policy.

### **Street Tree Policy**

The goal of this street tree policy is to manage the Urban Forest, including the maintenance, removal and replanting of street trees.

Street tree maintenance takes the form of hazard management, pruning, and tree health and survival. Hazard management is continuous, and staff responds to storms, disease, age of the tree and accidents. Upon notification of the potentially hazardous tree, staff evaluates the tree and corrects the hazardous condition if it exists. The regular pruning of street trees takes place as trees in an area become overgrown. Street trees are also pruned prior to roadway repairs or when sight distance issues arise for the travelling public. The health and nurturing of street trees is a priority to the county, and a certified arborist is retained to evaluate and treat trees as required.

Under the policy before your Board today, the homeowner adjacent to the replanted street tree will be responsible for establishment of the tree. The establishment period is a minimum of 2 years depending upon the species of the tree replanted. During this timeframe, if the adjacent homeowner requires information on the health and survival of the replanted tree, the county will provide guidance. The maintenance of the tree thereafter will be the responsibility of the county.

The Urban Forest has had numerous street trees removed over the past 30 to 40 years. These trees have been removed for a number of reasons that include storm damage, vehicular accidents, disease, nuisance abatement and age. Also, those street trees that have outgrown the existing space provided were removed prior to hardscape repairs.

At this time when existing street tree removals occur, there are no county requirements to replant the tree. The policy before your Board today will require that a tree be replanted at a minimum of one tree per street frontage. This requirement is due to the fact that existing improvements within the parkway, in most cases, preclude the replanting of more than one tree. There maybe special cases that exist and Public Works will review these cases as they occur. The tree species for replanting will conform to either the North/Central County or South County arborist recommended list of street trees.

Through the process described above, there has been a desire expressed by interested parties to have staff work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree. This process would be beneficial to the county in that having each road section assigned a specific type of tree will give a balanced symmetrical aspect to the neighborhood, and will promote cost effective maintenance efforts in the future. One of the other requests received was to select additional trees to expand our arborist recommended list of North, Central and South County street trees before your Board today for approval. These trees on the lists have been selected to minimize hardscape damage and ease maintenance efforts. Input from various community groups was for more variety in the choices of tree species available. Staff anticipates that fulfilling this request will take approximately one year to complete, and a draft plan would be ready for your Boards review by the end of calendar year 2001.

Staff recommends that the draft Street Tree Policy and Regulations, as well as the North, Central and South County arborist recommended list of street trees be approved by your Board. Also, if it is your Board's desire, direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

**Mandates and Service Levels:**

None.

**Fiscal and Facilities Impacts:**

Currently Street Tree Maintenance funding competes directly with all other road maintenance activities, such as pavement maintenance, traffic signals and pedestrian crossing installations. Future expenditures to comply with this policy maybe as high as \$100,000 annually countywide. It is staff's intent to reduce this cost by maximizing available outside grant funding.

**Special Instructions:**

None.

**COUNTY OF SANTA BARBARA**  
**DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION DIVISION**

**STREET TREE POLICIES AND REGULATIONS**

**SCOPE/GOAL**

The Transportation Division of the County of Santa Barbara Public Works Department is responsible for the maintenance and safety of the public roads within the unincorporated areas of the county. The roads cover a variety of thoroughfares including primary and secondary roads as well as urban and residential streets. The policies and regulations presented below apply to approximately 21,000 trees that have been planted within an urban and residential setting where there are curb improvements and trees have been planted as a condition of development or under the direction or approval of the County. The Public Works Department has been charged by the Board of Supervisors to act on its behalf in matters pertaining to these trees. Almost all of the trees that fall into this category have been planted in commercial and residential developments over the last 40 years. These trees were planted for aesthetic and functional purposes and have grown to be an integral part of the urban forest. Therefore, in addition to the care and removal of trees the policies and regulations are designed to promote the continued renewal and sustainability of trees lining our urban roads and streets. In recognizing the tree population within the road right-of-way as a vital component of the community and the roadway infrastructure, the goal of these policies is to effectively manage these trees for public safety and wellbeing while sustaining and enhancing the streetscape and urban forest.

