Tulare County Complete Streets

Cutler/Orosi

Final

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Tulare County Complete Streets – Cutler/Orosi

Prepared for:

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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 green house 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 are 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 ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of 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 two meetings, 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:

- **California Safe Routes to Schools Funds**
- **Federal Safe Routes to Schools Funds**
- **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**

Implementation

Selection of Communities

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, four transportation corridors were selected within the community (see Appendix A), and two roadway segments in the community were selected to be 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. Local streets and freeways were not selected, however tying into these facilities is considered.

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.

Avenue 416 – SR 63 to Road 140 (Orosi)

As selected as the highest priority in Orosi, Avenue 416, between SR 63 and Road 140, the project proposes to install new curb, gutter, sidewalk, at designated intersections, pedestrian ramps, relocate utilities and drainage. In the spirit of Safe Routes to School, land uses along this corridor include residential, highway commercial (mini-marts, service stations), the Elementary School and other Public and Quasi Public Land Uses, with the school and children as the main focus of the safety improvements. This project will include two travel lanes, a two-way turn lane, cross walks, parallel parking, street lights, improved/new bus stops, street signage and sidewalks with curb and gutter for drainage.

George Road/2nd Drive - Avenue 407 to SR 63 (Cutler)

The George Road/2nd Drive extends between Avenue 407 and SR63 near Cutler School. This project proposes to install new curb, gutter, sidewalk, pedestrian ramps and drainage facilities along portions of

the north and south sides of George Road/2nd Drive. Land uses affected by this project include commercial, residential and quasi-public (school).

Project Phasing

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 could be built with limited improvement. 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, Caltrans encroachment permits etc.

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

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 Cutler/Orosi. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled verses 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 green house gas emissions are reduced and the County has an overall target of reducing 6% of its green house 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 Cutler/Orosi. 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)

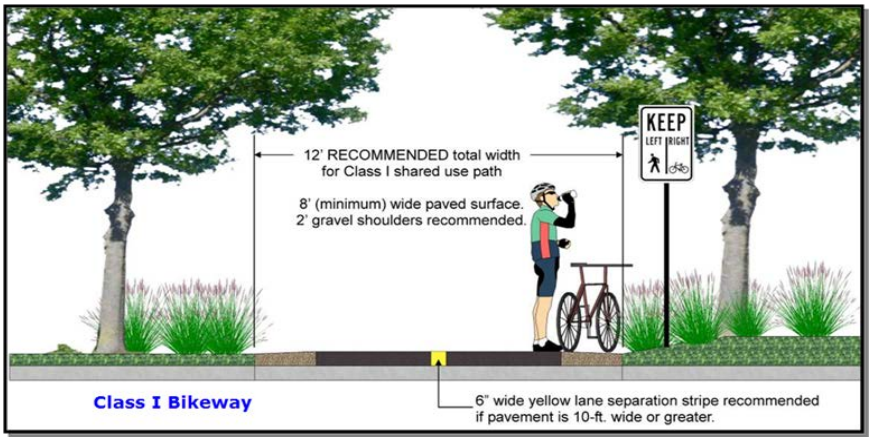
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% trough a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their 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 Cutler/Orosi Bicycle, Bus and Pedestrian Plan (see Appendix C).

Class I

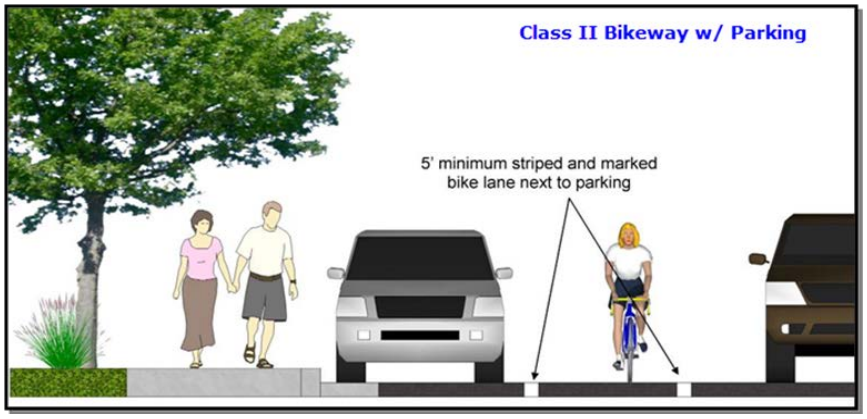
Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). There is a proposed Class I on Ave. 416.



bicycle facilities in Cutler/Orosi.

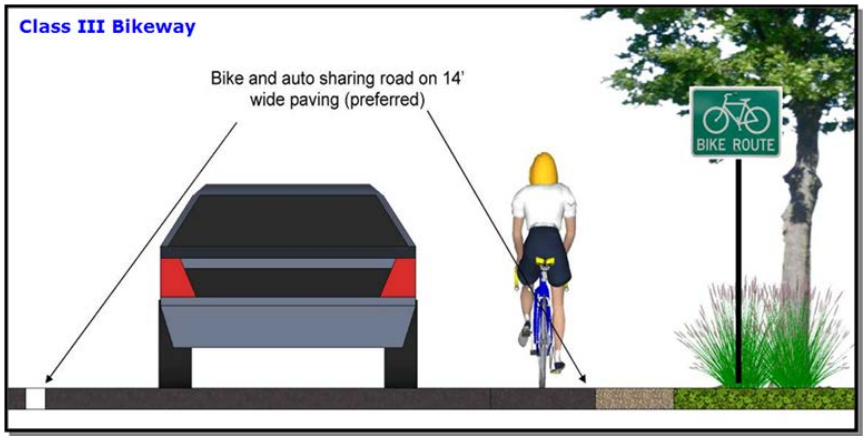
Class II

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 not proposing Class II bicycle facilities.



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 not proposed.



Although not signed on many local roads in Cutler/Orosi, 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. No multiuse trails exist or are proposed in Cutler/Orosi.

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,

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

Tulare County Area Tranist (TCAT)

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 such as Cutler/Orosi and by local City transit agencies in transitioning areas, which enables commuters to travel within the communities and adjacent cities with minimal transfers. Existing transit routes and designated bus stops are shown in the following figures.

Transit service is provided in Cutler/Orosi through the Tulare County Area Transit (TCAT). 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 State Route 65.

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 green house 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**
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**
Cost of a Fatality	$4,400,000
Cost of an Injury	
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

The collision history within the Cutler/Orosi area can be traced using the Transportation Injury Management System hosted by UC Berkeley SafeTrec. When reviewing the 5 year (2009-2013) injury collision history, a total of 96 collisions have occurred involving a pedestrian or bicyclist and a motor vehicle. (See Figure below).

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

Source: Transportation Injury Management System, UC Berkeley 2009-2013

Since there are currently no sidewalks many pedestrians walk in the street. Vehicles cannot distinguish roadway with walking paths when curbs do not exist. Any amount of collisions involving pedestrians or bicyclists should be of great concern, especially adjacent to a local school.

Factors such as speed, visibility and general pedestrian/bicyclist awareness are identified as contributing factors relating to the incidents. As a result, the project was developed with these specific factors in mind. The proposed design improvements have been proven to be effective and have also been proven to reduce speeds, increase visibility and increase overall awareness of pedestrian activity.

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, and,
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.

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 Agency Complete Streets and Community Plan Outreach (2015) – is located in Appendix I.

Cutler/Orosi Public Meetings

- Complete Streets Meeting February 2, 2015
- Complete Streets Meeting March 3, 2015

Community feedback was gathered at the February and March meetings and incorporated into the design of the Complete Street Plans and further discussed in the February and March, 2015 meetings to receive further community feedback. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

Design Facilities

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.

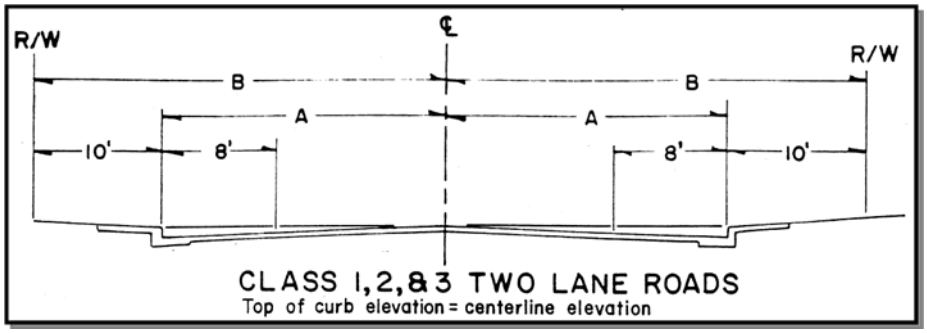


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

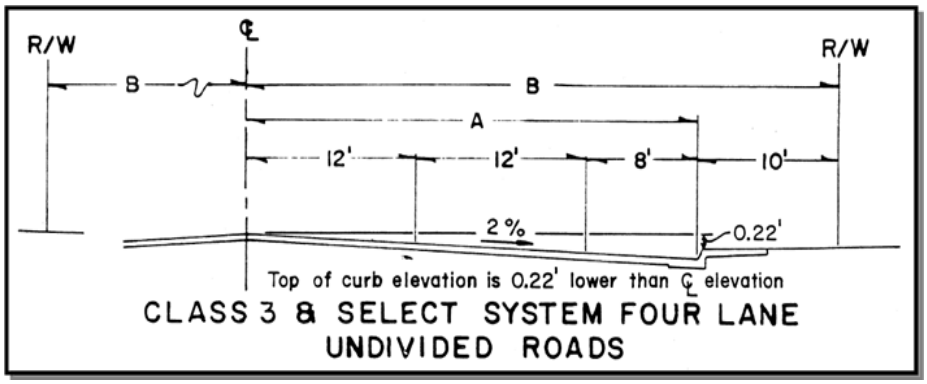


Figure 2 - Tulare County Class 3 Four Lane Road

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 Cutler/Orosi that is a result of the PMS.

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 six projects on Orosi and five projects in Cutler have been identified herein that represent the priority improvements to the backbone of the complete streets network within Cutler/Orosi. One project in Cutler and one project in Orosi will be developed to a 30% design stage and the remaining four projects have been preliminarily scoped and budgetary estimates have been prepared. These projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

Orosi

1. Avenue 416 – SR 63 to Road 140 (East Orosi)
2. Avenue 413 – Road 124 to SR 63
3. Avenue 419
4. Avenue 416 – SR-63 to Dinuba
5. Road 130 (Strong interest from the school district)
6. Road 124

Cutler

1. George Road/2nd Drive – Avenue 407 to SR 63
2. Avenue 408 – Road 124 to SR 63
3. Railroad Drive – SR 63 to Road 124
4. Avenue 404 – SR 63 to Robert Rd
5. First Drive – SR 63 to Road 124

General Road Concerns

1. Flooding: Intersection of Orosi Drive and 2nd Drive.
2. Stop Sign: Intersection of Road 124 at Aceves Avenue.
3. Traffic Speeding Concerns: Road 124 (Avenue 408 to Avenue 416).
4. Request for additional Crosswalks: Road 127 (El Monte School, Students cross mid-block at multiple locations primarily north of the school).
5. Sight Distance Problem with parked vehicles: Road 127 at Avenue 416 (Northbound left turn from Road 127 to westbound Ave 416).
6. Traffic Signal at Orosi High School: SR 63 (Road 128)
7. Traffic Speeding: Avenue 416 (There has been an accident along this road).
8. Lights & Sidewalks: Avenue 63.
9. Sidewalks: Avenue 63 and Ella Avenue.

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Cutler/Orosi. 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 and G.

Appendix A –

Proposed Complete Streets Projects

Orosi

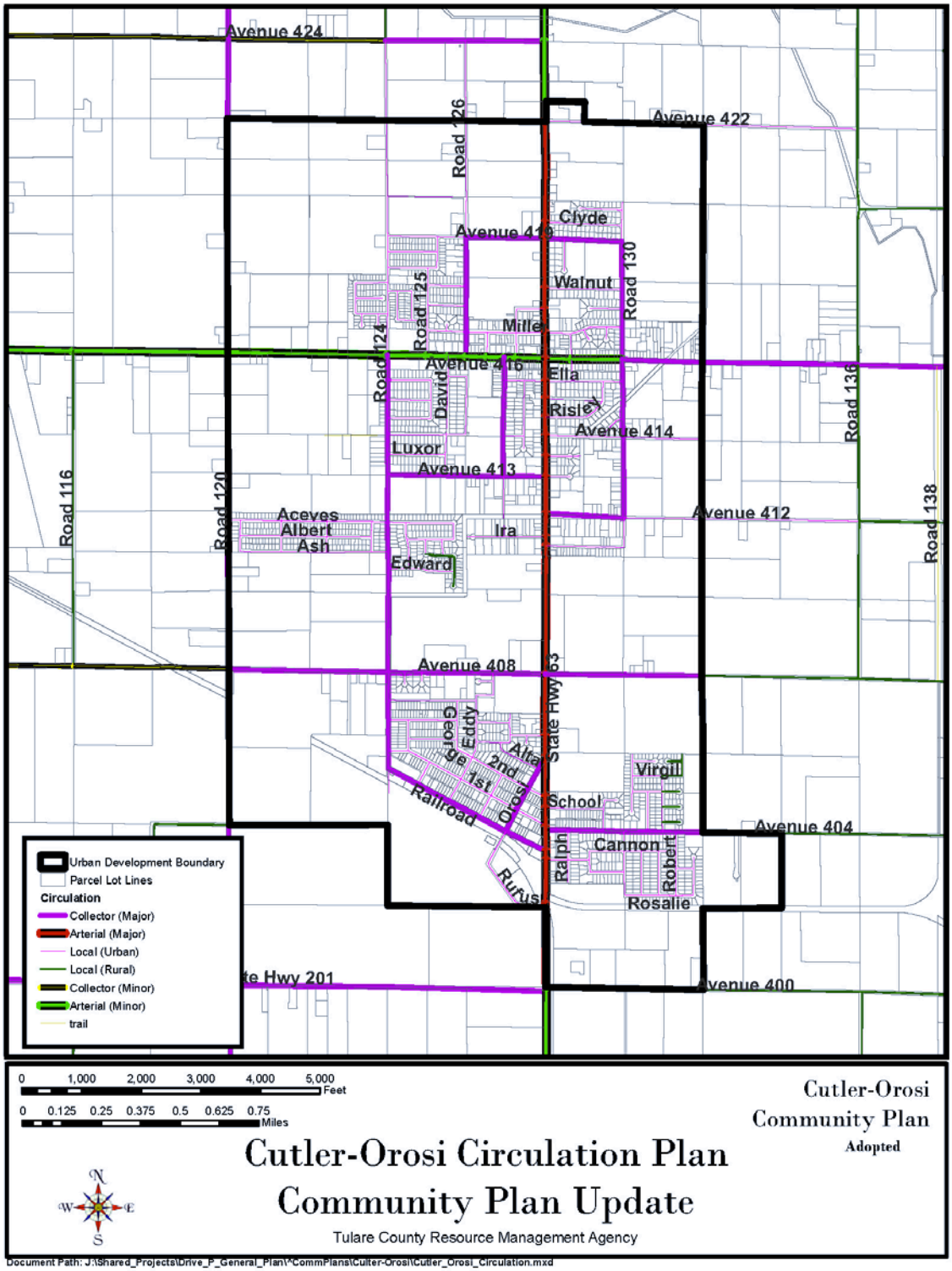
1. Avenue 416 – SR 63 to Road 140 (East Orosi)
2. Avenue 413 – Road 124 to SR 63
3. Avenue 419
4. Avenue 416 – SR-63 to Dinuba
5. Road 130 (Strong interest from the school district)
6. Road 124

Cutler

1. George Road/2nd Drive – Avenue 407 to SR 63
2. Avenue 408 – Road 124 to SR 63
3. Railroad Drive – SR 63 to Road 124
4. Avenue 404 – SR 63 to Robert Rd
5. First Drive – SR 63 to Road 124

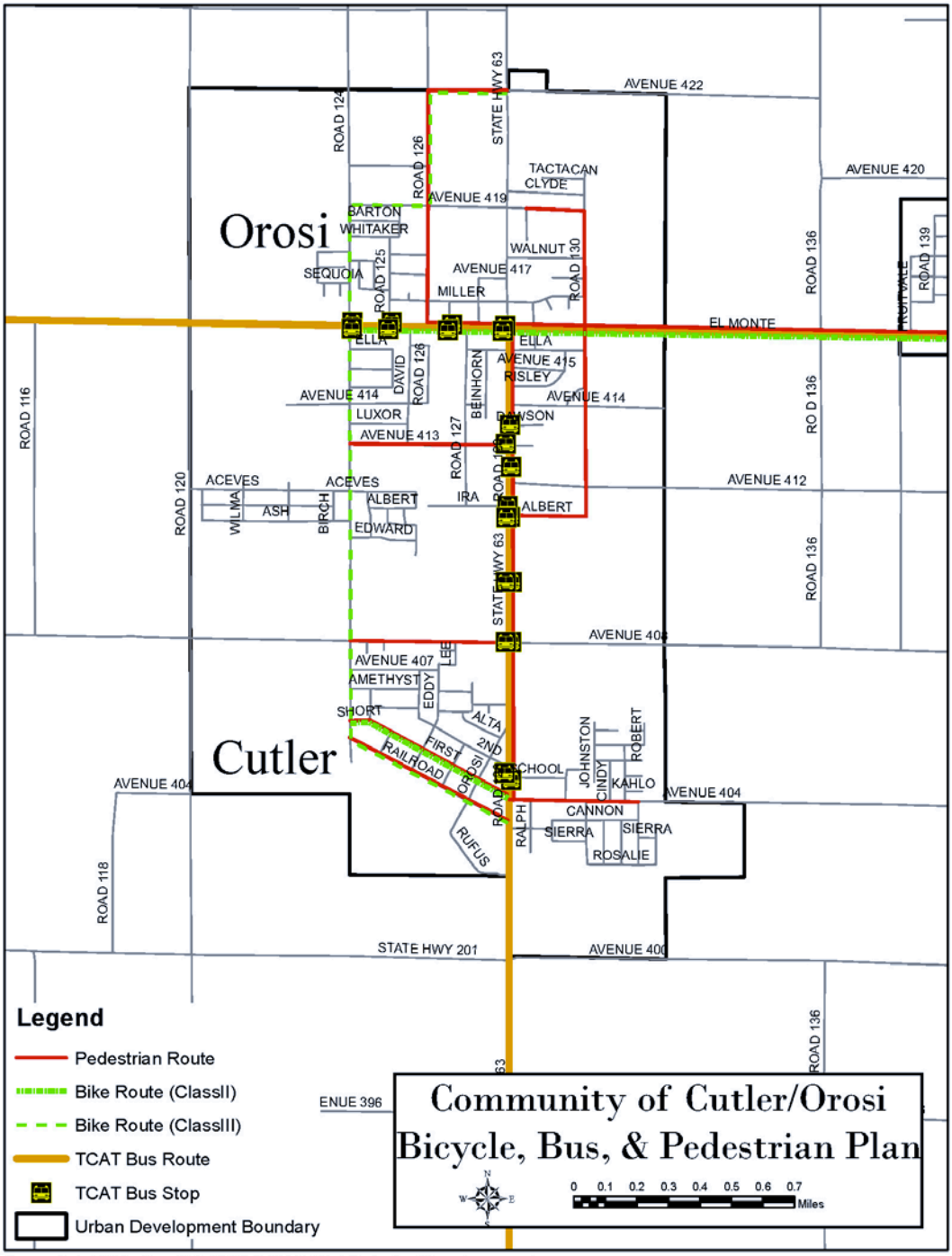
Appendix B –

Circulation Plan

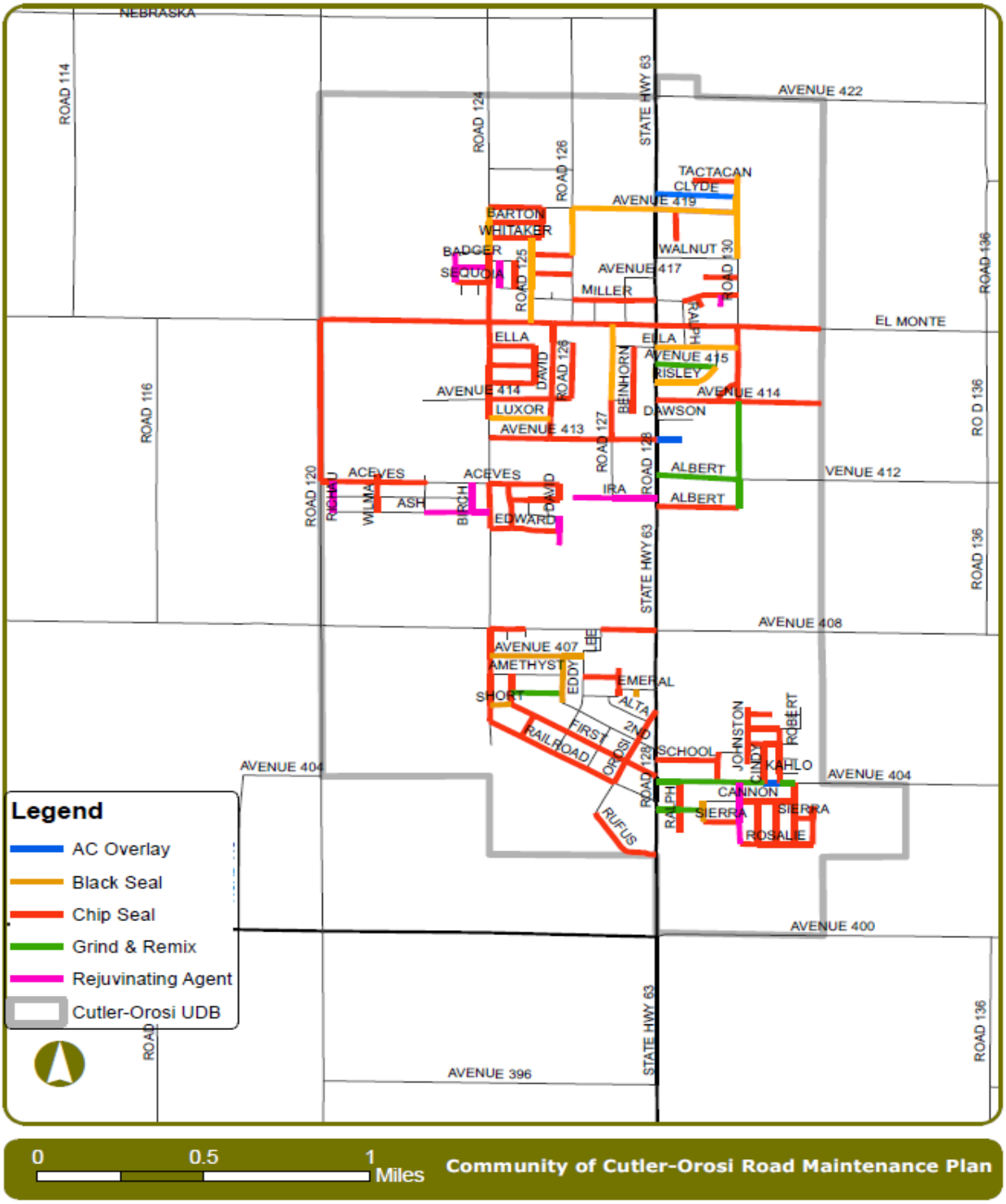


Appendix C –

Bicycle, Bus, and Pedestrian Plan



Appendix D
Road Maintenance Plan



Appendix E

Cost Estimates for Cutler

PRELIMINARY COST ESTIMATE (30-Percent)						
Cutler Complete Street Improvements				Date:	10/21/2015	
County of Tulare						
Construction						
ITEM		**ITEM DESCRIPTION**	**UNIT OF**	**ESTIMATED**	**ITEM**	**TOTAL**
NO	**(F)**		**MEASURE**	**QUANTITY**	**PRICE**	
1	-	MOBILIZATION	LS	1	$ 148 900.00	$ 148 900
2	-	JOB SITE MANAGEMENT	LS	1	$ 8 000.00	$ 8 000
3	-	WATER POLLUTION CONTROL PROGRAM	LS	1	$ 4 500.00	$ 4 500
4	-	CONSTRUCTION AREA SIGNS	LS	1	$ 7 500.00	$ 7 500
5	-	TRAFFIC CONTROL SYSTEM	LS	1	$ 30 000.00	$ 30 000
6	-	RELOCATE FENCE (CHAIN LINK)	LF	772	$ 50.00	$ 38 620
7	-	RELOCATE FENCE (IRON)	LF	896	$ 90.00	$ 80 675
8	-	RELOCATE FENCE (BRICK AND IRON)	LF	99	$ 150.00	$ 14 856
9	-	RELOCATE POWER POLE	EA	1	$ 40 000.00	$ 40 000
10	-	RELOCATE DRAIN INLET	EA	2	$ 1 500.00	$ 3 000
11	-	RELOCATE SIGN	EA	4	$ 300.00	$ 1 200
12	-	RELOCATE FIRE HYDRANT	EA	1	$ 6 000.00	$ 6 000
13	-	ADJUST WATER VALVE COVER TO GRADE	EA	9	$ 800.00	$ 7 200
14	-	ADJUST WATER METER BOX TO GRADE	EA	9	$ 3 500.00	$ 31 500
15	-	ADJUST FIRE HYDRANT TO GRADE	EA	3	$ 5 500.00	$ 16 500
16	-	ADJUST MANHOLE TO GRADE	EA	10	$ 1 200.00	$ 12 000
17	-	ADJUST DRAIN INLET TO GRADE	EA	1	$ 1 500.00	$ 1 500
18	-	RESET MAILBOX	EA	18	$ 300.00	$ 5 400
19	-	REMOVE TREE	EA	1	$ 800.00	$ 800
20	-	CLEARING AND GRUBBING	LS	1	$ 10 000.00	$ 10 000
21	(F)	ROADWAY EXCAVATION	CY	3 989	$ 60.00	$ 239 320
22	(F)	CLASS 2 AGGREGATE BASE	CY	2 384	$ 60.00	$ 143 048
23	-	HOT MIX ASPHALT (TYPE A)	TON	1 724	$ 110.00	$ 189 666
24	-	48" MANHOLE	EA	11	$ 6 000.00	$ 66 000
25	-	MINOR CONCRETE (CURB AND GUTTER)	LF	4 280	$ 25.00	$ 107 009
26	-	MINOR CONCRETE (SIDEWALK)	SQFT	17 056	$ 7.00	$ 119 393
27	-	MINOR CONCRETE (DRIVEWAYS AND CURB RAMPS)	SQFT	6 258	$ 15.00	$ 93 875
28	-	DETECTABLE WARNING SURFACE	SQFT	245	$ 45.00	$ 11 025
29	-	SIGNING & STRIPING	LS	1	$ 15 000.00	$ 15 000
30	-	EROSION CONTROL	LS	1	$ 5 000.00	$ 5 000
31	-	MISCELLANEOUS ITEMS	LS	1	$ 327 146.00	$ 327 146
		Total - Construction Items 1-31				**$1 784 631**
		Contingency (25%)				$ 446 158
		Recommended Total Construction Budget				**$2 230 789**
Non-Construction Related Costs						
ITEM		**ITEM DESCRIPTION**	**UNIT OF**	**ESTIMATED**	**ITEM**	**TOTAL**
NO	**(F)**		**MEASURE**	**QUANTITY**	**PRICE**	
32	-	Environmental Clearance	% of CON	5%	$1 784 631.36	$ 89 232
33	-	Right of Way Acquisition (Capital)	SQFT	1 081	$ 5.00	$ 5 403
34	-	Right of Way Acquisition (Support)	Parcel	5	$ 5 000.00	$ 25 000
35	-	Final Engineering Design	% of CON	15%	$1 784 631.36	$ 267 695
36	-	Construction Support	% of CON	2%	$1 784 631.36	$ 35 693
37	-	Construction Management	% of CON	15%	$1 784 631.36	$ 267 695
38	-	Utility Relocations	LS	1	$ 75 000.00	$ 75 000
		Total - Non-Construction Items 33-38				**$ 765 717**
		Total Construction & Non-Construction Items				**$2 996 506**

Preliminary Cost Estimate (30-Percent)

Avenue 408, Cutler

Tulare County Complete Streets

6/9/2016

55-7300-14/2144

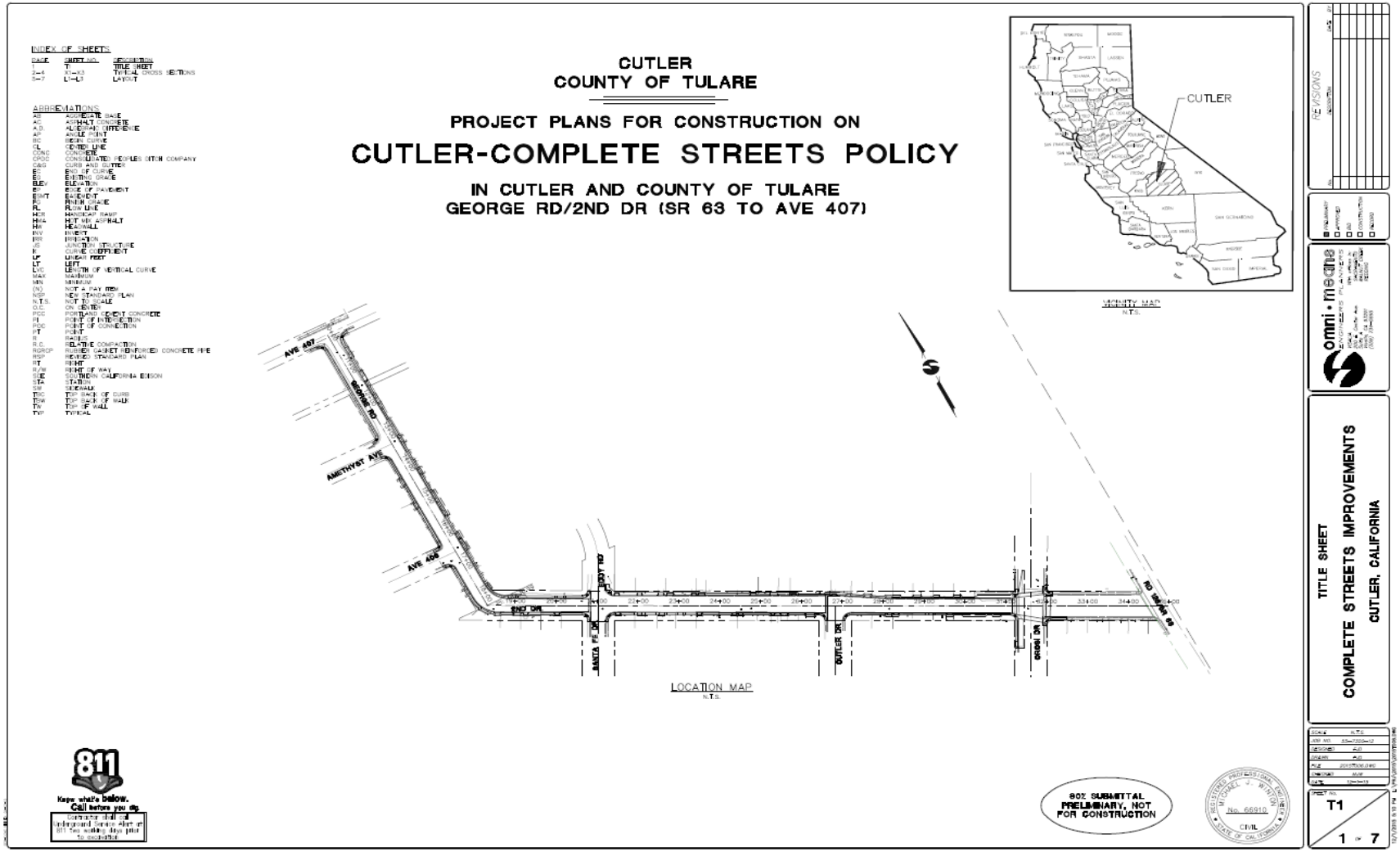
Construction Costs:

