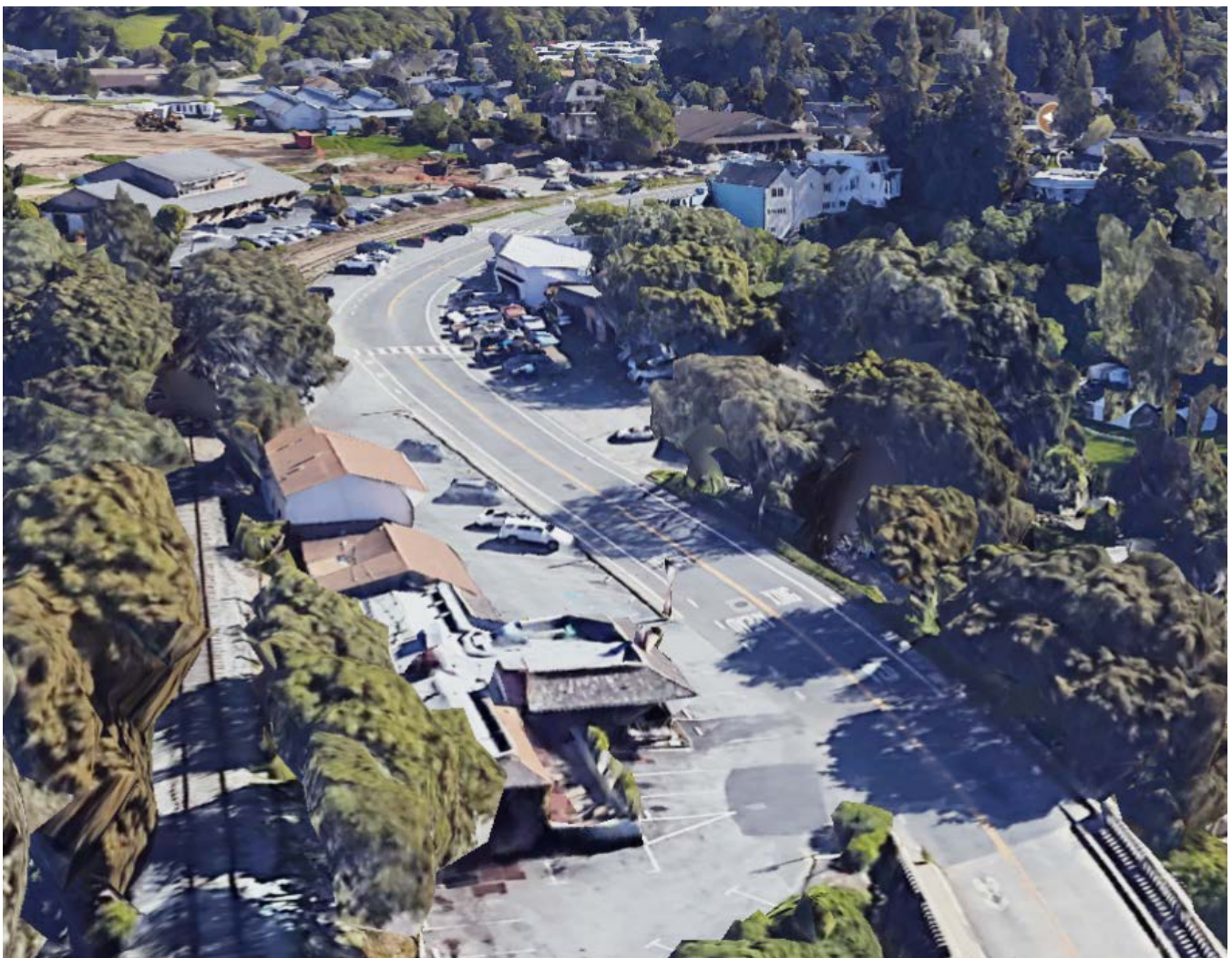


*2018 Santa Cruz County  
Regional Transportation Improvement Program (RTIP)*

**PROJECT APPLICATION PACKAGE**

**APTOS CREEK ROAD TRAFFIC SIGNAL**



**SCCRTC 2017 Call for Projects****Deadline: October 23, 2017 at 2:00 pm**

Applications should be completed using MS Word and Excel – download online at:  
<http://sccrtc.org/funding-planning/project-funding/>

**PART I: General Project Information****1. Project Title/Project Name:****Aptos Creek Road Traffic Signal****2. Project summary:** *(briefly describe the project in 1-2 sentences)*

Project will consist of the installation of a traffic signal at Aptos Creek Road and Soquel Drive including railroad crossing arms.

**3. Describe Project Location and Limits or Service Area:** *(Under Section III attach an 8 1/2" x 11" map and/or photos if available/applicable; include street names)*

Intersection of Aptos Creek Road and Soquel Drive

- **Project Length:** about 300 feet along Soquel Drive
- *For projects on local roads, Caltrans Roadway Classification* – Soquel Drive is a Minor Arterial and Aptos Creek Road is a Local road.

