PART I: General Project Information

1. **Project Title:** Summit Road Chip Seal Project

2. **Total Funding Requested:** $ 457,000
   Total Project Cost: $ 516,209

3. **Implementing Agency:** County of Santa Cruz

4. **Project summary:** *(Briefly describe the project in 1 to 2 sentences)*
Project will consist of Asphalt Digout, Chip Seal, and restriping of a portion of Summit Road in Santa Cruz County. Project purpose is to rehabilitate the roadway surface.

5. **Project Description/Scope:** *(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 2.77 miles of Summit Road from Soquel San Jose Road to Old Santa Cruz Highway. The construction method used shall be isolated sections of 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 roadway edge to existing roadway edge.

Summit Road is located on the northern border of Santa Cruz County and is a primary route conveying vehicular traffic from State Highway 17 to Soquel and Corralitos and is often used as an alternate route to Highway 17 when there is a road closure or excess traffic. The road provides access for residents, local businesses, emergency response vehicles, Loma Prieta Elementary School, CDF Burrell Station, the Santa Cruz Sheriff's Office Summit Station, and Uvas Canyon Park. This project will extend the life of this road so that it may continue to benefit the community.

6. **Regional Transportation Plan (RTP) Project Number:** N/A
   a. Project costs are identified as ☐ "Constrained" or ☐ "Unconstrained" in the RTP

7. **Project Cost by Mode:** 100% Road Rehab

8. **Project Location** and Limits or Service Area: Summit Road from Soquel San Jose Road to Old Santa Cruz Highway
   a. **Project Length:** 2.77 Miles
   b. **Complete Street Design Type:** Rural Road
   c. **Provide information on existing and projected conditions/context for projects on roadways**:

	Existing	**With project** *(write "N/C" if no change)*
Functional classification of this road, as defined by FHWA?*	5 – Major Collector	N/C
Right-of-way width	Varies 80' Avg	N/C
Roadway pavement width	Varies 27' to 50'	N/C
# of automobile lanes	EB-1, WB-1	N/C
2-Way Center Turn Lane (Yes/No)	Yes, Partial Portion	N/C
Sidewalks (none, one side or both?)	None	N/C

Sidewalk width	N/A	N/C
Landscaping (Yes/No)	No	N/C
On-Street Parking (Yes/No)	No	N/C
Shoulder width	N/A	N/C
Bike lane width	N/A	N/C
Intersections (Signalized/unsignalized)	Unsignalized	N/C
Pavement condition (poor, fair, good)	Fair	Good
Posted speed limit	40	N/C
Traffic Volumes	7,579 Measured: 5/01	N/C
Transit Route/Stops (Yes/No)	No	N/C
Truck Route (Yes/No)	Yes	N/C
Are accommodations for seniors, disabled, and youth/students sufficient? (Yes/No)	Yes	N/C

9. **Project Schedule:**

Project Milestone			**Month/Year**
Begin Environmental (PA&ED) Phase			10/13
Circulate Draft Environmental Document	**Document Type** *(ex. EIR)*		N/A
End Environmental Phase (PA&ED Milestone)			12/13
Begin Design (PS&E) Phase			1/14
End Design Phase (complete PS&E)			4/14
Begin right of way Phase			3/14
End right of way Phase (right of way Certification Milestone)			4/14
Request Authorization to Proceed with Construction (completion of all prior tasks)			4/14
Award Contract			7/14
End Construction Phase (Construction Contract Acceptance Milestone)			10/14
End Closeout Phase (Closeout Report)			12/14

10. **Contact** Person/Project Manager Name:_____Joel LaCagnin_____
Telephone Number:____(831) 454-2160__ E-mail:__DPW117@CO.SANTA-CRUZ.CA.US

PART II
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)*

Summit Road is a primary route conveying vehicular traffic from State Highway 17 to Soquel and Corralitos and is often used as an alternate route to Highway 17 when there is a road closure or excess traffic. The road provides access for residents, local businesses, emergency response vehicles, Loma Prieta Elementary School, CDF Burrell Station, the Santa Cruz Sheriff's Office Summit Station, and Uvas Canyon Park. This project will extend the life of this road so that it may continue to benefit the community.

