



Tulare County Complete Streets Alpaugh

Final



Prepared by:

**Tulare County Resource
Management Agency**

Paid for by a grant from:



Tulare County Complete Streets – Alpaugh

Prepared by:

Tulare County RMA

5961 S. Mooney Boulevard

Visalia, CA 93277

December 2016



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Introduction

Complete Streets Vision

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.”

The Tulare County Resource Management Agency (RMA) is committed to fully integrating modal options in its General Plan and various Community Plans within Tulare County. This includes supporting projects that enhance walking and bicycling infrastructure. Additionally, RMA will improve access to public transportation facilities and services. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. Finally, RMA continues to improve safety for all users and encourages street connectivity to create a comprehensive, integrated and connected circulation network. This is particularly important for those who rely on transportation infrastructure to be physically active and for students who walk or bike to school.

Steady population growth in Tulare County has directly impacted transportation needs. In the past, many of Tulare County’s federal, state, and local funding sources were used to develop new or improved traffic signals, interchanges, provide more travel lanes and to maintain existing roadway facilities. Historically, these funding sources have run well short of what is needed. The typical roadway transportation project that adds capacity and infrastructure is insufficient given these conditions. The RMA must adhere to its vision, which is to “provide a safe, convenient and effective County transportation system that enhances mobility and air quality for residents and visitors.”

Recent RMA and RMA-supported projects have already fulfilled some of these desires. There are already expanded bus transit routes in the County and more are being constructed for implementation in the near future. New transit centers are being placed throughout the County and efforts are underway to add more bicycle lanes and routes. Recent planning studies are looking to improve roadway safety, pedestrian safety, and access management between roadways and building developments. These efforts are consistent with greenhouse gas (GHG) emissions reductions efforts to reduce vehicle miles travelled (VMT) set forth under SB 375.

Promoting Complete Streets projects can offer Tulare County the ability to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. Integration of Complete Streets into Tulare County’s existing policies allows the potential to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in Tulare County.

Complete Streets Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, regardless of age, ability or mode of transportation. Users include motorists, cyclists, pedestrians and all vehicle types, including public transportation, emergency responders, and



freight and delivery trucks among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

Implementation of Complete Street design treatments will be based on whether it connects the networks for all modes, whether it improves the functionality for all users, and whether it is appropriate given the surrounding context of the community. The final elements of a Complete Street roadway will be largely based on these factors. At a minimum, a Complete Street roadway includes sidewalks and sidewalk amenities, transit shelters and facilities whenever there is a route along the corridor, and provisions for bicycle facilities.

Complete Streets Attributes

While every street cannot be designed to serve all users equally, there are opportunities to enhance service for all users while maintaining its principal transportation function. Complete Streets incorporate community values and support adjacent land uses while ensuring safety and mobility. Proper applications of Complete Streets concepts support sustainable growth and preservation of scenic, aesthetic and historic resources.

Report Outcomes

As a part of the Circulation Element for the Community Plan Update, this Complete Streets Report (Implementation Work Plan) and the following Implementation and Policies Section achieved the following outcomes:

- (i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;
- (ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;
- (iii) *Created* “livable communities” by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes were achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider range of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of the County’s transit systems.
- (b) *Created a comprehensive integrated and connected network* that supports “livable communities” that promote a safe interwoven fabric are provide for by the Policies



Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).

- (c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.
- (d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans verses the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. This culminated in a community meeting on September 3, 2015, wherein the Community provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

The intended effect of identifying the outcomes and reaching the conclusions in this report is that future funding opportunities will be enhanced because the Community will be supported by fully updated Community Plans. The conclusion to the report includes the Circulation Element of the Community Plan including the policies, and plans. The other conclusion to the report includes preliminary design drawings.

Specifically, the funding sources that are found in the Funding Section will be pursued actively by Tulare County to complete the work identified in the studies include, but are not limited to, the following:

- **Active Transportation Program Funding**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**
- **Strategic Growth Council**

- 
- **Walkable and Livable Communities Institute**
 - **California's Local Public Health and Built Environment Program**
 - **State Cap and Trade Funding**

Complete Street Policies

Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.



Complete Streets Policies

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 4 Complete Streets related principles including:

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

Principle 3: Community Circulation

Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

Principle 4: Pedestrian and Bicycle Facilities

Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents with alternative modes of travel.

These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-Use Paths should be a minimum of eight (8) feet wide.
4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high



speed to promote safety.

8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.
11. Public streets excluded from this policy include those where:
 - Complete streets concepts are in conflict with existing laws, codes, or ordinances.
 - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.
12. Exceptions from Complete Street Policies:
 - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
 - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
 - A documented absence of current or future need.

Complete Street Mobility Plan

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit. The current functional classification system plan is shown in Appendix B (Circulation Plan).

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of Alpaugh. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled (VMT) versus Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.

Complete Streets: According to the National Complete Streets Coalition, complete streets are a means by which, “... planners and engineers (can) build road networks that are safer, more livable, and welcoming to everyone.... Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.”



Network-Based Complete Streets: Combines individual travel mode networks into one multimodal transportation system, integrating infrastructure where appropriate, ultimately ensuring that all users can safely and efficiently access their destination.

Vehicle Miles Traveled (VMT): Vehicle miles traveled is the metric that identifies the total distance traveled in a car per driver. VMT drives roadway needs (the more people who drive, the more capacity and maintenance are needed on the roadway system). Under the Tulare County Climate Action Plan, in reducing VMT greenhouse gas emissions are reduced, and the County has an overall target of reducing 6% of its greenhouse gas emissions through a reduction in VMT.

Community Plans adopt these principles, which are combined into the following mission statement:

The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.

Caltrans and Complete Streets

Under Caltrans District Order 64-R1, Caltrans requires that a Complete Streets Implementation Action Plan be developed and implemented for Caltrans owned and maintained Streets. Their Implementation Action plan provides a background by which the Tulare County Completes Street Plan will be implemented.

TCAG, Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Alpaugh. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describe bicycle circulation patterns and Pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

Tulare County Climate Action Plan (CAP)

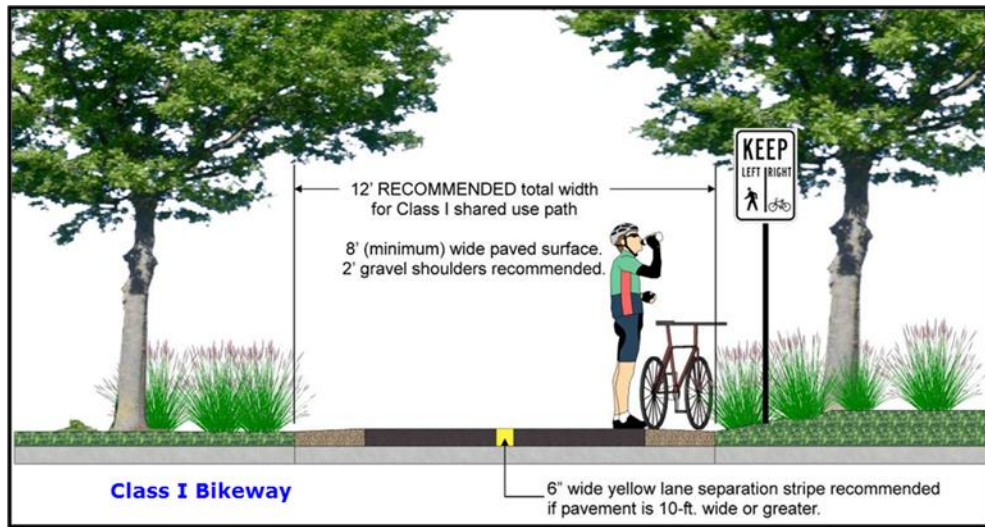
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their targets.

Bicycle Facilities

Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified pedestrian corridors on the Community of Alpaugh Bicycle, Bus and Pedestrian Plan (see Appendix C).

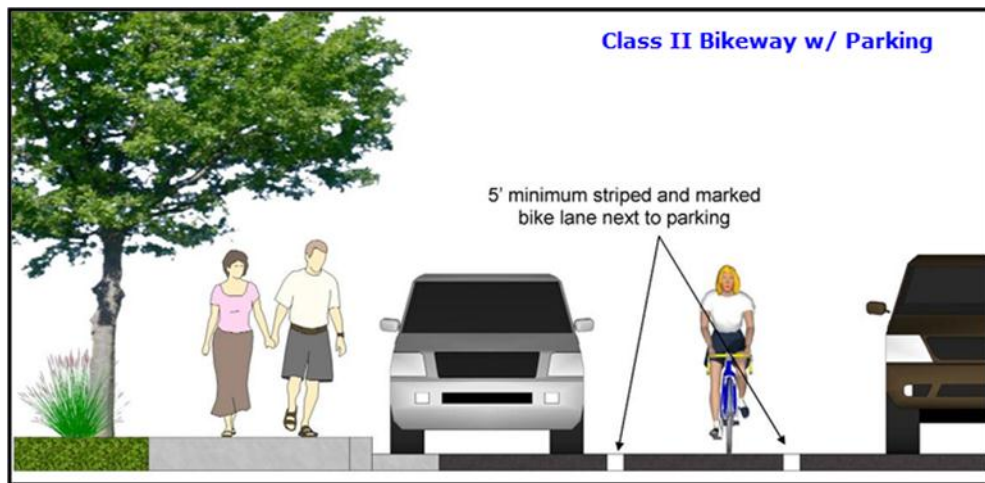
Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). The Communities of Alpaugh and Allensworth are proposing a Class 1 / pedestrian path from one community to the other.



Class II

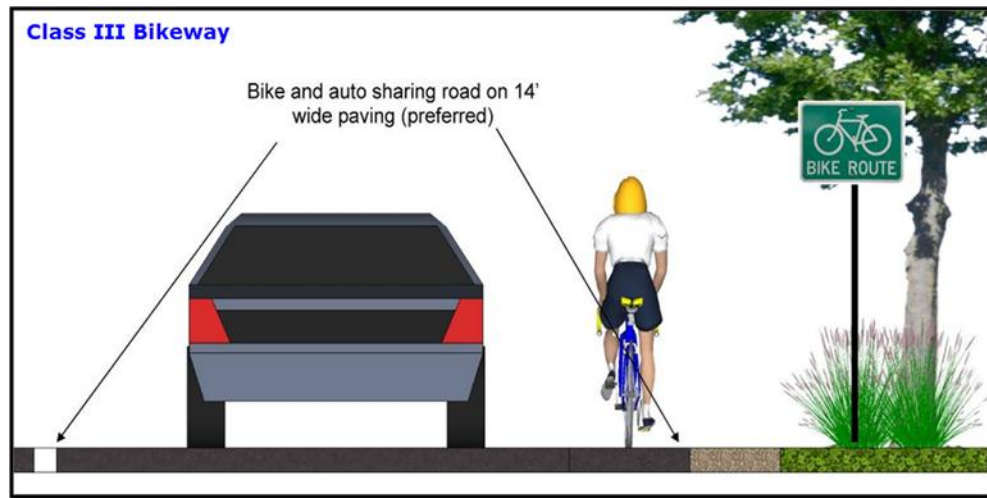
Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing no Class II bicycle facilities in Alpaugh.



Class III

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed along Atwell Avenue. Although not signed on many roads in Alpaugh,

bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



Pedestrian Facilities

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the community. Currently, limited continuous sidewalks are provided along major routes in the community. In addition to connecting available pedestrian resources, the communities have prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks is considered in areas where high pedestrian demand occurs (such as to and around schools).

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There is currently no multiuse trails in the Alpaugh Community.

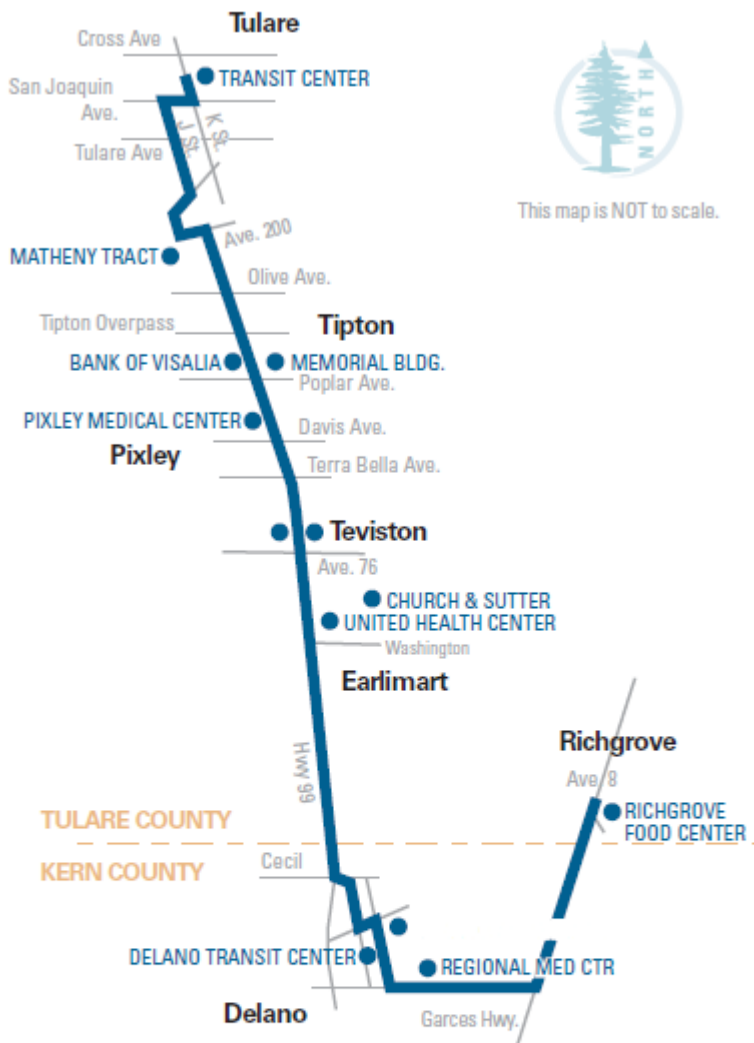
Transit Facilities

Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

Public transportation services and facilities in Tulare County consist of public bus service, paratransit service, and could also consider park-and-ride locations.