**4. Total Funding Requested:** \$2,651,000

**Total Project Cost:** \$3,201,671

**5. Project Applicant:**

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

**b. Sponsoring Public Agency that has Master Agreement with Caltrans:** *(if different from implementing agency)* N/A

**6. Project Priority:** **This is priority number 1 of 12 applications submitted.** *(Agencies are encouraged to provide if requesting funds for more than one project and would like project sponsor priorities to be considered.)***7. Detailed Project Description/Scope:**

This project involves the design, permitting, and construction of a traffic signal at the intersection of Aptos Creek Road and Soquel Drive. Railroad crossing arms for all modes of travel will be included in the project. In order to provide a vertical approach to the railroad crossing that is smooth and seamless some of the roadway may be reconstructed to new grades to provide grade breaks and curves based upon current design standards. Bicycle improvements will be designed to continue the improvements along

Soquel Drive and provide new and improved access to Aptos Creek Road. Pedestrian improvements will include a controlled at-grade railroad crossing along Aptos Creek Road and crosswalks across Aptos Creek Road and Soquel Drive. Sidewalk, curb and gutter will be on the south side of Soquel Drive to the east of Aptos Creek Road tying into existing sidewalk improvements and on the north side of Soquel Drive to the west of Aptos Creek Road tying into existing sidewalk improvements at Aptos Creek bridge.

**a. Projects with pavement preservation – Attach supplemental documents (Section VI)**

- Rehabilitation: Attach “Local Road Rehabilitation Project Certification”
- Preventive Maintenance: Attach “Pavement Management System (PMS) Certification”

**8. What accommodations, if any, are included for bicyclists, pedestrians, and/or transit in the proposed project?**

Bicycle improvements will be designed to continue the Class II improvements along Soquel Drive and provide new and improved Class II access to Aptos Creek Road. Pedestrian improvements will include a controlled at-grade railroad crossing along Aptos Creek Road and crosswalks across Aptos Creek Road and Soquel Drive. Railroad crossing arms for all modes of travel will be included in the project. Sidewalk, curb and gutter will be on the south side of Soquel Drive to the east of Aptos Creek Road tying into existing sidewalk improvements and on the north side of Soquel Drive to the west of Aptos Creek Road tying into existing sidewalk improvements at Aptos Creek bridge.

**9. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.**

- **Cost** (What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)
- **Right-of-way** (Did an analysis lead to this conclusion?)
- 

**10. Project Cost by Mode:** (List the approximate percentage of total project costs related to different transportation modes in the chart below. **Project description** (above) must include explanation of what will be done related to each applicable mode.)

	<b>% of Total Cost by Mode</b>
<b>Pavement Preservation (rehab, overlay, etc)</b>	0 %
<b>Road –Auto Serving</b>	65 %
<b>Bicycle</b>	15%
<b>Pedestrian</b>	20 %
<b>Transit</b>	0 %
<b>TSM*1</b>	0 %
<b>TDM*</b>	0 %

\*TSM=Transportation System Management (ex. ITS, signal synchronization);

\*TDM=Transportation Demand Management (ex. rideshare programs)

<b>Planning</b>	0 %
<b>TOTAL</b>	100%

**11. Regional Transportation Plan (RTP):**

- a. **Is project included in the 2014 RTP or draft 2040 RTP? Yes**
- b. **If yes, RTP Project Number (ID#):** CO 64 (*from RTP Project List*)
- c. **Project costs are identified as:**  "Constrained" and/or  "Unconstrained" in the RTP

12. **Project Schedule** (Enter the proposed schedule or actual completion of various project milestones. Complete either section A. Capital Projects or B. Non-Capital Projects, as appropriate.)

**A. Capital Projects:**

Project Milestone – Capital Projects			Month/Year
Begin Environmental (PA&ED) Phase	Document Type (ex. EIR, Cat Ex, Neg Dec, etc)	Negative Declaration	10/16/2017
Circulate Draft Environmental Document			10/16/2017
End Environmental Phase (PA&ED Milestone)			12/18/2017
Begin Design (PS&E) Phase			1/16/2018
End Design Phase (complete PS&E)			4/16/2018
Begin Right of Way Phase			3/12/2018
End Right of Way Phase (Right of Way Certification Milestone)			4/16/2018
Request Authorization to Proceed with Construction (completion of all prior tasks)			4/16/2018
Advertise/go out to bid			4/23/2018
Award Contract			6/16/2018
End Construction Phase (Construction Contract Acceptance Milestone)			10/15/2018
End Closeout Phase (Closeout Report)			12/17/2018

**B. Non- Infrastructure Projects/Programs:**

Activity Schedule (For non-capital projects, summarize work/activities to be completed - ex. preliminary planning, project implementation, public outreach project completion and timeline for each. Add additional lines if needed to reflect all tasks. Add additional lines if needed.)	Start Activities (month/year)	End Activities (month/year)
List activity	Month/year	Month/year
List activity	Month/year	Month/year
List activity	Month/year	Month/year
List activity	Month/year	Month/year

13. **Contact Person/Project Manager Name:** Greg Martin

Telephone Number: (831) 454-2811      E-mail: greg.martin@santacruzcounty.us

**PART II: Project Benefits**

Given the large backlog of transportation needs in the region and the extremely limited amount of funding available, it is important to ensure that funds are used cost effectively to maximize benefits to the transportation system. Additionally state and federal rules, as well as RTC policies, require consideration of how projects will contribute towards implementation of the long-range transportation plan (*Regional Transportation Plan*), the achievement of one or more transportation goals, and implementation of state and federal policies including the California Complete Streets Act of 2008, SB375, and the Federal FAST Act.

**Information in this section will be used to evaluate projects. Projects are not expected to address all of the following. Please write N/A if something is not applicable to your project.**

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

Aptos Creek Road is the primary route to the Forest of Nisene Marks State Park, a 10,000+ acre park containing over 40 miles of hiking trails and fire roads. Nisene Marks is most frequented by County residents, but gets visitors from all over the world. The intersection at Soquel Drive is a key point of access to the park that is not to current standards. This project will bring the intersection up to current standards. This will improve safety and convenience for people in vehicles, on bikes, or walking.