The three main categories regarding management of the trees in the road rights-of-way are: 1) tree maintenance, 2) tree removal and 3) tree planting.

**TREE MAINTENANCE**

Tree maintenance involves **hazard management, pruning, and tree health and survival**. All of these components of tree management are interrelated and dependent on trained and competent personnel to successfully implement the necessary elements.

**Hazard Management**

Despite the fact that the trees are planted and maintained for aesthetic and functional amenity purposes, hazard management must receive the highest priority. Once a hazardous condition is noticed or reported, the County will 1) determine that the tree is in fact an imminent hazard and 2) that the tree is a public tree located in the road right-of-way. Imminent hazards (i.e. broken limbs over streets and sidewalks, uprooted trees) may require immediate attention by diverting traffic and eliminating the hazard, including removal of limbs and entire trees if necessary for public safety. In less hazardous cases, the tree(s) will be inspected and further evaluated by a qualified arborist to determine the best course of action regarding the condition.

### **Pruning**

- 1) Tree pruning is the responsibility of the County and will normally be performed by the County Transportation Division tree crew, or a commercial tree firm under contract with the County. Pruning will be performed based on a regular schedule, need, or in conjunction with street/sidewalk repair work. The adjacent property owner should notify the County Transportation Division of conditions that require pruning to remedy a hazardous condition.
- 2) When an adjacent property owner requires special pruning (i.e. for construction) that does not fit into the regularly scheduled pruning by the County and is not a hazardous condition, a permit can be issued for a reputable tree firm to prune the tree(s) at the property owner's expense. All pruning must conform to the County standards and specifications for tree pruning as established by the International Society of Arboriculture.
- 3) Unauthorized pruning of a County tree in the public road right-of-way by the adjacent property owner or his agent can result in fines that could include the cost of tree replacement if the tree is irreparably damaged.

### **Tree Health and Survival**

Maintenance practices that are in this category include irrigation, fertilization, insect and disease control.

- 1) The irrigation of newly planted and established trees is the responsibility of the adjacent property owner. For logistical and practical reasons the watering of trees is best accomplished by the adjacent property owner with the use of a hose or buckets. When new trees are planted the property owner will be instructed as to the water requirements of the new tree. Irrigation is seldom needed once trees are established except for periods of extended drought.
- 2) Unless the health and life of a tree is in jeopardy from a nutrient deficiency, the County does not fertilize trees. If it is determined by a qualified arborist that a tree's survival is dependant on fertilization, the County would arrange for the necessary treatments to preserve the tree.
- 3) There is no regular program for insect or disease control by the County. In instances where the health and survival of the tree is in jeopardy, or there is a condition that is determined by experts to be a nuisance or threat to public health, appropriate treatments will be taken by the County. Where the condition is not considered a nuisance or threat to the public or the tree, the County can issue a permit for the property owner to treat the tree with approved methods and materials.

