

ROADS MAINTENANCE REPORT

COUNTY OF SAN LUIS OBISPO



2023 - 2024

County of San Luis Obispo
Department of Public Works
Transportation Division – Roads Maintenance
Fiscal Year 2023/24

Board of Supervisors

John Peschong, District 1
Bruce S. Gibson, District 2
Dawn Ortiz-Legg, Vice-Chairperson, District 3
Jimmy Paulding, District 4
Debbie Arnold, Chairperson, District 5

Prepared by

Department of Public Works
Transportation Division

John Diodati, Director
John Waddell, Deputy Director
Joshua Roberts, Transportation Division Manager
Mike Tabares, Roads Maintenance Manager
Wendy Galitello, Program Manager



An APWA Accredited Agency

Table of Contents

INTRODUCTION	1
ANNUAL FUNDING	1
COMPONENTS OF A MAINTAINED ROAD	3
SERVICES PROVIDED BY ROADS MAINTENANCE.....	4
Road Maintenance	4
Bridge Maintenance.....	4
Vegetation Maintenance	4
Traffic Operations & Sign Maintenance	4
Drainage & Stormwater Permit Compliance.....	4
STAFFING.....	5
Organization	5
Operational Areas	6
EQUIPMENT.....	7
Equipment Maintenance & Replacement.....	7
Regulatory Compliance	7
CONTRACTED SERVICES	8
Sweeping	8
Mowing.....	9
Other Contracted Services.....	9
Future Opportunities for Contracted Services.....	9
ADOPT-A-ROAD.....	10
ENVIRONMENTAL PROTECTION.....	11
Water Quality Protection.....	11
STORM WORK	12
Preparedness.....	12
Response.....	12
SURFACE TREATMENT PREPARATION.....	13
Request Priorities.....	15
Process Flow	15
Mobile Notifications & Work Orders	15
CORRECTIVE MAINTENANCE vs. PLANNED MAINTENANCE	16
Maintenance Request Volumes	16
MAINTENANCE PROJECTS	19
Maintenance Project List.....	20
Appendix A.....	22
POLICIES TO GOVERN THE OPERATION AND MAINTENANCE OF THE COUNTY HIGHWAY SYSTEM	22
Appendix B.....	25
Roads Maintenance Equipment List (Fixed Assets)	25

INTRODUCTION



SECTION 3 - CULVERT REPLACEMENT – TORO CREEK RD, MORRO BAY

The primary objective of the Department of Public Works Transportation Division is to enhance mobility in our county. This objective is realized in large part through a comprehensive Roads Maintenance program.

Governing policy establishes the priorities of this multi-faceted program which includes **Maintenance, Safety Improvements, and Operational Betterments**. These are achieved through preventive and corrective maintenance services, careful management of equipment and budget, and proper staff training. *(Refer to Appendix A – Policies to Govern the Operation and Maintenance of the County Highway System)*

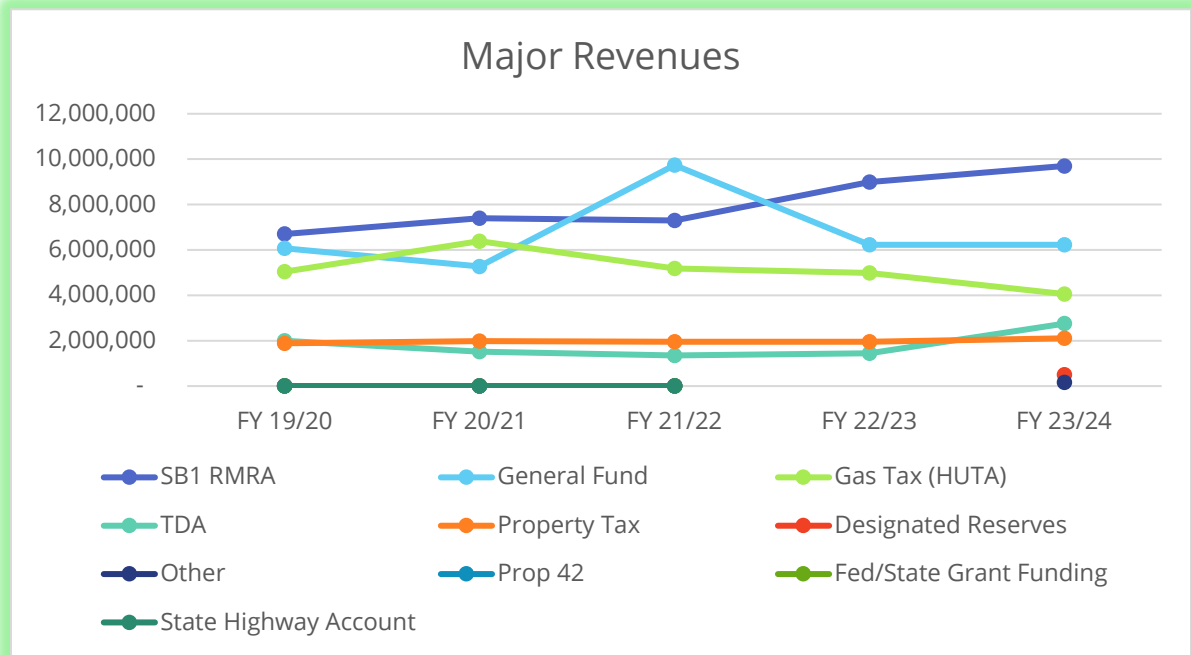
Roads Maintenance crews are dedicated to providing a safe environment, conducting work year-round and often around the clock. Services provided by this program are essential to ensuring safe mobility for emergency responders, commuters, cyclists, citizens, commerce, agriculture, and visitors.

ANNUAL FUNDING

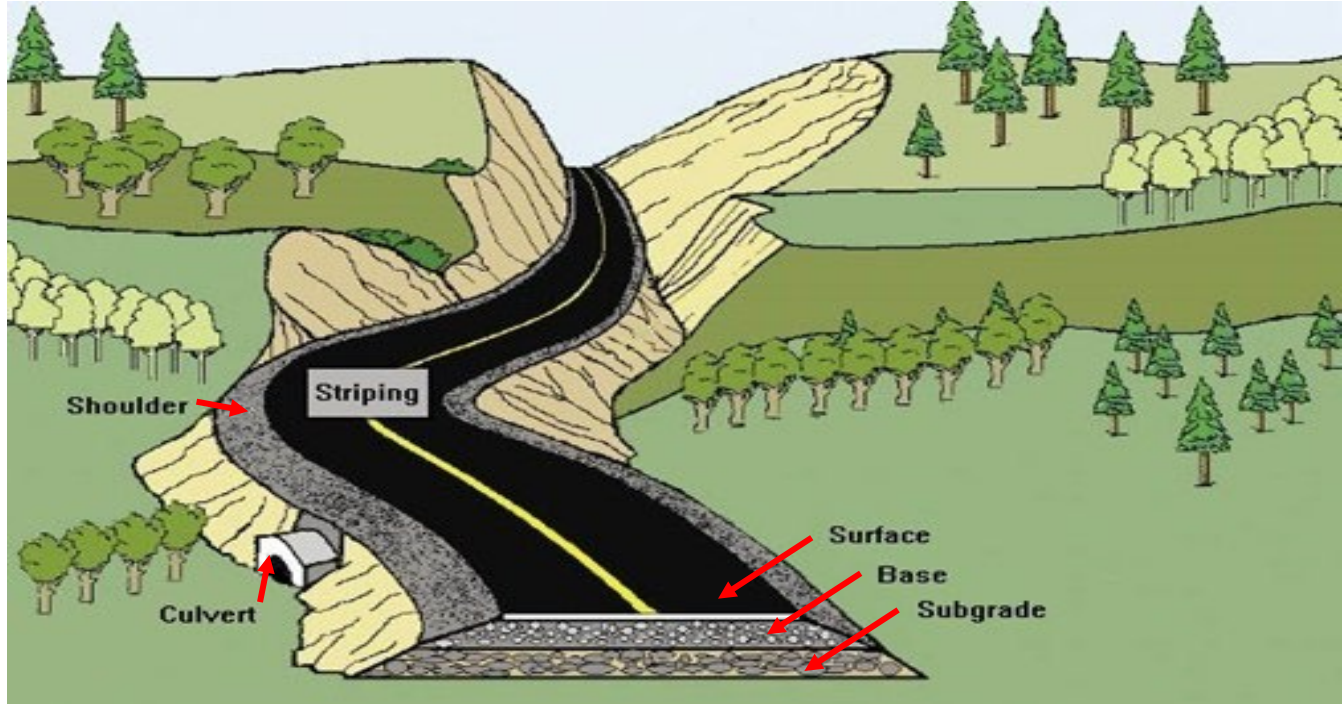
Roads Maintenance is funded through several sources, such as gas taxes and the General Fund. The amount of available funding is not guaranteed and generally fluctuates with economic changes. Thus, the Public Works Department manages the funds conservatively and closely monitors maintenance costs through reporting and long-term planning. The Major Revenues graph below illustrates the overall Road Fund, which funds the Roads Maintenance, Bridge Maintenance, and Pavement Management programs; the Expenses graph reflects expenditures from Roads Maintenance activities only.