**2. How many people will directly use or directly be served by this project per day?**

# of direct users per day: 8,910

# of indirect users: (N/A)

Basis for estimates: 2009 traffic study existing peak hour movements: 86+31+27+414+79+655=1292 \*7.5 (Reasonable K Factor Caltrans Hwy 1 K=6.72-9.3)=9690 all legs ADT(2009)= 4845 thru intersection ADT(2009) or 5677 ADT (2017 3%) Veh. Occ. 1.5, Bikes 1%, Ped 1%, Bus 0.5% Veh. Occ. 10

**3. Which groups will be the primary users of this facility/project/program?** (Pick applicable)

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Commuters            | <input checked="" type="checkbox"/> Youth   | <input type="checkbox"/> College Students              |
| <input checked="" type="checkbox"/> Low income residents | <input type="checkbox"/> Elementary Schools | <input checked="" type="checkbox"/> Visitors           |
| <input checked="" type="checkbox"/> Seniors              | <input type="checkbox"/> Middle Schools     | <input type="checkbox"/> Trucks (goods movement)       |
| <input checked="" type="checkbox"/> Disabled             | <input type="checkbox"/> High Schools       | <input checked="" type="checkbox"/> Recreational users |
| <input type="checkbox"/> Other:                          |   |  |

a. Briefly describe any indirect or secondary beneficiaries of the project:  
N/A

**4. What are the key destinations served by this project and distance from project/facility?** (including on a map is encouraged, but not required) (Pick applicable)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Employment centers 400 feet | <input type="checkbox"/> Senior centers .                             |
| <input type="checkbox"/> Senior housing .                       | <input type="checkbox"/> K-12 Schools .                               |
| <input checked="" type="checkbox"/> Groceries/Services 400 feet | <input checked="" type="checkbox"/> Retail/Commercial center 400 feet |
| <input type="checkbox"/> Transit centers .                      | <input type="checkbox"/> Visitor destination .                        |

- Parks/recreational area Nisene Marks State Park     Civic/public facilities .  
 Other destinations:

**a. Are planned (future) land use projects anticipated to increase travel through project area?**

- Yes – significant growth in travel is forecast, about twice the ex. volume through the intersection is estimated  
 Yes – mild growth in travel  
 No – No growth in travel

List planned transportation and/or land use projects that could affect circulation in the project area in the future – if any: Aptos Village Phase I and Phase II

Describe future developments planned or Enter “N/A”

**5. Existing Roadway Conditions – Projects on Roadways only – N/A for other projects**

**a. Provide information on existing and projected conditions/context for projects on roadways**

	Existing	With project (write “N/C” if no change)
<u>Functional classification</u> of this road*	Minor Arterial/Local	N/C
# of automobile lanes (2, 4, 3, etc)	NB/EB: 1 SB/WB: 1	NB/EB: 1 SB/WB: 1
2-Way Center Turn Lane (Yes/No)	No	Yes, on Soquel only
Sidewalks (none, one side or both?)	None	As feasible.
Sidewalk width (in feet)	N/A	4’
Landscaping (Yes/No)	No	N/C
On-Street Parking (Yes/No)	Yes	N/C or reduced
Bike lane width	Class II/None	Class II
Intersections (Signalized/unsignalized)	unsignalized	signalized
Pavement condition (PCI if available - or poor, fair, good)	PCI=88	PCI=100
Posted speed limit	25	N/C
Traffic Volumes	AADT=10,374/1,960	N/C
Transit Route/Stops (Yes/No)	No	N/C
Truck Route (Yes/No)	Yes	N/C

*\*Note: STIP and STBG funds cannot be used on roads functionally classified as “local” or “rural minor collectors”. See: [http://dot.ca.gov/hq/tsip/hseb/crs\\_maps/index.php](http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php) for classification information.*

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

*Check all that apply and describe how if the nexus is not obvious in project description. Note-several of these items are from the Complete Streets Guidebook and include treatments or facilities that make up a complete street.*

- Safety: Improves transportation safety

How will project improve safety? The traffic signal and railroad crossing arms will significantly improve safety. The crossing arms will control all modes of traffic across the railroad tracks. This is currently uncontrolled. The traffic signal will provide safe turning movements onto Aptos Creek Road and also safe pedestrian crossings. The existing crossing is effectively a mid-block crossing since not stop or signal controlled. The design should improve safety for bicyclists providing Class

II facilities on all approaches and departures. Currently Aptos Creek Road has no facilities for bicyclists.

- There is a history of collisions in the project area
- Number of severe injury or fatal incidents in project area in past 10 years: \_\_\_\_\_
- Reduces potential for conflict between cyclists and/or pedestrians and vehicles
- Safety improved for youth, vulnerable users (pedestrians/bicyclist), and/or transportation disadvantaged (low income, seniors, disabled, minority status)
- Provides access to/for emergency services
- There are currently perceived safety issues in the project area
- Reduces automobile speeds (e.g. traffic calming, speed limit, etc)

System Preservation: Preserves existing transportation infrastructure/facilities or services

- Improves Pavement Condition
- Extends useful life of a facility
- Maintains service
- Maintains state of good repair
- Repair/replace existing infrastructure/facility
- Other: .

Why is this location/facility a priority over other facilities? (e.g. is project part of a pavement management plan?)

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Reduces Vehicle Miles Traveled (VMT)

Shifts automobile travel to alternative modes.

