

2003

CITY OF STOCKTON

PUBLIC WORKS ANNUAL REPORT 2003

ANNUAL REPORT

2003, A YEAR OF DECISION, A YEAR OF CHANGE

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IN 2003 PUBLIC WORKS...

- Had 189 employees
- Resurfaced over 67 miles of streets
- Had over 80 capital improvement projects in various stages of planning, design or construction.
- Collected 70 million pounds of garden waste.

2003 saw major decisions made which will bring much change to the Public Works Department.

Chief among those decisions was the City Council's resolution to revamp the City's residential and commercial waste, recycling, and garden refuse collection services.

In April 2003, City Council granted exclusive collection franchises to Stockton Scavengers Association and Sunrise Sanitation Inc., designed to provide more efficient waste collection and recycling services to citizens and businesses.

Included in these franchises are the garden waste collection and street sweeping services which have historically been provided by Public Works personnel. These employees will remain with Public Works but will be assigned to other duties.

Another change was the

decision to relocate the City's Central Building Maintenance (CBM) functions from the Administrative Services Department to Public Works.

CBM is responsible for the upkeep of all city buildings and facilities such as City Hall, the Civic Auditorium, Oak Park Ice Rink, all Fire Stations and Libraries, as well as miscellaneous smaller structures.

To facilitate the CBM move to Public Works a new arm of O&M called *Fleet and Facilities* was created which joins Fleet and CBM together under one umbrella. This section now provides services to all City departments that have either a building to occupy or a vehicle to operate. That is, Fleet and Facilities provides services to every City employee.

Also changing will be the look and feel of new subdivi-

sions within the City due to the new street standards adopted by City Council in November 2003. The new standards call for narrow streets, built-in traffic calming and more consideration of pedestrian activity.

Meanwhile at City Hall, Public Works Administration, the Solid Waste Division and the Engineering Division's Capital Improvement section made plans to relocate to the Stewart Eberhardt Building in 2004. The Engineering Division's Development Services and Traffic Engineering sections will remain at City Hall.



CITY FLEET MOVES TO ALTERNATIVELY FUELED VEHICLES

The Fleet and Facilities Section of Public Works Operations and Maintenance Division is responsible for specifying, purchasing, and maintaining more than 600 vehicles in the City fleet. Fleet and Facilities also maintains the 82 vehicles operated by OMI Thames.

In 2003, all of these vehicles were conventional gasoline or diesel powered units, with the exception of two (2) Toyota Prius hybrid sedans operated as pool vehicles, one (1) van with a compressed natural gas (CNG) powered engine operated by Central Building Maintenance, two (2) electric powered compact trucks operated by the Housing and Redevelopment Department, and three (3) Global Electric Motors (GEM) neighborhood electric vehicles used by Parks and Recreation and the Police Department.

In an effort to improve overall air quality, the Fleet and Facilities Section undertook an extensive review of the potential use of alternatively fueled vehicles in the future, and determined that all of the general use sedans in the city fleet could easily be replaced with a hybrid sedan, such as the Toyota Prius. These hybrid sedans achieve approximately 50 miles per gal-

lon, and are classed as super low emission vehicles (SULEV) by the EPA. Starting in 2004, Fleet will purchase only hybrid vehicles for use as general purpose sedans. Conventional sedans will continue to be purchased for use as emergency response vehicles, as reviewed by the Police and Fire Departments indicated that hybrid vehicles would not be suitable for this purpose. Hybrid light pick-up trucks are unfortunately not currently available, therefore the City will continue to purchase conventional vehicles for this purpose. The use of light trucks powered by compressed natural gas (CNG) was considered, however, the City does not have the required fueling infrastructure at the present time. In addition, many of the CNG pickups have a fuel tank in the bed, reducing payload capacity and room, and these units have a shorter driving range.

