DISTRIBUTION OF TURLOCK TRAFFIC VOLUMES

South County Corridor Conceptual Alignments

45% Traffic: I-5 Northbound

45% Traffic: Patterson

10% Traffic: I-5 Southbound
DISTRIBUTION OF SOUTHBOUND I-5 TRAFFIC VOLUMES
South County Corridor Conceptual Alignments
DISTRIBUTION OF NORTHBOUND I-5 TRAFFIC VOLUMES

South County Corridor Conceptual Alignments
## SCREENING CRITERIA & PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Screening Criteria</th>
<th>Weight</th>
<th>Performance Measure</th>
</tr>
</thead>
</table>
| A. Provides an Efficient Movement of People             | 7.0%   | • Origin-Destination Travel Times  
• Impact to miles traveled  
• Average Daily Traffic (ADT) Impacts to Sperry Road  
• # of road connections |
| B. Provides an Efficient Movement of Goods and Services | 10%    | • Increase in Truck % on W. Main Street  
• Impact to miles traveled |
| C. Enhances Local, Regional and Statewide Connectivity  | 12%    | • Increase in Average Daily Traffic (ADT)  
• Impact to miles traveled |
| D. Improves Safety                                      | 26%    | • Average Level of Service (LOS) per alignment  
• Average Daily Traffic (ADT) reduction on Sperry Rd due to traffic on new SCC  
• Impact to miles traveled |
| E. Improves Air Quality and Noise                       | 7.0%   | • # of sensitive buildings (i.e. schools, homes, etc.) within a 500-foot buffer  
• Supports existing local Agency multi-modal plans  
• Average Daily Traffic (ADT) reduction on Sperry Rd due to traffic on new SCC |
| F. Promotes an increase in Local and Regional Investments| 9.0%   | • Soils suitable for ease of construction  
• # of miles of alignment within a floodplain |
| G. Supports the Land Uses Designated in the General Plans| 8.0%   | • Increase in Average Daily Traffic (ADT)  
• # of miles within areas with land use designated as industrial, commercial or residential. |
| H. Minimizes Impacts to Environmental Resources         | 9.0%   | • Biological Resources Vulnerability  
• Acres of Wetlands Impacted  
• Cultural Resources Vulnerability  
• Hazardous Sites  
• Acres of Farmlands Impacted |
| I. Cost Effectiveness                                  | 12.0%  | • Cost Performance Index (Performance/Cost) |
|                                                        | 100.0% |                                  |
## South County Corridor Feasibility Study

### Project Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Began</td>
<td>December 2014</td>
</tr>
<tr>
<td>Public Workshop Meeting #1</td>
<td>January 2015</td>
</tr>
<tr>
<td>Develop Preliminary Alternatives</td>
<td>February 2015</td>
</tr>
<tr>
<td>Public Workshop Meeting #2</td>
<td>April 2015</td>
</tr>
<tr>
<td>Perform Alternative Analysis / Project Strategies</td>
<td>June 2015</td>
</tr>
<tr>
<td>Public Workshop Meeting #3</td>
<td>September 2015</td>
</tr>
<tr>
<td>Present Draft Feasibility Study to StanCOG Board</td>
<td>December 2015</td>
</tr>
<tr>
<td>Present Final Feasibility Study to StanCOG Board</td>
<td>April 2016</td>
</tr>
</tbody>
</table>
South County Corridor Feasibility Study

PROJECT ORGANIZATION

Stanislaus Council of Governments

- City of Ceres
- City of Hughson
- City of Modesto
- City of Newman
- City of Oakdale
- City of Patterson
- City of Riverbank
- City of Turlock
- City of Waterford
- County of Stanislaus

Decision-Maker

Technical Advisors

Advisory

General Public

Input/Feedback
ESTIMATED PROJECT DEVELOPMENT PROCESS TIMELINE

1. Identify Project Feasibility & Alternatives
   - 2015 / 2016
   - Current Project Phase

2. Prepare Project Study Report (PSR)
   - 1-2 Years
   - Opportunity for Public Comment

3. Program Funding

4A. Prepare Draft Project Report (PR)
   - Opportunity for Public Comment

4B. Environmental Studies
   - Opportunity for Public Comment

4C. Project Approval
   - 2-4 Years

5. Plans, Specifications & Estimate (PS&E)
   - 1-2 Years

6. Acquire Right-of-Way
   - 1-2 Years

7. Advertise for Construction
   - 6 Months

8. Construction

Approximate Timeline to Construction
6.5 - 11.5 Years

Timeline is an estimate based on historical project development experience
SOUTH COUNTY CORRIDOR CONCEPTUAL ALIGNMENTS
NORTH ALIGNMENTS AREA MAP
PURPOSE AND NEED STATEMENT

South County Corridor Feasibility Study

Purpose:
The South County Corridor (SCC) is a planned east-west 4-lane divided expressway connecting SR 99 to I-5 in the southern portion of Stanislaus County and bypassing the Cities of Patterson and Newman. The SCC Feasibility Study (Study) will analyze potential traditional and multi-modal corridor alignments that will enhance the east-west transportation link for all travel modes in the southern Stanislaus County. Key goals of the Study are as follows:

- Provide an efficient movement of goods and people for all modes of travel statewide.
- Improve safety through the roadway widening and improvements, limiting access to the expressway facility and divided traffic lanes.
- Enhance local, regional and statewide connectivity.
- Improve air quality and noise.
- Promote an increase of local and regional investments.
- Promote the support of General Plans applicable within the project limits.
- Assess the feasibility including planned land use, transportation and environmental issues.
- Develop project development and implementation strategies.

Need:
Stanislaus County is a vital hub for the movement of agricultural (farm to market) and other goods, both locally grown/produced and those that pass through the region, which links northern and southern California as well as the Bay Area. The lack of an efficient and direct travel route between State Route (SR) 99, SR 33, and Interstate 5 (I-5) in the southern part of Stanislaus County has become a pressing concern to the region.

Of primary concern is the amount of regional and interregional traffic generating congestion within the Patterson city limits and surrounding areas. This traffic congestion, noise, and related safety issues are of a larger concern to the region which depends on an efficient and safe transportation system to deliver manufactured and agricultural goods both regionally and interregionally. In addition, the centrally located nature of Stanislaus County has made it an ideal location for the distribution of goods through the Central Valley. The South County Corridor (SCC) will be key to the continued success of these industries.

The existing corridor is part of the 39.7 mile County Route J17 (CR J17) established in 1960 that runs through Stanislaus and Merced counties. The section of CR J17 (Sperry Road, E. Las Palmas Avenue, and W. Main Street) between SR 99 and I-5 functions as an agricultural trade corridor that extends 18 miles between the Cities of Turlock and Patterson. This section of CR J17 is generally a 2-lane highway through rural areas; although the facility has 4-lane segments within the city limits of Turlock and 3-lane segments within the city limits of Patterson. East Las Palmas Avenue on the east side of town has 100 year old palm trees that prevent widening the road. Trucks experience approximately ten traffic signals along Sperry Road, East Las Palmas Avenue, and West Main Street to get from I-5 to SR 99. Since Patterson is becoming a west side hub for commerce distribution, the existing corridor route is heavily use and is often congested.