Number of **trips per day** expected to shift from automobile to alternative mode as a result of this project: \_\_\_\_\_

- Decreases the number of people traveling in single occupancy vehicles
- Improves access to alternative modes (walk, bike, bus, carpool, etc)
- Increases the percentage of people that could walk, bike, or take transit to key destinations within 30-minutes or less
- New bike or pedestrian path
- Increases ridesharing
- Increases telework options
- Expands Transportation Demand Management (TDM) Programs

Reduces the need for travel

Increases walking

- There are currently lacking/insufficient pedestrian facilities
  - There are currently NO safe parallel pedestrian facilities
- Improves connectivity, fills gap in sidewalk/pedestrian path network
  - Reduces distance to walk trip between locations by \_\_\_\_\_ miles
- Adds new sidewalks or paths on:  one or  both sides of the street
- Widens sidewalk path of travel for current and projected pedestrian volumes
- Adds missing curb ramps



- Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan
- Reduces pedestrian crossing distance
- Adds pedestrian signal heads
- Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
- Adds audible countdown at intersection
- Adds pedestrian-level lighting
- Adds high visibility crosswalks
- Adds illumination at crosswalks
- Other crosswalk enhancements
- Adds median safety islands
- Minimizes driveways
- Adds wayfinding signage
- Adds shade trees (street trees)
- Adds planter or buffer strips
- Adds benches or other types of seating
  
- Increases bicycling
  - There are currently lacking/insufficient bicycle facilities
    - There are currently NO safe parallel bicycle facilities
  - Improves connectivity, fills gap in bicycle network
    - Reduces distance to bike (on bike lane or path) between locations by miles miles
  - New Class I bicycle path
  - New Class II bicycle path
  - New Class IV bikeway (e.g. “protected bikeway” or a “cycle track”)
  - Shared-Lane Marking (Sharrow)
  - New bicycle boulevard
  - Widens bicycle lanes from \_\_\_\_ feet to \_\_\_\_ feet wide
  - Widens outside lanes or improve shoulders
  - Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
  - Adds bicycle box at intersection
  - Adds color-treated bicycle lane
  - Adds floating bicycle lane
  - Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
    - Adds route/wayfinding signage
    - Adds long-term bicycle parking (e.g., for commuters and residents)
    - Adds short-term bicycle parking
  
- Increases public transit usage
  - There are currently lacking/insufficient transit facilities
  - There is currently lacking/insufficient transit service
  - Improves connectivity of transit, fills gap in transit network
  - Improves transit service reliability, frequency and/or efficiency
    - ITS/signal priority
    - Priority bus lane

- Bus bulbs/pull outs
- Increases transit service, reduces headways
- Increases access to transit
  - Adds sidewalks to bus stops
  - Adds bicycle racks on buses
  - Improves access for people with disabilities
- Adds bus stop(s)
- Improves bus stop/station (adds/upgrades seating, lighting, shade/shelter, trash can, route information/maps, etc)
- Provides real time bus arrival information
- Adds Wi-Fi on bus
  
- Reduces air pollution
  - Reduces greenhouse gas emissions (GHG)
  - Reduces fuel consumption
  - Cold in-place recycling or other lower emission paving process
  - Other: \_\_\_\_\_
  
- Change in travel times and travel time reliability for what modes:vehicle
  - Makes travel times more reliable/predictable (consistency or dependability in travel times)
  - Reduces travel times
  - Reduces total traffic congestion
    - Reduces peak period traffic congestion \_\_\_AM peak \_\_\_PM peak
    - Shifts peak travel to off-peak periods
  - Reduces freight traffic congestion
  
- Improves efficiency of the transportation system. Which modes? Vehicle, bicycle, pedestrian
  - Implements Transportation System Management (TSM) programs/projects
  - Increases miles facility/service can carry  passengers and/or  freight/goods
  
- Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, minority status, or limited English proficiency
 

How does project reduce disparities?

  - Provides access to low income housing
  - Improves access to jobs
  - Provides access to senior life services (e.g. hospital, doctors office, senior center, etc.)
  - Other: \_\_\_\_\_
  
- Increases ecological function (such as:  increases tree canopy;  improves habitat;
  - improves water quality;  reduces storm water runoff;  enhances sensitive areas)
  
- Other benefit(s). Please explain, if not addressed in prior questions:
 

\_\_\_\_\_

**7. 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. *If yes, please explain why this condition is unavoidable and if bicycle and pedestrian accommodations are provided on an adjacent/parallel street.*

**8. Has RTC previously funded a project in this area, what project and what year?** *(e.g. facility being upgraded, removed, modified, or replaced was previously funded by RTC)*

N/A

**9. For ROADWAY Projects - Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following** *(for projects on roadways). (See the Monterey Bay Area Complete Street Guidebook for more information, definitions.)*

- a. Describe how this project is consistent with recommendations for street type in guidebook:  
The project is at the intersection of two streets each with their own street type. Soquel Drive is a minor arterial and therefore falls under the street type of "Boulevard". Boulevards are for higher speeds and volumes of automobile traffic, but with pedestrian and bicycle friendly features. This project is specifically to allow the intersection to handle more traffic volume of all types and is intended to be more bicycle and pedestrian friendly. Aptos Creek Road is a local street and the project is specifically designed for lower speeds and volumes for automobile traffic and higher use by pedestrians and bicyclists.
- b. Is the project area a candidate for the following?
- Road Diet (3 or more lanes, but ADT <20,000, history of 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 (e.g. "greenway" that reduces vehicle speeds, partial street closures, public spaces and amenities that encourage biking or walking):  Yes  No
  - Pedestrian place/universal street (ex. roadway or alley with restricted vehicle access which often is serves as a plaza for assorted businesses):  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:
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Lack of ROW width    | <input type="checkbox"/> Insufficient Funding |
| <input type="checkbox"/> Trees/environmental constraints | <input type="checkbox"/> Existing Structures  |
| <input checked="" type="checkbox"/> Other:               |   |
- The Complete Streets cross section for a Boulevard calls for a 6' pedestrians zone minimum with 8-10' preferred, street furniture, an 8 foot green zone, travel lanes of 11'-12', and 6' bike lanes. Off street parking is desired. Unfortunately the right-of-way for Soquel Drive is too narrow to accommodate all of these features, so priority will be given to Transit, Autos/Trucks and Bicycles per the Complete Street Manual.
- d. What alternative designs were considered, if any?  
Final design not complete, green/bioretenion features shall be considered in front of angled parking spaces in the County right-of-way and other locations.
- e. What refinements of the cross section/design were needed? The design provides for contiguous sidewalk

