



RdMAP

Santa Barbara County
Public Works

2026-27



Maintenance Manager Message

Dear Santa Barbara Community Members,

At the heart of our Public Works mission is a strong commitment to providing exceptional customer service. Our dedicated team is fully invested in understanding your needs and promptly addressing your inquiries. Our maintenance staff takes great pride in serving our community, consistently delivering high-quality work on our roads, trees, bridges, and hardscape.

This document outlines our comprehensive road work plans for the upcoming fiscal year, along with valuable insights into our daily operations. We prioritize transparency and open communication, and you can count on us to keep you informed.

As we move forward with this year's Road Maintenance and Action Plan (RdMAP) projects and begin planning for next year, we invite you to actively partner with us in these initiatives. Your feedback, questions, and suggestions are essential to our success, and we strongly encourage you to reach out to our team with any inquiries or concerns you may have.

Together, we will ensure that our community's roads remain safe, accessible, and well-maintained for years to come. As the Roads Maintenance Manager, I am proud to lead our dedicated team in ensuring clear paths, smooth rides, and safe travels for all.

Respectfully, Udy Loza, Maintenance Manager



4

What is the RdMAP?

5

Planning Process

6

Pavement

7-13

Operations

13

Special Programs

14-18

Capital Maintenance

19

Funding Sources

20-27

Projects by District

28 - 32

Area Work Plans

33 - 38

Appendix

Interactive
RdMAP Map

Transportation
Website



Our Mission

Providing a clear path, smooth ride, and a safe trip to the traveling public.

What is the RdMAP?

The County of Santa Barbara Road Maintenance Annual Plan (RdMAP) is the means by which the Transportation Division accomplishes its mission of “Providing a Clear Path, Smooth Ride, and a Safe Trip to the Traveling Public.” This RdMAP is for Fiscal Year July 2026 through June 2027. Projects proposed in this RdMAP reflect public input and requests, Board of Supervisors priorities, StreetSaver® Pavement Management System outputs, and staff’s professional assessment of our transportation facilities and roadways.

Thanks to community partnerships, local leadership, committed staff, and community support, the Transportation Division is able to offer innovative programs and services. In the coming years, the Division hopes to offer new programs and services as it continues to grow as a trend-setting organization. Inquiries and comments regarding this plan may be addressed to Transportation Administration, or any local Road Maintenance Office.

Maintenance Managers

Erik Adelman, P.E.
Capital Maintenance Manager
(805)568-3060
eadelman@countyofsb.org

Udy Loza
Maintenance Manager
(805)568-3336
uloza@countyofsb.org

Maintenance Road Yard Superintendents

Santa Maria
Andy O’Brien
912 W. Foster Road
Santa Maria, CA 93455
(805)934-6100
aobrien@countyofsb.org

Lompoc/Santa Ynez
Sean Schmidt
2010 Sweeney Road
Lompoc, CA
(805)737-7749
sschmidt@countyofsb.org

Santa Barbara
Vincent Torres
4415 Cathedral Oaks Rd
Santa Barbara, CA
(805)681-5678
vtorres@countyofsb.org

Public Works designed this RdMAP to provide accurate and authoritative information about its missions, services, and maintenance plans for the upcoming fiscal year. Information presented in this document is subject to change, in which case, staff will make every effort to give proper notice. Public Works will implement this plan with available funds programmed for each project. This plan does not represent a commitment on the part of the Department if funds are not received, or if it becomes necessary to reprioritize.

Public Works must respond 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. The Public Works Director, as the Road Commissioner, has the authority to alter this plan to accommodate changing needs at his discretion.

Planning Process

Identify Needs

Set Priorities

Public Meetings

Develop Draft Plan

Board of Supervisors Adopt Plan



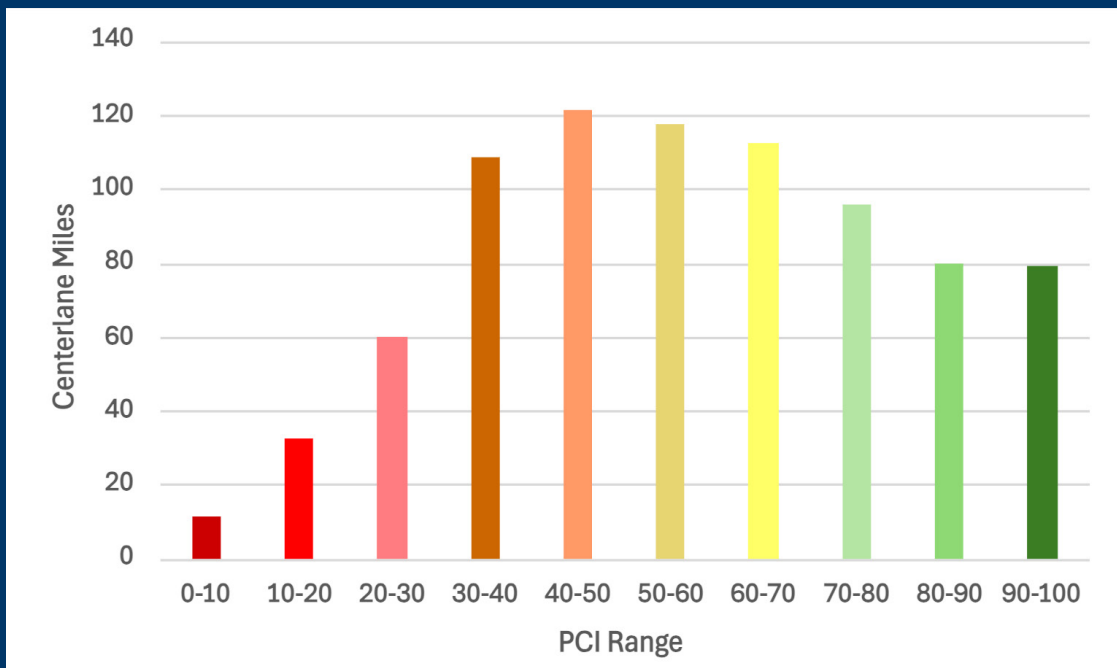
The planning and implementation of the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, preparation for the following year begins. The Transportation Division involves County elected officials and the public throughout the planning process, and uses state-of-the-art technology, which provides invaluable information on the condition of the maintained road system. Maintenance Superintendents also gather information about needs and priorities based on observations made by maintenance crews in the field and feedback received from members of the public throughout the year.

With that information and a preliminary budget, the Department creates an initial priority project list. Meanwhile, using asset management systems, Engineering staff creates a list to compare with what the Road Yard Superintendents compiled. The list of projects is then refined using input received from the Board of Supervisors, requests through the Road Yards, and public workshops. Following public workshops, the additional public input is reviewed for incorporation into the plan. Transportation staff then presents the final RdMAP to the Board of Supervisors for approval.

The concept of Accountability, Customer-Focused, and Efficient Government is at the core of the RdMAP. Year after year, Public Works continues to provide the best value for the tax dollar by keeping maintenance planning focused on its customers – the traveling public.

Pavement Management System

Pavement Condition Index



The Pavement Management System offers decision-makers a systematic way to gauge pavement conditions, as well as provide steps for using the information to identify and schedule the most cost-effective treatment. It is a data management and costing tool that enhances professional assessment; it does not replace it. The system tracks the Pavement Condition Index (PCI), a numerical value on a scale of 0-100 that is intended to indicate the general condition of the roadway. A road in excellent condition gets a rating of 100 while a completely failed road would get a rating of 0. The graph above depicts how many centerlane miles maintained by the County fall within each PCI range. A PCI value is annually updated by inspections on main arterial roads and every three years on all County maintained roads.