### TREE REMOVAL/REPAIRS

- 1) The County will remove trees that are determined to be dead or structurally unsound. Property owners should notify the County if they notice a tree that appears to be dead or hazardous. The tree will then be inspected and evaluated to determine the appropriate course of action.
- 2) Trees removed for purposes other than being dead or structurally unsound require a written request by the property owner stating the reasons for removal to the Public Works Transportation Division. A petition signed by eight (8) adjacent property owners must be submitted with the request. County Staff will inspect and evaluate the tree and advise the property owner of the action that will be taken. In the event that one or more of the adjacent property owners objects to the removal, the request will be forwarded to the district Supervisor's office for review and final approval.
- 3) No tree within the public street right-of-way shall be removed without approval and a permit from the County Transportation Division. All work within the street right-of-way also requires an encroachment permit from the County Permit Office.
- 4) If a tree must be removed for approved development or construction, or if the County approves a property owner's request to remove a tree for just cause, the cost for removal and replacement of the tree are the responsibility of the property owner. The species, size and placement of the tree shall be designated by the County with the permit.
- 5) When the County is notified of hazardous public improvements (i.e. sidewalks, curbs/gutters, street surfacing, driveway aprons) caused by tree roots, the condition will be inspected and corrected with asphalt patching or concrete grinding to temporarily remedy the condition until it is scheduled for replacement. In instances where there is damage to public improvements and the adjacent property owner wants to replace the improvements and tree before the work is scheduled for replacement by the County, the County can issue a permit to the adjacent property owner for the work necessary to repair the improvements at his/her expense. If a tree is removed for these repairs, the property owner is responsible for the cost of replacing the tree and maintaining the tree for the first two (2) years. In locations where the County is not scheduled to make the repairs or where otherwise deemed appropriate by the County, a "Partnership Program" agreement can be entered into between the adjacent property owner and the County whereby the cost of repairs and tree replacement are shared, where 40% of the cost is paid by the adjacent property owner and 60% is paid by the County.

### TREE PLANTING

- 1) The species, size, and placement of trees planted in the street right-of-way is regulated by the County and requires approval and a permit from the Transportation Division. The typical tree planting permit will allow for a minimum of one (1) tree per street frontage. Tree planting in the County road right-of-way requires a permit from the County. Any tree planted by the property owner that is not an approved tree becomes the responsibility of the property owner. Trees planted without County approval and permitting may have to be removed by the adjacent property owner.
- 2) Street trees removed by the County due to storm damage, disease, accidents or for safety reasons will be replaced by the County. The adjacent property owner will be informed of their care and maintenance responsibilities for the newly planted tree(s) to ensure that the young trees becomes established and survive.
- 3) Property owners wishing to plant a tree in front of their property must make a written request to the Transportation Division. If the requested location is appropriate for a street tree, the property owner will be advised by the County of the designated tree species for that street and where the tree(s) should be located. The tree species designation will be limited to one species per street or block and will be from the official tree list approved by the Board of Supervisors. The minimum size tree allowed for planting is 15 gallons. Approved root barrier material shall be installed for all trees planted in the road right-of-way unless otherwise specified by the County. There are currently 10 tree species approved for planting in the parkways and medians adjacent to public roads and streets. These trees were carefully selected with the help of a certified arborist to provide the desired appearances and amenities while minimizing the undesirable tree characteristics and maintenance costs. From this list the trees have been designated as officially approved trees for specific streets.  
*Special planting projects by neighborhoods or organizations are encouraged and will be given assistance by the County in approved tree selection and planting locations.*
- 4) Adjacent property owners are responsible to water and to maintain the staking of newly planted trees for the first two (2) years. They are also responsible for replacing trees that die during that period. After two (2) years the County will provide pruning, ongoing maintenance, and will replace trees that die.

County of Santa Barbara Public Works Department  
Street Tree Policy

REQUEST GENERATOR	REPLACEMENT	TYPE OF TREE	RESPONSIBILITY FOR UPKEEP	FUNDING
Homeowner	Property owner is responsible when they want to remove a healthy tree due to: 1) aesthetics 2) nuisance 3) economic considerations 4) Partnership Program	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Homeowner Grants Local match
County of Santa Barbara	County replaces tree when removal is required due to hardscape repairs prior to roadway treatment, or public safety issues (sick, dead or damaged trees)	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Grants Local match
Natural Causes	County replacement due to storms or vehicular accidents. Should the property owner remove tree without prior County authorization, tree replacement will become responsibility of the owner.	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Grants Local match
Lack of Existing Tree	To be determined on a request basis.	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Homeowner Grants Local match

