

# **Tulare County Complete Streets Tipton Final**

Prepared by:

**Tulare County Resource  
Management Agency**





**Tulare County Complete Streets – Tipton**

**Prepared for:**

**Tulare County RMA**

**5961 S. Mooney Boulevard**

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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 were achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider 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 versus 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.

### ***Evans Road***

As selected as the highest priority, Evans Rd., between Ave. 152 (Olive Ave.) to Lerda Road, 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.

### ***Woods Avenue***

The Wood Avenue corridor extends between Thompson Road to Newman Road near Tipton Elementary School (to the north). This project proposes to install new curb, gutter, sidewalk, pedestrian ramps and



drainage facilities along portions of the north and south sides of Wood Avenue. Land uses affected by this project include residential, 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) | Curb, gutter & sidewalk (new drainage system)                       |
| Street lights   | Major storm drain facilities (new pipelines and storm water basins) |
| Bus shelters, benches, trash receptacles, etc.  | Utility relocations (undergrounding)                                |
| Fence relocations   | Major land acquisition  |
| Street signage and striping   | Railroad crossing improvements                                      |
| Minor utility conflicts   | Caltrans Bridge Improvements  |
| Minor land acquisition  |   |



# 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 is 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 Tipton. 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 Complete 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 Tipton. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describe bicycle circulation patterns and Pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

### *Tulare County Climate Action Plan (CAP)*

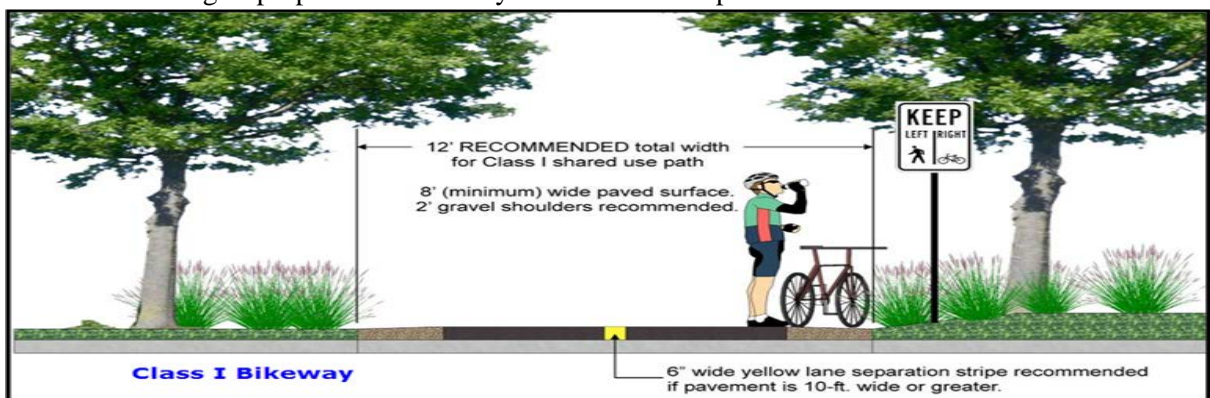
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

## Bicycle Facilities

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

### *Class I*

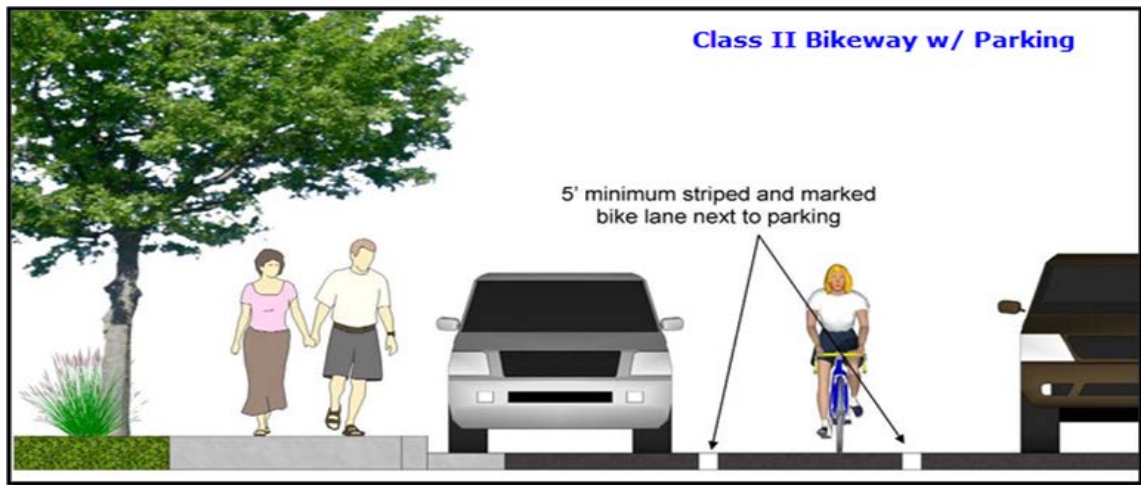
Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). There are no existing or proposed Class I bicycle facilities in Tipton.





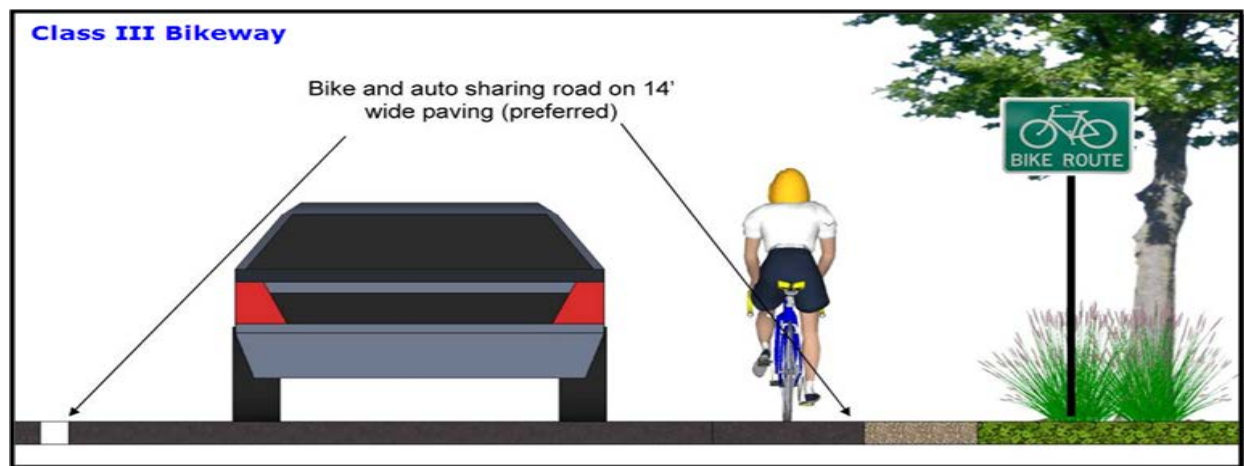
### *Class II*

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing Class II bicycle facilities on Olive Avenue.



### *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 in Tipton. Although not signed on many local roads in Tipton, 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 Tipton.

## **Transit Facilities**

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

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

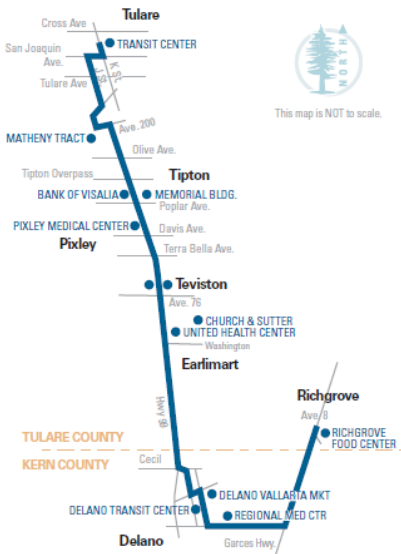
### *Public Bus Service*

Public bus service is provided by Tulare County Area Transit (TCAT) in rural areas such as Tipton 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.

### Tulare County Area Transit (TCAT)

Transit service is provided in Tipton through the Tulare County Area Transit (TCAT). The TCAT South County Route 20 provides a fixed-route service Monday through Sunday. Weekday service includes 10 southbound arrival/departure times, and nine northbound arrival/departure times. This route links Tipton to the northbound City of Tulare, and the cities of Pixley, Teviston, Earlimart, Delano, and Richgrove to the south. All TCAT buses have wheelchair lifts and bike racks. The TCAT system also has a Dial-A-Ride Trip program that allows for curb-to-curb trips Monday through Friday.





#### Pass Sales Outlets

|                                |                               |
|--------------------------------|-------------------------------|
| 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       |

#### Southbound

##### WEEKDAY SERVICE

| TULARE Transit Center | MATHENY TRACT Pkwy & Adia | TIPTON Bank of Visalia | TIPTON Memorial Bldg | PIXLEY Pixley Med Center | TEVISON Avenue 76 | EARLIMART Church & Sutter | EARLIMART United Health Center | DELANO Transit Center | DELANO Vallarta Mkt | DELANO Regional Med Center | RICHGROVE Richgrove Food Center |
|-----------------------|---------------------------|------------------------|----------------------|--------------------------|-------------------|---------------------------|--------------------------------|-----------------------|---------------------|----------------------------|---------------------------------|
| 5:45                  | 5:55                      | 6:09                   | 6:11                 | 6:21                     | 6:26              | 6:32                      | 6:35                           | ARR                   | DEP                 | —                          | —                               |
| 6:45                  | 6:55                      | 7:09                   | 7:11                 | 7:21                     | 7:26              | 7:32                      | 7:35                           | 7:48                  | 7:53                | 7:56                       | —                               |
| 7:27                  | 7:37                      | 7:51                   | 7:53                 | 8:03                     | 8:08              | 8:14                      | 8:17                           | 8:30                  | 8:35                | 8:38                       | —                               |
| 9:04                  | 9:14                      | 9:28                   | 9:30                 | 9:40                     | 9:45              | 9:51                      | 9:54                           | 10:07                 | 10:12               | 10:15                      | —                               |
| 10:41                 | 10:51                     | 11:05                  | 11:07                | 11:17                    | 11:22             | 11:28                     | 11:31                          | 11:44                 | 11:49               | 11:52                      | 11:57                           |
| <b>12:18</b>          | <b>12:28</b>              | <b>12:42</b>           | <b>12:44</b>         | <b>12:54</b>             | <b>12:59</b>      | <b>1:05</b>               | <b>1:08</b>                    | <b>1:21</b>           | <b>1:26</b>         | <b>1:29</b>                | <b>12:12</b>                    |
| 1:43                  | 1:53                      | 2:07                   | 2:09                 | 2:19                     | 2:24              | 2:30                      | 2:33                           | 2:46                  | 2:51                | 2:54                       | 2:59                            |
| 2:37                  | 2:47                      | 3:01                   | 3:03                 | 3:13                     | 3:18              | 3:24                      | 3:27                           | 3:40                  | 3:45                | 3:48                       | —                               |
| 4:53                  | 5:03                      | 5:17                   | 5:19                 | 5:29                     | 5:34              | 5:40                      | 5:43                           | 5:56                  | 6:01                | 6:04                       | —                               |
| 5:51                  | 6:01                      | 6:15                   | 6:17                 | 6:27                     | 6:32              | 6:38                      | 6:41                           | 6:54                  | 6:59                | 7:02                       | —                               |

##### WEEKEND SERVICE

|       |       |       |       |       |       |       |       |       |       |       |   |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| 8:30  | 8:40  | 8:54  | 8:56  | 9:06  | 9:11  | 9:17  | 9:20  | 9:33  | 9:38  | 9:41  | — |
| 10:53 | 11:03 | 11:17 | 11:19 | 11:29 | 11:34 | 11:40 | 11:43 | 11:56 | 12:01 | 12:04 | — |
| 2:06  | 2:16  | 2:30  | 2:32  | 2:42  | 2:47  | 2:53  | 2:56  | 3:09  | 3:14  | 3:17  | — |
| 4:29  | 4:39  | 4:53  | 4:55  | 5:05  | 5:10  | 5:16  | 5:19  | 5:32  | 5:37  | 5:40  | — |

#### Northbound

##### WEEKDAY SERVICE

| DELANO Regional Med Center | DELANO Vallarta Mkt | DELANO Transit Center | EARLIMART Church & Sutter | EARLIMART United Health Center | TEVISON Avenue 76 | PIXLEY Pixley Med Center | TIPTON Bank of Visalia | TIPTON Memorial Bldg | MATHENY TRACT Pkwy & Adia | TULARE Transit Center |
|----------------------------|---------------------|-----------------------|---------------------------|--------------------------------|-------------------|--------------------------|------------------------|----------------------|---------------------------|-----------------------|
| —                          | —                   | —                     | —                         | 6:35                           | 6:41              | 6:46                     | 6:56                   | 6:58                 | 7:12                      | 7:22                  |
| —                          | —                   | 7:53                  | 8:09                      | 8:12                           | 8:18              | 8:23                     | 8:33                   | 8:35                 | 8:49                      | 8:59                  |
| —                          | —                   | 8:35                  | 8:51                      | 8:54                           | 9:00              | 9:05                     | 9:15                   | 9:17                 | 9:31                      | 9:41                  |
| —                          | —                   | 10:12                 | 10:28                     | 10:31                          | 10:37             | 10:42                    | 10:52                  | 10:54                | 11:08                     | 11:18                 |
| <b>12:27</b>               | <b>12:32</b>        | <b>12:35</b>          | <b>12:48</b>              | <b>12:51</b>                   | <b>12:57</b>      | <b>1:02</b>              | <b>1:12</b>            | <b>1:14</b>          | <b>1:28</b>               | <b>1:38</b>           |
| —                          | —                   | 1:26                  | 1:42                      | 1:45                           | 1:51              | 1:56                     | 2:06                   | 2:08                 | 2:22                      | 2:32                  |
| 3:29                       | 3:34                | 3:37                  | 3:50                      | 3:53*                          | 4:10              | 4:15                     | 4:25                   | 4:27                 | 4:41                      | 4:51                  |
| —                          | —                   | 3:45                  | 4:01                      | 4:04                           | 4:10              | 4:15                     | 4:25                   | 4:27                 | 4:41                      | 4:51                  |
| —                          | —                   | 6:01                  | 6:17                      | 6:20                           | 6:26              | 6:31                     | 6:41                   | 6:43                 | 6:57                      | 7:07                  |
| —                          | —                   | 6:59                  | 7:15                      | 7:18                           | 7:24              | 7:29                     | 7:39                   | 7:41                 | 7:55                      | 8:05                  |

##### WEEKEND SERVICE

|   |   |       |       |       |       |       |       |       |       |       |
|---|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| — | — | 9:38  | 9:53  | 9:56  | 10:02 | 10:07 | 10:17 | 10:19 | 10:33 | 10:43 |
| — | — | 12:01 | 12:16 | 12:19 | 12:25 | 12:30 | 12:40 | 12:42 | 12:56 | 1:06  |
| — | — | 3:14  | 3:29  | 3:32  | 3:38  | 3:43  | 3:53  | 3:55  | 4:09  | 4:19  |
| — | — | 5:37  | 5:52  | 5:55  | 6:01  | 6:06  | 6:16  | 6:18  | 6:32  | 6:42  |

Light type = AM  
Bold type = PM

\*Free transfer to Northbound 4:04 PM bus.

