

SCCRTC- 2021 Consolidated Call for Projects (RSTPX, STIP, HIP, & CRRSAA)

APPLICATION/PROJECT PROGRAMMING REQUEST

A. Project Information

Applicant/Implementing Agency		Public Agency Sponsor (if different)	
City of Scotts Valley			
Project Title			
Granite Creek Road Overcrossing Project			
Brief Description/Scope of Work (attach extra pages to fully describe scope)			
Repaving of asphalt surface on Granite Creek Road from Scotts Valley Drive to the intersection at Santos Village Road. Restriping along the same stretch, as well as at the intersections at Scotts Valley Drive and Santos Village Road. Widening bike lanes/narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Addition of retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA gards. Addition of truncated domes where they are missing at the two intersections.			
Location, Limits, Length (attach map(s)/photos on separate tab)			
Granite Creek Road from the Scotts Valley Drive Intersection to Santos Village Road intersection			
Roadway Functional Classification: (if applicable)		4-Minor Arterial	
Summary of Project Benefits, Purpose and Need			
The purpose of this project is to increase the accesibility and quality of the pedestrian and bike access over Granite Creek, as well as to preserve the pavement and increase the longevity of the motorway. Granite Creek is the only Hwy 17 pedestrian crossing in Scotts Valley; improving multi-modal access is an important step in increasing accessibility and promoting active transportation.			
Funds requested	\$538,800	Total Project Cost	\$608,800
		Estimated # of Daily User	10,000-25000
Was project previously programmed for funds by RTC?		No	RTIP ID
Project Cost by Mode (list approximate percentage of total project costs)			
Mode	% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)	46%		
Road-Auto serving (not rehab)			
Bicycle	9%		
Pedestrian	45%		
Transit			
Transportation System Management (TSM)			
Transportation Demand Management (TDM)			
Other:			
	100%		
Priority	Project is priority #	1	of 1 applications submitted
Contact Name	Phone	E-mail Address	
Chris Lamm	831-438-5854	clam@scottsvalley.org	



CITY OF SCOTTS VALLEY

PUBLIC WORKS DEPARTMENT

701 Lundy Lane • Scotts Valley • California • 95066
Phone (831) 438-5854 • Facsimile (831) 439-9748 • www.scottsvally.org

Project Statement

Date: October 1, 2021
To: SCCRTC
1523 Pacific Ave, Santa Cruz, CA, 95060
[c/o rmoriconi@scrtc.org](mailto:c/o_rmoriconi@scrtc.org)

The City of Scotts Valley is please to submit the following project to the Satna Cruz County Regional Transportation Commission CALL FOR PROJECTS – 2021 Consolidated Regional Transportation Grants

Project Name: Granite Creek Overpass Roadway, Bicycle, and Pedestrian Improvements

Project Description:

The Granite Creek Overpass Roadway, Bicycle and Pedestrian Improvements Project (Project) proposes the repaving of asphalt surface on Granite Creek Road from Scotts Valley Drive to the intersection at Santas Village Road.

Restriping along the same stretch, as well as at the intersections at Scotts Valley Drive and Santas Village Road includes narrowing of vehicular travel lanes to provide a wider shoulder and/or class II bicycle lanes, adding green treatment to bike lanes at conflict point, and adding a bike boxes at intersections. At both intersections, crosswalks will be improved to high visibility crosswalks

Replacement of an existing failing retaining wall will allow for the repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections and minor concrete work to ensure ADA compliance is also included.

Project Need:

The City utilizes a Pavement Management Program (PMP) to efficiently identify and select pavement needs. The stretch of paving identified in the Project was surveyed in 2017 with a pavement condition index (PCI) of 62 and recommended for paving in 2018. Due to insufficient funds, the City was unable to complete the paving of this segment. It is estimated that the PCI would be 53-55 currently.