The City's fleet of heavy diesel vehicles was also evaluated for potential conversion to alternative fuels. Although there are no hybrid vehicles available in this vehicle class at this time, CNG are available for some types of heavy equipment. However, CNG powered vehicles have a limited range which reduces their poten-

tial application and makes them unsuitable for use as emergency vehicles such as fire engines. Liquefied natural gas (LNG) powered engines are also available for some vehicles, and LNG has a significantly extended range when compared to CNG. However, as with light trucks, the major problem with use of either CNG or LNG is the lack of fueling infrastructure. Accordingly, Fleet's review concluded that until such time as a refueling station is constructed at the Corporation Yard, or refueling facilities are more readily available at the retail level, use of natural gas is not practical.

Fleet also researched the use of "B-20 bio-diesel" fuel, which is a blend of 80% regular diesel and 20% vegetable type oils, as an alternative to regular diesel fuel. The emission reduction benefits from B-20 bio-diesel are significant – carbon monoxide is reduced 12.6 %, hydrocarbons are reduced 11%, particulates are reduced 18%, carbon dioxide is reduced 15%. The research indicated that bio-diesel is a viable alternative, and plans were developed to convert all diesel powered vehicles and equipment that fuel at the Corporation Yard to B-20. The conversion will take place in 2004.



One of Fleet's new hybrid vehicles.

"These hybrid sedans achieve approximately 50 miles per gallon, and are classed as super low emission vehicles by the EPA.."

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM HITS THE STREETS

In response to citywide concerns about traffic safety and neighborhood livability, Public Works developed a Neighborhood Traffic Management Program (NTMP) which was adopted by City Council in 2003. The program's goal is to improve safety and the quality-of-life for residents by reducing the impacts from speeding vehicles, cut-thru traffic, and careless drivers on residential streets. This goal will be met by: (1) providing neighborhood residents with the education and information necessary to become active participants in addressing their neighborhood-identified traffic issues through a traffic calming plan, (2) implementing traffic calming techniques and effective engineering principles, and (3) targeted police enforcement.

Residents of selected neighborhoods will volunteer to be part of a traffic calming committee that will develop the traffic calming plan for their neighborhood

by choosing from measures such as lane striping, signage, speed legends, bottle dots, bulb-outs, chokers, narrowing/refuge islands, traffic circles, and chicanes. The entire neighborhood will be involved, but the committee will dedicate the time needed to develop a traffic calming plan. Once it has been developed, the neighborhood will vote on the plan and if favorable, the plan will be presented to Council for approval and funding. Once the traffic calming measures are installed, staff monitors and evaluates their effectiveness. It could take 18 months to two years to complete the process.

Street Design Guidelines and new standard plans that incorporate traffic calming measures in new development were also developed as part of the NTMP. Installation of traffic circles, roundabouts, curb extensions, vertical

curbs, and decreasing street width and block length in new development will reduce the need to implement traffic calming measures in the future. Enhancements for pedestrian travel such as landscaped medians, planter strips separating the curb from the sidewalk, and wider sidewalks that accommodate both pedestrians and bicyclists are also included.

Pedestrian Safety is further addressed through Pedestrian Safety and Crosswalk Installation Guidelines. These guidelines include special treatments for crossing locations that enhance pedestrian safety and recommendations for considering marked crosswalks at uncontrolled locations based on the 2002 Federal Highway Administration's crosswalk study.

"The program's goal is to improve safety and the quality-of-life for residents..."

CBM MOVES TO PUBLIC WORKS

The staff of Central Building Maintenance (CBM) are responsible for the upkeep of all city buildings and facilities such as City Hall, the Civic Auditorium, Oak Park Ice Rink, all Fire Stations and Libraries, as well as miscellaneous smaller structures. CBM has over 30 staff that look after plumbing, electrical, heating/ventilating and carpentry repairs, as well as janitorial services. CBM staff

also coordinate city phone services, staff and office relocations, and minor capital improvement projects from re-roofing to Silver Lake upgrades.

