

MODESTO ROADS: AN ANNUAL REPORT

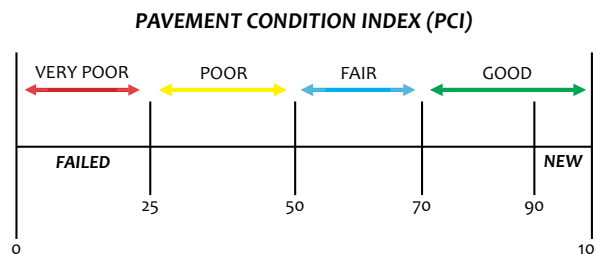
FISCAL YEAR 2008/2009

THE MODESTO STREET SYSTEM... *components and maintenance factors*

The City of Modesto maintains 1,259 lane-miles of streets within its City limits. Modesto's streets system also includes 190 alley miles; 12,227 street lights; 160 traffic signals; 29 lighted cross walks; 14 school zone beacons; 27,159 traffic signs; plus bridges; overpasses; railroad crossings and intersections. There are three types of streets in the system: local streets, collector streets and arterial streets. More than half of Modesto's streets are two-lane local streets, the kind you see in residential neighborhoods. Expressways like Pelandale and Briggsmore Avenues and arterial streets like Standiford Avenue and Oakdale Road, handle a large volume of traffic but only make up 15% of City streets. Collector streets like Orangeburg Avenue and Carver Road allow motorists to go from the smaller neighborhood streets to the larger arterials.

By far, the most critical aspect of the street system's maintenance program is the evaluation of the condition of the pavement which is the largest investment in the overall street system. Modesto uses several sources of information when evaluating the condition of the street system. The City uses a pavement management system that includes a systematic method of inspecting and rating the pavement condition in a each area. Once the analysis is complete, a computerized process is used to compare the costs and benefits of various maintenance and rehabilitation strategies. City staff uses that information to select the best use of resources.

The goal of the pavement management system is to first, improve the overall condition of the street system to an optimal Pavement Condition Index (see chart at right) and second, maintain it at that level. Street conditions are rated at four levels: good, fair, poor, very poor.



When analyzed in 2008, Modesto streets were rated as follows:

| PAVEMENT CONDITION | CITY STREETS IN CONDITION | TYPICAL TREATMENT | TYPICAL COST |
|---|---------------------------|---|-------------------------|
| Good (no cracks or ridging) | 22% | Slurry Seal - spreading a thin layer of asphalt over the existing pavement. <i>Extends pavement life 3-5 years.</i> | \$4/square yard |
| Fair (a few cracks) | 28% | Thin Overlay - addition of new layer of asphalt to the existing pavement. <i>Extends pavement life 10 years.</i> | \$15/square yard |
| Poor (some cracks and ridging) | 24% | Thick Overlay - addition of a new layer of asphalt to the existing pavement; layer is thicker than for streets in fair condition. <i>Extends pavement life 10 years.</i> | \$30/square yard |
| Very Poor (extensive cracks and ridging) | 26% | Reconstruction - removal of existing pavement and base; installation of new pavement. <i>Reconstructed streets, like newly constructed streets, have a pavement life of 20 years.</i> | \$60/square yard |

CONTACT US!

ALLEY REPAIRS

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CURB & GUTTER REPAIR

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TRAFFIC DESIGN

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TRAFFIC SIGNAL PROBLEMS

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TRAFFIC SIGNS

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WEB SITE

www.modestogov.com/pwd/
click on Transportation and then on Streets & Traffic.

GET INVOLVED!