Public Bus Service

Public bus service is provided by Tulare County Area Transit (TCaT) in rural areas. Existing transit routes and designated bus stops are shown in the following figure.



Pass Sales Outlets

Dinuba Transit Center	189 Merced St., Dinuba
Porterville Transit Center	35 W. Oak St., Porterville
Tulare County Government Plaza	5961 S. Mooney Blvd., Visalia
Tulare Transit Center	360 N. 'K' St., Tulare
Visalia Transit Center	Oak & Santa Fe, Visalia

Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door to door service from any origin to any destination in a service area.

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

Caltrans lists the following benefits of Complete Streets in their implementation plan. They include:

- Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.
- Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and greenhouse gas emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.¹ According to Caltrans, the average costs of highway incidents are stated below.

Cost of Highway Accident	Dollars Per Accident
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Fatal Accident	\$4,800,000
Injury Accident	\$67,400
Property Damage Only (PDO) Accident	\$10,200
Average Cost per Accident	\$52,500

Cost of an Event	Dollars Per Event
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Cost of a Fatality	\$4,400,000
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Cost of an Injury

¹ http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html



Level A (Severe)	\$221,400
Level B (Moderate)	\$56,500
Level C (Minor)	\$26,900
Cost of Property Damage	\$2,500

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

As part of a network-based approach, the County has identified (and will implement through pursuing further roadway studies and infrastructure design updates) a complete network for pedestrians. The County will also work to deliver infrastructure to support all modes of transportation. In addition to the General Plan Circulation Element Implementation Section, the key implementation measures include:

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to TCAG and Caltrans for consideration under further grant funding opportunities.

Measure R

Bike/Transit/Environmental Projects (14% of Measure R Funding)

On November 7, 2006, the voters of Tulare County Approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation



Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The proposed projects have been included in the County's Active Transportation Plan (2015).

Citizen Feedback

Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council forums and other well-known locations. Informal meetings were conducted with individual business or property owners associated to specific access concerns or other issues.

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Complete Streets and Community Plan Outreach (2015 - 2016) – is located in the Appendix G.

Improvement Standards

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Transportation related facilities for public use are built within existing right of way (R/W) owned by a public agency, e.g., county, city or state. Within this R/W is a standard cross section, which is a term that is used to define the configuration of existing or proposed roadways at right angles to the centerline (CL). Typical sections show the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes.

In Tulare County, the two most common cross sections are shown for two or four lane roads, varying in width based upon the number of lanes, parking, sidewalks, shoulders, bike lanes, etc. Figure 1 shows the cross section for two lane roads and Figure 2 identifies a typical four lane cross section.

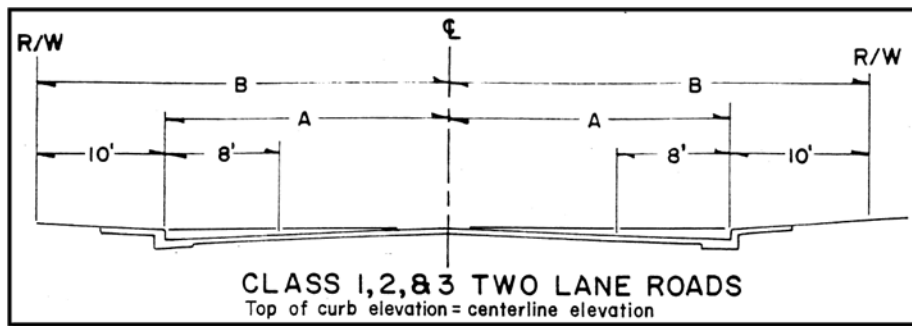


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

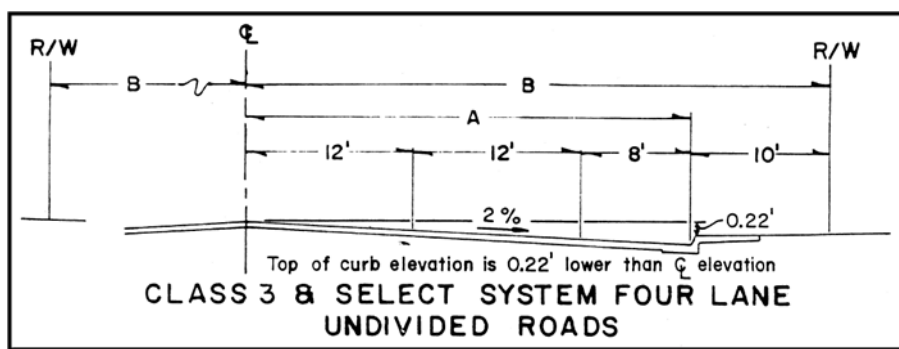


Figure 2 - Tulare County Class 3 Four Lane Road

Tulare County Pavement Management System

Pavement Management

Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels.

Pavement Management System

The Tulare County Pavement Management System (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software assists RMA staff to create composite pavement quality rankings based on pavement quality measures on



roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction.

Typical tasks performed by Tulare County PMS include:

- Inventory pavement conditions, identifying good, fair and poor pavements;
- Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand;
- Schedule maintenance of good roads to keep them in good condition; and,
- Schedule repairs of poor and fair pavements as remaining available funding allows.

Research has shown that it is far less expensive to keep a road in good condition than it is to repair it once it has deteriorated. This is why pavement management systems place the priority on preventive maintenance of roads in good condition, rather than reconstructing roads in poor condition. In terms of lifetime cost and long term pavement conditions, this will result in better system performance.

The County is proposing a Road Maintenance Plan (see Appendix D) for the Community of Alpaugh that is a result of the PMS.

Implementation

Selection of Community Priorities

An effort is under way in Tulare County to implement Complete Streets Policies in the unincorporated communities within Tulare County's boundary. Just as the County updated its General Plan in 2012, many of the Community Plans are going through the update process. As a result of the Community Plan update process, several public meeting have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

Transportation and related infrastructure costs tend to be exceedingly high may take years to implement. For purposes of this Study five transportation corridors were selected within the community (see Appendix A), and two roadway segments in the community were selected to be further evaluated for implementation of Complete Street standards. These roadway segments generally represent the highest volume roadways with a blend of residential and mixed land uses that also provide for regional access.

General themes that were voiced from residents in each community related to transportation included the need for:

- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings

- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

Given the information provided by the residents and business owners, conceptual layouts and designs based upon the citizens concerns were presented to collect input. Based upon the community planning process, the following sections identify proposed projects for each community.

Project Phasing

Generally, Tulare County RMA is proposing two types of projects coming from the community based upon the complexity of the project. The first types of projects are “shovel ready” that could be built immediately. They would be considered Phase 1 Projects and would have only minor needs for storm drain facilities, fence relocations, utility conflicts, etc. Phase 2 Projects are more inclusive and would be classified as medium to long range projects. These projects would need other infrastructure improvements such as storm water basins, major storm drain improvements, utilities to be undergrounded, etc.

Phase 1 Projects	Phase 2 Projects
Curb, gutter & sidewalk (storm drain water into existing system); pedestrian ramps; bulb outs (where appropriate)	Curb, gutter & sidewalk (new drainage system)
Street lights	Major storm drain facilities (new pipelines and storm water basins)
Bus shelters, benches, trash receptacles, etc.	Utility relocations (undergrounding)
Fence relocations	Major land acquisition
Street signage and striping	Railroad crossing improvements
Minor utility conflicts	
Minor land acquisition	

Alpaugh Community Needs

Center (Avenue 54) & Church Street



Figure 3: Avenue 54, between Lake Rd and Wilber. Sidewalk is non-existing to differentiate from roadway. Sidewalk, curb, gutter, asphalt paveout, and driveway are proposed.

Figure 4: Sidewalk improvements proposed at Avenue 54 at Lake Road. No sidewalk to differentiate from road, making current state a potential hazard for pedestrian and children walking to school.



Figure 5: Sidewalk improvement proposed at Avenue 54 at Lake Road, Existing sidewalk is less than 3 feet wide and not in compliance with ADA standards.



Figure 6: Sidewalk improvement proposed at Avenue 54 at Tule Road, Existing sidewalk is less than 3 feet wide and not in compliance with ADA standards. Westbound view.



Figure 7: Avenue 54 and Lake Road, Sidewalk curb and gutter project proposed along Avenue 54. No existing sidewalk to differentiate from roadway. Westbound view.

Outreach: September 3, 2015

1. Road 38/Tule Road (Church Ave to Park Ave)
2. Avenue 54/Center Ave (Tule Road to Wilbur Road)
3. Ellis Road (Church Ave to Center Ave)
4. Avenue 53/Church Ave (Knox Road to Ellis Road with the school in the middle)



Based on the Community's desired roadway improvements, the Resource Management Agency's Public Works Division devised plans and project descriptions for the following roadways.

Improvement Plans

The following roadways were selected by the Community based on outreach and improvements designed by the Resource Management Agency's Public Works Division (See Appendix A).

Church Avenue:

Approx. 870 LF of 5ft wide concrete sidewalk is proposed with curb and gutter on the north side of Church Ave between Tule Road (Road 38) and Knox Road. Existing road profile along Church Ave is very flat except high points at the crossing of Billing and Olive Road. Smooth surface can be maintained with bubble ups at those crossing mentioned above. Property fence is encroaching in to the right of way which will push the proposed sidewalk to south unless right of way is cleared. There are about 5 driveways that need to be addressed in this 870 LF stretch of sidewalk. A crosswalk is proposed across Tule Road to connect to the existing sidewalk at the school. ADA standard ramps will be placed on both ends of the crosswalk across Tule Road.

Another 310 LF of 5ft wide concrete sidewalk is proposed on the north side of Church Ave between Wilbur Road and Ellis Road. Putting the sidewalk to the north is more logical since it is adjacent to the school parking lot and aligns with the existing crosswalk. However, sidewalk on the school side across Wilbur Road does not have any ramp now and there is a water valve right in the middle of the crosswalk, which may trigger relocation of the crosswalk to further



north of Wilbur to clear the existing water connection. ADA standard ramps shall be placed on both sides of the cross walk across Wilbur Road.

Tule Road:

Approximately 595 LF of 5ft wide concrete sidewalk is proposed with curb and gutter on the west side of Tule Road between Ave 54 and Park Road. At the south end, this sidewalk will be stopped right at the existing grocery store parking to avoid conflict with the parking lot.

Avenue 54:

About 565 LF of sidewalk is proposed with curb and gutter on the north side of Ave 54 on several locations such as between the county library and Lake Road; between Lake Road and existing sidewalk to the east; and between Wilbur Road and Ellis Road. Some utilities such as (fire hydrants, power poles, signs etc.) are in the way and will need to be relocated. An average of 15ft wide asphalt section is proposed to match between the existing pavement and the proposed curb and gutter

Overall Improvements:

Included in this project is a Non-Infrastructure aspect. This will include pedestrian safety discussions with the school, and may include safety/activity seminars such as a “bike rodeo”, planning for future non-infrastructure needs, or other pedestrian/cyclist safety meetings.

Projects

Complete Streets Project Plans

The plans and projects in the appendices are identified as part of the complete streets policy to identify corridors for various user types and to demonstrate examples of design policies. These plans and are the result of input obtained through the community outreach process, multiple Tulare County agencies and divisions and professional engineering consultants.

The four projects identified herein represent the priority improvements to the backbone of the complete streets network within the community of Alpaugh. Two of these projects have been developed to a 30% design stage and the remaining three projects have been preliminarily scoped and budgetary estimates have been prepared. These four projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Alpaugh. As shown in the tables, the funding sources include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds. Measure R, a Tulare County sales tax for transportation, is available for such matches.

Cost Estimates

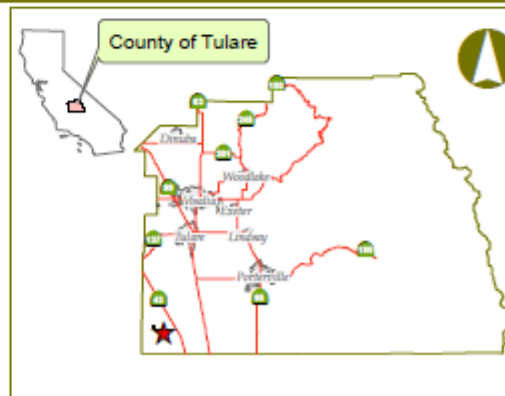
Detailed cost estimates are included in Appendix E.

