

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

**PROJECT APPLICATION PACKAGE**

**HIGHWAY 152 / HOLOHAN RD  
INTERSECTION**



## 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:**

**Highway 152/Holohan Rd Intersection**

2. **Project summary:** *(briefly describe the project in 1-2 sentences)*

Project will provide sidewalks and bike lanes on Holohan Road, an additional left-turn lane from Holohan Road to eastbound Highway 152, an exclusive right-turn lane on Holohan Road to westbound Highway 152, sidewalk on the north side of Highway 152 from Holohan Road to the Corralitos Creek bridge, and school crosswalks on all four legs of the intersection. The project will require widening on Holohan Road and on the east leg of Highway 152 to accommodate new lanes.

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 Hwy 152/Holohan Rd-College Rd

Hwy 152 PM 1.98 to PM 2.16 (.18 mi)

College Road 350 feet east leg of intersection (.07 mi)

Holohan Road 480 feet west leg of intersection (.09 mi)

**Project Length:** 0.34 miles

- *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:** \$767,000

**Total Project Cost:** \$3,153,205

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:**

The operational improvements for automobile traffic consist of:

1. Two lanes are proposed to be added to the Holohan Road approach to result in a 235 foot left turn lane, a 235 foot left and through lane, bicycle lane, and a 165 foot right turn lane. The existing Holohan Road approach consists of just a 50 foot left turn lane and a combined through and right turn lane.
2. A 140 foot acceleration/merge lane on northbound State Route 152 north of the intersection to accommodate the dual left turn movements from eastbound Holohan Road.

The pedestrian and bicycle improvements consist of:

1. Approximately 500 feet of bike lanes on the Holohan Road approach will be constructed to complete bike lanes for the entire length of Holohan Road.
2. The intersection will be improved with two new crosswalks and at every corner new accessible ramps will be constructed so the intersection has four crosswalks and standard ramps. The installation of the crosswalks and ramps will require traffic signal modifications for additional pedestrian phasing.
3. Two hundred and sixty feet of curb, gutter, and sidewalk are proposed to be constructed on the north side of Holohan Road to Laken Drive.
4. Fifty feet of curb, gutter, and sidewalk are proposed to be constructed on the south side of Holohan Road.
5. Fifty feet of curb, gutter, and sidewalk are proposed to be constructed on the west side of Highway 152.
6. Five hundred thirty feet of curb, gutter, and sidewalk are proposed to be constructed on the east side of Highway 152.
7. Radar speed signs are proposed to be installed on Highway 152 on either side of the schools.

**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 provide Class II improvements for Holohan Rd up to and including the intersection (500 ft) and the southbound Hwy 152 approach (200 ft). Pedestrian improvements will include a new sidewalk on the east side of Hwy 152 from the intersection towards the high school to the north for a distance of about 530 feet, new sidewalk on the north side of Holohan Rd from the intersection west about 260 feet to Lake Drive, and sidewalk improvements at the southwest corner of the intersection of about 100 feet.

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>	50 %
<b>Bicycle</b>	25 %
<b>Pedestrian</b>	25 %
<b>Transit</b>	0 %
<b>TSM*1</b>	0 %
<b>TDM*</b>	0 %
<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-P92 (from RTP Project List)
- c. **Project costs are identified as:**  “Constrained” and/or  “Unconstrained” in the RTP

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

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

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)			4/16/2020
Advertise/go out to bid			4/23/2020
Award Contract			6/16/2020
End Construction Phase (Construction Contract Acceptance Milestone)			10/15/2020
End Closeout Phase (Closeout Report)			12/17/2020

**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)**

This project will significantly benefit the school children who attend St. Francis Central Coast Catholic High School and Lakeview Middle School and the local community. All modes of travel to the school and in the vicinity of the intersection will be improved.

The project will reduce traffic congestion by adding a second left turn lane on Holohan Road and a corresponding merge lane on eastbound Hwy 152. Radar speed feedback signs will be used to help attenuate speeds. New and upgraded pedestrian improvements will be constructed around the intersection vastly improving access and safety. These improvements include sidewalks, ADA ramps, and crosswalks. A five hundred foot gap in Class II bicycle lanes on Holohan Road at the intersection will be filled and west bound through bicycle traffic will be accommodated with a dedicated through lane on the approach.

