



“In the Works”

Striving to be the Leading Public Works Department Through Innovative Stewardship of Infrastructure and Environment

Stanislaus County
Public Works

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CERES | HUGHSON | MODESTO | NEWMAN
OAKDALE | PATTERSON | RIVERBANK
TURLOCK | WATERFORD | STANISLAUS COUNTY

WHAT MEASURE L MEANS FOR STANISLAUS COUNTY

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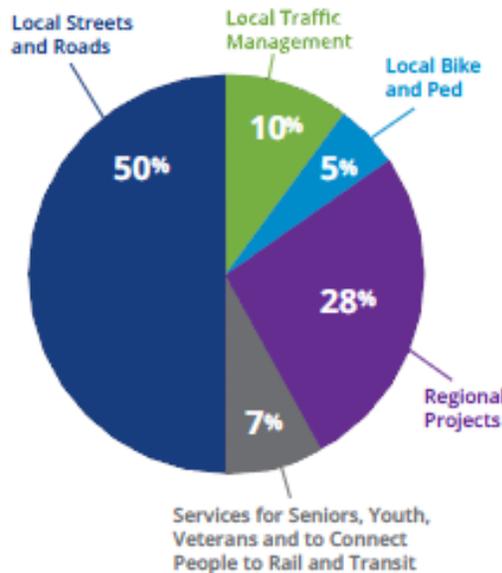
Revenues available to operate, maintain and improve our transportation system have not kept up with the needs of our community.

In November 2016, voters will be asked to consider Measure L, a ½ cent sales tax to address these needs. Counties that have implemented local sales tax measures for transportation, called “Self-Help Counties,” are able to do more themselves and are more successful in leveraging a larger share of state and federal dollars.

This plan will:

- Preserve existing infrastructure and improve neighborhoods, including funds to every city and the County to repave streets, fill potholes, and upgrade local transportation infrastructure.
- Provide transit system preservation and improvements, by making capital and operational investments.
- Reduce traffic congestion by eliminating bottlenecks and improving commute reliability.
- Triple funding for point-to-point services for seniors, veterans and people with disabilities based on current estimates.
- Improve safety for motorists, bicyclists and pedestrians.
- Promote economic development in Stanislaus County that support residents and businesses.
- Measure L Oversight Committee to ensure funds are allocated properly and spent on the proposed projects.

PROPOSED EXPENDITURE PLAN*



"Health & Safety Byte"

Safety is as simple as ABC—
Always Be Careful
Safety is no accident!

Word of the Quarter Communicate

Ethics Quotes
James Allen
“Work joyfully and peacefully, knowing that right thoughts and right efforts will inevitably bring about right results.”

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Roads & Bridges Condition & Funding Review

Read this report prepared by Matt Machado, Public Works Director and County Surveyor, outlining the current and proposed state of our Stanislaus County’s roads and bridges. You can find it on our Public Works home page (link below).

<http://www.stancounty.com/publicworks/>



New Stanislaus County Commuter Express Bus Service

Submitted by Eunice Lovi

On August 22, 2016, the Stanislaus County Public Works Transit division which manages Stanislaus Regional Transit (StaRT) implemented its annual service improvement on bus routes operated throughout the County. Among the new transit services launched is a new commuter express bus route that serves residents living in the southern and western end of the County. The new commuter service offers county residents a choice of taking public transportation instead of driving long hours to and from their jobs in the Bay Area.

Trips begin at the Turlock Regional Transit Center then travel to Patterson and continue to the Dublin Bay Area Rapid Transit (BART) Station. The bus departs at 4:15 a.m. from the Turlock Transit Center and arrives at the bus stop on Ward Avenue at West Las Palmas Avenue, by the Patterson Walmart Supercenter at 4:55 a.m. to pick up passengers and continues to the Dublin BART Station at 6:10 a.m. In the afternoon, the bus departs from the Dublin BART Station at 4:20 p.m., then travels to Patterson to drop-off passengers at 5:50 p.m. and continues onto the Turlock Regional Transit Center to drop-off passengers at 6:20 p.m. Service is provided on weekdays, Monday through Friday.