Appendix A – Proposed Complete Streets Projects



Legend

- Ave 53/Church Ave Knox Rd-Ellis Rd
- Road 38/Tule Rd Church Ave-Park Ave
- Avenue 54/Center Ave Tule Rd-Wilbur Rd
- Ellis Road Church Ave-Center Ave

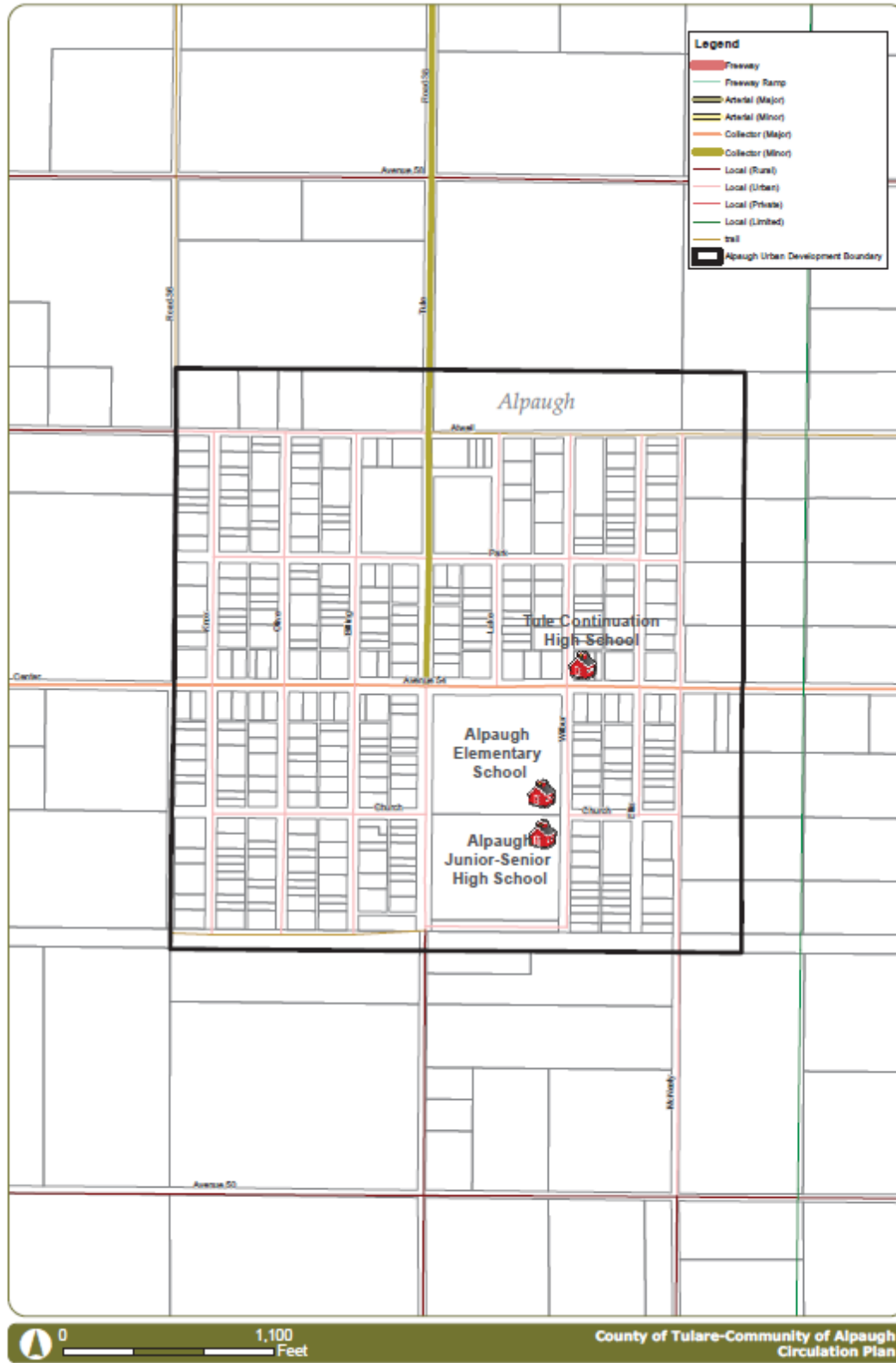


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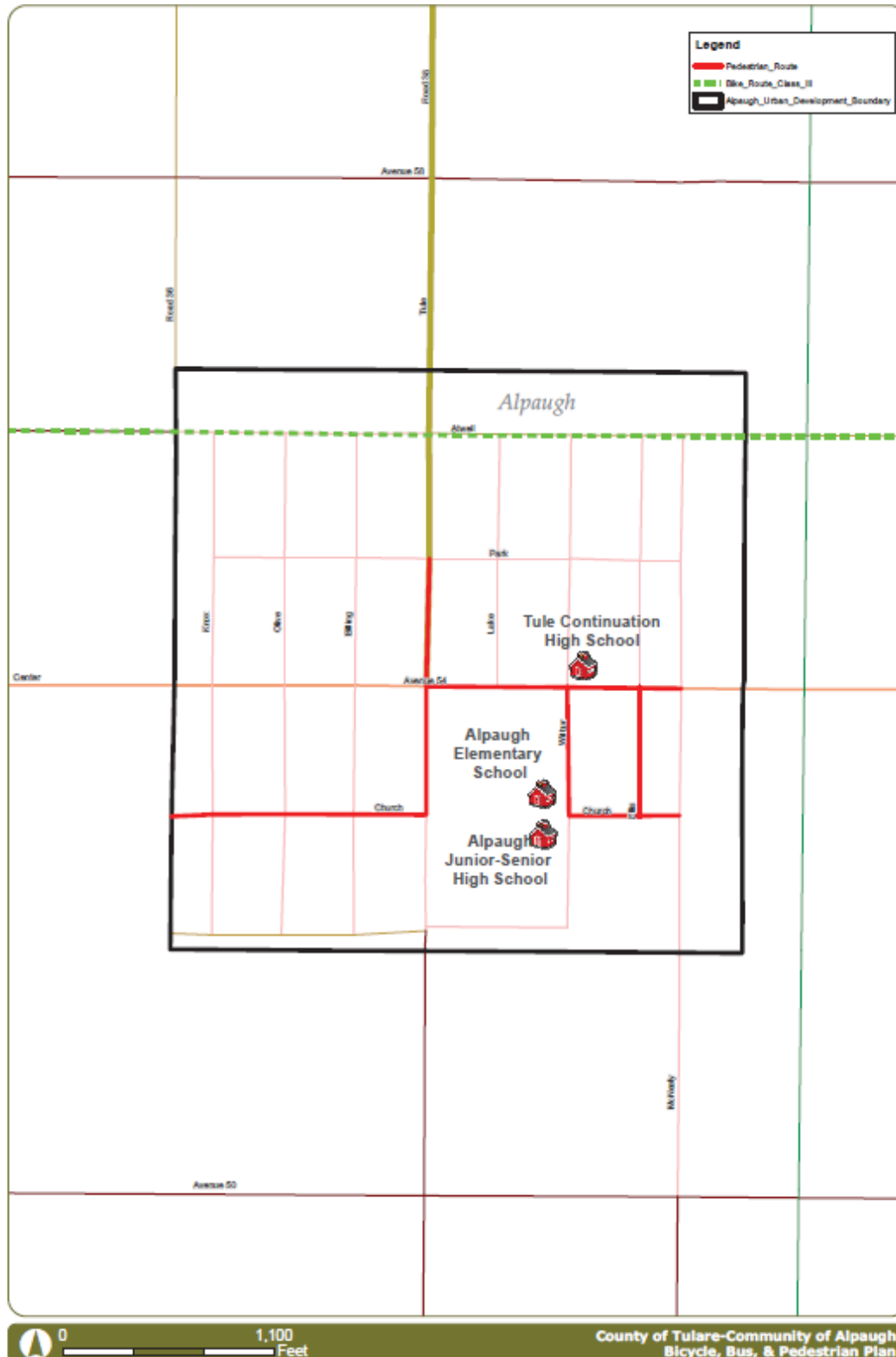
County of Tulare-Alpaugh Road Identification
Vicinity Map



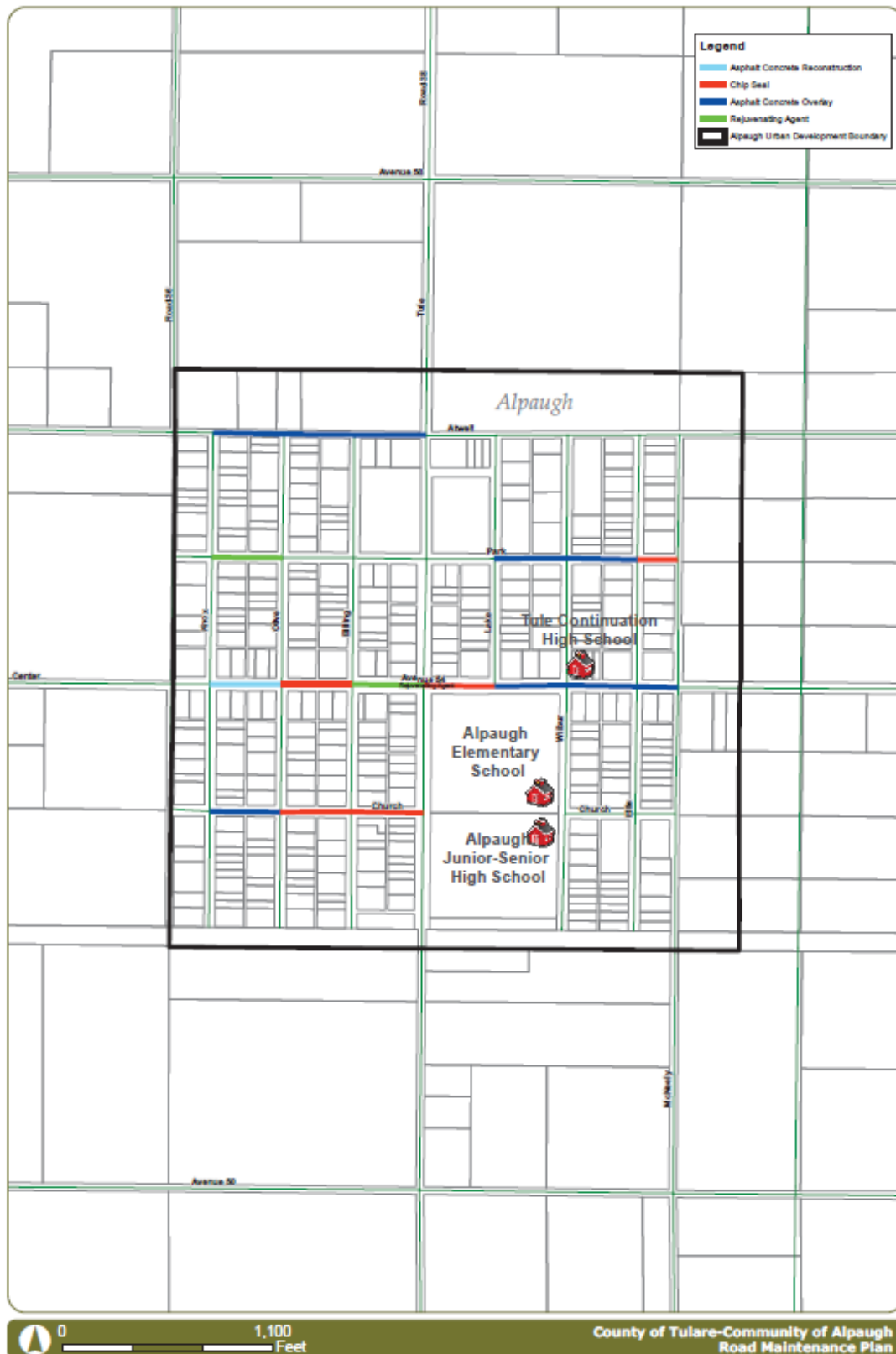
Appendix B – Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan



Appendix D – Road Maintenance Plan



Appendix E – Cost Estimates for Alpaugh

Detailed Engineer's Estimate						
	Agency:	Tulare County Resource Management Agency				
	Project Name:	Alpaugh Improvements Sidewalk Project				
	Project Location:	Court Ave - E/O Park Dr to School St & School St - Court Ave to Terra Bella Ave				
	Date of Estimate:	December 9, 2016				
	Prepared by:	Ather Razaq/Diego Corvera				

Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$100,000	\$100,000
2	050126	Construction Staking	LS	1	\$20,000	\$20,000
3	120090	Construction Area Signs	LS	1	\$25,000	\$25,000
4	120100	Traffic control system	LS	1	\$25,000	\$25,000
5	120300	Temporary Pavement Marker (Refl.)	LS	1	\$20,000	\$20,000
6	130200	Prepare Water Pollution Control Program	LS	1	\$10,000	\$10,000
7	220101	Finishing Roadway	LS	1	\$15,000	\$15,000
8	152390	Remove Roadside Sign	EA	27	\$200	\$5,400
9	152379	Relocate Fence	LF	974.98	\$20	\$19,500
10(F)	190101	Roadway excavation	CY	1,175	\$100	\$117,503
11(F)	250201	Class 2 Aggregate Base	CY	708	\$95	\$67,246
12	390133	Hot Mix Asphalt (Type B)	TON	1,019	\$120	\$122,305
13	394090	Place hot mix asphalt (miscellaneous area)	SQYD	47	\$100	\$4,700
14	731504	Minor Concrete (Curb & Gutter)	LF	3200.41	\$25	\$80,010
15	731521	Minor Concrete (Sidewalk)	SQFT	11045	\$8	\$88,357
16	731623	Minor Concrete (Ramp)	EA	13	\$4,000	\$52,000
17	731516	Minor Concrete (Driveway)	SF	3491	\$15	\$52,371
18	152434	Adjust riser	EA	6	\$800	\$4,800
19	152469	Adjust Utility Cover to Grade	EA	1	\$800	\$800
20	568023	Install Roadside Sign	EA	27	\$500	\$13,500
21		Bio Swale	SQFT	255	\$20	\$5,100