There are two existing crosswalks which have asphalt concrete ramps at the end of each crosswalk. These ramps do not meet current standards with respect to size, slope, location, and material. We propose to correct this by replacing the ramps with standard concrete handicapped accessible ramps. The use of concrete handicapped ramps for each and every ramp will bring the entire intersection up to current ADA requirements and increase visibility and compliance by all students. The number of crosswalks will go from two to four.

Existing bicycle lanes on Holohan Road end 500 feet short of the intersection. Bicyclists have to share the road with vehicles for 500 feet along Holohan Road which increases the potential for a collision. We propose to correct this by adding bike lanes from the end of the existing bike lanes to the intersection.

The volumes and speeds of vehicles along Highway 152 pose an additional risk to children in the area. It is proposed that radar speed feedback signs be installed on Highway 152 on either side of the schools to ensure

motorists are aware of entering the school zones and their speeds. The radar speed feedback signs proposed will lower vehicle speeds providing additional time to react before potential collisions and decreasing the potential for serious injury.

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

# of direct users per day: 24,964

# of indirect users: (N/A)

Basis for estimates: 2017 traffic volumes estimated by Fehr&Peers (K Factor=7.5, 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 type="checkbox"/> Commuters            | <input type="checkbox"/> Youth              | <input type="checkbox"/> College Students              |
| <input type="checkbox"/> Low income residents | <input type="checkbox"/> Elementary Schools | <input checked="" type="checkbox"/> Visitors           |
| <input type="checkbox"/> Seniors              | <input type="checkbox"/> Middle Schools     | <input type="checkbox"/> Trucks (goods movement)       |
| <input 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 type="checkbox"/> Employment centers .                            | <input type="checkbox"/> Senior centers .                      |
| <input type="checkbox"/> Senior housing .                                | <input checked="" type="checkbox"/> K-12 Schools .             |
| <input checked="" type="checkbox"/> Groceries/Services .                 | <input checked="" type="checkbox"/> Retail/Commercial center . |
| <input type="checkbox"/> Transit centers .                               | <input type="checkbox"/> Visitor destination .                 |
| <input type="checkbox"/> Parks/recreational area Nisene Marks State Park | <input type="checkbox"/> Civic/public facilities .             |
| <input type="checkbox"/> Other destinations:                             |  |

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

- Yes –  
 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: n/a

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*	Major Collector	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	N/C
Sidewalks (none, one side or both?)	None	Yes
Sidewalk width (in feet)	N/A	4-6'
Landscaping (Yes/No)	No	N/C
On-Street Parking (Yes/No)	No	N/C
Bike lane width	Class II/None	Class II
Intersections (Signalized/unsignalized)	signalized	N/C
Pavement condition (PCI if available - or poor, fair, good)	PCI=74	PCI=80
Posted speed limit	25	N/C
Traffic Volumes	AADT=15,800	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 largest safety improvements will be to bicycle and pedestrian facilities as these will be new and to current standards. There will be more separation between modes as a result of this project.

- 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?)

\_\_\_\_\_



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, bicycle, pedestrian.
  - 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, and 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: Provides standard facilities to transportation disadvantaged

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:

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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)*  
No

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 designated as Major Collectors. These would fall under Avenues under the Complete Streets Guidebook. Avenues call for bicycle and pedestrian improvements and this project provides substantial improvements for both bicycle and pedestrian facilities.

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:

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

The Complete Streets cross section for an Avenue 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 is too narrow to accommodate all of these features, so priority will be given to Bicyclists, Pedestrians, Transit, and Autos/Trucks per the Complete Street Manual.

d. What alternative designs were considered, if any?

Different sidewalk layouts were considered and balanced against needs for travel lanes, bicycle lanes, and impact on properties affected by right-of-way takes. The project is heavily weighted to bicycle and pedestrian improvements as a proportion of the overall project costs.

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: 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.