along Soquel Drive through the project. The narrow right of way widths necessitated sidewalk on one side only so from Trout Gulch Road to Aptos Creek Road the sidewalk shall be on the south side. At Aptos Creek Road will be a crosswalk and the sidewalk will continue on the north side of the road to Aptos Creek bridge. In the future, the rail trail will provide a pedestrian path on the north side of Soquel Drive from Aptos Creek Road to Trout Gulch Road.

- 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: Click here to enter text.

**10. Describe the public input plan for this project.** *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? What has been/will be done to maximize participation for diverse members of the public in project planning and implementation?*

This project was included in the 2014 RTP which has had extensive public engagement. In addition, various County Board of Supervisors' meetings have included items related to the project (consultant contracts, grant applications) affording the public additional opportunity to comment.

This project is in the 2014 RTP, for which extensive input was sought and received.

2014 RTP excerpt:

Aptos Village Plan Improvements	CO 64	Modifications to ped, bike, and auto traffic. Add pedestrian facilities on both sides of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd & Soq/Trout Gulch. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR xing at Parade St. Phase 1: Trout Gulch Rd improvements w/traffic signal and upgraded RR xg at Soquel Dr.	\$3,377	\$3,377	\$0
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**11. 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	Group	Provided input	Will seek input
Neighborhood Group	Y		Transit Agency	Y	
Business Association	Y		Adjacent jurisdictions	N/A	
School	Y		Environmental Groups	Y	
Property Owners	Y		Transportation Disadvantaged	Y	
Bicycle Committees	Y		Senior Group	Y	
Pedestrian Committee	Y		Other (define)	N/A	

Have specific changes to the project/program been requested by stakeholders?  Yes  No

Please explain:

**12. Describe project readiness/deliverability and potential risks to project schedule:** *Include additional information on the project schedule and if there are potential delays to the schedule. (For example: What tasks have already been completed? What potential delays might be experienced during project development, if any? What is the status of right-of-way acquisition (if applicable)? Have the property owners been contacted? If so, are they willing to sell the property? What permits may be needed for this project? Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project? Are there potential challenges to the environmental analysis? If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule.)*

The project is under design. No additional right of way is anticipated to be needed. The primary challenge with this project is the railroad crossing, however the County is developing experience with a similar signalization project at Trout Gulch Road so it is expected that lessons learned there will be directly relevant to this project. The County is eager to begin work on this project and anticipates scheduling work for Summer 2018 if funding is granted.

### **PART III: Project Budget and Funding Plan**

*Complete Spreadsheet/electronic Excel file available online at:  
<http://scrtc.org/funding-planning/project-funding/>*

*Note- there are different downloadable excel documents for capital and non-infrastructure projects.  
Each file has two tabs – applicants must provide both summary budget/cost information and  
a detailed cost estimate.*

### **PART IV: Project Map, Photos, and other supporting materials**

*Provide a map of project area, photos, and any other supporting materials.*

### **PART V: CERTIFICATIONS & ASSURANCES**

*All applicants must complete and sign Certifications & Assurances document for each project – downloadable  
online at: <http://scrtc.org/funding-planning/project-funding/>*

### **PART VI – ROADWAY PRESERVATION PROJECTS ONLY**

*If a project or portions of the project scope involve roadway preservation, agencies must complete  
supplemental Caltrans Local Assistance documents which can be downloaded online at:  
<http://scrtc.org/funding-planning/project-funding/>*

**PART III  
Project Budget & Funding Plan**

**CAPITAL PROJECTS**

Complete both sections A. "Cost/Funding Summary" and B. "Detailed Cost Estimate"

**A. Cost/Funding Summary**

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.

**Project Title:**

**Aptos Creek Road Traffic Signal Project**

*Round figures to the nearest thousand dollars*

Sources (Specify fund source type - ex. STBG, RSTP,STIP, AB2766, Local, TDA, etc)	Source Total	Committed or Uncommitted?	Phase of Work			
			Environmental (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction
New Funds Requested from RTC:	\$2,651,000	Uncommitted	\$0	\$40,000	\$0	\$2,611,000
Source 2: Aptos Trans. Improv. Fee	\$280,000	Committed	\$35,000	\$35,000	\$10,000	\$200,000
Source 3:Aptos Roadside Improv. Fee	\$270,671	Committed	\$35,000	\$35,000	\$10,000	\$190,671
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
<b>Total</b>	<b>\$3,201,671</b>		<b>\$70,000</b>	<b>\$110,000</b>	<b>\$20,000</b>	<b>\$3,001,671</b>

**Fiscal Year each component to begin**

*(e.g. FY17/18, FY18/19, FY19/20, FY20/21, FY21/22, FY22/23)*

	FY17/18	FY17/18	FY18/19	FY18/19
	<b>Environmental (PA/ED)</b>	<b>Design (PS&amp;E)</b>	<b>Right-of-Way (ROW)</b>	<b>Construction</b>