For several years CBM has been part of Administrative Services. However, in late 2003 the responsibility for CBM was transferred to Public Works, and incorporated into the Operations and Maintenance

Division. This led to a re-organization with the Fleet Section and CBM being combined into the Fleet and Facilities Section. This section provides services to all City departments that have either a building to occupy or a vehicle to operate. That is, Fleet and Facilities provides services to all City staff.

NEW AND IMPROVED SOLID WASTE COLLECTION SYSTEM FOR STOCKTON RESIDENTS AND BUSINESSES!

On April 29, 2003, the City Council granted exclusive residential and commercial waste collection franchises to Stockton Scavengers Association and Sunrise Sanitation, Inc. The new franchises are in response to mandates from the State of California for the City to increase recycling and to reduce water pollution from garden refuse placed in the street.

The new residential collection system will use three carts – one for single stream recycling, one for green waste and food waste combined; and one for trash. The monthly service cost is based on the size of the trash cart chosen. With this in mind, the City has expanded the curbside recycling program to include many items currently thrown away such as cardboard, junk mail, magazines, etc. With increased recycling efforts, residents should see a dramatic decrease in household trash allowing the use of a smaller trash cart and, in turn, a lower monthly service cost. Stockton Scavengers Association and Sunrise Sanitation will begin distributing the new carts to residential customers beginning Spring 2004.

In addition to improved residential waste and recyclables collection, the franchises also include several new hauler-provided services such as:

- Twelve stickers per year allowing residential customers to place extra trash, recyclables or green and food

waste out for pick up at no additional charge;

- Curbside collection of used motor oil, oil filters and household batteries;
- More frequent and timely City-wide street sweeping: every street swept every two weeks in residential areas on the day after garbage collection and downtown streets swept three times per week (currently two times per week);
- Free debris boxes and bins for drop-off of bulky items such as appliances, televisions and computer monitors during the Neighborhood Cleanup Program's annual curbside collection. Post-event street sweeping is also included;
- Free collection at City-sponsored community cleanups and special events; and,

Free collection for City-owned facilities.

Also, for the first time ever, commercial customers are also included in the new franchises. All commercial customers will have, for the first time, recycling services at no additional cost.

Industrial customers (manufacturers, food processors, factories) are excluded from the new franchise contracts and will receive service from per-

mitted or contracted haulers who will be subject to the requirements of a new garbage ordinance.

The new franchises are for a 15-year term with an optional 5-year extension. The 15-year term allows the garbage company to spread the cost of new trucks and equipment over a longer period of time to keep rates lower. Rate increases are limited to an annual CPI adjustment. Franchisees receive 50% of the annual change in CPI.

To be consistent with the new franchises, the City Council also amended the municipal code. Key amendments include:

- Dumping of waste in City street and public right-of-way areas is prohibited;
- Scavenging is prohibited;
- Industrial waste and commercial and industrial recyclable material collectors must obtain permits. Industrial collectors must recycle 50% of what they collect and pay the City a 20% franchise fee and 3.5% AB 939 fee. Commercial and industrial recyclers must recycle 90% of what they collect.



"The new franchises are in response to mandates from the State of California for the City to increase recycling and to reduce water pollution from garden refuse placed in the street."



TRANSITION PLANNING UNDERWAY

A significant undertaking in 2003 was development of the Garden Refuse and Street Sweeping Staff Transition Plan. Contractors operating under the new solid waste contract will take over provision of garden refuse and street sweeping services in 2004. The contract includes funding of the 26 City staff positions affected by this transition. The staff are to remain in Public Works, and to be assigned to other duties. The funding decreases annually and is exhausted at the end of 5 years, at which time it is anticipated that the 26 positions will have been elimi-

nated through attrition.