Additionally, a Pavement Management System has an added advantage of helping Public Works gain an understanding of the overall funding needs for the road pavement system. It aids the decision-making process by moving from the traditional “worst first” approach to instead using a more cost-effective preventive maintenance program to improve and maintain the overall network condition. The goal of the system is to reach a point where preventive maintenance is the primary strategy. The system helps local agencies make informed decisions and reduce overall maintenance spending. This year’s Capital Maintenance Program uses these concepts to maximize the County’s investment in the road pavement system.

Maintenance Operations

Corrective Maintenance

Corrective Maintenance is the day-to-day operations performed by the County's crews to fulfill the Department's commitment to the traveling public's safety. The three primary Road Maintenance Yards -Santa Maria, Lompoc and Santa Barbara - are in charge of corrective maintenance on County roads.

The crews are responsible for sidewalk ramping, culvert cleaning, tree trimming, as well as crack sealing, which helps keep moisture from damaging pavement. Some of the most intensive and time-consuming activities are shoulder repairs and brush and weed management.

Most corrective maintenance activities are seasonal. For instance, culvert inspection and cleaning is done in the fall to ensure functionality before winter.

Heavy rainfall results in higher volumes of shoulder repair and vegetation management work. Whether caused by wear and tear from use, the elements, or a natural disaster, the Division's response will always align with the mission of "Providing a Clear Path, Smooth Ride, and a Safe Trip to the Traveling Public."



Maintenance Operations

Daily Maintenance

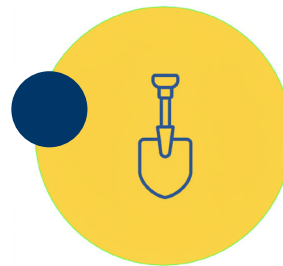


Surface Preparation and Repair

Surface preparation includes repairing and maintaining existing pavement structures and preparing the road for upcoming projects. These activities may include skin patching, pothole patching, crack sealing, and fog sealing.

County crews perform corrective procedures to repair potholes, fill cracks, and level asphalt settlements in rural and urban areas.

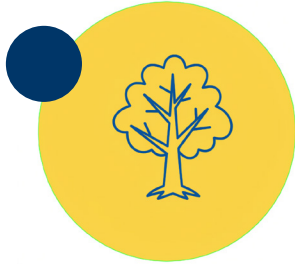
Surface maintenance, such as skin patching or a leveling course, can re-establish the grade and correct problems. In urban settings, ride quality is a primary concern. The crews perform crack sealing, patching, and leveling to correct as many pavement distresses as possible.



In-House Leveling

For over 25 years, the Transportation Division has utilized County maintenance crews and equipment to perform in-house leveling operations to correct failed and distressed areas in the roadway.

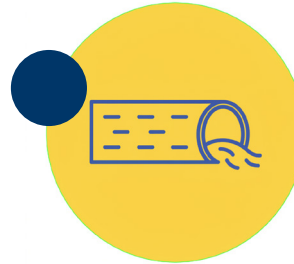
In many cases, staff can repair the roadway to an acceptable standard by using an asphalt leveling course. Essentially, the in-house leveling operation is a large patch that increases pavement strength, helps to seal out moisture, and improves ride quality.



Vegetation Management

Vegetation management is a common maintenance activity throughout the year. It includes clearing brush, mowing, tree trimming of rural roadsides (excluding subdivision trees), removal of vegetation from signs, guardrails, and other roadside facilities, and weed abatement which is often preceded by litter abatement. County crews perform tree and brush trimming along the roadside in rural areas to maintain clear visibility. This also helps prevent damage to the tree canopy from tall trucks or oversized loads.

Mowing is the most common way the County addresses the vegetation issue. High rainfall increases vegetation growth, while low rainfall plus high temperatures create dry conditions and fire hazards—both of which determine mowing needs and scheduling.



Culvert and Drainage

Culvert and drainage maintenance include cleaning and reshaping drainage ditches, paved ditch and berm maintenance, culvert inlet and outlet cleaning, headwall maintenance and repair, plus culvert installation and replacement. Annual drainage maintenance is essential to roadway safety and the life of the pavement.

When water collects on or adjacent to the roadway, it permeates the asphalt and/or penetrates the subgrade which stresses the pavement. Cracking develops over time, eventually causing the pavement to fail. Routine culvert maintenance helps prevent this type of damage. The faster water drains away from the roadway, the better it is for the pavement's lifespan.

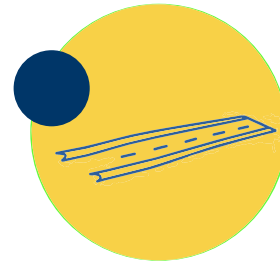


Maintenance Operations

Daily Maintenance

Road shoulders are an integral part of the roadway system and provide structural support to the roadway. They increase the life expectancy of the road surface by providing a buffer between the roadway and adjacent property, allowing water to drain away from the road and preventing damage. Shoulders provide a safety buffer for motorists taking evasive action or experiencing mechanical issues.

Unpaved shoulders require extensive maintenance and repair. Wind and water erode shoulder material away from the edge of the pavement, causing drop-offs and rutting, which necessitate shoulder regrading. Additionally, increased vegetation management is required to minimize the risk of animal collisions and fire danger.



Road Shoulders



Urban Forestry

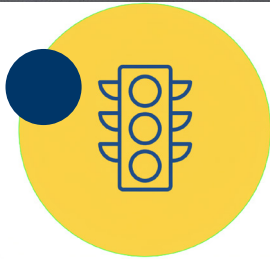
The Transportation Division maintains approximately 9,500 street trees county-wide. County crews trim trees in urban forests and along rural roadsides to ensure street and traffic signs are unobstructed and to clear areas for sight distance. When necessary, Urban Forestry crews assist with preparations for road surface treatment applications, which require various tree-pruning methods, including crown cleaning, thinning, stump removal, structural pruning, reductions, and raising the tree canopy.

About 65% of County-maintained trees are not appropriate for street-side parkways. The unapproved, often problematic trees cause



damage to curbs, gutters, and sidewalks, which impacts mobility and increases the cost of street surface treatments. To repair all the tree-damaged concrete in Santa Barbara County would cost approximately \$44 million. When repairing these curbs, gutters, and sidewalks, Public Works, when possible, replaces trees causing damage in accordance with the County Street Tree Policy (see Appendix C for approved street tree lists).

Street trees are vital to the community and infrastructure. The County follows its Street Tree Policy to maintain and manage the Urban Forest, focusing on public safety and a healthier streetscape.



Traffic Control & Safety Devices

Traffic control maintenance conducted by the County Sign and Stripe Crew includes striping, stenciling, curb painting, sign maintenance and repair, traffic safety marker placement, plus other traffic maintenance items.

The Sign and Stripe Crew refreshes traffic paint throughout the County, focusing on school zones in the summer. They also repair and replace signs as needed, with our inventory totaling over 17,000 signs and Public Works receives hundreds of service requests each year for traffic-related issues, including parking restrictions, traffic calming, sight-distance concerns, and stop-sign requests. Traffic Engineering review the requests and use regulations to determine the best approach to improve safety and provide a response. Staff present many of these issues to the Traffic Engineering Committee, which includes stakeholders and experts who help identify appropriate solutions to ensure a safe and efficient road system.

The Transportation Division also maintains a database of all collisions reported in the County's unincorporated areas as part of the Collision Reduction Program. This information helps identify locations that need improvements, such as signal re-timing, striping changes, traffic movement restrictions, or capital enhancements. Many locations with these traffic-safety improvements have experienced a measurable decrease in collisions.