<p align="center"><b>COUNTY OF SANTA CRUZ</b>  <b>DEPARTMENT OF PUBLIC WORKS</b>  <b>PRELIMINARY ESTIMATE OF COST</b>  <b>FOR THE CONSTRUCTION OF</b>  <b>ESTIMATE</b></p>		<p>INITIAL Made by GJM</p>	<p>DATE 9/13/17</p>
<p>EXP AUTHORIZOR: 2017</p>			
<p>BID OPENING</p>			
<p>PROJECT: DESCRIPTION:</p>	<p align="center"><b>APTOS CREEK ROAD TRAFFIC SIGNAL</b></p> <p align="center">Civil Improvements, Curb &amp; Gutter, SqCWD, PG&amp;E, Comcast,                  Striping, Railroad Crossing System, Railroad Crossing and Track work</p>		<p>App. By</p>

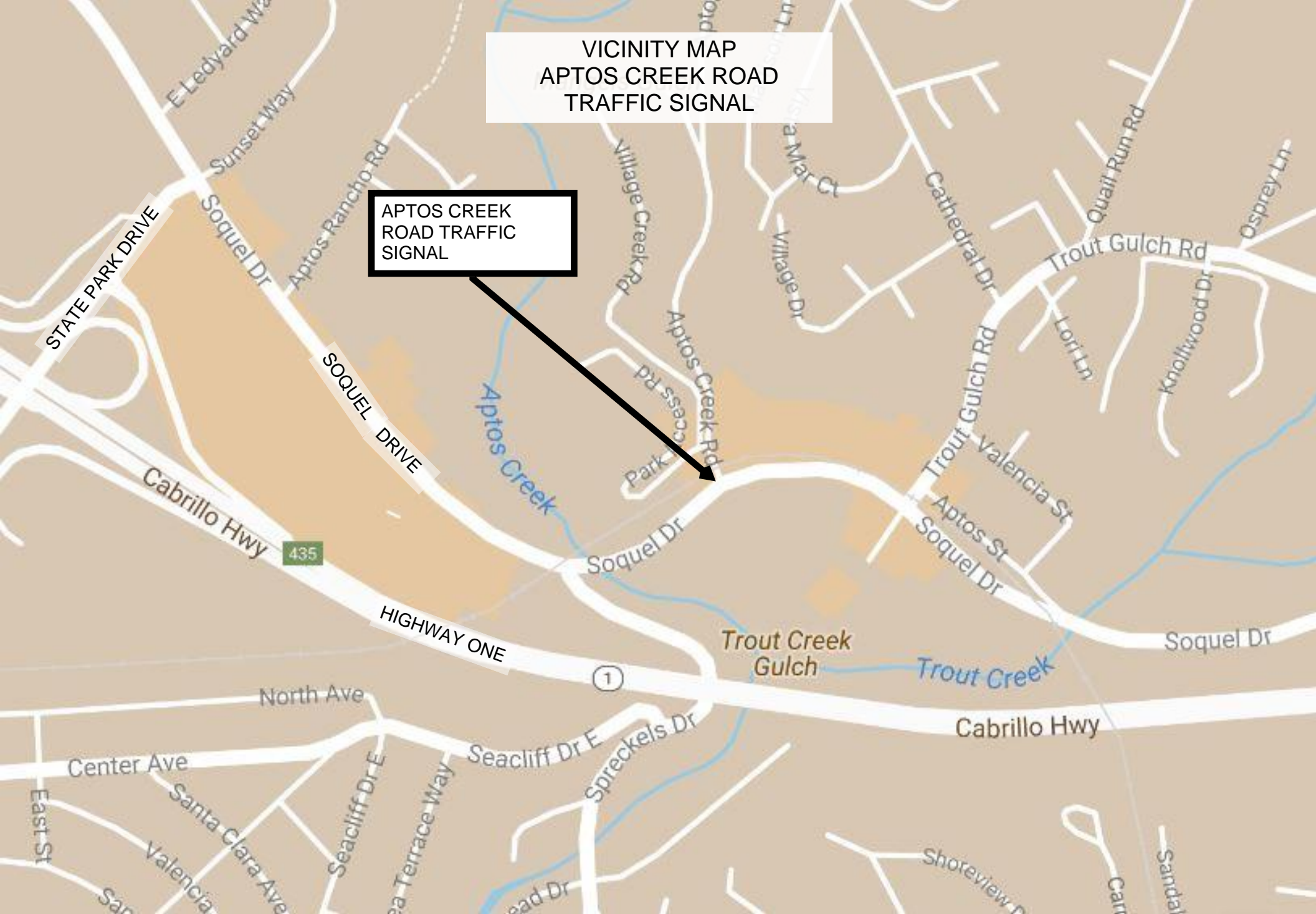
ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
<b>Section 10-2 Civil Improvements</b>					
1	Mobilization	LS	1	\$120,000	\$120,000
2	Traffic Control	LS	1	\$110,000	\$110,000
3	Construction Staking	LS	1	\$47,000	\$47,000
4	Clearing & Grubbing	LS	1	\$50,000	\$50,000
5	Railroad Excavation	CY	345	\$50	\$17,250
6	Aggregate Class 2 Base Rock	TON	600	\$125	\$75,000
7	Asphalt Concrete Type B	TON	300	\$245	\$73,500
8	Asphalt Concrete Type B (Overlay)	TON	150	\$250	\$37,500
9	Grind Asphalt Concrete Pavement (Cold Mill 0.15')	SY	989	\$12	\$11,868
10	Type A Curb & Gutter	LF	900	\$100	\$90,000
11	Type C Curb	LF	199	\$95	\$18,905
12	Concrete Sidewalk	SF	6000	\$35	\$210,000
13	ADA Ramp	EA	4	\$6,000	\$24,000
14	Miscellaneous Concrete	SF	50	\$60	\$3,000
15	Concrete Aprons (RR Drainage)	SF	408	\$30	\$12,240
16	Truncated Domes	EA	2	\$600	\$1,200
17	Type G2 Inlet	EA	2	\$6,500	\$13,000
18	18" HDPE Storm Drain	LF	363	\$400	\$145,200
19	12" Perforated Pipe Underdrain	LF	307	\$150	\$46,050
20	Class 2 Permeable Material	TON	58	\$150	\$8,700
21	Adjust Manhole Rim to Grade	EA	1	\$1,500	\$1,500
22	Reset Monuments/File Corner Record	EA	2	\$3,000	\$6,000
23	Install Traffic Signal with Controller and Safety Lighting	LS	1	\$450,000	\$450,000
<b>Civil Improvements (Subtotal):</b>					<b>\$1,571,913</b>
<b>Section 10-2 Signage and Striping Improvements</b>					
24	Remove Existing Striping and Pavement Markings	LS	1	\$6,000	\$6,000
25	Remove Existing Sign & Post	EA	13	\$150	\$1,950
26	Thermoplastic Striping - Detail 22	LF	570	\$3	\$1,710
27	Thermoplastic Striping - Detail 27B	LF	100	\$2	\$200
28	Thermoplastic Striping - Detail 29	LF	65	\$2	\$130
29	Thermoplastic Striping - Detail 38	LF	365	\$3	\$1,095
30	Thermoplastic Striping - Detail 39	LF	860	\$3	\$2,580
31	Thermoplastic Striping - Detail 39A	LF	200	\$3	\$600
32	Thermoplastic Striping - 12" White	LF	140	\$4	\$560
33	Thermoplastic Striping - 24" White	LF	205	\$8	\$1,640
34	Thermoplastic Striping - 8" Yellow	LF	80	\$3	\$240
35	Pavement Legend	SF	370	\$10	\$3,700
36	Install New Sign Panel	EA	3	\$200	\$600
37	Install New Sign Post	EA	10	\$400	\$4,000
38	Install New Pedestrian Barricade with Sign	EA	2	\$1,500	\$3,000
<b>Signage and Striping (Subtotal):</b>					<b>\$28,005</b>