The City adopted an Active Transportation Plan (ATP) in 2021. The ATP identified 70 projects throughout the City with a goal of creating community connection via active transportation routes that are safe, enjoyable, accessible, and well maintained. Projects were scored for prioritization based on Safety, Roadway Type, Connectivity and Access, Implementation, and Community Identified Need. The Granite Creek Overpass was identified with both short-term and long-term

projects. The short-term project was tied for the highest scoring project in the City with 95 of 100 possible points. The project proposes to complete the scope of the short-term project.

Rec. Number	Location	City Jurisdiction unless noted	Recommendation	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	ROADWAY TYPE	CONNECTIVITY AND ACCESS	TOTAL SCORE
30	Granite Creek Road overpass (short term)	Caltrans	Narrow travel lanes to 11' to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where bike lane crosses the right turn lane.	25	30	10	15	15	95

In addition to the recommendations of the ATP, the project proposes to repair a failing retaining wall on the east side of Highway 17. The retaining wall failure has caused slippage of the pedestrian pathway between Santas Village Road and the Highway 17 bridge approach. Spot patching of the pathway can be seen in attached photos.

The pedestrian pathway on the Granite Creek Overpass represents the only pedestrian dedicated facility crossing Highway 17 in the City of Scotts Valley and is heavily used. Multiple schools, a Kaiser Permanente medical facility, transit facilities and shopping center are all destination points that pedestrians use the pathway to access.

Project Commitment

The City of Scotts Valley is committed to make the project a priority if awarded funds. Through City Council Resolution 2005, the City has authorized the submittal of this project application and committed to appropriating matching funds if awarded. Resources will be allocated as necessary to ensure timely completion of the project.

Project Photos:



