

PROJECT INFORMATION FORM

If you have any questions about this application or would like an electronic copy of the funding request packet, please call or email Rachel Moriconi at 831-460-3203 or rmoriconi@sccrtc.org.

A. Project Information

1. Project Title: Empire Grade Chip Seal Project
2. Amount of RSTP Funding Requested: \$ 290,000
3. Implementing Agency: County of Santa Cruz
4. Sponsoring Public Agency that has Master Agreement with Caltrans (if different from implementing agency):
(Same)
5. This is priority number 2 of 5 projects submitted. *(If requesting funds for more than one project)*
6. Project Description/Scope: *(Please describe the scope of work for the project, including all capital improvements or program characteristics. Please describe the improvements associated with each mode of transportation as applicable. Attach additional information if needed.)*

This project involves pavement maintenance of approximately 0.71 miles of Empire Grade from Santa Cruz City Limits to 130' North of Heller Drive. The construction method used shall be isolated sections digout and asphalt replacement where rutting has occurred, followed by an application of Chip Seal to the entire roadway surface, then restriping of the work area. Work shall extend from existing edge of pavement to existing edge of pavement and include existing bike lanes and asphalt bus turnouts.

Empire Grade is located on the West Side of Santa Cruz County adjacent to UCSC and the City of Santa Cruz and serves motor vehicles, bicycles, and public transit. The primary access of this section is by UCSC students & faculty, the road also provides access for residents, emergency response vehicles, Waldorf School, Lockheed Missile Facility, Pogonip Park & Wilder Ranch State Park, and is a vital thoroughfare connecting to Bonny Doon and the San Lorenzo Valley. This project will extend the life of this road so that it may continue to benefit the community.

7. Project Cost by Mode: *Approximate percentage of total project costs related to different transportation modes*

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TOTAL
%	33%	30%	%	37%	100%

8. Project Location/Limits (attach an 8 1/2" x 11" map and/or photos if available/applicable, include street names):
 Empire Grade from Santa Cruz City Limits to 130' North of Heller Drive (See Attached Map)
 - a. Project Length (in miles or feet, if applicable):
 Approximately 0.71 Miles
 - b. For road projects: What is the functional classification of this road, as defined by FHWA?
 Major Collector
(Note: STP funds cannot be used on roads functionally classified as “local” or “rural minor collectors” except for bridges not on federal-aid highways and as shown under STP Eligible Activities)

9. Contact Person/Project Manager Name: Joel LaCagnin
 Telephone Number: (831) 454-2160 E-mail: dpw799@co.santa-cruz.ca.us

B. Project Delivery Milestones

(Enter the proposed schedule or actual completion of various project milestones):

10. Capital Projects - Schedule:

Project Milestone	Date
Begin Environmental (PA&ED) Phase	Winter 2012
Circulate Draft Environmental Document Document Type (ex. EIR)	Winter 2012
End Environmental Phase (PA&ED Milestone)	Winter 2012
Begin Design (PS&E) Phase	Summer 2013
End Design Phase (complete PS&E)	Fall 2013
Begin Right of Way Phase	Fall 2013
End Right of Way Phase (Right of Way Certification Milestone)	Winter 2013
Request Authorization to Proceed with Construction (completion of all prior tasks)	Winter 2013
Award Contract	Summer 2014
End Construction Phase (Construction Contract Acceptance Milestone)	Winter 2014
End Closeout Phase (Closeout Report)	Spring 2015

C. Project Cost Summary

11. Capital Projects – Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Contingency	Total Project Cost
	\$49,136		\$245,680	\$32,757	\$327,573

Project Benefits

1. Generally, what are the benefits of this project? (ex. goal/purpose/benefit of project; problem to be addressed; importance to the community):

Empire Grade is located on the West Side of Santa Cruz County adjacent to UCSC and the City of Santa Cruz and serves motor vehicles, bicycles, and public transit. The primary access of this section is by UCSC students & faculty, the road also provides access for residents, emergency response vehicles, Waldorf School, Lockheed Missile Facility, Pogonip Park & Wilder Ranch State Park, and is a vital thoroughfare connecting to Bonny Doon and the San Lorenzo Valley. This project will extend the life of this road so that it may continue to benefit the community.

2. How many travelers will be served by/benefit from this project per day? 10,689

ADT volumes (if applicable) 10,689

Other (e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants and indirect beneficiaries) N/A

3. What are the destinations served by this project? (e.g. employment centers, senior centers, schools, groceries, transit centers, etc.)

UCSC, Waldorf School, Lockheed Missile Facility, Pogonip Park, Wilder Ranch State Park, Bonny Doon, Felton, Ben Lomond, Boulder Creek.

4. Does this project preserve existing transportation infrastructure/facilities or services?

Highlight why this location is a priority for preservation, e.g. if project is part of a pavement management plan.

The pavement surface of this road segment is at an ideal state for minor repairs and surface treatment to preserve pavement life and prevent deterioration to a state where more costly repairs would be required.

5. Does this project increase access or reduce pollution? If so, how? If not applicable, put N/A.

This route is popular for short distance trips as well as longer distance trips. Improving the pavement quality will provide a smoother ride and should serve to encourage more bike ridership on this route. The smoother road surface should also serve to improve speed consistency and fuel efficiency in motor vehicles, as well as reduce travel time for both bicycles and motor vehicles.

6. Does this project increase safety? Describe. If not applicable, put N/A.

The smoother road surface should improve access for emergency vehicles and reduce abrupt maneuvering to avoid ruts or potholes, thereby reducing the potential for conflicts between vehicles & bicyclists. Roadway re-striping will make lane delineations, traffic legends, and pedestrian crossings more visible, also increasing safety.