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

### Paratransit Service

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

### Park-and-Ride Lots

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

## Cost Benefits Analysis, Implementation, and Funding Mechanisms

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



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

## Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and 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%.<sup>1</sup> According to Caltrans, the average costs of highway incidents are stated below.

| <b>Cost of Highway Accident</b>     | <b>Dollars Per Accident</b>  |
|-------------------------------------|------------------------------|
| Fatal Accident                      | \$4,800,000                  |
| Injury Accident                     | \$67,400                     |
| Property Damage Only (PDO) Accident | \$10,200                     |
| Average Cost per Accident           | \$52,500                     |
| <br><b>Cost of an Event</b>         | <br><b>Dollars Per Event</b> |
| Cost of a Fatality                  | \$4,400,000                  |
| <br><b>Cost of an Injury</b>        |                              |
| Level A (Severe)                    | \$221,400                    |

---

<sup>1</sup> [http://www.dot.ca.gov/hq/tpp/offices/eab/benefit\\_cost/LCBCA-economic\\_parameters.html](http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html)



|                         |          |
|-------------------------|----------|
| Level B (Moderate)      | \$56,500 |
| Level C (Minor)         | \$26,900 |
| Cost of Property Damage | \$2,500  |

Source: California Department of Transportation

## Community Specific Complete Street Implementation Measures

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

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

## Measure R

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

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

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

## Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.



# 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 as shown below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is located in Appendix G.

### Tipton Public Meetings

- Complete Streets Meeting February 22, 2015
- Complete Streets Meeting March 2, 2015
- Complete Streets Meeting March 16, 2015
- Complete Streets Meeting March 23, 2015
- Complete Streets Meeting April 6, 2015
- Complete Streets Meeting April 20, 2015
- Complete Streets Meeting May 4, 2014

Community feedback was gathered and incorporated into the design of the Complete Street Plans and further discussed in July and August 2014 meetings to receive further community and business owner responses. 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.

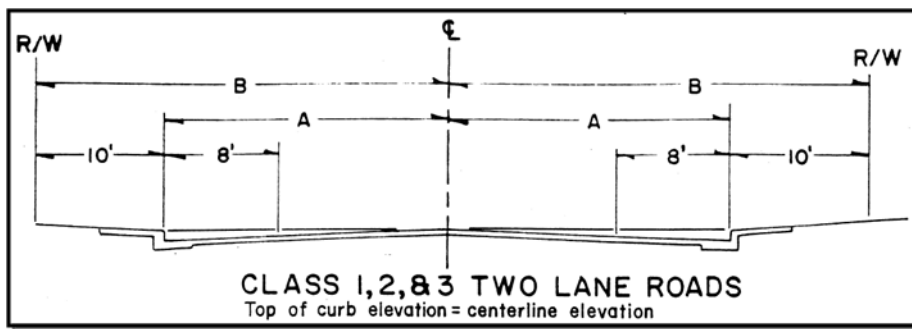


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

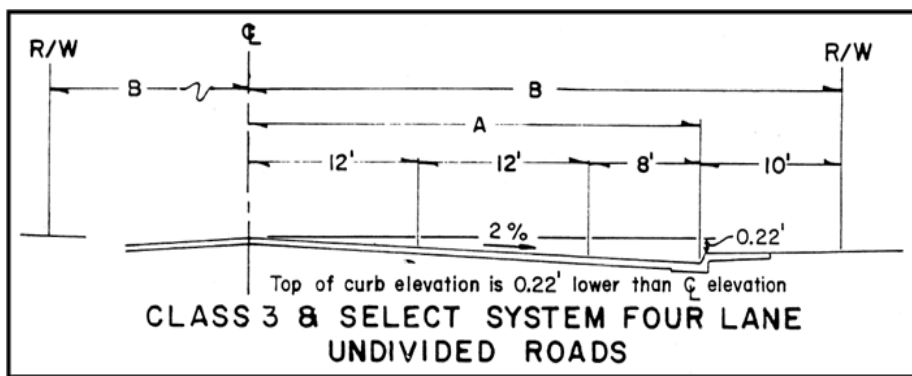


Figure 2 - Tulare County Class 3 Four Lane Road



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

1. Evans Rd – Ave 152 to SR 190 SRTS
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Drainage
  - d. Lighting
  - e. To be place on Measure R Complete Streets
  - f. \$2.3 million estimated
2. Woods Ave – Thompson Rd to Newman Rd SRTS
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Drainage
  - d. Lighting
  - e. To be place on Measure R Complete Streets
  - f. Adjacent to school
3. Klindera Overcrossing over SR 99
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Drainage
  - d. Lighting
  - e. Bike Lanes
  - f. To be place on Measure R Complete Streets
  - g. 3.4million estimated
4. Burnett Rd – SR 190 to Ave 152
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Roadway and Intersection Improvements
  - d. Drainage
  - e. Lighting
  - f. To be place on Measure R Complete Streets



## **Complete Streets Funding Opportunities**

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

### **Cost Estimates**

Detailed cost estimates are included in Appendix E.



## *Appendix A –*

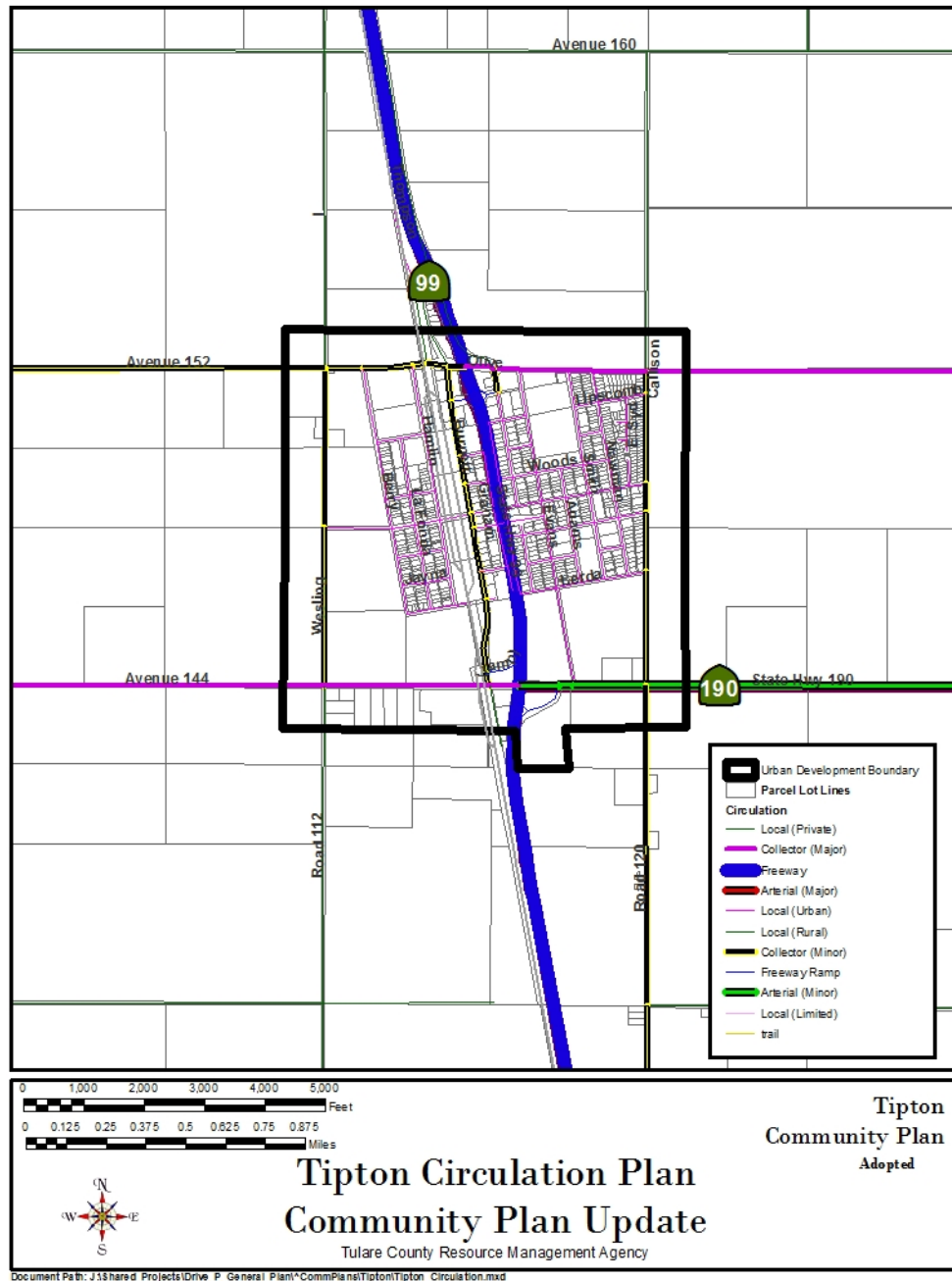
### Proposed Complete Streets Projects

1. Evans Rd – Ave 152 to SR 190 SRTS
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Drainage
  - d. Lighting
  - e. To be place on Measure R Complete Streets
  - f. \$2.3 million estimated
  
2. Woods Ave – Thompson Rd to Newman Rd SRTS
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Drainage
  - d. Lighting
  - e. To be place on Measure R Complete Streets
  - f. Adjacent to school
  
3. Klindera Overcrossing over SR 99
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Drainage
  - d. Lighting
  - e. Bike Lanes
  - f. To be place on Measure R Complete Streets
  - g. 3.4million estimated
  
4. Burnett Rd – SR 190 to Ave 152
  - a. Sidewalk
  - b. Curb and Gutter
  - c. Roadway and Intersection Improvements
  - d. Drainage
  - e. Lighting
  - f. To be place on Measure R Complete Streets