During 2003, a transition committee was formed to prepare a plan for the re-assignment of the 26 staff. The committee was comprised of Public Works management staff, operations staff from the various sections, representatives of OE3 and Human Resources. The committee developed a plan for staffing and resources, leading to the creation of a new Community Enhancement Section in Public Works' Operations and Maintenance Division. This new section will include staff that direct the Alternative Work Program and graffiti removal activities.

The plan is for transition staff to



be undertaking various activities including expanded trash and litter collection of public streets, increased graffiti removal and sidewalk cleaning, relamping of city street lights, installation of thermoplastic stop and crosswalk markings, and miscellaneous repair projects. The plan will be implemented in June of 2004.

DOWNTOWN CINEMA OPENING A HUGE SUCCESS

Stockton residents and visitors from the region are filling the seats of the new City Centre Cinemas, a 16-plex theatre. The complex which includes 18,500 square feet of retail space, opened in December 2003.

In preparation for the opening Public Works staff were busy undertaking a variety of tasks to help make sure the opening went smoothly. These tasks included:

- Installing a new lighted

crosswalk on El Dorado Street at the Cineplex.

- Installing new sidewalks and street lights on Miner Avenue and Hunter Street.
- Checking over 500 street lights within the downtown area to provide enhanced illumination levels on downtown streets.
- Installing parking and direction signs.
- Working with the Police Department to install a



video surveillance system.

- Overseeing the construction of the Cinema's plaza area.

CAPITAL IMPROVEMENT PROGRAM

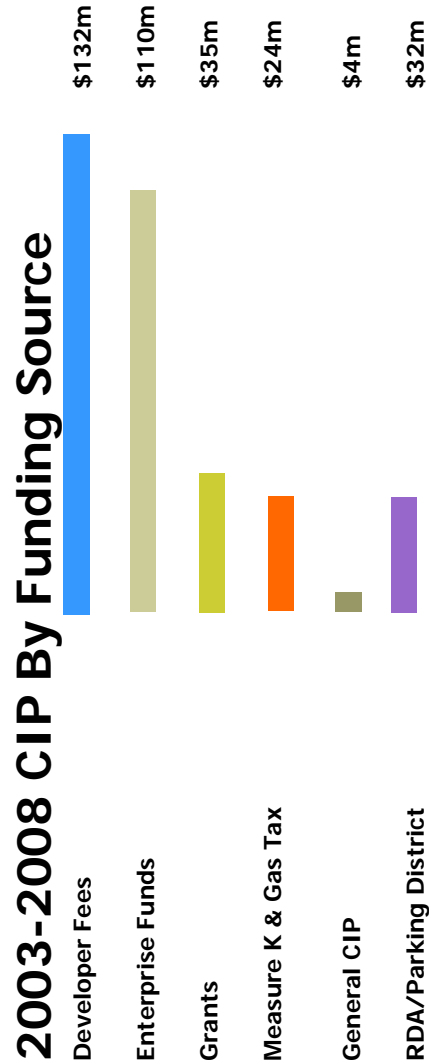
Public Works takes the lead in developing and overseeing the City's Capital Improvement Program (CIP). This five-year plan of capital projects provides the foundation for the orderly implementation of Stockton's General Plan. Projects in the five year plan include streets, traffic control equipment, free-way interchange improvements, sanitary and storm water facilities, water systems, libraries, fire stations, parks and recreation facilities, public buildings and urban renewal.

The City's 2003-2008 Capital Improvement Program proposes a five-year total spending plan of \$337 million with funding coming from many different sources. The five-year Street Improvement CIP is the largest segment of the City's CIP with almost \$92 million in various street improvements planned for completion between 2003 and 2008. The overall programmed CIP plan

amount for FY 2003/04 totals \$73,803,000.

CIP projects are funded from a variety of sources, including state and federal grants, Measure K funds, developer fees, gasoline tax, landfill, golf course, and parking district fees, enterprise funds, water, storm, and wastewater fees, as well as general CIP infrastructure funds.