Amenities on the commuter bus include comfortable seats, foot rest, extra leg room, free Wi-Fi and USB ports to make commuters feel relaxed on the long commute. As part of the continued partnership between the City of Turlock and Stanislaus County, StaRT worked with Turlock Transit to use the transit center for bus operations and to enable commuters to use the Park and Ride lot at the Turlock Regional Transit center. Additionally, staff worked with the Patterson Walmart Supercenter in the City of Patterson to lease parking spaces to be used as a Park and Ride.

One of the features associated with the new commuter bus is the ability to provide service to persons with disabilities travel to and from the Dublin BART station. The commuter bus is equipped with a wheelchair lift that enables passengers using

mobility aids to get in and out of the bus. The picture below demonstrates how passengers using mobility aids, for instance, wheelchairs can be transported to and from the Dublin BART Station.



During the month of August 2016, StaRT carried 33 commuters. We continue to promote and market the new commuter service and plan on sending out direct mailers to households in the cities of Patterson and Newman as well as residences in the communities of Westley, Grayson, and Crows Landing. Additional promotional efforts include advertisement on a billboard on Highway 99, local newspapers, local radio stations, and at the Galaxy Movie Theatre.

Staff rode the bus on September 16, 2016 and spoke with passengers to see if there were any suggestions. Some comments shared with us included adjusting the current schedule, allowing passengers to bring their coffee on board the bus, and consider placing a bus stop close to the intersection of Sperry Avenue and Baldwin Road. Based on the comments received, we now allow commuters to bring their coffee on the bus. We plan to continue riding the bus to talk to passengers and all comments shared with staff will be considered as part of the service planning process for Fiscal Year 2017-2018.

September is National Preparedness Month—“Don’t Wait, Communicate. Make Your Emergency Plan Today.”

Focus on making an Emergency Communication Plan. Your family may not be together if a disaster strikes, so it is important to think about the following situations and plan just in case:

- ◆ How will my family/household get emergency alerts and warnings?
- ◆ How will my family/household get to safe locations for relevant emergencies?
- ◆ How will my family/household get in touch if cell phone/Internet, or land line does not work?
- ◆ How will I let loved ones know I am safe?
- ◆ How will my family/household get to a meeting place after the emergency?

Go to www.ready.gov/make-a-plan to download and print plan templates for parents, kids, transit commuters and for your wallet. Be prepared!

The Pavement Preservation Playbook

Submitted by Chris Brady

As the County's most valuable asset, the road network is in great need of preservation, rehabilitation, and in some instances, total reconstruction. With road funding drying up like the water supply in California, it is absolutely imperative that road engineers stretch what money we have to preserve their aging roads. Pavement management practices tell us to preserve the good roads we have, so they will require less rehabilitation, and hopefully never require reconstruction. To do this, we look to our handy pavement preservation playbook, or toolbox of preservation, rehabilitation, and reconstruction options and technologies. Let's take a sneak peak at what the playbook has to offer.

Light Preservation

Light pavement preservation would include treatments like fog seals, seal coats, and scrub seals. These are asphaltic oil and polymer treatments that basically seal up the pavement surface to protect it from weather damage. Sun and water can break down a road surface. These seals help preserve the bonds between the binder (the glue) and the aggregate rock particles that make up the pavement structure. These methods of preservation typically cost in the range of \$0.50 - \$1.00 per square yard of pavement surface and needs applying every 3 to 5 years.

