

Memorandum

Date: May 17, 2012

To: Chandra Wallar, County Executive Officer

From: Scott D. McGolpin, Director of Public Works

Subject: Lower San Antonio Creek Road, Removal from Maintained System and Circulation Issues

CC: Eric Pearson, Interim Deputy Director, Transportation



Attached is the December 1974 Resolution (74-841), which removed the lower portion of San Antonio Creek Road from the County's maintained system, after improvements were completed on Cathedral Oaks Road and San Marcos Road. The road was removed because it was "unnecessary for present or prospective public use," and "not useful as a bicycle path or route."

Public Works inspected the roadway and determined that this portion of San Antonio Creek Road is a functionally adequate one-way emergency evacuation route. Improvements completed during the David Fee single-family dwelling construction included widening, repaving, retaining walls, asphalt curbing, pavement markers, signage, and vegetation trimming. Flexible plastic "candlestick" markers were installed at the bottom so during an emergency, residents can exit and emergency vehicles can enter. In general, the improvements are in good condition. The pavement markings do need to be refreshed, the pavement resurfaced and vegetation needs to be trimmed.

To bring this 750 linear foot section of unmaintained roadway up to the standards of the County maintained portion of San Antonio Creek Road above it, would cost approximately \$120,000. These costs would include:

- Asphalt concrete overlay for 300 linear feet of roadway
- Micro seal resurfacing for 450 linear feet of roadway
- Drainage facilities and asphalt concrete berm to control drainage
- Vegetation and tree trimming
- A small retaining wall to stabilize and widen one section of the roadway
- Refresh roadway delineation and reflective markers
- Design, inspection and contract administration

Staff recommends this section of roadway leading to Tucker's Park below remain closed to thru traffic, except in an emergency as directed by public safety personnel. The road ends in a connection to the Tuckers Grove rear parking lot area. If the road were open for daily use, traffic would have to go through the Tuckers Grove parking lot aisles (which have non-standard speed bumps and parking spaces with 90-degree parking spaces adjacent) and exit through the park entrance. This would be a safety concern, as children are often present, as well as a disruption to the current park operation would occur.

If you need anything further on this matter please do not hesitate to let me know.