Maintenance Operations

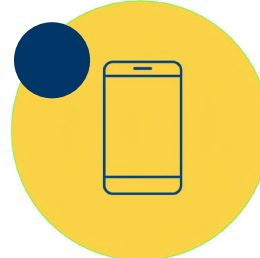
Daily Maintenance



Emergency Response

The Transportation Division has a 24-hour emergency call-out system when problems occur outside regular working hours, such as after-hours, weekends, and holidays. This list is kept up-to-date and distributed regularly to County Fire, Sheriff, and Flood Control dispatches and the California Highway Patrol. These resources can be activated by calling 9-1-1.

The call-out system is a recognized, time-proven procedure that law enforcement agencies have used countless times for various reasons regarding after-hours problems in the road right-of-way. The call-out system allows flexibility in rotating personnel out of the field to keep the staff rested and prepared for the regular workday. It allows for continuity of effort and performance, all while promoting safety for the public and staff. In hazardous/unsafe working conditions, such as darkness or heavy rain, staff may postpone work until daylight or until conditions improve. In cases where a road closure is necessary, staff will make best efforts to notify residents and to ensure safe evacuation.



Service Requests

The Transportation Division receives service requests from the public daily to investigate concerns regarding the roadway. Staff takes corrective action immediately on all requests involving a safety issue. Staff promptly investigates all requests, and in most cases, crews can correct problems as part of the general maintenance plan of daily work.

To submit a service request, please contact your nearest road yard or complete the online form. See page 4 for a list of road yard contacts.



Scan this code or visit this link to make a maintenance service request.
bit.ly/4tVSOX3



Special Programs

Roadway Enhancement Partnership Program

To help focus on the needs of Santa Barbara County residents, the Board of Supervisors asked Public Works to implement an “Adopt-a-Road” style program. In response, the Transportation Division developed the Roadway Enhancement Partnership Program (REPP). This platform promotes residents to volunteer time and/or donate materials and funding for the enhancement of the County right-of-way with the objective of beautification and a cleaner environment. The Transportation Division issues REPP encroachment permits to applicants, which allows them to work within the defined limits of the maintained right-of-way. Upon acceptance of the Partnership, the Division provides personal safety equipment (vests, trash bags, and hard hats), as well as safety training for working in the right-of-way. The participants supply the other necessary materials for their projects. The Division may place signs of recognition in the right-of-way reflecting the participants’ names and the type of enhancements they provide. The program accepts a broad spectrum of enhancement projects, ranging from tree planting to road paving. The program currently oversees about five to ten enhancement projects, with the majority of effort typically concentrated on litter pick-up. Currently, the program also oversees the maintenance of a community parkway, a streetsweeping program, and vegetation maintenance on a rural road, along with litter pick-up.



Partnership Program

Public Works developed the Partnership Program as a tax-deductible, cost-sharing agreement between homeowners and the County for hardscape repairs. Participation in the program requires the homeowner to pay 50% of the repair costs, which can include tree removal and/or hardscape repair and replacement of curb/gutter, sidewalk and qualified driveway aprons. The homeowner is responsible for watering and care of the new street trees after the repairs are complete. The Partnership Program is successful because it provides an option for residents to make improvements in front of their home at both a lower cost to the homeowner and the County. Through this program, the Department is achieving its goals of public safety and Urban Forest preservation.

Capital Maintenance

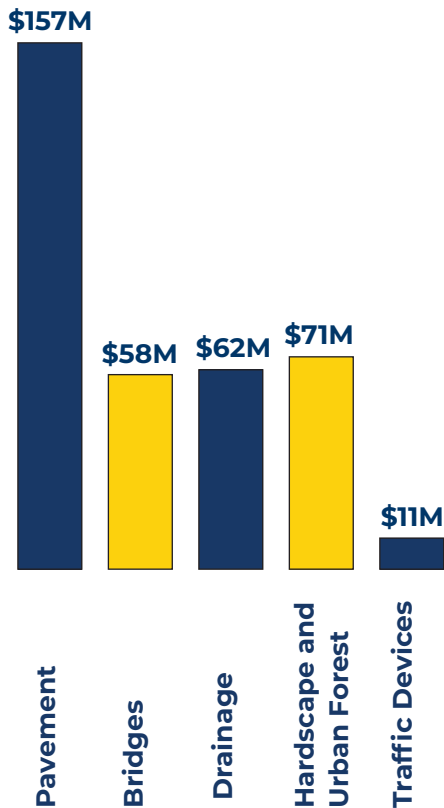


Asphalt pavement begins to deteriorate almost as soon as it is built. A variety of factors contribute to pavement deterioration including water permeating into the road base, which stresses the pavement; sun and air pollutants, which cause oxidation and hardening; utility companies digging holes and trenches; as well as vehicle traffic, which flexes the pavement thousands of times a day. Over time, the pavement cracks, potholes form, and eventually major repairs are needed.

Generally, asphalt pavement is designed for a 20-year life span. Timely capital maintenance can extend pavement lifespan significantly. With planned periodic seal coating, resurfacing, and patching, a pavement lifespan may be extended for several maintenance cycles. Cost-effective treatments are available to restore badly deteriorated pavement to a state of pavement preservation.

With regular preventive maintenance methods, annual maintenance costs are approximately half what they would be if pavement were neglected and allowed to deteriorate. A preventive maintenance program is preferable to a 20-year overlay program for two reasons: improved ride quality and decreased maintenance cost. The County's Capital Maintenance Program combines preventive and rehabilitation work to address pavement preservation as well as structural capacity, respectively.

Public Works estimates the current backlog of unfunded road maintenance projects for the Santa Barbara County Road System to be approximately \$359 million.



Uplifted Sidewalk

Ramping and Grinding

The Santa Barbara County Public Works Department and urban forestry backlog, requiring a strategic approach to essential infrastructure such as sidewalks, curbs, gutters, and street trees. Efficiently addressing these hardscape repairs demands careful planning and prioritization.

Sidewalk ramping of uplifted curbs involves creating a sloped transition over uneven curbs, typically using asphalt, concrete, or rubber ramps. Sidewalk grinding is used to repair uneven sidewalks by shaving down raised concrete edges where slabs have shifted due to tree roots, soil movement, or wear and tear. Both processes are deployed to improve accessibility for pedestrians, wheelchair users, cyclists, and strollers.

This year's work plan includes sidewalk ramping and grinding repairs as part of the Fiscal Year 2025-26 RdMAP on certain County maintained sidewalks in the Orcutt, Eastern Goleta Valley, and Vandenberg Village communities.



Surface Treatments

Preventive



The following surface treatments are designed for cost-effectiveness and to prolong the life of roadway pavement using preventive maintenance concepts.

Microsurfacing

Microsurfacing is a polymer-modified, cold-applied paving system. It is a mixture of oil and high-quality fine aggregates and asphalt emulsion, designed to set quickly and provide a long-lasting surface on good, sound pavements, or overtop of ChipSeals which can extend the pavement life by five to seven years.

Fog Seal

A fog seal, a relatively inexpensive asphalt emulsion applied to the road pavement, seals the asphalt and prevents water from penetrating the roadway extending the life of the pavement by up to two years.

Cape Seal

A cape seal is a three-step process that includes: 1) a unique polymer-modified, asphalt-recycling agent applied to a pavement surface; 2) an even coat of crushed aggregate “chips” applied over the emulsion and rolled over with pneumatic tire compactors; then 3) overtopped with a microsurfacing application. Cape seal extends pavement life by seven to ten years and costs one-third the amount of a traditional overlay.

