



Stanislaus County Department of Public Works

Fixing the Roads

“Preservation or Reconstruction”

2015

Stanislaus County Public Works is responsible for the maintenance of more than 1500 miles of roadway. Typical maintenance of our roadways includes: shoulder maintenance, dirt road grading, pothole repair, crack sealing, resurfacing of pavements and roadway rehabilitation or reconstruction.

A proper maintenance schedule which would maintain the County’s roads in good condition consists of :

- Asphalt Overlay 45 miles/year
- Chip Resurfacing 160 miles/year

Last year was a great year for the County and we were able to complete 11 miles of asphalt overlay and about 100 miles of chip resurfacing, still falling woefully

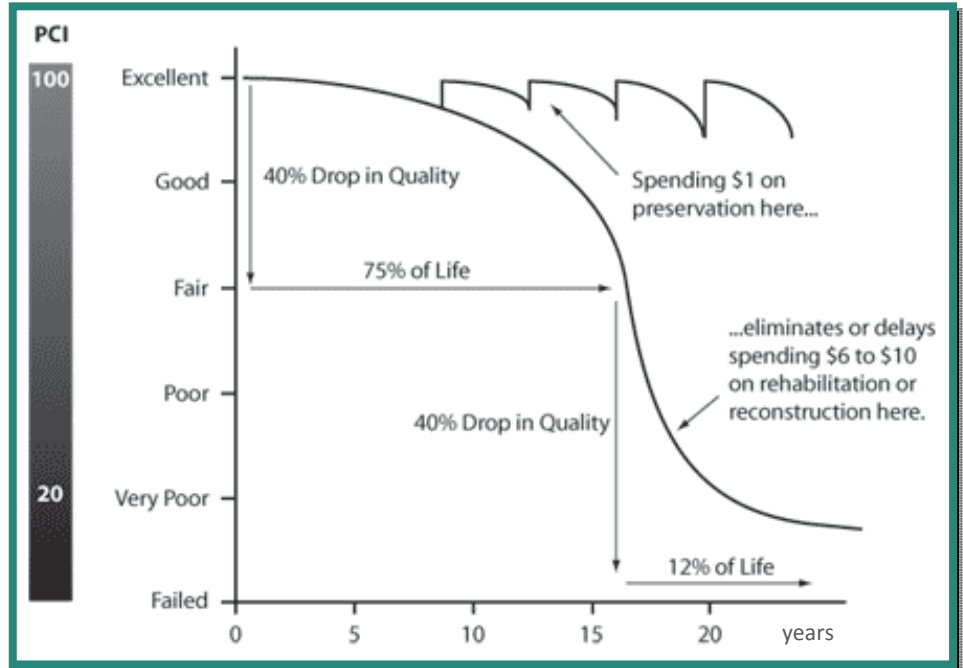
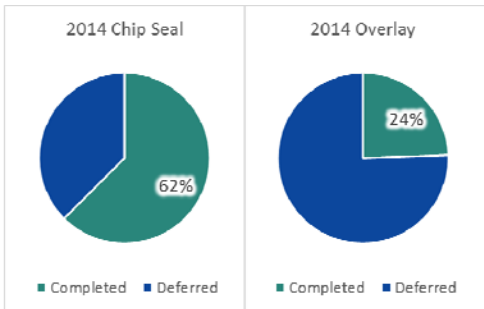


Image Source: Federal Highway Administration, Principles of Pavement Preservation



short of what is needed. The County’s annual infrastructure maintenance needs are approximately \$24 million and our current revenues are approximately \$10 million per year. This means the County is deferring infrastructure maintenance to the tune of \$14 million per year. Currently, Stanislaus County has a backlog of deferred maintenance valued at \$73 million!

What Happened?

Transportation funding is subject to the

same reduction in buying power of the US Dollar that everyone experiences. Simply put, you spend almost two dollars today for what you could have bought for a dollar back in 1990 and the gas tax, the major source of revenue for infrastructure maintenance, hasn’t seen an increase since 1993. Compounding those issues, cars are getting much better gas mileage and vehicles that use alternative fuels are becoming more popular.

What Are We Doing?

Until a better way is found to fund infrastructure maintenance, there is little that can be done but be smarter about spending the few dollars we have. Enter, the Pavement Management System (PMS).

PMS is a tool used to aid in pavement management decisions. First, the road system is evaluated and assigned a Pavement Condition Index (PCI) on a scale of 0, failed, to 100, excellent. As of this year, the State’s average PCI has deteriorated to 66, while Stanislaus

County’s has tumbled to 55. Next, decisions are made on whether to spend a dollar on preservation or five to ten times as much for rehabilitation. Consequently, it makes more sense to spend taxpayer money on preservation, preventing good roads from becoming poor roads, than spending all of the money on one or two poor or failed roads.

Accordingly, Public Works staff focuses its efforts on preservation while only very judiciously pursues rehabilitation or reconstruction projects.



Faith Home Road



Conversations Welcome:
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Regional Corridor Projects



REGIONAL CORRIDOR PROJECTS

Regional transportation facilities in Stanislaus County include good north-south connectivity. This north-south connectivity is assisted by facilities such as State Route 99, State Route 33, and Interstate 5. This is in contrast to poorly developed east-west connectivity. Stanislaus County is striving to develop this east-west connectivity with projects such as the North County Corridor, Central Corridor, and South County Corridor. This connectivity would provide much needed goods movement and economic development while providing a safer way for the motoring public to travel. Below is a description and status of these efforts.

North County Corridor

The North County Corridor is an east-west expressway serving directly the communities of Oakdale, Riverbank, and Modesto with interregional connectivity to promote goods movement and safe travel for our entire community. The project is in the final stages of environmental documentation and preliminary design to determine a precise alignment along this 18 mile corridor. The Draft Environmental Impact Report (EIR) will be available in late spring of this year, with next steps including right of way and final design.

Project	Limits	Facility	Cost Estimate	Length
North County Corridor	SR108 (McHenry) to SR120 east of Oakdale	4-6 lane divided freeway/expressway	\$450 million	18 miles

Central Corridor (SR132)

SR132 is a critical east-west corridor, with a history of safety concerns and traffic congestion. Our region has taken the lead on implementation of the segment connecting SR99 to Dakota Road. We are in the final steps of environmental documentation and preliminary design, anticipating a Draft Environmental Impact Report (EIR) to the public this coming summer and construction of a first phase within the next two to three years.

Project	Limits	Facility	Cost Estimate	Length
SR132 Segment 1a	SR99 to Dakota Road	2 lane expressway	\$83 million	3 miles
SR132 Segment 1b	SR99 to Dakota Road	4 lane divided expressway	\$90 million	3 miles
SR132 Segment 2	Dakota Road to Gates Road	4 lane divided expressway	\$55 million	5 miles
SR132 Segment 3	Gates Road to San Joaquin River	4 lane divided expressway	\$56 million	4 miles
SR132 Segment 4	San Joaquin River to Koster Road	4 lane divided expressway	\$28 million	4 miles

South County Corridor

The South County Corridor has recently taken a great step forward, with the start of a feasibility study. This feasibility study will determine if there is a suitable route connecting Interstate 5 and State Route 99 in the southern portion of Stanislaus County and if so, can it be funded for construction. This feasibility study will be complete this calendar year with next steps being environmental documentation and preliminary design.

Project	Limits	Facility	Cost Estimate	Length
South County Corridor	SR99 to Interstate 5	TBD (4 lane divided expressway)	TBD (\$250 million)	18 miles



Stanislaus County



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