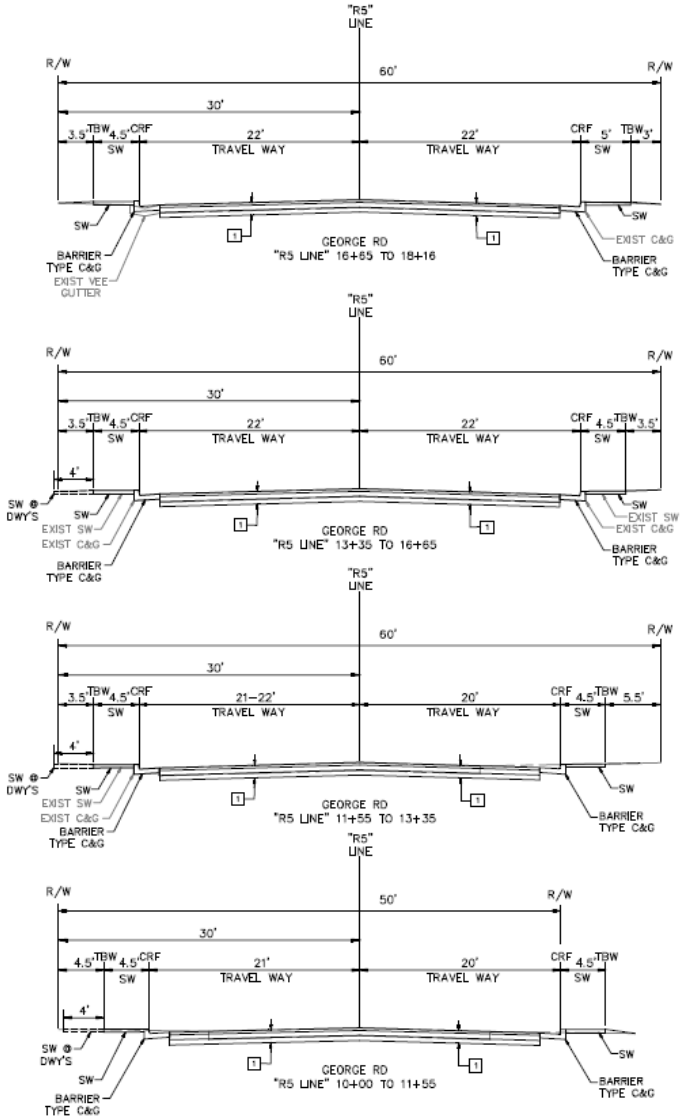
No.	Item Description	Units	Quantity	Unit Cost	Total
1	Job Site Management	LS	1	$8,000.00	$8,000.00
2	Water Pollution Control Program	LS	1	$4,500.00	$4,500.00
3	Construction Area Signs	LS	1	$7,500.00	$7,500.00
4	Traffic Control	LS	1	$30,000.00	$30,000.00
5	Remove Chain Link Fence	LF	31	$12.00	$372.00
6	Remove Wooden Fence	LF	12	$20.00	$240.00
7	Remove Traffic Stripe	LF	2992	$1.00	$2,992.00
8	Remove Pavement Marking	SQFT	456	$2.70	$1,231.20
9	Reconstruct Drain Inlet	EA	2	$3,500.00	$7,000.00
10	Remove Sign	EA	16	$130.00	$2,080.00
11	Remove Irrigation Standpipe	EA	1	$1,500.00	$1,500.00
12	Remove Metal Post	EA	3	$75.00	$225.00
13	Remove Concrete (Curb & Gutter)	LF	2307	$15.00	$34,605.00
14	Remove Concrete Sidewalk	SQFT	3787	$4.50	$17,041.50
15	Relocate Fence (Chain Link)	LF	33	$80.00	$2,640.00
16	Reset Mailbox	EA	1	$300.00	$300.00
17	Adjust Manhole to Grade	EA	6	$1,200.00	$7,200.00
18	Adjust Fire Hydrant to Grade	EA	4	$5,500.00	$22,000.00
19	Relocate Fire Hydrant	EA	2	$6,000.00	$12,000.00
20	Adjust Water Meter Box to Grade	EA	3	$800.00	$2,400.00
21	Adjust Water Valve Frame & Cover to Grade	EA	4	$1,200.00	$4,800.00
22	Clearing and Grubbing	LS	1	$10,000.00	$10,000.00
23	Remove Bollard	EA	3	$100.00	$300.00
24	Roadway Excavation (F)	CY	1150	$60.00	$69,000.00
25	Class 2 Aggregate Base (F)	CY	790	$60.00	$47,400.00
26	Hot Mix Asphalt (Type B)	TON	630	$110.00	$69,300.00
27	Roadside Sign - One Post	EA	15	$250.00	$3,750.00
28	Roadside Sign - Two Posts	EA	1	$400.00	$400.00
29	Paint Curb	SQFT	83	$2.25	$186.75
30	Storm Drain System	LS	1	$75,000.00	$75,000.00
31	Minor Concrete (Curb)	LF	156	$22.00	$3,432.00
32	Minor Concrete (Gutter)	SF	381	$10.00	$3,806.10
33	Detectable Warning Surface	SQFT	297	$45.00	$13,365.00
34	Minor Concrete (Curb and Gutter)	LF	5003	$25.00	$125,075.00
35	Minor Concrete (Sidewalk)	SQFT	34516	$7.00	$241,612.00
36	Minor Concrete (Driveway & Curb Ramps)	SQFT	2367	$15.00	$35,505.00
37	Thermoplastic Traffic Stripe	LF	3347	$1.25	$4,183.75
38	Thermoplastic Pavement Marking	SQFT	600	$6.00	$3,600.00
39	Erosion Control	LS	1	$5,000.00	$5,000.00
40	Mobilization	LS	1	$82,500.00	$82,500.00
41	Minor/ Supplemental Items	%	25%	$879,542.30	$219,885.58
	Subtotal (Construction Costs)				$1,161,927.88
	Construction Contingency			25%	$ 290,481.97
	Total Construction Costs				**$1,452,409.84**
	Total Construction Budget (Rounded)				**$1,452,500.00**

Non-Construction Related Costs:					
No.	***Item Description***	***Units***	***Quantity***	***Unit Cost***	***Total***
42	Environmental Clearance	% of CON	5%	$1,162,000.00	$58,100.00
43	Right of Way/TCE Acquisition (Capital)	SQFT	1630	$5.00	$8,150.00
44	Right of Way/TCE Acquisition (Support)	Parcel	2	$5,000.00	$10,000.00
45	Final Engineering Design	% of CON	15%	$1,162,000.00	$174,300.00
46	Construction Support	% of CON	2%	$1,162,000.00	$23,240.00
47	Construction Management	% of CON	15%	$1,162,000.00	$174,300.00
48	Utility Relocations	LS	1	$100,000.00	$100,000.00
	Total Non-Construction Related Costs				**$548,090.00**
	Total Project Capital Cost				**$ 2,000,590.00**
	Rounded				**$ 2,000,000.00**

Appendix F

Cutler 30% Submittal Plan Set





TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
TI=5, R=20
0.25' HMA (TYPE B)
0.70' AB (CLASS 2)
0.50' COMPACTED NATIVE

307 SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

omni means
ENGINEERS PLANNERS

TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
CUTLER, CALIFORNIA

SCALE 1" = 5'
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DESIGNED F.O
DRAWN F.O
CHECKED M.W
DATE 12-1-15

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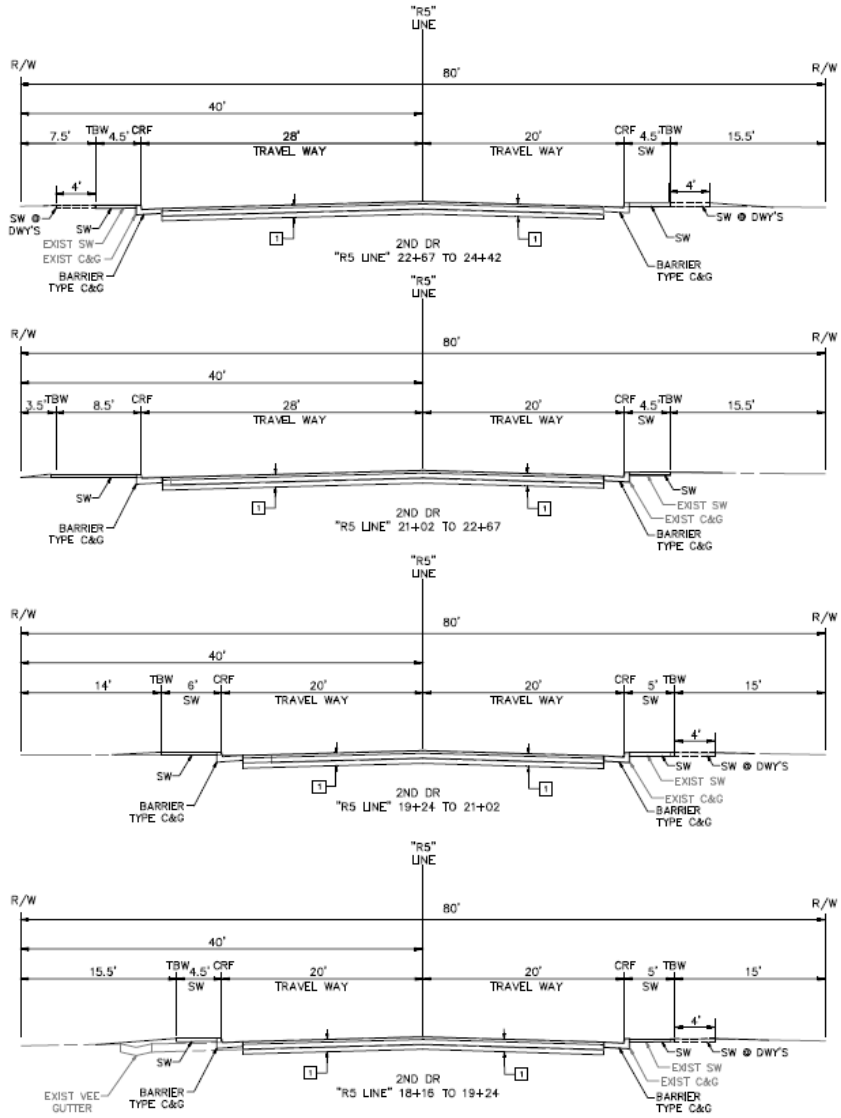
2 OF 7



TYPICAL STRUCTURAL SECTIONS:

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0.70' AB (CLASS 2)
0.50' COMPACTED NATIVE

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WILTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

omni·means
ENGINEERS PLANNERS

TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
CUTLER, CALIFORNIA

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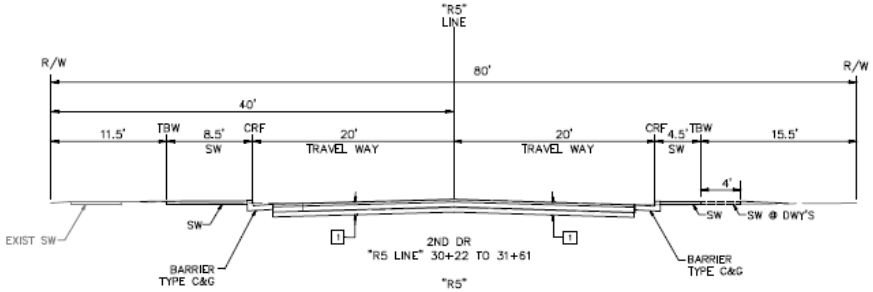

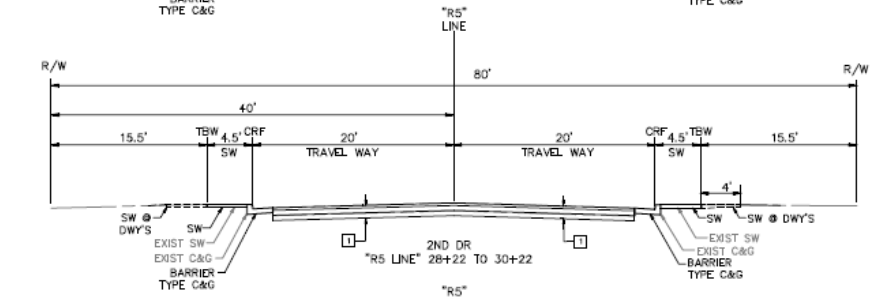

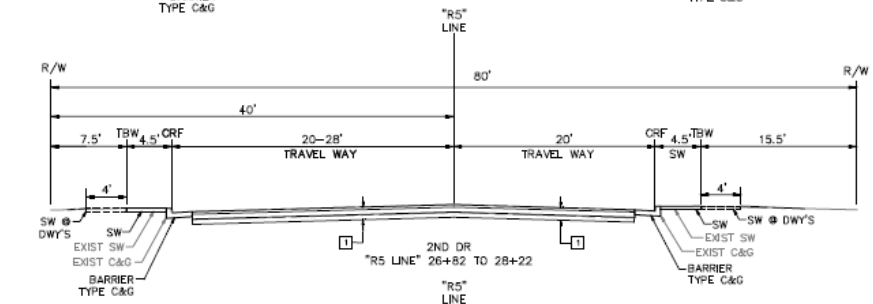

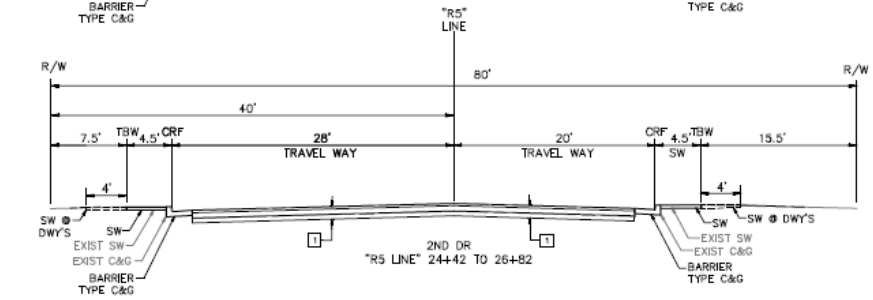

TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
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0.70' AB (CLASS 2)
0.50' COMPACTED NATIVE

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WEITZEL
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

omni-means

TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
CUTLER, CALIFORNIA

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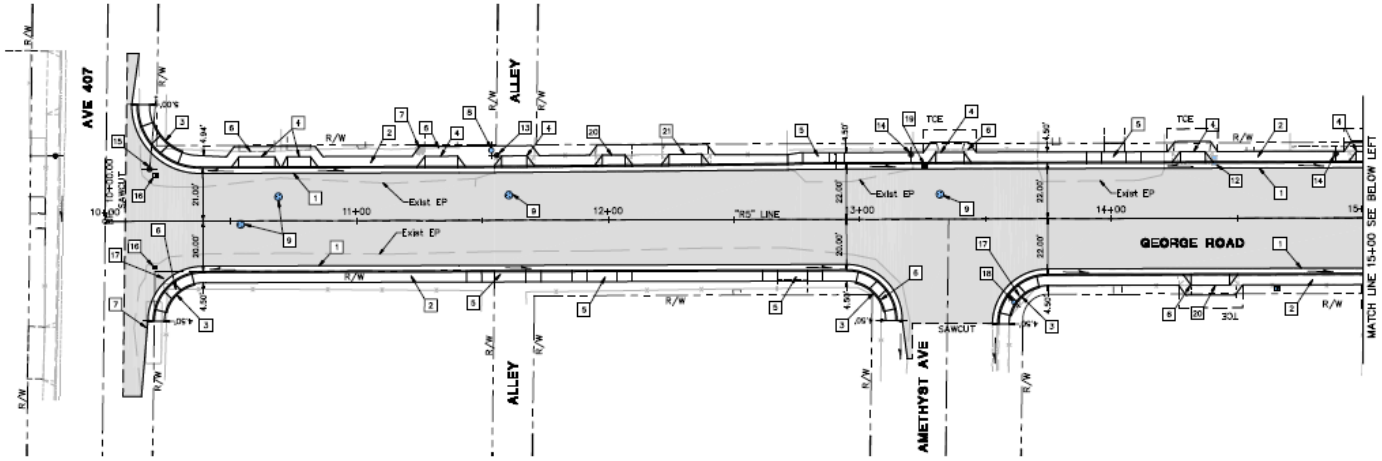
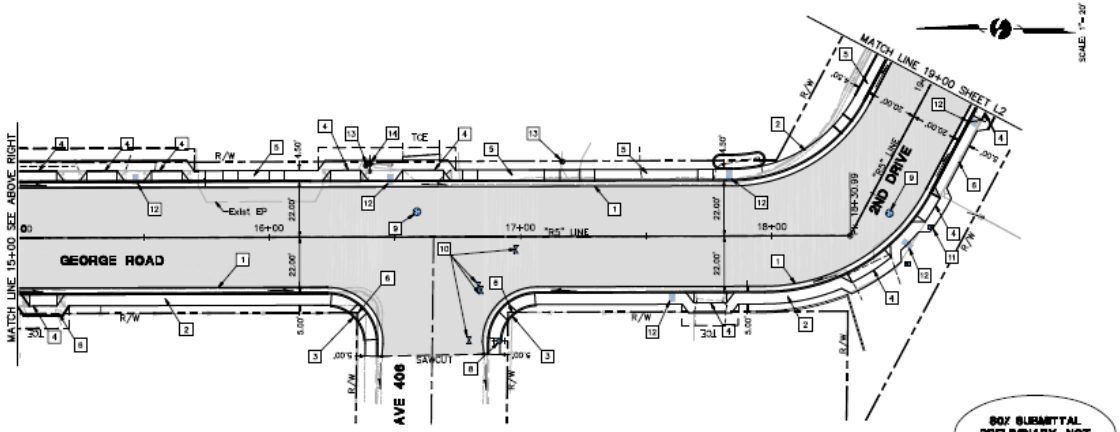
4 of 7





KEYED NOTES (THIS SHEET ONLY)

1. C&G.
2. SIDEWALK.
3. CASE C CURB RAMP.
4. DRIVEWAY.
5. DEPRESSED DRIVEWAY.
6. RELOCATE FENCE (CHAIN LINK).
7. REMOVE TREE.
8. ADJUST FIRE HYDRANT TO GRADE.
9. ADJUST MANHOLE TO GRADE.
10. ADJUST WATER VALVE COVER TO GRADE.
11. ADJUST WATER METER BOX TO GRADE.
12. RESET MAILBOX.
13. Exist UTILITY POLE (PROTECT IN PLACE).
14. Exist POWER POLE (PROTECT IN PLACE).
15. RELOCATE POWER POLE.
16. RELOCATE DRAINAGE INLET.
17. RELOCATE SIGN.
18. RELOCATE FIRE HYDRANT.
19. ADJUST DRAIN INLET TO GRADE.
20. RELOCATE FENCE (IRON).
21. RELOCATE FENCE (BRICK AND IRON).

LEGEND

ROADWAY CONST. SEE TYPICAL CROSS SECTIONS.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

80% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

omni-means
ENGINEERS PLANNERS

LAYOUT
COMPLETE STREETS IMPROVEMENTS
CUTLER, CALIFORNIA

SCALE	1"=20'
JOB NO.	20-7200-12
DESIGNED	KJD
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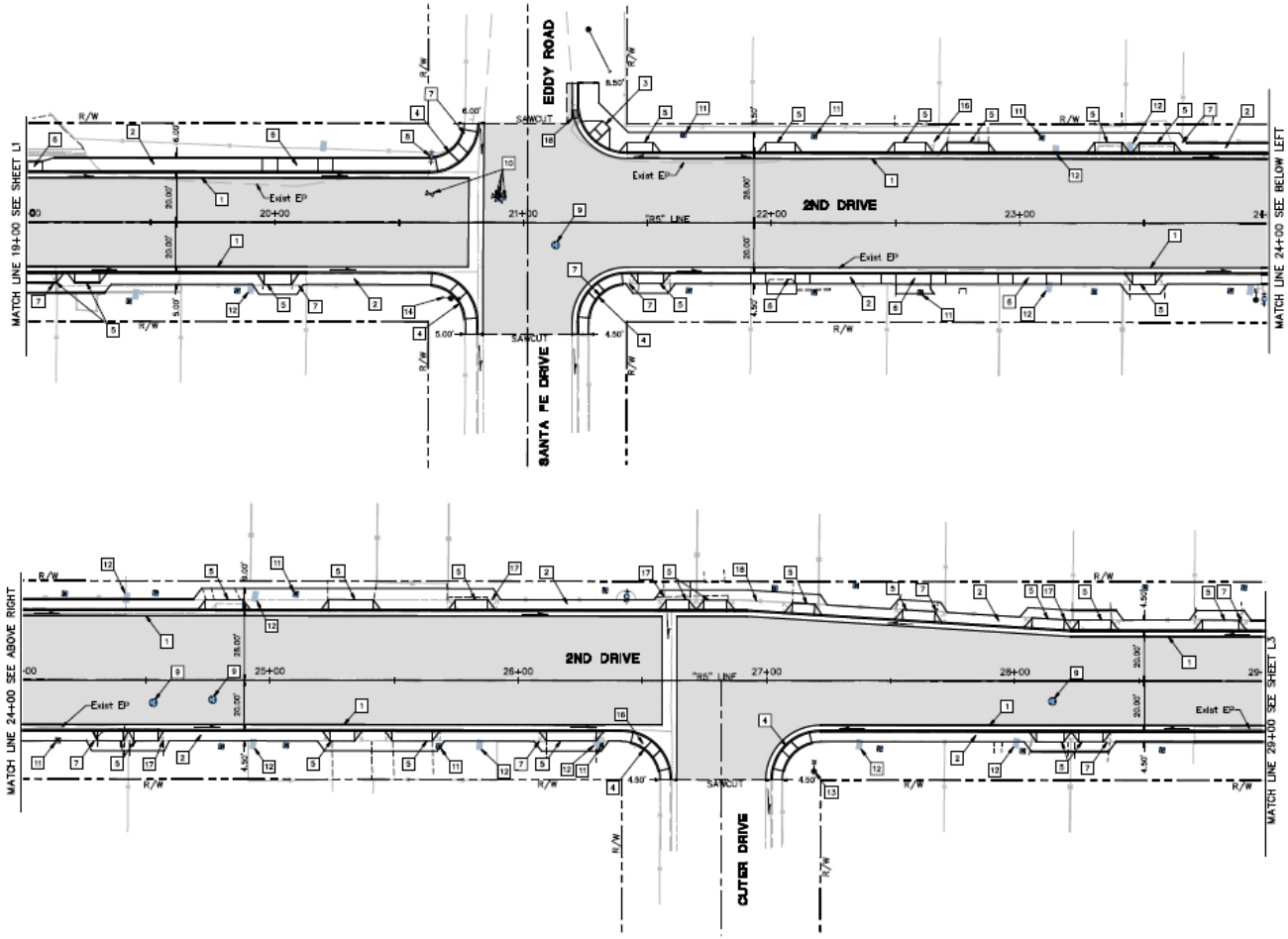
CHECKED	MJW
DATE	12-1-15

SHEET No. L1

5 of 7



KEYED NOTES (THIS SHEET ONLY)

1. C&G.
2. SIDEWALK.
3. CASE A CURB RAMP.
4. CASE C CURB RAMP.
5. DRIVEWAY.
6. DEPRESSED DRIVEWAY.
7. RELOCATE FENCE (CHAIN LINK).
8. ADJUST FIRE HYDRANT TO GRADE.
9. ADJUST MANHOLE TO GRADE.
10. ADJUST WATER VALVE COVER TO GRADE.
11. ADJUST WATER METER BOX TO GRADE.
12. RESET MAILBOX.
13. Exist UTILITY POLE (PROTECT IN PLACE).
14. Exist POWER POLE (PROTECT IN PLACE).
15. ADJUST DRAIN INLET TO GRADE.
16. RELOCATE SIGN.
17. RELOCATE FENCE (IRON).
18. RELOCATE FENCE (BRICK AND IRON).

LEGEND

- ROADWAY CONST. SEE TYPICAL CROSS SECTIONS.
- SLOPE ARROW. INDICATES DIRECTION OF FLOW.

BOY SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER MICHAEL J. WITKIN No. 66910 CIVIL STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

☐ PRELIMINARY ☐ APPROVED ☐ BID ☐ CONSTRUCTION ☐ RECORD

omni means ENGINEERS PLANNERS SURVEYORS ARCHITECTS 208 N. Center Ave. Suite 1 Rialto, CA 92376 (909) 820-0800

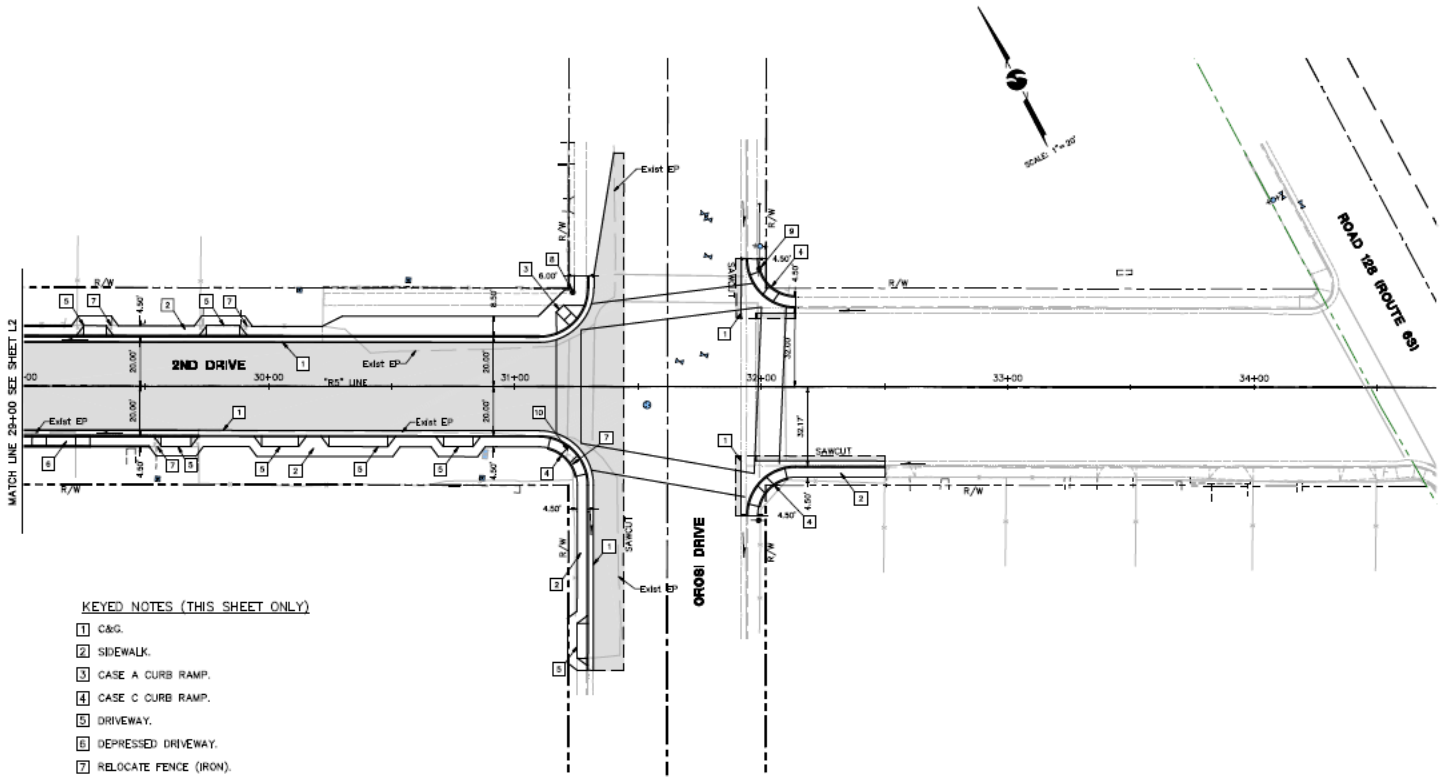
LAYOUT

COMPLETE STREETS IMPROVEMENTS

CUTLER, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7330-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L009.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No. L2



KEYED NOTES (THIS SHEET ONLY)

1. C&G.
2. SIDEWALK.
3. CASE A CURB RAMP.
4. CASE C CURB RAMP.
5. DRIVEWAY.
6. DEPRESSED DRIVEWAY.
7. RELOCATE FENCE (IRON).
8. Exist UTILITY POLE (PROTECT IN PLACE).
9. Exist POWER POLE (PROTECT IN PLACE).
10. RELOCATE SIGN.