Figure 1 Pathway Patching and slippage



Figure 2 Retaining Wall Failure

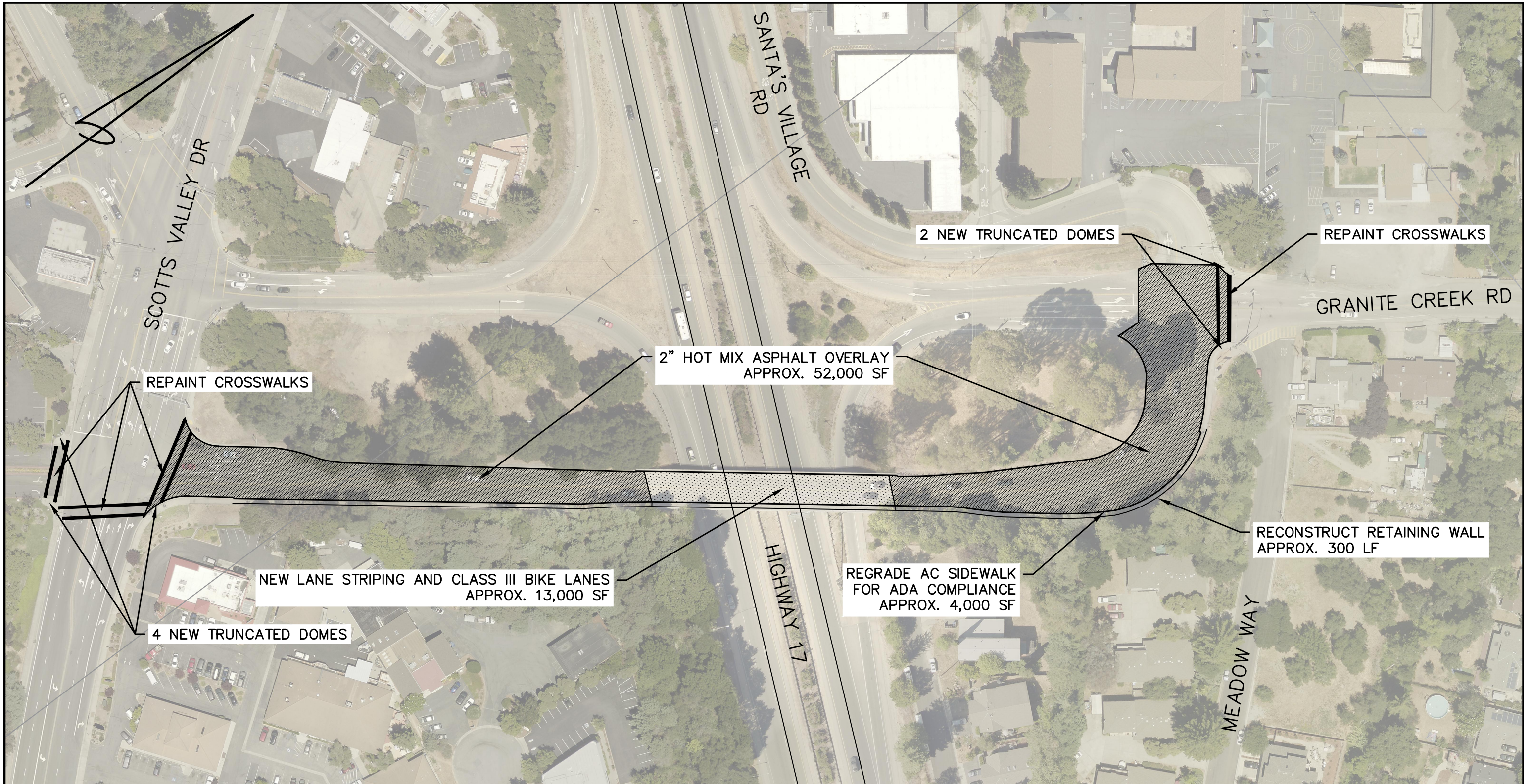


Figure 3 Sample Crosswalk to upgrade to high visibility crosswalk

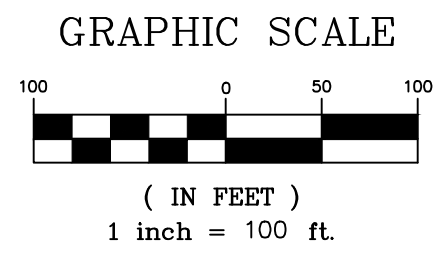


Figure 4 Right turn lane bicycle conflict point to be addressed with bicycle striping improvements

J:\B&W\25400\25471 City of Scotts Valley City Engineer\25471-80 Granite Creek Road Overpass\dwg\25471-80.dwg, 11X17 LAND, 9/30/2021 10:07:58 AM



GRANITE CREEK ROAD OVERCROSSING PROJECT



BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 3949 RESEARCH PARK CT., STE. 100, SOQUEL, CA 95073 (831) 426-3560	
SCALE 1" = 100'	JOB NO. 25471.80
DATE SEPT. 30, 2021	DWG NAME
DRAWN	FILE NO.

B. Project Benefits/Evaluation Criteria

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See **Attachment 2** of the call for projects for examples of type of information to demonstrate benefits.

Project Title:	Granite Creek Road Overcrossing Project
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Generally, what are the benefits of this project?

(ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)

To preserve longevity of road by resurfacing pavement; refreshing faded lines for motorist, pedestrian, and bicyclist safety; add a bike boxes at intersectios and class II bikelanes with green treatment at right turn lane crossings; repair failed reatining wall and regrade AC sidewalks to provide a safer accessible walking path. Striping to be in accordance with recommendation of Scotts Valley ATP project No. 30

	Benefit Category <i>(see Attachment 2 of Call for Projects for additional information and supporting data)</i>	How does this project address any of the following? <i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	Safety (reduce fatal or injury collisions)	Increased bike safety by restriping bike lanes according to ATP recommendations, adding a bike box, and giving the bike lanes the green treatment. Increased pedestrian saftey by stabilizing sidewalk retaining wall and regrading sidewalk to meet ADA standards; adding missing ADA compliant truncated domes at intersections. Inreased motor saftey by restriping narrowing lanes to promote speed reduction.
2	System preservation (maintain existing transportation infrastructure, service, or program)	Preserves infrastructure through resurfacing of aging pavement and stabilizing slopes beneath sidewalks. Paving work deferred from 2018 due to insufficient funds.
3	System Performance	Will improve the quality of walking and biking and increase connectivity of neighborhoods on the east of Hwy 17 with the businesses and bus stops on the west. Roadway is one of two crossing in the City limits and the only crossing with dedicated pedestrian facilities that are currently failing
3a	Reduce emissions and/or vehicle miles traveled	Encourages walking and biking to local destinations across Hwy 17, and also increases accessibility to public transit on Scotts Valley Drive, reducing emissions/vehicle miles traveled.
3b	Improve travel times, travel time reliability; reduce delay	N/A
3d	Improve freight or goods movement efficiency	N/A
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	Safety has been a concern for bicylists and pedestrians over Granite Creek; with improved bike and ped facilities, non-driving alternatives will be more feasible. Roadway is adjacent to multiple schools and is used by students both biking and walking to school