Road Fund Expenses include administrative charges from the General Fund, such as Countywide Overhead, Liability Insurance and IT costs, which are necessary to support the Road Fund. In the last 4 years these costs have increased by 229%, for a total cost increase of \$3.5M since 2021. These ongoing annual cost increases must be absorbed by the Road Fund. With basic road maintenance expenses for

staff payroll and equipment being largely non-discretionary, fixed costs, the extra insurance costs directly impact the Pavement Management program, resulting in the loss of millions of dollars of paving contract capacity each year.



COMPONENTS OF A MAINTAINED ROAD



The most obvious aspect of a road may be the asphalt surface, but there are many other infrastructure components that must be maintained. Roads Maintenance is tasked with ensuring the safe and operational conditions of not only the traveling surface, but also the characteristics shown in the image above plus many others not pictured. Maintenance of these structures proves to be a continuous effort, as conditions are constantly changing due to weather, wear, and the overall age of the infrastructure. The lists to the right give an example of the road components requiring routine maintenance.

Shown in illustration:

- Culverts
- Shoulders
- Striping
- Surface
- Base
- Subgrade
- Trees & vegetation

Not shown:

- Bridges
- Berms
- Cattle guards
- Ditches
- Drainage basins
- Guardrail
- Retaining walls
- Side drains
- Signs
- Warning signs
- Traffic signals

SERVICES PROVIDED BY ROADS MAINTENANCE

Day-to-day activities include sweeping, culvert inspections and cleaning, traffic signal maintenance, pothole repair, and more. Roads Maintenance services are essential to ensuring safe mobility on County-maintained roads. In the event of a storm or emergency, Roads Maintenance is responsible for clearing slides and fallen debris, repairing washouts, and delivering barricades and flashing signs.

Road Maintenance

- Emergency response and call out
- Debris removal
- Inspections – pavement and roadway
- Bike lane work
- Base repair, crack sealing, and spot sealing
- Hand patching and major patching
- Preparation for surface treatments
- Shoulder grading and reconditioning
- Gravel road repair, grading, and graveling
- Adopt-A-Road work
- Vandalism repair
- Erosion control
- GIS Field Work

Bridge Maintenance

- Bridge inspection, maintenance, and repair
- Guardrail inspection, maintenance, and repair
- Cattle guard inspection, maintenance, and repair

Vegetation Maintenance

- Mowing
- Brush and tree trimming
- Vegetation and tree removal

Our Road System

The County of San Luis Obispo maintains a road system which includes the following:

- 1440 miles of maintained roads
 - 1195 miles of paved roads
 - 245 miles of unpaved roads
- 191 bridge structures
- 620 segments of guardrail
- 141 cattle guards
- 23 signalized intersections
- 87 county-maintained basins
 - 15 classified as roadside
- 1,571 ADA curb ramps
- 5,733 road drainage culverts
- 28,000+ road signs

Traffic Operations & Sign Maintenance

- Sign fabrication, installation, and maintenance
- Traffic signal, driver feedback signs and street lighting installation and maintenance
- Pavement markings, striping, guide markers, reflective markers