LEGEND

- ROADWAY CONST. SEE TYPICAL CROSS SECTIONS.
- SLOPE ARROW. INDICATES DIRECTION OF FLOW.

60% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WRIGHT
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

PRELIMINARY
APPROVED
60
CONSTRUCTION
RECORD

omni means
ENGINEERS PLANNERS
1901 Lifeline Ln
Suite A, Lower Ln.
Bakersfield, CA 93307
(661) 325-5880

LAYOUT
COMPLETE STREETS IMPROVEMENTS
CUTLER, CALIFORNIA

SCALE	1"=20'
JOB NO.	50-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015LOCK.DWG
CHECKED	MJW
DATE	12-1-15

SHEET NO.
L3
7 OF 7

INDEX OF SHEETS

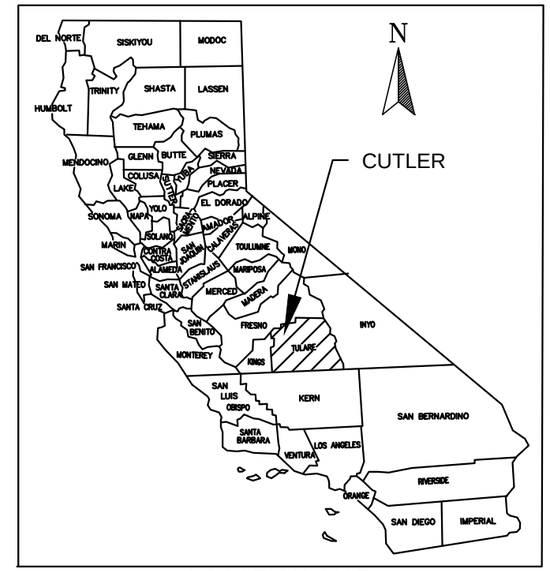
PAGE	SHEET NO.	DESCRIPTION
1	T1	COVER
2	X1	TYPICAL SECTIONS
3–5	L1–L3	LAYOUT
6–7	C1–C2	CONSTRUCTION DETAILS
8–10	PD1–PD3	SIGNING AND STRIPING PLAN

STATE OF CALIFORNIA
COUNTY OF TULARE

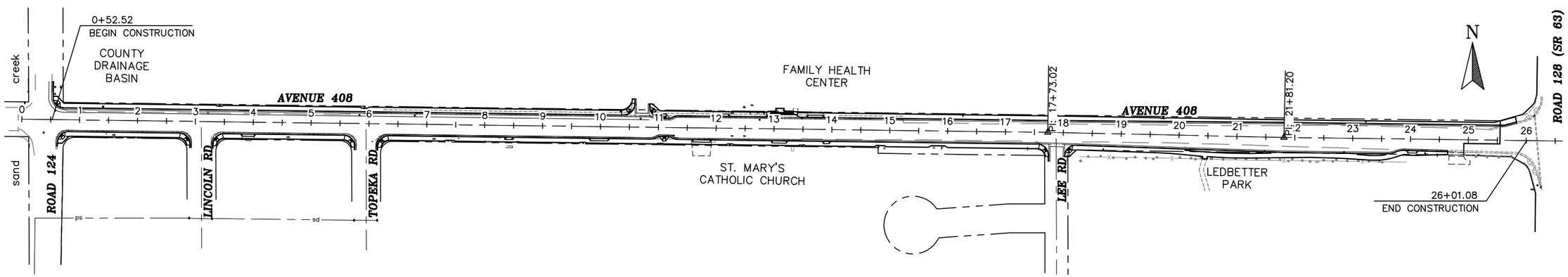
PROJECT PLANS FOR CONSTRUCTION OF

CUTLER-COMPLETE STREETS POLICY

IN CUTLER AND COUNTY OF TULARE
AVENUE 408 (FROM ROAD 124 TO SR 63)



LOCATION MAP
N.T.S.



VICINITY MAP
N.T.S.

Know what's **below.** **Call** before you dig.

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

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

APPROVED BY:

JABED KHAN, P.E. — TULARE COUNTY RESOURCE MANAGEMENT AGENCY — DATE

APPROVED BY:

MICHAEL J. WINTON P.E. — PROJECT MANAGER OMNI-MEANS LTD. — DATE

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

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

omni•means ENGINEERS PLANNERS
VISALIA 200 E. Center Ave. Suite A Visalia, CA 93291 (559) 734-5895
With offices in: SACRAMENTO WALNUT CREEK REDDING SAN LUIS OBISPO

COVER
AVENUE 408 – CUTLER
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

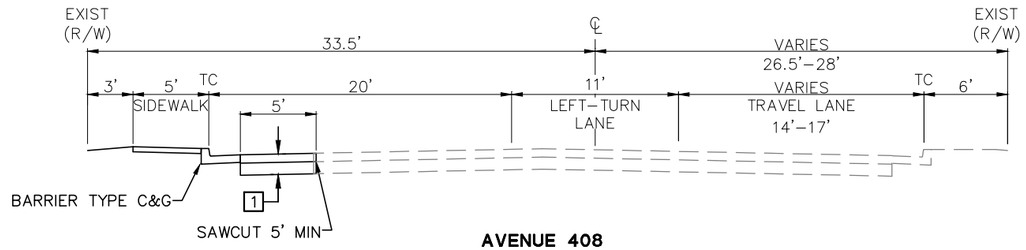
SCALE	NO SCALE
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	MJW
FILE	2144T004.DWG
DATE	6-9-16
SHEET No.	T1

L:\Proj\2144\2144T004.dwg 6/9/2016 12:09:04 PM

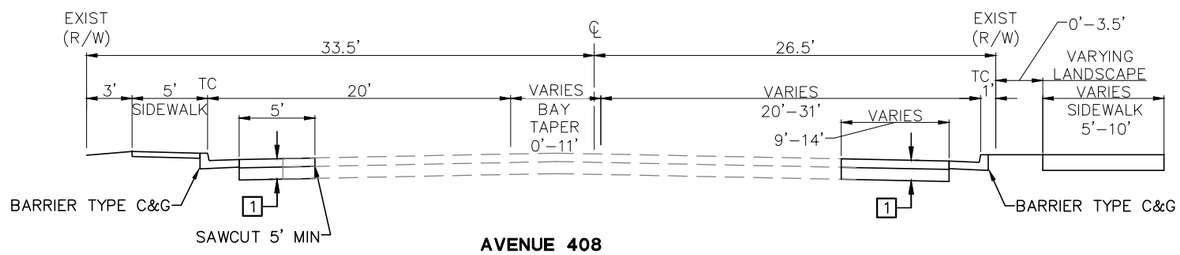
TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
TI=5.5, R=25 (ASSUMED)
0.25' HMA (TYPE B)
0.70' AB (CLASS 2) (95% RC)
1.00' COMPACTED NATIVE (95% RC)

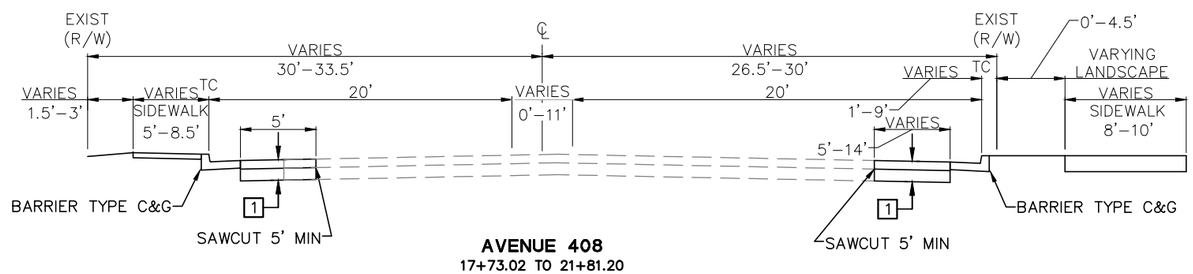
2 — LOADING ZONE TURNOUT
STA 12+84.81 TO STA 13+45.35
SEE CONSTRUCTION DETAILS.



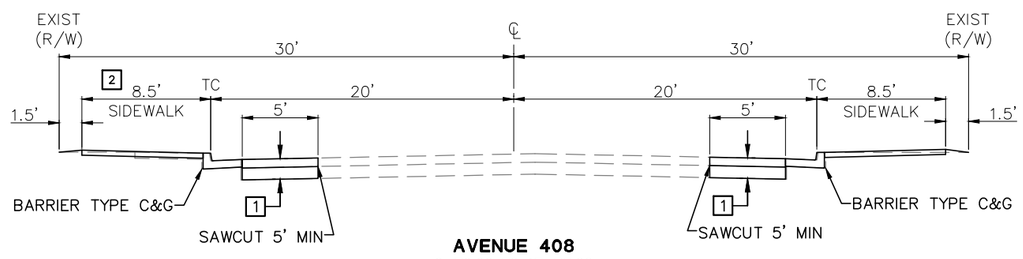
AVENUE 408
24+64.64 TO END



AVENUE 408
21+81.20 TO 24+64.64



AVENUE 408
17+73.02 TO 21+81.20



AVENUE 408
0+76.96 TO 17+73.02

30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS			
No.	DESCRIPTION	DATE	BY

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

omni•means
ENGINEERS PLANNERS
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

TYPICAL SECTIONS
AVENUE 408 – CUTLER
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=5'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	MJW
FILE	2144X004.DWG
DATE	6-9-16
SHEET No.	X1

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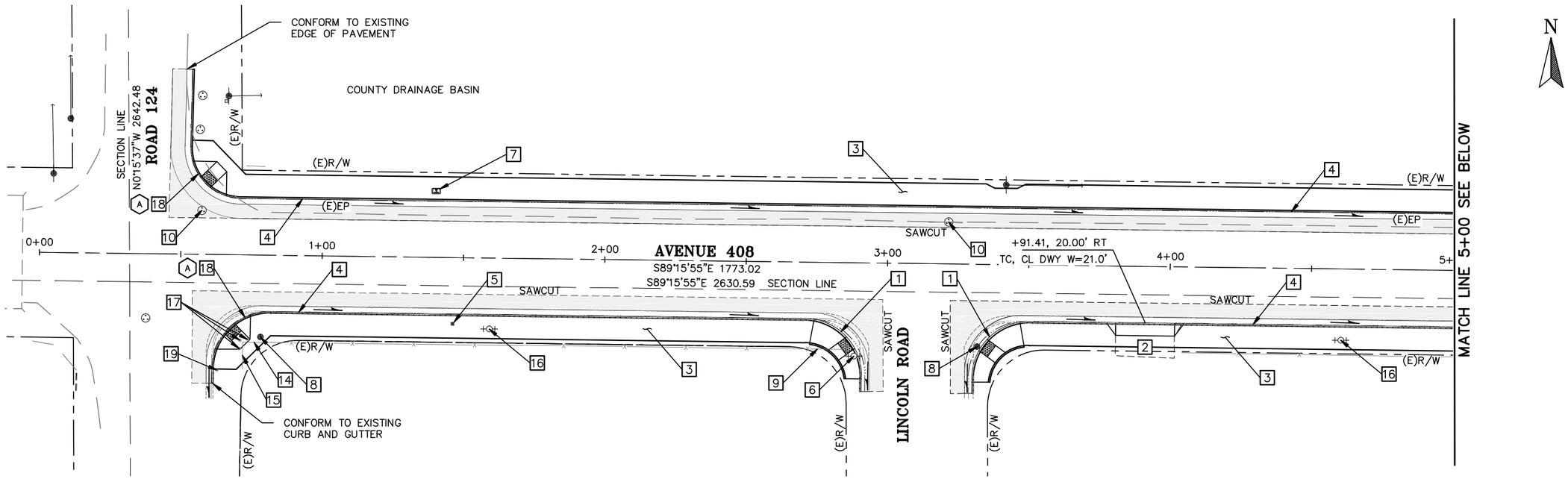

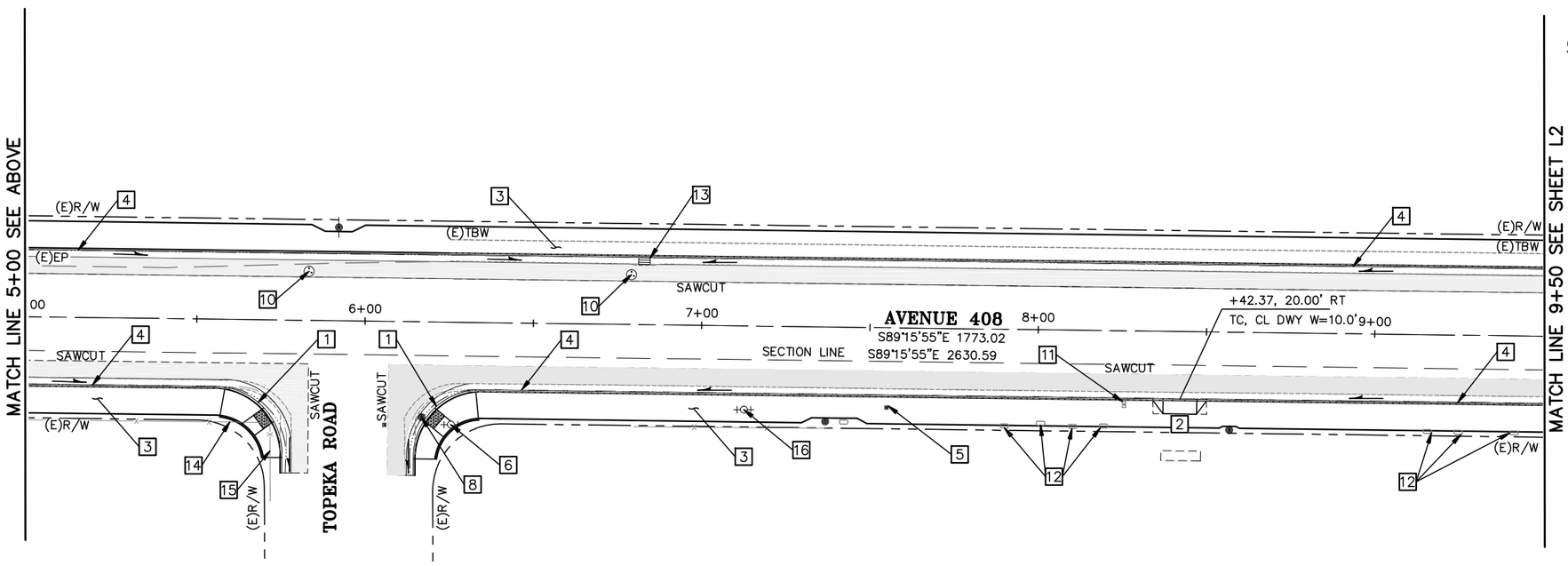

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. MODIFIED CASE C CURB RAMP. SEE SHEET C1.
2. TULARE COUNTY URBAN DRIVEWAY. SEE SHEET C1.
3. SIDEWALK.
4. TULARE COUNTY BARRIER TYPE CURB AND GUTTER PER PLATE NO. A-19. SEE SHEET C1.
5. ADJUST WATER METER BOX TO GRADE.
6. RELOCATE FIRE HYDRANT.
7. ADJUST TELEPHONE PULL BOX TO GRADE (BY OTHERS).
8. RELOCATE UTILITY POLE (BY OTHERS).
9. REMOVE FENCE (WOODEN) TO R/W.
10. ADJUST MANHOLE TO GRADE.
11. RESET MAILBOX.
12. REMOVE BUSHES.
13. RECONSTRUCT DRAINAGE INLET.
14. REMOVE FENCE (CHAIN LINK).
15. INSTALL FENCE (CHAIN LINK) AT R/W.
16. ADJUST FIRE HYDRANT TO GRADE.
17. REMOVE METAL POSTS.
18. CURB RAMP PER DETAIL (A) ON SHEET C1.
19. REMOVE IRRIGATION STANDPIPE.

811 Know what's below. Call before you dig.

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

30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

GENERAL NOTES (ALL L-SHEETS):

1. SEE SIGNING AND STRIPING PLAN FOR EXISTING SIGNS TO BE REMOVED OR RELOCATED.

LEGEND:

- ROADWAY CONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- SLOPE ARROW, INDICATES DIRECTION OF FLOW

REGISTERED PROFESSIONAL ENGINEER MICHAEL J. WINTON No. 66910 CIVIL STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

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

omni•means ENGINEERS PLANNERS
VISALIA 200 E. Center Ave. Suite A Visalia, CA 93291 (559) 734-5895
With offices in: SACRAMENTO WALNUT CREEK REDDING SAN LUIS OBISPO

LAYOUT
AVENUE 408 – CUTLER
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	MJW
FILE	2144L004.DWG
DATE	6-9-16
SHEET No.	L1

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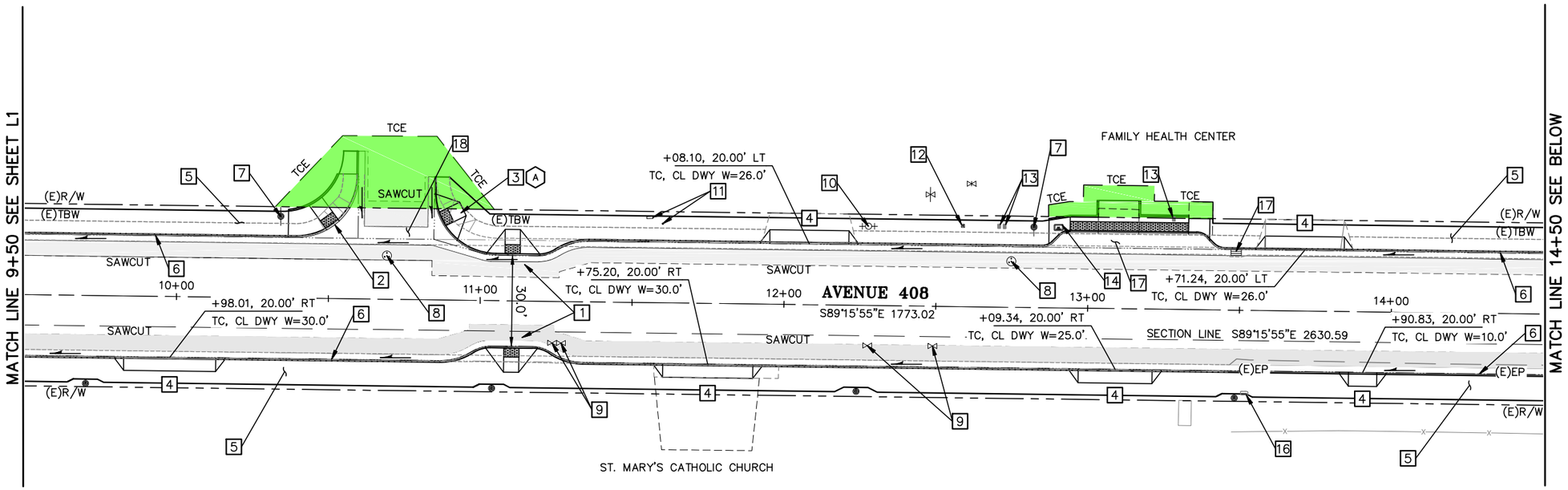

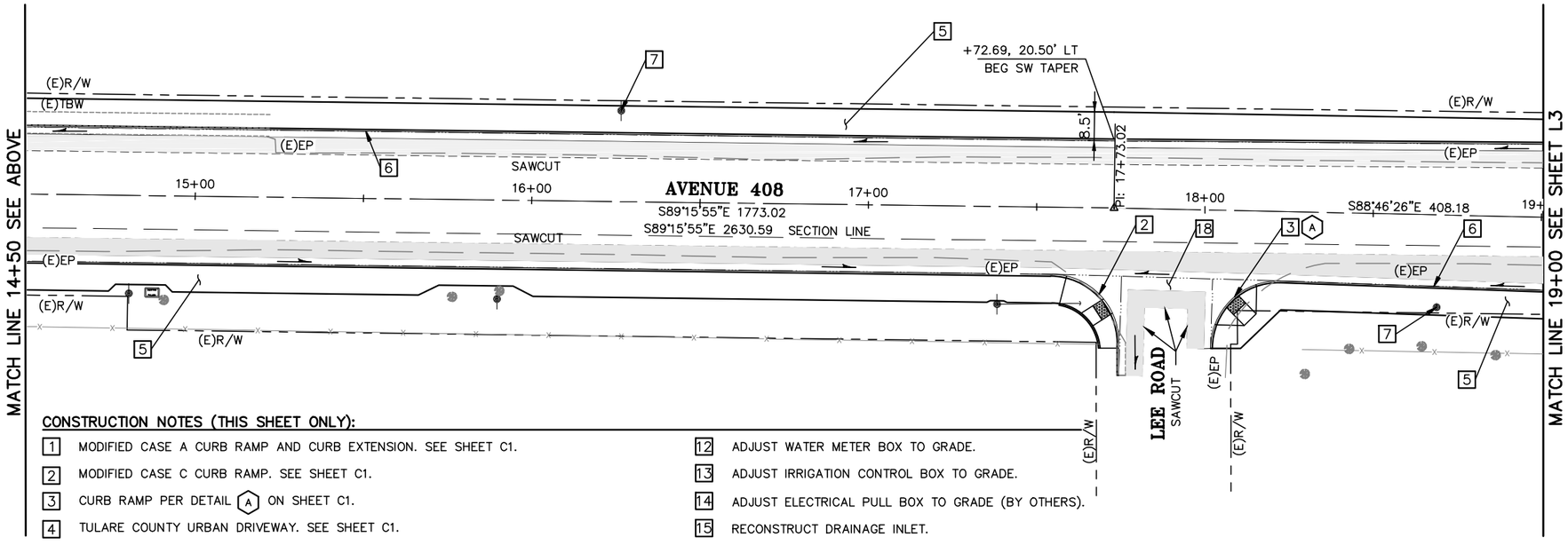

LEGEND:

- ROADWAY CONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- SLOPE ARROW, INDICATES DIRECTION OF FLOW

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. MODIFIED CASE A CURB RAMP AND CURB EXTENSION. SEE SHEET C1.
2. MODIFIED CASE C CURB RAMP. SEE SHEET C1.
3. CURB RAMP PER DETAIL (A) ON SHEET C1.
4. TULARE COUNTY URBAN DRIVEWAY. SEE SHEET C1.
5. SIDEWALK.
6. TULARE COUNTY BARRIER TYPE CURB AND GUTTER PER PLATE NO. A-19. SEE SHEET C1.
7. EXIST UTILITY POLE TO REMAIN (PROTECT IN PLACE).
8. ADJUST MANHOLE TO GRADE.
9. ADJUST WATER VALVE FRAME AND COVER TO GRADE.
10. ADJUST FIRE HYDRANT TO GRADE.
11. RELOCATE TELEPHONE PEDESTAL (BY OTHERS).
12. ADJUST WATER METER BOX TO GRADE.
13. ADJUST IRRIGATION CONTROL BOX TO GRADE.
14. ADJUST ELECTRICAL PULL BOX TO GRADE (BY OTHERS).
15. RECONSTRUCT DRAINAGE INLET.
16. REMOVE BUSH.
17. CONSTRUCT LOADING ZONE TURNOUT. SEE SHEET C2
18. CONSTRUCT CONTINUOUS GUTTER CURB RETURN. SEE SHEET C2.

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30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER MICHAEL J. WINTON No. 66910 CIVIL STATE OF CALIFORNIA

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TULARE COUNTY RESOURCE MANAGEMENT AGENCY
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(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

omni·means ENGINEERS PLANNERS
VISALIA 200 E. Center Ave. Suite A Visalia, CA 93291 (559) 734-5895
With offices in: SACRAMENTO WALNUT CREEK REDDING SAN LUIS OBISPO

LAYOUT
AVENUE 408 – CUTLER
TULARE COUNTY COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	MJW
FILE	2144L004.DWG
DATE	6-9-16
SHEET No.	L2

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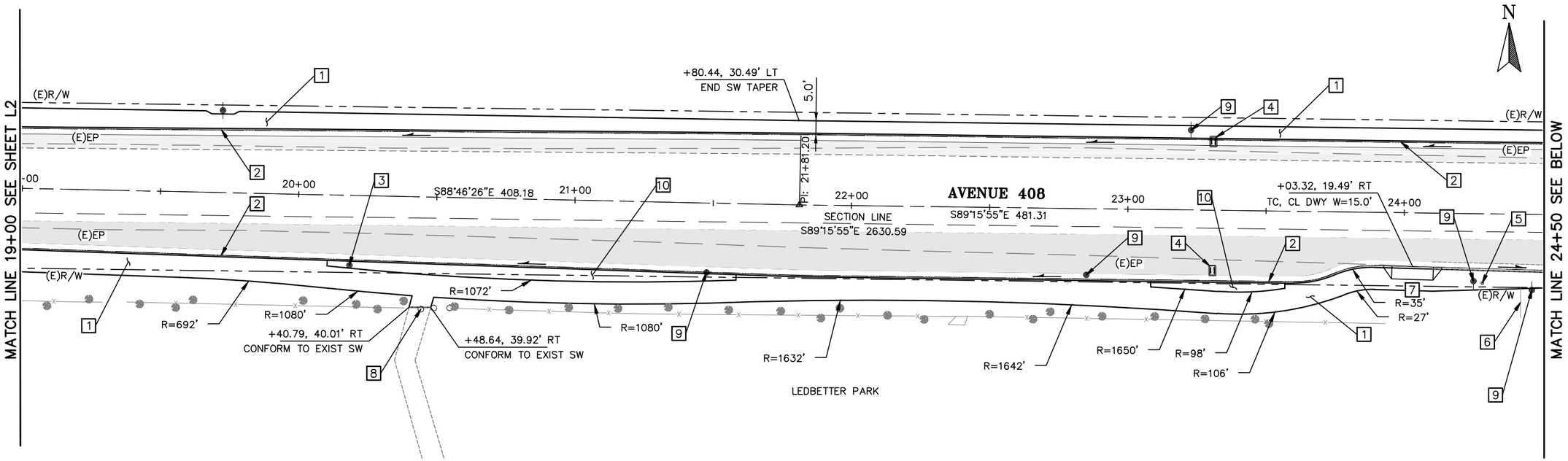

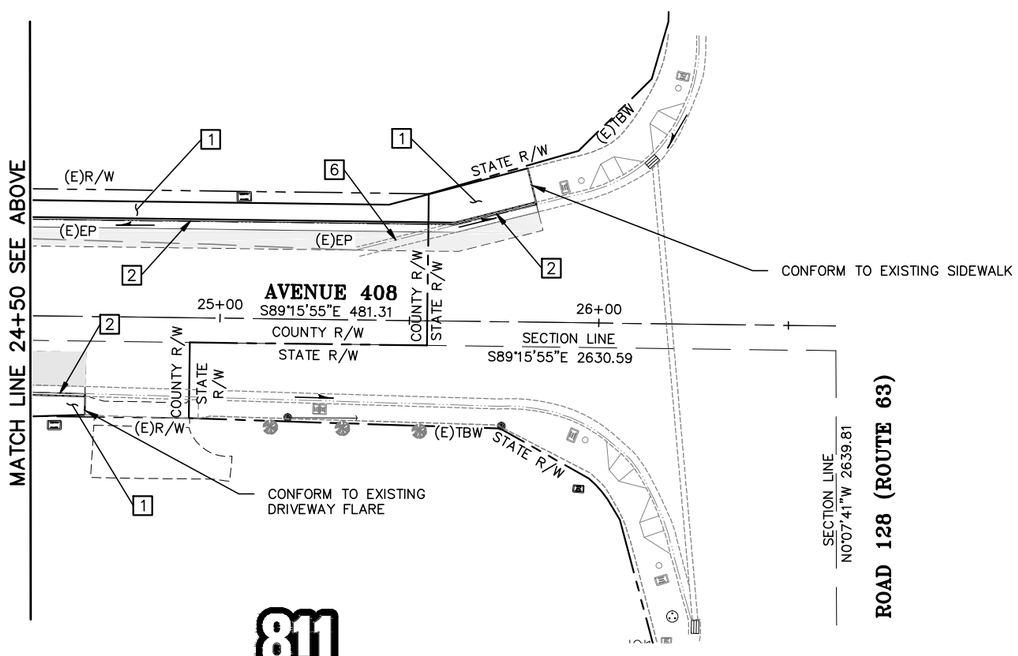

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. SIDEWALK.
2. TULARE COUNTY BARRIER TYPE CURB AND GUTTER PER PLATE NO. A-19. SEE SHEET C1.
3. EXIST UTILITY POLE TO REMAIN (PROTECT IN PLACE).
4. RELOCATE ELECTRICAL PULL BOX (BY OTHERS).
5. RELOCATE TELEPHONE PEDESTAL (BY OTHERS).
6. REMOVE EXIST CURB AND GUTTER.
7. TULARE COUNTY URBAN DRIVEWAY. SEE SHEET C1.
8. REMOVE BOLLARD.
9. RELOCATE UTILITY POLE (BY OTHERS),
10. LANDSCAPE AREA.