Sub-Total: \$848,591

* Up to 10% Contingency may be included in Engineer's Estimate

*Contingency: \$84,859

(F) = Final Pay Item

TOTAL: \$933,451

Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
22	-	Environmental Clearance	% of CON	5%	\$848,591.49	\$42,429.57
23	-	Preliminary Engineering (PE)	% of CON	10%	\$848,591.49	\$84,859.15
24	-	Construction Engineering (CE)	% of CON	15%	\$848,591.49	\$127,288.72
Total:						\$254,577.45

Total Construction & Non-Construction Items	\$1,188,028.09
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<u>SHEET NO.</u>	<u>PAGE NO.</u>	<u>DESCRIPTION</u>
T1	1	TITLE SHEET
X1	2	TYPICAL CROSS SECTIONS
C1	3	CONSTRUCTION DETAILS
L1-L2	4-5	PLAN SHEETS CHURCH AVE
L3-L4	6-7	PLAN SHEETS CENTER ST / AVE 54
L5	8	PLAN SHEETS TULE RD / ROAD 38
G1-G9	9-17	GRADING PLANS
PD1-PD2	18-19	SIGNING AND STRIPING PLANS CHURCH AVE
PD3-PD4	20-21	SIGNING AND STRIPING PLANS CENTER ST / AVE 54
PD5	22	SIGNING AND STRIPING PLANS TULE RD / ROAD 38
CAS1	23	CONSTRUCTION AREA SIGN PLAN

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AP	ANGLE POINT
BC	BEGIN HORIZONTAL CURVE
CL, $\mathcal{C}$	CENTER LINE
CONC	CONCRETE
C-C	CENTER TO CENTER
DI	DROP INLET
DIA	DIAMETER
DWY	DRIVEWAY
EC	END OF HORIZONTAL CURVE
EP	EDGE OF PAVEMENT
EXIST	EXISTING
FL	FLOW LINE
GALV	GALVANIZED
GB	GRADE BREAK
HCR	HANDICAP RAMP
INV	INVERT
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
NO	NUMBER
OG	ORIGINAL GROUND
PROP	PROPOSED
R	RADIUS
R/W	RIGHT OF WAY
RP	RADIUS POINT
RT	RIGHT
SCH	SCHEDULE
STA	STATION
SW	SIDEWALK
TFC	TOP FACE OF CURB
TYP	TYPICAL
VAR	VARIES

XXXX

XXX



Contractor shall call
Underground Service Alert at
811 two working days prior
to excavation

PROJECT PLANS FOR CONSTRUCTION OF ALPAUGH SIDEWALK IMPROVEMENTS PROJECT FUNDING INFO

Appendix F – Alpaugh Avenue 30% Submittal Plan Set



APPROVED BY: _____ DATE: _____

Peter Vander Pohl, CHAIRMAN
COUNTY OF TULARE BOARD OF SUPERVISORS

APPROVED BY: _____ DATE: _____

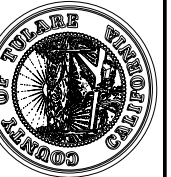
Reed Schenke, P.E. ASSISTANT DIRECTOR-PUBLIC WORKS
COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY

SIGNED BY: _____ DATE: _____

Jabed Khan, P.E. Engineer IV
COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY

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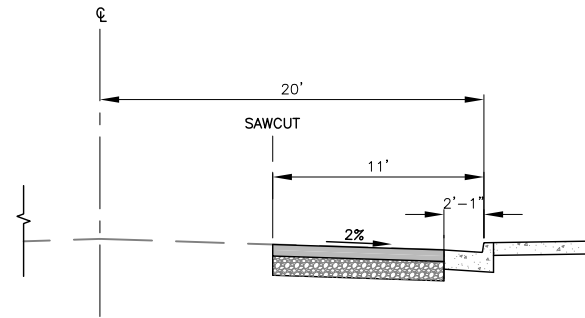
**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**

TULARE COUNTY

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DRAWN	PAO
CHECKED	JRK
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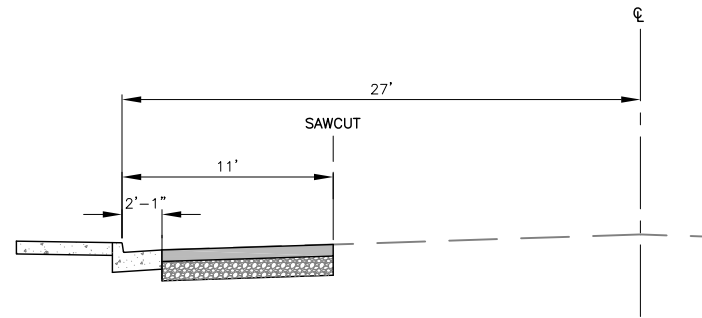
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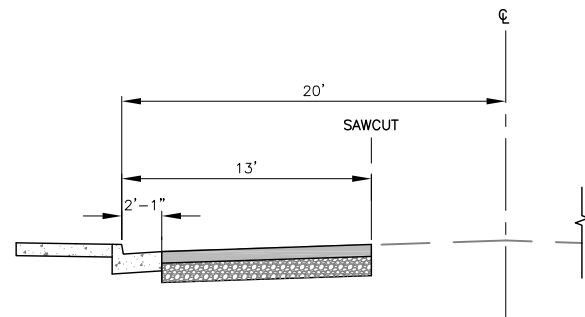
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STA 16+19.48 TO STA 19+11.76
STA 19+89.76 TO STA 22+71.30



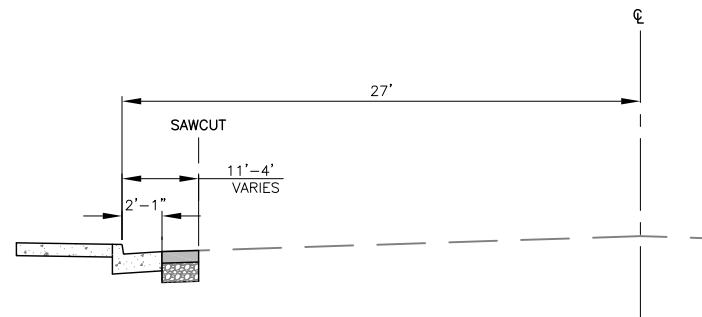
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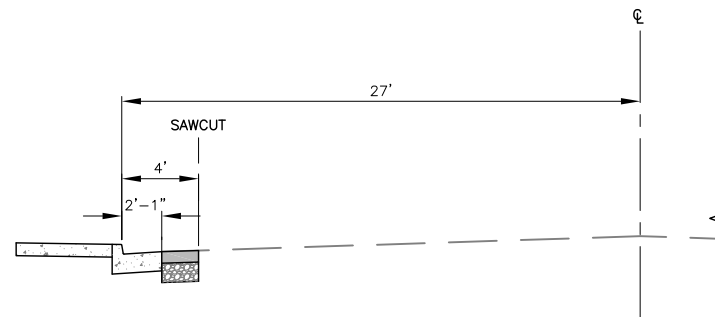
CHURCH AVE

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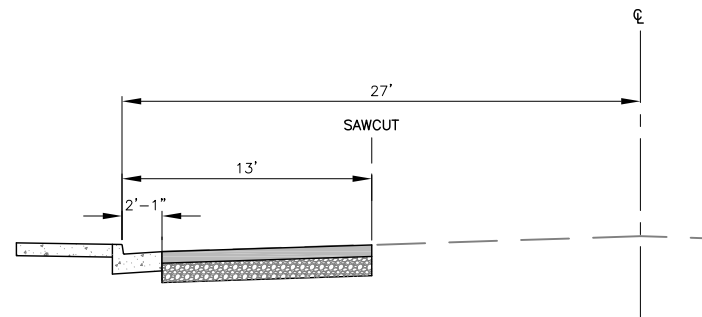
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STA 38+68.08 TO STA 38+87.89



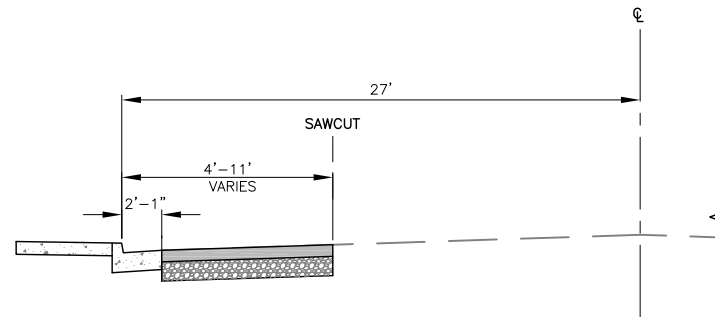
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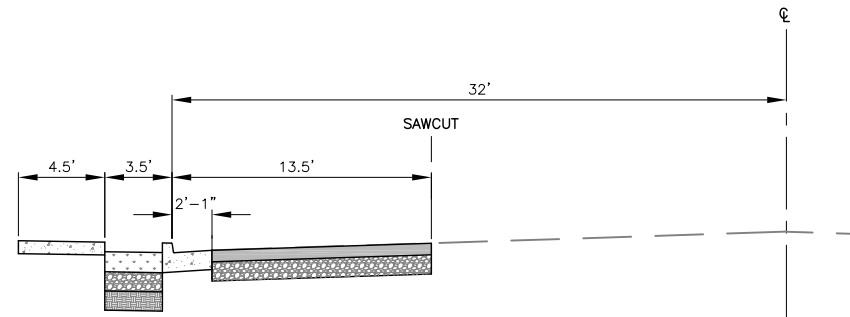
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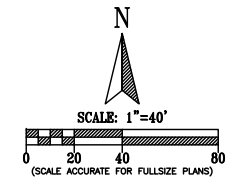
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CENTER ST AVE 34
STA 35+25.00 TO STA 35+59.19



ROAD 38 / TULE RD

ROAD 36 / TULE RD
STA 23+68.88 TO STA 29+52.11

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TYPICAL CROSS SECTIONS

**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**

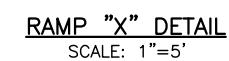
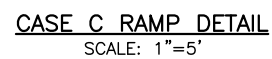
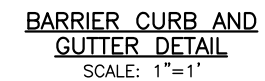
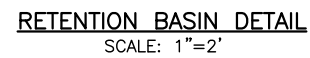
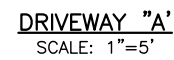
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DATE	04-16-2015
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1. THE CURB RAMP SHALL BE OUTLINED WITH GROOVES PER GROOVING DETAIL CALTRANS STANDARD PLAN A88A.
2. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24 INCHES OF THE CURB RAMP SHALL NOT BE STEEPER THAN 1:20 (5%). GUTTER PAN SLOPE SHALL NOT EXCEED 1" OF DEPTH FOR EACH 2'-0" OF WIDTH.
3. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3'-0" DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO CALTRANS STANDARD PLAN A88A.
4. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
5. ALL DIMENSIONS AND LAYOUT OF CURB RAMPS SHALL CONFORM TO THE MIN AND MAX PER CALTRANS STD PLAN A88A.