Surface Treatments

Rehabilitation



Overlay

An asphalt concrete overlay is the application of typically 1.5" to 3" of asphalt concrete to the roadway. This treatment is designed as a structural improvement that, with proper preventive maintenance strategies, provides up to 20 years of serviceable life to the roadway.

Recycling

Recycling is the process of removing pavement materials for reuse in resurfacing or reconstructing pavement. For asphalt pavements, this process may range from in-place recycling of the surface layer to recycling material from all pavement layers through a hot mix plant.

Reconstruction

Reconstruction is the removal and replacement of all asphalt and concrete layers. Due to its high cost, reconstruction is rarely done solely on the basis of pavement condition. Other circumstances, such as obsolete geometrics, capacity improvement, and/or alignment changes, are often involved in the decision to reconstruct a pavement.

Storm Impacts

Nature is a constant influence on County infrastructure. Events ranging from heavy winter rains, earthquakes, high winds, fires, and even debris flows can cause significant damage. If a local, state, or federal disaster is declared, the County may be eligible to receive reimbursement from Federal Emergency Management Agency (FEMA) and/or Federal Highway Administration (FHWA) with possible additional funds from the State for the cost of emergency work and permanent repairs. Initially, the County must use local (Roads) funds to cover all costs, then apply for reimbursement which can take 2 - 5 years to be processed.



The County must also use Roads funds for costs Federal and State agencies deem non-eligible. Winter storms in 2023 and 2024 brought about damages to our Transportation infrastructure that totals nearly \$60 million across 120 damage sites. Additional damages were experienced in 2025 and 2026 that will likely not be federally reimbursed. Maintenance and disaster recovery teams have been heavily involved in emergency repair efforts. This will be a multi-year process which can have an impact on our capital maintenance and improvement projects such as the RdMAP.

County General Fund

The FY 2026-2027 General Fund contribution to meet the Maintenance of Effort requirement of the Measure A Ordinance and State Funds is estimated at \$2.3 million.

In addition, the Board of Supervisors allocates varied amounts from year to year dependent on the availability of discretionary funds for deferred maintenance.

In 2014, the Board implemented a plan setting aside 18% unallocated funding from revenue growth to address deferred maintenance. These funds are distributed between the Parks Department, General Services, and Public Works. The 2026-2027 RdMAP includes \$8.2 million of General Fund contribution for maintenance.

State Gas Tax

April 2017, the California legislature passed Senate 1 (SB 1) resulting in new revenue for local streets and roads. The estimated revenue for the County in FY 2026-2027 is \$11.3 million from the Road Maintenance and Rehabilitation Account (RMRA). This source of funding allows the County to leverage local Measure A and General Fund revenues to address the unfunded backlog of deferred maintenance.

While SB 1 provides much-needed funding for deferred maintenance, it did not replenish the gas tax funds historically used for the County's core corrective maintenance and operations program.



Measure A

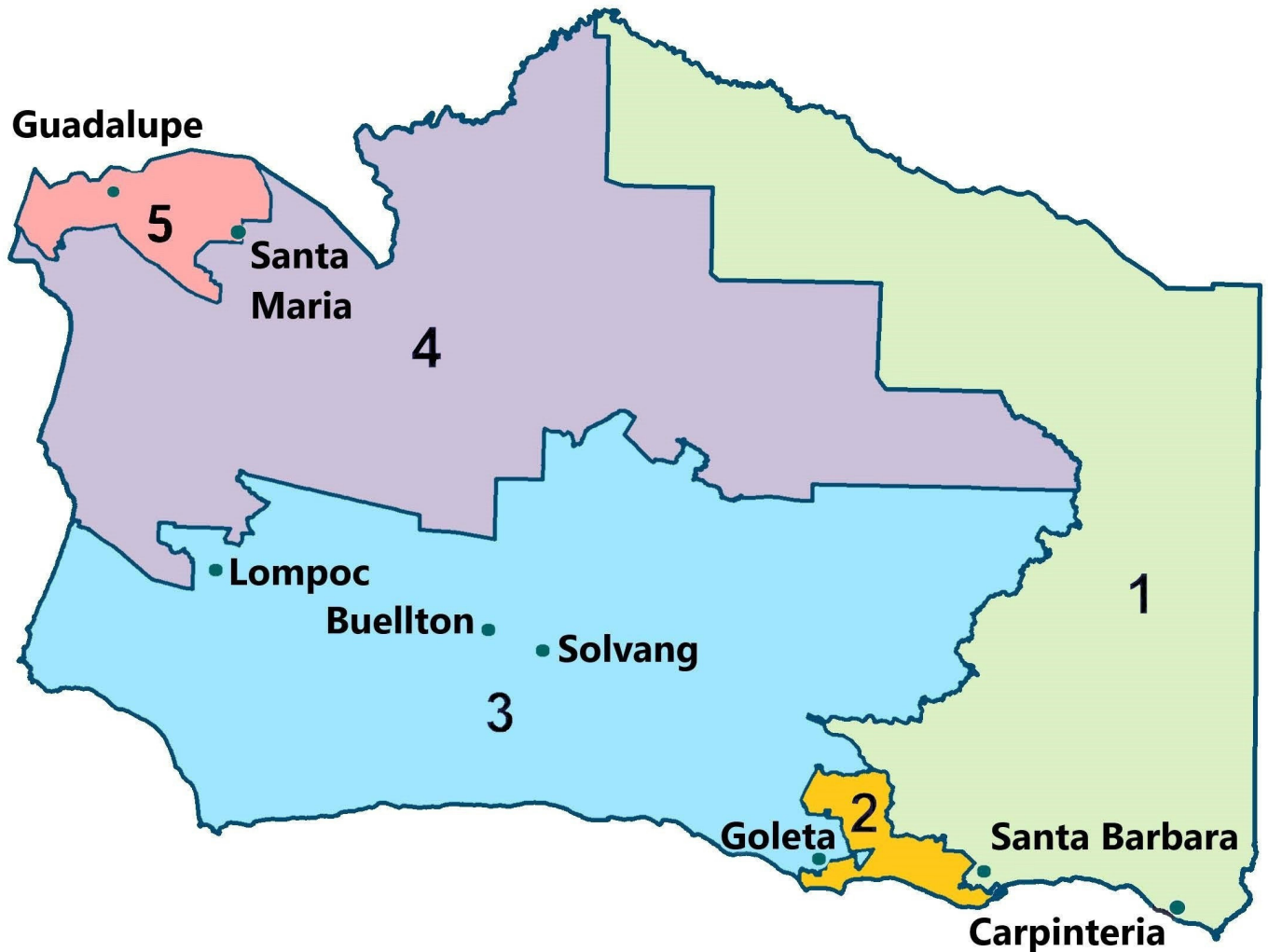
On November 4, 2008, Santa Barbara County voters approved Measure A, the one-half cent local sales tax, and the Santa Barbara Transportation Improvement Program. Measure A took effect on April 1, 2010, and will remain in effect for 30 years. Revenues are allocated for transportation improvements throughout the County

Measure A revenues generated county-wide are distributed according to the voter-approved investment plan. A substantial portion of Measure A is dedicated to regional projects such as Highway 101 widening, commuter rail between Ventura and Santa Barbara, and transit. The remaining funds are distributed between the South Coast and the North County for local roads.

The County receives Measure A revenues separately for the South County and the North County. The two revenues cannot be combined and must be utilized within their designated regions of the County. The estimates for FY 2026-2027 are \$5 million in South County and \$4.3 million in North County. The County currently relies heavily on Measure A to fund essential corrective maintenance activities in these areas and to provide a local match for federal and state grants.