Preservation

The preservation category of the playbook is a bit heavier application of seals, which would include treatments like slurry seals, chip seals, and cape seals. These seals consist of asphaltic oil, polymers, rock, and sand. These treatments not only seal up the pavement surfaces to protect it from weather damage, but they also re-establish somewhat of a smoother riding surface by adding back small rock and sand to the pavement surface that may have been lost due to wear on the road surface. Over time, weather and traffic wear down a pavement surface to the point where the bond

between the binder (the glue) and the aggregate rock in the pavement structure is broken. In this instance, the pavement surface will begin to lose rock (spalling) and become rough. Slurry seals, chip seals, and cape seals will replace the lost rock and re-establish a smoother driving surface. These methods of preservation typically cost in the range of \$2 - \$5 per square yard of pavement surface and would be applied every 7 to 10 years. See *photo below on left*.

Rehabilitation

This category of the playbook involve improvements to the structural integrity of the pavement section. Typical rehabilitation treatments would include asphalt concrete overlays, full depth reclamation of the pavement structural section, or cold/hot in-place recycling of the asphalt pavement section. These treatments actually increase the structural integrity of the roadway. These methods of preservation typically cost in the range of \$10-\$15 per square yard of pavement surface and would be utilized every 10 to 15 years. See *photo below on right*.

Reconstruction

This is our last and least preferred option in the playbook. Reconstructing the roadway section is very cost prohibitive and thus, road engineers try not to use this play unless absolutely necessary. Typically, reconstruction is necessary when a pavement's useful life has expired and there are no preservation treatments available to give it new life. Depending on a roads classified use, reconstructing a roadway could cost up to \$50 per square yard, or approximately \$750,000 per mile.

As with any service or good, prices for each of the pavement preservation treatments will vary depending on the technology selected, the condition of the existing road, and the current market rate for those services. In most instances, Public Works relies exclusively on the contracting industry to provide the various types of road construction work discussed.



Urban Slurry Seal



Asphalt Overlay

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Stanislaus County's Assistance Hotline:

1 (877) 2ASSIST / 1 (877) 227-7478

Stanislaus Regional Transit

StaRT

Transit Division's website is:

www.srt.org

For route info call **StaRT** at
1-800-262-1516

Stanislaus County Public Works
Annual Report 2015

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Public Works' 2015 Annual Report is available online at the link below.

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<http://www.stancounty.com/publicworks/pdf/2015-annual-report.pdf>



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MAKE A PLAN

Include your specific health and safety needs when creating your emergency plan.



Newest Public Works Deputy Director



Frederic Clark joined the Stanislaus County Department of Public Works on September 6, 2016 as the Deputy Director overseeing Development Services and Traffic Engineering. He brings forty years of public and private work experience in the public works and planning fields, with his last position being the Community Development Director for the City of Manteca for six years. He is also a licensed Professional Engineer and Land Surveyor.

“Land development is my passion. As a public servant I see our mission as helping our clients through the regulatory process to achieve their goals while ensuring government codes are met and the environment is protected. There is always more than one way to achieve a successful project delivery, the trick is to choose the most efficient and economical path which meets the needs of all parties involved. I look forward to being part of Public Works to help the citizens, businesses, and visitors of Stanislaus County.”

Mr. Clark and his family have resided in the Salida and Modesto area since 1990. He is married, has five grown children and two grandchildren.

Public Works Staff Updates

New Employees:

Shoab Ahrary (Associate Civil Engineer) joined our Design Engineering team on 7/25/16.

Frederic Clark (Deputy Director) joined our Development Services and Traffic Engineering divisions on 9/6/16.

Amber Gomes (Human Resources Manager I) left Community Services Agency and joined our department on 9/19/16.

Welcome!

Departures:

Sambath Chrun (Associate Civil Engineer / Design Engineering) left on 7/1/16 to work in San Diego.

Peou Khiek (Manager III) and **Aron Harris** (Software Developer Analyst III) have been relocated to the Strategic Business Technology department on 7/8/16.

Best Wishes!

Births:

Sang Nguyen (Senior Engineering Technician / Design Engineering division) has a new son named Lincoln who was born on 9/6/16.

Congratulations!