Tree policy.doc  
11/20/2009 2:22 PM

SANTA BARBARA COUNTY TRANSPORTATION DIVISION

ARBORIST RECOMMENDED STREET TREE LIST

NORTH / CENTRAL COUNTY

COMMON NAME	BOTANICAL NAME
1. RIVER BIRCH	<i>Betula nigra</i> 'Heritage'
2. CHINESE FRINGE TREE	<i>Chionanthus retusus</i>
3. AUSTRALIAN WILLOW	<i>Geijera parviflora</i>
4. MAGNOLIA 'SAINT MARY'	<i>Magnolia grandiflora</i> 'St. Mary'
5. CHINESE PISTACHE	<i>Pistacia chinensis</i>
6. FERN PODOCARPUS	<i>Podocarpus gracilior</i>
7. PURPLE-LEAF PLUM	<i>Prunus cerasifera</i> 'Atropurpurea'
8. BRADFORD PEAR	<i>Pyrus calleryana</i>
9. EVERGREEN PEAR	<i>Pyrus kawakami</i>
10. HOLLY OAK	<i>Quercus ilex</i>

Revised See Page 94

SANTA BARBARA COUNTY TRANSPORTATION DIVISION

ARBORIST RECOMMENDED STREET TREE LIST

SOUTH COUNTY

<u>COMMON NAME</u>	<u>BOTANICAL NAME</u>
1. <u>QUEEN PALM</u>	<u>Arecastrum romanzoffianum</u>
2. <u>AUSTRALIAN WILLOW</u>	<u>Geijera parviflora</u>
3. <u>MAGNOLIA 'SAINT MARY'</u>	<u>Magnolia grandiflora 'St. Mary'</u>
4. <u>CHINESE PISTACHE</u>	<u>Pistacia chinensis</u>
5. <u>FERN PODOCARPUS</u>	<u>Podocarpus gracillior</u>
6. <u>BRADFORD PEAR</u>	<u>Pyrus calleryana</u>
7. <u>EVERGREEN PEAR</u>	<u>Pyrus kawakami</u>
8. <u>HOLLY OAK</u>	<u>Quercus ilex</u>
9. <u>FIREWHEEL TREE</u>	<u>Stenocarpus sinuatus</u>
10. <u>BRISBANE BOX</u>	<u>Tristania conferta</u>

Revised See Page 93



COUNTY OF SANTA BARBARA  
PUBLIC WORKS DEPARTMENT

123 East Anapamu Street  
Santa Barbara, California 93101  
805\568-3000 FAX 805\568-3019



PHILLIP M. DEMERY  
Director

**Date:** December 6, 2000  
**To:** Board of Supervisors  
**From:** <sup>SDM</sup> Scott McGolpin  
Deputy Director Transportation  
**Subject:** Additional information

Please see the additional back up information for the Street Tree Policy board letter for the date of December 12, 2000.

AA/EEO Employer

Thomas D. Fayram, Deputy Director

Rochelle Camozzi, Business Manager

Scott D. McGolpin, Deputy Director

Michael B. Emmons, County Surveyor

Mark A. Schleich, Deputy Director

21478

By sharing the costs with the property owners, the Department has been able to address more problem trees than they would under previous circumstances. In fact, the program has been so successful, that since 1997, at least 82 trees have been removed in the Goleta area.

Although this program is effective and has allowed the Public Works Department to efficiently utilize its resources, one very important feature is missing from our existing street tree policies. We do not require the tree to be replaced when it is removed. The Department matches the property owner's contribution for the concrete work and tree removal. As a result only enough money is available, on a case by case basis, to take out the tree and replace the sidewalk.

This can be highlighted by the situation in the Goleta area. Again, since 1997, 82 trees have been removed in the 2<sup>nd</sup> and 3<sup>rd</sup> Districts as part of this partnership program. While only 34 trees have been replaced.

During the same time period, the department removed 49 street trees due to weather-related conditions or the death of the trees due to natural causes without planting a replacement.

For selected projects where a large number of trees must be removed all on one street, the Department has replanted trees on these streets, generally on a one tree per house basis in order to minimize the future maintenance obligations.