2. **How many travelers will be directly served by this project per day? ___**(See AADT Below)**___**
   a. ADT volumes *(if applicable)*_____7,579_____
   b. Other *(e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants)* _____N/A_____
   c. For projects with bike, ped, transit, or TDM elements – Number of people expected to shift from automobile to alternative mode _____N/A _____ *(average per day)*
   d. Source(s) used to develop estimates shown above:
   RTC Traffic Counts: http://sccrtc.org/wp-content/uploads/2011/07/2011-06-adt-counts.pdf

3. **Who are the primary travelers served/targeted by project?**

☒ Commuters	☐ Recreational users	☐ Visitors
☐ Youth	☐ K-12 Students	☐ College Students
☐ Low income	☐ Seniors	☐ Disabled
☐ Other_____		

   a. Briefly describe indirect beneficiaries of the project, if any: N/A

4. **What are the key destinations served by this project and distance** *(in approximate feet)* **from project/facility?**

☐ Employment centers _____feet	☐ Senior centers _____feet
☐ Senior housing _____feet	☒ K-12 Schools ___0___feet
☒ Groceries/Services ___0___feet	☐ Retail/Commercial center _____feet
☐ Transit centers _____feet	☐ Visitor destination _____feet
☒ Parks/recreational area ___8 mi	☒ Civic/public facilities __0___feet

   a. **Are there other planned transportation and/or land use projects that could affect circulation in the project area in the future? N/A**

   b. **Are planned (future) land use projects anticipated to increase travel demand through project area?** *(Mark yes or no for each mode)*
   Car: ☐ Yes ☒ No **Transit:** ☐ Yes ☒ No **Truck/Goods:** ☐ Yes ☒ No
   Bike: ☐ Yes ☒ No **Pedestrian:** ☐ Yes ☒ No

5. **What travel condition(s) are improved or impacted as a result of the proposed project design?**

☒Safety: Improves transportation safety
☒Improves safety for which modes: Auto_____

☒Provides access to emergency services

☒System Preservation: Preserves existing transportation infrastructure/facilities or services

- Pavement: Current PCI of road __54-65___. Projected PCI with project__90__
- Why is this location/facility a priority for preservation, especially over other facilities? This road is part of a larger pavement management plan, it was chosen as a candidate for funding due to its function as a principal transportation route serving a large number of people as well as emergency services, and current pavement condition dictates action to preserve pavement integrity.

☒Reduces air pollution

☒Reduces fuel consumption

The smoother road surface should serve to improve speed consistency and fuel efficiency in motor vehicles, as well as reduce travel time.

☒Improves travel time reliability of the transportation system. Which modes?
Auto

☒Improves the convenience and quality of trips

The smoother road surface should serve to improve speed consistency and fuel efficiency in motor vehicles, as well as reduce travel time.

6. Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? ☐ Yes ☒ No.

a. Was the facility being removed, modified, or replaced previously funded through the RTC? N/A

7. Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following:

a. Describe how this project is consistent with the guidebook:
The goal of the complete streets guidebook is to plan transportation projects such that the maximum number of people in the community are benefited by transportation funding. This project is designed to provide longevity to a critical piece of roadway infrastructure that serves a great number of people in the community both in terms of travel to destination and in access to emergency services.

b. Is the project area a candidate for the following?

- Road Diet (3 or more lanes, but ADT <20,000, bicycle collisions) ☐ Yes ☒ No
- Traffic Calming: ☐ Yes ☒ No
- Roundabout: ☐ Yes ☒ No
- Transit/Bike/Ped Prioritization at Intersection: ☐ Yes ☒ No
- Transit-Oriented Development/Transit Corridor (15 min. headways: ☐ Yes ☒ No
- Neighborhood Shared Street: ☐ Yes ☒ No
- Pedestrian Place: ☐ Yes ☒ No

c. Is the complete streets cross section/design for this type of street (as recommended in the Guidebook) supportable for this project? ☐ Yes ☒ No

If not, explain why:

☒ Lack of ROW width
☒Insufficient Funding
☒Trees/environmental constraints
☒Existing Structures
☒Other

Summit Road – Complete Streets Category: **Rural**

Pedestrian – Wide shoulder is available in some areas, but constrained in other areas by steep natural slopes and existing structures.