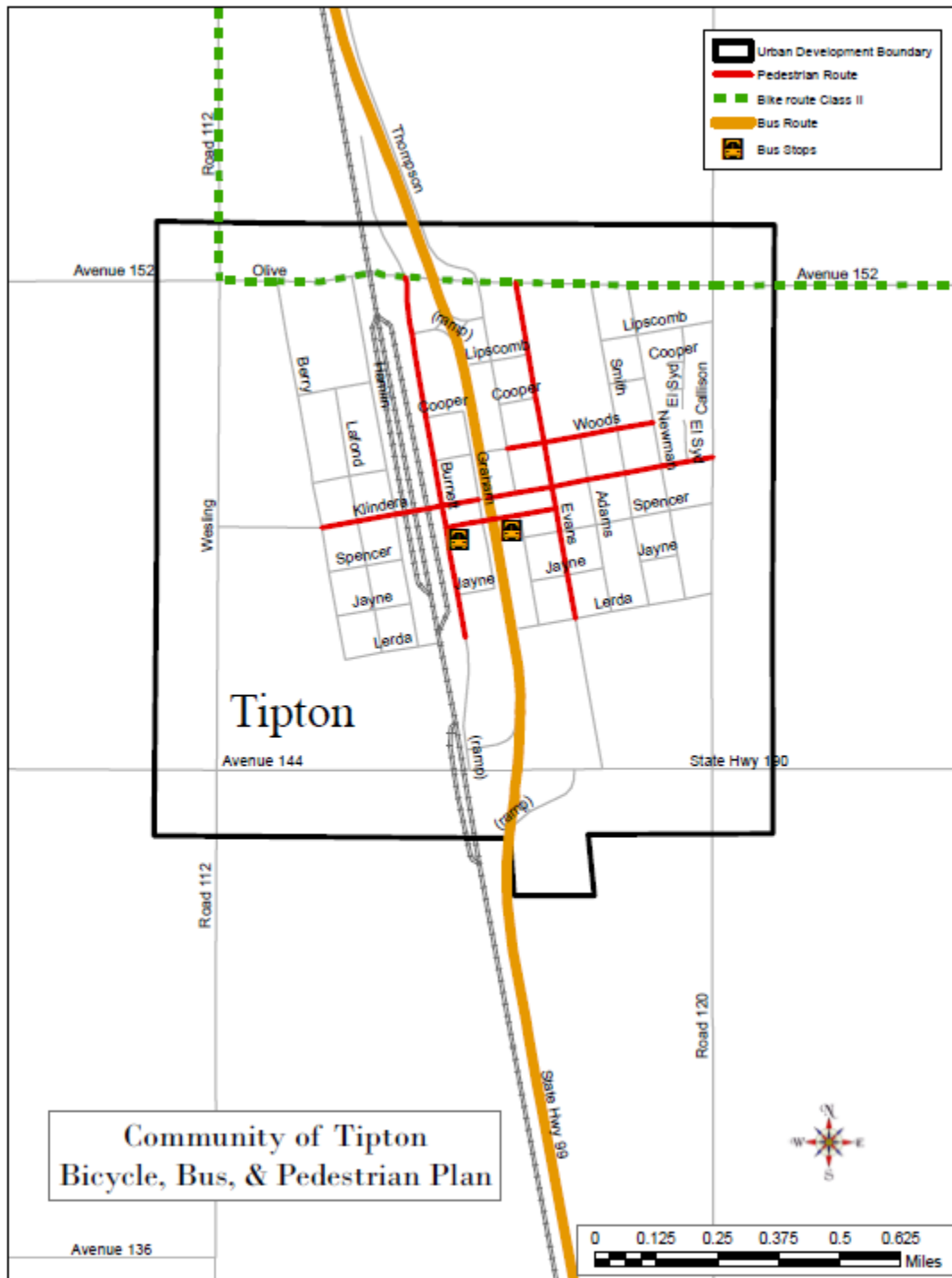


## Appendix B – Circulation Plan



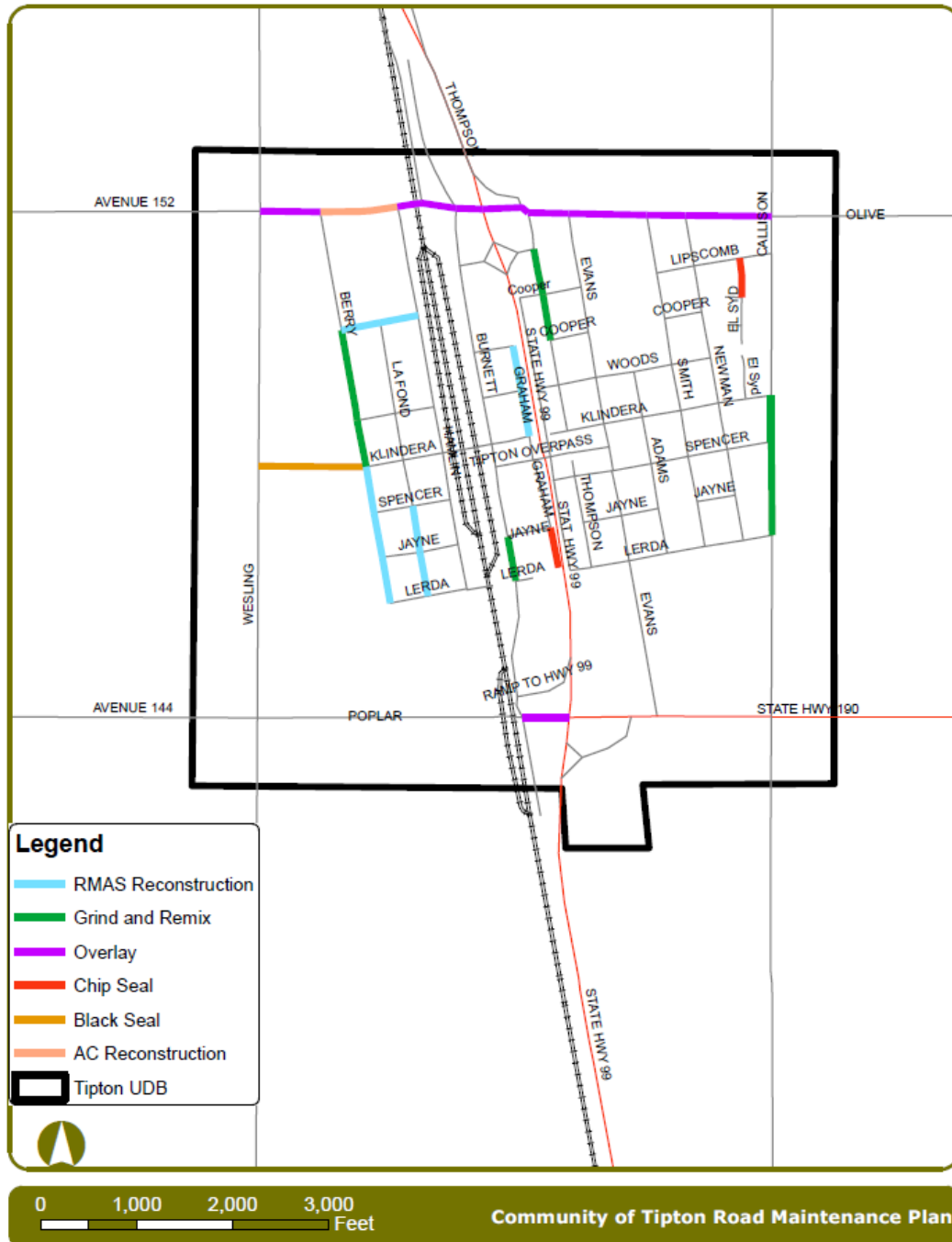


# Appendix C – Bicycle, Bus, and Pedestrian Plan





# Appendix D – Road Maintenance Plan





# Appendix E

## Cost Estimates for Tipton

| PRELIMINARY COST ESTIMATE (30-Percent) |     |  |          |           |                |             |
|--|-----|--|----------|-----------|----------------|-------------|
| Tipton Complete Street Improvements    |     |  |          | Date:     | 12/2/2015      |             |
| County of Tulare                       |     |  |          |           |                |             |
|  |     |  |          |           |                |             |
| Construction                           |     |  |          |           |                |             |
| ITEM                                   |     | ITEM DESCRIPTION                               | UNIT OF  | ESTIMATED | ITEM           | TOTAL       |
| NO                                     | (F) |  | MEASURE  | QUANTITY  | PRICE          |             |
| 1                                      | -   | MOBILIZATION                                   | LS       | 1         | \$ 191 753.00  | \$ 191 753  |
| 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                                      | -   | STORM DRAIN BASIN EXCAVATION                   | LS       | 1         | \$ 50 000.00   | \$ 50 000   |
| 7                                      | -   | RELOCATE FENCE (CHAIN LINK)                    | LF       | 704       | \$ 50.00       | \$ 35 185   |
| 8                                      | -   | RELOCATE FENCE (WROUGHT IRON)                  | LF       | 41        | \$ 90.00       | \$ 3 678    |
| 9                                      | -   | RELOCATE FENCE (WOOD)                          | LF       | 67        | \$ 40.00       | \$ 2 683    |
| 10                                     | -   | RELOCATE FENCE (WOOD POST RETAINING WALL)      | LF       | 42        | \$ 40.00       | \$ 1 671    |
| 11                                     | -   | REMOVE CULVERT                                 | LF       | 144       | \$ 100.00      | \$ 14 383   |
| 12                                     | -   | REMOVE TREE                                    | EA       | 4         | \$ 800.00      | \$ 3 200    |
| 13                                     | -   | BOLLARD POST                                   | EA       | 4         | \$ 500.00      | \$ 2 000    |
| 14                                     | -   | RELOCATE SIGN                                  | EA       | 17        | \$ 500.00      | \$ 8 500    |
| 15                                     | -   | RELOCATE WATER METER                           | EA       | 1         | \$ 3 500.00    | \$ 3 500    |
| 16                                     | -   | REMOVE DRAIN INLET                             | EA       | 5         | \$ 100.00      | \$ 500      |
| 17                                     | -   | ADJUST DRAIN INLET TO GRADE                    | EA       | 2         | \$ 1 500.00    | \$ 3 000    |
| 18                                     | -   | ADJUST WATER VALVE FRAME COVER TO GRADE        | EA       | 20        | \$ 800.00      | \$ 16 000   |
| 19                                     | -   | ADJUST FIRE HYDRANT TO GRADE                   | EA       | 4         | \$ 2 000.00    | \$ 8 000    |
| 20                                     | -   | ADJUST WATER METER BOX TO GRADE                | EA       | 12        | \$ 3 500.00    | \$ 42 000   |
| 21                                     | -   | 48" STORM DRAIN MANHOLE                        | EA       | 8         | \$ 6 000.00    | \$ 48 000   |
| 22                                     | (F) | ROADWAY EXCAVATION                             | CY       | 2 788     | \$ 60.00       | \$ 167 288  |
| 23                                     | (F) | CLASS 2 AGGREGATE BASE                         | CY       | 884       | \$ 60.00       | \$ 51 812   |
| 24                                     | -   | HOT MIX ASPHALT (TYPE A)                       | TON      | 1 121     | \$ 110.00      | \$ 123 304  |
| 25                                     | -   | 15" REINFORCED CONCRETE PIPE                   | LF       | 1 078     | \$ 91.00       | \$ 98 088   |
| 26                                     | -   | 18" REINFORCED CONCRETE PIPE                   | LF       | 2 329     | \$ 165.00      | \$ 384 259  |
| 27                                     | -   | MINOR CONCRETE (MINOR STRUCTURE-TYPE GO INLET) | EA       | 6         | \$ 3 500.00    | \$ 21 000   |
| 28                                     | -   | MINOR CONCRETE (CURB AND GUTTER)               | LF       | 7 446     | \$ 25.00       | \$ 186 138  |
| 29                                     | -   | MINOR CONCRETE (VEE GUTTER)                    | SQFT     | 1 195     | \$ 10.00       | \$ 11 945   |
| 30                                     | -   | MINOR CONCRETE (SIDEWALK)                      | SQFT     | 38 629    | \$ 7.00        | \$ 270 401  |
| 31                                     | -   | MINOR CONCRETE (DRIVEWAYS AND CURB RAMPS)      | SQFT     | 6 998     | \$ 15.00       | \$ 104 970  |
| 32                                     | -   | DETECTABLE WARNING SURFACE                     | SQFT     | 364       | \$ 45.00       | \$ 16 370   |
| 33                                     | -   | SIGNING & STRIPING                             | LS       | 1         | \$ 25 000.00   | \$ 25 000   |
| 34                                     | -   | EROSION CONTROL                                | LS       | 1         | \$ 10 000.00   | \$ 10 000   |
| 35                                     | -   | MISCELLANEOUS ITEMS                            | LS       | 1         | \$ 441 332.00  | \$ 441 332  |
|  |     | Total - Construction Items 1-35                |          |           |                | \$2 398 416 |
|  |     | Contingency (25%)                              |          |           |                | \$ 599 604  |
|  |     | Recommended Total Construction Budget          |          |           |                | \$2 998 020 |
| Non-Construction Related Costs         |     |  |          |           |                |             |
|  |     |  |          |           |                |             |
| ITEM                                   |     | ITEM DESCRIPTION                               | UNIT OF  | ESTIMATED | ITEM           | TOTAL       |
| NO                                     | (F) |  | MEASURE  | QUANTITY  | PRICE          |             |
| 36                                     | -   | Environmental Clearance                        | % of CON | 5%        | \$2 398 416.00 | \$ 119 921  |
| 37                                     | -   | Right of Way Acquisition (Capital)             | LS       | 1         | \$ 2 500.00    | \$ 2 500    |
| 38                                     | -   | Right of Way Acquisition (Support)             | Parcel   | 2         | \$ 5 000.00    | \$ 10 000   |
| 39                                     | -   | Final Engineering Design                       | % of CON | 15%       | \$2 398 416.00 | \$ 359 762  |
| 40                                     | -   | Construction Support                           | % of CON | 2%        | \$2 398 416.00 | \$ 47 968   |
| 41                                     | -   | Construction Management                        | % of CON | 15%       | \$2 398 416.00 | \$ 359 762  |
|  |     | Total - Non-Construction Items 36-41           |          |           |                | \$ 899 914  |
|  |     |  |          |           |                |             |
|  |     | Total Construction & Non-Construction Items    |          |           |                | \$3 897 934 |



|  |                                     |  |  |  |  |  |
|--|-------------------------------------|--|--|--|--|--|
|  | <b>Detailed Engineer's Estimate</b> |  |  |  |  |  |
|  | <b>Agency:</b>                      | Tulare County Resource Management Agency |  |  |  |  |
|  | <b>Project Name:</b>                | <b>Complete Streets Phase 3 Tipton</b>   |  |  |  |  |
|  | <b>Project Location:</b>            | Woods Ave-Thompson Road to Newman Road   |  |  |  |  |
|  | <b>Date of Estimate:</b>            | December 8, 2016                         |  |  |  |  |
|  | <b>Prepared by:</b>                 | Pedro Ornelas/Diego Corvera/Ather Razaq  |  |  |  |  |

| <b>Construction Items</b> |                    |  |       |          |           |           |
|---------------------------|--------------------|--|-------|----------|-----------|-----------|
| Item No.                  | Caltrans Item code | Description                                | Units | Quantity | Unit Cost | Total     |
| 1                         | 999990             | Mobilization                               | LS    | 1        | \$100,000 | \$100,000 |
| 2                         | 050126             | Construction Staking                       | LS    | 1        | \$20,000  | \$20,000  |
| 3                         | 120090             | Construction Area Signs                    | LS    | 1        | \$25,000  | \$25,000  |
| 4                         | 120100             | Traffic control system                     | LS    | 1        | \$25,000  | \$25,000  |
| 5                         | 120300             | Temporary Pavement Marker (Refl.)          | LS    | 1        | \$20,000  | \$20,000  |
| 6                         | 130200             | Prepare Water Pollution Control Program    | LS    | 1        | \$10,000  | \$10,000  |
| 7                         | 220101             | Finishing Roadway                          | LS    | 1        | \$15,000  | \$15,000  |
| 8                         | 150712             | Remove Painted Pavement Markings           | SQFT  | 650      | \$5       | \$3,250   |
| 9                         | 152390             | Remove Roadside Sign                       | EA    | 12       | \$200     | \$2,400   |
| 10                        | 152379             | Relocate Fence                             | LF    | 1030     | \$40      | \$41,200  |
| 11(F)                     | 190101             | Roadway excavation                         | CY    | 964      | \$100     | \$96,398  |
| 12(F)                     | 250201             | Class 2 Aggregate Base                     | CY    | 380      | \$95      | \$36,100  |
| 13                        | 390133             | Hot Mix Asphalt (Type B)                   | TON   | 410      | \$120     | \$49,248  |
| 14                        | 394090             | Place hot mix asphalt (miscellaneous area) | SQYD  | 50       | \$100     | \$5,000   |
| 15                        | 731504             | Minor Concrete (Curb & Gutter)             | LF    | 2200     | \$25      | \$55,000  |
| 16                        | 731521             | Minor Concrete (Sidewalk)                  | SQFT  | 11500    | \$8       | \$92,000  |
| 17                        | 731623             | Minor Concrete (Ramp)                      | EA    | 17       | \$4,000   | \$68,000  |
| 18                        | 731516             | Minor Concrete (Driveway)                  | SF    | 4100     | \$15      | \$61,500  |
| 19                        | 510502             | Minor Concrete (Minor Structures)          | EA    | 1        | \$10,000  | \$10,000  |
| 20                        | 731504             | Minor Concrete (Continuous Gutter)         | LF    | 170      | \$50      | \$8,500   |
| 21                        | 840515             | Thermoplastic Pavement Marking (Yellow)    | SF    | 603      | \$10      | \$6,030   |
| 22                        | 152434             | Relocate Manhole                           | EA    | 1        | \$4,000   | \$4,000   |
| 23                        | 152469             | Adjust Utility Cover to Grade              | EA    | 15       | \$800     | \$12,000  |
| 24                        | 568023             | Install Roadside Sign                      | EA    | 12       | \$500     | \$6,000   |
| 25                        |                    | Relocate Fire Hydrant                      | EA    | 1        | \$2,000   | \$2,000   |
| 26                        |                    | Relocate Water Meter                       | EA    | 2        | \$1,000   | \$2,000   |
| 27                        |                    | Relocate Mailbox                           | EA    | 4        | \$500     | \$2,000   |

Sub-Total: \$777,626

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

\*Contingency: \$77,763

(F) = Final Pay Item

TOTAL: \$855,389

| <b>Non-Construction Related Cost</b> |                    |                               |          |          |              |              |
|--------------------------------------|--------------------|-------------------------------|----------|----------|--------------|--------------|
| Item No.                             | Caltrans Item code | Description                   | Units    | Quantity | Unit Cost    | Total        |
| 28                                   | -                  | Environmental Clearance       | % of CON | 5%       | \$777,626.15 | \$38,881.31  |
| 29                                   | -                  | Preliminary Engineering (PE)  | % of CON | 10%      | \$777,626.15 | \$77,762.61  |
| 30                                   | -                  | Construction Engineering (CE) | % of CON | 15%      | \$777,626.15 | \$116,643.92 |
| Total:                               |                    |                               |          |          |              | \$233,287.84 |

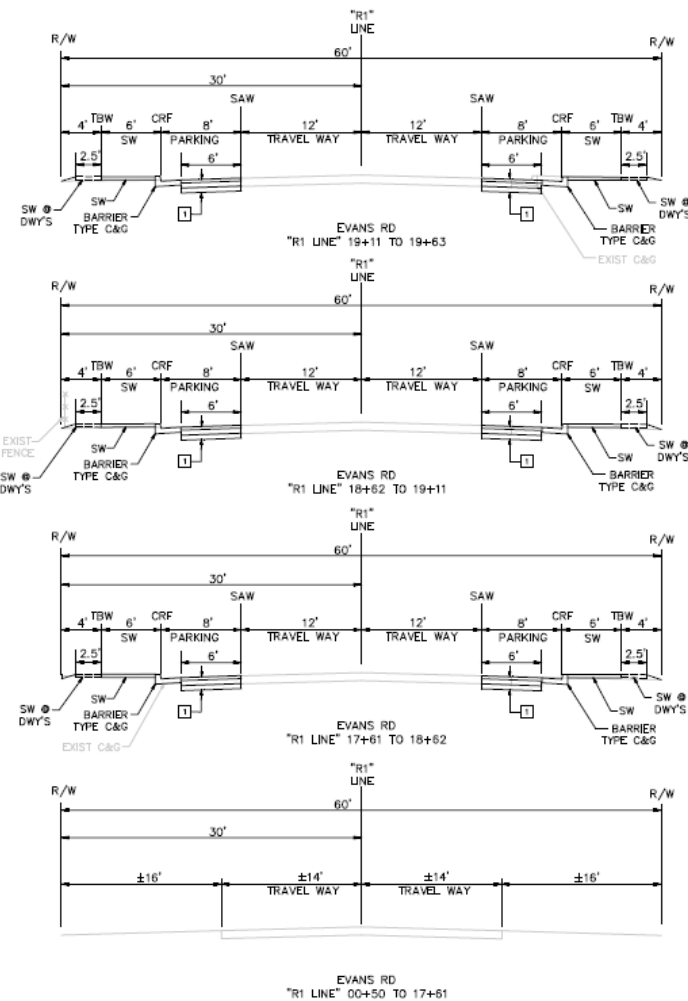
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|--|-----------------------|
| <b>Total Construction &amp; Non-Construction Items</b> | <b>\$1,088,676.61</b> |
|--|-----------------------|