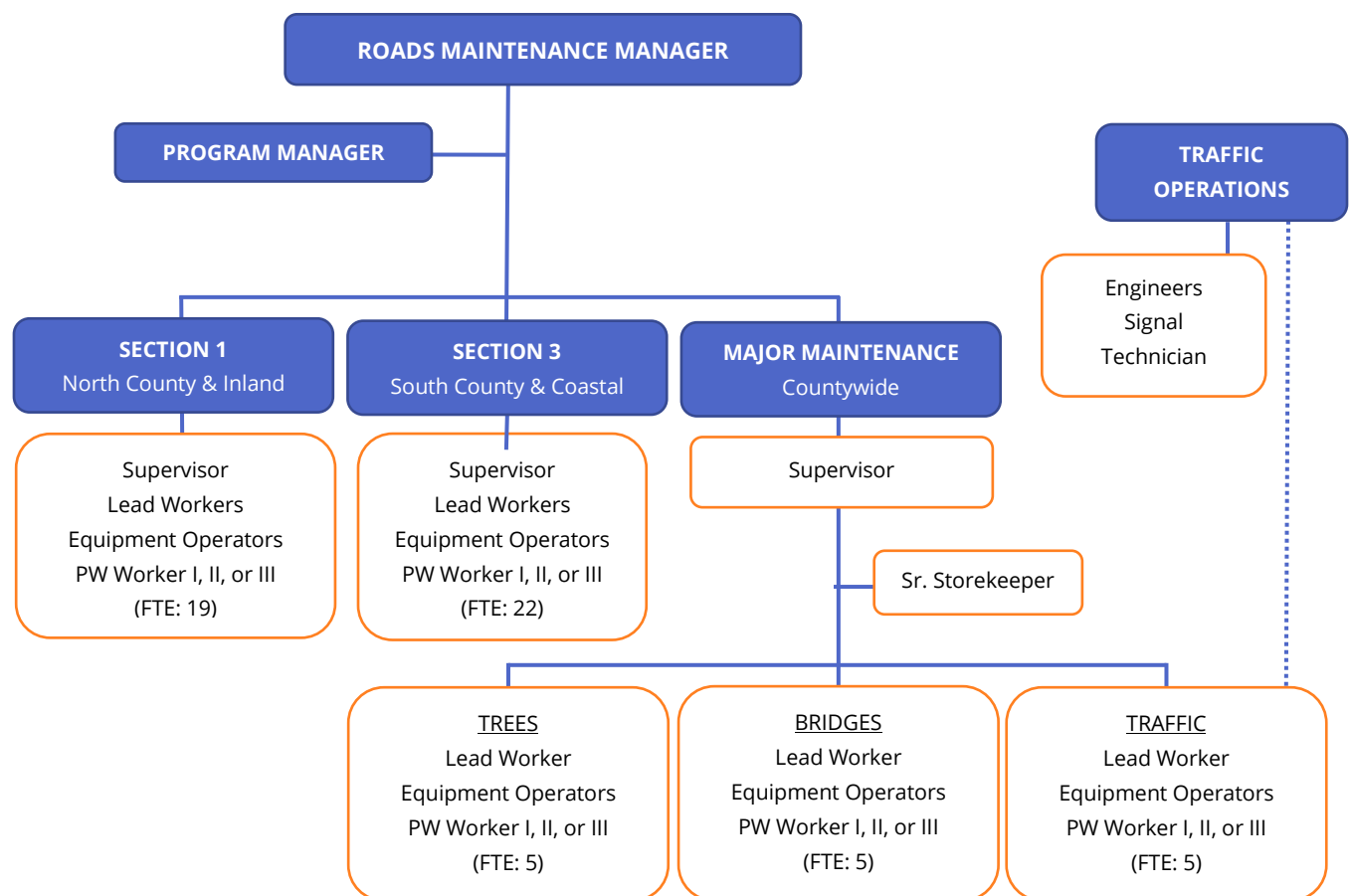
Drainage & Stormwater Permit Compliance

- Water Quality Control Program, NPDES compliance
- Culvert inspection, maintenance, and repair
- Basin inspection and maintenance
- Sweeping
- Storm preparedness

STAFFING

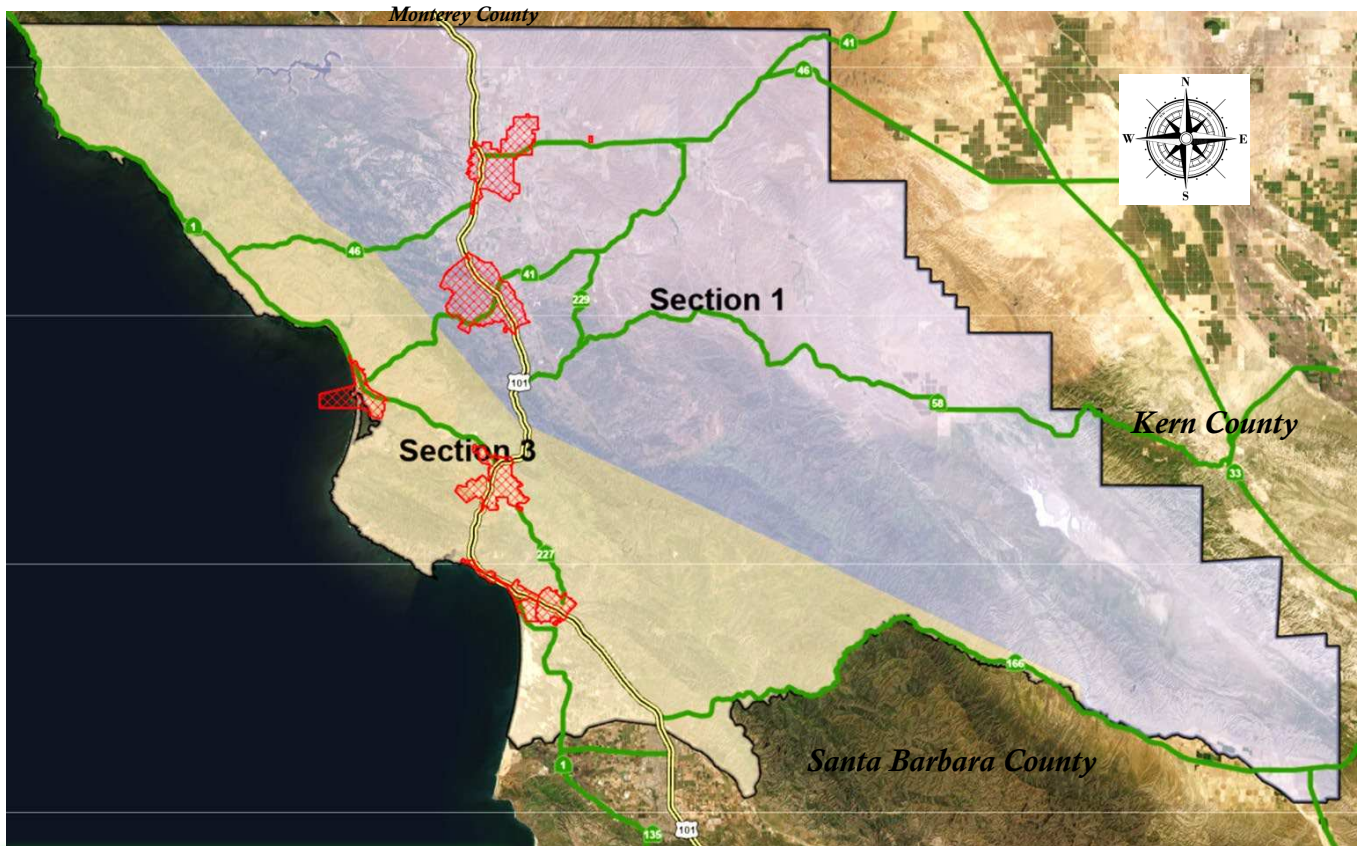
Organization

Roads Maintenance staff operate from three facilities: two in San Luis Obispo and one in Paso Robles. Vehicles, equipment, materials, and supplies are stored at the three facilities, including the sign fabrication shop and the Public Works Warehouse. Management and administration operate from downtown San Luis Obispo. The division is comprised of 75 staff members.



Operational Areas

Staff is organized by operational area and typical work conducted. This includes Section 1 – North County & Inland, Section 3 – South County & Coastal, and Major Maintenance – Trees, Bridges (Guardrail & Cattle Guards), and Traffic. Major Maintenance serves the entire County of San Luis Obispo.



TREE DOWN, MOUNTAIN SPRINGS RD, PASO ROBLES



GUARDRAIL REPAIR, PICACHIO RD, CAYUCOS

EQUIPMENT

Roads Maintenance owns and maintains a fleet comprised of 160 pieces of equipment. The fleet is monitored by the Program Manager, with oversight by the Roads Maintenance Manager and technical support provided by the Central Services Department Fleet Services Division. *(Refer to Appendix B – Roads Maintenance Equipment List for a complete list of equipment.)*

Equipment Maintenance & Replacement

Public Works utilizes the Central Services Department Fleet Services Division for equipment maintenance and repair. The Roads Maintenance fleet is managed under a comprehensive preventive and predictive maintenance program, and each piece of equipment is monitored using the specialized fleet

management software FASTER.



ROAD MAINTENANCE YARD, KANSAS AVE SLO

Equipment expenses are closely monitored, as well as routine maintenance schedules, repairs, utilization rates, equipment assignments, and equipment depreciation. These factors, in addition to the equipment usefulness, overall condition, and replacement costs, are reviewed when equipment is evaluated for replacement. California Air Resources Board (CARB) compliance and

emission standards are also key criteria to consider when evaluating equipment for replacement. The Public Works fleet is self-funded through the Internal Services Fund (ISF).

Regulatory Compliance

Adhering to emissions regulations and California Air Resources Board (CARB) requirements is an important aspect of public fleet management. Emission standards are monitored for all on-road, off-road, and portable equipment. Replacement equipment, when needed, will be verified for compliance when ordered.