This situation has caused some concern for the community. Many families in the Goleta area have grown up with the trees in their neighborhoods. The urban canopy is a very significant feature to the area's identity and complements the significant value of the homes in the Goleta Valley, as well as the suburban neighborhoods of Mission Hills, Mesa Oaks, and Vandenberg Village.

Clearly, residents do not want a stark landscape to dominate their community. Unfortunately, without direction from our Board to remedy this policy deficiency, the street trees so many of our residents enjoy could be slowly lost to attrition.

Given Public Works obligation to road maintenance and the negative impact to their budget resulting from the winter storms of 1995 and 1998, the Department needed to focus their resources on classic road repair and maintenance, and develop an approach that took care of these public safety problems.

I do want to commend the Public Works Department for their innovative program. It has benefited both the County and the property owners who are affected. In a time when the County's share of property tax we receive from the State is at an all-time low, it was imperative to develop a program to suit the needs of the Department and the desires of the community.

Community Street Trees  
June 1, 1999  
Page 3

As a result, this program has proved to be very effective. But at this time, it needs a slight revision to account for what is actually happening on the streets and to our community's trees.

I would request our Board consider directing Public Works to modify their "partnership" program policy to include a replanting element and, in addition, further direct the Department to develop an in-house replanting policy as community street trees are removed.

**Mandates and Service Levels:**

**Fiscal and Facilities Impacts:** there will be a future fiscal impact associated with this change in policy to be identified upon adoption of the new policies by the Public Works Department.

**Special Instructions:**

**Concurrence:** Public Works Department

# Revised Street Tree Lists - South County

COUNTY OF SANTA BARBARA  
DEPARTMENT OF PUBLIC WORKS  
Road Division Permit Office  
4417 Cathedral Oaks Road  
Santa Barbara, California 93110



(805) 681-4990  
FAX 681-4991

## Arborist Approved Tree Planting List South County

### Common Name

### Botanical Name

American Sweetgum	Liquidambar styraciflua 'rotundaloba' *
Australian Peppermint Tree	Agonis flexuosa
Australian Willow	Geijera parviflora
Bradford Pear	Pyrus calleryana 'aristocrat'
Brazilian Cedarwood	Cedrella fissilis
Brisbane Box	Lophostemon confertus
Chinese Elm	Ulmus parvifolia *
Chinese Flame Tree	Koelreuteria bipinnata
Chinese Fringe Tree	Chionanthus restusus
Chinese Parasol Tree	Firmiana simplex
Chinese Pistache	Pastachia chinensis
Cork Oak	Quercus suber
Crape Myrtle	Lagerstroemia X fauriei (Indian tribes)
Evergreen Pear	Pyrus kawakami
Fern Podocarpus	Afrocarpus gracilior
Firewheel Tree	Stenocarpus sinuatus
Gold Medallion Tree	Cassia leptophylla
Grecian Laurel	Laurus nobilis 'Saratoga'
Guadalupe Palm	Brahea edulis
Holly Oak	Quercus ilex
Hong Kong Orchid Tree	Bauhinia blakeana
Incense Cedar	Calocedrus decurrens
Island Oak	Quercus tomentella
Long-Leafed Yellow Wood	Podocarpus henkelii
Magnolia 'Majestic Beauty' or 'Little Gem'	Magnolia grandiflora (cultivars)
Maidenhair Tree	Ginkgo biloba
New Zealand Christmas Tree	Metrosideros excelsus
Pink Trumpet Tree	Tabebuia impetiginosa
Prickly leafed Paperbark	Malaleuca stephyloides
Queen Palm	Arecastrum romanzoffianum
Rainbow Gum	Eucalyptus deglupta
Silk Tree, Mimosa	Albizzia julibrissin
Southern Live Oak	Quercus virginiana
Water Gum	Tristanopsis laurina
Windmill Palm	Trachyparpus fortunei

\* *Tree species for very limited usage for uniformity with existing street planting*  
(Revised 4-28-2003)

