

PROJECT INFORMATION FORM

A. Project Information

1. Project Title: *Soquel at Frederick Improvements*
2. Amount of Funding Requested: **\$250,000**
3. Implementing Agency: *City of Santa Cruz*
4. Sponsoring Public Agency that has Master Agreement with Caltrans for federal-aid funds (if different from implementing agency):
5. This is priority number **3 of 4** projects. (*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, the population to be served and the number of travelers expected to benefit. Please describe the improvements associated with each mode of transportation as applicable. Attach additional information if needed.*)

This safety project includes the minor widening at the Soquel and the Frederick signalized intersection on the east side of Santa Cruz to improve the through-lane transition on Soquel Avenue and the right-turn length pocket on Frederick Street. It includes a right-turn overlap from Frederick to improve capacity. Soquel Avenue is the primary east-west arterial corridor for the City and County of Santa Cruz with 30,000 vpd and a growing number of cyclists. Frederick Street with approximately 12,000 vpd is the critical connector between Broadway and Soquel. The intersection includes important transit stops for Metro users.

The relocation of traffic signal equipment and a utility pole is required to provide enough width for improving the lane transitions and lengthening the right-turn lane for autos and the thru lane for bikes. The design maintains the transit stops and sidewalks, and improves bike lanes and upgrades the access ramps as necessary. Easements will be required for the relocations.

There are many auto, transit, truck, bike and pedestrian uses at the intersection, especially during the AM and PM peak commute hours. The PM peak hour level of service is projected to deteriorate from LOS E and average vehicle delays are projected to increase to 55.7 secs with General Plan build out. The improvements will return the intersection to LOS D and delays of 38.5 secs.

7. Project Cost by Mode:
Please list the approximate percentage of total project costs related to different transportation modes in the chart below. Project description (#6) must include explanation of what will be done related to each applicable mode.

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TSM*	TOTAL
%	20%	20%	20%	20%	20%	100%

**TDM=Transportation Demand Management (ex. rideshare programs); TSM=Transportation System Management (ex. ITS, signal sync)*

8. Project Location/Limits (attach an 8 1/2" x 11" map and/or photos if available/applicable, include street names):
See attached diagram.
 - a. Project Length in miles (if applicable): ***Intersection project.***

9. Contact Person/Project Manager Name: Christophe J. Schneider
Telephone Number: 831-420-5422 E-mail: cschneider@ci.santa-cruz.ca.us

B. Project Delivery Milestones

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

10a. **Capital Projects - Schedule:**

Project Milestone	Date
Begin Environmental (PA&ED) Phase	Sept 2013
Circulate Draft Environmental Document Document Type: <i>CatX</i>	NA
End Environmental Phase (PA&ED Milestone)	Dec 2013
Begin Design (PS&E) Phase	Dec 2013
End Design Phase (complete PS&E)	June 2014
Begin Right of Way Phase	Dec 2013
End Right of Way Phase (Right of Way Certification Milestone)	June 2014
Request Authorization to Proceed with Construction (completion of all prior tasks)	Aug 2014
Award Contract	Sept 2014
End Construction Phase (Construction Contract Acceptance Milestone)	Feb 2015
End Closeout Phase (Closeout Report)	April 2015

C. Project Cost

11a. **Capital Projects – Total Cost Estimate:**

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	ROW Support	Construction Support	Contingency	Total Project Cost
<u>0</u>	<u>20,000</u>	<u>30,000</u>	<u>\$240,000</u>	<u>Included</u>	<u>\$10,000</u>	<u>Included</u>	<u>\$300,000</u>

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):

The project was originally intended to be constructed with the Soquel Bike Lanes project, however funding was not adequate to do this and other intersection improvements. The loss of redevelopment agency funding has also hampered the project. The Soquel/Hagemann and the Soquel/Parkway projects were also part of the overall bikeway and general Soquel Avenue corridor improvements , but funded separately through HSIP and STIP programs. The first is complete, with construction of the second funded and to be constructed in the summer of 2013.

This project is needed on Soquel Avenue and Frederick Street to improve the lane transitions and length to maintain multimodal access to the adjacent businesses and neighborhoods in a safe and efficient manner. The right-turn overlap will improve the level of service and delays. It will allow improved traffic progression on this major east-west arterial for the City and County region. This arterial is also an alternative to Highway 1 congestion.