Street Furniture (OK) – Not a transit route so transit facilities N/A, does have signage.
Green (OK) – Existing roadside ditch along inboard edge, consistent with complete streets recommendations.
Motor Vehicle – Due to terrain constraints, wide shoulder is not available in all areas due to steep natural slopes and existing structures..
Bicycle – Lane widths are sufficient but wide shoulder not available in all areas due to steep natural slopes and existing structures.
Parking (OK) – On street parking not provided, consistent with complete streets recommendations.

d. Have alternative designs been considered? ☐ Yes ☒ No

e. What refinements of the cross section/design were needed?
- Removed/partial zones (Guidebook Ch. 5) for:
  ☒ Pedestrians ☒Bicyclists ☐Landscaping ☒Vehicles ☐Parking

- Considered alternative routes/locations for:
  ☒ Pedestrians ☒Bicyclists ☐Landscaping ☒Vehicles ☐Parking

f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook)
- Is the project exempt from accommodating certain users? ☐ Yes ☒ No
- Is the cost excessively disproportionate to the need or probable use? ☒ Yes ☐ No
- There is a documented absence of current and future need? ☐ Yes ☒ No
- Other Project is routine pavement maintenance and will not change roadway geometry

8. Describe the public input plan for this project.
Pavement maintenance projects typically are not subject to a public review process, in our experience the public is typically very receptive to pavement maintenance projects.

9. Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?

Group	Provided input	Will seek input
Neighborhood Group	N/A	N/A
Business Association	N/A	N/A
School	N/A	N/A
Property Owners	N/A	N/A
Bicycle Committees	N/A	N/A
Pedestrian Committee	N/A	N/A

Group	Provided input	Will seek input
Transit Agency	N/A	N/A
Adjacent jurisdictions	N/A	N/A
Environmental Groups	N/A	N/A
Transportation Disadvantaged	N/A	N/A
Senior Group	N/A	N/A

Have specific changes been requested by stakeholders? ☐ Yes ☒ No

10. Describe project readiness/deliverability:
Since the project involves pavement maintenance of an existing facility within existing County right of way, the project will require no right of way acquisition, and only a CEQA categorical exemption in terms of environmental permitting. The County is eager to begin work on this project, and would plan to schedule work for Summer 2014 if funding is granted.

EXHIBIT A

Project Budget & Funding Plan

Project Cost by Phase

Summit Road - Soquel San Jose Road to Old Santa Cruz Highway

Round figures to the nearest thousand dollars

					Phase of Work			
Sources (Specify fund source type - ex. RSTP,STIP, AB2766, Local, TDA, etc)	**FY 12/13**	**FY 13/14**	**FY 14/15**	**Source Total**	**Env'l (PA/ED)**	**Design (PS&E)**	**Right-of-Way (ROW)**	**Construction**
2013 RSTP Funds	$0	$457,000	$0	**$457,000**	$0	$69,000	$0	$388,000
County Road Fund	$0	$0	$59,209	**$59,209**	$0	$9,000	$0	$50,209
Total				**$516,209**	**$0**	**$78,000**	**$0**	**$438,209**

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

Exhibit B

COUNTY OF SANTA CRUZ
DEPARTMENT OF PUBLIC WORKS
ENGINEER'S ESTIMATE

Sheet 1 of 1

PROJECT: 2017 STIP Grant Application
LOCATION: Summit Rd (Old Santa Cruz Hwy to Soquel San Jose Rd + Old SJ Int)
DESCRIPTION: Chip Seal (10% digouts)

Made by CRC
Checked by JSL
Job Number 40005
Bid Opening 11/20/2012

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	TRAFFIC CONTROL SYSTEM	LS	1	$30,000.00	$30,000.00
2	4" DIGOUT	SF	42,173	$3.50	$147,606.41
3	CHIP SEAL	SY	46,744	$3.00	$140,233.33
4	INSTALL STREET MONUMENT BOX OVER EXISTING MONUMENT	EA	10	$800.00	$8,000.00
5	(S) 4" WHITE THERMOPLASTIC STRIPE	LF	29,300	$0.60	$17,580.00
6	(S) DTL 22 (CL DBL YELLOW) THERMOPLASTIC STRIPING	LF	14,650	$1.35	$19,777.50
7	EXTRA WORK	LS	1	$30,000.00	$30,000.00

Funding Information					
Job Number	Source	Appropriation	Contract Total	=	$393,197
			Contingency	10%	$39,320
			Sub-Total	=	$432,517
			Inspection	10%	$43,252
			Sub-Total	=	$475,769
			Overhead	8.5%	$40,440
			TOTAL	=	**$516,209**