5	Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	Safer sidewalks and bikelanes will encourage walking and biking; additionally, those that rely on bus routes on Scotts Valley Drive will have easier access to bus stops located on the west side of Highway 17.
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	N/A
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	Improved ADA accessibility on sidewalks and at intersections; Improved safety in widened bike lanes will allow bicyclists to more easily cross Hwy 17

Additional Considerations in Project Evaluation:

A.	RTP Consistency: If project is included in the 2040 or Draft 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	SV-P73
B.	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements	Adds bike lanes & green treatment, adds bike boxes, increases sidewalk width, restabilizes failing sidewalk retaining wall, reworks sidewalk slopes to meet ADA standards, and adds truncated domes where missing at intersections
C.	Consistency with other plans. What other plans is this project listed in, if any?	SV Active Transportation Plan - Project Recommendation No 30 is the highest scoring project in the SV-ATP, SV Pavement Preservation Program identified the need for repavign in 2018
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	This project was the highest priority short-term project in the City's Active Transportation Plan. Passed in early 2021, the ATP was compiled based on solicited public input, and kept the community involved through stakeholder meetings. Projects were scored on the criteria of Safety; Roadway Type; Connectivity and Access; Implementation; Community-Identified Need. The project scored 95 out of 100 possible points.
E.	Scale of Benefits- How many users are expected to use the facility, service or program? What is the source of this estimate?	This section of roadway is identified as a minor arterial per the Caltrans Roadway Functional Classification. While the City does not have traffic count data for this segment, it functions as the primary access road to Highway 17 on and off ramps on the North end of town. Adjacent traffic counts on Scotts Valley Drive and Granite Creek Road would suggest over 10,000 trips per day.
F.	Potential Risks (and plans to mitigate them)	
F1	Funding - Is this project fully funded?	Pending grant award, the City Council has committed by resolution to fund matching dollars for the project.
	How will potential cost increases be funded?	Additional appropriations of SB1, Gas Tax or general capital funds could be used to address cost increases if necessary.
F2	Schedule: Describe any potential delays to schedule	CalTrans permit required for work at State operated intersections on each end of the project.

F3	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	This project is a stand-alone project that is not reliant on the completion of other projects to proceed. Project completion will be high priority if awarded. Additional resources can be contracted to ensure timely completion if deemed necessary
F4	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	No climate change environmental risks are anticipated. An existing retaining wall to be replaced is currently failing and could be subject to further failure if the project is not advanced.
F5	Other: Describe any other potential risks and plans to mitigate risks	N/A

C.i. Capital Projects: Schedule, Cost and Funding Summary

Non-infrastructure projects/programs - see NI tab

Project Title:	Granite Creek Road Overcrossing Project
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Project Schedule/Milestone	Date
Project Cost Estimates/Scope Developed	08/01/21
Begin Environmental (PA&ED) Phase	NA
Circulate Draft Environmental Document Document Type Categorical Exemption	02/01/22
Draft Project Report	NA
End Environmental Phase (PA&ED Milestone)	NA
Begin Design (PS&E) Phase	08/01/21
End Design Phase (Ready to List for Advertisement Milestone)	02/01/22
Begin Right of Way Phase	NA
End Right of Way Phase (Right of Way Certification Milestone)	NA
Begin Construction Phase (Contract Award Milestone)	04/01/22
End Construction Phase (Construction Contract Acceptance Milestone)	10/01/22
Begin Closeout Phase	10/01/22
End Closeout Phase (Closeout Report)	11/01/22