# Revised Street Tree Lists - North County

COUNTY OF SANTA BARBARA  
DEPARTMENT OF PUBLIC WORKS  
Road Division Permit Office  
4417 Cathedral Oaks Road  
Santa Barbara, California 93110



(805) 681-4990  
FAX 681-4991

## Arborist Approved Tree Planting List North County

<u>Common Name</u>	<u>Botanical Name</u>
African Sumac	Rhus lancea
Australian Fan Palm	Livistona australis
Australian Willow	Geijera parviflora
Bradford Pear (Aristocrat or Holmford)	Pyrus calleryana 'aristocrat'
Brisbane Box	Lophostemon confertus
Canary Island Pine	Pinus canariensis
Chinese Pistache	Pastachia chinensis
Crape Myrtle	Lagerstroemia X fauriei (Indian tribes)
Fern Podocarpus	Afrocarpus gracilior
Goldenrain Tree	Koelreuteria paniculat
Grecian Laurel (Hybrid Sweetbay)	Laurus nobilis 'Saratoga'
Holly Oak	Quercus ilex
Hybrid Strawberry Tree	Arbutus 'Marina'
Incense Cedar	Calocedrus decurrens
Island Oak	Quercus tomentella
Magnolia 'Majestic Beauty' or 'Little Gem'	Magnolia grandiflora (cultivars)
Maidenhair Tree	Ginkgo biloba
New Zealand Christmas Tree	Metrosideros excelsus
Raywood Ash	Fraxinus oxycarpa 'Raywood'
Southern Live Oak	Quercus virginiana
Thornless Honey Locust	Gleditsia triacanthus 'infernis'
Water Gum	Tristanopsis laurina 'elegant'

(Revised 4-28-2003)

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TITLE II of the Americans with Disabilities Act  
Section 504 of the Rehabilitation Act of 1973

## Department of Public Works, Transportation Division's Request for Accommodation Form

**Instructions:** Please fill out this form completely, using black ink or typing. Sign and send it to the address at the bottom of the page. This form is available in alternate formats by requests.

<b>Reporting Individual.</b>		
Name and Address:		
City, State, Zip code:		
Telephone:	Home:	Business:
<b>Service, Program or Facility Alleged to Be Inaccessible.</b>		
Name of Service/Program or Facility:		
Address:		
City, State, Zip code		
Telephone number:		
Date:		
<b>Describe the way in which the service, program or facility is not accessible. (Please use other attachment as necessary).</b>		
<b>Action Taken (for Office Use).</b>		
<b>Signature of Reporting Individual:</b>		

*Please mail to: Ariana Villegas, ADA Compliance Officer, County of Santa Barbara  
105 East Anapamu, Room 104, Santa Barbara, CA 93101*

For Office Use:  
File No. \_\_\_\_\_

Date Received \_\_\_\_\_ Received By: \_\_\_\_\_

TITLE II of the Americans with Disabilities Act  
 Section 504 of the Rehabilitation Act of 1973

## Department of Public Works, Transportation Division's Grievances Form

**Instructions:** Please fill out this form completely, using black ink or typing. Sign and send it to the address at the bottom of the page. This form is available in alternate formats by requests.

<b>Reporting Individual.</b>	
Name and Address:	
City, State, Zip code:	
Telephone:	Home: _____ Business: _____
<b>Service, Program or Facility Alleged to Be Inaccessible.</b>	
Name of Service/Program or Facility:	
Address:	
City, State, Zip code	
Telephone number:	
Date:	
<b>Describe the way in which the service, program or facility is not accessible. (Please use other attachment as necessary).</b>	
<b>Action Taken (for Office Use).</b>	
<b>Signature of Reporting Individual:</b>	

*Please mail to: Ariana Villegas, ADA Compliance Officer, County of Santa Barbara  
 105 East Anapamu, Room 104, Santa Barbara, CA 93101*

For Office Use:  
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