## Complete Streets Phase II & III







TYPICAL STRUCTURAL SECTIONS:

1 20-YEAR DESIGN  
11" W, R-XX  
0.00' HMA (TYPE B)  
0.00' AB (CLASS 2)  
0.00' COMPACTED NATIVE

60% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



| REVISIONS | DATE | DESCRIPTION |
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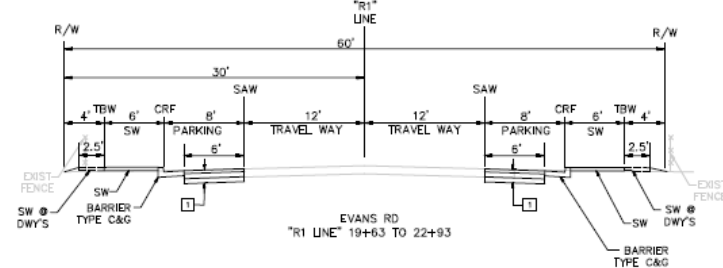
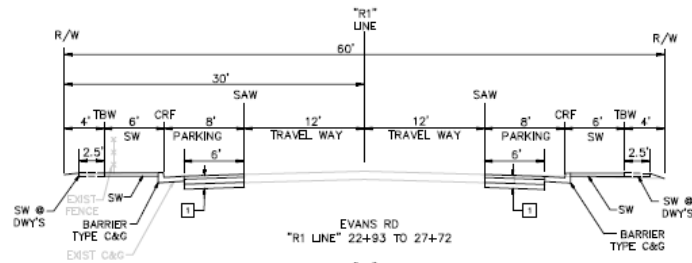
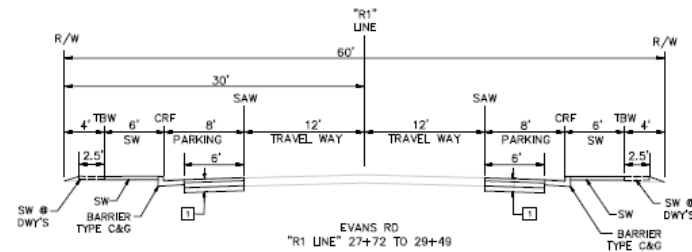
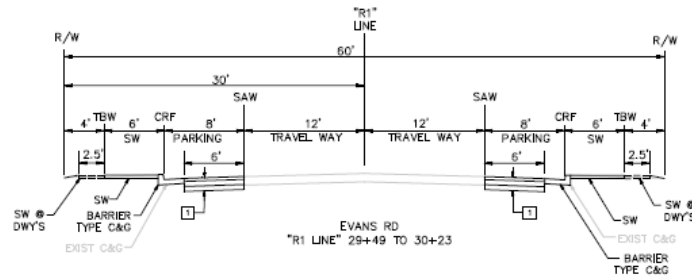


TYPICAL SECTIONS  
COMPLETE STREETS IMPROVEMENTS  
TIPTON, TULARE COUNTY

|          |            |
|----------|------------|
| SCALE    | 1" = 10'   |
| DATE     | 08-20-2012 |
| DESIGNED | AW         |
| DRAWN    | AW         |
| CHECKED  | AW         |
| DATE     | 08-20-12   |

SHEET NO.  
**X1**  
2 of 18





TYPICAL STRUCTURAL SECTIONS:

- 30-YEAR DESIGN
- THICK, D=100
- 0.00' HMA (TYPE B)
- 0.00' AB (CLASS 2)
- 0.00' COMPACTED NATIVE

802 SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



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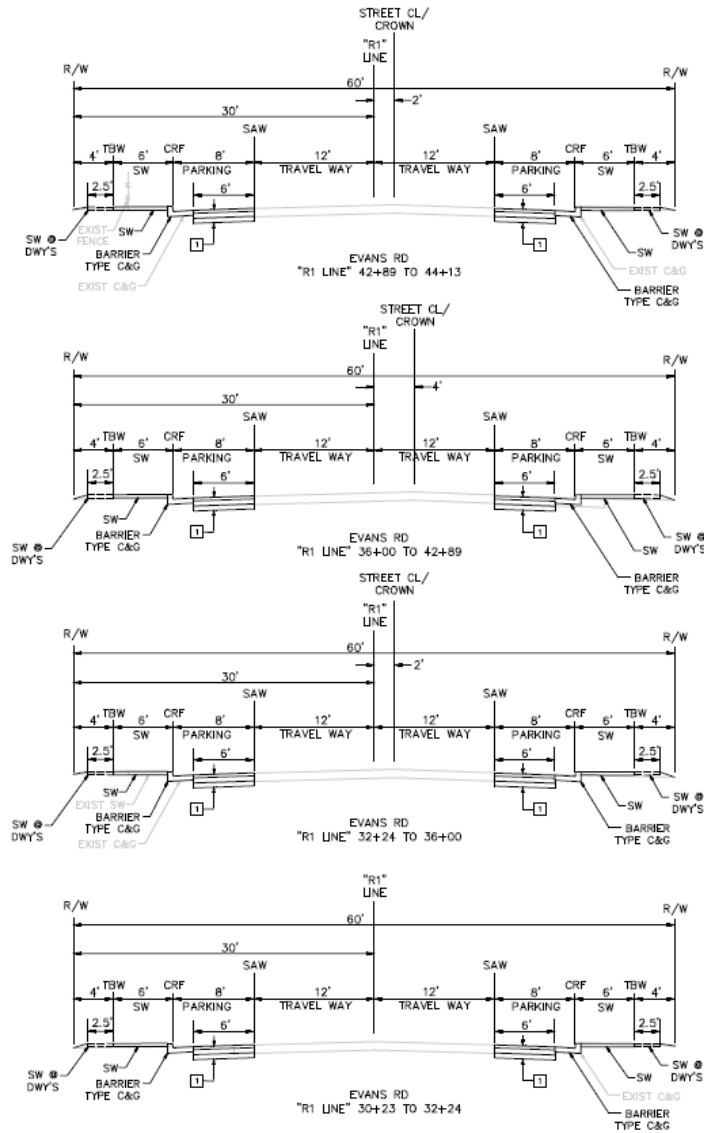


TYPICAL SECTIONS  
COMPLETE STREETS IMPROVEMENTS  
TIPTON, TULARE COUNTY

|          |          |
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| SCALE    | 1" = 1'  |
| DATE     | 12-10-17 |
| DESIGNED | AW       |
| DRAWN    | AW       |
| CHECKED  | AW       |
| DATE     | 12-10-17 |

SHEET NO.  
**X2**  
3 of 18





TYPICAL STRUCTURAL SECTIONS:

- 20-YEAR DESIGN
- 11-1/2' (11-1/2' x 11-1/2')
- 0.00' HMA (TYPE B)
- 0.00' AB (CLASS 2)
- 0.00' COMPACTED NATIVE

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



| REVISIONS | DATE | BY | CHKD |
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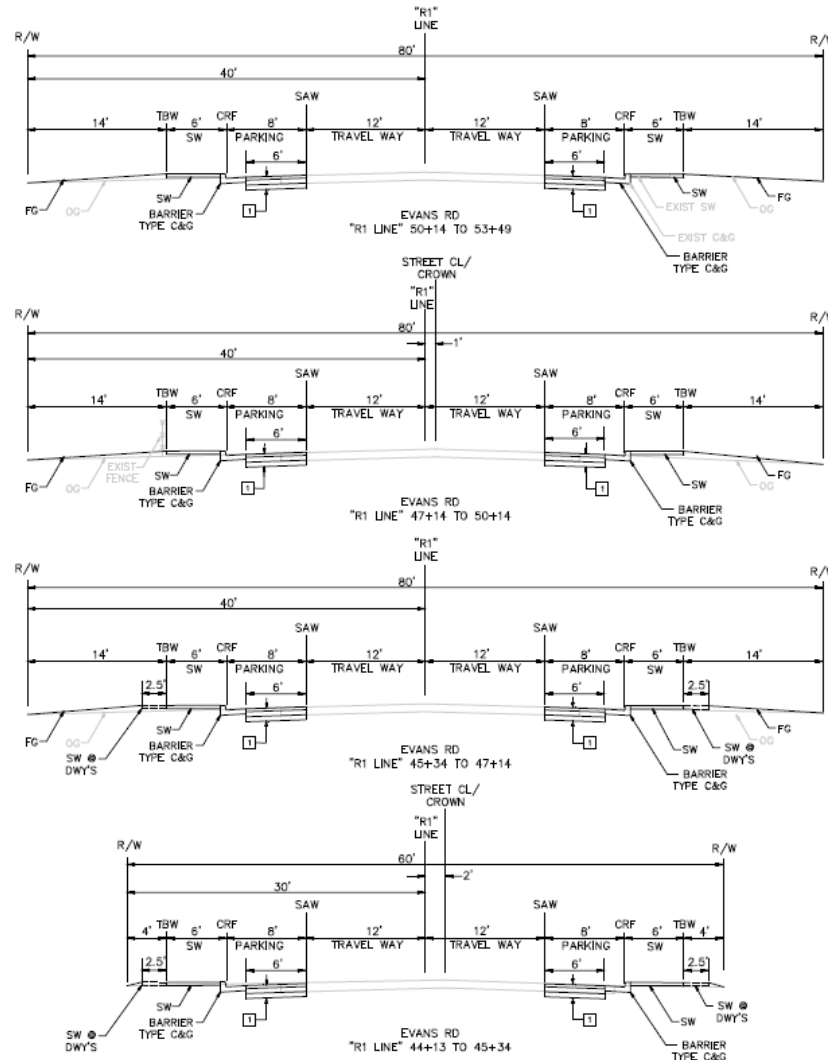
TYPICAL SECTIONS  
COMPLETE STREETS IMPROVEMENTS  
TIPTON, TULARE COUNTY

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| SCALE     | 1" = 5'  |
| DATE      | 05-08-12 |
| DESIGNED  |          |
| CHECKED   |          |
| IN CHARGE |          |
| APPROVED  |          |
| DATE      | 05-08-12 |

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION

4 of 18





TYPICAL STRUCTURAL SECTIONS

1 20-YEAR DESIGN  
 11"X, 6"X  
 0.00' HMA (TYPE B)  
 0.00' AB (GLASS 2)  
 0.00' COMPACTED NATIVE

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TYPICAL SECTIONS

COMPLETE STREETS IMPROVEMENTS

TIPTON, TULARE COUNTY

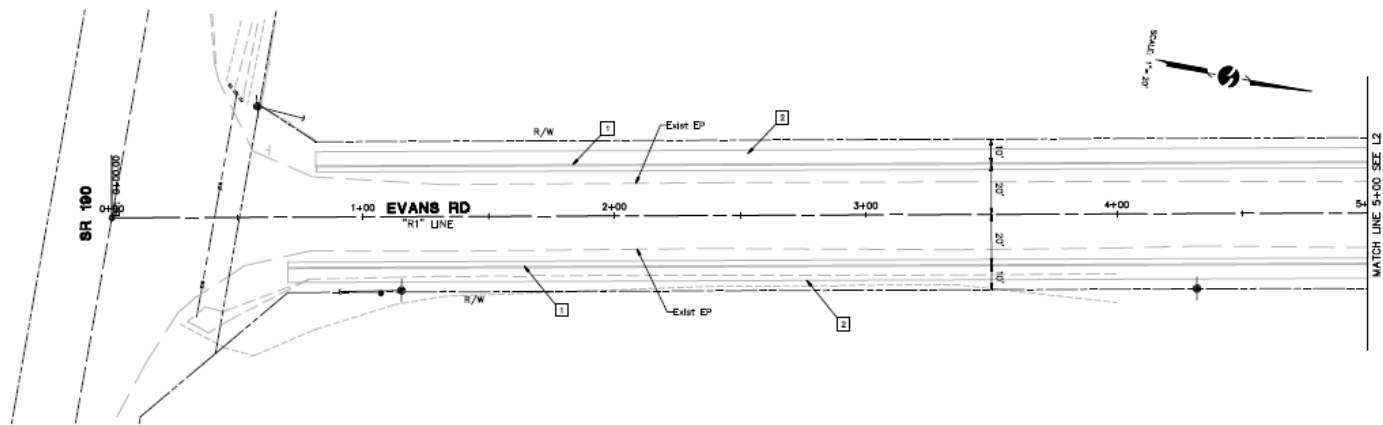
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| SCALE       | 1" = 20' |
| DESIGNED BY | DATE     |
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5/18

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION







- KEYED NOTES (THIS SHEET ONLY)
- 1 C&G (FUTURE PHASE).
  - 2 SIDEWALK (FUTURE PHASE).