LEGEND:

- ROADWAY CONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- SLOPE ARROW, INDICATES DIRECTION OF FLOW

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

811
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REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS			
No.	DESCRIPTION	DATE	BY

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

omni • means
ENGINEERS PLANNERS
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

LAYOUT
AVENUE 408 – CUTLER
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	MJW
FILE	2144L004.DWG
DATE	6-9-16
SHEET No.	L3

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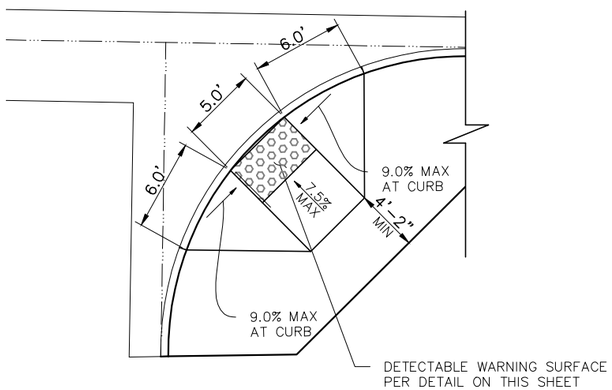
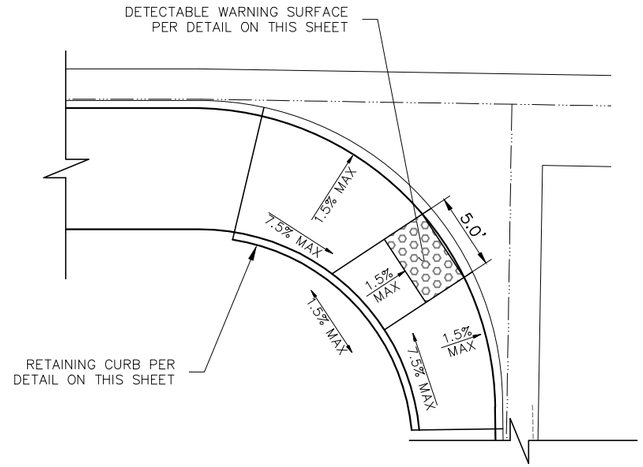


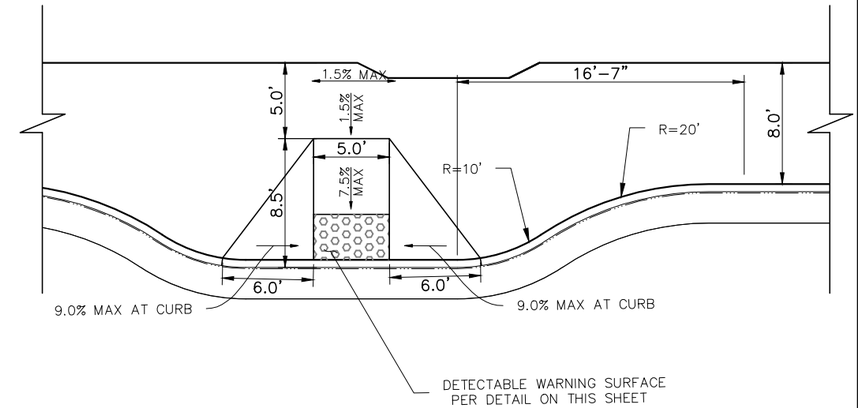
CURB RAMP DETAIL (A)

N.T.S



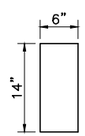
MODIFIED CASE C CURB RAMP DETAIL

N.T.S



MODIFIED CASE A CURB RAMP AND CURB EXTENSION DETAIL

N.T.S

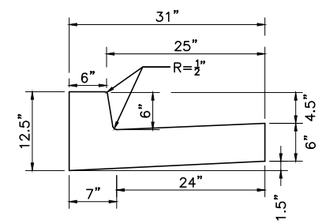


NOTES:

1. ALL CONCRETE SHALL BE MINOR CONCRETE.

RETAINING CURB DETAIL

SCALE: 1"=1'-0"

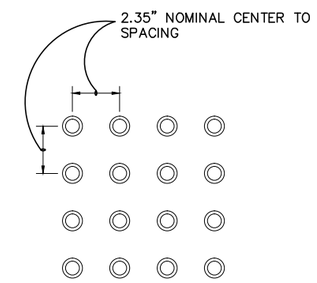


NOTES:

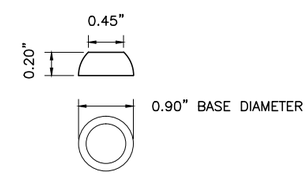
1. ALL CONCRETE SHALL BE MINOR CONCRETE.
2. BARRIER TYPE CURB AND GUTTER SHALL HAVE A MINIMUM OF 0.15 FEET PER 100 FEET.
3. AREA BETWEEN BACK OF CURB AND AND PROPERTY LINE SHALL BE BACK FILLED AND SLOPED TO DRAIN TO GUTTER.

COUNTY CURB & GUTTER (BARRIER TYPE) DETAIL

SCALE: 1"=1'-0"



RAISED TRUNCATED DOME PATTERN



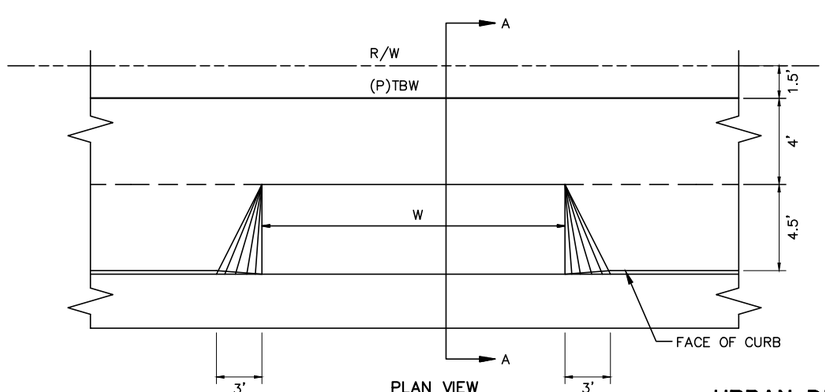
RAISED TRUNCATED DOME

DETECTABLE WARNING SURFACE

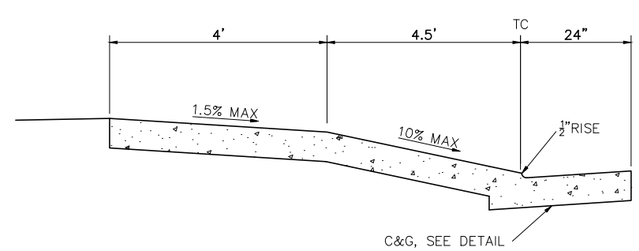
N.T.S

NOTES:

1. SHALL BE INSTALLED AT THE BOTTOM OF ALL CURB RAMPS.
2. SHALL BE THE FULL WIDTH OF RAMP AND SHALL BE A MIN. OF 36" IN DEPTH
3. SHALL BE PREMIXED FEDERAL YELLOW COLORED POLYMER CONCRETE MATERIAL.
4. ALL DETECTABLE WARNING PANELS INSTALLED WITH NEW IMPROVEMENTS SHALL BE WET SET TYPE/CAST IN PLACE TYPE PANELS.
5. A 4'-0" WIDE DETECTABLE WARNING SURFACE MAY BE USED ON A 4'-2" WIDE CURB RAMP.
6. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE REQUIREMENTS IN THE STANDARDS SPECIFICATIONS.



PLAN VIEW



SECTION A–A

URBAN DRIVEWAY DETAIL

N.T.S

30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER MICHAEL J. WINTON No. 66910 CIVIL STATE OF CALIFORNIA

REVISIONS

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TULARE COUNTY RESOURCE MANAGEMENT AGENCY
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With offices in: SACRAMENTO MAUMEE CREEK READING SAN LUIS OBISPO

CONSTRUCTION DETAILS
AVENUE 408 – CUTLER
TULARE COUNTY COMPLETE STREETS
TULARE COUNTY, CA

SCALE	AS SHOWN
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	MJW
FILE	2144C004.DWG
DATE	6-9-16

SHEET No. C1

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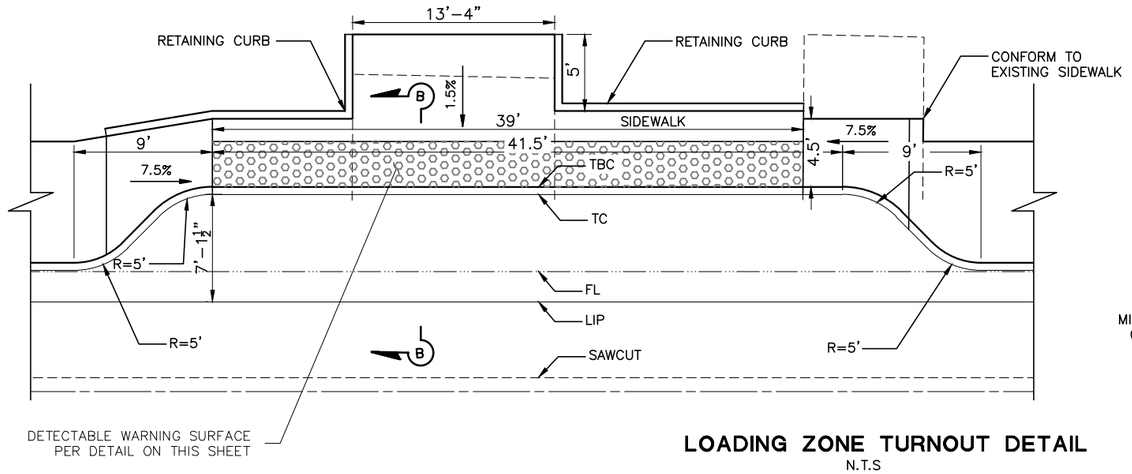
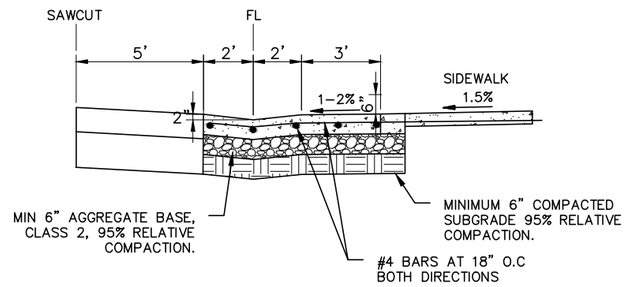
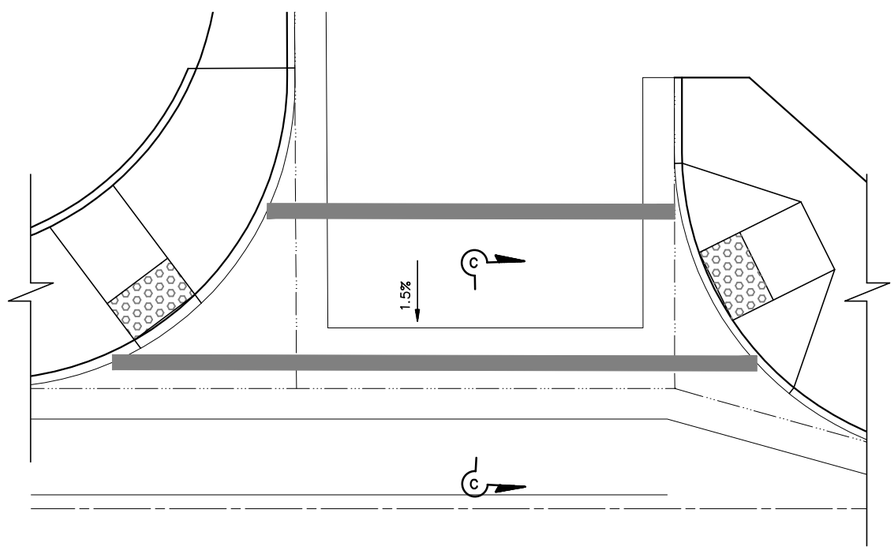


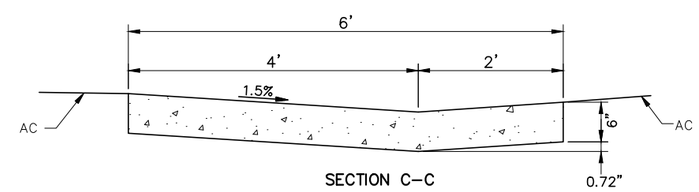
LOADING ZONE TURNOUT DETAIL

N.T.S



SECTION B-B





SECTION C-C

CONTINUOUS GUTTER CURB RETURN DETAIL

N.T.S

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

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

omni • means
ENGINEERS PLANNERS
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

CONSTRUCTION DETAILS
AVENUE 408 - CUTLER
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	NO SCALE
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	MJW
FILE	2144C004.DWG
DATE	6-9-16
SHEET No.	C2

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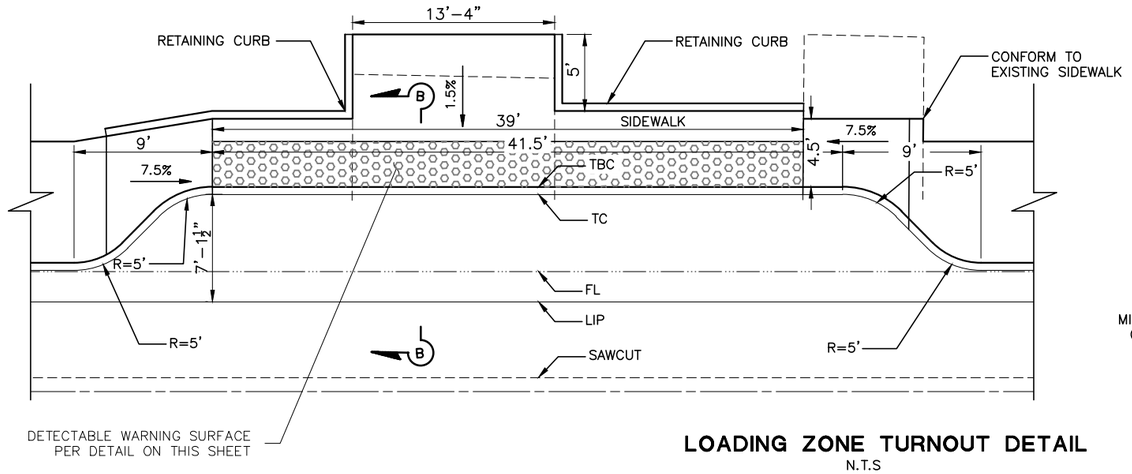
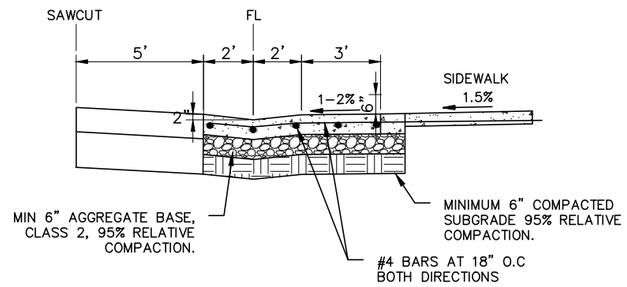
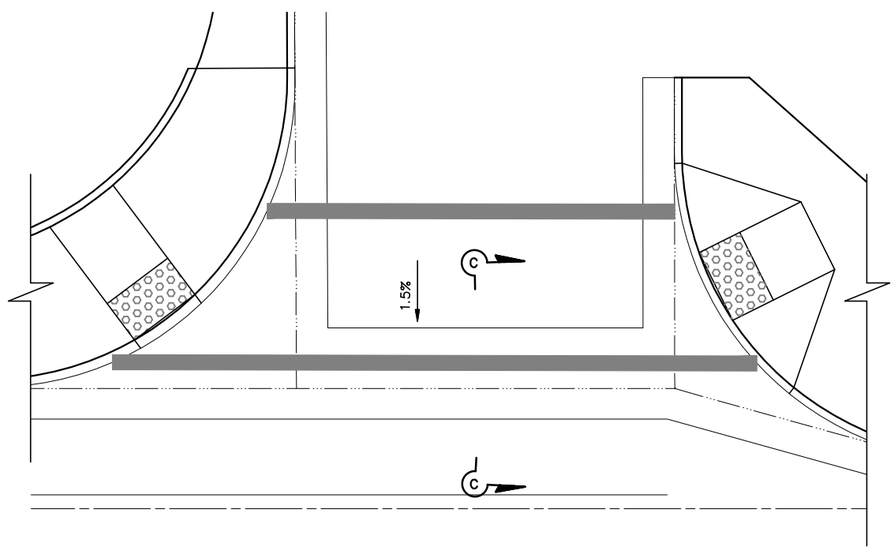


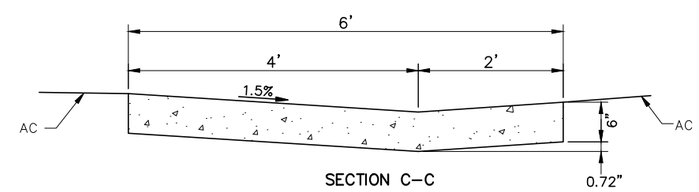
LOADING ZONE TURNOUT DETAIL

N.T.S



SECTION B-B





SECTION C-C

CONTINUOUS GUTTER CURB RETURN DETAIL

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CONSTRUCTION DETAILS
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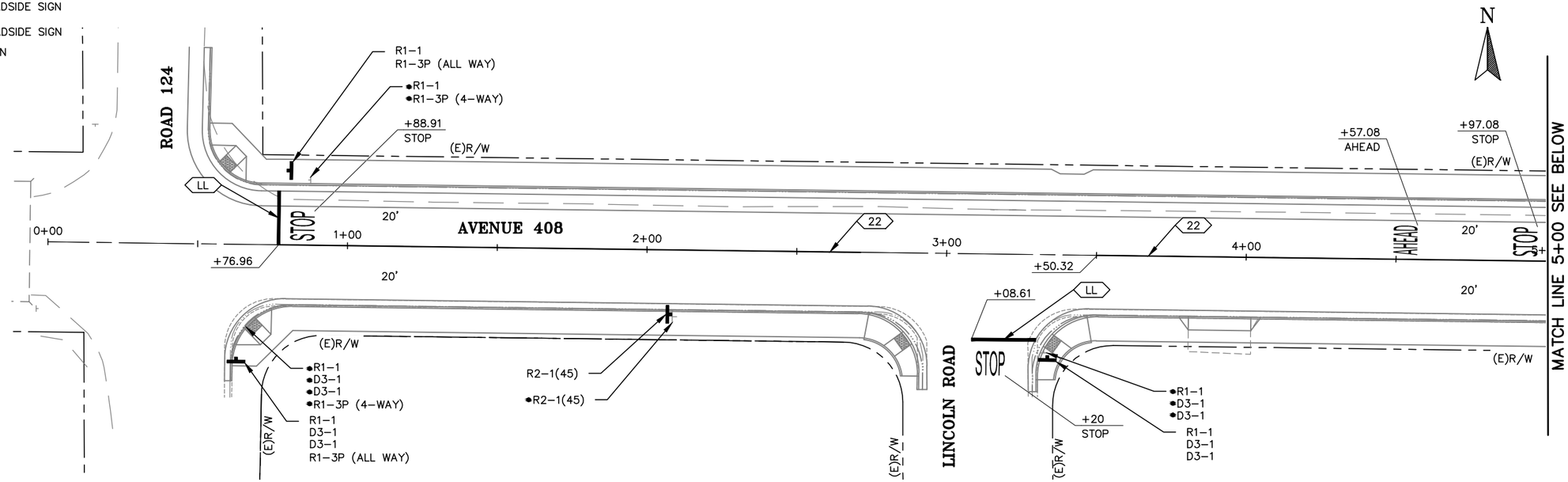
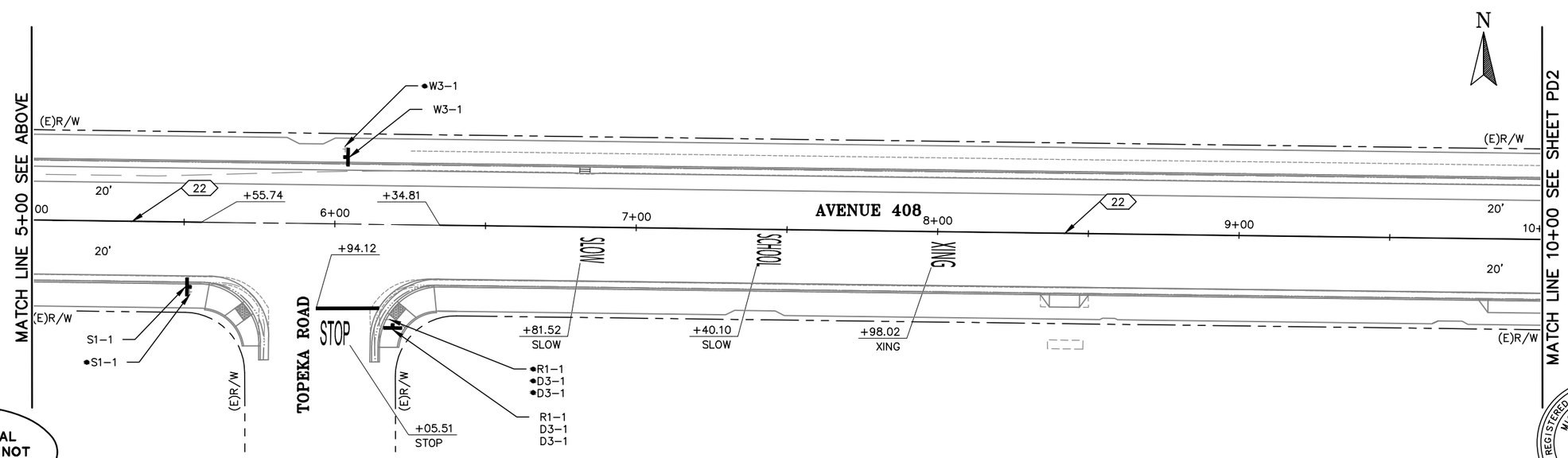
LEGEND: (SHEETS PD1–PD3)

- (#) STRIPING DETAIL NUMBER PER STATE STD PLANS
- (CW) THERMOPLASTIC CROSSWALK (CW) PER STATE STD PLANS
- (LL) THERMOPLASTIC LIMIT LINE (LL)
- STOP INSTALL PAVEMENT MARKING, WORD AS INDICATED, PER STATE STANDARD PLANS
- LIMIT OF STRIPING PATTERN
- EXISTING ONE POST ROADSIDE SIGN
- EXISTING TWO POST ROADSIDE SIGN
- PROPOSED ONE POST ROADSIDE SIGN
- PROPOSED TWO POST ROADSIDE SIGN
- LIMIT OF STRIPING PATTERN
- ANGLE POINT
- TANGENT POINT
- EXISTING SIGN TO REMAIN
- REMOVE SIGN
- (CA) CALIFORNIA SIGN CODE

GENERAL NOTES: (SHEETS PD1–PD3)

1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2015 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, THE 2014 EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND SIGN SPECIFICATION SHEETS, THE LATEST EDITIONS OF THE TULARE COUNTY STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS.
2. THESE PLANS ARE ACCURATE FOR SIGNING AND STRIPING ONLY.
3. ALL SIGNS SHALL BE AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON OL1000 ANTI–GRAFFITI OVERLAY FILM.
4. ALL STRIPING SHALL BE THERMOPLASTIC PAINT.
5. ALL CROSSWALKS SHALL BE 10 FEET WIDE, MEASURED FROM INSIDE TO INSIDE OF MARKING.
6. REMOVE ALL STRIPING AND MARKINGS CONFLICTING WITH NEW PAVEMENT DELINEATION.
7. LANE WIDTHS ARE MEASURED TO TOP FACE OF CURB OR STRIPE, WHICH EVER COMES FIRST.





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SIGNING AND STRIPING PLAN
AVENUE 408 – CUTLER
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55–7300–14
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FILE	2144PD004.DWG
DATE	6–9–16
SHEET No.	PD1

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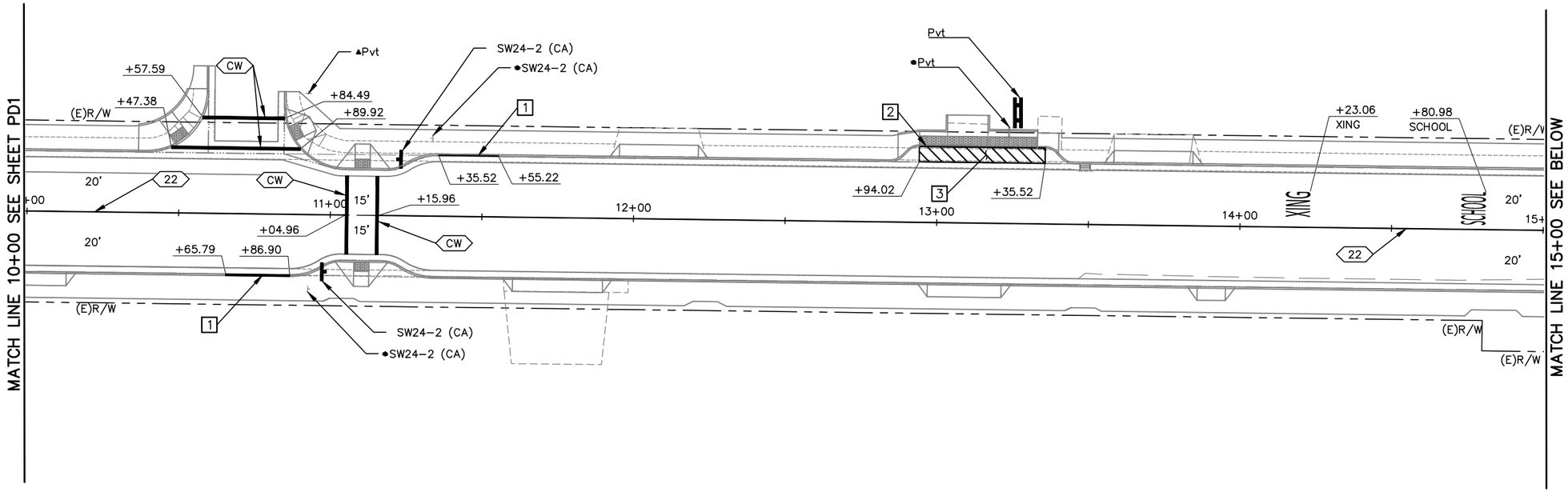

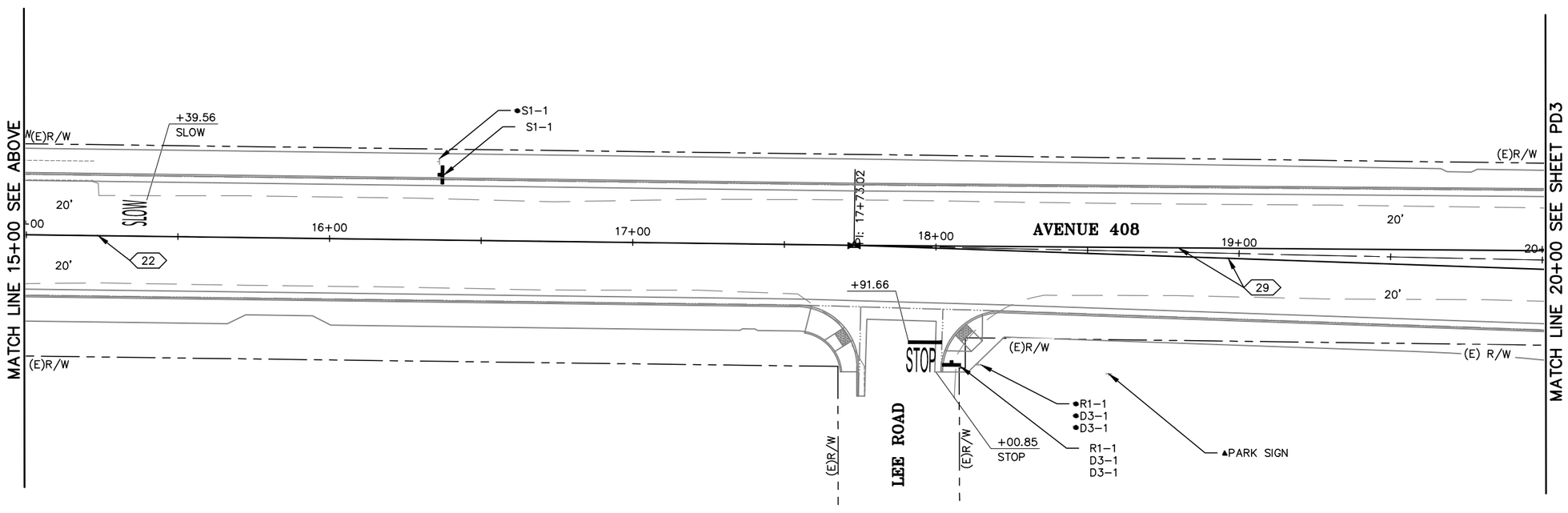

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. PAINT CURB RED.
2. PAINT 41.5-FT OF CURB YELLOW WITH LOADING ZONE LEGEND.
3. ACCESS AISLE WILL HAVE A 4-IN WHITE BORDER STRIPE. DIAGONALS WILL BE 4-IN AND PAINTED WHITE, 3-FT O.C.