Smog checks are conducted as required, with compliance reporting submitted annually to the California Bureau of Automotive Repair (BAR). CARB compliance of on-road equipment has been fully achieved, and heavy on-road diesel vehicles are regularly monitored under the Periodic Smoke Inspection Program (PSIP). Off-road equipment currently meets CARB regulatory requirements through January 1, 2028. Portable equipment is a unique aspect of CARB compliance; applicable equipment is registered with the Portable Equipment Registration Program (PERP) and reported to the San Luis Obispo Air Pollution Control District (APCD).

CONTRACTED SERVICES

The Public Works Department relies upon annual contracts to supplement staff and provide special services for our community. In these instances, it is more cost-effective for the Department to contract the work with outside vendors rather than try to complete the work in-house. These contracts allow staff to react to incoming requests promptly and manage ongoing maintenance projects, while vendors can focus on specified tasks and apply economy of scale to complete the work more efficiently.

Sweeping and mowing are regularly contracted on an annual basis. These services are ideal for contract work because they are easy to scope, delegate, and monitor. Also, these contracts eliminate the Department's need to maintain seasonal equipment and employ the additional staff required. Roads Maintenance staff are available as needed to supplement the work of the vendors.

Sweeping

Sweeping is provided year-round through an annual contract. Sweeping is considered a Best Management Practice (BMP) under the Water Quality Protection program. This service helps prevent sediment and debris from entering the stormwater system and is part of the Department's stormwater management efforts.

*Approximately
8,832 curb miles
are swept under
contract each year*



SWEEPING MAINTENANCE – IDA PLACE, NIPOMO

The annual sweeping contract encompasses urbanized areas outlined in the County's NPDES MS4 Permit. The sweeping schedule covers 710 curb miles throughout the county, with 600 that are within the MS4 boundaries, and 110 curb miles of bike lanes, to be swept each month.

Mowing

Mowing is seasonal work, generally performed from April through June. Routine mowing is important to protect the integrity of the roadway and shoulder and has the added benefit of providing clear line of site and vegetation control. Mowing is also one of the many tasks included in preparing a road for new surface treatment.

*Approximately
2,052 shoulder miles
are mowed under
contract annually*



MOWING MAINTENANCE, SLO

Mowing occurs at a minimum of once per year, and at times twice depending on weather and vegetation growth. Providing this important service through contract helps free up staff during the summer season when workload demands are greater.

Other Contracted Services

The Public Works Department also regularly contracts materials trucking, operated heavy equipment, and tree removals on an as-needed basis. This enables the Department to better meet peak work demands, frees up staff for other maintenance needs, and eliminates the need for low-use specialty equipment, allowing for more cost-efficient management of the Public Works fleet. Overall, contracting these services allows for an opportunity to improve our service to the public while lowering costs.

Future Opportunities for Contracted Services

Annual contracts for specific specialized services allow opportunities for the Department to efficiently and effectively provide service throughout the County. Looking ahead, staff will evaluate which services may be better provided through an annual contract rather than provided in-house, such as paving and striping. These large maintenance tasks may be beneficial for annual contracts because they are time- and labor-intensive, require expensive specialized equipment, and are typically weather dependent.

ADOPT-A-ROAD

Litter and illegal dumping is unfortunately not uncommon – it impacts drainage infrastructure and local waterways. Roads Maintenance staff regularly removes large items (such as appliances and furniture) illegally dumped along County roads and other items that may pose a hazard to the travelling public. However, due to limited resources, it is infeasible for Roads Maintenance staff to collect loose trash along the 1,440 miles of road in the County's maintained road system.

The Public Works Department relies upon the community's partnership to help reduce roadside litter and mitigate its impacts. The Adopt-A-Road program allows the public to directly contribute to road maintenance through litter collection and removal. The program saves taxpayers money every year and provides a great opportunity to promote civic responsibility and community pride.



The Adopt-A-Road program currently consists of over 177 volunteer groups, with approximately 300 miles of adopted roads

Adopt-A-Road volunteer participation has increased its participation of volunteer groups over the last couple of years, having a total number of 177 issued permits. All groups are provided high visibility vests, disposable gloves, and litter bags at no cost. Roads Maintenance crews provide pickup and disposal of filled litter bags and other debris collected from the adopted roadways. In addition to the aesthetic benefits of litter removal, participants help to prevent potentially harmful pollutants from entering waterways.



AAR PICKUP – SANTA ROSA CREEK RD, CAMBRIA

A-A-R Volunteers collected 1,420 bags of trash in FY 2023/24!

ENVIRONMENTAL PROTECTION

Environmental protection requirements include species checks, permitting (as required), project site mitigation, and environmental monitoring. Services directly affected by this demand include routine culvert maintenance and repair, vegetation trimming and removal, and bridge repair or replacement, among others to remain in compliance with environmental regulations.

Roads Maintenance absorbs significant costs related to environmental protection work. Costs typically include species checks in ice plant, trees, and other sensitive habitat; environmental assessments at culvert maintenance sites, creek crossings, and wash outs; and regulatory permitting. Environmental protection costs currently related to maintenance are also attributed to on-going mitigation at 12 project sites, as well as inspection and maintenance of stormwater control measures such as bioswales.

Water Quality Protection

Since 2006, the County has implemented best management practices (BMPs) related to protecting water quality. These best management practices are based on the National Pollutant Discharge Elimination System (NPDES) permit program, to which the County must adhere.



CULVERT REPLACEMENT – MOONSTONE DR, CAMBRIA

Maintenance and repair of road drainage structures is the key component to the program. This includes routine inspection and maintenance of over 5,733 culverts throughout the County-maintained road system. Additionally, monthly street sweeping within MS4 permit areas is intended to limit the transport of sediment, debris, and pollutants into waterways.

The County is committed to reducing the volume of trash reaching our waterways through the storm drain network. The

County has adopted a Trash Implementation Plan and the Roads Maintenance Division was responsible for all baseline trash assessments and will conduct progress assessments throughout the implementation term. The Roads Maintenance Division also oversees the inspection, maintenance, and repair of the County's MS4 system including the installation and maintenance of any County-operated full capture devices. Additionally, they administer the County's monthly street sweeping within MS4

permit areas and Adopt-A-Road programs that are intended to limit the transport of sediment, debris, and pollutants into waterways.

STORM WORK

Preparedness

Every year Roads Maintenance crews carry out planned storm preparedness work, typically performed between September and November. Below is a summary of the planned storm preparedness work completed annually:

- Culvert inspections & maintenance
 - Inspecting approximately 1,715 culverts within MS4 permit boundaries
 - Inspecting approximately 4,018 culverts outside of MS4 permit boundaries
- Pre-storm inspections
 - Checking slide areas
 - Inspecting & clearing drainage ditches
 - Inspecting road basins & performing minor maintenance
- Sand deliveries
 - By request, delivering sand for sandbags to local Community Services Districts
- Sign maintenance
 - Opening ICY signs County-wide
 - Checking folded Road Closed signs
- Yard preparations
 - Checking rain gear
 - Staging equipment
 - Cleaning up and/or covering stock piles
 - Installing any needed BMP's
 - Equipping response vehicles



STORM RESPONSE – HALCYON ROAD, ARROYO GRANDE

Response

Roads Maintenance crews work tirelessly throughout every storm season to keep roads safe. Storm events often generate challenging conditions, such as flooding, slip-outs, mud or debris slides, and tree issues. Crews respond to hundreds of storm-related calls each year between October and April.

SURFACE TREATMENT PREPARATION



CULVERT REPLACEMENT – CHIMNEY ROCK RD, PASO ROBLES

The Public Works Department follows an aggressive surface treatment program. The extent of the Pavement Management Plan (PMP) is outlined in the *2015 Pavement Management Report*. The PMP includes a five-year plan that identifies which roads are eligible to receive surface treatment.