FY 26-27

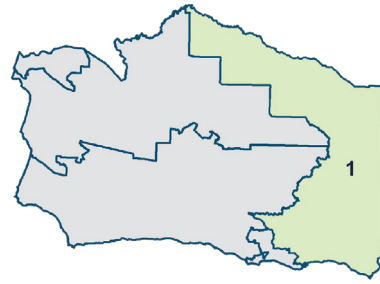
District Projects



This fiscal year's RdMAP proposes work on various roads throughout the County. The estimated total project cost is \$14.5 million which allocates \$3.2 million for preventive treatments, \$10.5 million for rehabilitation projects, and \$772 thousand for hardscape repairs.

District Projects

First District



Preventive	\$733, 883
Rehabilitation	\$1,808,743
Total	\$2,542,626

Section	RoadName	From	To	Type
A 10020	Gobernador Cyn	1.5 Mi w/o Stanley Park	2.2 Mi w/o Stanley Park	Rehab
A 10050	Lillingston Cyn	HWY 192	1670 Lillingston Cyn Rd	Rehab
A 10055	Lillingston Cyn	1670 Lillingston Cyn	N End	Rehab
B 11745	Calle Caridad	Cieneguitas Rd	W End	Rehab
A 10240	Olive St	Lillie Ave	Whitney Ave	Rehab
A 10250	Colville St	120' N/o Whitney Ave	Shelby St	Rehab
A 10266	Golden Gate	Valencia St	W End	Rehab
A 10270	Hollister St	Golden Gate Ave	Shelby St	Rehab
A 10326	Pierpont Ave	Lillie Ave	N End	Rehab
A 10555	Malaga Dr	Sinaloa Dr	N End	Rehab
A 10560	Avila Wy	Sinaloa Dr	N End	Rehab
A 11000	Cowles Rd	Eucalyptus Hill Rd	W End	Rehab
A 10315	Sears St	Ortega Hill Rd	Hardinge St	Prev
A 10325	Pierpont Ave	Ortega Hill Rd	Hardinge St	Prev
A 10660	Wyant Rd	San Ysidro Rd	W End	Prev
A 10665	Bonnie Ln	Wyant Rd	N End	Prev
A 10930	Sycamore Cyn	Camino Viejo	Hot Springs Rd	Prev
A 11045	Barker Pass	HWY 192	Nicholas Ln	Prev
E 1400	Kirschenmann	Foothill Rd	Schaeffer Rd	Prev
E 1520	Bell Rd	2.0 Mi N/o South End	HWY 166	Prev
E 1590	Newsome St	HWY 166	South End	Prev
E 1685	Alley #58914	Caliente Ave	Primero St	Prev
E 1710	Sisquoc St	Hubbard Ave	Pato Ln	Prev

District Projects

Second District



Preventive	\$1,232,097
Rehabilitation	\$1,201,163
Hardscape	\$772,050
Total	\$3,205,310

SectionID	RoadName	From	To	Type
B 11450	San Marcos Rd	Twinridge Rd	Bridge C-2	Rehab
B 13635	Dawn Ln	Walnut Ln	West End	Rehab
B 13650	Walnut Ln	South End	Hollister Ave	Rehab
B 11845	Encore Dr	Modoc Rd (South)	Modoc Rd (North)	Prev
B 11850	Del Canto Ln	Encore Dr	South End	Prev
B 11855	Lytic Ln	Encore Dr	South End	Prev
B 12155	Winding Way	Turnpike Rd	South End	Prev
B 12200	Hollister Ave	2400' W/o Modoc Rd	Modoc Rd	Prev
B 12270	Vista Buena Rd	Arroyo Rd	Puente Dr	Prev
B 12355	More Mesa Dr	Puente Dr	East End	Prev
B 12360	Via Rueda	More Mesa Dr	East End	Prev
B 12375	Los Feliz Dr	South End	Puente Dr	Prev
B 12385	Puente Plaza	Puente Dr (North)	Puente Dr (South)	Prev
B 12965	Dorado Dr	Cathedral Oaks	North End	Prev
B 12970	San Patricio Dr	Dorado Dr	Kellog Ave	Prev
B 13065	Paseo Cameo	East End	Avenida Pequena	Prev
B 13085	Paseo Orlando	West End	Paseo Cameo	Prev
B 13440	Santa Lucia Ave	Walnut Ln	East End	Prev
B 13445	San Federico Ave	North End	San Gonzalo Ave	Prev



District Projects

Second District (continued)



B 13450	San Gonzalo Ave	San Federico Ave	East End	Prev
B 13455	San Rodrigo Ave	San Federico Ave	East End	Prev
B 13460	San Antero Pl	San Federico Ave	East End	Prev
B 13525	Kaiser Ave	Gwyne Ave	Walnut Ln	Prev
B 13530	Winthrop Ct	Kaiser Ave	South End	Prev
B 13535	Perry Ct	Kaiser Ave	South End	Prev
B 13540	Raddue Ave	Rhoads Ave	South End	Prev
B 13545	Sanford Ct	Kaiser Ave	South End	Prev
B 13680	San Marcos Rd	South End	North End	Prev
B 13685	Douglas Ln	San Marcos Rd	La Roda Ave	Prev
B 13690	La Roda Ave	Douglas Ln	Rhoads Ave	Prev
B 13750	Burtis Rd	San Marcos Rd	Anita Ln	Prev
B 13785	Zink Ave	Rhoads Ave	Benton Way	Prev
B 13790	Zink Ave	Bento Way	Payton St	Prev
B 13815	Zink Pl	Zink Ave	West End	Prev
B 13830	Kodiak Ave	Evonshire Ave	Inwood Dr	Prev
B 13835	Greencastle Ave	Kodiak Ave	North End	Prev
B 13875	Kellogg Ave	Cathedral Oaks Rd	City Limit	Prev
B 13880	Camino Campana	Kellogg Ave (North)	Kellogg Ave (South)	Prev
B 13660	Walnut Ln	South End	Hollister Ave	Hardscape

District Projects

Third District



Preventive	\$334,175
Rehabilitation	\$2,857,757
Total	\$3,191,932

SectionID	RoadName	From	To	Type
D 27940	Harris Grade Rd	3.6 Mi N/o HWY 1	4.0 Mi N/o HWY 1	Rehab
B 15255	Glen Annie Rd	Cathedral Oaks Rd	1200 Glen Annie Rd	Rehab
C 30610	Monarch Dr	Baseline Ave	South End	Rehab
C 30680	Olive St	Meadow Vale Rd	Faraday St	Rehab
C 32820	Refugio Rd	Roblar Ave	Baseline Ave	Rehab
D 27950	Harris Grade Rd	4.0 Mi N/o HWY 1	5.0 Mi N/o HWY 1	Rehab
C 30702	Willow St	Cuesta St	Cimarron Dr	Prev
C 30705	Cimarron Dr	Calzada Ave	Willow St	Prev
C 30880	Tivola St	Cota St	Cuesta St	Prev
C 31840	Refugio Rd	HWY 246	1.0 Mi S/o HWY 246	Prev