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

REVISIONS			
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9 OF 10

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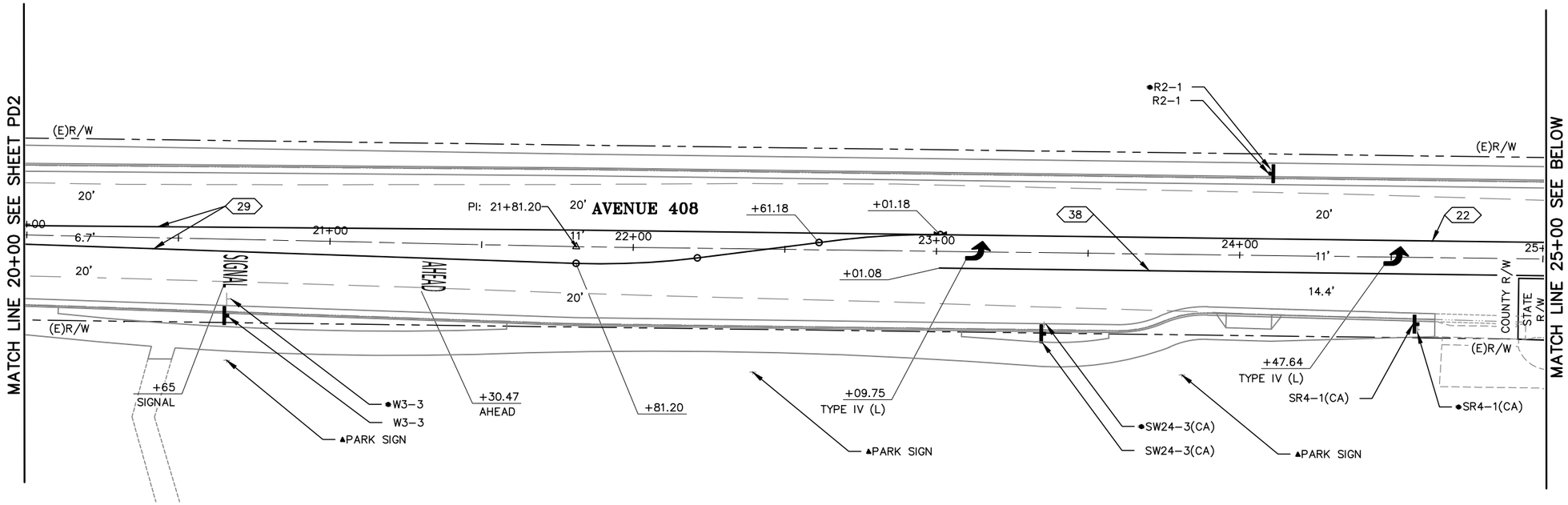

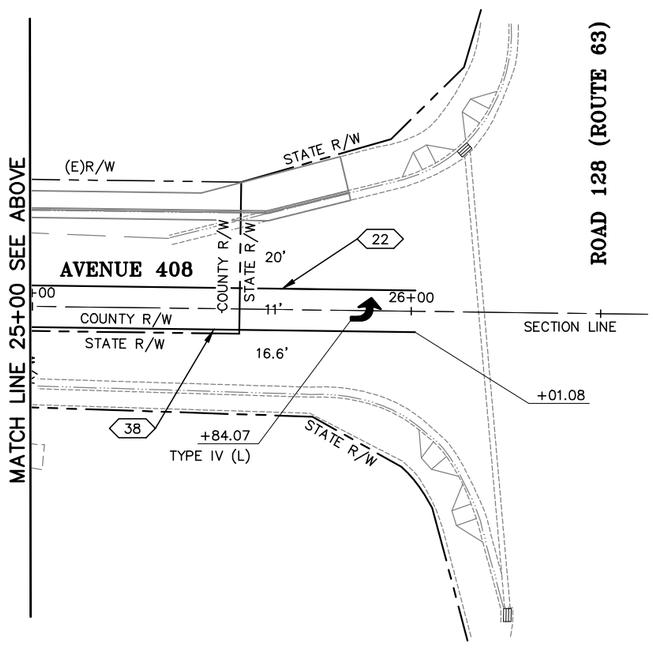

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SIGNING AND STRIPING PLAN
AVENUE 408 – CUTLER
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

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FILE	2144PD004.DWG
DATE	6-9-16
SHEET No.	PD3

10 OF 10

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Appendix G

Cost Estimates for Orosi

PRELIMINARY COST ESTIMATE (30-Percent)						
Orosi Complete Street Improvements				Date:	10/21/2015	
County of Tulare						
Construction						
ITEM		**ITEM DESCRIPTION**	**UNIT OF**	**ESTIMATED**	**ITEM**	**TOTAL**
NO	**(F)**		**MEASURE**	**QUANTITY**	**PRICE**	
1		MOBILIZATION	LS	1	$ 91 500.00	$ 91 500
2	-	JOB SITE MANAGEMENT	LS	1	$ 8 000.00	$ 8 000
3	-	WATER POLLUTION CONTROL PROGRAM	LS	1	$ 4 500.00	$ 4 500
4	-	CONSTRUCTION AREA SIGNS	LS	1	$ 10 000.00	$ 10 000
5	-	TRAFFIC CONTROL SYSTEM	LS	1	$ 30 000.00	$ 30 000
6	-	RELOCATE FENCE (CHAIN LINK)	LF	286	$ 50.00	$ 14 300
7	-	RELOCATE FENCE (IRON)	LF	114	$ 90.00	$ 10 304
8	-	RELOCATE FENCE (BRICK AND IRON)	LF	105	$ 150.00	$ 15 695
9	-	RELOCATE FENCE (WOODEN)	LF	46	$ 40.00	$ 1 840
10	-	RESET MAILBOX	EA	54	$ 300.00	$ 16 200
11	-	RESET STREET SIGN	EA	8	$ 500.00	$ 4 000
12	-	REMOVE TREE	EA	15	$ 800.00	$ 12 000
13	-	BARRIER POST	EA	3	$ 500.00	$ 1 500
14	-	TYPE 3 MARKERS FOR BARRIER POSTS	EA	3	$ 25.00	$ 75
15	-	ADJUST DRAIN INLET TO GRADE	EA	1	$ 1 500.00	$ 1 500
16	-	ADJUST WATER VALVE COVER TO GRADE	EA	5	$ 800.00	$ 4 000
17	-	ADJUST FIRE HYDRANT TO GRADE	EA	1	$ 2 000.00	$ 2 000
18	-	AJUST GAS VALVE FRAME AND COVER TO GRADE	EA	3	$ 800.00	$ 2 400
19	-	ADJUST WATER METER BOX TO GRADE	EA	8	$ 3 500.00	$ 28 000
20	-	ROADSIDE DITCH	LF	5 374	$ 10.00	$ 53 740
21	-	CLEARING AND GRUBBING	LS	1	$ 10 000.00	$ 10 000
22	(F)	ROADWAY EXCAVATION	CY	2 617	$ 60.00	$ 157 000
23	(F)	CLASS 2 AGGREGATE BASE	CY	1 728	$ 60.00	$ 103 651
24	-	HOT MIX ASPHALT (TYPE A)	TON	1 475	$ 110.00	$ 162 250
25	-	12" REINFORCED CONCRETE PIPE	LF	1 024	$ 100.00	$ 102 400
26	-	18" REINFORCED CONCRETE PIPE	LF	82	$ 165.00	$ 13 530
27	-	MINOR CONCRETE (MINOR STRUCTURE-TYPE GO INLET)	EA	3	$ 3 500.00	$ 10 500
28	-	MINOR CONCRETE (CURB AND GUTTER/DIKE)	LF	717	$ 25.00	$ 17 928
29	-	MINOR CONCRETE (SIDEWALK)	SQFT	4 016	$ 7.00	$ 28 111
30	-	MINOR CONCRETE (DRIVEWAYS AND CURB RAMPS)	SQFT	2 140	$ 15.00	$ 32 094
31	-	DETECTABLE WARNING SURFACE	SQFT	15	$ 45.00	$ 675
32	-	SIGNING & STRIPING	LS	1	$ 8 000.00	$ 8 000
33	-	EROSION CONTROL	LS	1	$ 5 000.00	$ 5 000
34	-	MISCELLANEOUS ITEMS	LS	1	$ 217 800.00	$ 217 800
		Total - Construction Items 1-34				**$1 180 493**
		Contingency (25%)				$ 295 123
		Recommended Total Construction Budget				**$1 475 617**
Non-Construction Related Costs						
ITEM		**ITEM DESCRIPTION**	**UNIT OF**	**ESTIMATED**	**ITEM**	**TOTAL**
NO	**(F)**		**MEASURE**	**QUANTITY**	**PRICE**	
35	-	Environmental Clearance	% of CON	5%	$1 180 493.46	$ 59 025
36	-	Final Engineering Design	% of CON	15%	$1 180 493.46	$ 177 074
37	-	Construction Support	% of CON	2%	$1 180 493.46	$ 23 610
38	-	Construction Management	% of CON	15%	$1 180 493.46	$ 177 074
		Total - Non-Construction Items 35-38				**$ 436 783**
		Total Construction & Non-Construction Items				**$1 912 399**

omni · means
ENGINEERING SOLUTIONS

Preliminary Cost Estimate (30-Percent)

Avenue 413, Orosi

Tulare County Complete Streets

6/9/2016

55-7300-14/2144

Construction Costs:

No.	Item Description	Units	Quantity	Unit Cost	Total
1	Job Site Management	LS	1	$8,000.00	$8,000.00
2	Construction Area Signs	LS	1	$7,500.00	$7,500.00
3	Traffic Control	LS	1	$30,000.00	$30,000.00
4	Water Pollution Control Program	LS	1	$4,500.00	$4,500.00
5	Remove Roadside Sign	EA	8	$130.00	$1,040.00
6	Remove Pavement Markings	SQFT	228	$2.70	$615.60
7	Remove Concrete (Curb & Gutter)	LF	3750	$15.00	$56,250.00
8	Remove Concrete Sidewalk	SQFT	6400	$4.50	$28,800.00
9	Reconstruct Inlet	EA	4	$3,500.00	$14,000.00
10	Reset Mailbox	EA	21	$300.00	$6,300.00
11	Relocate Chain Link Fence	LF	400	$50.00	$20,000.00
12	Relocate Iron Fence	LF	340	$90.00	$30,600.00
13	Relocate Wooden Fence	LF	80	$40.00	$3,200.00
14	Relocate Brick Posts and Iron Fence	LF	80	$150.00	$12,000.00
15	Relocate Water Valve	EA	1	$1,400.00	$1,400.00
16	Relocate Light Pole	EA	1	$1,500.00	$1,500.00
17	Relocate Irrigation Structure	LS	1	$20,000.00	$20,000.00
18	Relocate Fire Hydrant	EA	2	$6,000.00	$12,000.00
19	Adjust Inlet	EA	1	$3,000.00	$3,000.00
20	Adjust Manhole to Grade	EA	5	$1,200.00	$6,000.00
21	Adjust Valve Frame and Cover to Grade	EA	9	$1,200.00	$10,800.00
22	Adjust W~~ater Meter Box to Grade~~	EA	11	$800.00	$8,800.00
23	Adjust Pullbox to Grade	EA	3	$850.00	$2,550.00
24	Adjust Fire Hydrant to Grade	EA	4	$5,500.00	$22,000.00
25	Clearing and Grubbing	LS	1	$11,000.00	$11,000.00
26	Remove Tree	EA	6	$1,400.00	$8,400.00
27	Roadway Excavation (F)	CY	720	$60.00	$43,200.00
28	Erosion Control	LS	1	$5,000.00	$5,000.00
29	Class 2 Aggregate Base (F)	CY	600	$60.00	$36,000.00
30	Hot Mix Asphalt (Type B)	TON	480	$110.00	$52,800.00
31	Roadside Sign - One Post	EA	24	$250.00	$6,000.00
32	Storm Drain System	LS	1	$75,000.00	$75,000.00
33	Minor Concrete (Curb)	LF	190	$22.00	$4,180.00
34	Minor Concrete (Gutter)	SQFT	590	$10.00	$5,900.00
35	Detectable Warning Surface	SQFT	155	$45.00	$6,975.00
36	Minor Concrete (Curb and Gutter)	LF	4390	$25.00	$109,750.00
37	Minor Concrete (Driveway & Curb Ramps)	SQFT	4970	$15.00	$74,550.00
38	Minor Concrete (Sidewalk)	SQFT	31270	$7.00	$218,890.00
39	Thermoplastic Traffic Stripe	LF	4830	$1.25	$6,037.50
40	Thermoplastic Pavement Marking	SQFT	496	$6.00	$2,976.00
41	Mobilization	LS	1	$92,800.00	$92,800.00
42	Minor/ Supplemental Items	%	0	$977,514.10	$244,378.53
	Subtotal (Construction Costs)				$1,314,692.63
	Construction Contingency			25%	$ 328,673.16
	Total Construction Costs				**$1,643,365.78**
	Total Construction Budget (Rounded)				**$1,643,400.00**

Non-Construction Related Costs:					
No.	***Item Description***	***Units***	***Quantity***	***Unit Cost***	***Total***
42	Environmental Clearance	% of CON	5%	$1,162,000.00	$58,100.00
43	Right of Way/TCE Acquisition (Capital)	SQFT	1630	$5.00	$8,150.00
44	Right of Way/TCE Acquisition (Support)	Parcel	2	$5,000.00	$10,000.00
45	Final Engineering Design	% of CON	15%	$1,162,000.00	$174,300.00
46	Construction Support	% of CON	2%	$1,162,000.00	$23,240.00
47	Construction Management	% of CON	15%	$1,162,000.00	$174,300.00
48	Utility Relocations	LS	1	$100,000.00	$100,000.00
	Total Non-Construction Related Costs				**$548,090.00**
	Total Project Capital Cost				**$ 2,000,590.00**
	Rounded				**$ 2,000,000.00**

OROSI
COUNTY OF TULARE

PROJECT PLANS FOR CONSTRUCTION ON

OROSI-COMPLETE STREETS POLICY

IN OROSI AND COUNTY OF TULARE
AVE 416 (FROM SR 63 TO RD 130)

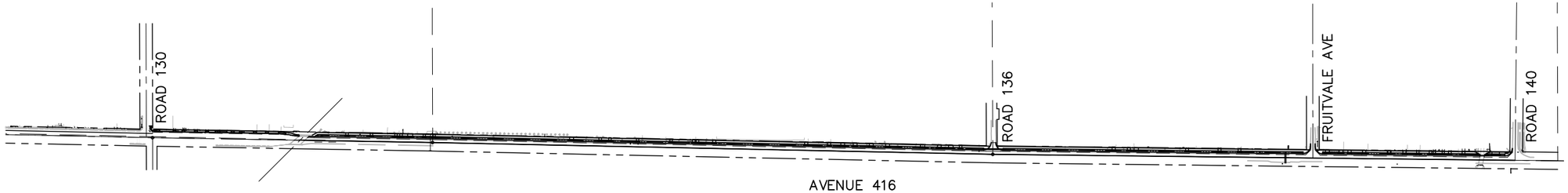
INDEX OF SHEETS

PAGE	SHEET NO.	DESCRIPTION
1	T1	TITLE SHEET
2–3	X1–X2	TYPICAL SECTIONS
4–12	L1–L9	LAYOUT

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
A.D.	ALGEBRAIC DIFFERENCE
AP	ANGLE POINT
BC	BEGIN CURVE
CL	CENTER LINE
CONC	CONCRETE
CPDC	CONSOLIDATED PEOPLES DITCH COMPANY
C&G	CURB AND GUTTER
EC	END OF CURVE
EG	EXISTING GRADE
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
FG	FINISH GRADE
FL	FLOW LINE
HCR	HANDICAP RAMP
HMA	HOT MIX ASPHALT
HW	HEADWALL
INV	INVERT
IRR	IRRIGATION
JS	JUNCTION STRUCTURE
K	CURVE COEFFICIENT
LF	LINEAR FEET
LT	LEFT
LVC	LENGTH OF VERTICAL CURVE
MAX	MAXIMUM
MIN	MINIMUM
(N)	NOT A PAY ITEM
NSP	NEW STANDARD PLAN
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
PCC	PORTLAND CEMENT CONCRETE
PI	POINT OF INTERSECTION
POC	POINT OF CONNECTION
PT	POINT
R	RADIUS
R.C.	RELATIVE COMPACTION
RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
RSP	REVISED STANDARD PLAN
RT	RIGHT
R/W	RIGHT OF WAY
SCE	SOUTHERN CALIFORNIA EDISON
STA	STATION
SW	SIDEWALK
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TW	TOP OF WALL
TYP	TYPICAL

VICINITY MAP
N.T.S.



LOCATION MAP
N.T.S.

811
Know what's **below.**
Call before you dig.
Contractor shall call Underground Service Alert at 811 two working days prior to excavation

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

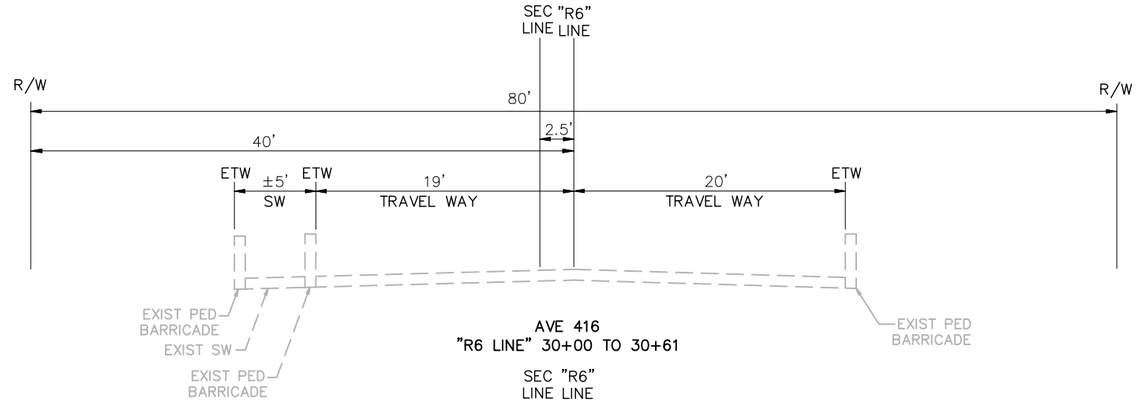
■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

omni · means
ENGINEERS PLANNERS
WILLIAMS, INC.
2050 Center Ave.
Suite A
Modesto, CA 93301
(559) 734-5895
WALNUT CREEK
REDDING

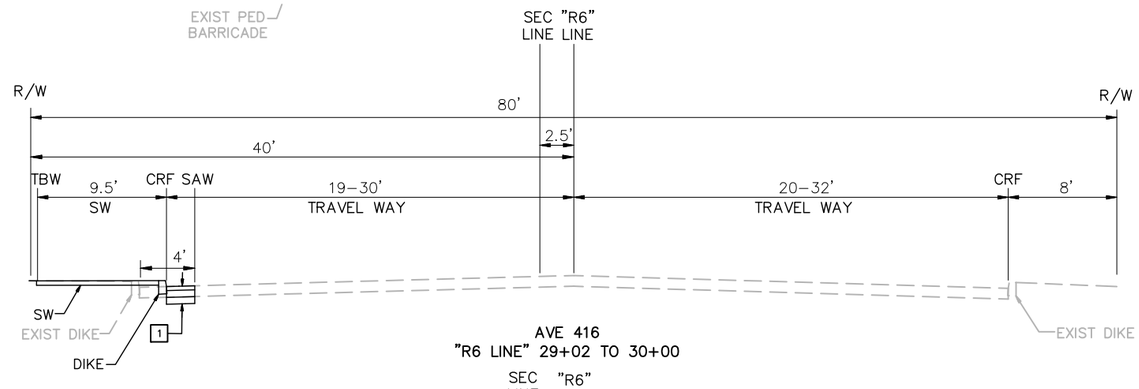
TITLE SHEET
COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	N.T.S.
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	20157005.DWG
CHECKED	MJW
DATE	12-1-15

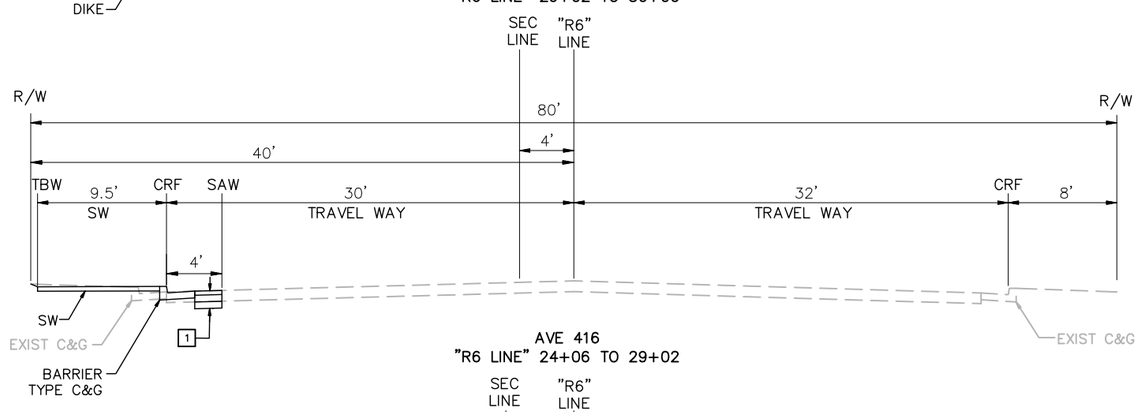
SHEET No.
T1
1 OF 12



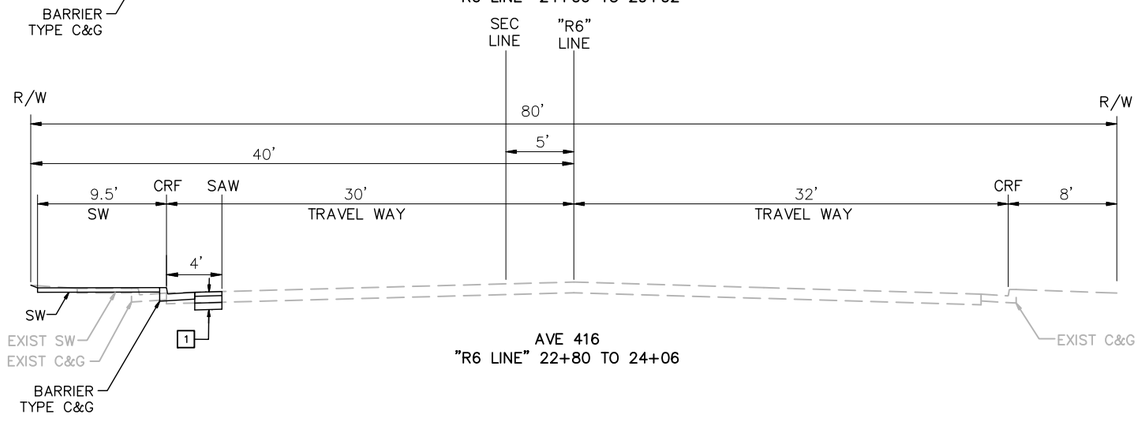
AVE 416
"R6 LINE" 30+00 TO 30+61



AVE 416
"R6 LINE" 29+02 TO 30+00



AVE 416
"R6 LINE" 24+06 TO 29+02



AVE 416
"R6 LINE" 22+80 TO 24+06

TYPICAL STRUCTURAL SECTIONS:

1
- 20–YEAR DESIGN
- TI=5.5, R=25
- 0.25' HMA (TYPE A)
- 0.70' AB (CLASS 2)
- 0.50' COMPACTED NATIVE

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
□ APPROVED
□ BID
□ CONSTRUCTION
□ RECORD

omni • means
ENGINEERS PLANNERS
2020 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895

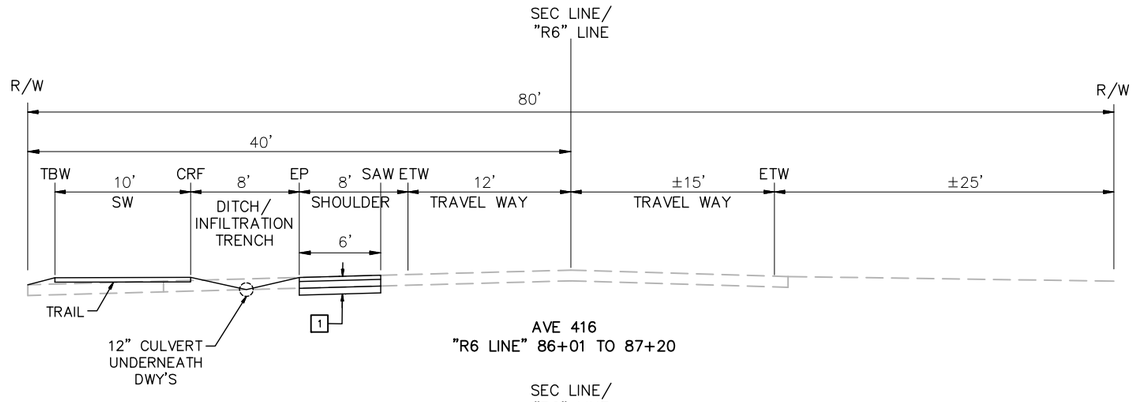
PREPARED FOR:
WALNUT CREEK
REDDING

TYPICAL SECTIONS

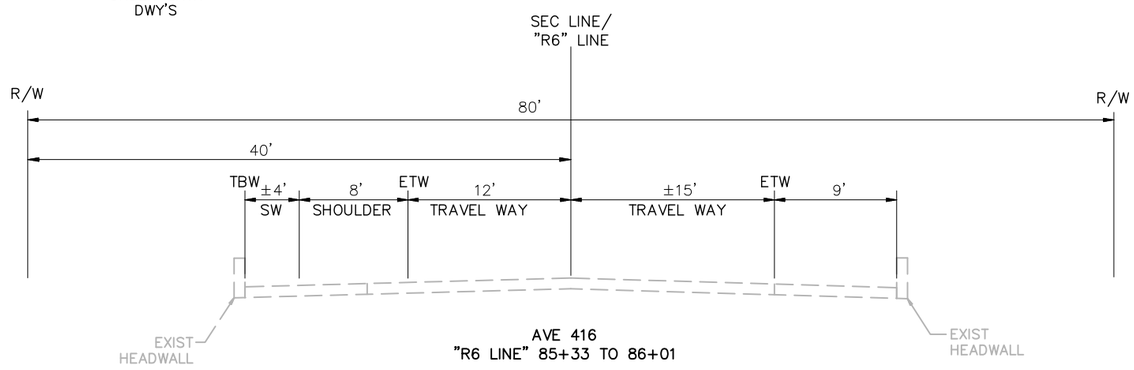
COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1" = 5'
JOB NO.	55–7300–12
DESIGNED	FJD
DRAWN	FJD
FILE	2015X005.DWG
CHECKED	MJW
DATE	12–1–15

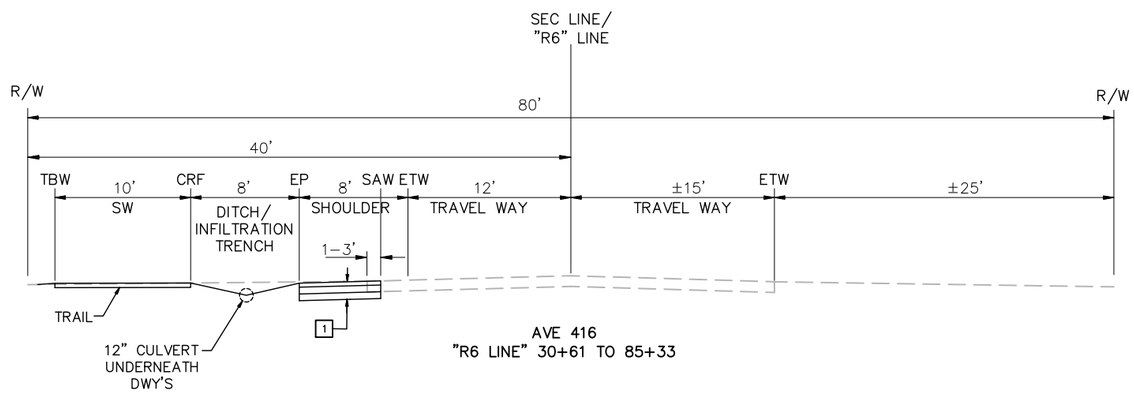
SHEET No.
X1



AVE 416
"R6 LINE" 86+01 TO 87+20



AVE 416
"R6 LINE" 85+33 TO 86+01



AVE 416
"R6 LINE" 30+61 TO 85+33

TYPICAL STRUCTURAL SECTIONS:

1
- 20-YEAR DESIGN
- TI=5.5, R=25
- 0.25' HMA (TYPE A)
- 0.70' AB (CLASS 2)
- 0.50' COMPACTED NATIVE

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS			
No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

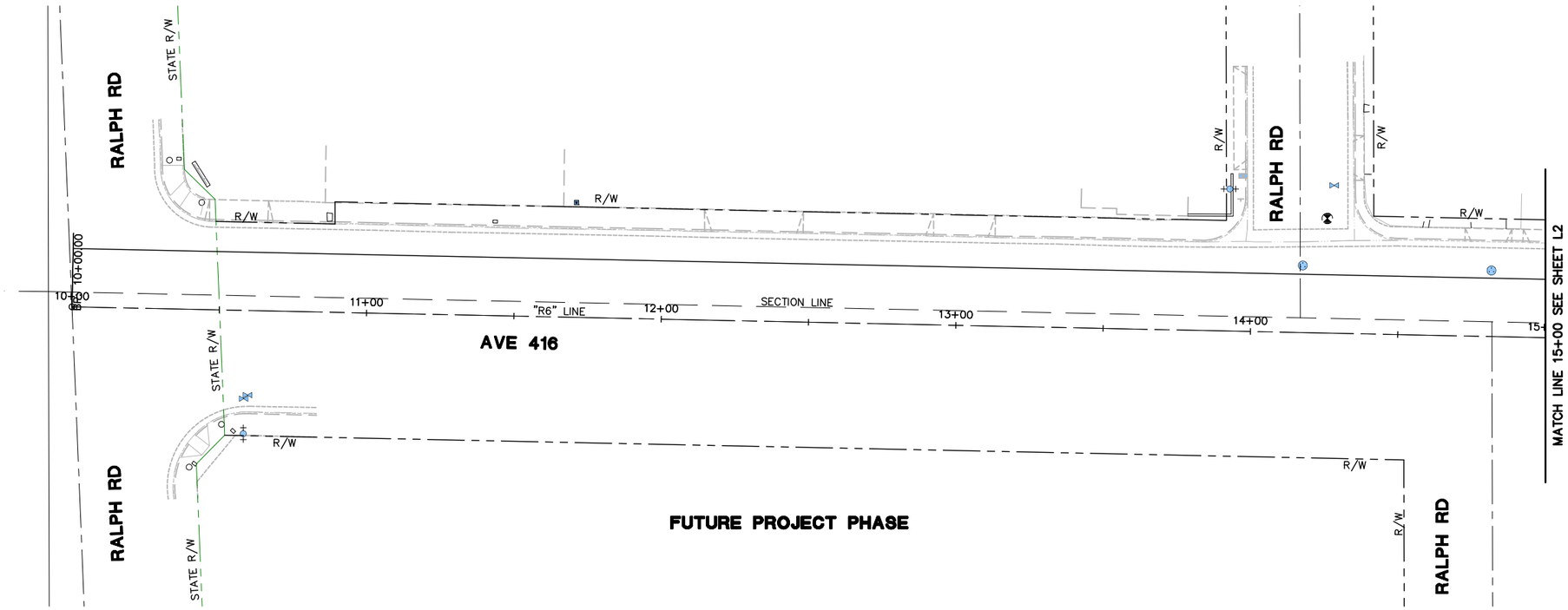
omni · means
ENGINEERS PLANNERS
LOCAL:
2000 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
REGIONAL:
WALNUT CREEK
REDDING

TYPICAL SECTIONS

COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1" = 5'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015X005.DWG
CHECKED	MJW
DATE	12-21-15

SHEET No.
X2



SCALE: 1"= 20'

REVISIONS			
No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

omni • means
ENGINEERS PLANNERS
WALNUT CREEK
2020 Center Ave.
Suite A
Walnut Creek, CA 93391
(559) 734-5895

LAYOUT

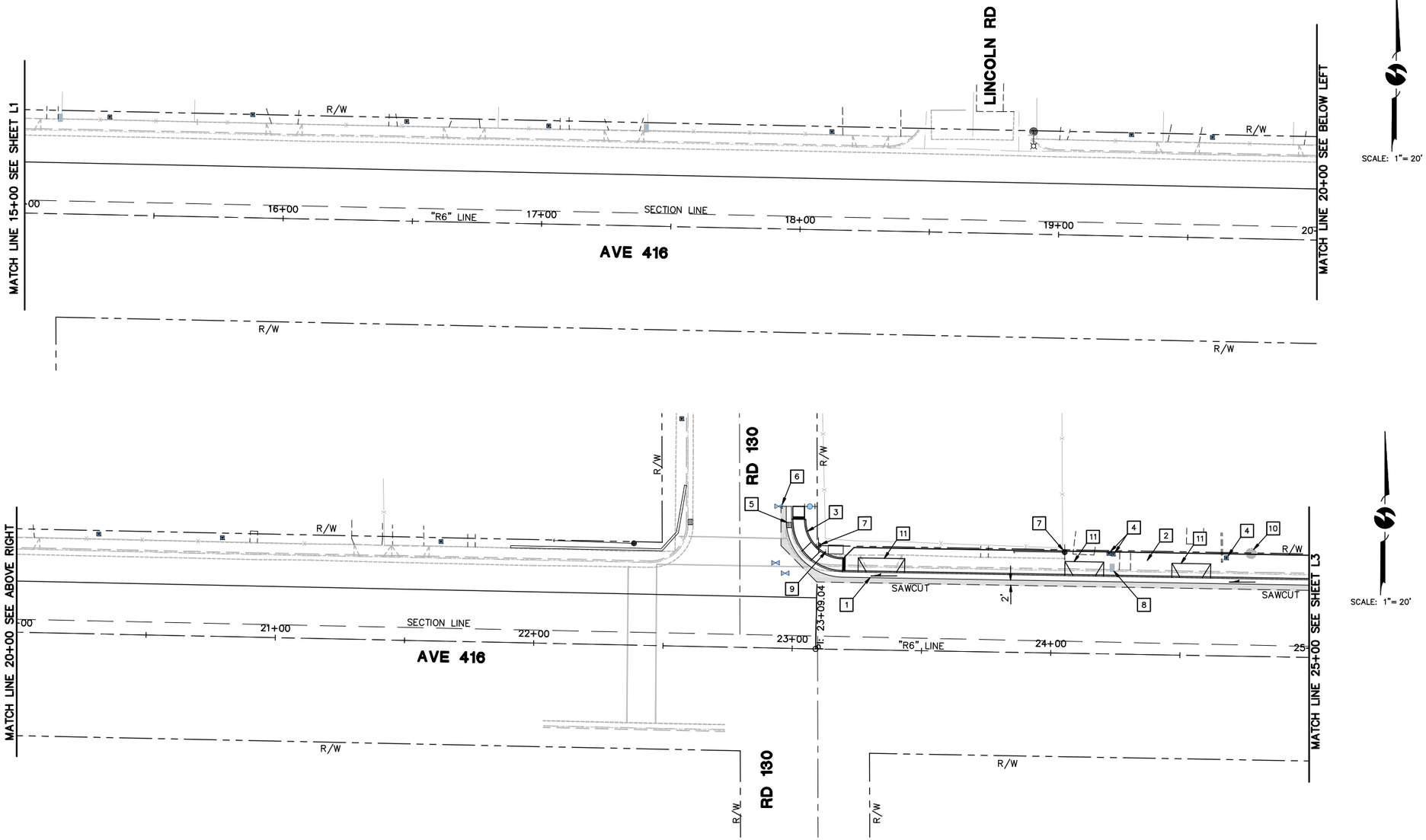
COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L1

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA



KEYED NOTES (THIS SHEET ONLY)

1. C&G.
2. SIDEWALK.
3. CASE C CURB RAMP.
4. ADJUST WATER METER BOX TO GRADE.
5. ADJUST DRAIN INLET TO GRADE.
6. ADJUST WATER VALVE COVER TO GRADE.
7. Exist UTILITY POLE. PROTECT IN PLACE.
8. RESET MAILBOX.
9. RESET SIGN.
10. REMOVE TREE.
11. DRIVEWAY.