UPPER LOPEZ CANYON ROAD, ARROYO GRANDE



Before any surface treatment can be applied, each road undergoes extensive preparation by roads maintenance staff to ensure it is in the best possible condition. This preparation includes repairing potholes, sealing cracks, leveling uneven areas, and thoroughly cleaning the surface to remove debris and moisture. Proper preparation, along with precise timing, is paramount to ensuring the road is sufficiently ready to receive the new treatment. A good foundation for surface treatment includes a structurally sound base with proper drainage and a smooth, stable surface free of significant defects. Once the surface treatment is applied, ongoing maintenance such as routine inspections are essential to significantly extend the road's lifespan and maintain its durability.

Typical preparation work activities include:

- Shoulder work
- Patching
- Culvert replacement
- Tree trimming
- Crack sealing
- Correcting drainage issues

Preparation activities typically begin in late spring, continue through summer, and wrap up by early fall. This timeframe allows Roads Maintenance staff to be available throughout the rainy season for other corrective and planned maintenance work and storm work.

MAINTENANCE SCHEDULE

While maintenance happens year-round, maintenance activities follow a general schedule from year-to-year. The following maintenance activities occur year-round:

- Hand patching
- Debris removal
- Tree trimming
- Cattle guard maintenance
- Guardrail maintenance
- Sign maintenance
- Culvert maintenance
- Bridge maintenance

Certain maintenance activities require specific weather conditions and temperatures, which may impact the effectiveness of materials being used and safety of staff. The following calendar identifies when condition-dependent activities are typically scheduled from year-to-year; however, scheduled activities may change due to weather conditions.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Storm Work												
Storm damage	January - April									October - December		
Flooding	January - April									October - December		
Debris clearance	January - April									October - December		
Road Work												
Paved Roads												
Corrective patching	January - December											
Major patching				April - October								
Shoulder work				April - October								
Surface treatment preparation				April - October								
Gravel Roads												
Grading				April - May						October - December		
Graveling				April - May						October - December		
Tree Work												
Trimming or removal requests	January - December											
Trimming for surface treatment preparation				April - October								
Traffic Operations												
Sign inspections & maintenance	January - April									October - December		
Striping & Pavement markings				April - October								
Drainage												
Culvert inspections & maintenance												
Within MS4 boundaries	January - December											
Outside MS4 boundaries	January - March									September - December		

Request Priorities

The Department receives maintenance requests daily through phone calls, emails, and web forms. Each maintenance request is assigned a priority based on the impact to road safety. Priorities determine the timeframe in which Department staff will assess the damage and determine the next step for restoration to operational condition, either to amend immediately or schedule the work to be completed. The table below outlines the priority levels and required timeframe to assess the damage.

Priority Level for Maintenance Requests	Required Assessment Timeframe
1	24 hours
2	4 days
3	7 days
4	14 days

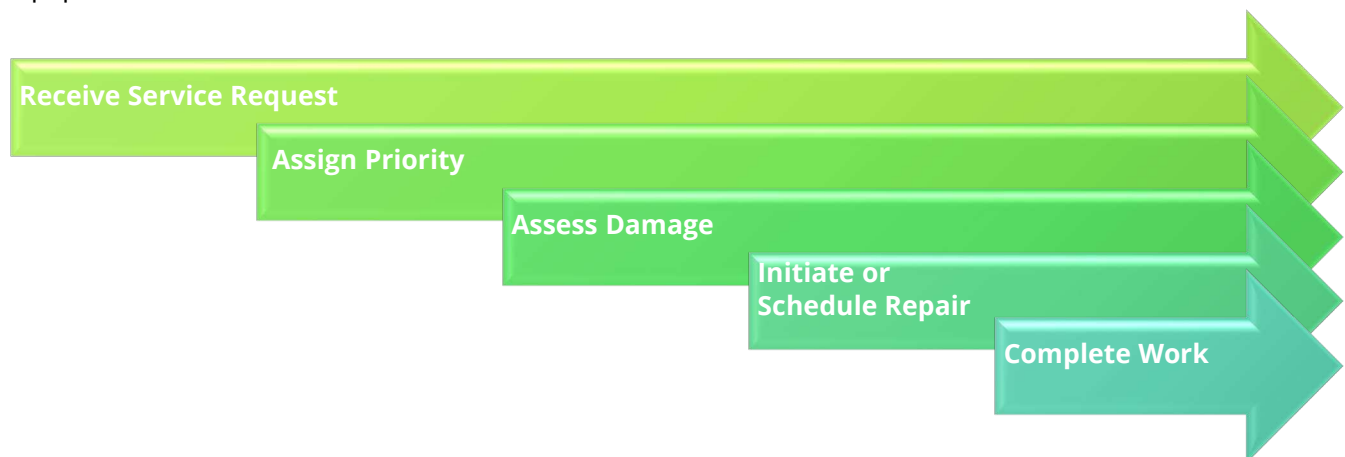
Sample Level Priority 1 Maintenance Requests:

- Stop sign down
- Hazardous material on the roadway
- Traffic signal malfunction
- Tree blocking the roadway
- Mudslide

Road work completed by the Department is either corrective maintenance or preventive maintenance. Both types of work are completed year-round with the goal of providing a well-maintained road system.

Process Flow

The Department utilizes SAP, a sophisticated asset management software, to record maintenance requests and maintenance activities. Each corrective maintenance request or preventive maintenance activity is recorded, along with the service type, location, date, and costs for staff, materials, and equipment.



Mobile Notifications & Work Orders

Roads Maintenance Crews receive real-time notifications of incoming maintenance requests and are able to generate SAP work orders remotely. This allows for a quicker initial response, increased efficiency, and more accurate time and cost tracking.

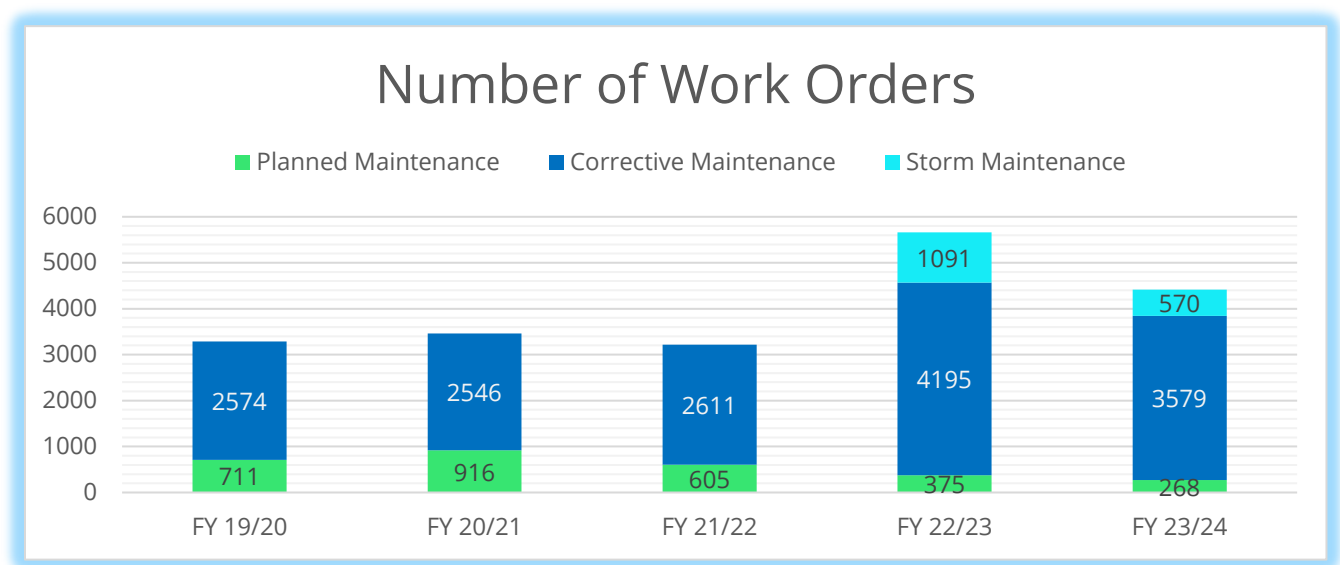
CORRECTIVE MAINTENANCE vs. PLANNED MAINTENANCE