**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. Right of way easements are anticipated to be needed. The County is eager to begin work on this project and anticipates scheduling work for Summer 2020 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:** **Highway 152/Holohan Rd - College Rd Intersection 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:	\$767,000	Uncommitted	\$0	\$85,000	\$398,000	\$284,000
Source 2:Pajaro Valley Trans. Improv. Fee	\$91,000	Committed	\$20,000	\$45,000	\$26,000	\$0
Source 3:Pajaro Valley Rdside Improv. Fee	\$91,000	Committed	\$20,000	\$40,000	\$26,000	\$5,000
Source 4: Minor A	\$500,000	Committed	\$0	\$0	\$0	\$500,000
Source 4: TBD	\$1,704,205	Uncommitted	\$0	\$0	\$0	\$1,704,205
Source 6:	\$0		\$0	\$0	\$0	\$0
Source 7:	\$0		\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$3,153,205</b>		<b>\$40,000</b>	<b>\$170,000</b>	<b>\$450,000</b>	<b>\$2,493,205</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	FY19/20
Environmental (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction

**County of Santa Cruz - 152/Holohan Rd Intersection Improvements**

Engineer's Estimate - 90% Submittal - April 2017

No.	BEES	CT SPEC SECTION	Item Description	Unit	Unit Price (\$)	TOTAL	
						Quantity	Cost (\$)
1	070030	7	LEAD COMPLIANCE PLAN	LS	\$5,750	1	\$5,750
2	066205A		TIME OF USE METERS	EA	\$1,150	1	\$1,150
3	066843A		MODEL 2070 CONTROLLER ASSEMBLY INCLUDING 332 CABINET	EA	\$9,200	1	\$9,200
4	120090	12	CONSTRUCTION AREA SIGNS	LS	\$10,350	1	\$10,350
5	120100	12	TRAFFIC CONTROL SYSTEM	LS	\$20,700	1	\$20,700
8	120165	12	CHANNELIZER (SURFACE MOUNTED)	EA	\$52	101	\$5,227
9	129000	12	TEMPORARY RAILING (TYPE K)	LF	\$48	750	\$36,225
10	129110	12	TEMPORARY CRASH CUSHION	EA	\$6,900	5	\$34,500
11	130300	13	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	\$8,050	1	\$8,050
12	130620	13	TEMPORARY DRAINAGE INLET PROTECTION	EA	\$345	5	\$1,725
13	130640	13	TEMPORARY FIBER ROLL	LF	\$6	1210	\$6,958
14	130650	13	TEMPORARY GRAVEL BAG BERM	LF	\$23	85	\$1,955
15	130680	13	TEMPORARY SILT FENCE	LF	\$7	820	\$5,658
16	141001	14	HEALTH AND SAFETY PLAN	LS	\$5,750	1	\$5,750
17	141103	14	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WA	LF	\$5	2070	\$9,522
18	150209	71	ABANDON DRAINAGE FACILITY	EA	\$2,875	1	\$2,875
19	150661	83	REMOVE GUARDRAIL	LF	\$9	78	\$718
20	150714	84	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	\$5	930	\$4,278
21	150742	82	REMOVE ROADSIDE SIGN	EA	\$184	10	\$1,840
22	150770	39	REMOVE ASPHALT CONCRETE PAVEMENT	SQFT	\$6	3400	\$19,550
23	150772	71	REMOVE CURB	LF	\$10	230	\$2,381
24	150812	71	REMOVE PIPE	LF	\$115	92	\$10,580
25	150820	71	REMOVE INLET	EA	\$1,150	4	\$4,600
26	152386	82	RELOCATE ROADSIDE SIGN-ONE POST	EA	\$426	7	\$2,979
27	152609	71	MODIFY INLET TO MANHOLE	EA	\$5,520	1	\$5,520
28	153103	39	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	\$8	8400	\$67,620
29	153140	73	REMOVE CONCRETE SIDEWALK (SQYD)	SQYD	\$51	330	\$16,698
30	153215	73	REMOVE CONCRETE (CURB AND GUTTER)	LF	\$29	30	\$863
31	155003	71	CAP INLET	EA	\$2,070	6	\$12,420
32	160103	17	CLEARING AND GRUBBING (LS)	LS	\$11,500	1	\$11,500
33	180106	18	DUST PALLIATIVE	LS	\$2,300	1	\$2,300
34	190101	19	ROADWAY EXCAVATION	CY	\$184	680	\$125,120
35	260203	26	CLASS 2 AGGREGATE BASE (CY)	CY	\$76	3580	\$271,722
36	390132	39	HOT MIX ASPHALT (TYPE A)	TON	\$518	70	\$36,225
37	397005	39	TACK COAT	TON	\$1,955	3	\$5,865
38			RETAINING WALL (TYPE 1)	LS	\$287,500	1	\$287,500
39	566011	82	ROADSIDE SIGN - ONE POST	EA	\$403	6	\$2,415
40	568017	82	INSTALL ROADSIDE SIGN PANEL ON EXISTING POST	EA	\$173	3	\$518
41	650014	65	18" REINFORCED CONCRETE PIPE	LF	\$345	190	\$65,550
42	700617	70	DRAINAGE INLET MARKER	EA	\$184	5	\$920
43	730020	73	MINOR CONCRETE (CURB)	CY	\$1,610	3	\$4,830
44	730045	73	MINOR CONCRETE (GUTTER)	CY	\$1,093	18	\$19,665
45	731504	73	MINOR CONCRETE (CURB AND GUTTER)	CY	\$978	55	\$53,763
46	731516	73	MINOR CONCRETE (DRIVEWAY)	CY	\$1,035	10	\$10,350
47	731521	73	MINOR CONCRETE (SIDEWALK)	CY	\$978	81	\$79,178
48	731623	73	MINOR CONCRETE (CURB RAMP)	CY	\$1,380	9	\$12,420
49	750007	75	FRAME AND GRATE	EA	\$2,070	5	\$10,350
50	750010	75	MANHOLE FRAME AND COVER	EA	\$920	1	\$920
51			24" YELLOW THERMOPLASTIC TRAFFIC STRIPE	LF	\$7	1350	\$9,315
52			12" WHITE THERMOPLASTIC TRAFFIC STRIPE	LF	\$5	145	\$667