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CONSTRUCTION DETAILS

**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**

TULARE COUNTY

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DB NO.	14008-1
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DRAWN	PAO
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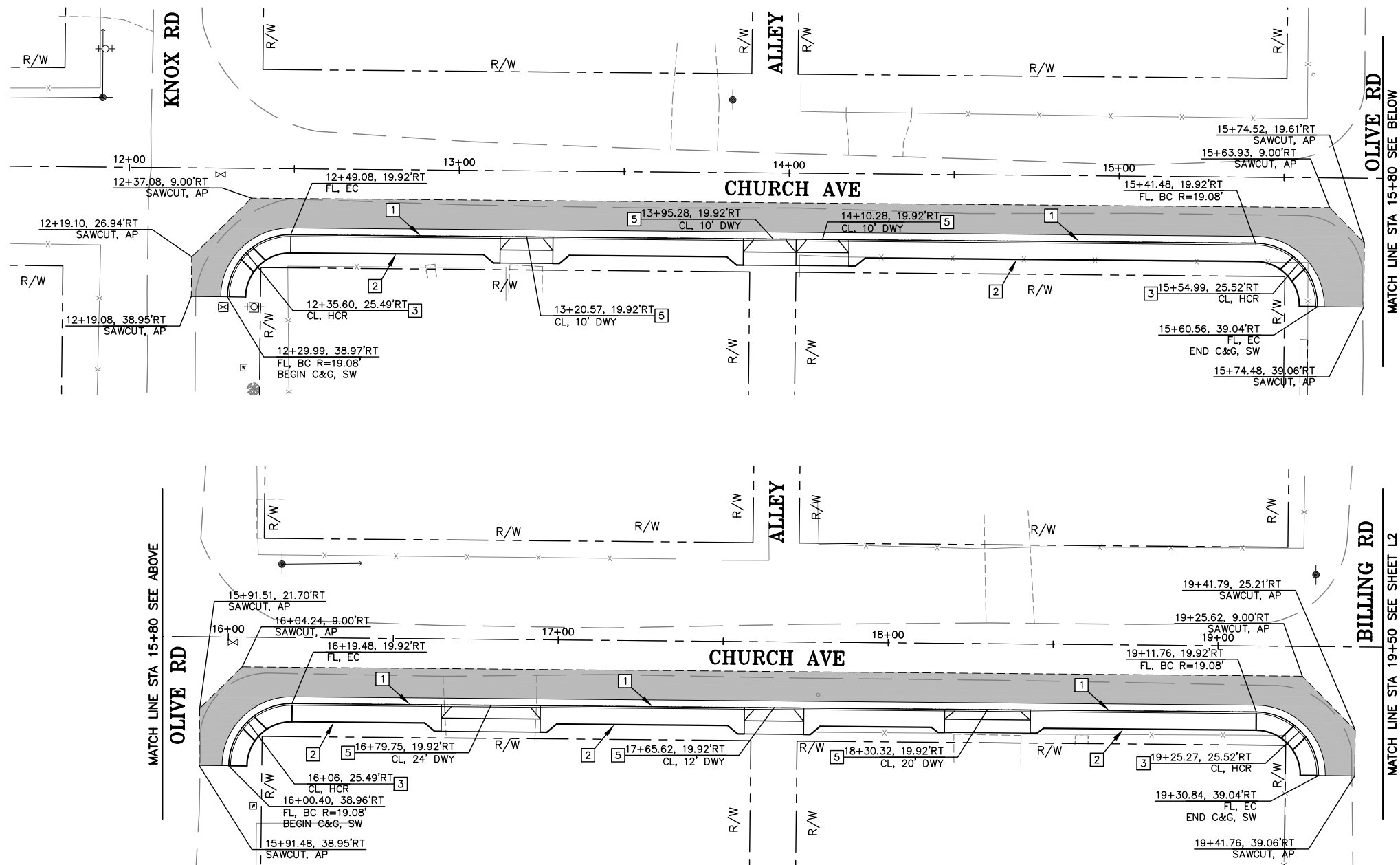
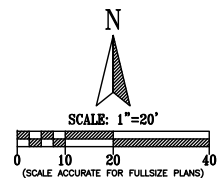
3 OF X



- 1 BARRIER CURB AND GUTTER PER DETAIL ON SHEET C1.
- 2 SIDEWALK, WIDTH PER PLAN.
- 3 CASE C RAMP PER DETAIL ON SHEET C1.
- 4 RAMP "X" PER DETAIL ON SHEET C1.
- 5 DRIVEWAY "A" PER DETAIL ON SHEET C1.
- 6 DRIVEWAY "B" PER DETAIL ON SHEET C1.

	PROPOSED STRUCTURAL SECTION		EXIST FENCE
	EXIST MANHOLE		EXIST GAS LINE
	EXIST DI		EXIST SEWER LINE
	EXIST MAILBOX		EXIST STORM DRAIN
	PROP MAILBOX		EXIST WATER LINE
	EXIST FIRE HYDRANT		
	EXIST WATER METER		
	EXIST WATER VALVE		
	EXIST TELEPHONE POLE		
	EXIST ELECTRICAL POLE		

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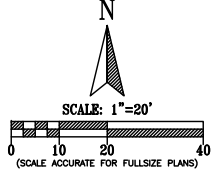
PLAN SHEETS
CHURCH AVE
**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**
TULARE COUNTY

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5 OF X

PLAN SHEETS
CHURCH AVE
**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**
TULARE COUNTY



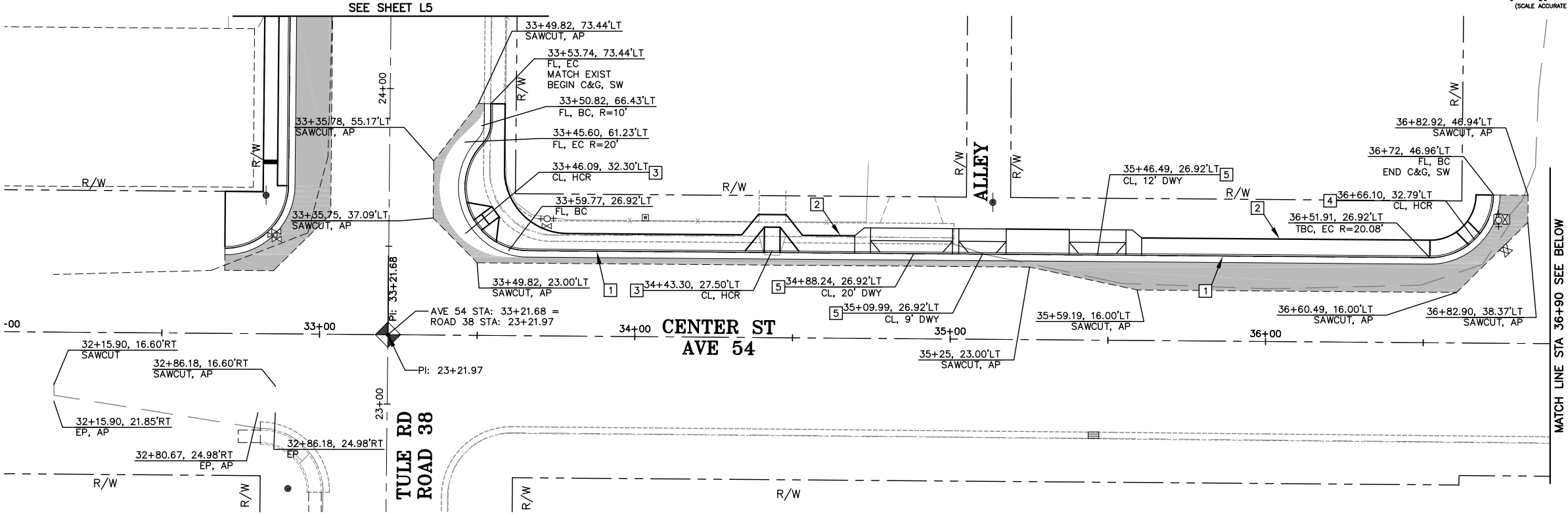
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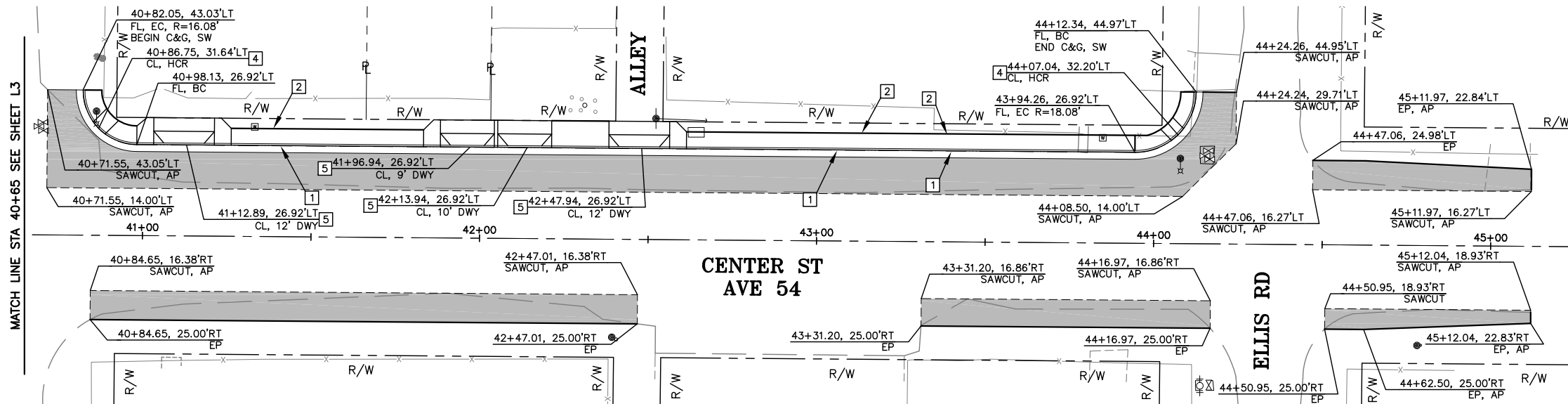
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- 3
- CASE A RAMP PER DETAIL ON SHEET C1.
- 4
- CASE C RAMP PER DETAIL ON SHEET C1.
- 5
- DRIVEWAY "A" PER DETAIL ON SHEET C1.



- ① BARRIER CURB AND GUTTER PER DETAIL ON SHEET C1.
- ② SIDEWALK, WIDTH PER PLAN.
- ③ CASE A RAMP PER DETAIL ON SHEET C1.
- ④ CASE C RAMP PER DETAIL ON SHEET C1.
- ⑤ DRIVEWAY "A" PER DETAIL ON SHEET C1.

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PLAN SHEETS
CENTER ST / AVE 54
**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**
TULARE COUNTY

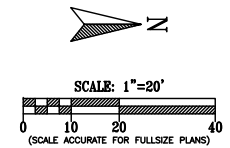
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- 4 DRIVEWAY "B" PER DETAIL ON SHEET C1.

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RESOURCE MANAGEMENT AGENCY**

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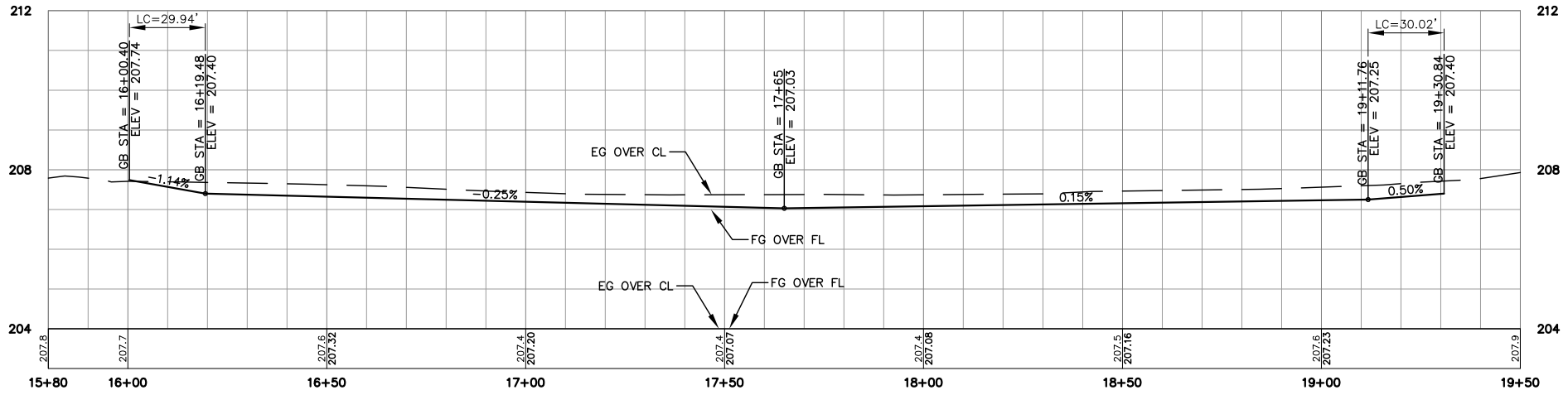
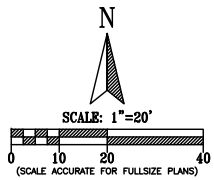
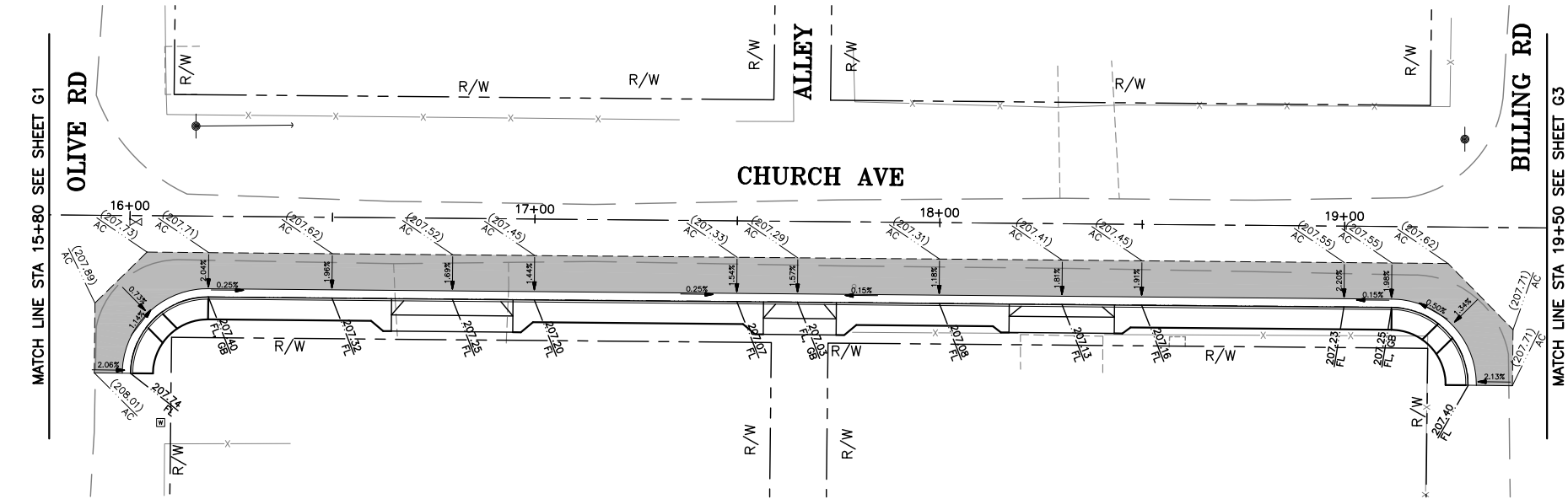


PLAN SHEETS
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**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**
TULARE COUNTY

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8 OF X

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CHURCH AVE PROFILE



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DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-10001.DWG
DATE	04-16-2015
SHEET No.	