Corrective Maintenance refers to maintenance tasks performed to identify, isolate, and amend faults so that a damaged aspect of the system can be restored to an operational condition. These tasks are carried out after damage detection. Planned Maintenance refers to maintenance tasks that are scheduled by staff to maintain and preserve the condition of the roadway system.

Examples of Corrective Maintenance	Examples of Planned Maintenance
<ul style="list-style-type: none"> Minor patching Sign replacement Culvert replacement Tree trimming Guardrail repair 	<ul style="list-style-type: none"> Surface treatment preparation Culvert inspection and cleaning Refreshing striping and pavement markings Shoulder grading Cattle guard and guardrail inspections

Maintenance Request Volumes

In FY 2023/24, Roads Maintenance received and completed over 3,500 work orders for Corrective Maintenance requests and 570 were attributed to the severe storms during January and March.

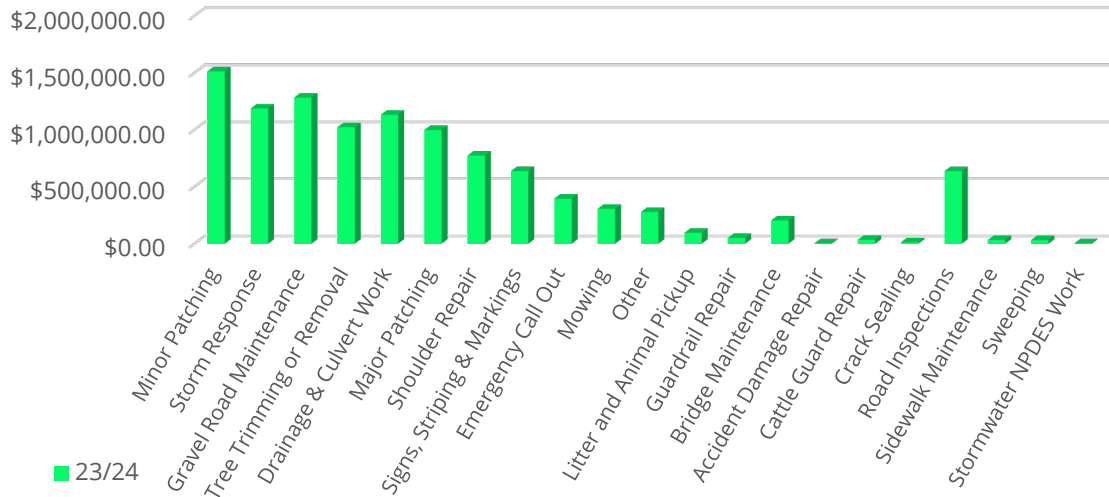


Additionally, over 250 Planned Maintenance work orders were completed during that time.

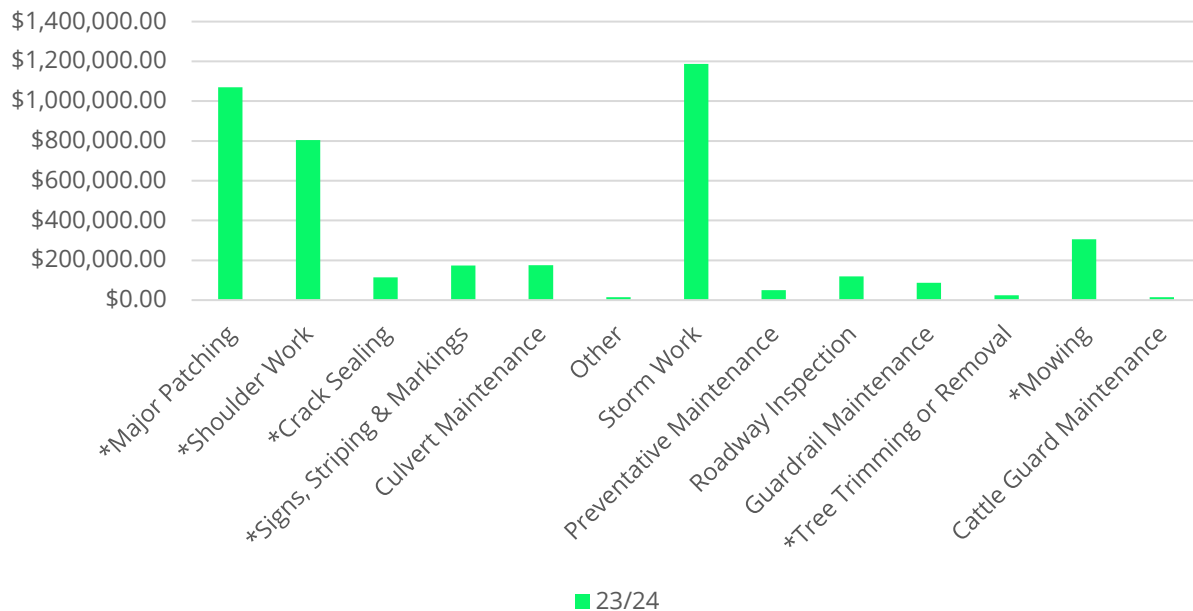
The number of work orders increased during the storm events when Roads Maintenance staff and other Public Works staff were called for disaster service duty when the Storm Center (PWDOC) was activated. The increase resulted in 500+ Corrective Maintenance work orders added to the regular number of work orders that were completed.

Despite the challenges posed by last year's severe storms, the ongoing efforts to maintain a steady level of corrective and planned maintenance work remained consistent. The crews effectively managed the increased workload caused by storm-related damage while ensuring routine maintenance continued without disruption. As we move forward, follow-up repairs are being assessed and scheduled to address any remaining issues, reinforcing our commitment to keeping the roads safe for travel within the county.