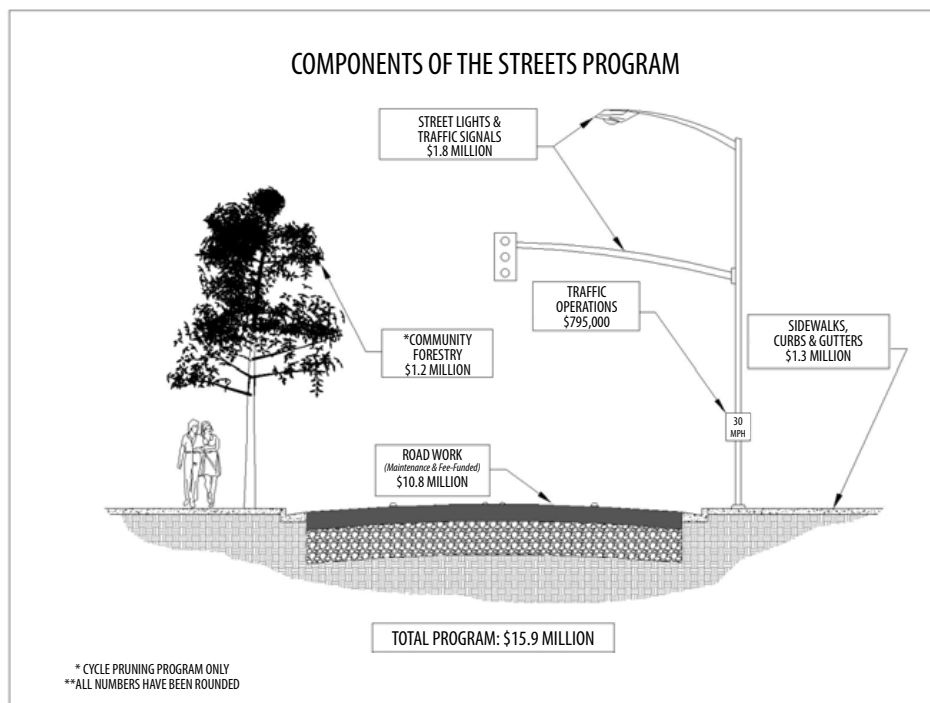
You are always welcome to participate in City Council meetings and voice your concerns about Modesto streets. The Modesto City Council meets the 1st, 2nd and 4th Tuesday of each month at 5:30 p.m. (unless otherwise posted) in the basement of Tenth Street Place, located at 1010 Tenth Street.

THE MODESTO STREET SYSTEM... *funding and other challenges*

Streets are a critical part of Modesto's economy. They are the primary transportation system used by businesses, visitors and residents. This system requires an enormous financial investment in infrastructure and plays an essential role in Modesto's future. Streets in good condition support a healthy local economy, reduce the cost of vehicle maintenance and improve the overall quality of life. Unfortunately, 78% of Modesto's streets require significant work and funding for that work may not be available. As a result, the City continues to fall short of its goal of providing Modesto residents with a high quality street system.

Modesto is faced with a large challenge: aging infrastructure. If a street is not maintained, it has a service life of about 30 years depending on the volume of traffic it handles. Many Modesto streets were built in the 70s and 80s and are nearing the end of their service life. When a street deteriorates, the amount of money needed to return a street back to "good" condition is referred to as "deferred maintenance." Currently, Modesto's deferred maintenance is estimated at \$251 million and current resources allow for an annual investment of only \$4.5 million. In addition to deferred maintenance for streets, there is a \$15 million maintenance deficiency in street lighting.

A streets program is more than just repairing pavement. The essential components of Modesto's streets program include: street lights and traffic signals; traffic signs and markings; sidewalks, curbs and gutters; community forestry (city trees); and, of course, street maintenance. This fiscal year (FY 2008-09) the City spent a combined total of \$15.9 million on road work. The breakdown of how much money was spent on each component of the streets program is show in the diagram below.



These funds allowed for the completion of the following projects:

- Reconstruction of Sylvan Avenue between McHenry Avenue and Coffee Road. This portion of road last received an overlay in 1981. This project was funded through the Regional Surface Transportation Program (RSTP) and Gas Tax monies. *Year-to-date project cost: \$1 million.*
- Widening of Snyder Avenue and other improvements between Prescott and Carver Roads. The eastbound lane was widened and curb, gutter, sidewalk, landscaped parkway strips, bike path and retaining wall were installed adjacent to the Modesto Irrigation canal. This project was funded through the Carve-Bangs/Pelandale-Snyder Community Facilities District fees. *Year-to-date project cost: \$674,000.*
- Widening of Floyd Avenue to four lanes between Roselle and Fine Avenues. Curb, gutter, sidewalk, landscaped parkway strips and a landscaped media were also installed. This project was funded by the Village One #2 Community Facilities District. *Year-to-date project cost: \$2.2 million.*
- Extension of Claratina Avenue between Coffee and Oakdale Roads with one lane in each direction and a stop sign at Oakdale Road. This project was funded with Capital Facility Fees. *Year-to-date project cost: \$1.2 million.*
- Expansion of Pelandale Avenue is being expanded to six lanes between Dale Road and McHenry Avenue. This project is funded with Capital Facilities Fees. *Year-to-date project cost: \$3.8 million.*
- Repaving or patching of portions of the following: Briggs Avenue; Glendale Avenue; Buena Vista Avenue; Santa Rosa Avenue; Las Sombra Avenue; Dartmouth Avenue; Elmhurst Drive; Somerset Drive; Whittier Avenue; Farrington Lane; Kingswood Drive; Sheldon Drive; Orangeburg Avenue; Kansas Avenue. *Year-to-date project costs: \$ 1.9 million.*