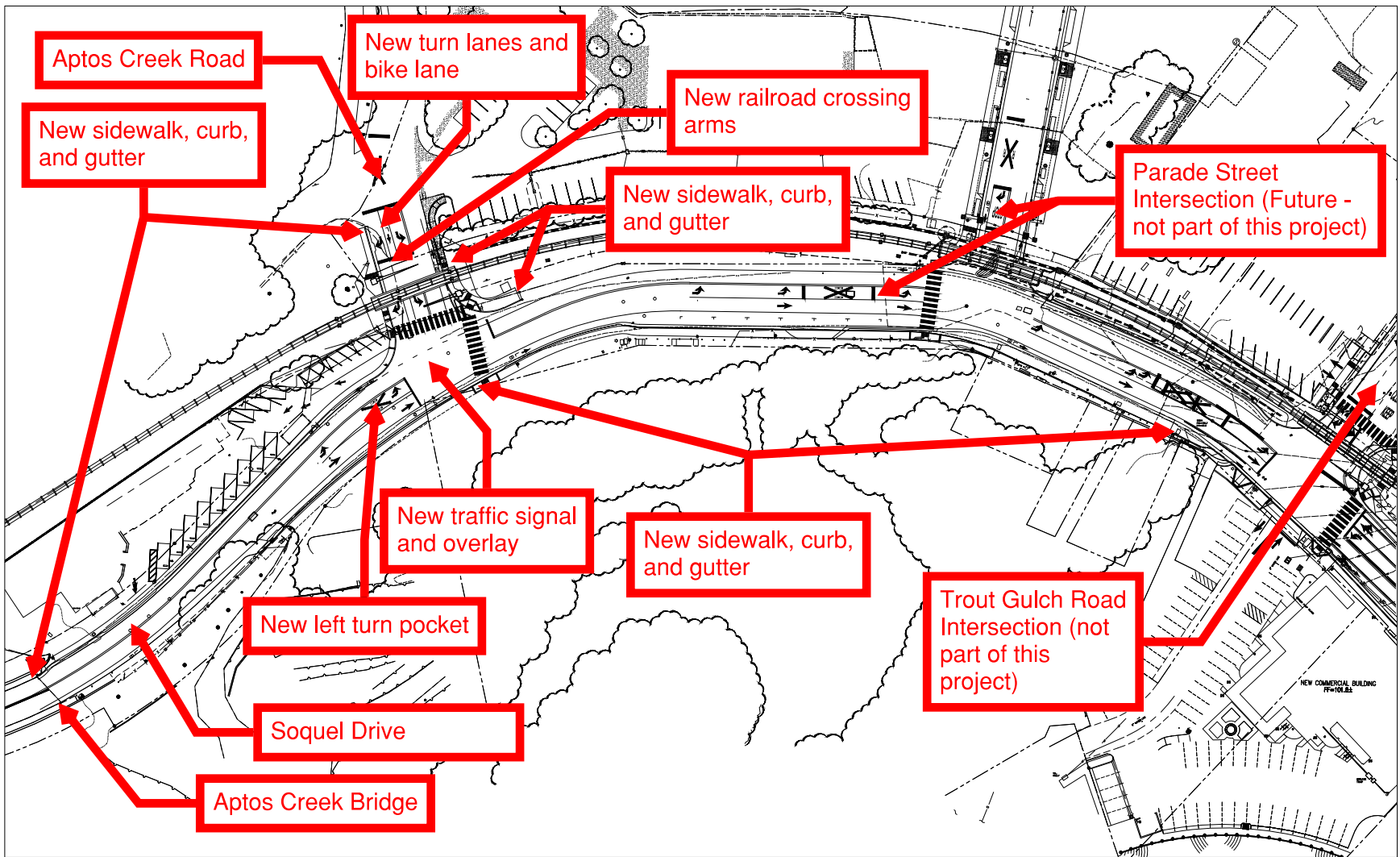


ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
<b>Section 10-3 Crossing Warning System (Lump Sum)</b>					
	New CPUC Standard No. 9 (27' Arm)	EA	1	\$68,000	\$68,000
	New CPUC Standard No. 9 (42' Arm)	EA	1	\$75,000	\$75,000
	New Flashing Light LED Signals (EB & WB)	EA	2	\$17,000	\$34,000
	New Railroad EMV Preemption Equipment	LS	1	\$59,000	\$59,000
	New Railroad Signal House	EA	1	\$50,000	\$50,000
	New Electrical Service for RR Signal House	EA	1	\$20,000	\$20,000
	Electrical Wiring & Programming	LS	1	\$45,000	\$45,000
	New Railroad Pull Box	EA	5	\$10,000	\$50,000
	New Railroad Conduit Sch 80 & Conductors	LF	100	\$150	\$15,000
<b>39</b>	<b>Crossing Warning System Subtotal (Lump Sum):</b>				<b>\$416,000</b>
<b>Section 10-4 Railroad Trackwork, Signals, and Systems</b>					
<b>40</b>	6" PVC Solid Pipe	LF	5	\$150	\$750
<b>41</b>	6" Perforated Pipe Underdrain	LF	153	\$90	\$13,770
<b>42</b>	Remove Existing Railroad Track (Rail, Ties, Ballast, Sub-ballast	Track-ft	80	\$90	\$7,200
<b>43</b>	Running Rail (Type SH-136)	TON	4	\$2,500	\$10,000
<b>44</b>	New Railroad Track installation (Furnish & Install)	Track-ft	80	\$500	\$40,000
<b>45</b>	Railroad Ties (Wood, 10 ft)	EA	64	\$200	\$12,800
<b>46</b>	OTM (Other Track Materials)	Track-ft	80	\$100	\$8,000
<b>47</b>	Ballast	TON	40	\$150	\$6,000
<b>48</b>	Sub-ballast (Furnish, Place, Grade, Compact)	TON	40	\$200	\$8,000
<b>49</b>	New Concrete Crossing Panel (8'-1.5"x74')	Track-ft	80	\$320	\$25,600
	<b>Railroad Trackwork, Signals, and Systems (Subtotal):</b>				<b>\$132,120</b>
<b>Section 10-5 Excavation, Transportation, and Disposal of Contaminated Soil</b>					
<b>50</b>	Excavation, Transportation, and Disposal of Contaminated Soil	LS	1	\$130,000	\$130,000
	<b>Excavation, Transportation, and Disposal (Lump Sum):</b>				<b>\$130,000</b>
<b>FY 18</b>					
ATIF	40084	\$	280,000.00		
ARIF	40090	\$	270,671.00		
		\$	550,671.00 <-- Available Local Funding		
				<b>CONTRACT TOTAL:</b>	<b>\$2,278,038.00</b>