7. How does the project increase access and safety cost effectively, equitably and responsive to the needs of all users and/or benefit the natural environment? If not applicable, put N/A.

The improvements to the roadway surface will increase safety for both vehicles and bicycles. Since bicycles are an affordable and unrestricted mode of transportation, this allows greater access to those groups who are unable to drive or do not have access to motor vehicles.

8. Has public input been sought on this project? What is the public engagement plan for implementing this project? Is it identified in an adopted plan or other document?

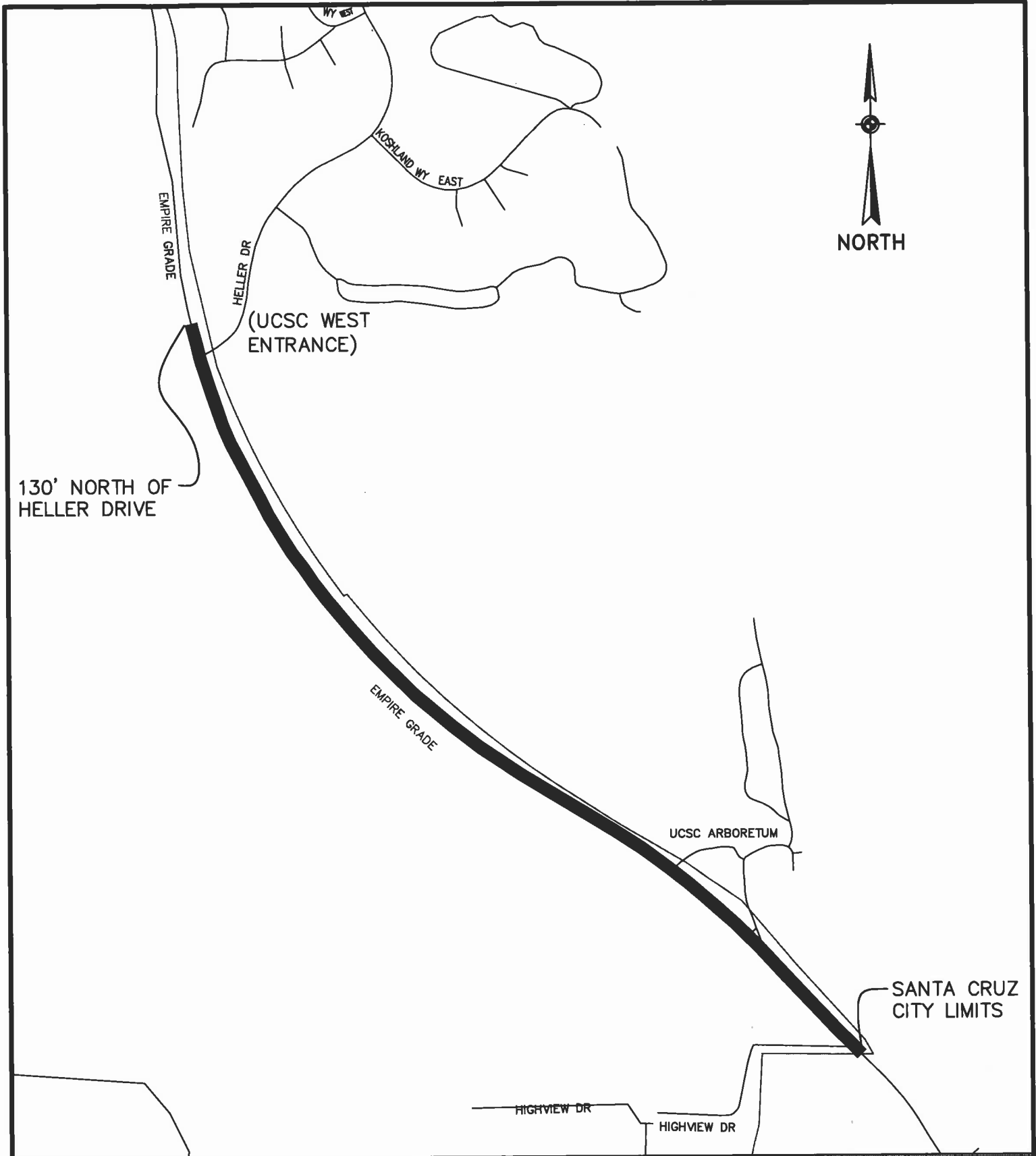
N/A

EXHIBIT A
Project Budget & Funding Plan
Project Cost by Phase
 Empire Grade - Santa Cruz City Limit to 130' North of Heller Drive

Round figures to the nearest thousand dollars

Sources (Specify fund source type - ex. RSTP,STIP, AB2766, Local, TDA, etc)	FY 11/12	FY 12/13	FY 13/14	Source Total	Phase of Work			
					Env'l (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction
2012 RSTP Funds	\$0	\$0	\$290,000	\$290,000	\$0	\$44,000	\$0	\$246,000
County Road Fund	\$0	\$18,787	\$18,787	\$37,573	\$0	\$6,000	\$0	\$31,573
<i>Total</i>				\$327,573	\$0	\$50,000	\$0	\$277,573

Fiscal Year each component to begin					Winter 2012	Summer 2013	Fall 2013	Summer 2014
					Env'l (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction



EMPIRE GRADE

SANTA CRUZ CITY LIMIT TO 130' NORTH OF HELLER DRIVE

2012 RSTP PROJECT
VICINITY MAP

DESIGN: CRC

DRAFTING: CRC

CHECKED: JSL

DATE: 11/20/12

SCALE: 1"=500'

JOB NO: -

SHEET

B