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

No.	DESCRIPTION	DATE	BY

REVISIONS

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

omni · means
ENGINEERS PLANNERS
2020 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895

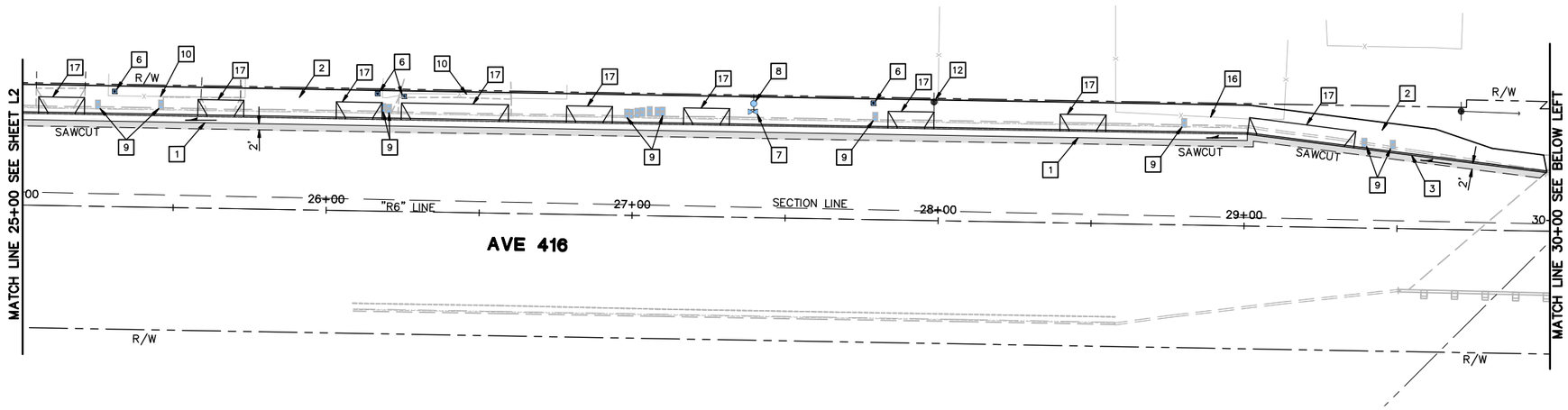
WORK IN:
RIVERMEAD
WALNUT CREEK
REDDING

LAYOUT

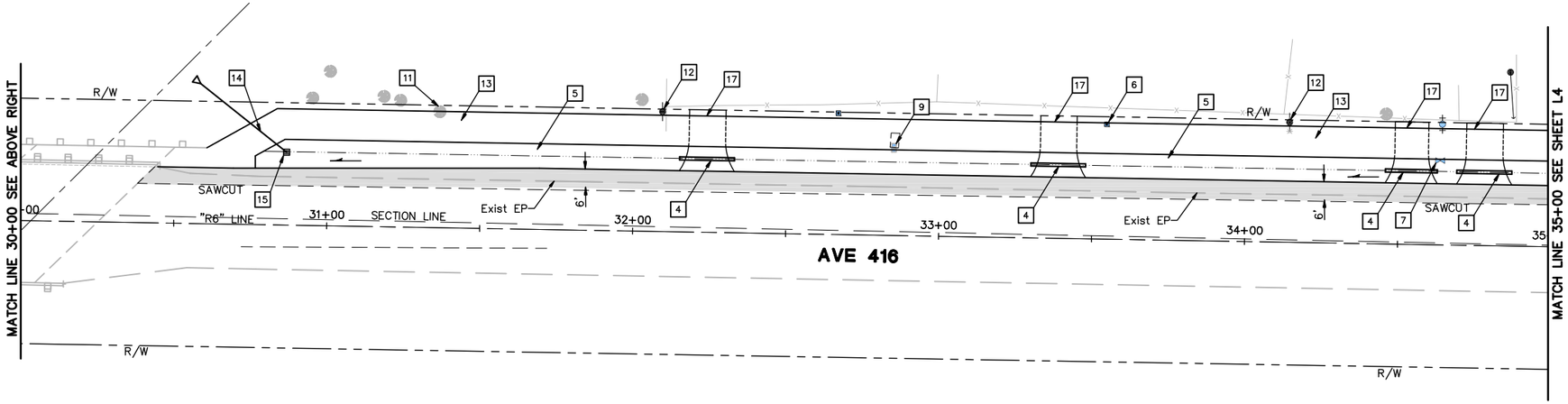
COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L2
5 OF 12



SCALE: 1"= 20'



SCALE: 1"= 20'

KEYED NOTES (THIS SHEET ONLY)

1. C&G.
2. SIDEWALK.
3. HMA DIKE.
4. 12 IN. CULVERT.
5. DITCH/INFILTRATION TRENCH.
6. ADJUST WATER METER BOX TO GRADE.
7. ADJUST WATER VALVE COVER TO GRADE.
8. ADJUST FIRE HYDRANT TO GRADE.
9. RESET MAILBOX.
10. RELOCATE FENCE (BRICK AND IRON).
11. REMOVE TREE.
12. Exist UTILITY POLE. PROTECT IN PLACE.
13. CLASS II BIKE PATH (2" HMA/4" CLASS 2 AB).
14. 18 IN. CULVERT.
15. DRAIN INLET.
16. RELOCATE FENCE (CHAIN LINK).
17. DRIVEWAY.

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS			
No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

omni • means
ENGINEERS PLANNERS
2020 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895

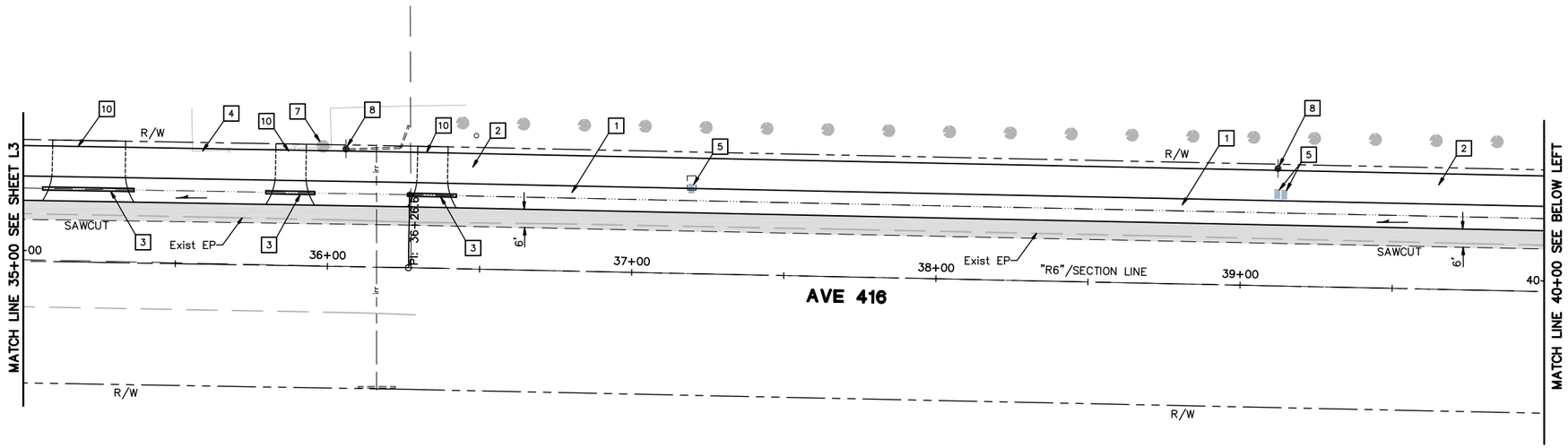
PREPARED FOR:
MOUNTAIN VIEW
WALNUT CREEK
REDDING

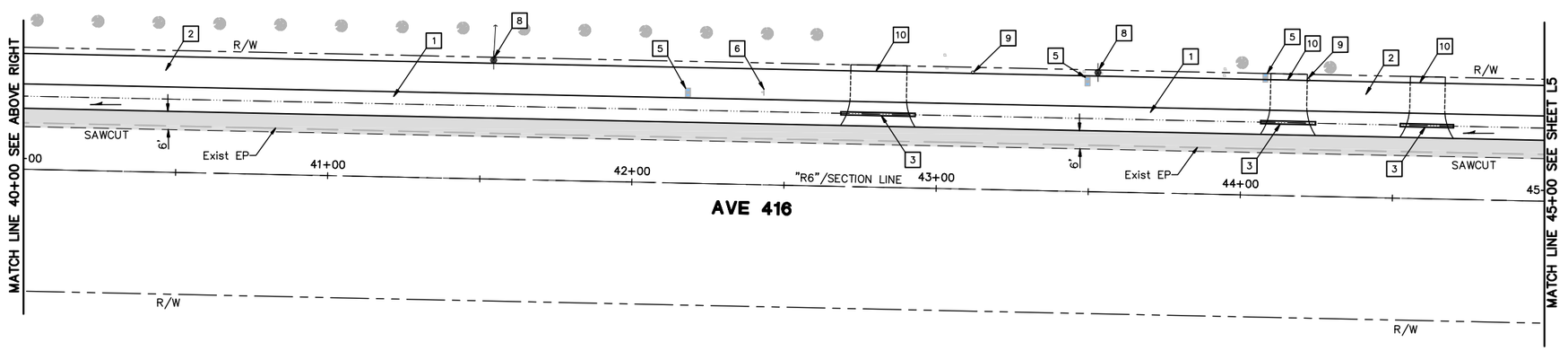
LAYOUT

COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L3





KEYED NOTES (THIS SHEET ONLY)

1. DITCH/INFILTRATION TRENCH.
2. CLASS II BIKE PATH (2" HMA/4" CLASS 2 AB).
3. 12 IN. CULVERT.
4. RELOCATE FENCE (WOODEN).
5. RESET MAILBOX.
6. RESET SIGN.
7. REMOVE TREE.
8. Exist UTILITY POLE. PROTECT IN PLACE.
9. Exist POST. PROTECT IN PLACE.
10. DRIVEWAY.

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

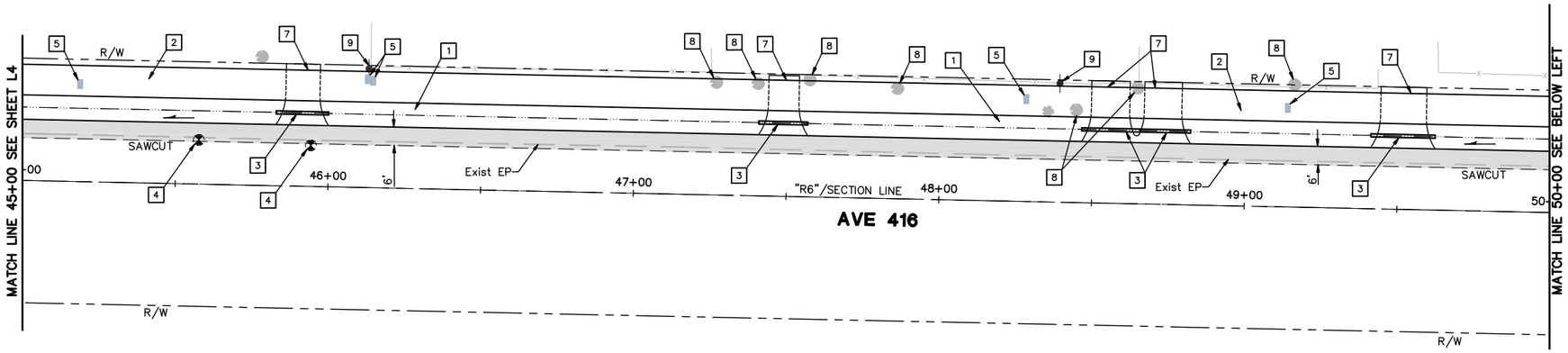
omni • means
ENGINEERS PLANNERS
LOCALLY OWNED
2020 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
WILDWOOD
WALNUT CREEK
REDDING

LAYOUT

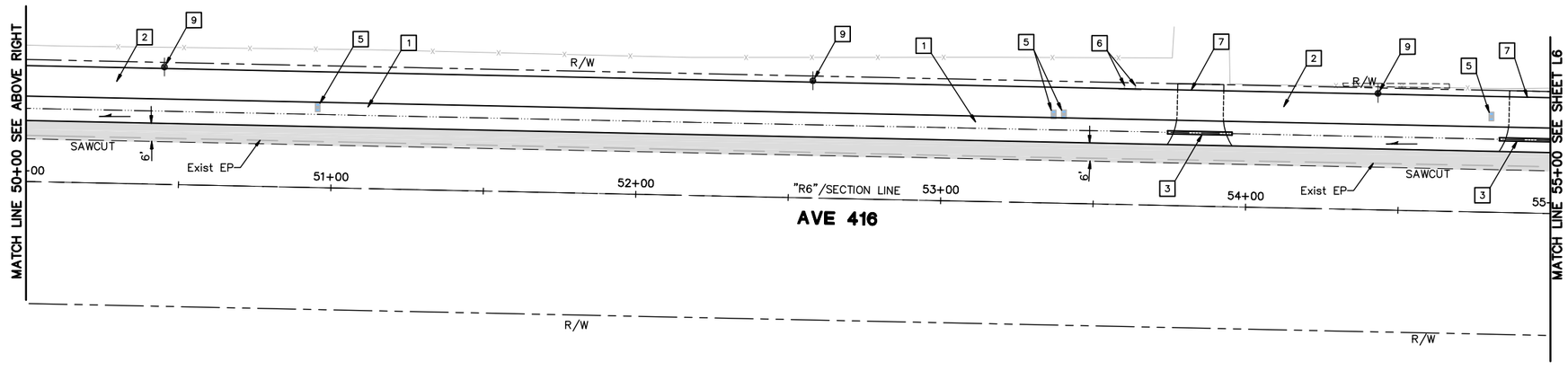
COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No. L4



SCALE: 1"= 20'



SCALE: 1"= 20'

KEYED NOTES (THIS SHEET ONLY)

1. DITCH/INFILTRATION TRENCH.
2. CLASS II BIKE PATH (2" HMA/4" CLASS 2 AB).
3. 12 IN. CULVERT.
4. ADJUST GAS VALVE COVER TO GRADE.
5. RESET MAILBOX.
6. RESET SIGN.
7. DRIVEWAY.
8. REMOVE TREE.
9. Exist UTILITY POLE. PROTECT IN PLACE.

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

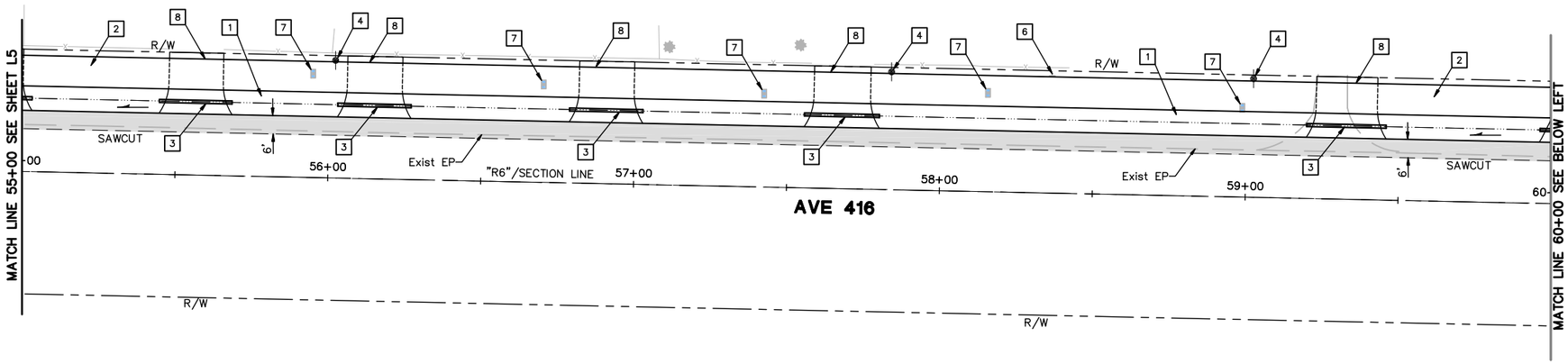
omni · means
ENGINEERS PLANNERS
Working in:
SILVERADO
WALNUT CREEK
REDDING
2020 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895

LAYOUT

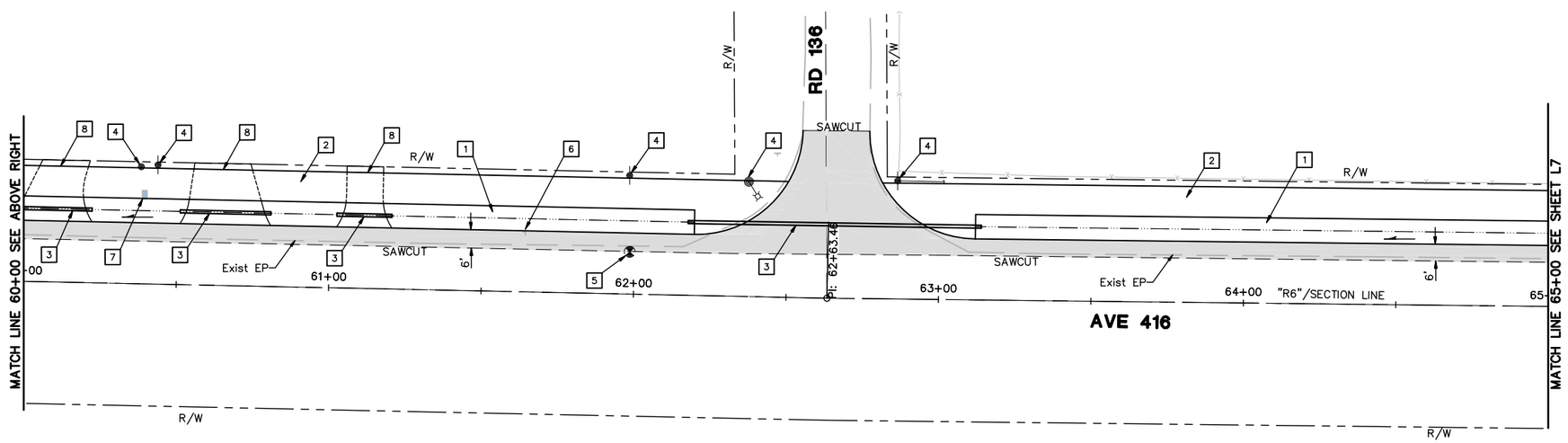
COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L5



SCALE: 1"= 20'



SCALE: 1"= 20'

KEYED NOTES (THIS SHEET ONLY)

1. DITCH/INFILTRATION TRENCH.
2. CLASS II BIKE PATH (2" HMA/4" CLASS 2 AB).
3. 12 IN. CULVERT.
4. Exist UTILITY POLE. PROTECT IN PLACE.
5. ADJUST GAS VALVE TO GRADE.
6. RESET SIGN.
7. RESET MAILBOX.
8. DRIVEWAY.

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS			
No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

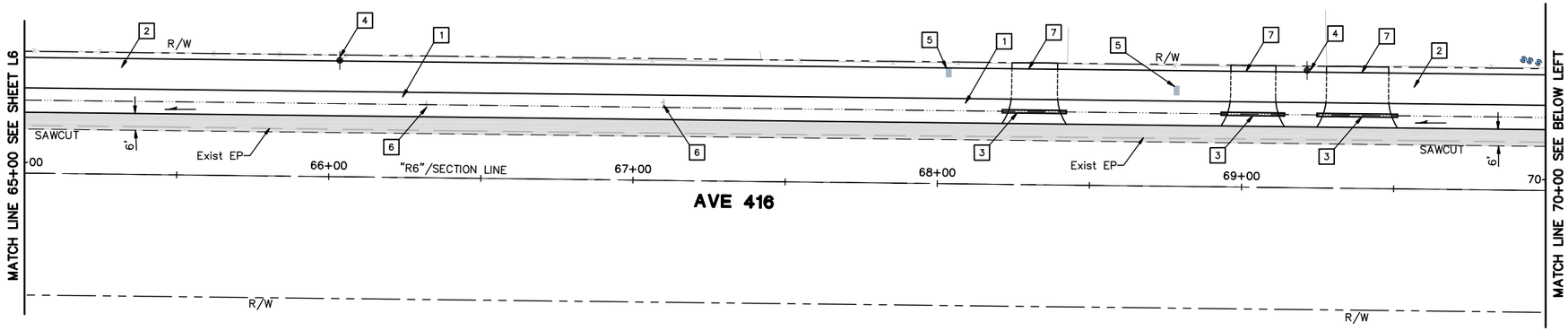
omni · means
ENGINEERS PLANNERS
Working in:
WILDWOOD
WALNUT CREEK
REDDING
Venue:
2020 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895

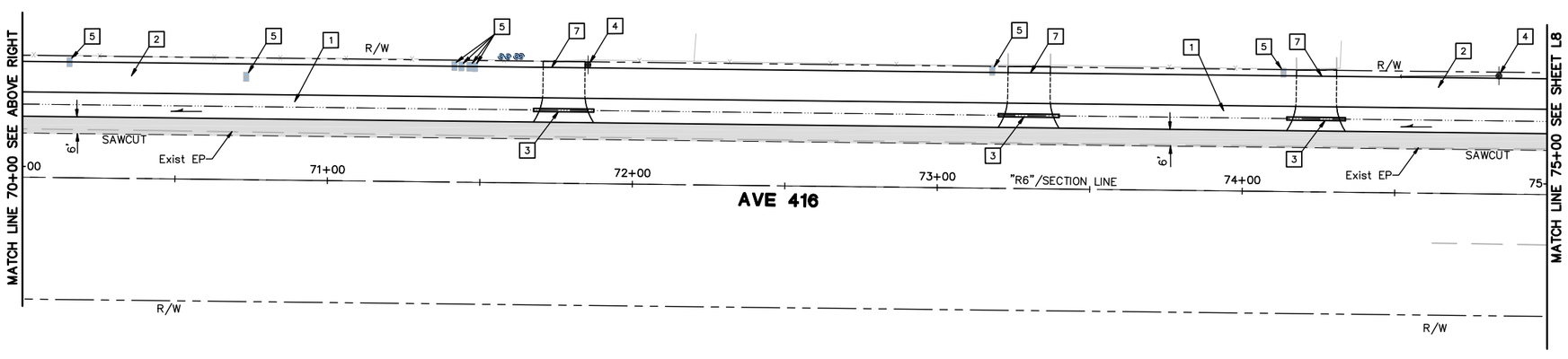
LAYOUT

COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L6





KEYED NOTES (THIS SHEET ONLY)

1. DITCH/INFILTRATION TRENCH.
2. CLASS II BIKE PATH (2" HMA/4" CLASS 2 AB).
3. 12 IN. CULVERT.
4. Exist UTILITY POLE. PROTECT IN PLACE.
5. RESET MAILBOX.
6. RESET SIGN.
7. DRIVEWAY.

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS			
No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

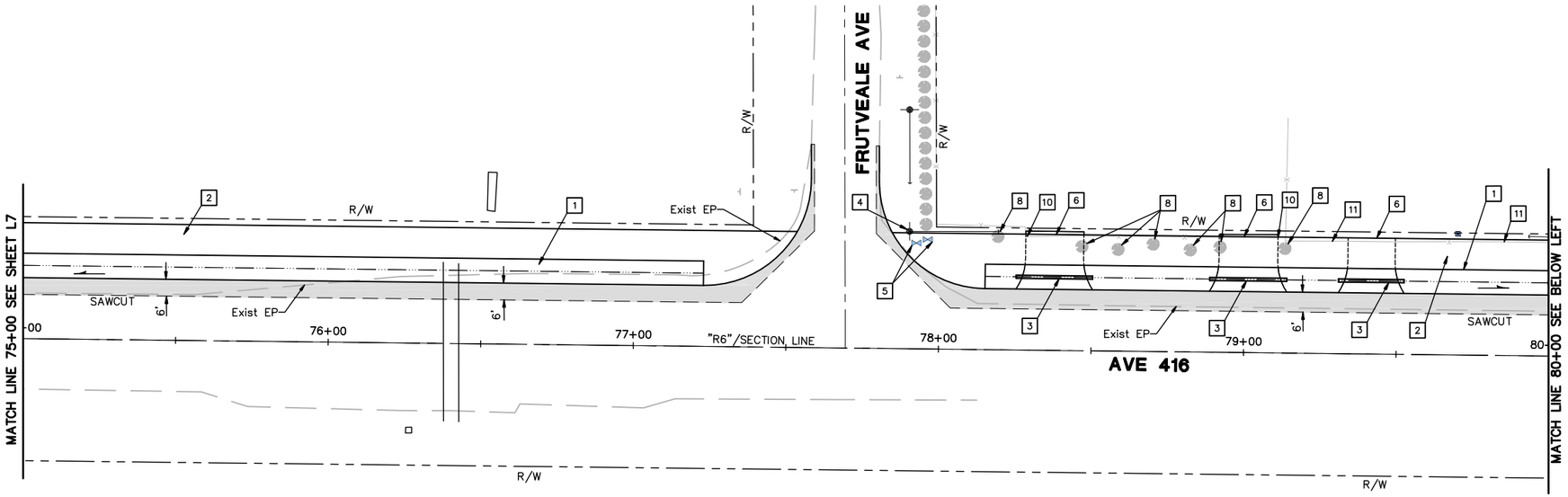
omni · means
ENGINEERS PLANNERS
Working in:
WILDWOOD
WALNUT CREEK
REDDING
2020 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895

LAYOUT

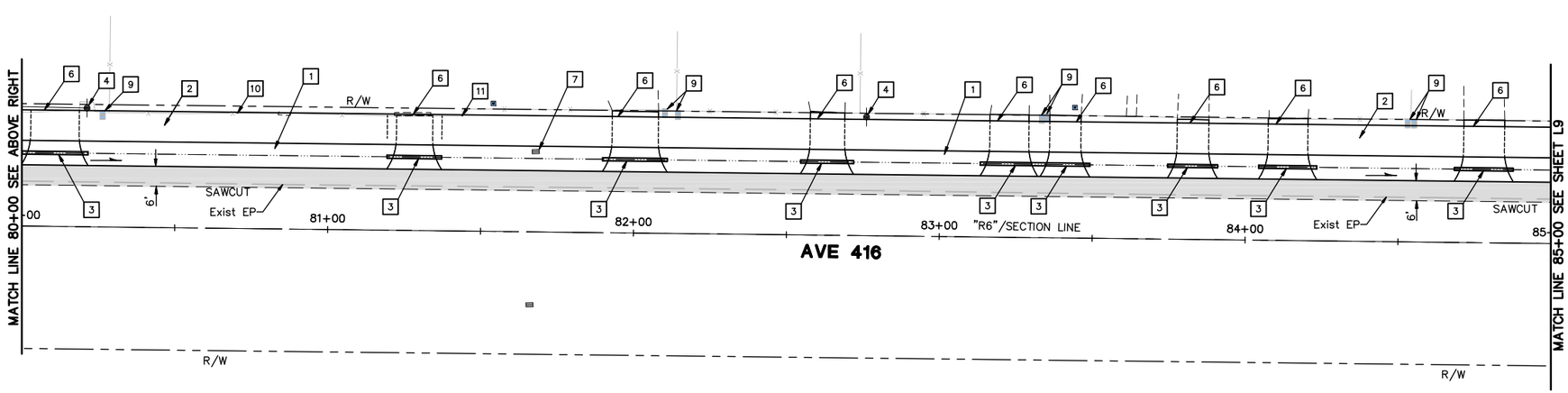
COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L7



SCALE: 1"= 20'



SCALE: 1"= 20'

KEYED NOTES (THIS SHEET ONLY)

1. DITCH/INFILTRATIN TRENCH.
2. CLASS II BIKE PATH (2" HMA/4" CLASS 2 AB).
3. 12 IN. CULVERT.
4. Exist UTILITY POLE. PROTECT IN PLACE.
5. ADJUST WATER VALVE COVER TO GRADE.
6. DRIVEWAY.
7. REMOVE DRAIN INLET.
8. REMOVE TREE.
9. RESET MAILBOX.
10. RELOCATE FENCE (IRON).
11. RELOCATE FENCE (CHAIN LINK).