District Projects

Fourth District



Preventive	\$423,939
Rehabilitation	\$4,648,571
Total	\$5,072,510

SectionID	RoadName	From	To	Type
D 28140	Terra Way	Saturn Ave	South End	Rehab
D 28150	Saturn Ave	Terra Way	East End	Rehab
D 28160	Mercury Ave	North End	75' S/o Jupiter Ave	Rehab
D 28180	Uranus Ave	100' E/o Venus Ave	Mars Ave	Rehab
D 28190	Mars Ave	Uranus Ave	Mercury Ave	Rehab
D 28200	Lunar Cir	Venus Ave	100' E/o Venus Ave	Rehab
D 28220	Neptune Ave	Mars Ave	Uranus Ave	Rehab
D 28240	Jupiter Ave	Mercury Ave	100' E/o Venus Ave	Rehab
D 28680	Centaur Ave	Pegasus Ave	North End	Rehab
E 7220	Cameo Dr	Oak Knoll Rd	Tiffany Park Cir	Rehab
E 7240	Rhinestone Ct	Stillwell Rd	East End	Rehab
E 7250	Jade Ct	Stillwell Rd	East End	Rehab
E 7260	Tiffany Park Ct	Stillwell Rd	East End	Rehab
E 7270	Tiffany Park Cir	Stillwell Rd (North)	Stillwell Rd (South)	Rehab
E 7280	Zircon Ct	Stillwell Rd	East End	Rehab
E 7290	Onyx Ct	Tiffany Park Cir	East End	Rehab
E 7300	Spur Dr	Tiffany Park Cir	Harmony Ln	Rehab
E 7410	Harp Rd	Clark Ave	630' S/o Clark Ave	Rehab
E 7440	Harmony Ln	Clark Ave	Stockton St @ COP	Rehab
E 7450	Harmony Ln	Stockton St @ COP	Dickinson St	Rehab
E 7455	Harmony Ln	Dickinson St	Woodmere Rd	Rehab
E 7950	Foster Rd	Bradley Rd	1315' E/o Bradley Rd	Rehab
E 9220	Genoa Way	Woodmere Rd	Kenneth Ave	Rehab
E 9820	Pinal Ave	Broadway St	Oak St	Rehab
E 9933	Carissa Ct	Hobbs Ln	North End	Rehab
E 9935	Cynbalaria	Hobbs Ln	North End	Rehab
D 27860	Cynthia Dr	Courtney Dr	160' W/o Courtney	Prev
D 27865	Cynthia Dr	160' W/o Courtney Dr	West End	Prev

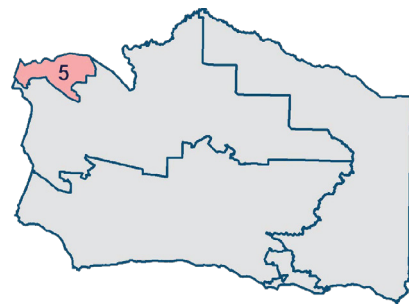
District Projects

Fourth District (continued)

E 7110	Marcum St	Clark Ave	North end	Prev
E 7925	Foster Rd	HWY 135	Hummel Dr	Prev
E 7930	Foster Rd	Hummel Dr	Bradley Rd	Prev
E 7952	Foster Rd	1315' E/O Bradley Rd	Bridgeport Rd	Prev
E 9875	Coughlin Wy	North End	Donald Way	Prev
E 9878	Donald Way	Coughlin Way	East End	Prev
E 9880	El Portal St	Donald Way	Clark Ave	Prev
E 9914	Kenai Ct	Mooncrest Ln	End	Prev



Fifth District

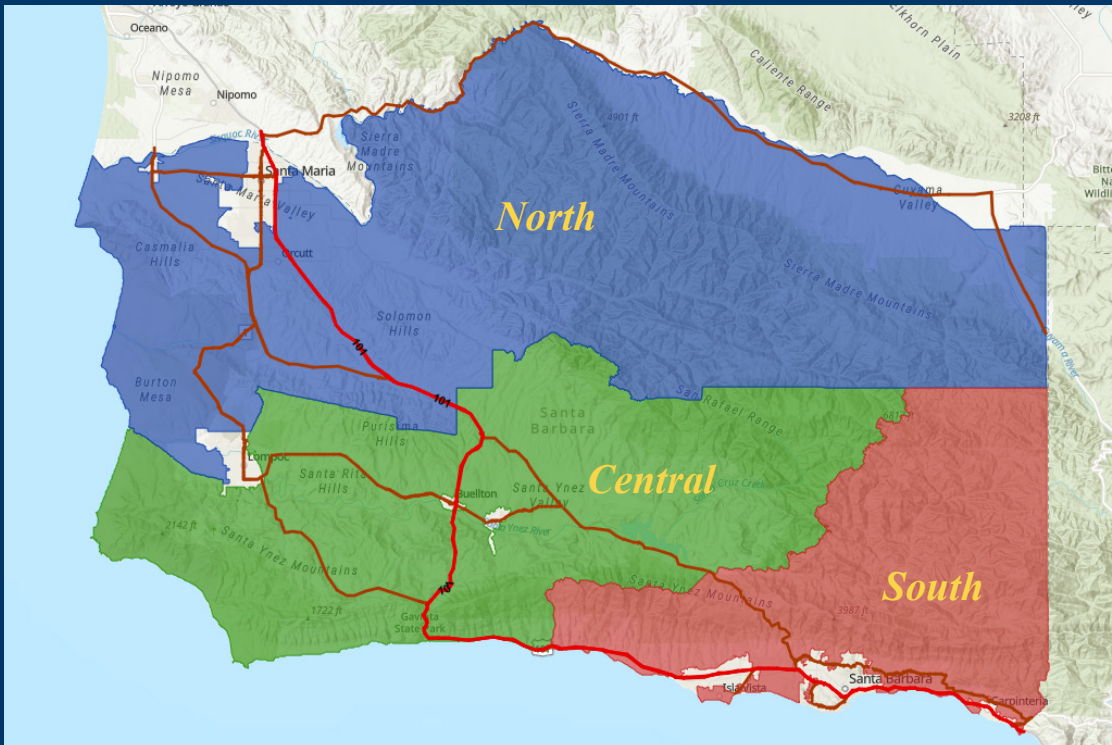


Preventive	\$482,137
Total	\$482,137

SectionID	RoadName	From	To	Type
E 1020	Black Rd	670' S/o Sandalwood Dr	2500' S/o Sandalwood Dr	Prev
E 1025	Black Rd	2500' S/o Sandalwood Dr	1445' N/o HWY 1 @COP	Prev
E 1030	Black Rd	1445' N/o HWY 1 @COP	HWY 1	Prev
E 1100	Satinwood Rd	North End	100' S/o Sandalwood Dr	Prev
E 1110	Satinwood Rd	100' S/o Sandalwood Dr	Alderberry Dr	Prev
E 1210	Tanglewood Dr	Satinwood Rd	Black Rd	Prev

Maintenance

Service Areas and Contacts



Erik Adelman, P.E.
Capital Maintenance Manager
(805)568-3060
eadelman@countyofsb.org

Santa Maria
Andy O'Brien
912 W. Foster Road
Santa Maria, CA 93455
(805)934-6100
aobrien@countyofsb.org

Sign and Paint Supervisor
Jose Ortiz
(805) 934-6121
JOrtiz@countyofsb.org

Lompoc/Santa Ynez
Sean Schmidt
2010 Sweeney Road
Lompoc, CA
(805)737-7749
sschmidt@countyofsb.org

Udy Loza
Maintenance Manager
(805)568-3336
uloza@countyofsb.org

Santa Barbara
Vincent Torres
4415 Cathedral Oaks Road
Santa Barbara, CA
(805)681-5678
vtorres@countyofsb.org

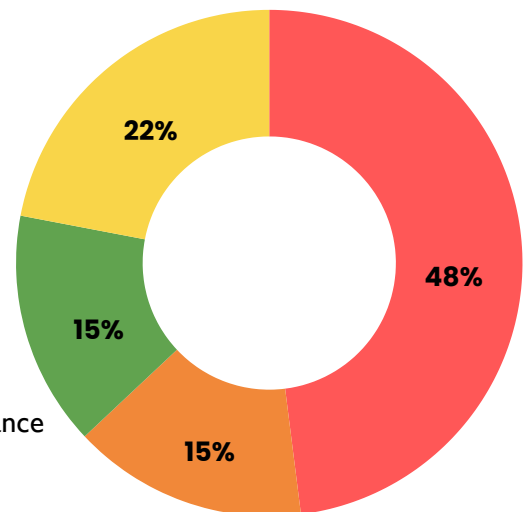
Urban Forest Supervisor
William Ortega
(805)681-5692
wortega@countyofsb.org