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



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| <input type="checkbox"/> Preliminary | <input type="checkbox"/> Approved | <input type="checkbox"/> Construction | <input type="checkbox"/> Record |
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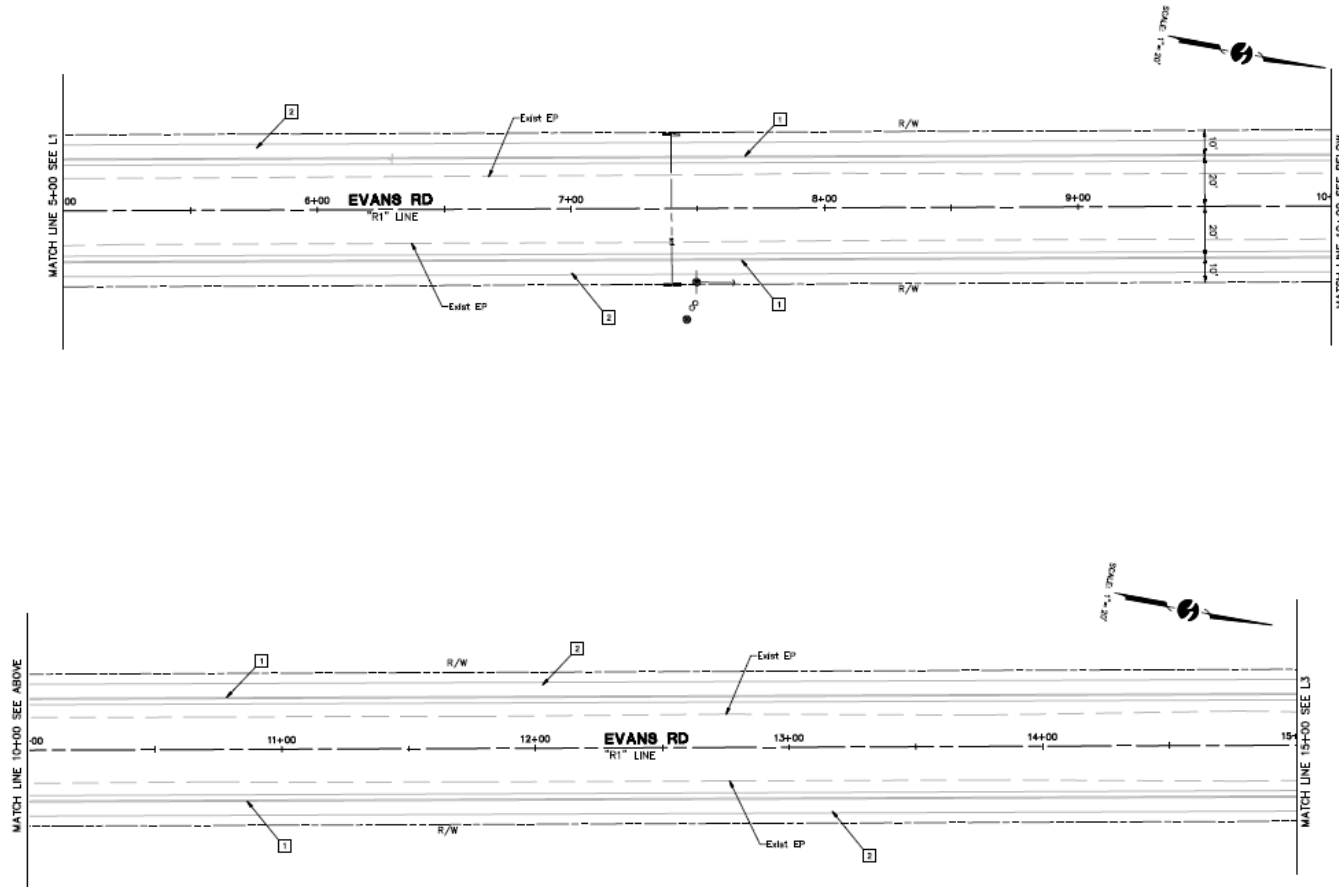
**omni • inc.**  
 CIVIL ENGINEERS  
 1000 N. G Street, Suite 100  
 Tipton, CA 95326  
 (209) 254-0887  
 www.omni-inc.com

**LAYOUT**  
**COMPLETE STREETS IMPROVEMENTS**  
**TIPTON, TULARE COUNTY**

|          |            |
|----------|------------|
| SCALE    | 1"=50'     |
| JOB NO.  | 20-0000-11 |
| DESIGNED | AW         |
| DRAWN    | AW         |
| CHECKED  | AW         |
| DATE     | 12-3-17    |

**L1**  
**6 of 18**





**KEYED NOTES (THIS SHEET ONLY)**

- 1 C&G (FUTURE PHASE).
- 2 SIDEWALK (FUTURE PHASE).

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



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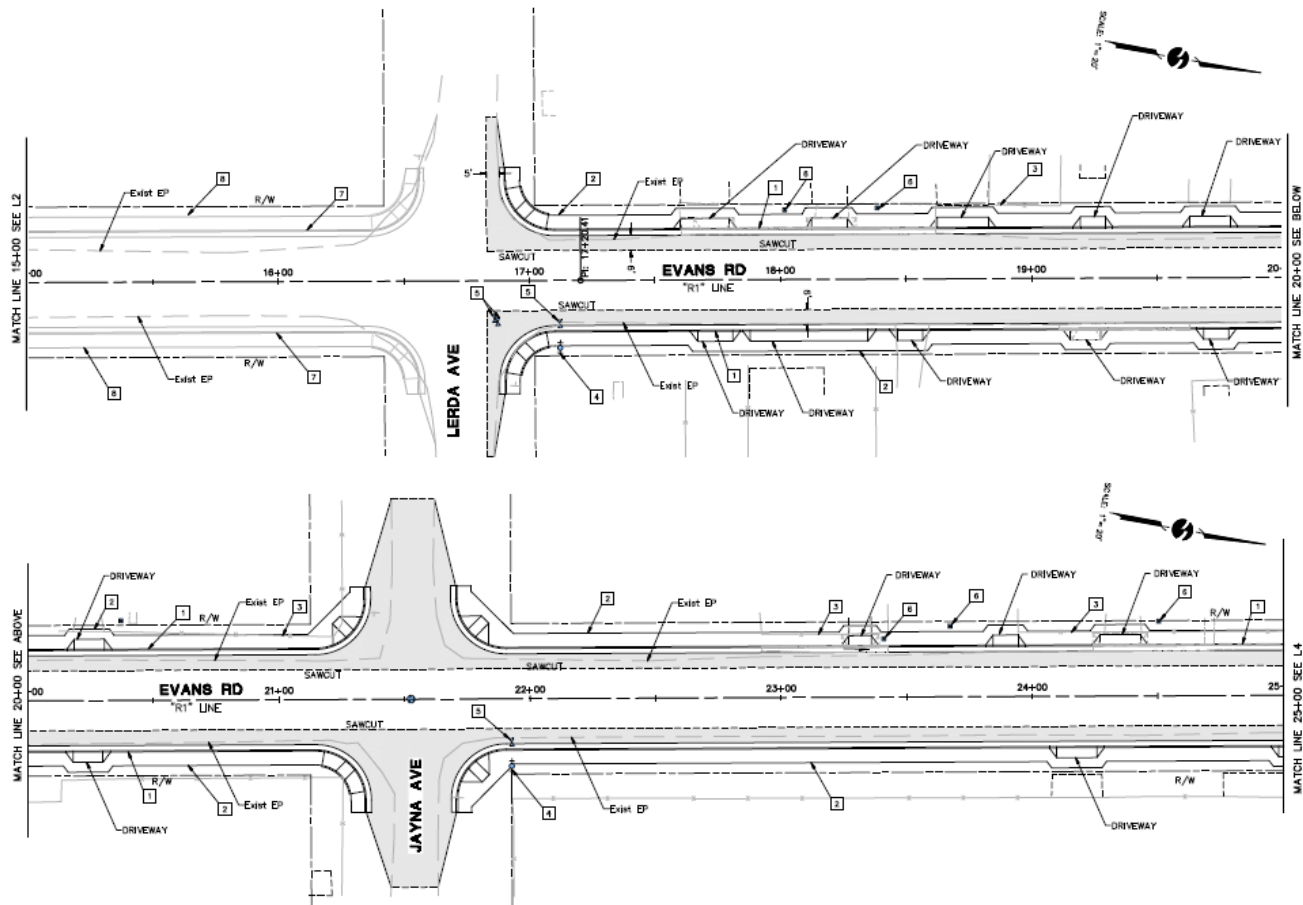


**LAYOUT**  
**COMPLETE STREETS IMPROVEMENTS**  
**TIPTON, TULARE COUNTY**

|           |          |
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| SCALE     | 1"=50'   |
| DATE      | 02-20-11 |
| DESIGNED  | AW       |
| CHECKED   | AW       |
| IN CHARGE | AW       |
| DATE      | 02-20-11 |

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| SHEET No. | L2 |
| 7         | 18 |





**LEGEND**  
 [ ] ROADWAY CONST. SEE TYP CROSS SECTIONS.

**KEYED NOTES (THIS SHEET ONLY)**

- |                                 |  |
|---------------------------------|--|
| 1 C&G.                          | 5 ADJUST WATER VALVE FRAME AND COVER TO GRADE. |
| 2 SIDEWALK.                     | 6 ADJUST WATER METER BOX TO GRADE.             |
| 3 RELOCATE FENCE.               | 7 C&G (FUTURE PHASE).                          |
| 4 ADJUST FIRE HYDRANT TO GRADE. | 8 SIDEWALK (FUTURE PHASE).                     |

**807 SUBMITTAL  
 PRELIMINARY, NOT  
 FOR CONSTRUCTION**



**REVISIONS**

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| APPROVED | BY |



**LAYOUT  
 COMPLETE STREETS IMPROVEMENTS  
 TIPTON, TULARE COUNTY**

|          |            |
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| SCALE    | 1"=50'     |
| JOB NO.  | 10-2000-11 |
| REVISION |            |
| DATE     | 10/10/2000 |
| CHECKED  |            |
| DATE     | 10/10/2000 |



**L3**  
 8 of 18

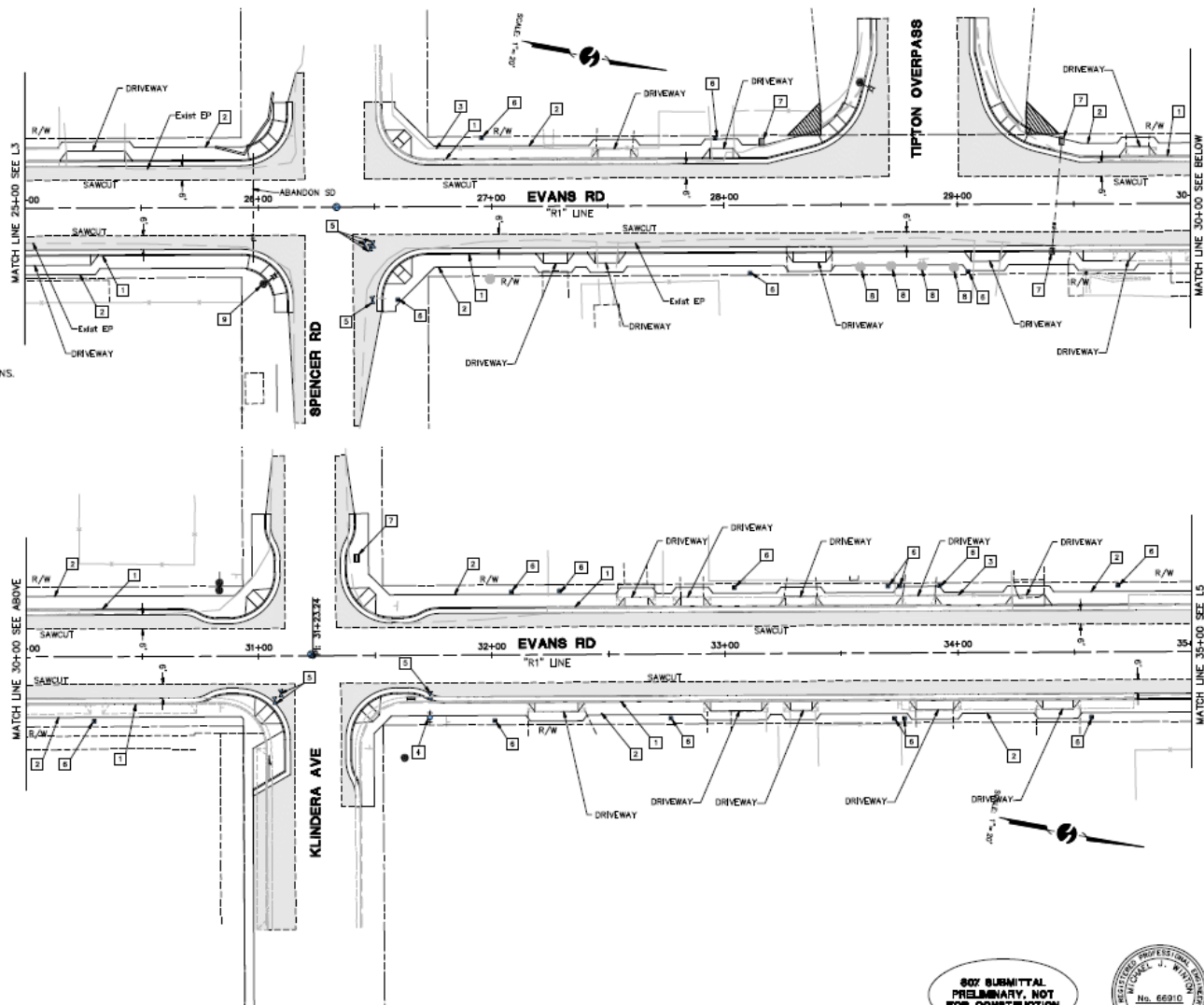


# KEYED NOTES (THIS SHEET ONLY)

- 1 C&G.
- 2 SIDEWALK.
- 3 RELOCATE FENCE.
- 4 ADJUST FIRE HYDRANT TO GRADE.
- 5 ADJUST WATER VALVE FRAME AND COVER TO GRADE.
- 6 ADJUST WATER METER BOX TO GRADE.
- 7 REMOVE INLET.
- 8 REMOVE TREE.
- 9 EXIST LIGHT POLE TO REMAIN (PROTECT IN PLACE).

## LEGEND

-  ANTICIPATED R/W TAKES
-  ROADWAY CONST. SEE TYP. CROSS SECTIONS.