No.	BEES	CT SPEC SECTION	Item Description	Unit	Unit Price (\$)	TOTAL	
						Quantity	Cost (\$)
53	840504	84	4" THERMOPLASTIC TRAFFIC STRIPE	LF	\$2	5510	\$12,673
54	840505	84	6" THERMOPLASTIC TRAFFIC STRIPE	LF	\$2	910	\$2,093
55	840506	84	8" THERMOPLASTIC TRAFFIC STRIPE	LF	\$2	755	\$1,737
56	840507	84	6" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 8-4)	LF	\$2	280	\$644
57	840515	84	THERMOPLASTIC PAVEMENT MARKING	SQFT	\$8	497	\$4,001
58	840521	84	4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 6-1)	LF	\$2	290	\$667
59	840526	84	4" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 17-7)	LF	\$2	120	\$276
60	850111	84	PAVEMENT MARKER (RETROREFLECTIVE)	EA	\$9	229	\$2,107
61	870400	87	SIGNAL AND LIGHTING SYSTEM	LS	\$372,600	1	\$372,600
62	999990	9	MOBILIZATION (5% OF TOTAL COST)	LS	\$87,400	1	\$87,400
<b>TOTAL</b>							<b>\$1,833,928</b>
						Overhead:	155,884.00
						Contingency:	183,393.00
						<b>SUBTOTAL:</b>	<b>2,173,205.00</b>
						PS&E:	<b>170,000.00</b>
						Right of Way / Easements:	<b>450,000.00</b>
						Construction Support:	<b>320,000.00</b>
						Environmental Studies and Permits:	40,000.00
						<b>PROJECT TOTAL:</b>	<b>3,153,205.00</b>
						Minus overhead	155,884.00
						<b>ELIGIBLE PROJECT TOTAL:</b>	<b>2,997,321.00</b>
						REQUESTED:	767,000.00
						MIN MATCH:	99,373.00
						ADDITIONAL FUNDS BUDGETED	582,627.00
						SHORTFALL:	(1,704,205.00)

FY 18/19		
PVTIF	621100-40573	91,000.00
PVRIF	621100-40228	
CSA 9	622115-22348	91,000.00
MINOR A		500,000.00
		<b>682,000.00</b>