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	50,000	0	0	0	0	50,000
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	558,800	0	0	0	0	558,800
TOTAL	0	0	608,800	0	0	0	0	608,800

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC							
Fiscal Year								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)			0					0
PS&E			50,000					50,000
R/W SUP (CT)			0					0
CON SUP (CT)			0					0
R/W			0					0
CON			488,800					488,800
TOTAL	0	0	538,800	0	0	0	0	538,800

Fund No. 2:	Local Matching Funds (SB1, Gas Tax, Measure D, General Capital, TBD)								note funding status here
Component									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)								0	Not programmed to date, funds will be prioritized to the project if awarded, per Council Resolution 2005
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			70,000					70,000	
TOTAL	0	0	70,000	0	0	0	0	70,000	

C.ii. Detailed Cost Estimate - Capital Projects

(Replace with categories/format appropriate to your project. Shown below are examples only.)

Project Title: Granite Creek Road Overcrossing Project					
Engineer's Estimate					
1	Environmental Studies and Permits				\$0
2	Plans, Specifications, and Estimate				\$50,000
RIGHT OF WAY					
3	Right of Way Acquisition				\$0
4	Right of Way Support				\$0
5	Utility Relocation (exclude if included in construction)				\$0
TOTAL RIGHT OF WAY COMPONENT COST					
CONSTRUCTION (update items to match actual items for project)					
	Item Description	Quantity	Units	Unit Cost	Total
6	Pavement Structural Section Work				\$0
7	AC Overlay	52000	SF	\$3.00	\$156,000
8	Other AC	4000	SF	\$6.00	\$24,000
9	Remove & replace localized failed areas	1	LS	\$25,000.00	\$25,000
10	Base materials				\$0
11	Shoulder backing				\$0
12	Concrete work	1	LS	\$25,000.00	\$25,000
13	Hardware Upgrades				\$0
14	Guardrail	300	LF	\$25.00	\$7,500
15	Signals and lighting	1	LS	\$2,500.00	\$2,500
16	Retaining Wall	300	LF	\$400.00	\$120,000
17	Bridge Upgrades				\$0
18	Grading				\$0
19	Drainage Rehabilitation				\$0
20	Utility Relocation	1	LS	\$5,000.00	\$5,000
21	Traffic Control	1	LS	\$25,000.00	\$25,000
22	Traffic stripes, pavement markers and markings	12500	SF	\$7.00	\$87,500
23	Environmental or potential hazardous materials/waste removal, mitigation, or avoidance				\$0
24	Other (Identify: e.g., Mobilization Cost, Force Account, day labor, etc.,)				\$0
25	Truncated Domes	6	EA	\$500.00	\$3,000
26	Construction Support, management and engineering	1	LS	\$10,000.00	\$10,000
27	Surveys	1	LS	\$7,500.00	\$7,500
28	Inspection	1	LS	\$10,000.00	\$10,000
SUBTOTAL CONSTRUCTION ITEMS					\$508,000
CONTINGENCY 10.0%					\$50,800
TOTAL CONSTRUCTION COST					\$558,800
Escalation Rate Used:					%
Total Cost					608,800

E. Certification and Assurances - After reading each item, initial and sign to certify your agency agrees to each.

Project Title: Granite Creek Overpass, Roadway, Bicycle, and Pedestrian Improvements


INITIALS

As authorized representative for my agency, I hereby certify that the information contained in this application, 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; 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;
- 4 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;
- 5 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;
- 6 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;
- 7 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;
- 8 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
- 9 The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;
- 10 The agency will commit the funds necessary to ensure this project is fully funded.
- 11

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Implementing Agency Representative:

Signed 
 Printed (Name and Title) Chris Lamm, Public Works Director
 Implementing Agency City of Scotts Valley

Date 9/30/2021

Project Sponsor – if different

Signed _____
 Printed (Name and Title) Enter Name/Title
 Sponsor Agency Enter Sponsoring Agency Name