G2

10 of X

REVISIONS	
No.	DESCRIPTION

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

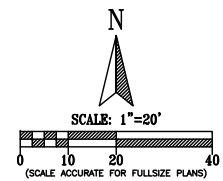
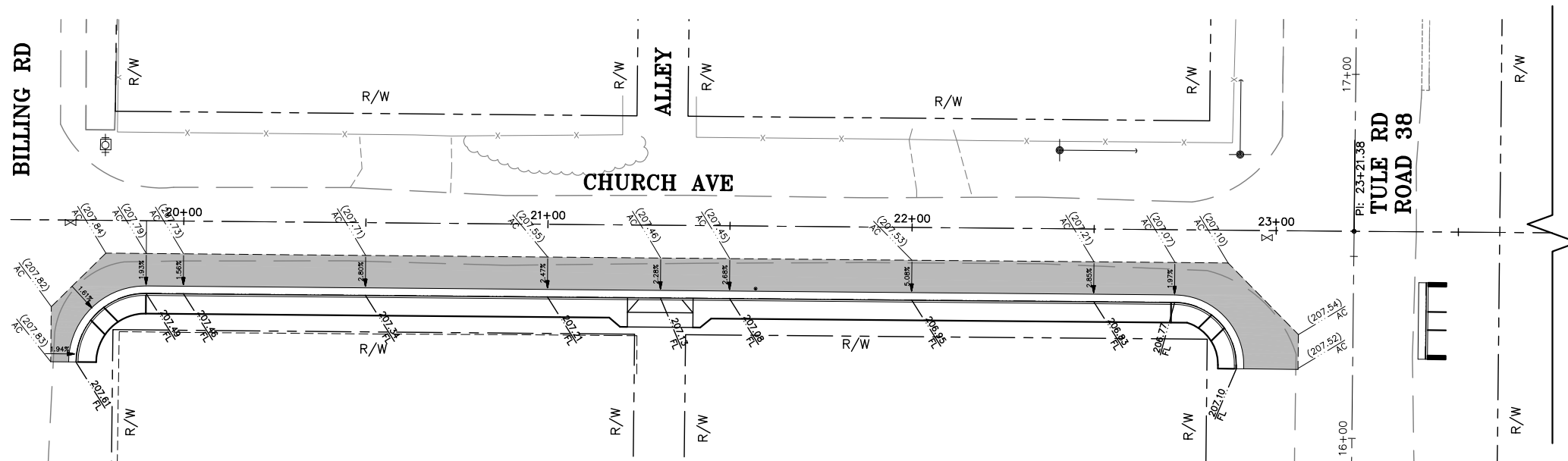
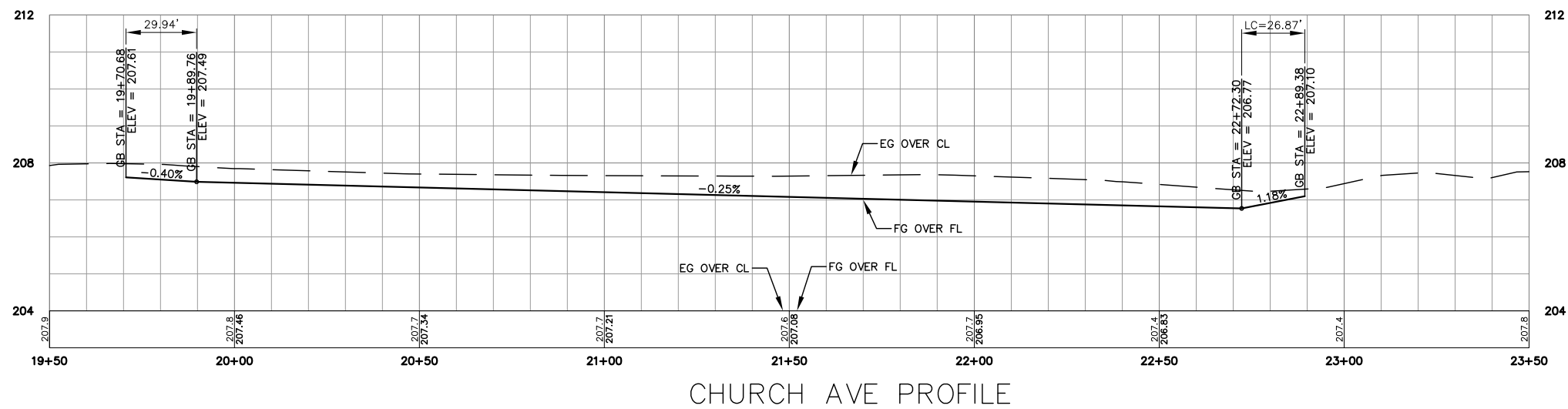
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

GRADING PLANS

ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT

TULARE COUNTY

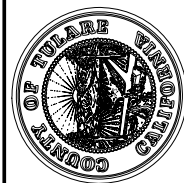
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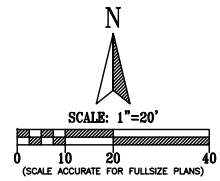
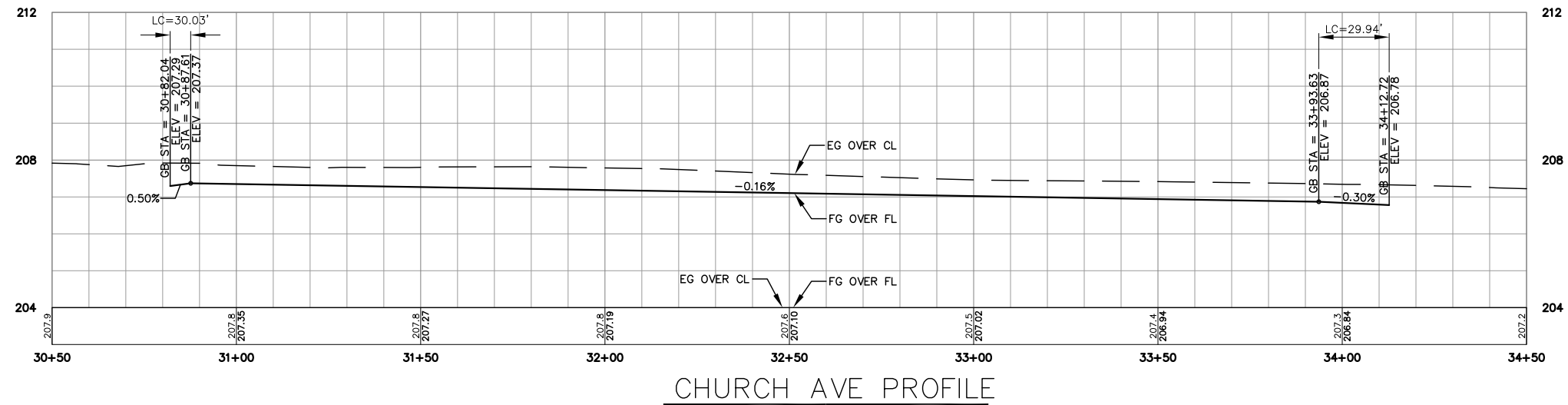
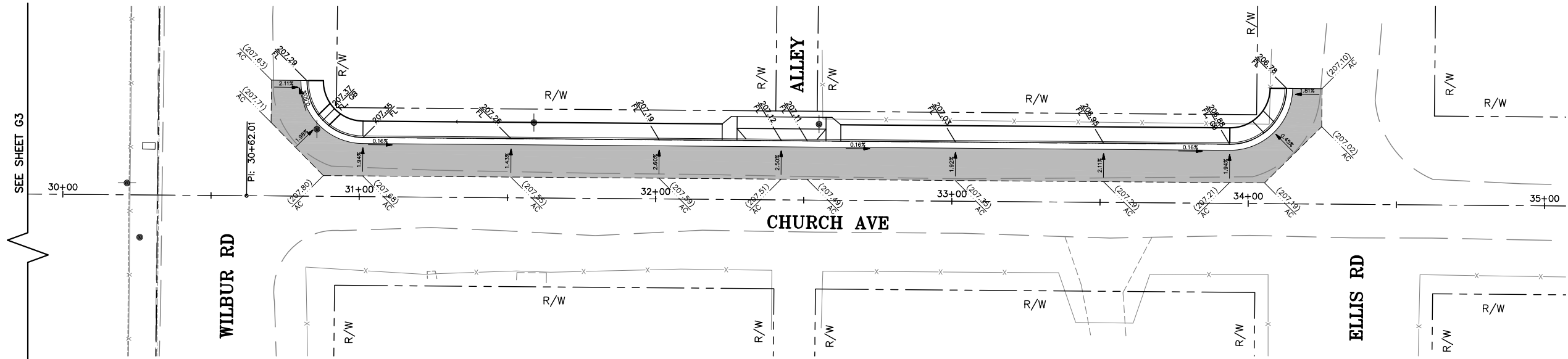
11 OF X

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GRADING PLANS

**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**

TULARE COUNTY



REVISIONS	
No.	DESCRIPTION

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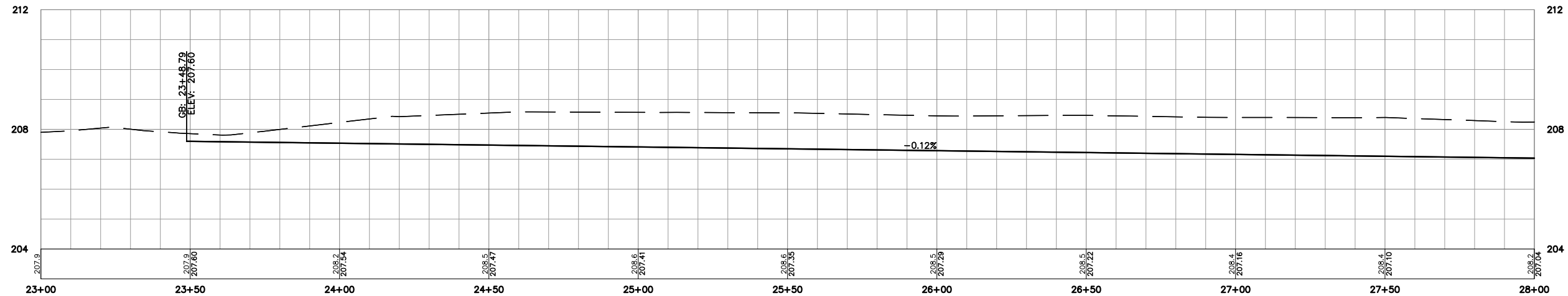
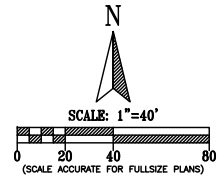
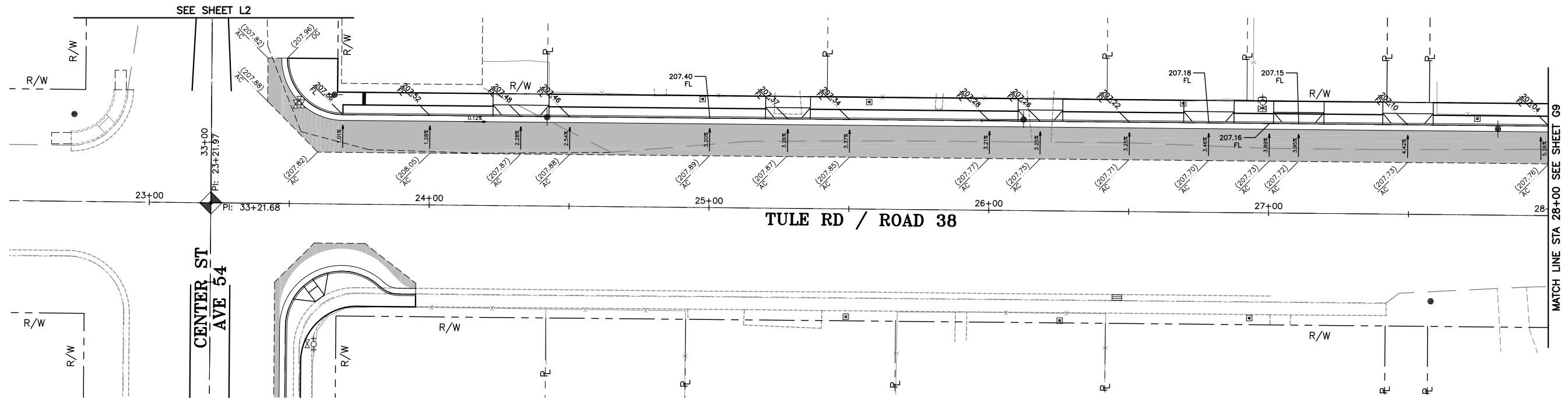


GRADING PLANS
ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1G001.DWG
DATE	04-16-2015
SHEET No.	