In 2003, Public Works had over 80 capital improvement projects in various stages of planning, design or construction. These projects ranged from free-way interchange improvements to new bridges to new pedestrian/bike paths and included the I-5/Eight Mile Road Interchange Improvement Project, the Aksland/Trinity Parkway Bridge over Bear Creek, North Stockton Police Station Annex, Weston Ranch/French Camp Slough Bike Path and the March Lane Extension, to name a few.



PUBLIC OUTREACH MAKES A DIFFERENCE

One of the most important tasks in the planning for capital projects is ensuring that the community is well informed and that public input is gathered in the early stages of the planning process so it can be incorporated into the project designs. Toward this end, Public Works has instituted a vigorous public outreach program for all capital improvement projects.

During 2003, Public Works mailed over 18,150 informational flyers and meeting notices, distributed over 1,500 project newsletters, and conducted eight specific public project information meetings, in addition to numerous project related informational newspaper ads and media releases. For major street projects, telephone hot lines were established and used both to distribute information to the public

and to solicit feedback. In 2003, the CIP information available on the City's web site was also expanded. Notice of public meetings or workshops, notice of traffic detours or delays, newsletters, and a copy of the Public Works annual report can now be found on the web site.

STREET AND BRIDGE MAINTENANCE PROGRAM

Major resurfacing work was undertaken in 2003 when Public Works overlaid approximately 22 miles of streets and microsurfaced approximately 45 miles of streets. Prior to the overlay and microsurfacing work, which is undertaken by contracted forces, the Public Works' Streets Maintenance crew filled potholes, sealed cracks, performed base failure repairs, and patched uneven pavement for a better riding surface.

Unfortunately, Stockton has many streets that are beyond repair using the conventional overlay or microsurface processes. In the past the only alternative for these streets has been to undertake a complete street reconstruction which is an extremely expensive under-

taking as well as being highly disruptive to area residents and businesses. Therefore in 2003, Public Works experimented with new repair processes to address this problem.

On four streets Public Works tested a cape seal treatment that consists of a layer or rubberized asphalt chip seal followed by a conventional microsurfacing. A different cape seal treatment, utilizing a Polymerized Asphalt Surface Sealer (PASS) chip seal followed by microsurfacing was applied on Stanislaus Street between Hazelton Avenue and Lafayette Street. Both of these test cape seal treatments have received positive reviews from residents and Public Works will be monitoring their performance over the next

few years to see if a more widespread application of these techniques is warranted.

Along with the 700 miles of streets, the City of Stockton's roadway infrastructure also includes an inventory of 55 bridges, many of which are showing signs of aging. Maintenance, or in some cases, upgrades, are needed to maximize their useful life spans.

In 2003 Public Works developed a Five Year Bridge Capital Improvement Program and developed a Routine Bridge Maintenance Project Planning System to issue and track work orders for bridge maintenance projects. The information for this system is based on the bi-annual inspection reports

from CalTrans.

In 2003 Public Works initiated planning and design work for major bridge maintenance/upgrade projects for several bridges, including the Airport Way Bridge over Mormon Slough, the Pacific Avenue Bridges over the Calaveras River, the Pershing Avenue Bridge over Smith Canal and the Davis Road Bridge over Pixley Slough. Funding for many of these bridge projects comes from the federally funded Highway Bridge Rehabilitation/Replacement Program administered by CalTrans. Construction of some of these bridge projects will begin in Summer 2004.

NORTH STOCKTON POLICE STATION OPENS FOR BUSINESS

In order to provide better police service to the growing north Stockton area, an existing vacant insurance office building located at the corner of Hammertown & Tam O'Shanter was transformed into the new North Stockton Police Station. Administered by Public Works, construction began in June 2003 and the new station was dedicated in November 2003. This fa-

cility will help meet the growing needs for community policing in the rapidly expanding neighborhoods in north Stockton by reducing response times for patrol officers and generally improving police service delivery to our increasing population. The existing building consisted of over 7,100 square feet of commercial office space situated on a 1.21 acre site. A building addi-

tion of approximately 1,100 square feet was also included to provide locker and shower room facilities, bringing the total police station facility to approximately 8,200 square feet. Approximately 130-140 Police Department personnel have relocated to the North Stockton site to staff the operations of this new 24-hour facility.