Date _____



CITY OF SCOTTS VALLEY

PUBLIC WORKS DEPARTMENT

701 Lundy Lane • Scotts Valley • California • 95066
 Phone (831) 438-5854 • Facsimile (831) 439-9748 • www.scottsvally.org

LAPG Exhibit 25-K: Local Road Rehabilitation Project Certification

Date: October 1, 2021
 To: SCCRTC
 1523 Pacific Ave, Santa Cruz, CA, 95060
 c/o rmoriconi@scrtc.org

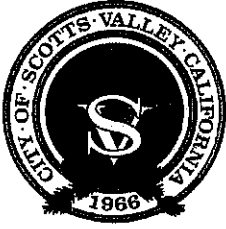
The City of Scotts Valley submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines.

Project Description: Repaving of asphalt surface on Granite Creek Road from Scotts Valley Drive to the intersection at Santas Village Road. Restriping along the same stretch, as well as at the intersections at Scotts Valley Drive and Santas Village Road. Widening bike lanes/narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Addition of retaining wall to replace an existing failing retaining wall. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes at existing curb ramps at the two intersections.

<u>Street/Road</u>	<u>From ----- to -----</u>	<u>Local Road Facility</u> (Pavement, drainage structure, bridge, cut slope, embankment, etc.)	<u>PPNO</u>	<u>Rehabilitation Strategy</u> (Resurfacing, chip seal, seal coat, restoration of existing facility, etc.)	<u>Service Life (Years)</u>
Granite Creek Road	From Scotts Valley Drive to Santas Village Road	Pavement,		Resurfacing	15
		Retaining Wall		Retaining Wall Replacement	75

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section II-D-9: “Eligibility of Rehabilitation Projects” of the Procedures for Administering Local Agency Grant Projects in the State Transportation Improvement Program.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.



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Phone (831) 438-5854 • Facsimile (831) 439-9748 • www.scottsvally.org

LAPG Exhibit 25-L: Pavement Management System (PMS) Certification

Date: October 1, 2021
To: SCCRTC, 1523 Pacific Ave, Santa Cruz, CA, 95060
c/o rmoriconi@sccrtc.org

PPNO: TBD

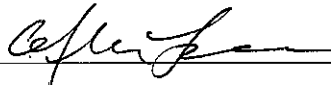
Project Description: Repaving of asphalt surface on Granite Creek Road from Scotts Valley Drive to the intersection at Santas Village Road. Restriping along the same stretch, as well as at the intersections at Scotts Valley Drive and Santas Village Road. Widening bike lanes/narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Addition of retaining wall to replace an existing failing retaining wall. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes at existing curb ramps at the two intersections.

The City of Scotts Valley certifies that it has a Pavement Management System (PMS) and the project meets the criteria described in this chapter. A system must be in place to meet standards for pavement rehabilitation projects programmed in the STIP.

The system was developed by Nichols Consulting Engineering (NCE) utilizing Streetsaver and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the City/County jurisdiction.
Centerline miles: 32.02
Total lane miles (or equivalent units): 71.87
The last update of the inventory was completed: 2017
- Identification of sections of pavement needing rehabilitation
Total lane miles (or equivalent units): 26.75
- Estimate of the cost to rehabilitate deficient sections: \$6.4M
- A procedure to identify rehabilitation strategies that are cost effective: A decision tree matrix is developed in the Pavement Management Plan identifying roadway treatment types for differing roadway classifications and rehabilitation needs.

You may direct any questions regarding the system to Chris Lamm at 831-438-5354.

Signature  Title: Public Works Director

- Pavement rehabilitation strategies with less than 10 year service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate).
- The work does not degrade any existing safety or geometric aspect of the facility.

City Signature:  Title: Public Works Director

Regional Transportation Planning Agency/County Transportation Commission Certification

The [Regional Transportation Planning Agency/County Transportation Commission] certifies the projects listed above meet California Transportation Commission guidelines.

Signature: _____ Title: _____ Date: _____