80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



| REV. | DATE | DESCRIPTION |
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| DESIGNED BY | CHIEF ENGINEER  |
| CHECKED BY  | PROJECT MANAGER |
| DATE        |                 |

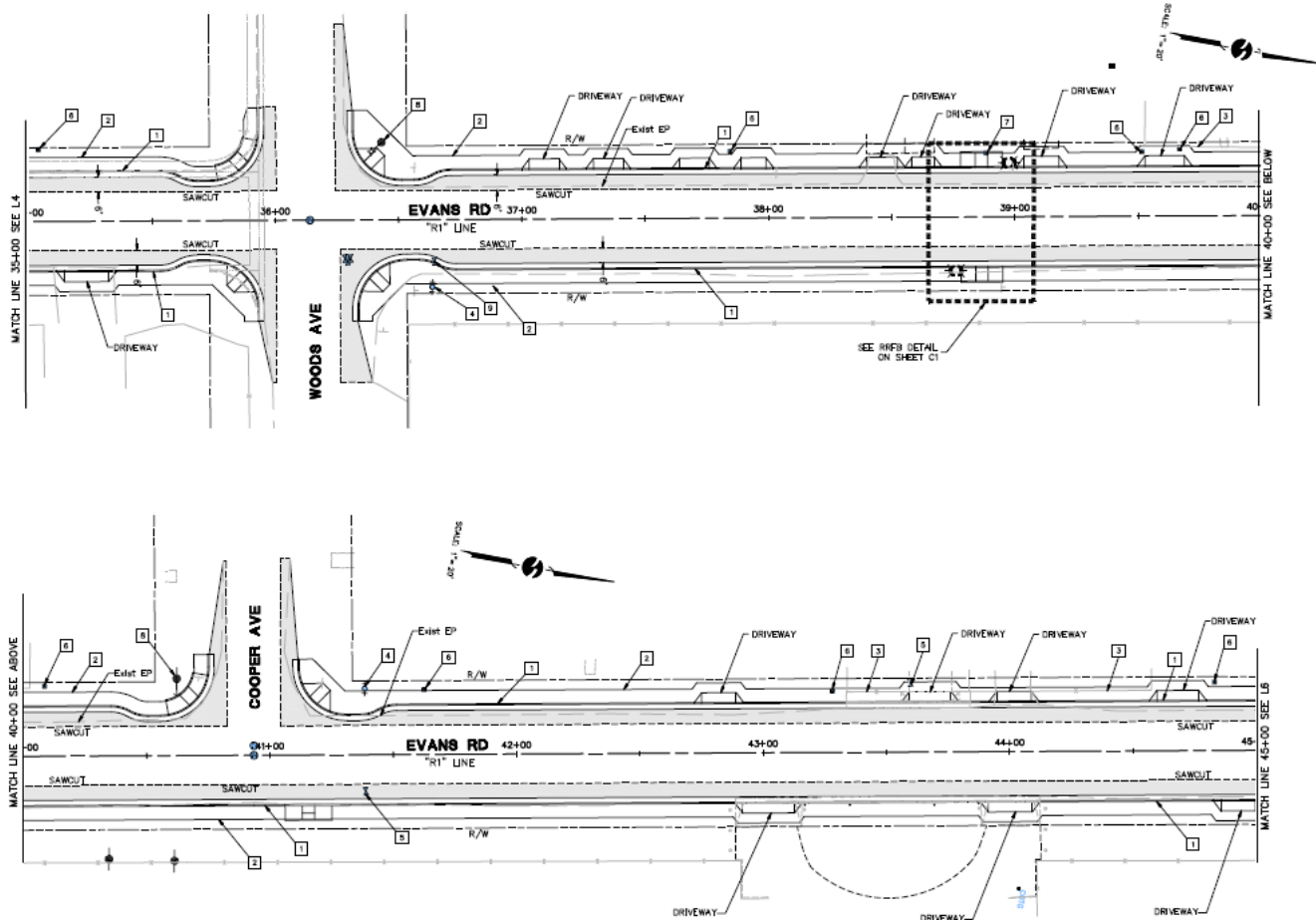


## LAYOUT COMPLETE STREETS IMPROVEMENTS TIPTON, TULARE COUNTY

|             |            |
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| SCALE       | 1"=50'     |
| DATE        | 06-20-2017 |
| DESIGNED BY | AW         |
| CHECKED BY  | AW         |
| DATE        | 06-20-2017 |
| PROJECT     | AW         |
| DATE        | 06-20-17   |

SHEET No.  
**L4**  
9 of 18





#### LEGEND

□ ROADWAY CONST. SEE TYP CROSS SECTIONS.

#### KEYED NOTES (THIS SHEET ONLY)

- 1 C&G.
- 2 SIDEWALK.
- 3 RELOCATE FENCE.
- 4 ADJUST FIRE HYDRANT TO GRADE.

- 5 ADJUST WATER VALVE FRAME AND COVER TO GRADE.
- 6 ADJUST WATER METER BOX TO GRADE.
- 7 RELOCATE WATER METER.
- 8 EXIST LIGHT POLE TO REMAIN (PROTECT IN PLACE).
- 9 RELOCATE WATER VALVE.

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



| NO. | REVISIONS | DATE |
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| PREPARED BY | DESIGNED BY |
| CHECKED BY  | DATE        |
| APPROVED BY |             |

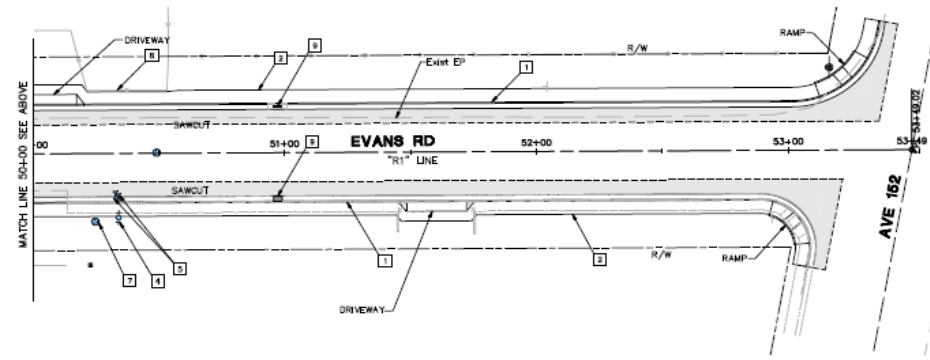
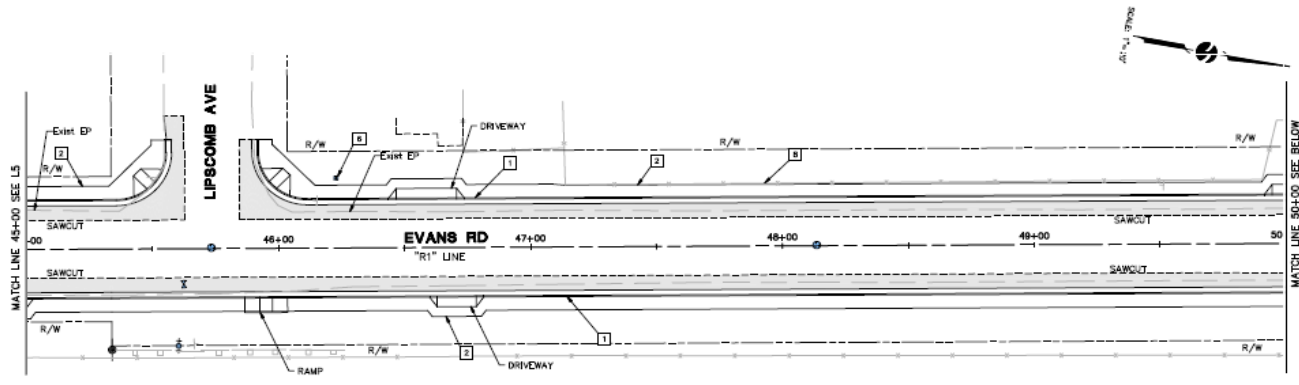


### LAYOUT COMPLETE STREETS IMPROVEMENTS TIPTON, TULARE COUNTY

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| SCALE    | 1"=50'     |
| DATE     | 08-20-2011 |
| DESIGNED |            |
| CHECKED  |            |
| APPROVED |            |
| DATE     | 08-20-2011 |

SHEET NO. **L6**  
10 OF 18





**LEGEND**

1 ROADWAY CONST. SEE TYP CROSS SECTIONS.

**KEYED NOTES (THIS SHEET ONLY)**

- 1 C&G.
- 2 SIDEWALK.
- 3 RELOCATE FENCE.
- 4 ADJUST FIRE HYDRANT TO GRADE.

- 5 ADJUST WATER VALVE FRAME AND COVER TO GRADE.
- 6 ADJUST WATER METER BOX TO GRADE.
- 7 ADJUST MANHOLE TO GRADE.
- 8 EXIST FENCE (PROTECT IN PLACE).
- 9 ADJUST INLET.

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



**REVISIONS**

| NO. | DATE    | DESCRIPTION       |
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| 1   | 12-2-15 | ISSUED FOR PERMIT |

| REVISION | DATE    | DESCRIPTION       |
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| 1        | 12-2-15 | ISSUED FOR PERMIT |

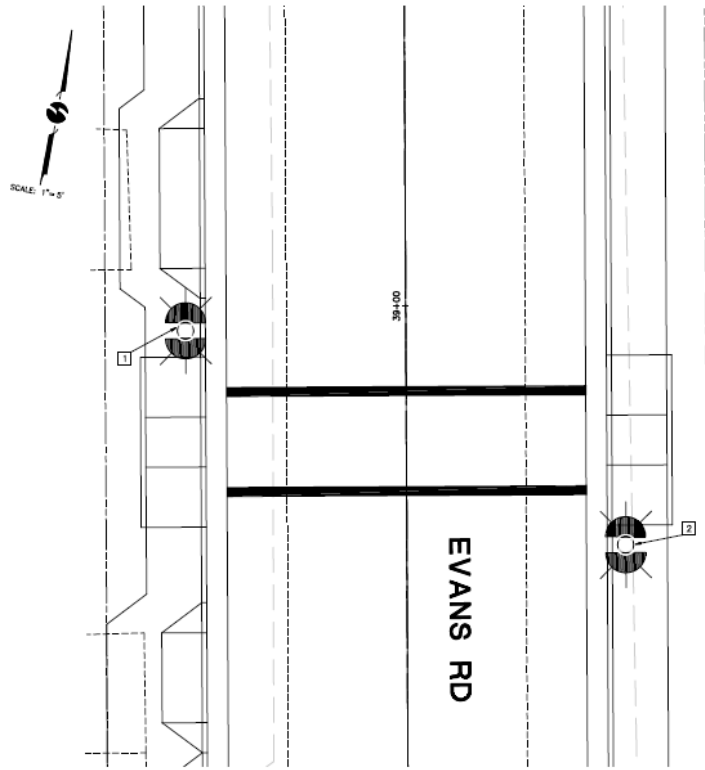


**LAYOUT**  
**COMPLETE STREETS IMPROVEMENTS**  
**TIPTON, TULARE COUNTY**

| REVISION | DATE    | DESCRIPTION       |
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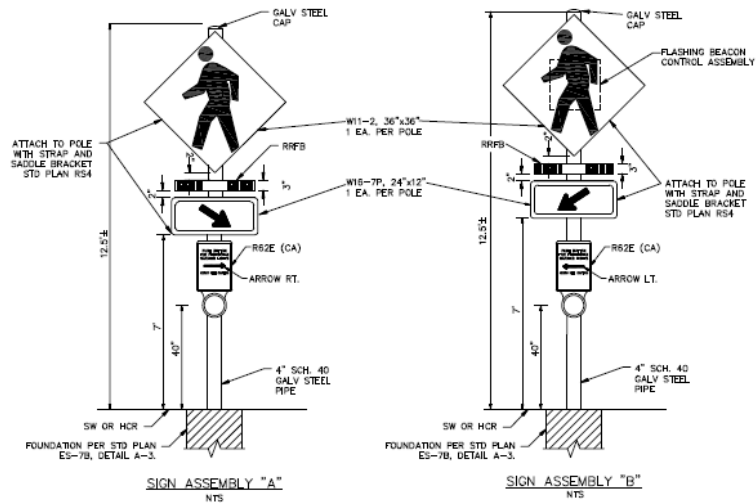
PROJECT NO.  
**L6**  
11 OF 18





RRFB DETAIL  
SCALE: 1"=50'

- 1 SIGN ASSEMBLY "A"
- 2 SIGN ASSEMBLY "B"



30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



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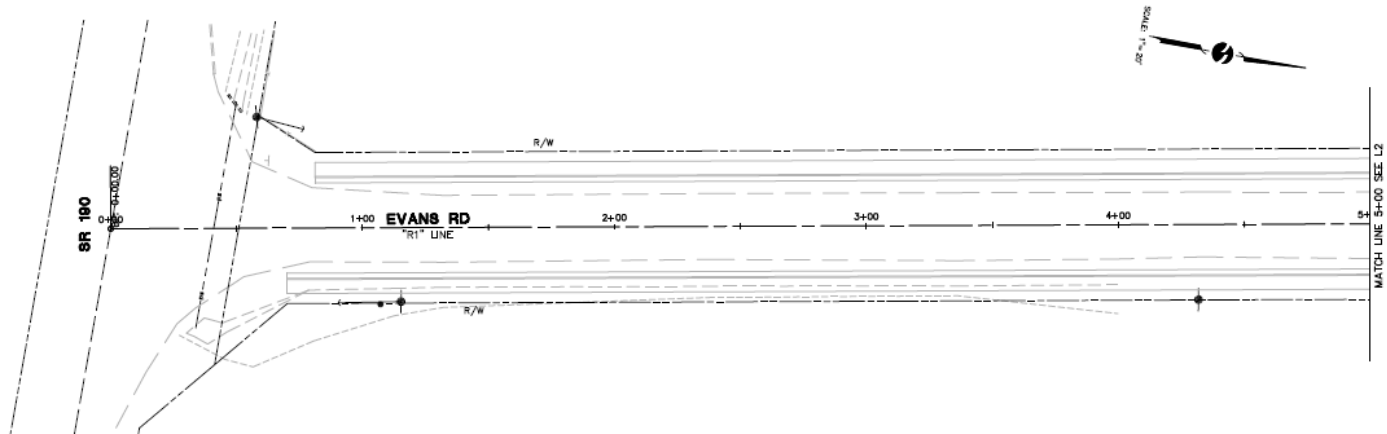


**CONSTRUCTION DETAILS - RRFBS**  
**COMPLETE STREETS IMPROVEMENTS**  
**TIPTON, TULARE COUNTY**

|          |            |
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| SCALE    | 1"=50'     |
| JOB NO.  | 22-1000-12 |
| DESIGNED | MM         |
| DRAWN    | MM         |
| CHECKED  | MM         |
| DATE     | 12-2-2023  |

SHEET #  
**C1**  
**12 of 18**





#### LEGEND (SHEETS PD1-PD6):

- TRAFFIC STRIPE DETAIL NUMBER
- LIMIT LINE
- EXISTING "STOP" PAVEMENT MARKING
- PAVEMENT MARKING PER CALTRANS STD PLAN A240
- EXISTING ROADSIDE SIGN
- ROADSIDE SIGN - ONE POST
- EXISTING SIGN TO REMAIN
- RELOCATE ROADSIDE SIGN
- CALIFORNIA SIGN CODE

#### GENERAL NOTES:

(FOR SHEETS PD1 THROUGH PD6 ONLY)

1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2010 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 CROSSWALKS SHALL BE 10 FEET WIDE, OUTSIDE EDGE TO OUTSIDE EDGE.

80% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



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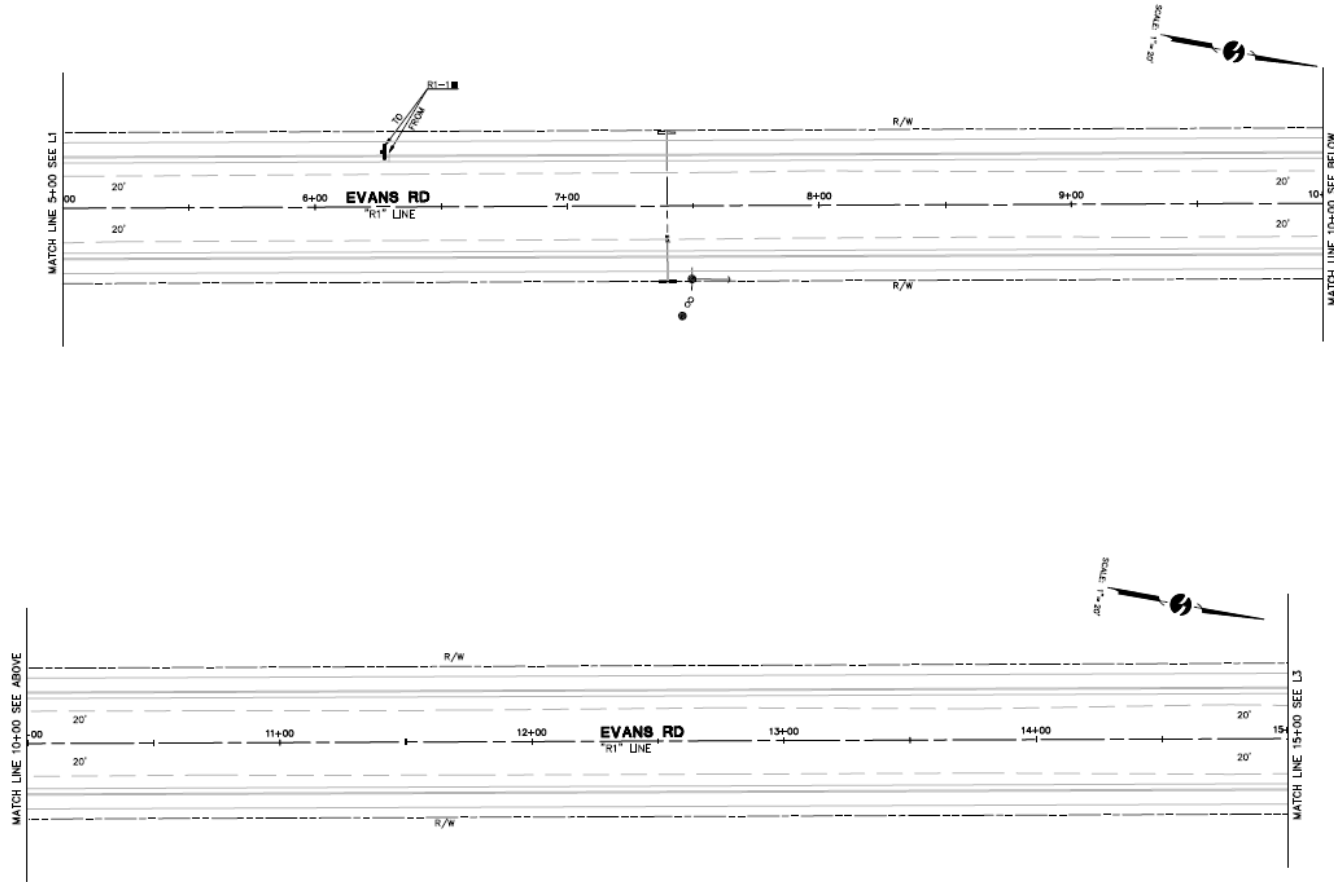
## SIGNING AND STRIPING COMPLETE STREETS IMPROVEMENTS TIPTON, TULARE COUNTY

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| SCALE    | 1"=200'      |
| JOB NO.  | 22-2588-11   |
| SECTION  | 4.4          |
| DATE     | 4/24/22      |
| FILE     | 20220000.DWG |
| DESIGNED | WAF          |
| CHECKED  | WAF          |
| DATE     | 10-2-2022    |

SHEET NO.  
**PD1**

13 of 18





90% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



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| APPROVED     | PROJECT |
| CONSTRUCTION | NO.     |
| DATE         | DATE    |

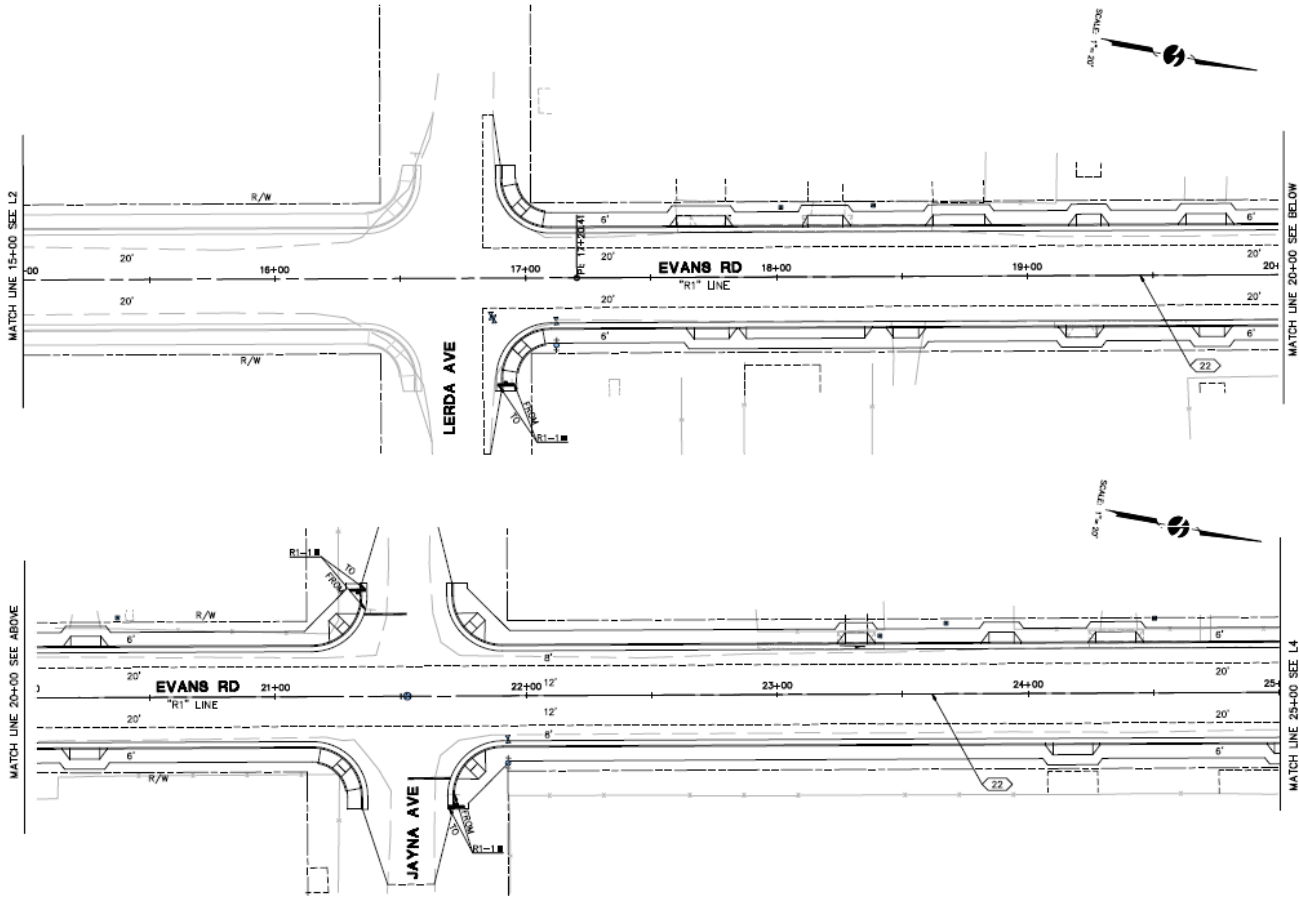
**omni** • **INCORPORATED**  
ENGINEERS • PLANNERS  
1000 S. G Street, Suite 100  
Tipton, CA 95326  
(559) 234-8800

**SIGNING AND STRIPING  
COMPLETE STREETS IMPROVEMENTS  
TIPTON, TULARE COUNTY**

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| DESIGNED     | DATE |
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| APPROVED     | DATE |
| CONSTRUCTION | DATE |

**PD2**  
14 of 18



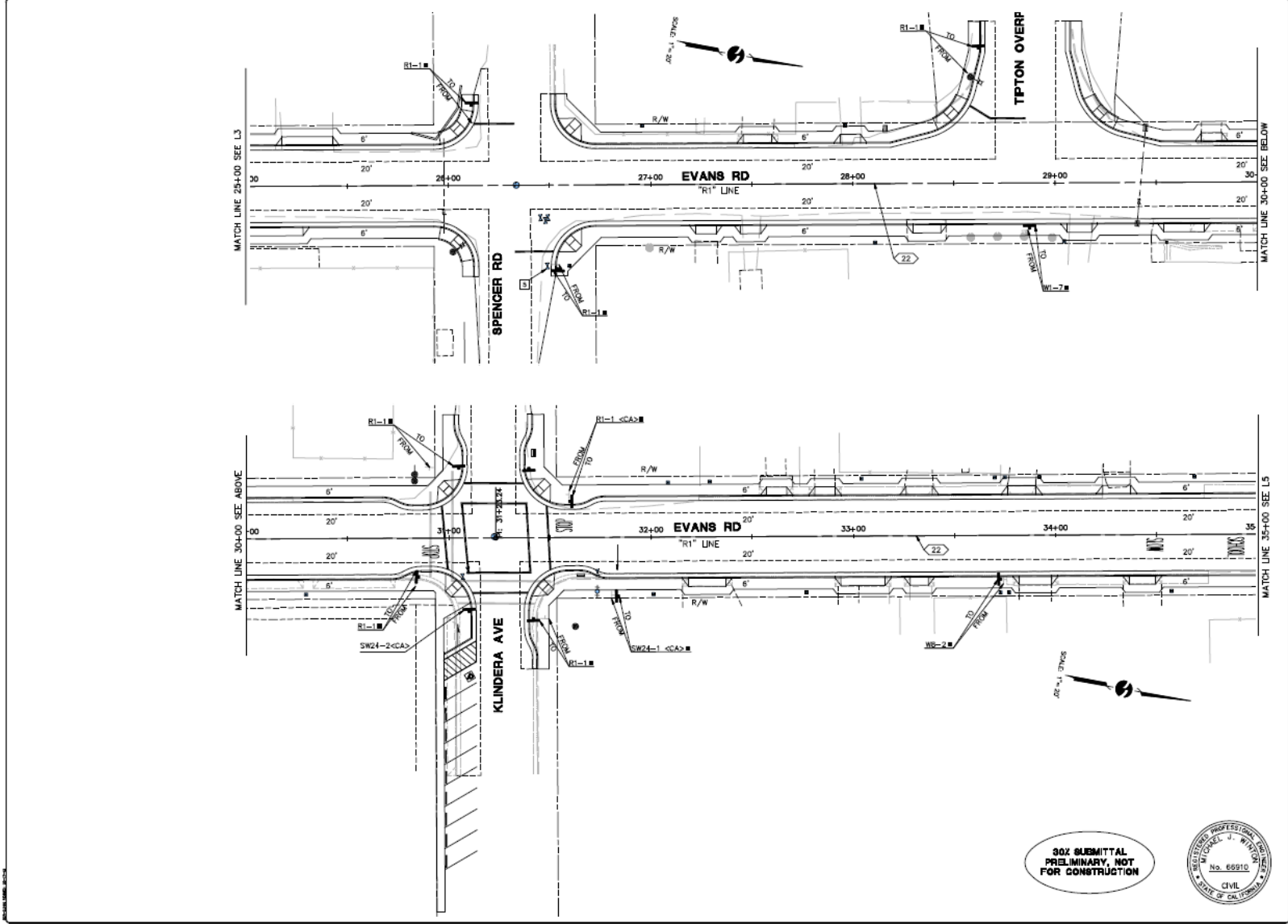


NOT SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



| <b>SIGNING AND STRIPING</b><br><b>COMPLETE STREETS IMPROVEMENTS</b><br>JAYNA AVE<br>Tipton, Tulare County |      | <b>omni</b><br>ENGINEERS PLANNERS<br>200 E. Main Ave<br>Tipton, CA 93270<br>(559) 235-3000<br>www.omni-engineers.com | <b>REVISIONS</b><br><table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table> | NO. | DATE | DESCRIPTION |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| SHEET NO.<br><b>PD3</b><br>15 OF 18   |      | SCALE: 1"=50'<br>DATE: 05-13-2015<br>DESIGNED: JFW<br>DRAWN: JFW<br>CHECKED: JFW<br>DATE: 05-20-2015                 |  |     |      |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





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- ☐ CONSTRUCTION
- ☐ RECORD

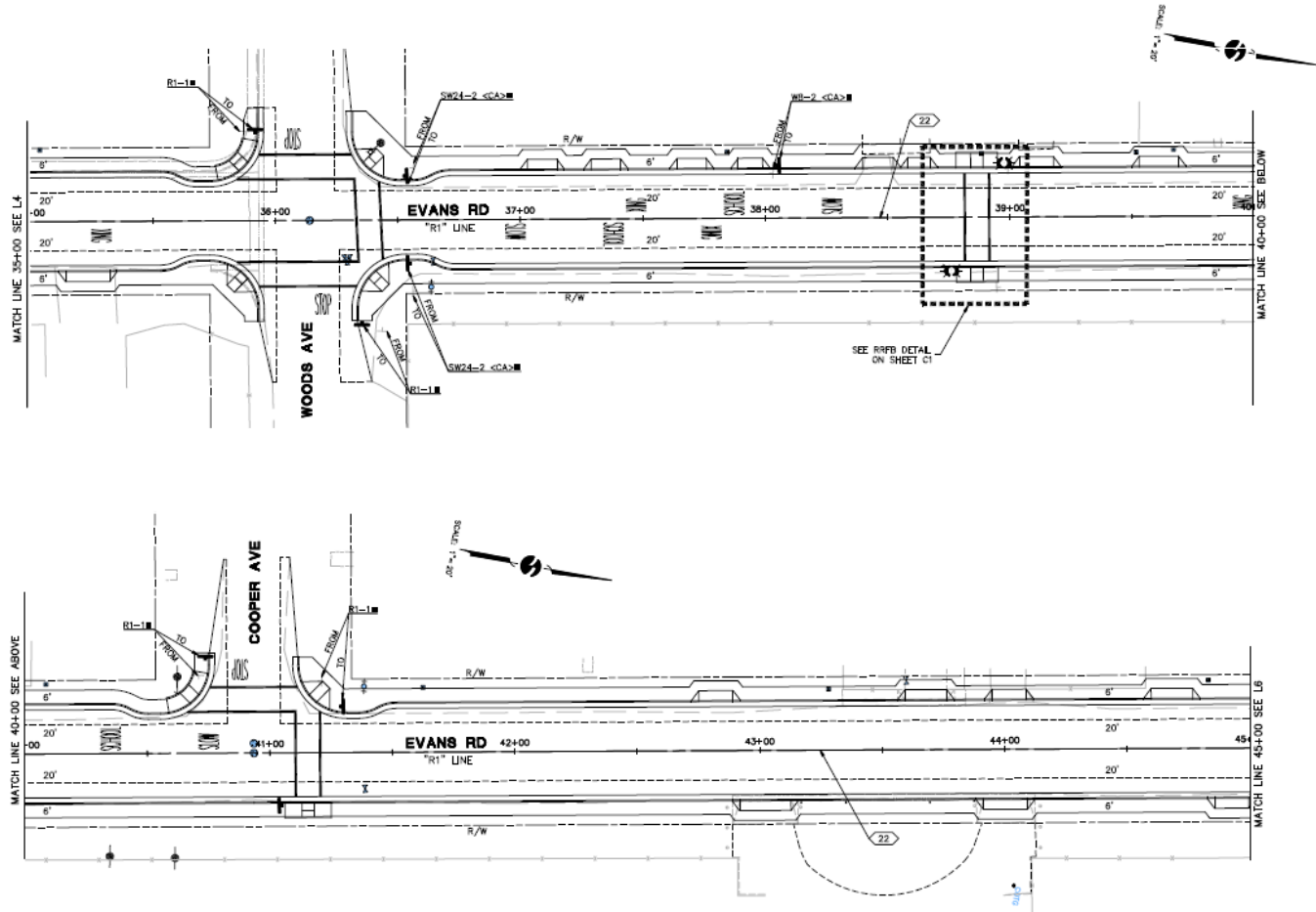


**SIGNING AND STRIPING**  
**COMPLETE STREETS IMPROVEMENTS**  
**TIPTON, TULARE COUNTY**

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| SCALE    | 1"=20'          |
| APP. NO. | 20-1230-11      |
| DESIGNED | J.P.            |
| DRAWN    | J.P.            |
| CHECK    | 2015PROJ001.DWG |
| DATE     | 12-2-2015       |