Work Plans

North

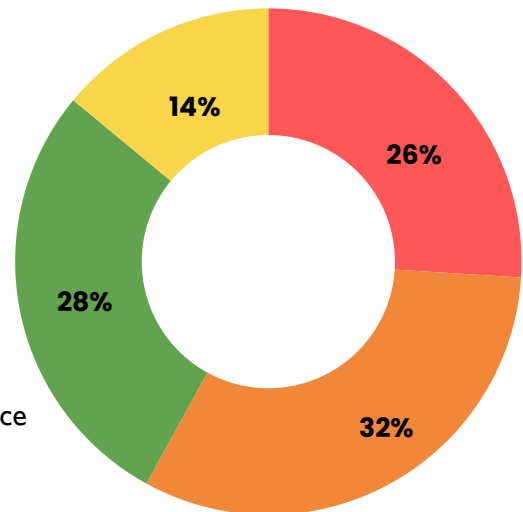
- Roadway/Bikeway/ Ped Surface Maintenance
- Roadway Shoulder Maintenance
- Vegetation Management Drainage/Culvert Maintenance
- Work Order



District	Location	Proposed Work
1, 4, 5	Throughout Area	Prep for Measure A & SB1 Surface Treatments Patching, Sweeping, Crack Sealing
1, 4, 5	Throughout Area	Patch or Repair Pot Holes, Berms, Dikes Crack Sealing, Dig-out Failed Areas
4	Tiffany Park Ct, Onyx Ct, Hillview Rd, Harmony Ln	Hardscape Repairs; Ramping, Grinding, Cutting ADA Upgrades, Sidewalk In-Fill
4	Woodmere Rd, Glen Cairon, Trudy Ct, Jefferson Ct, Fleming Ln, Dauphin St	Various In-House Course Asphalt Paving
4,5	Throughout Area	Various In-House Level Course Paving
1,4,5	Throughout Area	Resurface/Regrade with Decomposed Granite and Mag Chloride
1, 4, 5	Throughout Area	Repair Damaged Sidewalk, Curb, Gutter, Install ADA Ramps
1, 4, 5	Throughout Area	Surface Treatment Prep, Repair Slides and Slip Outs Re-Establish and/or Grade Shoulders, Guardrail Repair
4, 5	Throughout Area	Monitor and Support Various REPP's
1, 4, 5	Throughout Area	Shoulder Mowing, Brush Cutting, Weed Abate- ment Rural Tree Trimming, Roadside Clean-Up
1, 4, 5	Throughout Area	Clean or Repair; Culverts, Storm Drains Drop Inlets, Ditches, Berms
4,5	0.6 Miles east of Black Rd, 4584 Woodmere Rd, 1210 E. Foster Rd	Replace and/or Upgrade Culverts, Ditches, Berms

Work Plans Central

- Roadway/Bikeway/ Ped Surface Maintenance
- Roadway Shoulder Maintenance
- Vegetation Management Drainage/Culvert Maintenance
- Work Order

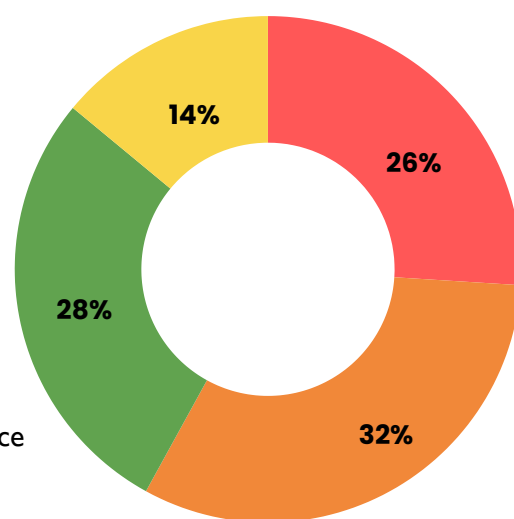


District	Location	Proposed Work
ALL	Countywide	Refresh Lane and Edge Line Striping and Delineation
ALL	Countywide	Restripe; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings
1, 2, 3, 4	Countywide	Refresh Legends, Limit Lines, Cross Walks, Painted Curbs
1, 2, 3, 4	Countywide - School Zones	Target: Refresh 26% of the 44-School Zones
1, 2, 3	Countywide	Re-stencil; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings
ALL	Countywide	Repair or Replace Damaged, Vandalized, or Faded; Regulatory, Warning, Guide, Parking, Street Name - Signs and Barricades
ALL	Countywide	Upgrade ~ 500 Non-Conforming Signs per MUTCD
ALL	Countywide	Respond During and After-Hours to Public and Law Enforcement Service Requests - to Repair Damaged and/or Downed Signs and Barricades
2, 3, 4, 5	Countywide	Complete Traffic Engineering Generated Work Orders Including; Speed Zone Changes, Compliance Updates, and Special Projects that may affect Striping, Stenciling, Curb Paint, Delineators, Barricades, and/or Signage
ALL	Countywide	Horizontal Curve Warning – Upgrade Grant
4, 5	Terra Way, Saturn Ave, Uranus Ave, Mercury Ave, Cameo Dr	Concrete repairs - in-house
4, 5	Vanguard Ave, Ocean Ave, Odyssey Ct, Capricorn Ct, Country Hill Rd	Paving - in-house

Work Plans

South

- Roadway/Bikeway/ Ped Surface Maintenance
- Roadway Shoulder Maintenance
- Vegetation Management Drainage/Culvert Maintenance
- Work Order

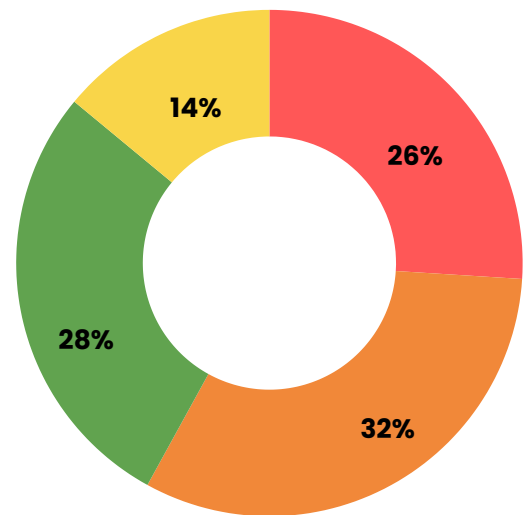


District	Location	Proposed Work
ALL	Countywide	Refresh Lane and Edge Line Striping and Delineation
ALL	Countywide	Restripe; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings
2	Merida Dr, Torero Rd	Concrete repairs - in-house
1, 2, 3, 4	Countywide	Refresh Legends, Limit Lines, Cross Walks, Painted Curbs
1, 2, 3, 4	Countywide - School Zones	Target: Refresh 26% of the 44-School Zones
1, 2, 3	Countywide	Re-stencil; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings
1, 2	Sandpiper Ln, Vieja Dr, Arboleda Rd, Malaga Dr, Avila Way, Trieste Ln, Via Marcina, Via Latina	Paving - in-house
ALL	Countywide	Repair or Replace Damaged, Vandalized, or Faded; Regulatory, Warning, Guide, Parking, Street Name - Signs and Barricades
ALL	Countywide	Upgrade ~ 500 Non-Conforming Signs per MUTCD
ALL	Countywide	Respond During and After-Hours to Public and Law Enforcement Service Requests - to Repair Damaged and/or Downed Signs and Barricades
2, 3, 4, 5	Countywide	Complete Traffic Engineering Generated Work Orders Including; Speed Zone Changes, Compliance Updates, and Special Projects that may affect Striping, Stenciling, Curb Paint, Delineators, Barricades, and/or Signage
ALL	Countywide	Horizontal Curve Warning – Upgrade Grant