VICINITY MAP  
HIGHWAY 152 / HOLOHAN RD  
- COLLEGE RD  
INTERSECTION

HOLOHAN RD

AIRPORT  
BLVD

HOLOHAN 152 /  
HOLOHAN RD -  
COLLEGE RD  
INTERSECTION

GREEN  
VALLEY  
ROAD

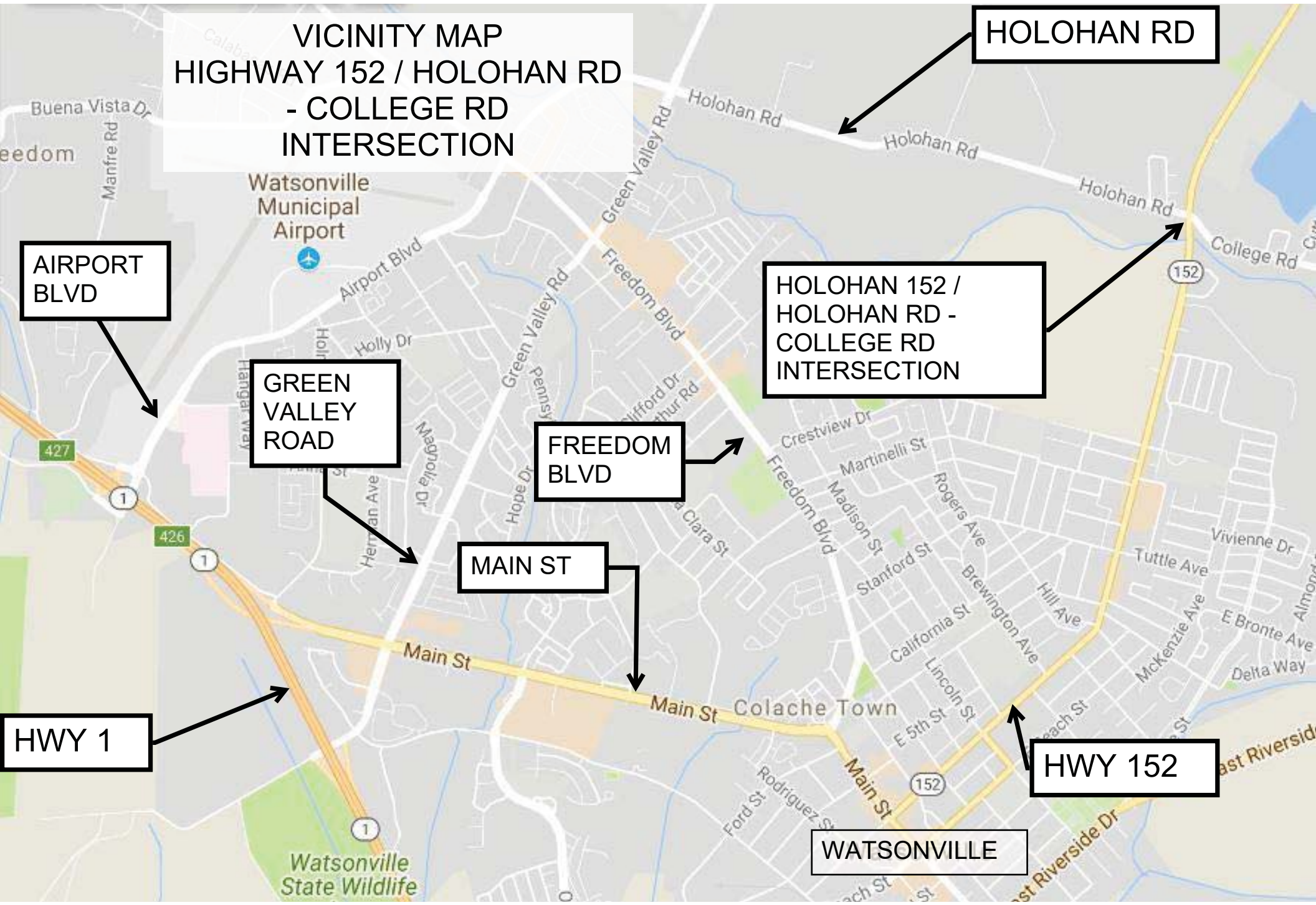