Corrective Maintenance Costs by Service Type



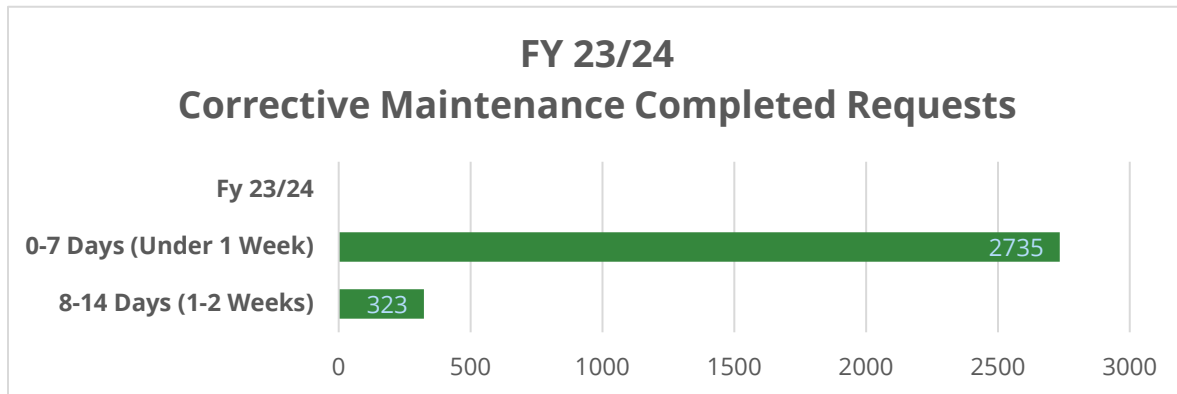
Planned Maintenance by Service Type



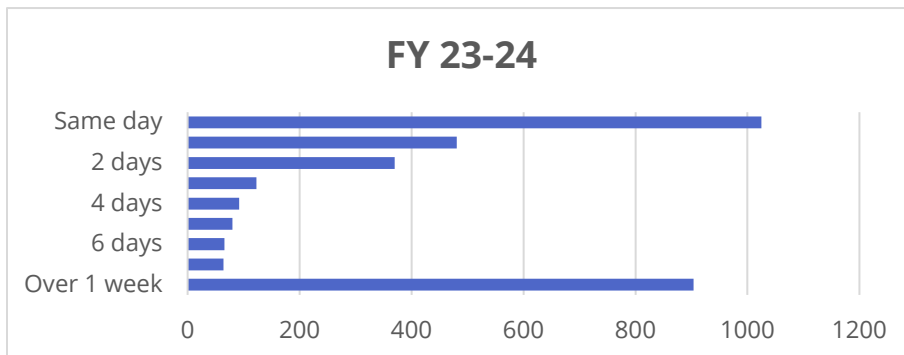
*Activities noted with an asterisk are related to surface treatment preparation work. See Page 13 for details.

Corrective Maintenance Request Completion Times

Corrective Maintenance work is scheduled based on the assigned priority level and our division goal is to address them within a two-week time frame of when the initial maintenance request is received.



*Corrective work orders with extended completion times were postponed or delayed due to weather, environmental clearance, and/or permitting delays.



928 Corrective Maintenance work orders were completed **within one day!**

...

*That's over **26%** of all Corrective Maintenance work orders!*



STORM RESPONSE – EL POMAR DRIVE, TEMPLETON

MAINTENANCE PROJECTS

In addition to corrective and planned maintenance of the County-Maintained Road System, Roads Maintenance is often charged with installation of special projects. These projects are beyond the scope



SHOULDER RECONDITIONING – VAQUERO RD, TEMPLETON

of corrective and planned maintenance tasks, but not on the scale of capital improvement projects. These projects may be an emergency repair or could be generated from a corrective maintenance request, storm damage, or preventive maintenance inspection. The projects are small in scale, and are scheduled and completed in-house with engineering, design, and environmental assessments as

needed. These maintenance projects are not regularly funded and are scheduled and completed based on the availability of funding.

Maintenance Project List

Fiscal Year	Project	Status	Aligned with Program Priority
2022/23	Bridge maintenance – Replace stringers Villa Creek Rd, Cayucos	Complete	Maintenance
	Drainage – Replace culvert pipe Orcutt Road, SLO	Complete	Maintenance
	Storm – Repair washout site 3.9 Prefumo Canyon Road, SLO	Complete	Safety
	Bridge maintenance – Replace deck boards Toro Creek Road, Atascadero	Complete	Maintenance
	Road maintenance – Storm cleanup / Grading Upper Los Berros Road, Nipomo	Complete	Safety
	Bridge maintenance – Repair girder BR1 Cypress Mountain Rd, Paso Robles	Complete	Maintenance
	Storm – Repair shoulder Santa Rosa Creek Road, Templeton	Complete	Maintenance
2023/24	Bridge maintenance - Replaced guardrail Upper Los Berros Rd, Nipomo	Complete	Safety
	Bridge maintenance - Repaired guardrail Las Pilatas Rd, Santa Margarita	Complete	Safety
	Bridge maintenance - Spall patching Hog Canyon Rd, San Miguel	Complete	Maintenance
	Bridge maintenance - Repaired guardrail Creston Rd, Paso Robles	Complete	Safety
	Bridge maintenance - Spall patching Linne Rd, Paso Robles	Complete	Maintenance
	Bridge maintenance - Repaired guardrail Adobe Rd, Paso Robles	Complete	Safety
	Storm maintenance - Washout repair Mill Rd, Paso Robles	Complete	Safety
	Culvert maintenance – Replacement Chimney Rock Rd, Paso Robles	Complete	Maintenance
	Culvert maintenance – Replacement Chimney Rock Rd, Paso Robles	Complete	Maintenance
	Road maintenance - Shoulder reconstruction Santa Clara Rd, Atascadero	Complete	Safety
	Road maintenance - Shoulder reconstruction	Complete	Safety

	Shell Creek Rd, Santa Margarita		
	Road maintenance - Shoulder reconstruction Peachy Canyon Rd, Paso Robles	Complete	Safety
2023/24	Culvert maintenance – Replacement Tassajara Creek Rd, Santa Margarita	Complete	Maintenance
	Culvert maintenance – Replacement Carmel Rd, Atascadero	Complete	Maintenance
	Culvert maintenance – Replacement Bethel Rd, Paso Robles	Complete	Maintenance
	Culvert maintenance – Replacement (0.310) Avenales Ranch Rd, Santa Margarita	Complete	Maintenance
	Culvert maintenance – Replacement (1.639) Avenales Ranch Rd, Santa Margarita	Complete	Maintenance
	Culvert maintenance – Replacement (2.826) Avenales Ranch Rd, Santa Margarita	Complete	Maintenance
	Culvert maintenance – Replacement Santa Rita Rd, Templeton	Complete	Maintenance
	Culvert maintenance – Replacement Park Ave, Cayucos	Complete	Maintenance
	Culvert maintenance – Replacement Hi Mtn. Rd, Arroyo Grande	Complete	Maintenance
	Road maintenance - Shoulder reconstruction Little Morro Creek Rd, Morro Bay	Complete	Safety
	Culvert maintenance – Replacement Bridge St, SLO	Complete	Maintenance
	Culvert maintenance – Replacement Montecito Rd, Cayucos	Complete	Maintenance
	Culvert maintenance – Replacement Fern Dr, Cambria	Complete	Maintenance
	Culvert maintenance – Replacement San Simeon Creek Rd, Cambria	Complete	Maintenance
	Culvert maintenance – Replacement Moonstone Beach Dr, Cambria	Complete	Maintenance
	Culvert maintenance – Replacement Picachio Rd, Cayucos	Complete	Maintenance
	Culvert maintenance – Replacement Manzanita Dr, Los Osos	Complete	Maintenance
	Culvert maintenance – Replacement Picachio Rd, Cayucos	Complete	Maintenance
	Culvert maintenance – Replacement Branch Mill Rd, Arroyo Grande	Complete	Maintenance

Appendix A

POLICIES TO GOVERN THE OPERATION AND MAINTENANCE OF THE COUNTY HIGHWAY SYSTEM

Since the County has limited funds for highway maintenance, improvements, and betterments and does not have the funds to perform all the work it would perform if it had unlimited resources, staff efforts and Road Fund allocations for the operation, maintenance, and improvement of the County highway system shall be prioritized as follows:

I. STATE OF GOOD REPAIR & HIGHWAY SAFETY (first priority)

A. *Emergency Repairs/Non-Routine Maintenance*

Maintaining a fully functional roadway system is crucial to County operations and to the overall safety of our community members. It is the Department's highest priority to provide, at a minimum, full all-weather access on all County-maintained roads regardless of demand or pavement condition. Responding to and repairing storm damaged road assets is the County's number one priority for roadway safety.