"130-140 Police Department personnel have relocated to the North Stockton site to staff the operations of this new 24-hour facility."

MAJOR MILESTONES IN 2003 FOR VITAL UTILITY INFRASTRUCTURE PROJECTS

In 2003 Public Works reached some major milestones for two vital utility infrastructure projects needed to accommodate Stockton's continuing growth.

Construction of the North Stockton Pipelines Project which began early in 2003, was completed two months ahead of schedule in October 2003. This \$10 million project provides a new 30-inch water line and a new large diameter sanitary sewer trunk line in the north Stockton area. The project began just east of Davis Road, north of Bear Creek and continued

southeast for approximately five miles to Holman Road at Morada Lane.

Also in 2003 Public Works began planning for the Wastewater Collection System 9 project which will construct wastewater system improvements to serve future developments in northeast Stockton. Improvements will include sewer force mains, pump stations, and main trunk lines. Public Works staff completed Phase 1 activities which included the facilities plan, financing plan and the Initial Environmental Study. The

financing plan was approved by Council and set a sewer connection fee of \$3,762 per dwelling unit equivalent within the System 9 area. Two public meetings were held to inform the public and generate feedback about the project. A 30% design package was also completed and used to issue a Request for Proposal for design/build services. Design services will begin in early 2004 with final construction completion scheduled for fall 2005.

"the North Stockton Pipelines Project... was completed two months ahead of schedule in October 2003."

CENTRAL VALLEY'S FIRST OF ITS KIND INTERCHANGE HITS THE HALF WAY POINT

Construction on the \$32 million Arch Road/Highway 99 interchange project began in June 2002 and is approximately 50% complete. The Arch/99 Interchange is being renovated into the Central Valley's first single-point urban interchange to accommodate growing industrial activity in southeast Stockton.

This innovative urban interchange design will control all interchange traffic movement from one signal and will be only the third such interchange in Northern California.

The project reroutes S.R.99 over Arch Road on a structure large enough to be expanded to 6 lanes

in the future. Arch Road, from the intersection to Quantas Lane, will be expanded from 2 to 6 lanes, but built to accommodate 8 lanes in anticipation of future traffic requirements.

During 2003, wireless, remote controlled video cameras were installed on S.R. 99 to monitor construction progress and traffic conditions near the construction site, a temporary detour bridge was constructed over S.R. 99 to serve traffic while the interchange is being constructed (the existing bridge was then demolished), sound wall and storm drains were installed, undercrossing



bridge abutments and embankments were constructed, and a new, temporary northbound off-ramp was opened, allowing construction of the bridge between the two embankments for the new Arch Road undercrossing to begin. A portion of Arch Road has already been expanded from 2 to 4 lanes. Final completion is scheduled for mid 2005.

SIDEWALK REPAIR DOUBLED IN 2003

Public Works is responsible for repairing sidewalks and curbs and gutters that have been damaged by city owned street trees. Public Works also administers the City's program to install wheelchair ramps at intersections to improve mobility for physically challenged pedestrians.

Priorities for sidewalk and curb and gutter repair and wheelchair ramp installation are based upon public input and requests for service, and past funding has been insufficient to keep up with the growing

demand. In particular, despite limiting tree damage repairs to sidewalks only, the backlog list of locations continued to grow.

But in 2003, the funding for this program was almost doubled to approximately \$700,000 doubling the number of damaged sidewalk locations that could be repaired in 2003 to almost 500. This increased repair rate has all but eliminated the current backlog of tree damaged sidewalk repair locations.