FREEDOM  
BLVD

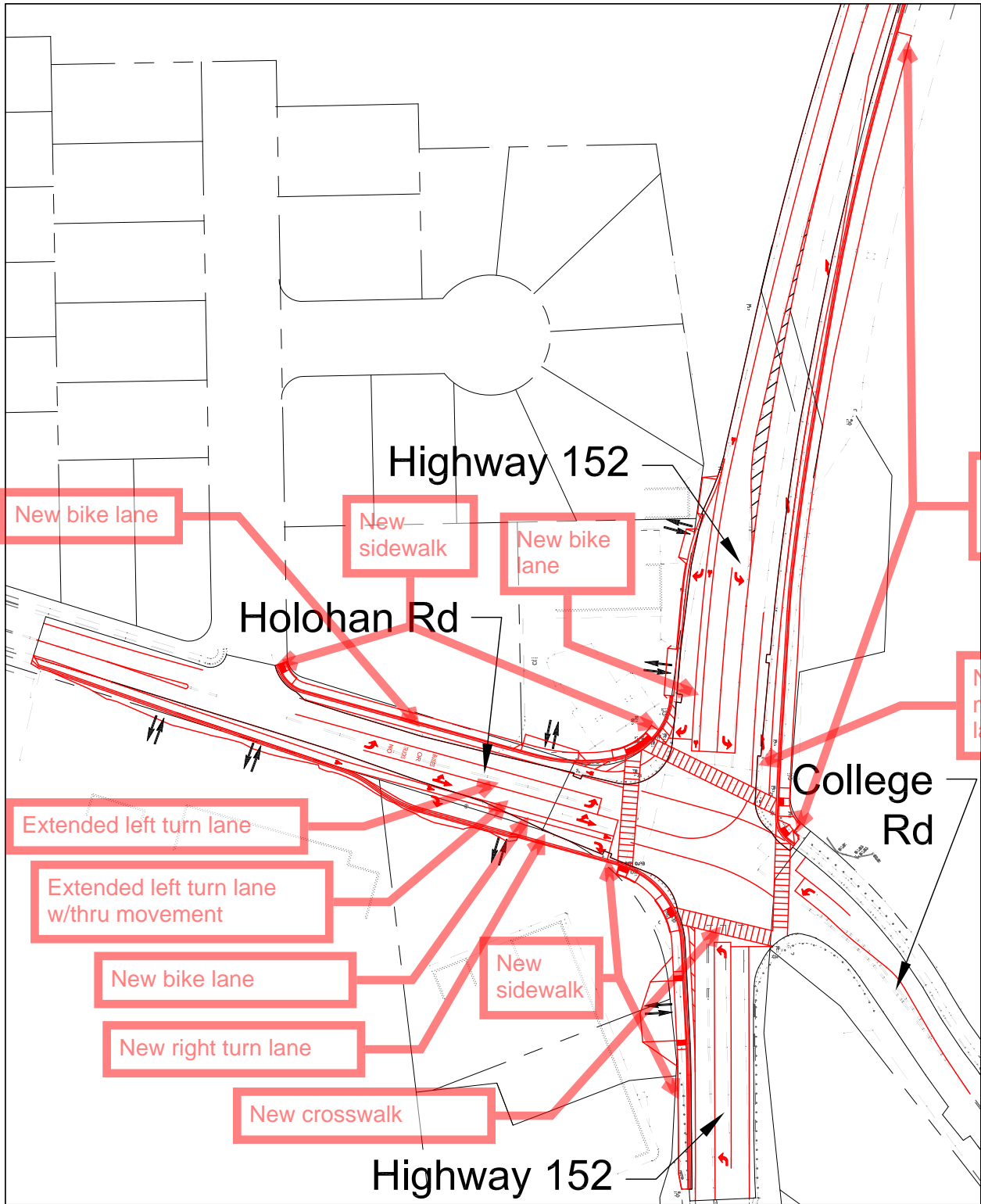
MAIN ST

HWY 1

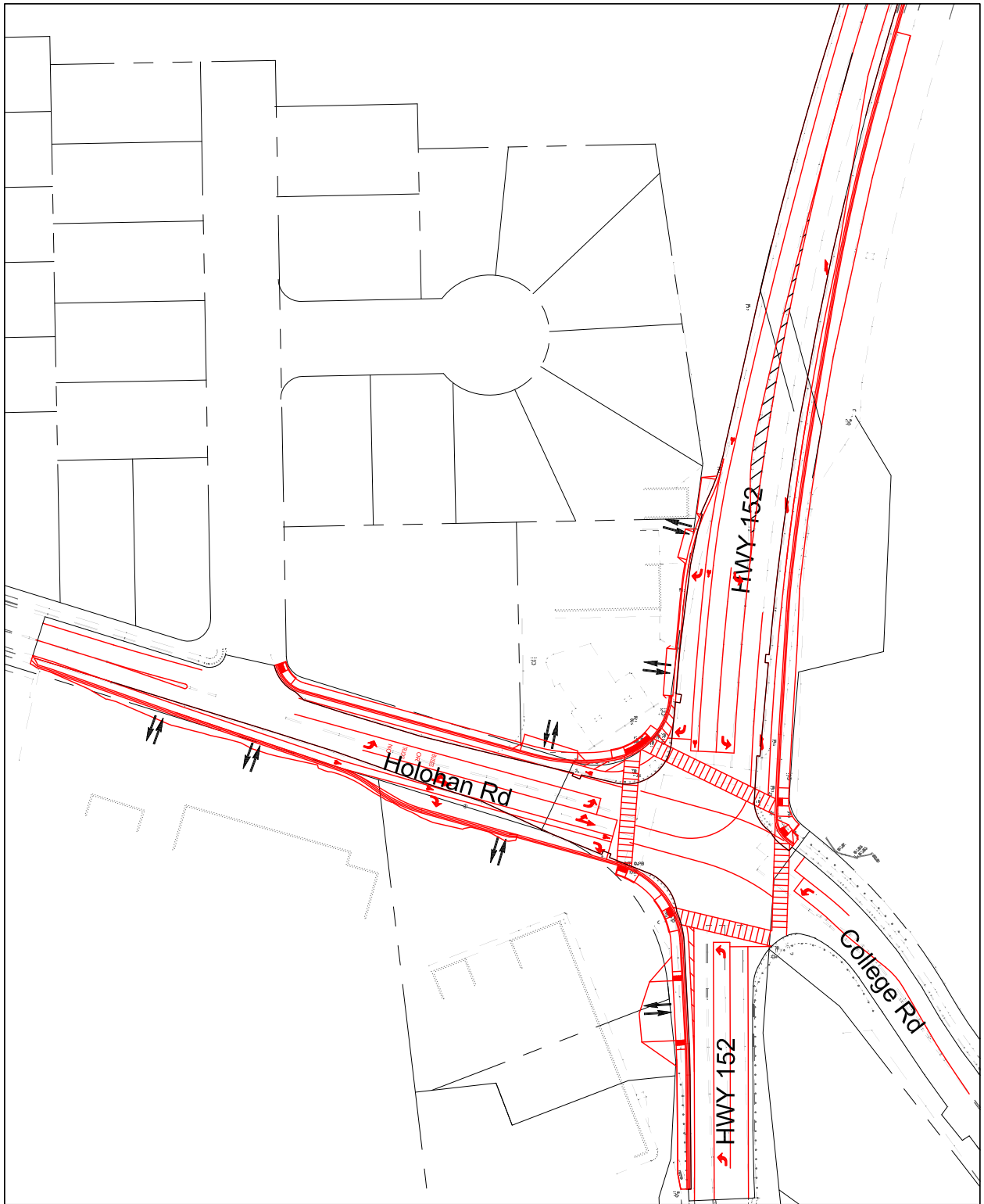
HWY 152

WATSONVILLE





Highway 152 / Holohan Rd - College Ave Intersection Project



Highway 152 / Holohan Rd - College Ave Intersection Project

## 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 Highway 152 / Holohan Rd Intersection 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