B. *Routine Maintenance & Operations and Mandates*

A well-maintained County roadway system, particularly one which provides good driving surfaces, promotes road safety by reducing opportunities for roadway collisions and injuries, and also by reducing the frequency for maintenance crews to occupy the roadway. Furthermore, a well-maintained County roadway system requires less funding and fewer County resources when compared to poorly maintained roadways; which ultimately frees up resources for other uses.

1. Roadway Maintenance: Maintain County roadways, including roadway surface, culverts, traffic control devices, and shoulders, in good condition.
2. Bridge Maintenance: Maintain the County bridges in a safe and usable condition. Structurally deficient, poor condition, and weight restricted bridges should be addressed or replaced.
3. Per Resolution 2007-344, limit adding new streets to the County Maintained Road System (CMRS) to those areas serving high density commercial or residential development.
4. Consider terminating or abandoning County maintenance on roads serving fewer than five occupied parcels through the appropriate statutory procedures.
5. Sidewalks shall be maintained in accordance with the Streets and Highway Code.
6. Compliance with the Americans with Disability Act (ADA) at existing intersections shall be funded by the County per the adopted Title II Transition Plan for Public Rights-of-Way.

C. *Pavement Management & Preventative Maintenance*

Public Works shall prepare and regularly update a pavement management plan. This plan shall use current technology and best practices to maximize the level of service to the public, optimize

the pavement condition of the overall County highway system and minimize the maintenance and operation cost.

Preventative maintenance consists of minor and major rehabilitation projects. Minor projects are non-structural enhancements, like micro-surfacing and surface overlay, made to the existing pavement sections to eliminate age-related surface cracking to extend the life of the existing pavement. Major rehabilitation consists of structural enhancements that both extend the service life of an existing pavement and improve its load-carrying capability.

The objectives of preventative maintenance for the County's road system are:

1. Keep roads at an acceptable pavement condition index
2. Avoid expensive road reconstruction costs

II. ROADWAY BETTERMENTS

A. Safety Betterments (second priority)

The aim is for the overall collision rate for the County roadway system to be below the overall State collision rate. A priority shall be placed on those projects that:

1. Reduce collision rates below State average
2. Improve roadway sight distance
3. Provide lighting for identified roadway safety needs
4. Address identified Safe Route to School needs as primary focus for grant applications.
5. Drainage projects that improve road surface conditions

B. Operational Betterments (third priority)

Non-safety related operational improvements shall be made in accordance with Board adopted standards for Level of Service (LOS) for intersection and roadway segments.

In addition to roadway safety and maintenance needs, there are other desired improvements or betterments to the County roadway system that promise to offer an improved access to the public. These should typically be addressed as follows:

1. Upgrading roads, including paving gravel roads in residential areas, should be funded by the affected property owners under the Board of Supervisor's adopted Cooperative Road Program; which are developed through County Service Area 21.
2. Increasing roadway capacity or providing additional access to mitigate cumulative impacts from development shall be funded by development through one of the County's Road Improvement Fee (RIF) programs.
3. The following types of projects should be funded through outside grants sources such as Active Transportation Projects (ATP), Congestion Mitigation and Air Quality (CMAQ), and Regional State Highway Account (RSHA) grant programs.
 - a. Develop and improve bikeways (per the County Bikeways Plan)
 - b. Implement downtown streetscape projects
 - c. Construct pedestrian routes
 - d. Construct "Complete Streets" Projects

4. Maintenance for street lighting, landscaping, and other non-transportation street features shall be funded outside of the Road Fund. Inclusion of these amenities within the County right-of-way will require funding and maintenance by the local community via a Community Services District, a Community Services Organization, a Non-Profit Agency, or other community group.

III. ROADWAY DESIGN

Design standards for road construction are intended to promote safety and to reduce the maintenance demand on County resources. Therefore, new roads or improvements to existing roads in the County maintained system shall conform to the Public Improvement Standards adopted by the Board of Supervisors. Deviations from these standards should only be allowed after proper documentation for a design exception and when approved by the Director of Public Works or his designee.

Appendix B

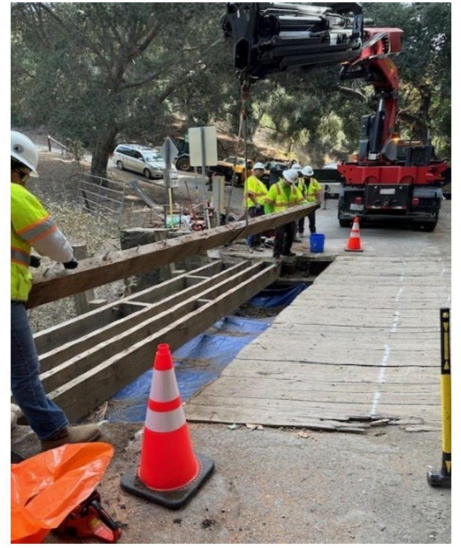
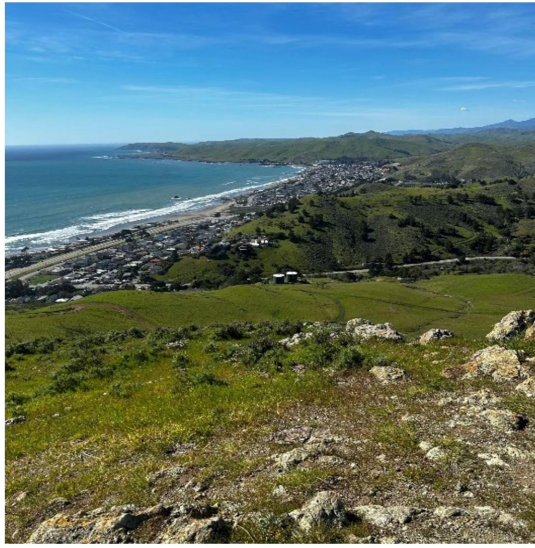
Roads Maintenance Equipment List (Fixed Assets)

Operated Equipment

- 22 Pickup Trucks
- 18 Dump Trucks
- 10 Utility/Service Trucks
- 9 Loaders
- 7 Graders
- 4 Mower Tractors
- 5 Rollers
- 3 Sweepers
- 4 Water Trucks
- 3 Backhoes
- 2 Forklifts
- 4 Hot Patch Trucks
- 2 Sewer Trucks
- 2 Transfer Trucks
- 1 Tractor Trucks
- 1 Aerial Truck
- 5 Plow Trucks
- 1 Articulated Crane
- 2 Chip Truck
- 1 Dozer
- 1 Excavator
- 1 Paver
- 1 Road Widener
- 1 Skid-Steer
- 1 Striper Truck

Other Equipment

- 16 Trailers
- 3 Portable Message Boards
- 2 Emulsion Sprayers
- 2 Chippers
- 1 Compressors
- 2 Crack Seal Machines
- 1 Bitumen Application Trailer
- 1 Crane Suspended Man Basket
- 1 Curb Machine
- 1 De-Icing Sprayer
- 1 Pavement Marking Remover
- 1 Pavement Saw
- 1 Radar Speed Trailer
- 1 Thermoplastic Machine
- 1 Walk-Behind Striper



2023 - 2024