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

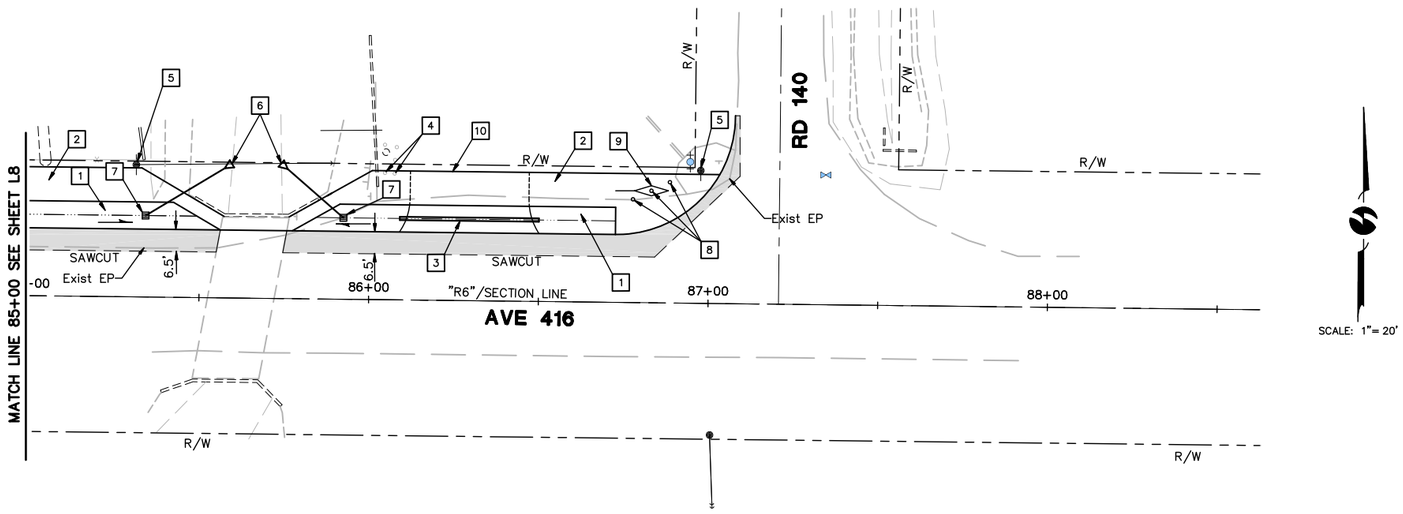
omni • means
ENGINEERS PLANNERS
VISALIA
2001 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
WALNUT CREEK
REDDING

LAYOUT

COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L8



KEYED NOTES (THIS SHEET ONLY)

1. DITCH/INFILTRATION TRENCH.
2. CLASS II BIKE PATH (2" HMA/4" CLASS 2 AB).
3. 12 IN. CULVERT.
4. REMOVE BOLLARD.
5. Exist UTILITY POLE. PROTECT IN PLACE.
6. 18 IN. CULVERT.
7. DRAIN INLET.
8. REMOVABLE BOLLARD POST WITH TYPE 3 MARKER.
9. ENVELOPE STRIPPING NORMAL SOLID YELLOW LINE (MUTCD FIG.9C-8).
10. DRIVEWAY.

LEGEND

ROADWAY CONST.

SLOPE ARROW. INDICATES DIRECTION OF FLOW.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

■ PRELIMINARY
☐ APPROVED
☐ BID
☐ CONSTRUCTION
☐ RECORD

omni • means
ENGINEERS PLANNERS
2020 L Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
REVISIONS TO:
WALNUT CREEK
REDDING

LAYOUT

COMPLETE STREETS IMPROVEMENTS
PHASE 1 - RD 140 TO RD 130
OROSI, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015L005.DWG
CHECKED	MJW
DATE	12-1-15

SHEET No.
L9
12 OF 12

INDEX OF SHEETS

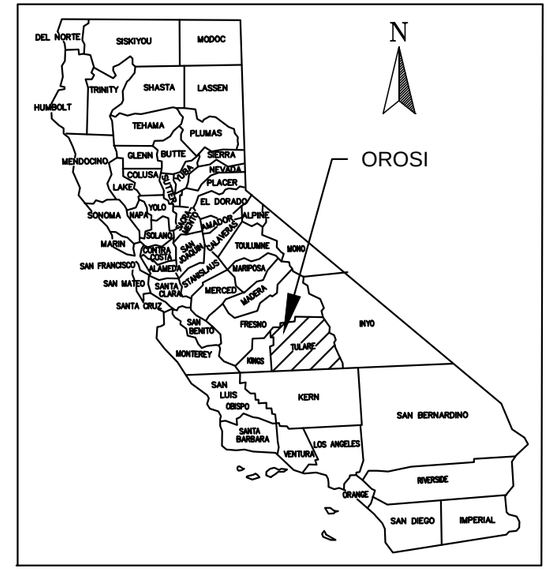
PAGE	SHEET NO.	DESCRIPTION
1	T1	COVER
2	X1	TYPICAL SECTIONS
3–5	L1–L3	LAYOUT SHEETS
6	C1	CONSTRUCTION DETAILS
7–9	PD1–PD3	SIGNING AND STRIPING PLAN

STATE OF CALIFORNIA
COUNTY OF TULARE

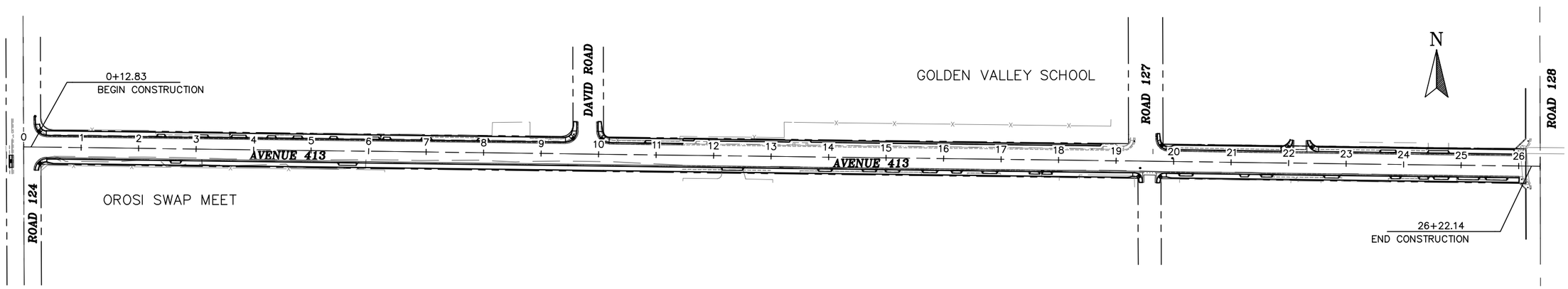
PROJECT PLANS FOR CONSTRUCTION OF

OROSI-COMPLETE STREETS POLICY

IN OROSI AND COUNTY OF TULARE
AVENUE 413 (FROM ROAD 124 TO STATE ROUTE 63)



LOCATION MAP
N.T.S.



VICINITY MAP
N.T.S.

Know what's **below.** **Call** before you dig.

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

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

APPROVED BY:

JABED KHAN, P.E. — TULARE COUNTY RESOURCE MANAGEMENT AGENCY — DATE

APPROVED BY:

MICHAEL J. WINTON P.E. — PROJECT MANAGER OMNI–MEANS LTD. — DATE

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

TULARE COUNTY
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624–7000
WWW.TULARECOUNTY.CA.GOV/RMA

omni•means
ENGINEERS PLANNERS
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734–5895
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

COVER
AVENUE 413 – OROSI
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	NO SCALE
DIVISION	RMA
JOB NO.	55–7300–14
DESIGNED	JLR
DRAWN	JLR
CHECKED	SMH
FILE	2144T003.DWG
DATE	6–9–16

SHEET No.
T1

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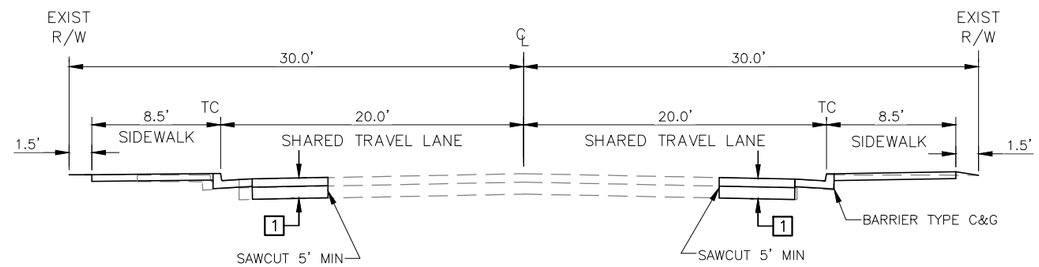
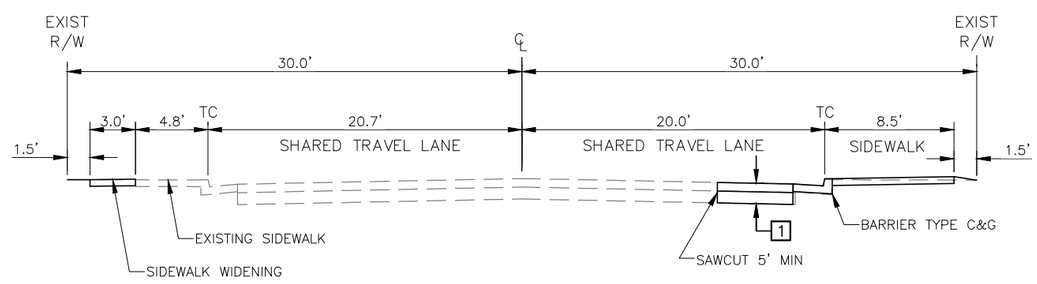
TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
TI=5.5, R=25 (ASSUMED)
0.25' HMA (TYPE B)
0.70' AB (CLASS 2) (95% RC)
1.00' COMPACTED NATIVE (95% RC)



AVENUE 413
0+00 TO 11+46.51
18+51.85 TO 26+1.26



AVENUE 413
11+46.51 TO 18+51.85

30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
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Visalia, CA 93291
(559) 734-5895
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

TYPICAL SECTIONS
AVENUE 413 – OROSI
TULARE COUNTY COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=5'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144X003.DWG
DATE	6-9-16
SHEET No.	X1

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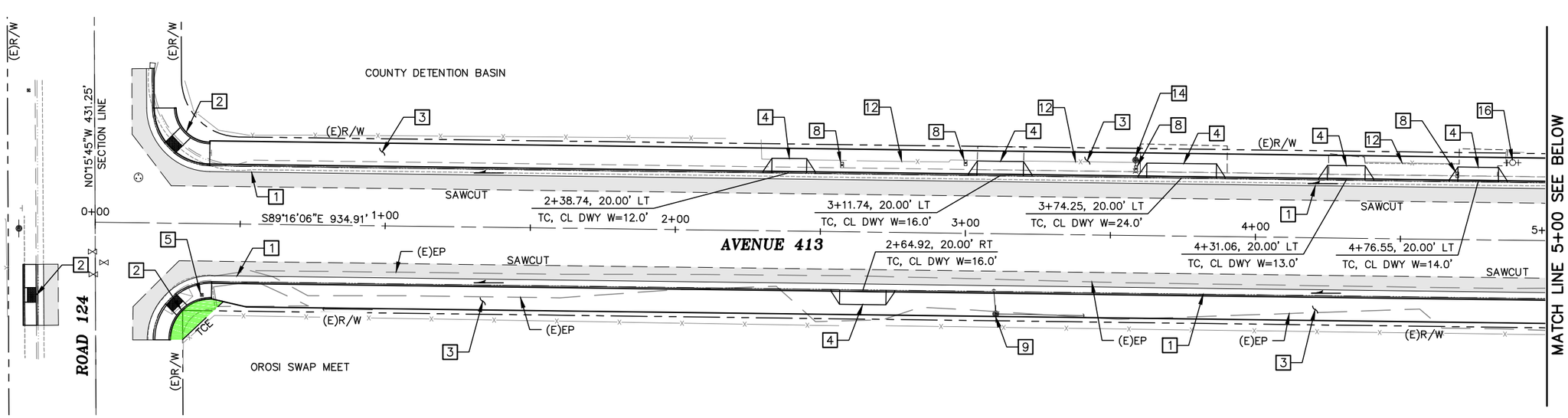

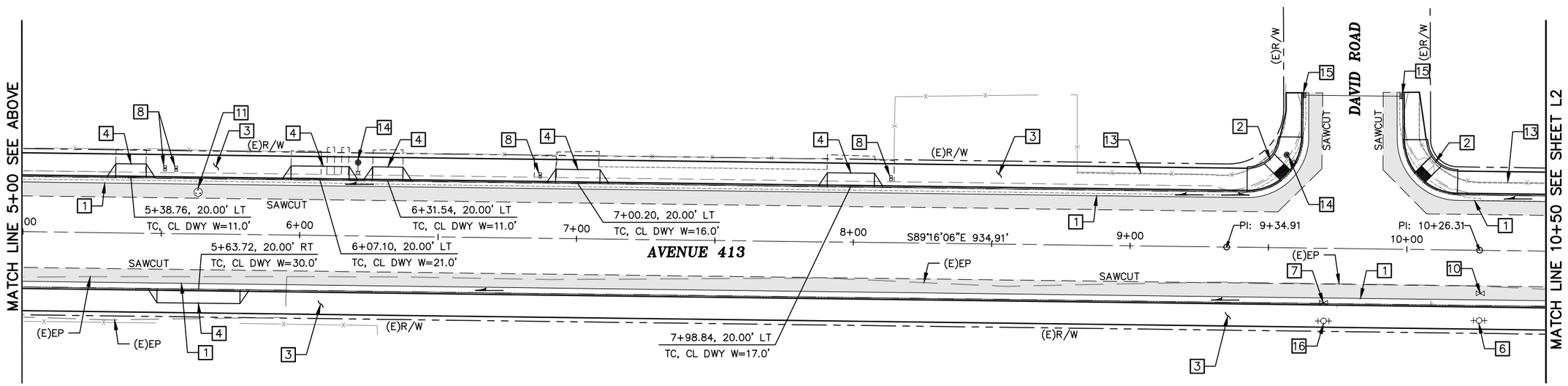

GENERAL NOTES (ALL L–SHEETS):

1. SEE SIGNING AND STRIPING PLAN FOR EXISTING SIGNS TO BE REMOVED OR RELOCATED.

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. TULARE COUNTY STANDARD BARRIER TYPE CURB AND GUTTER PER PLATE NO. A–19. SEE SHEET C1.
2. CASE C RAMP. SEE SHEET C1.
3. SIDEWALK.
4. TULARE COUNTY STANDARD URBAN DRIVEWAY. SEE SHEET C1.
5. ADJUST WATER METER BOX TO GRADE.
6. RELOCATE FIRE HYDRANT TO BACK OF CURB.
7. RELOCATE WATER VALVE.
8. RESET MAILBOX.
9. RELOCATE UTILITY POLE. (BY OTHERS)
10. ADJUST WATER VALVE FRAME AND COVER TO GRADE.
11. ADJUST MANHOLE TO GRADE.
12. RELOCATE FENCE (CHAIN LINK).
13. RELOCATE FENCE (IRON).
14. RELOCATE LIGHT POLE.
15. RECONSTRUCT INLET.
16. ADJUST FIRE HYDRANT TO GRADE.

LEGEND:

ROADWAY CONSTRUCTION.

SLOPE ARROW, INDICATES DIRECTION OF FLOW.

811 Know what's **below.** **Call** before you dig.

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30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER MICHAEL J. WINTON No. 66910 CIVIL STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

TULARE COUNTY RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624–7000
WWW.TULARECOUNTY.CA.GOV/RMA

omni•means ENGINEERS PLANNERS
VISALIA 200 E. Center Ave. Suite 100 Visalia, CA 93291 (559) 734–5895
With offices in: SACRAMENTO WALNUT CREEK REDDING SAN LUIS OBISPO

LAYOUT
AVENUE 413 – OROSI
TULARE COUNTY COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55–7300–14
DESIGNED	JAV
DRAWN	JLR
CHECKED	SMH
FILE	2144L003.DWG
DATE	6–9–16
SHEET No.	L1

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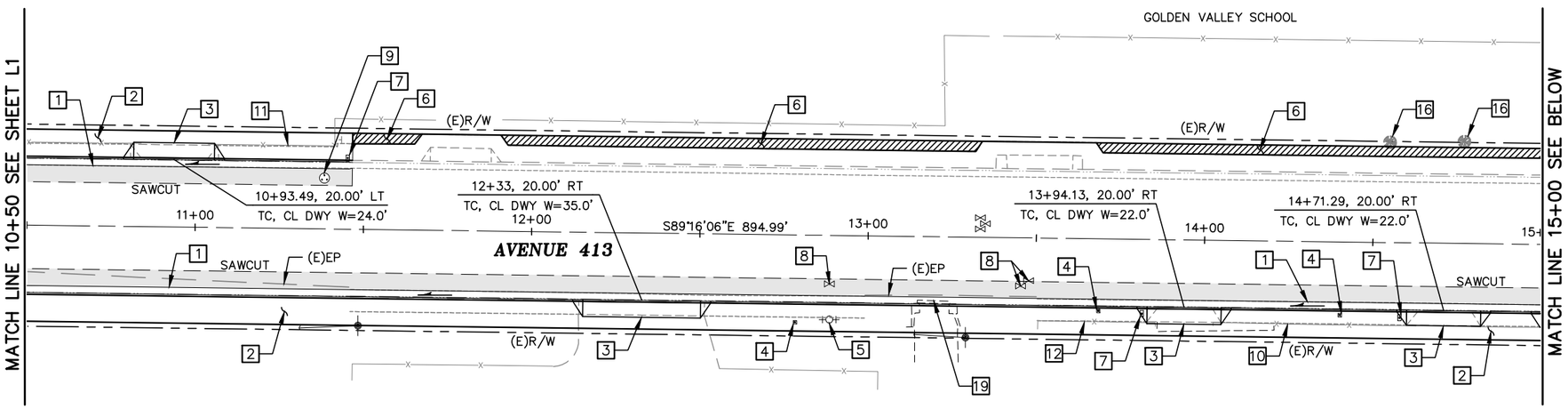

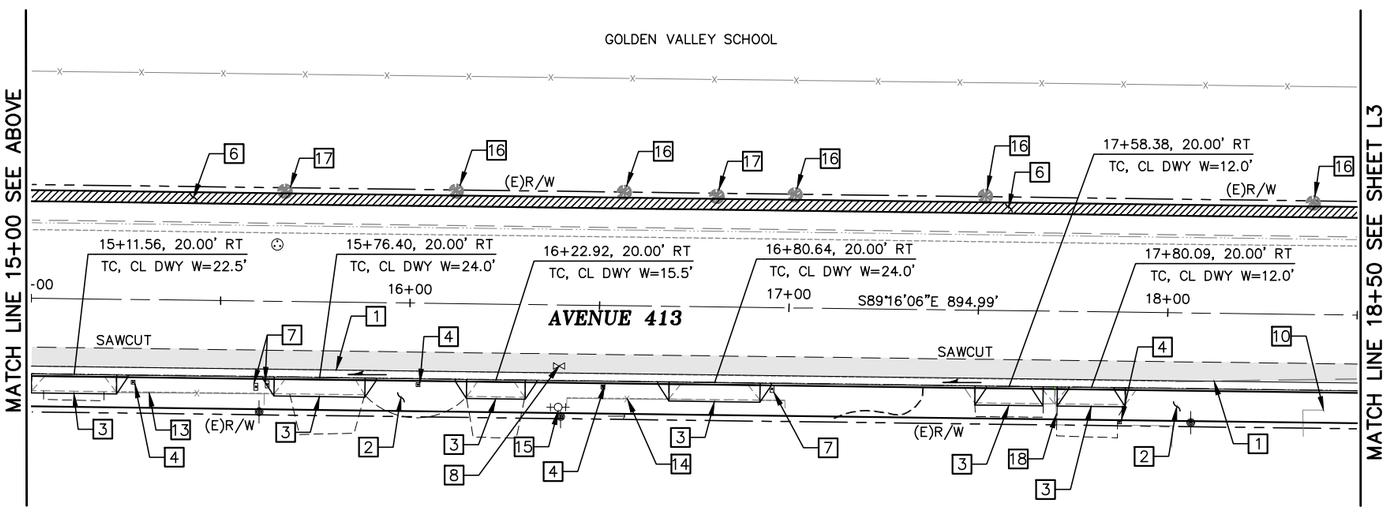

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. TULARE COUNTY STANDARD BARRIER TYPE CURB AND GUTTER PER PLATE NO. A-19. SEE SHEET C1.
2. SIDEWALK.
3. TULARE COUNTY STANDARD URBAN DRIVEWAY. SEE SHEET C1.
4. ADJUST WATER METER BOX TO GRADE.
5. RELOCATE FIRE HYDRANT TO BACK OF CURB.
6. WIDEN SIDEWALK 3'.
7. RESET MAILBOX.
8. ADJUST WATER VALVE FRAME AND COVER TO GRADE.
9. ADJUST MANHOLE TO GRADE.
10. RELOCATE FENCE (CHAIN LINK).
11. RELOCATE FENCE (IRON).
12. RELOCATE FENCE (BRICK POST/IRON).
13. RELOCATE FENCE (WOODEN).
14. RELOCATE FENCE (BRICK).
15. ADJUST FIRE HYDRANT TO GRADE.
16. TREES, PROTECT IN PLACE.
17. REMOVE TREES.
18. REMOVE BRICK WALL/FENCE TO R/W.
19. RELOCATE IRRIGATION STRUCTURE.

LEGEND:

- ROADWAY CONSTRUCTION.
- 3' SIDEWALK WIDENING.
- SLOPE ARROW, INDICATES DIRECTION OF FLOW.

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omni•means ENGINEERS PLANNERS
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With offices in: SACRAMENTO WALNUT CREEK REDDING SAN LUIS OBISPO

LAYOUT
AVENUE 413 – OROSI
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JLR
CHECKED	SMH
FILE	2144L003.DWG
DATE	6-9-16
SHEET No.	L2

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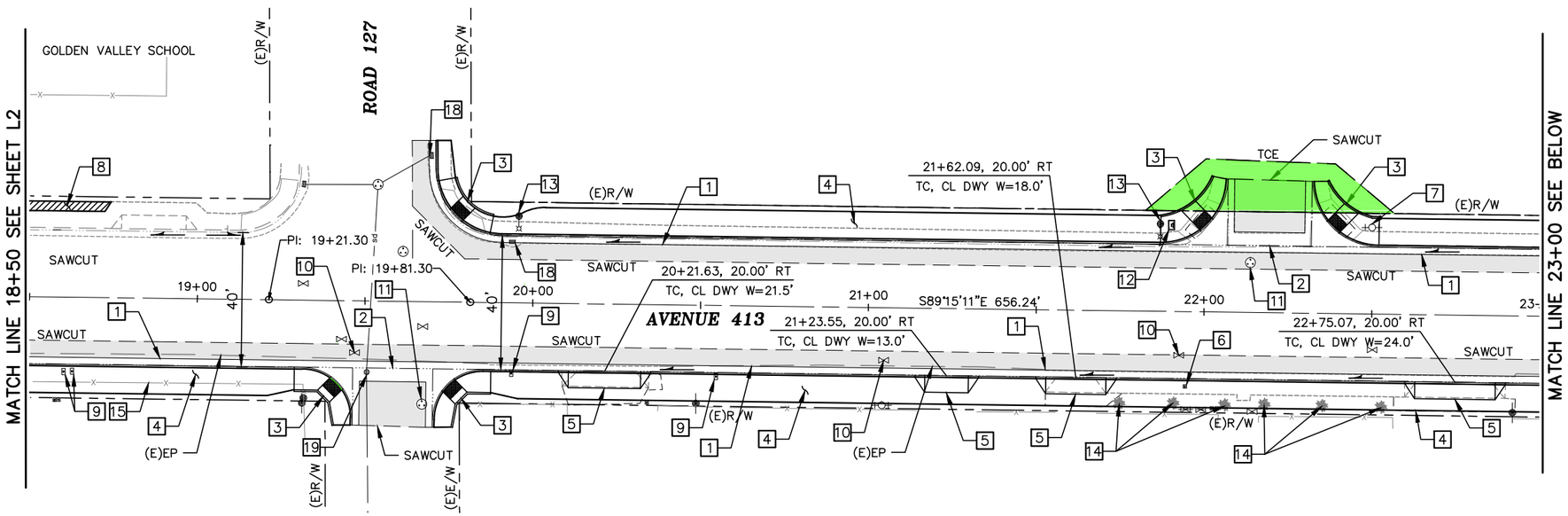

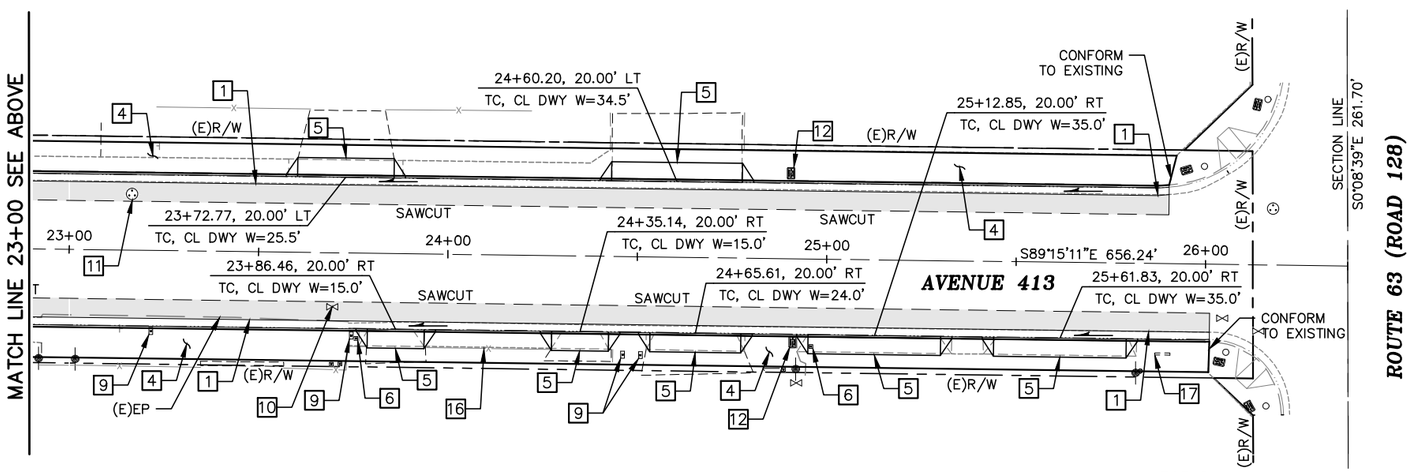

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. TULARE COUNTY STANDARD BARRIER TYPE CURB AND GUTTER PER PLATE NO. A–19. SEE SHEET C1.
2. CONSTRUCT CONTINUOUS GUTTER CURB RETURN PER DETAIL ON SHEET C1.
3. CASE C RAMP (COUNTY STD). SEE SHEET C1.
4. SIDEWALK.
5. TULARE COUNTY STANDARD URBAN DRIVEWAY. SEE SHEET C1.
6. ADJUST WATER METER BOX TO GRADE.
7. ADJUST FIRE HYDRANT TO GRADE.
8. WIDEN SIDEWALK 3'.
9. RESET MAILBOX.
10. ADJUST WATER VALVE FRAME AND COVER TO GRADE.
11. ADJUST MANHOLE TO GRADE.
12. ADJUST PULLBOX TO GRADE.
13. EXIST LIGHT POLE TO REMAIN, PROTECT IN PLACE.
14. REMOVE TREES/SHRUBS.
15. RELOCATE FENCE (CHAIN LINK).
16. RELOCATE FENCE (IRON).
17. REMOVE CONCRETE WHEEL STOP.
18. RECONSTRUCT INLET.
19. ADJUST INLET TO GRADE.

LEGEND:

- ROADWAY CONSTRUCTION.
- 3' SIDEWALK WIDENING.
- TEMPORARY CONSTRUCTION EASEMENT (TCE).
- SLOPE ARROW, INDICATES DIRECTION OF FLOW.