This project is included in the City’s Capital Improvement Program and the Traffic Impact Fee Program.

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

ADT volumes (if applicable): *30,000vpd for Soquel and 12,000 vpd for Frederick*
Other (e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants and indirect beneficiaries): *152 bikes in the Oct 2012 2-hour PM peak*

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

The project is on a major City-County arterial corridor, parallel to Highway 1 and connects to a variety of residential, commercial, employment and educational uses.

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 project will increase the functionality and safety of the existing transportation system in this area, by improving multi-modal access.

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

For example, does the project address any of the following?

The LOS improvement and delay reduction associated with the project improves access and speed consistency, and reduce green house gas emissions. It is a TSM project increasing efficiency of the existing transportation system.

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

For example:

With the improvement to lane transitions, the addition of the right-turn overlap, the bike lane extension, the project is likely to reduce future conflicts between vehicles, and vehicles and bikes.

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 project does improve access for all users by improving transitions and reduces weaving. It has been designed to efficiently utilize an existing transportation system and will be fully accessible.

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?

The project is included in the City's Capital Improvement Program and the Traffic Impact Fee program, and is responding to complaints from system users.

EXHIBIT A

Soquel at Frederick Improvements - Project Budget & Funding Plan
Project Cost by Phase

Capital Projects:

*Enter the amount to be expended for each project phase in each fiscal year by funding source.
 Totals should calculate automatically if electronic file is used.*

Round figures to the nearest thousand dollars

Sources (Specify fund source type - ex. RSTP, STIP, AB2766, Local, TDA, etc)	Source Total	Phase of Work			
		Env'1 (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction
New Funds Requested from RTC:	\$250	\$0	\$0	\$0	\$250
Source 2: Local	\$50	\$0	\$20	\$30	\$0
Source 3:	\$0	\$0	\$0	\$0	\$0
Source 4:	\$0	\$0	\$0	\$0	\$0
Source 5:	\$0	\$0	\$0	\$0	\$0
Source 6:	\$0	\$0	\$0	\$0	\$0
Source 7:	\$0	\$0	\$0	\$0	\$0
Total	\$300	\$0	\$20	\$30	\$250

Fiscal Year each component to begin	Sep-13	Dec-13	Dec-12	Sep-14
	Env'1 (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction

Pending Funds: Highlight any funds that are yet not secured, describe below status/anticipated receipt date:

- Pending Source 1:
- Pending Source 2:
- Pending Source 3:

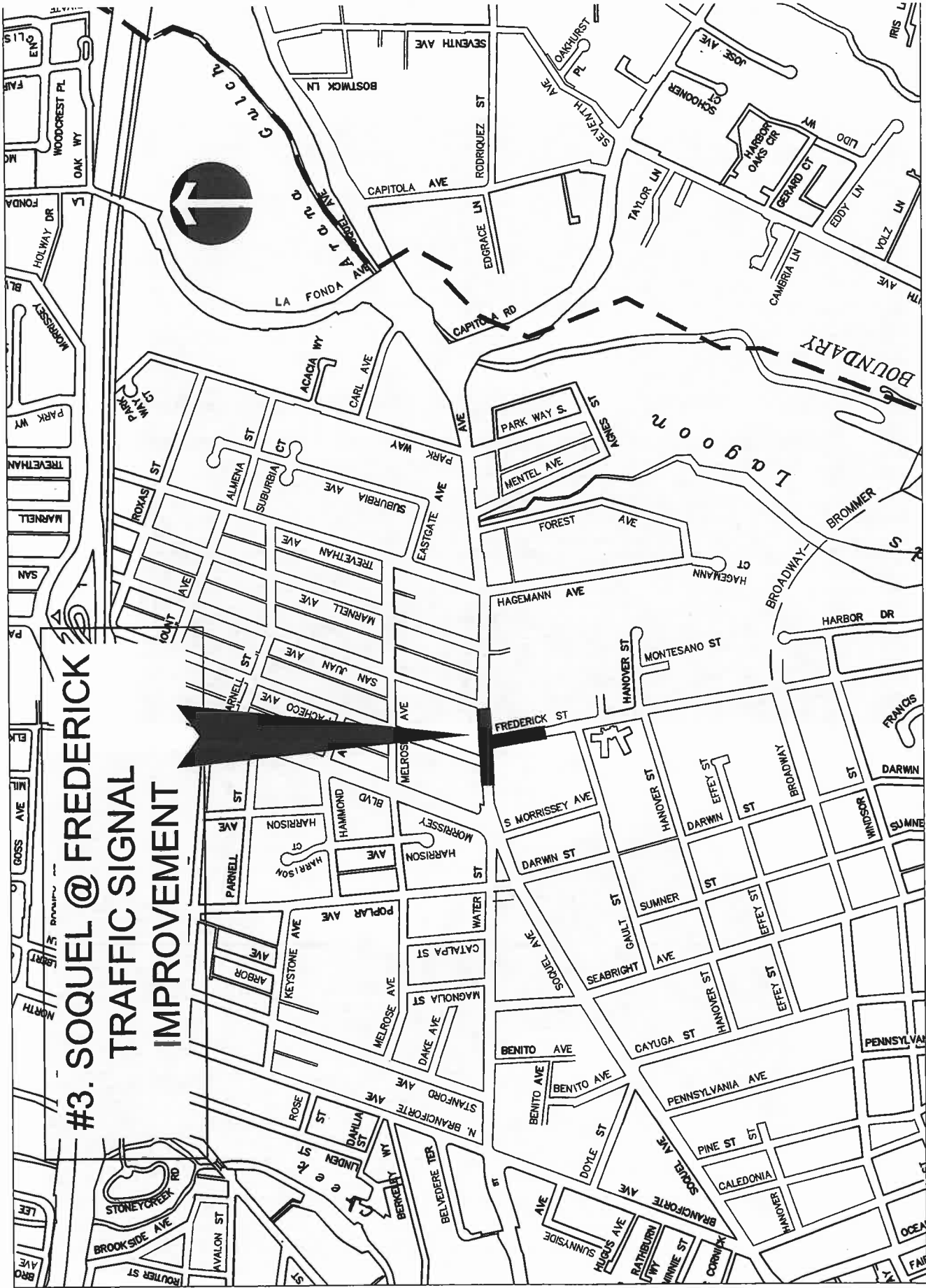
Exhibit B

City of Santa Cruz

Soquel at Frederick Improvements - Cost Estimate

No.	Quantity	Unit	Description	ENGINEER'S ESTIMATE	
				UNIT	TOTAL
1	1	L.S.	MOBILIZATION	\$20,000.00	\$20,000.00
2	1	L.S.	TRAFFIC CONTROL	\$20,000.00	\$20,000.00
3	1	L.S.	CLEAR AND GRUB	\$5,000.00	\$5,000.00
4	1	L.S.	UTILITY RELOCATION	\$30,000.00	\$30,000.00
5	100	C.Y.	DEMOLITION	\$100.00	\$10,000.00
6	300	S.Y.	SUBGRADE PREPARATION	\$25.00	\$7,500.00
7	1	L.S.	STORMWATER POLLUTION PREVENTION PLAN	\$5,000.00	\$5,000.00
8	700	S.F.	PAVEMENT GRINDING	\$1.00	\$700.00
9	110	TON	TYPE 'A' ASPHALT CONCRETE	\$100.00	\$11,000.00
10	100	C.Y.	CLASS II BASE ROCK	\$50.00	\$5,000.00
11	250	L.F.	CONCRETE CURB AND GUTTER	\$35.00	\$8,750.00
12	1000	S.F.	CONCRETE SIDEWALK	\$10.00	\$10,000.00
13	2	EACH	ACCESS RAMPS	\$4,000.00	\$8,000.00
14	2	EACH	ADJUST MANHOLE TO GRADE	\$1,000.00	\$2,000.00
15	1	LS	ROADWAY STRIPING	\$3,000.00	\$3,000.00
16	6	EACH	ROADWAY SIGNS	\$200.00	\$1,200.00
17	1	LS	TRAFFIC SIGNAL AND LIGHTING	\$45,000.00	\$45,000.00
18	1	LS	LANDSCAPING	\$8,000.00	\$8,000.00
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
CONSTRUCTION SUBTOTAL					\$200,150.00
20% CONTINGENCY					\$40,030.00
GRAND TOTAL					\$240,180.00

#3. SOQUEL @ FREDERICK TRAFFIC SIGNAL IMPROVEMENT



2012 RSTP
PROJECT GRANTS

Soquel at Frederick Intersection Conditions