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12 OF X

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TULE RD/ RD 38 PROFILE



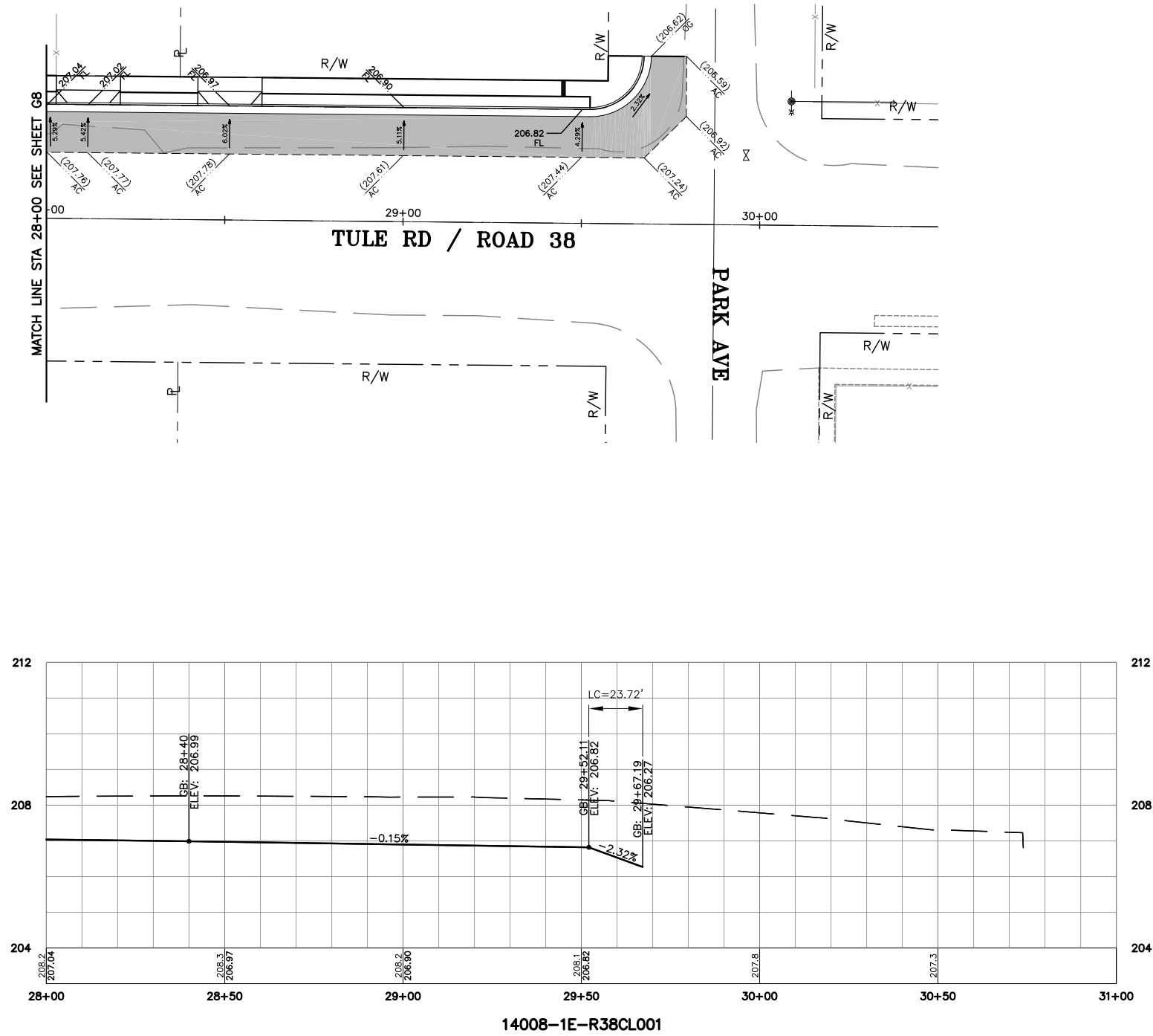
REVISIONS	
NO.	DESCRIPTION

COUNTY OF TULARE
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5961 SOUTH MOONEY BLVD.
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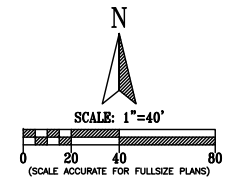


GRADING PLANS
ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT
TULARE COUNTY

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DRAWN	PT
CHECKED	PAO
FILE	14008-10003.DWG
DATE	04-16-2015
SHEET No.	G8



TULE RD/ RD 38 PROFILE



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JOB NO.	14008-1
DESIGNED	—
DRAWN	—
CHECKED	—
FILE	14008-1G003.DWG
DATE	04-16-2015
SHEET No.	

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GRADING PLANS

**ALPAUGH IMPROVED
SIDEWALK PROJECT**

TULARE COUNTY



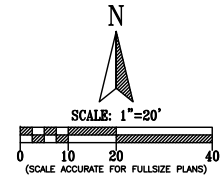
**COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY**
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
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[illegible]

- ① NEW SIGN, SIGN NUMBER
- ② SIGN TO REMAIN
- ③ SIGN TO BE REMOVED
- ④ RELOCATE EXIST SIGN, PROVIDE 12' MIN
OFFSET FROM EDGE OF TRAVELED WAY

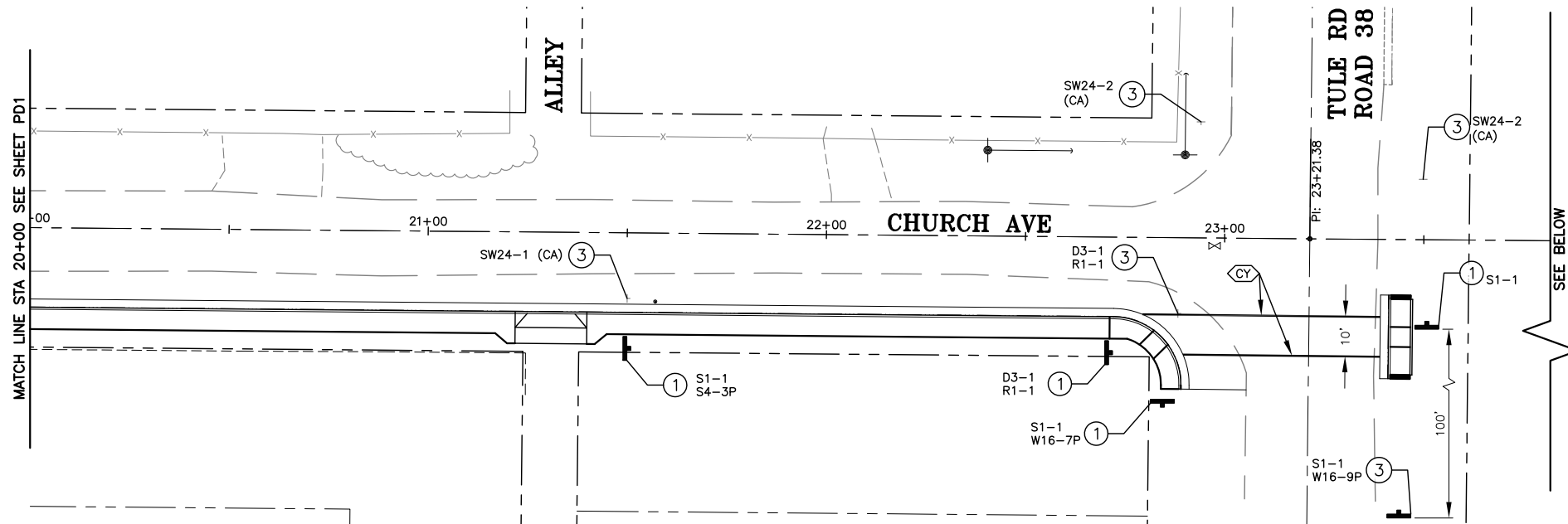
	STRIPING DETAIL TYPE PER STANDARD PLANS
	LIMIT LINE PER STANDARD PLANS
	CROSSWALK PER STANDARD PLANS (WHITE)
	CROSSWALK PER STANDARD PLANS (YELLOW)

1. ALL EXISTING STRIPING AND PAVEMENT MARKING WITHIN STRIPING LIMITS SHALL BE REMOVED BY GRINDING AS DIRECTED BY THE ENGINEER.



SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	TMD
CHECKED	JRK
TITLE	14008-1PD001.DWG
DATE	04-16-2015
SHEET No.	

18 OF X



PD2
19 of X

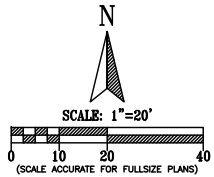
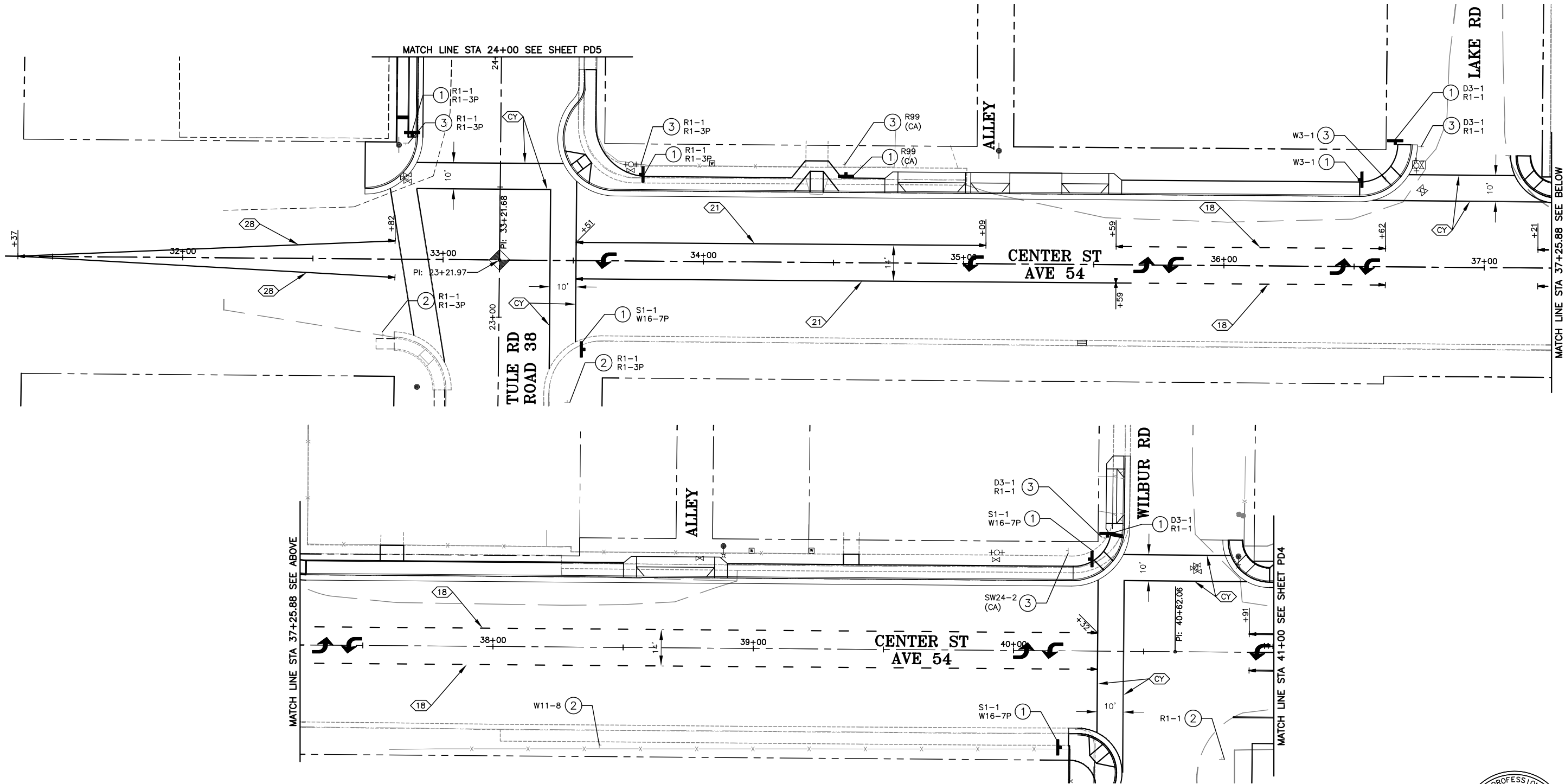
SIGNING AND STRIPING PLAN
CHURCH AVE
**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**
TULARE COUNTY



**COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY**

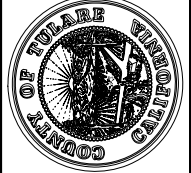
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REVISIONS	
No.	DESCRIPTION