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REVISIONS

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With offices in: SACRAMENTO WALNUT CREEK REDDING SAN LUIS OBISPO

LAYOUT
AVENUE 413 – OROSI
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55–7300–14
DESIGNED	JAV
DRAWN	JLR
CHECKED	SMH
FILE	2144L003.DWG
DATE	6–9–16
SHEET No.	L3

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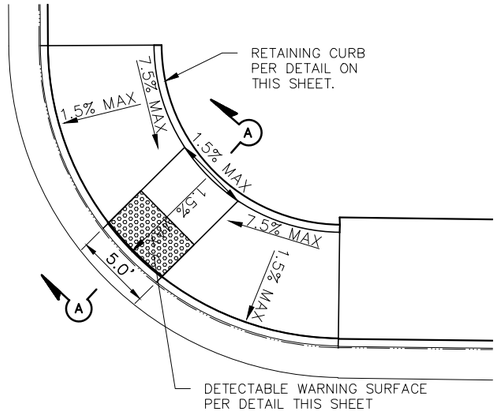
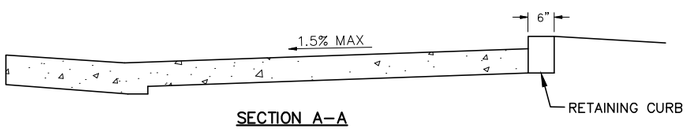
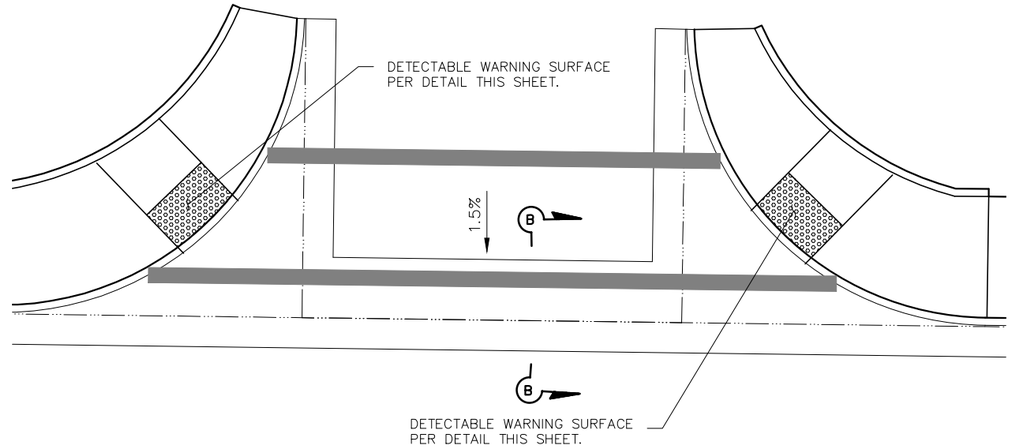


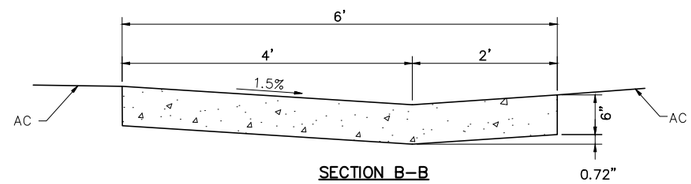


SECTION A–A

CASE C CURB RAMP DETAIL

N.T.S

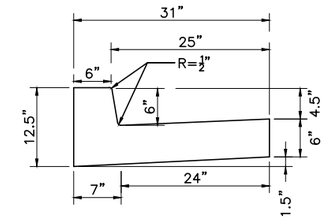




SECTION B–B

CONTINUOUS GUTTER CURB RETURN DETAIL

N.T.S.

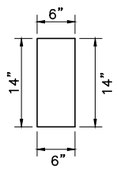


NOTES:

1. ALL CONCRETE SHALL BE MINOR CONCRETE.
2. BARRIER TYPE CURB AND GUTTER SHALL HAVE A MINIMUM OF 0.15 FEET PER 100 FEET.
3. AREA BETWEEN BACK OF CURB AND AND PROPERTY LINE SHALL BE BACK FILLED AND SLOPED TO DRAIN TO GUTTER.

CURB & GUTTER - COUNTY

SCALE: 1"=1'–0"

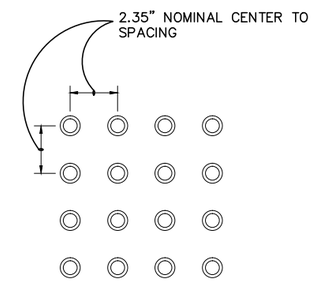


NOTES:

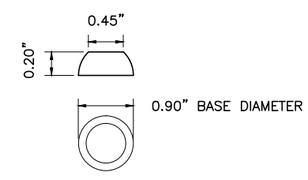
1. ALL CONCRETE SHALL BE MINOR CONCRETE.

RETAINING CURB DETAIL

SCALE: 1"=1'–0"



RAISED TRUNCATED DOME PATTERN



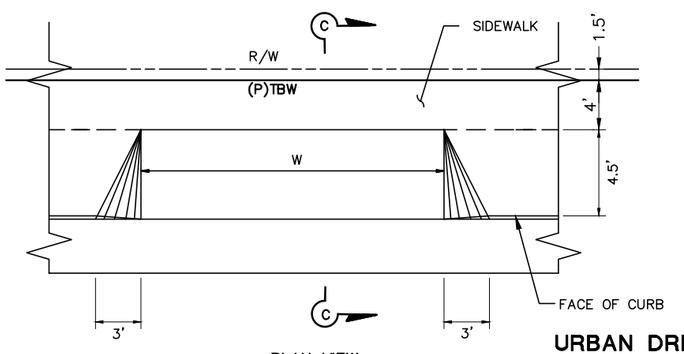
RAISED TRUNCATED DOME

NOTES:

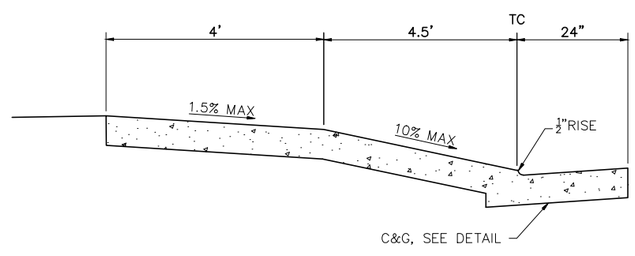
1. SHALL BE INSTALLED AT THE BOTTOM OF ALL CURB RAMPS.
2. SHALL BE THE FULL WIDTH OF RAMP AND SHALL BE A MIN. OF 36" IN DEPTH
3. SHALL BE PREMIXED FEDERAL YELLOW COLORED POLYMER CONCRETE MATERIAL.
4. ALL DETECTABLE WARNING PANELS INSTALLED WITH NEW IMPROVEMENTS SHALL BE WET SET TYPE/CAST IN PLACE TYPE PANELS.
5. A 4'–0" WIDE DETECTABLE WARNING SURFACE MAY BE USED ON A 4'–2" WIDE CURB RAMP.
6. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE REQUIREMENTS IN THE STANDARDS SPECIFICATIONS.

DETECTABLE WARNING SURFACE

N.T.S



PLAN VIEW



SECTION C–C

URBAN DRIVEWAY DETAIL

N.T.S

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

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RESOURCE MANAGEMENT AGENCY
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COUNTY OF TULARE CALIFORNIA

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With offices in:
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CONSTRUCTION DETAILS
AVENUE 413 – OROSI
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	AS SHOWN
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JLR
DRAWN	JLR
CHECKED	SMH
FILE	2144C003.DWG
DATE	6-9-16
SHEET No.	C1

6 OF 9

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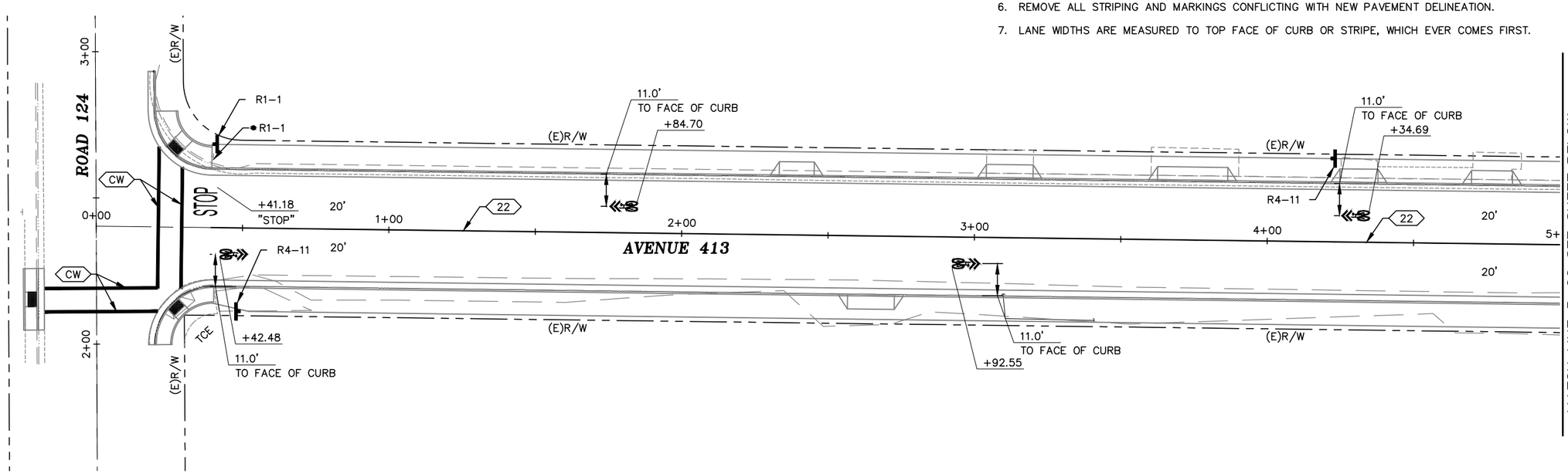
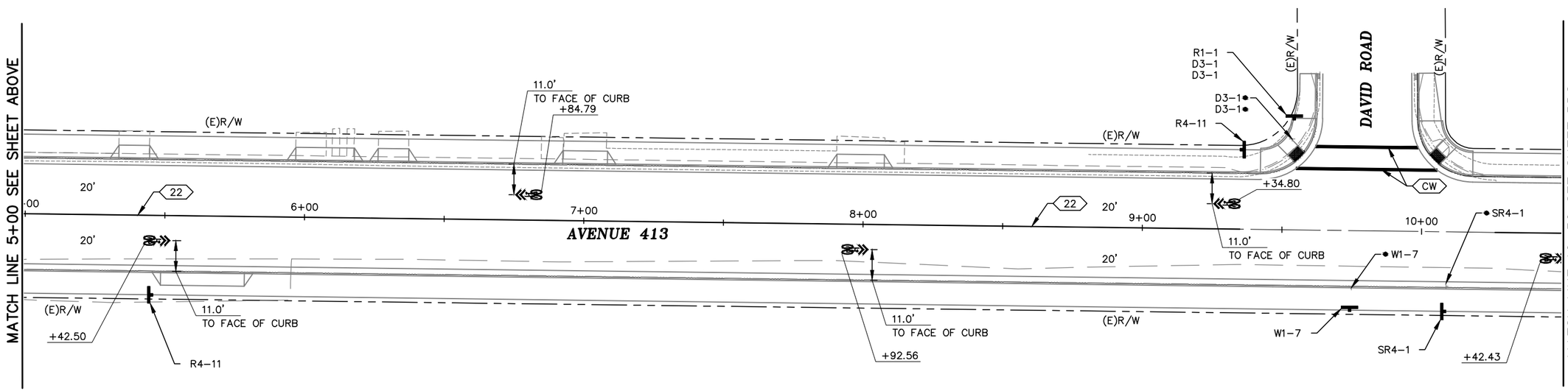
LEGEND (PD1–PD3)

- # — STRIPING DETAIL NUMBER PER STATE STD PLANS
- CW — THERMOPLASTIC CROSSWALK (CW) PER STATE STD PLANS; 10' WIDE FROM INSIDE TO INSIDE OF MARKINGS
- LL — THERMOPLASTIC LIMIT LINE (LL)
- SHARED ROADWAY BICYCLE MARKING PER CALTRANS RSP A24C
- STOP — STOP LEGEND MARKING PER STATE STD PLANS
- LIMIT OF STRIPING PATTERN
- ANGLE POINT
- TANGENT POINT
- EXISTING ONE POST ROADSIDE SIGN
- PROPOSED ONE POST ROADSIDE SIGN
- REMOVE SIGN
- (CA) CALIFORNIA SIGN CODE

NOTES: (SHEETS PD1–PD3)

1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2015 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, THE 2014 EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND SIGN SPECIFICATION SHEETS, THE LATEST EDITIONS OF THE TULARE COUNTY STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS.
2. THESE PLANS ARE ACCURATE FOR SIGNING AND STRIPING ONLY.
3. ALL SIGNS SHALL BE AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON OL1000 ANTI–GRAFFITI OVERLAY FILM.
4. ALL STRIPING SHALL BE THERMOPLASTIC PAINT.
5. ALL CROSSWALKS SHALL BE 10 FEET WIDE, MEASURED FROM INSIDE TO INSIDE OF MARKING.
6. REMOVE ALL STRIPING AND MARKINGS CONFLICTING WITH NEW PAVEMENT DELINEATION.
7. LANE WIDTHS ARE MEASURED TO TOP FACE OF CURB OR STRIPE, WHICH EVER COMES FIRST.





30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

TULARE COUNTY
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624–7000
WWW.TULARECOUNTY.CA.GOV/RMA

omni • means
ENGINEERS PLANNERS
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734–5895
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

SIGNING AND STRIPING PLAN
AVENUE 413 – OROSI
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55–7300–14
DESIGNED	JLR
DRAWN	JLR
CHECKED	SMH
FILE	2144PD003.DWG
DATE	6–9–16
SHEET No.	PD1

7 OF 9

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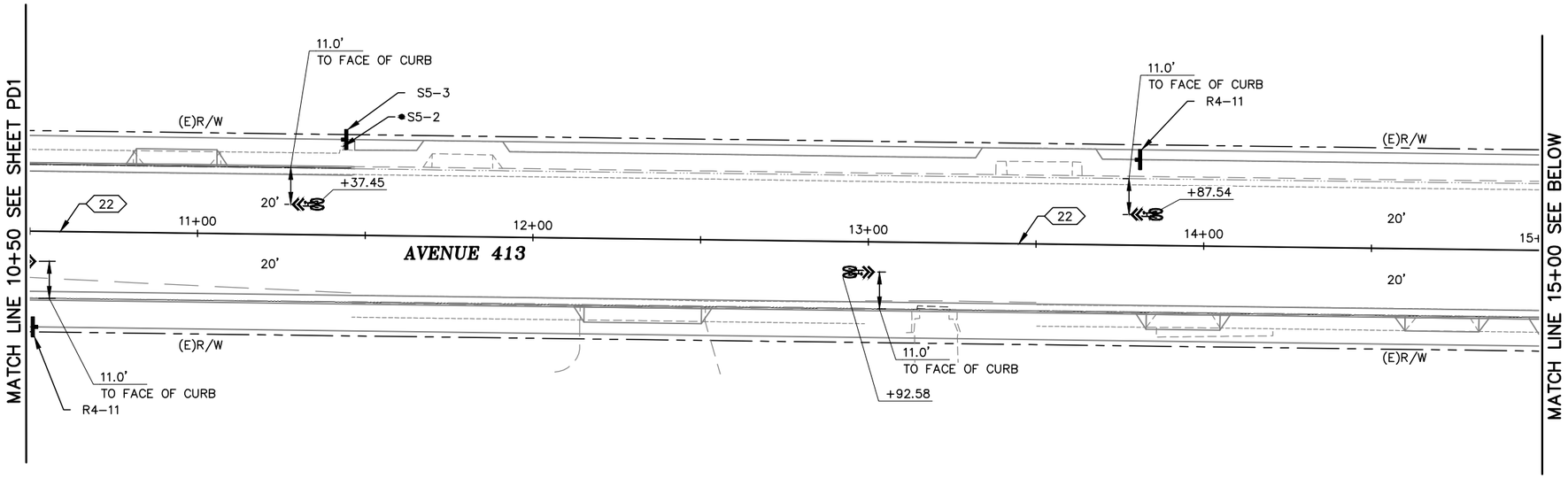

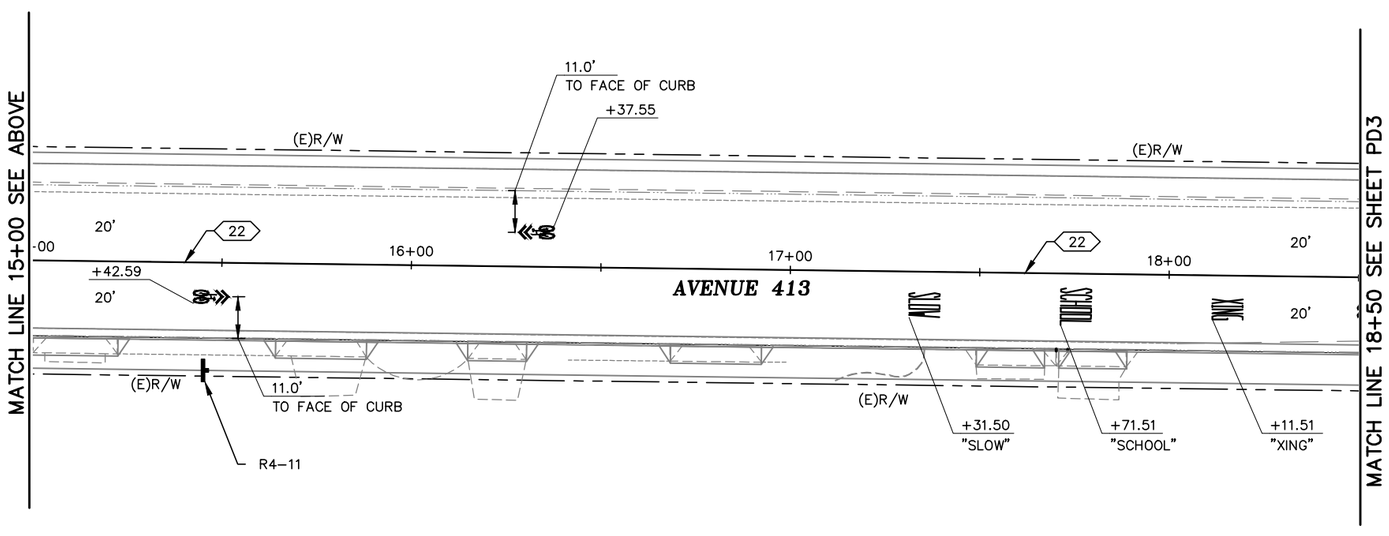

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SIGNING AND STRIPING PLAN
AVENUE 413 – OROSI
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TULARE COUNTY, CA

SCALE	1"=20'
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JOB NO.	55-7300-14
DESIGNED	JLR
DRAWN	JLR
CHECKED	SMH
FILE	2144PD003.DWG
DATE	6-9-16
SHEET No.	PD2

8 OF 9

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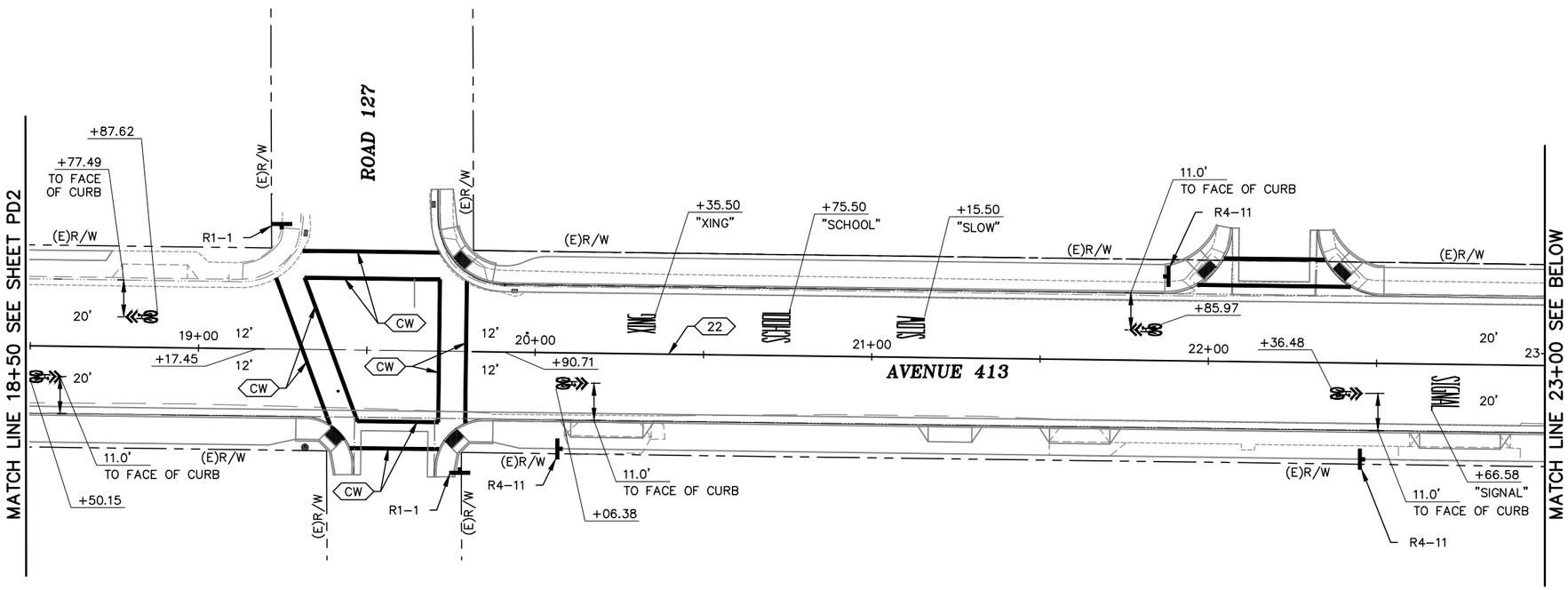

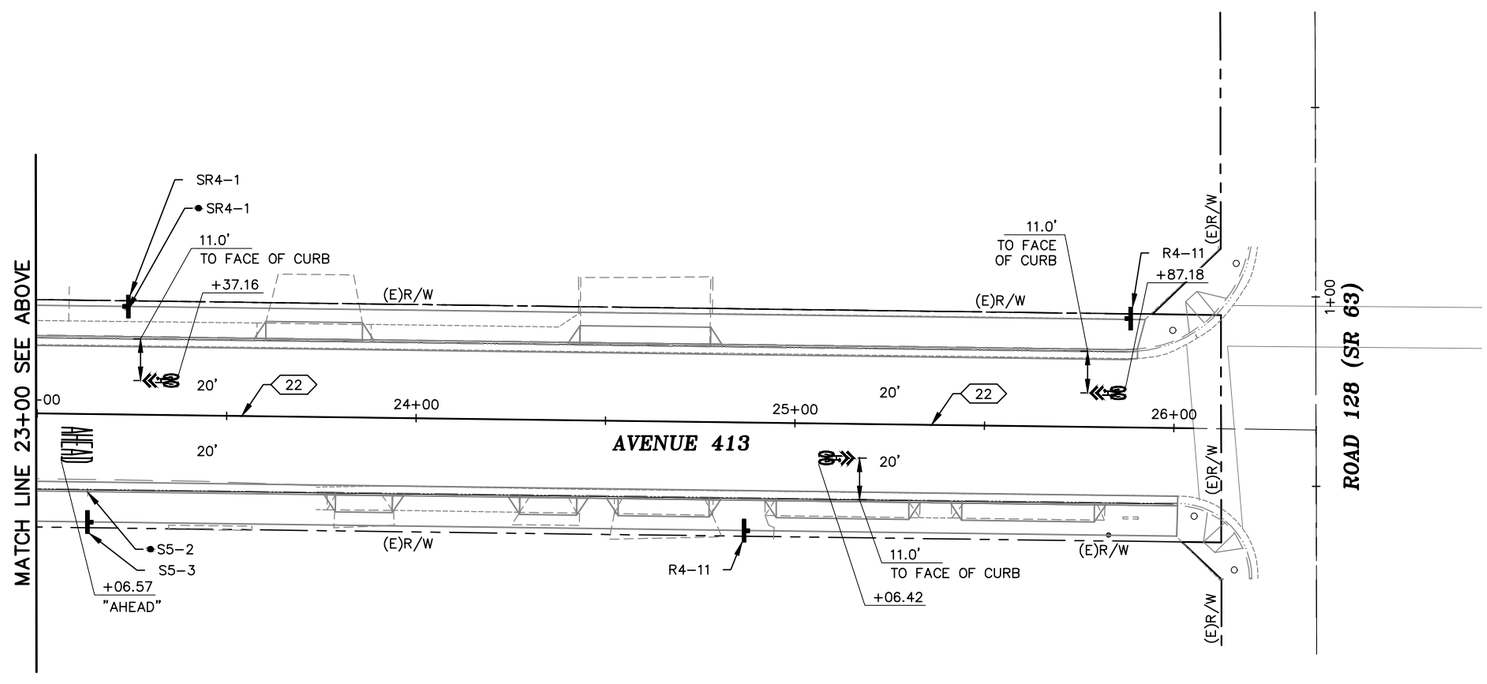

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AVENUE 413 – OROSI
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COMPLETE STREETS
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SCALE	1"=20'
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FILE	2144PD003.DWG
DATE	6-9-16
SHEET No.	PD3

9 OF 9

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Appendix I –

Complete Streets Outreach

Cutler-Orosi Community Meeting hosted by the Tulare County Resource Management Agency
Complete Streets Meeting/ Community Plan Kick off Meeting
Tuesday, March 3, 2015
Golden Valley Elementary School- Cafeteria
41456 Rd. 127
Orosi, CA 93647
5:30p.m.

County staff Kyria Fierros, Dave Bryant and Aaron Bock from County Economic Development and Planning Branch from the Tulare County Resource Management Agency (RMA) attended the community meeting in Orosi, CA on March 3, 2015. This was the second meeting RMA held in Orosi.

On February 12, 2015, RMA gave an informational update about the Community Plan and Complete Streets program at the Cutler-Orosi Joint Unified School Board meeting.

At the meeting the Board suggested RMA hold a separate meeting with the community allowing all local residents the opportunity to come to a meeting. The Board also requested information on the past improvements completed from the previous Community Plan of 1988 and the amount of projects implemented since the passing of Measure R in 2006.

On March 3, 2015 RMA with the help from Roel Alvarado, Principal at Cutler Elementary, translated the meeting in English to Spanish.

RMA staff gave a PowerPoint explaining the Community Plan process and the Complete Streets program letting the public know we were seeking input on priority streets. Dave Bryant updated the community on infrastructure improvements from the previous community plan of 1988 and Kyria Fierros presented on the Measure R funds.

According to our Road Department there the total amount of funds used from Measure R funds since 2006:

Cutler $242K

Orosi $900K

Total: **$1.1 million**

The five Streets County identified for the complete streets by the community were:
Orosi
1. Avenue 416 – SR 63 to Rd 140 (East Orosi) **43 Votes**

2. Avenue 413 – Rd 124 to SR 63 **11 Votes**
3. Avenue 419 **3 Votes**
4. Avenue 416 – SR-63 to Dinuba **0 Votes**

Additional Considerations
5. Road 130 (Strong interest from the school district)
6. Road 124

Cutler
1. George Rd/2nd Drive - Ave 407 to SR 63 **36 Votes**
2. Avenue 408 – Rd 124 to SR 63 **14 Votes**
3. Railroad Drive – SR 63 to Rd 124 **9 Votes**
4. Avenue 404 – SR 63 to Robert Rd **6 Votes**
5. First Drive – SR 63 to Rd 124 **5 Votes**

General Road Concerns
-Orosi Drive at 2nd Drive-Flooding
-Road 124 at Aceves Ave-Stop Sign
-Road 124 (Ave 408 to Ave 416) Traffic Speeding Concerns
-El Monte School (Road 127) Request for additional Crosswalks(Students cross mid-block at multiple locations primarily north of the school).
-Road 127 at Ave 416 (Sight Distance Problem with parked vehicles, Northbound left turn from Road 127 to westbound Ave 416).
-SR 63 (Road 128) Request for Traffic Signal at Orosi High School(Walnut Ave?)
-Avenue 416 there is lots of traffic speeding. There has been accident there
-Avenue 63 there are no lights sidewalks
-Avenue 63 and Ella need for sidewalks.

Development:
Citizens expressed their concerns for a pharmacy. They stated the closest one is in Dinuba and even then there is very limited bus transportation. A pharmacy would be a great asset because local residents can walk to their local pharmacy than have to travel to another city.

Water Issue:
Superintendent Valdez voiced her concerned for the need of clean water for the children and families. Staff discussed the County- Wide bottle water program for the residents and let them know we qualify those who are on a dried well or show contamination in their water. Follow up information was made available.

Outreach:
The County provided 4,000 fliers to the school district where the fliers were distributed amongst the schools. A recorded voice message was made to the households of all the parents of the children Monday evening.

Conclusion:
We concluded the meeting by telling the superintendent we would host another meeting at their community parent meeting in the months to come. We are currently moving forward with updating Cutler-Orosi's community plan. Last time it was updated was 1988. We will hold 2-3 more meetings to receive community input.

County staff in attendance: Aaron Bock, Kyria Fierros, Dave Bryant

The meeting was held in English and Spanish.

The meeting started at 5:30p.m. And ended at 7:15 p.m.

Gold School

The Tulare County Resource Management Agency will be hosting a
Cutler-Orosi Community Plan Update and
Complete Streets Workshop on
***Tuesday, March 3rd, 2015, at 5:30p.m*. at the**
Golden Valley School-Cafeteria
41465 Road 127
Orosi, CA 93647

We will be discussing updating the existing Cutler-Orosi Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is the start of a series of meetings we will have with the community.
For more information call: Kyria at 559-624-7154

El condado de Tulare va dar una **Presentación Informativa de Planificación y Ingenieria** para la comunidad de Cutler-Orosi el dia
Marties, 3 de Marzo a las
5:30 p.m. en la
Cafeteria de Golden Valley School
41465 Road 127
Orosi, CA 93647

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad.Esta es parte de una serie de reuniones que el condado esta haciendo.
Si quiere mas informacion llame a: Kyria -559-624-7154