Public Works also installed 47 new wheelchair ramps as part of this program. The new ramps look different than those previously installed due to the inclusion of a pad of small yellow bumps in the center of the ramp. These bumps, which are referred to as "truncated domes", have been installed to comply with Americans with Disabilities Act (ADA) standards. This feature lets visually-impaired pedestrians know that they are approaching a street crossing.



Yellow bumps, called truncated domes installed to assist visually impaired pedestrians.

NEWEST TECHNOLOGIES TO IMPROVE SAFETY ON STOCKTON'S ROADWAYS

In 2003 Public Works expanded its use of cutting edge traffic management technology to improve the safety and efficiency of our streets and roadways.

To help speed emergency response vehicles, Public Works installed emergency pre-emption equipment at eight intersections. The equipment, which is installed on traffic signal poles, will detect emergency response vehicles that are equipped with transmitters and give the emergency vehicles a priority green light, speeding emergency response times. Public Works plans to install this equipment at other location as funds allows.

Public Works continued to

install pedestrian countdown signals and in-pavement flasher systems at various locations through the City.

Pedestrian countdown signals let pedestrians know how much time they have to cross the street .

In-pavement flasher systems were installed along Brookside Road between Pershing Avenue and Pacific Avenue and on El Dorado Street adjacent to the new theater. These systems alert drivers to the presence of pedestrian crossing with the use of flashing amber lights.

Public Works staff spent much of 2003 working very closely with the Police Department to develop

the City's new red light camera system. This system will allow Police to photograph red light runners and issue them tickets through the mail. Red light running accounts for one in 8 traffic accidents in Stockton , so we're expecting these devices to have a big impact on traffic safety.

Public Works also expanded the citywide traffic signal control network to improve traffic signal coordination city wide. This system of video cameras connected through a network of fiber optic cable, is used to monitor traffic flow throughout the city and allows traffic engineers to more effectively manage traffic flow.

"Red light running accounts for one in every 8 traffic accidents in Stockton."

DOWNTOWN SIDEWALK AND STREET LIGHT REHABILITATION PROGRAM

To further redevelopment efforts in the downtown area, in 2003 Public Works implemented a rehabilitation program to improve damaged sidewalks and replace old and inefficient streetlight fixtures in the downtown area. The boundaries of the program are El Dorado

St to the west, Stanislaus St to the east, Miner Ave to the north and Washington St to the south. The first area completed was adjacent to the new Downtown Cineplex and was completed in early December 2003 in conjunction with the Cineplex grand opening. The remainder

of the Phase 1 project includes select pedestrian routes between key destination locations in the downtown area. Design and bidding for the rest of Phase 1 was also completed in late 2003 with construction scheduled for early 2004.



An example of the public art installed as part of the Downtown Sidewalk Rehabilitation Program.

HAMMER LANE PHASE II AND WEST LANE WIDENING

Construction is more than 50% complete on the Hammer Lane, Phase II/West Lane Widening Project, which will widen Hammer Lane to eight lanes from Tam O'Shanter to Lorraine and widen West Lane to eight lanes from Swain to Hammer Lane. In 2003, DeSilva Gates Construction completed work along the south side of Hammer Lane and the east side of West Lane. Work completed included construction of a sound wall along

Hammer Lane between Montauban and Lorraine Avenues, grading and preparation of the sub-grade soil, installation of asphalt in the widened street, and installation of curbs, gutters and sidewalks. Traffic signal and storm drain upgrades were installed at appropriate locations. At the intersection of Hammer and West Lanes, a wrought iron fence was installed along the Golfland frontage. DeSilva Gates was able to begin work on the

north side of Hammer Lane and the west side of West Lane before winter rains began. Before the season was closed to major construction, they were able to start demolition operations, perform rough grading, install traffic signal and storm drainage upgrades, and completed some necessary retaining walls. The project is scheduled for completion in late Summer 2004



WEBER AVENUE STREETScape BEAUTIFICATION

In 2003 Public Works oversaw the completion of streetscape beautification improvements along Weber Avenue between El Dorado and Stanislaus Streets. Completed improvements included street light replacement, sidewalk bulb-outs and enhancements, new street furniture, tree wells with decorative artwork grates, tree cages, and festive

twinkle lighting.