				Overhead	<b>\$193,633.00</b>
				Contingencies	\$200,000.00
				<b>SUBTOTAL:</b>	<b>\$2,671,671.00</b>
				Plans, Specifications, and Estimate	\$110,000.00
				Right of Way / Easements	\$20,000.00
				Construction Engineering & Inspection	\$330,000.00
				Environmental Studies and Permits	\$70,000.00
				<b>PROJECT TOTAL:</b>	<b>\$3,201,671.00</b>
				Minus overhead	\$193,633.00
				<b>ELIGIBLE PROJECT TOTAL:</b>	<b>\$3,008,038.00</b>
				<b>MAX. GRANT AMOUNT ELIGIBLE</b>	<b>\$2,663,016.00</b>
				<b>REQUESTED:</b>	<b>\$2,651,000.00</b>
				<b>MIN MATCH</b>	<b>\$343,465.00</b>
				<b>ADDITIONAL FUNDS BUDGETED</b>	<b>\$207,206.00</b>
				<b>SHORTFALL:</b>	<b>\$0.00</b>

VICINITY MAP  
APTOS CREEK ROAD  
TRAFFIC SIGNAL

APTOS CREEK  
ROAD TRAFFIC  
SIGNAL





Aptos Creek Road Traffic Signal

## PART V: Agency Certification and Assurances

I, John J. Presleigh, as authorized representative of Santa Cruz County hereby certify that the information contained in this application for Aptos Creek Road Traffic Signal Project, including required attachments, is accurate and hereby certify the following:

1. The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;
2. This project is among the highest priorities for this agency;
3. The proposed transportation investments have received the full review and vetting required by law;
4. Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;
5. The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;
6. If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;
7. The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;
8. Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;
9. The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations; and
10. The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;
11. The agency will commit the funds necessary to ensure this project is fully funded.

Implementing Agency:

Signed

  
John J. Presleigh, Director of Public Works  
Santa Cruz County Department of Public Works

Date 10/18/2017