Work Plans

Sign and Paint

- Striping & Delineation Maintenance
- Stenciling Maintenance
- Sign Maintenance
- Work Order (Install/Remove)

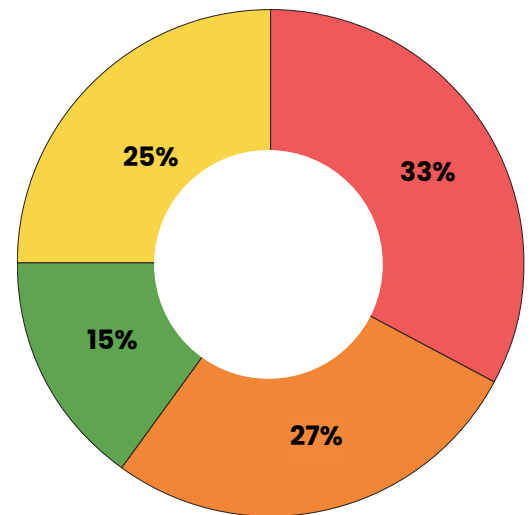


District	Location	Proposed Work
ALL	Countywide	Refresh Lane and Edge Line Striping and Delineation
ALL	Countywide	Restripe; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings
1, 2, 3, 4	Countywide	Refresh Legends, Limit Lines, Cross Walks, Painted Curbs
1, 2, 3, 4	Countywide - School Zones	Target: Refresh 26% of the 44-School Zones
1, 2, 3	Countywide	Re-stencil; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings
ALL	Countywide	Repair or Replace Damaged, Vandalized, or Faded; Regulatory, Warning, Guide, Parking, Street Name - Signs and Barricades
ALL	Countywide	Upgrade ~ 500 Non-Conforming Signs per MUTCD
ALL	Countywide	Respond During and After-Hours to Public and Law Enforcement Service Requests - to Repair Damaged and/or Downed Signs and Barricades
2, 3, 4, 5	Countywide	Complete Traffic Engineering Generated Work Orders Including; Speed Zone Changes, Compliance Updates, and Special Projects that may affect Striping, Stenciling, Curb Paint, Delineators, Barricades, and/or Signage
ALL	Countywide	Horizontal Curve Warning – Upgrade Grant

Work Plans

Urban Forestry

- Urban Tree & Vegetation Maintenance
- Hardscape Improvements
- Partnership Program (Cost Share)
- Median Maintenance



District	Location	Proposed Work
All	Countywide	Risk Reduction Trimming
All	Countywide	In-House and Contract Road Work Prep; General Lifting, Trimming Removals, Re-Plants, Vegetation Encroachment Notifications
1, 2, 3	Various Locations within CSA-3	Street Light and Sight Distance Safety Trimming
All	Countywide	Sidewalk and Curb/Gutter Repair ADA Ramp Repair and Installation
All	Various Locations, as needed	Occasional Small Reimbursable Work Projects
All	Countywide	Sidewalk and Curb/Gutter Repair & Replacement, Tree Removal, Planting, Trimming
All	Countywide	Planting, Staking, Watering, Trimming, Weed Control

Appendix

Board Letter

Appendix

Notice of Exemption

Appendix

Approved Trees - South

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	Pistachia 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	Trachypus fortunei

† No new oak trees in road right of way.

Tree species for very limited usage for uniformity with existing street planting
(Revised 12-7-2022)

Appendix

Approved Trees - North

Common Name

African Sumac
Australian Fan Palm
Australian Willow
Bradford Pear (Aristocrat or Holmford)
Brisbane Box
Canary Island Pine
Chinese Pistache
Crape Myrtle
Fern Podocarpus
Goldenrain Tree
Grecian Laurel (Hybrid Sweetbay)
Holly Oak †
Hybrid Strawberry Tree
Incense Cedar
Island Oak †
Magnolia 'Majestic Beauty' or 'Little Gem'
Maidenhair Tree
New Zealand Christmas Tree
Raywood Ash
Southern Live Oak †
Thornless Honey Locust
Water Gum

Botanical Name

Rhus lancea
Livistona australis
Geijera parviflora
Pyrus calleryana 'aristocrat'
Lophostemon confertus
Pinus canariensis
Pastachia chinensis
Lagerstroemia X fauriei (Indian tribes)
Afrocarpus gracilior
Koelreuteria paniculat
Laurus nobilis 'Saratoga'
Quercus ilex
Arbutus 'Marina'
Calocedrus decurrens
Quercus tomentella
Magnolia grandiflora (cultivars)
Ginkgo biloba
Metrosideros excelsus
Fraxinus oxycarpa 'Raywood'
Quercus virginiana
Gleditsia triacanthus 'infernus'
Tristanopsis laurina 'elegant'



Appendix

ADA Grievance

The Americans with Disabilities Act of 1990 (“ADA”) broadly protects the rights of individuals with disabilities in access to local government services, public accommodation, and transportation, among other aspects of American life. The grievance process may be used by anyone who wishes to file a complaint of discrimination on the basis of disability in accessing any services, activities, programs, or benefits provided by the County of Santa Barbara.

Santa Barbara County ADA Grievance Procedure Grievance Procedure under ADA and California State Disability Rights Laws

This grievance procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (“ADA”), the Americans with Disabilities Amendments Act (ADAAA) and California State law. It may be used by anyone wishing to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs or benefits by Santa Barbara County. Santa Barbara County’s Disability Discrimination Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of the complainant and location, date and a description of the problem(s). The complaint should be submitted by the grievant and/or their designee as soon as possible, but no later than 60 calendar days after the alleged violation. The below grievance form may be used by anyone who wishes to file a complaint of discrimination on the basis of disability in accessing any services, activities, programs, or benefits provided by the County of Santa Barbara.

Americans with Disabilities Act Grievance Form - Santa Barbara County

Alternative means of filing a complaint, such as personal interviews or tape recording the complaint, are available to people with disabilities upon request. Complaints may also be submitted in writing to the ADA Coordinator:

ADAgrievance@countyofsb.org

County Executive Office

105 East Anapamu Street

Santa Barbara, CA 93101

Phone: (805) 568-3400

FAX: (805) 568-3414

TTY/TDD: (805) 681-4200 (General Information Number)

California Relay, 711

<https://www.countyofsb.org/3608/Compliance-and-Accountability>

For additional information, please visit the County’s website at countyofsb.org.

Appendix

Request for Accommodation

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

Department of Public Works - Transportation Division Request for Accommodation Form

Please fill out this form completely and return to the address or email at the bottom of the page.

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

Please mail to
County of Santa Barbara, Public Works Department • Transportation
Attn: ADA Compliance Officer
123 East Anapamu Street, Santa Barbara, CA 93101
Or email: pwroads@cosbpw.net

For Office Use: _____
File No. _____

Date Received ____

Received By: _____



Santa Barbara County Public Works Department

123 E Anapamu Street
Santa Barbara, CA 93101

P. (805)568-3000
E. pwweb@countyofsb.org
www.countyofsb.org/pwd