The median planter enhancement was a joint project involving Public Works and Parks and Recreation. The project involved cleaning, preparing and painting the median planters from El Dorado to California, removal of existing plant material and installation of new soil, turf, trees and shrubs, installation of decorative brick

facing at the end of the planters, and up lighting. This project was fast tracked with the work being completed by city staff ahead of schedule and under budget in time for the Downtown Cineplex grand opening.

This accomplishment could not have been achieved without the complete cooperation of all staff involved, from both departments.



ANOTHER RECORD YEAR FOR DEVELOPMENT

In 2003 Public Works continued its key role in planning Stockton's future through its partnership with the City's Community Development Department.

2003 was yet another record year for new development in Stockton with over 3,550 building permits being issued as compared to 3,000 in 2002 and 1,800 in 2001.

Through its partnership with Community Development, Public Works not only reviewed these building permits, it also reviewed over 200 additional development entitlement applications including tentative maps, zone changes, development agreements, use permits and associated environmental documentation.

Public Works is also as-

sisting the Community Development Department with the General Plan update process that began in 2003.

One of the key components of the General Plan update is the development

of a new traffic forecasting model which will be used to analyze new development in the coming years.

Public Works is taking the lead on the traffic model development as well as determining how our transportation system will be structured as Stockton continues to grow.



SPANOS PARK WEST OPENS

One of the most dramatic new developments to occur in Stockton has been the Spanos Park West development.

Construction of the Spanos Park West development started in 1999 and by the end of 2003, the public improvements all twenty-two villages (units) were almost entirely completed with hundreds of homes already occupied. Public Works has reviewed, inspected and approved over 14 miles of streets, water

lines, sanitary and storm sewer lines in connection with this development.

Additionally within the Spanos Park West commercial area, located just west of Interstate 5 and south of Eight Mile Road, Public Works has been actively involved in the review and approval of Park West Place, a major retail power center of over 700,000 s.f. of shopping. Target and Kohl's will anchor Park West Place, and will be joined by up to thirty other nationally re-



owned businesses in the shopping center.

Several financial institution including Bank of America, Wells Fargo and Washington Mutual, will also be locating to the center.

Also, the A.G. Spanos Company is constructing a new 150,000 s.f., five-story office building that will serve as their new national headquarters.

MARCH LANES EXTENSION TO HOLMAN OPENS

Following last year's completion of the March Lane Underpasses, 2003 saw the extension of March Lane from the Southern Pacific Railroad to Holman Road. Environmental work and acquisition of rights-of-way were completed in April 2003 and the new road was open to the public in August 2003. Design work on the extension of March Lane further to the east also progressed in 2003. Ultimately, an

eight-lane roadway will connect to a new interchange with S.R. 99 at Wilson Way. To accomplish this, a bridge will be built over the Calaveras River, Newton Road will be extended to Wilson Way, and McAllen Road will be realigned. The remaining phases of the extension are expected to cost \$11-\$15 million. Final design is scheduled for completion in 2004.





Public Works

CITY OF STOCKTON

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The Public Works Department is responsible for Stockton's street maintenance; street lighting; city fleet maintenance; solid waste; engineering planning, design, & construction, traffic planning, engineering & management; development review; and capital improvement program project delivery.

Our department of 189 employees is committed to bringing these services to the people of Stockton, day and night.

If you'd like more information about Public Works, please contact Jim Giottonini, Public Works Director at (209) 937-8339 or visit our web page at www.stocktongov.com/PW/index.htm.