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
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(559)624-7000
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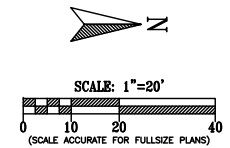
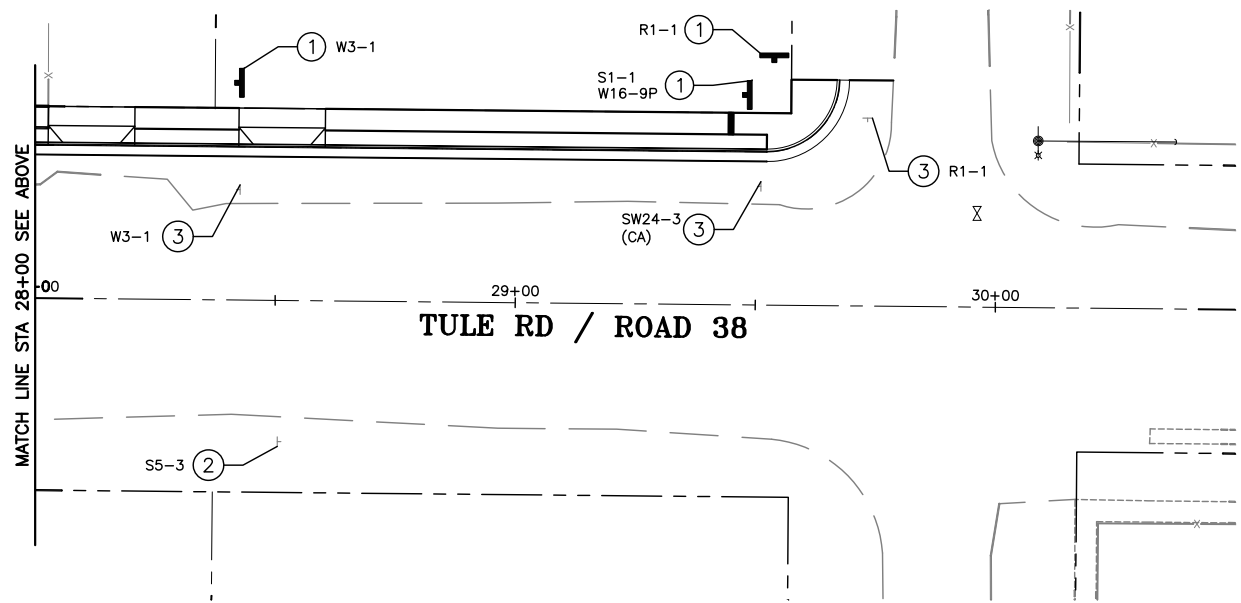
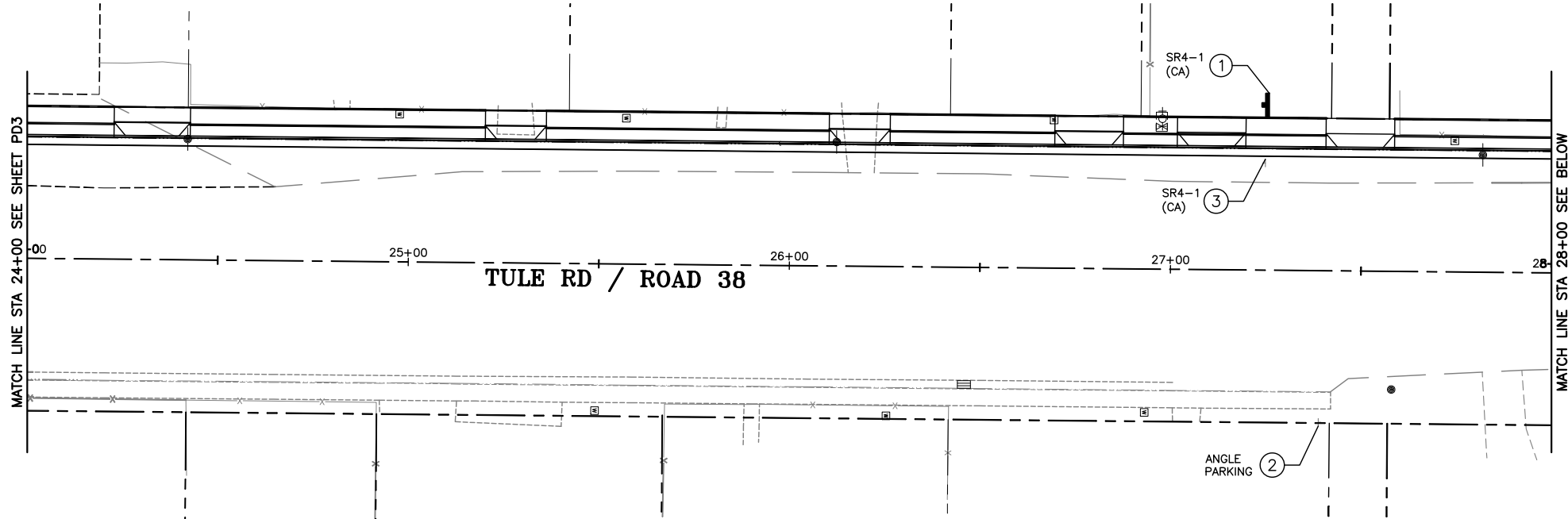


SIGNING AND STRIPING PLAN
CENTER ST / AVE 54
ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	TMD
CHECKED	JRK
FILE	14008-1PD002.DWG
DATE	04-16-2015
SHEET No.	

PD3
20 OF X

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REVISIONS

No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

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SIGNING AND STRIPING PLAN
TULE RD / RD 38

ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT

TULARE COUNTY

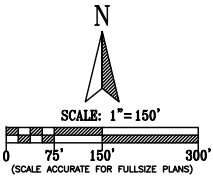
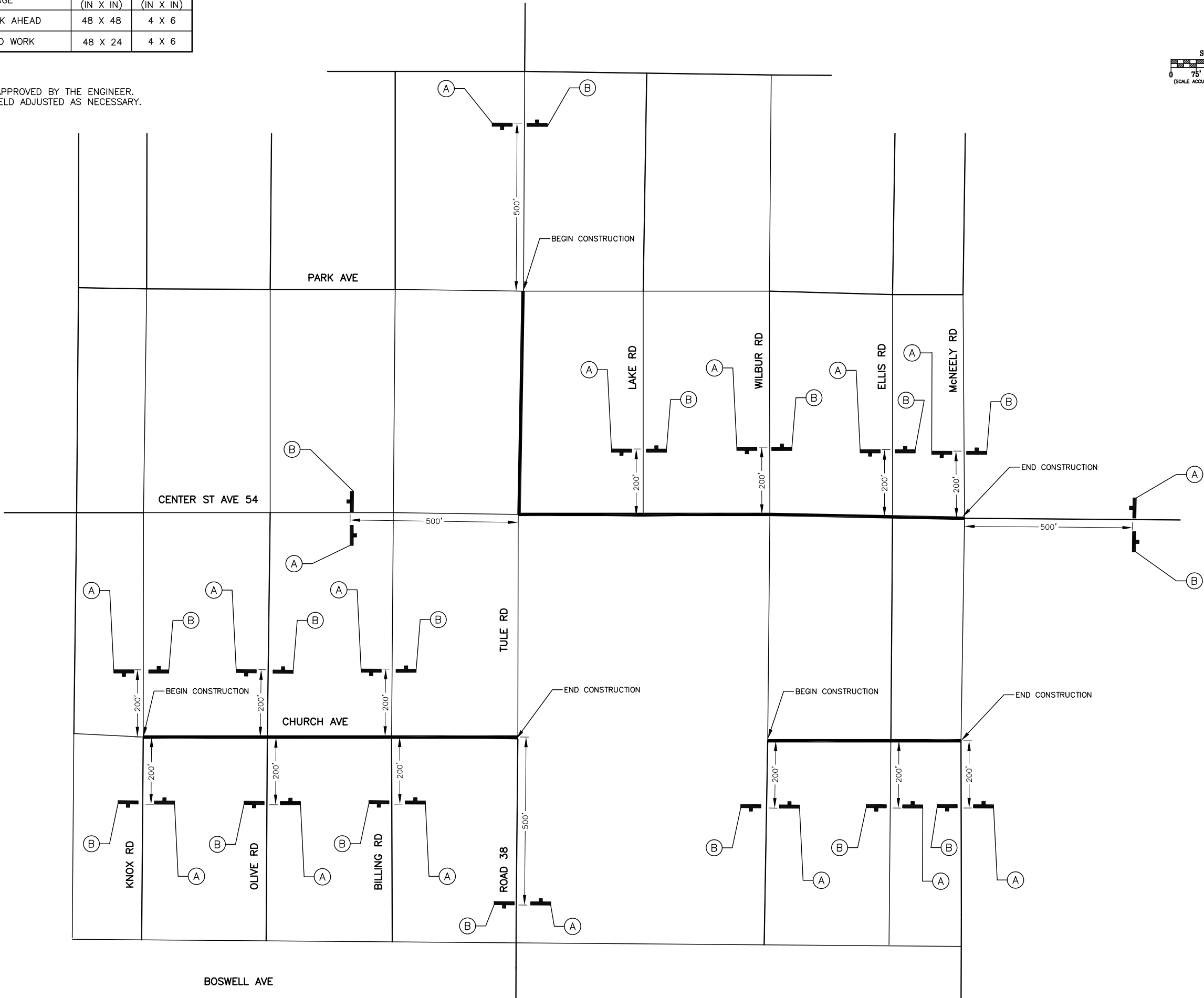
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DESIGNED	PAO
DRAWN	TMD
CHECKED	JRK
FILE	14008-1PD003.DWG
DATE	04-16-2015
SHEET No.	PD5

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MAPPROJECTS\14008-1\14008-1PD003.DWG 9/20/2016 10:08 AM

CONSTRUCTION AREA SIGNS				
TYPE	CODE	MESSAGE	PANEL SIZE (IN X IN)	POST SIZE (IN X IN)
(A)	C-23(CA)	ROAD WORK AHEAD	48 X 48	4 X 6
(B)	G20-2	END ROAD WORK	48 X 24	4 X 6

1. LOCATIONS TO BE APPROVED BY THE ENGINEER.
2. SIGNS SHALL BE FIELD ADJUSTED AS NECESSARY.



REVISIONS

No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

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CONSTRUCTION AREA SIGN PLAN

ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT

TULARE COUNTY

SCALE 1"=150'

DIVISION DESIGN

JOB NO. 14008-1

DESIGNED PAO

DRAWN TMD

CHECKED JRK

FILE 14008-1CAS001.DWG

DATE 04-16-2015

SHEET No.

CAS1

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Appendix G –

Complete Streets Outreach

Community Meeting

Self-Help Enterprises conducted a community meeting (with five SHE staff members present) in Alpaugh on Thursday, September 3, 2015 at 6:00pm. The meeting was scheduled in the evening to make it easier for working residents to attend. The meeting was held in the cafeteria of the Alpaugh Elementary School located at 5313 Road 39 in Alpaugh. This is an ideal meeting location because residents know where the school is located and most feel welcomed and comfortable being there. The purpose of the meeting was to discuss Alpaugh improvement needs, gather community data, and report the findings of the meeting in a final report. Nineteen (19) Alpaugh residents attended the meeting. Sixteen (16) community surveys were collected.

Community Survey

A survey was developed as a tool to gather a variety of community information about multiple topics. The survey asks about the following community related topics: Schools, Libraries, Housing, Zoning, Parks, Shopping Opportunities, Access to Gas Stations, Access to Medical Facilities, Natural Gas, Internet Access, Transportation Options, Walkability, Roads, Street Safety, Flooding, Fire, Safety, Infrastructure, Water Quality & Quantity, Waste Water, Storm Water Drainage, Multimodal Opportunities, and the priority of various improvement needs. Residents were encouraged to add information and comments to the survey.

After careful discussion at the Alpaugh SGC community input meeting, residents concluded that the following is a list of Alpaugh priority improvement needs

Priority Improvements

- 1) Road Conditions & Street Safety
- 2) Community Safety
- 3) Medical Care Access
- 4) Community Sewer System
- 5) Local Market
- 6) Internet Access
- 7) Community Resource Center
- 8) Loose Dogs
- 9) Natural Gas
- 10) County Park Management

Road Conditions and Street Safety

Alpaugh residents expressed that street safety, including the need for sidewalks, street lighting, speed limit signs, stop signs, and the need for enforcement of traffic laws are the highest priority improvement needs in Alpaugh. Survey results show that most residents are not satisfied with road conditions. It is reported that road conditions are poor and most roads need work, most streets have potholes, cracks and bumps. Drivers feel unsafe and are constantly worried about damage caused to their



vehicles while driving on Alpaugh roads. Residents report that roads are narrow and that two cars barely fit on one road at the same time. Alpaugh roads are not regularly maintained and the few times that roads have been serviced, the repair work was poor because the roads were patched and not actually repaired. 100% of the respondents are not satisfied with the conditions of the roads. 100% of the respondents described the roads to be in “poor” conditions.

The following roads are a priority to the residents:

- Tule Road
- Avenue 54
- Ellis Road
- Avenue 50

Survey comments regarding road conditions:

“Very bad road conditions” “Roads have not been fixed in a many years” “Dark roads, no street lights” “Street lighting is not safe for children” “All of the roads bumps and pot holes make for dangerous driving conditions” “Road need sand or patching” “Roads are so bad, we need a four wheel drive to drive down the road” “Road conditions cause a bumpy ride and many burst tires” “The roads around the school are bad” “Caution signs needed around the school” “Narrow roads, only room for one car”

Sidewalks

The community of Alpaugh has too few sidewalks. There are sidewalks around the north and west side of the school, and a short stretch of sidewalk in front of the library, post office and store only. The residents that were surveyed reported that the streets they live on do not have sidewalks. People report that this is a problem for kids while walking to school and for parents who push a stroller through town. The lack of sidewalks becomes an even bigger problem during the rainy season. When it rains, residents and kids are forced to walk to school in the mud and through big puddles of water. Alpaugh traffic travels at a high rate of speed (see next section), and the absence of sidewalks to provide a clear separation between walking paths and the road creates a safety hazard for pedestrians.