**PD4**  
**16 of 18**





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FOR CONSTRUCTION



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| DESIGNED     |      |
| CHECKED      |      |
| CONSTRUCTION |      |
| REVISION     |      |



# **SIGNING AND STRIPING** **COMPLETE STREETS IMPROVEMENTS** **TIPTON, TULARE COUNTY**

|          |                 |
|----------|-----------------|
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| DATE     | 08-10-2011      |
| DESIGNED | JEK             |
| DRAWN    | JEK             |
| CHECKED  | 2010/08/10/2011 |
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**PD6**  
**17 of 18**





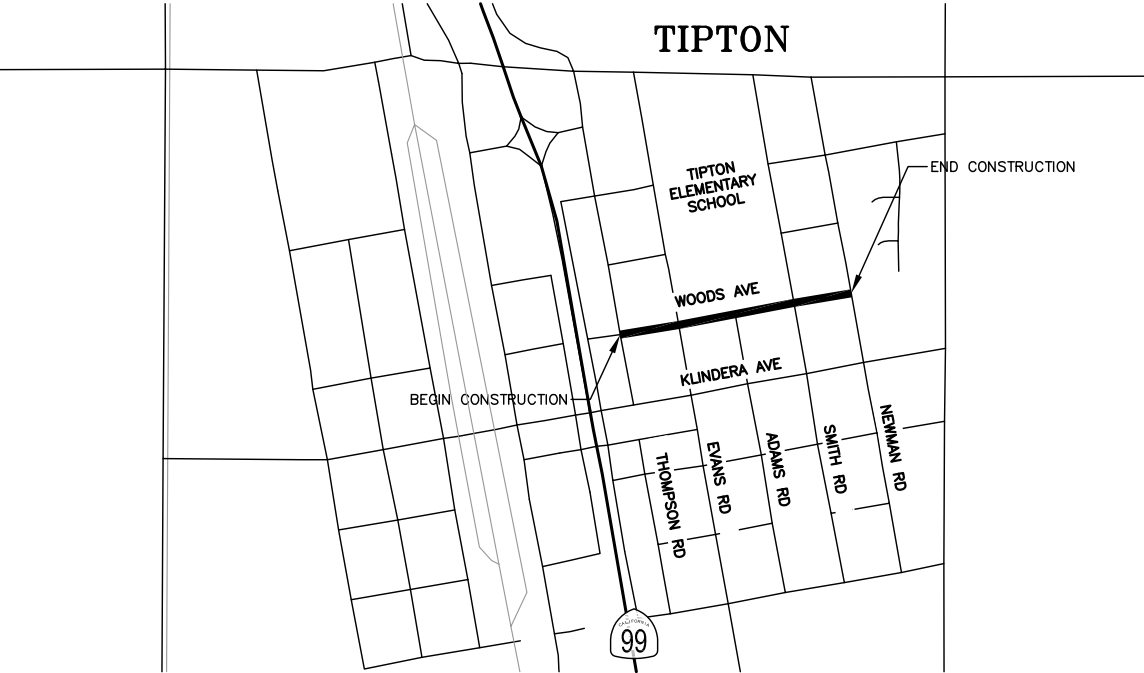
18 of 18



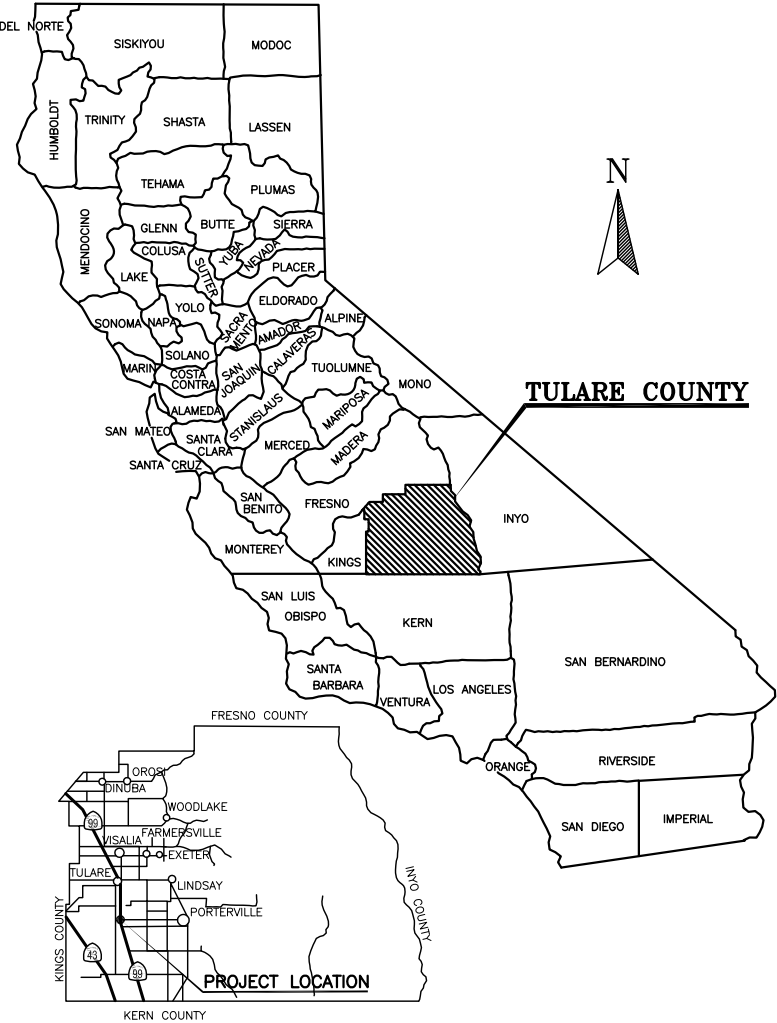
INDEX OF SHEETS

| SHEET NO. | PAGE NO. | DESCRIPTION            |
|-----------|----------|------------------------|
| T1        | 1        | TITLE SHEET            |
| X1        | 2        | TYPICAL CROSS SECTIONS |
| L1-L2     | 3-4      | LAYOUT SHEETS          |

STATE OF CALIFORNIA  
COUNTY OF TULARE  
  
PROJECT PLANS FOR CONSTRUCTION OF  
COMPLETE STREETS PHASE III  
TIPTON  
IN COUNTY OF TULARE  
WOODS AVENUE – THOMPSON ROAD TO NEWMAN ROAD



N  
**VICINITY MAP**



N  
**LOCATION MAP**



Know what's below.  
Call before you dig.

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

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FOR CONSTRUCTION

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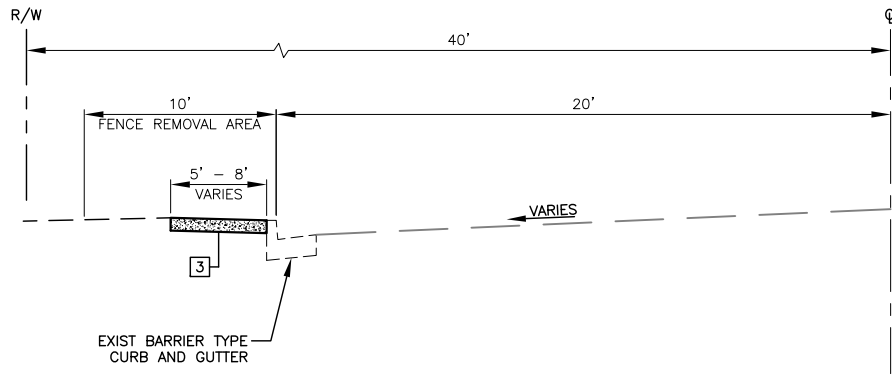


TITLE SHEET  
**COMPLETE STREETS PHASE III  
TIPTON**  
TULARE COUNTY

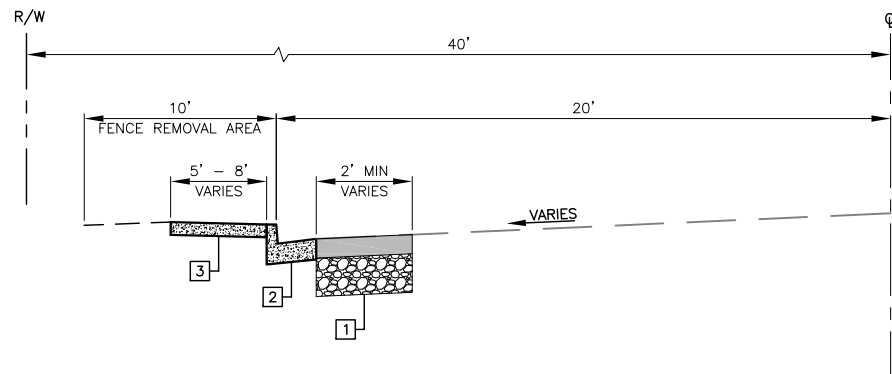
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| DRAWN     | JDF             |
| CHECKED   | PAO             |
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**T1**  
1 OF 4

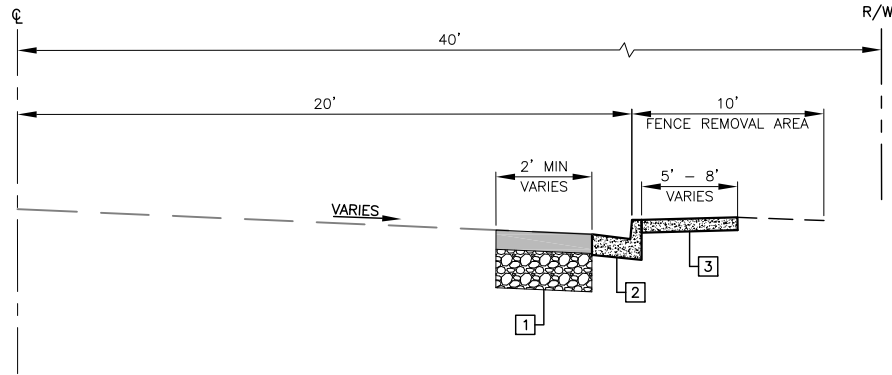




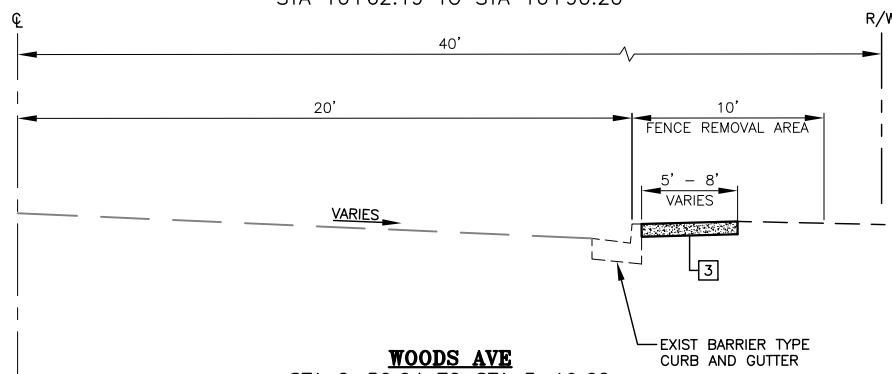
**WOODS AVE**  
STA 14+50.60 TO STA 15+06.78  
STA 15+27.78 TO STA 15+99.11  
STA 16+22.54 TO STA 16+74.41  
STA 16+91.41 TO STA 17+05.89  
STA 17+22.89 TO STA 17+70.73



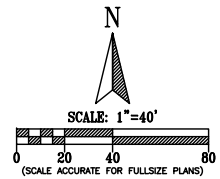
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STA 15+99.11 TO STA 16+22.54  
STA 16+74.41 TO STA 16+91.41  
STA 17+05.89 TO STA 17+22.89



**WOODS AVE**  
STA 3+19.62 TO STA 3+47.62  
STA 3+97.68 TO STA 4+19.68  
STA 4+44.26 TO STA 4+76.26  
STA 6+50.17 TO STA 9+70.47  
STA 10+50.47 TO STA 12+21.27  
STA 13+11.08 TO STA 13+32.08  
STA 15+14.52 TO STA 15+42.52  
STA 15+61.80 TO STA 15+76.80  
STA 15+96.26 TO STA 16+24.26  
STA 16+62.19 TO STA 16+90.20



**WOODS AVE**  
STA 2+50.04 TO STA 3+19.62  
STA 3+47.62 TO STA 3+97.68  
STA 4+19.68 TO STA 4+44.26  
STA 4+76.26 TO STA 5+70.17  
STA 12+21.27 TO STA 13+11.08  
STA 13+32.08 TO STA 13+70.27  
STA 14+50.38 TO STA 15+14.52  
STA 15+42.52 TO STA 15+61.80  
STA 15+76.80 TO STA 15+96.26  
STA 16+24.26 TO STA 16+62.19  
STA 16+90.20 TO STA 17+70.56



**NOTES:**

- FOR EXACT LOCATIONS OF CURB AND GUTTER, CURB, AND SIDEWALK, SEE PLAN SHEETS.
- ALL MAILBOXES, FENCES, TREES, SIGNS, STRUCTURES, OR OBSTRUCTIONS IN THE PROPOSED SIDEWALK AREA, EITHER EXISTING OR PROPOSED MUST CONFORM TO CURRENT ADA REQUIREMENTS FOR CLEARANCE AND OTHER STATUTES FOR WHEELCHAIR ACCESSIBILITY.
- ALL EXISTING STRUCTURES, OBJECTS, OR FENCES IN THE CONSTRUCTION AREA OR R/W SHALL BE RELOCATED OR REMOVED UPON CONSULTING THE RESIDENT ENGINEER (RE) OR PROPERTY OWNER. POINT OF REMOVAL OF EXISTING CONCRETE STRUCTURES SHALL BE A CLEAN CUT OR SEPARATION BY SAW-CUT AND DETERMINED BY THE RE.
- KNOWN UNDERGROUND UTILITIES ARE SHOWN AS APPROXIMATE IN LOCATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND VERIFY ALL UNDERGROUND UTILITIES IN THE CONSTRUCTION AREA BY EITHER CONTACTING USA OR THE UTILITY OWNER.
- BACK OF WALK GRADING SHALL MATCH EXISTING GROUND AT 10% MAXIMUM SLOPE WITH NATIVE MATERIAL, DG, ASPHALT, CONCRETE OR PRE-EXISTING MATERIAL SUCH THAT A SMOOTH TRANSITION IS PROVIDED. PAYMENT FOR BACK OF WALK GRADING IS INCLUDED IN THE PAYMENT FOR ROADWAY EXCAVATION.
- PAVING OR PAVE-OUT FROM PROPOSED TO EXISTING ROAD SHALL NOT EXCEED 15% FOR TRANSITION SLOPE OR PER ACCEPTANCE BY THE RE. ALL PAVING TO MATCH EXISTING SHALL HAVE A CLEAN CUT EDGE OR SAW-CUT AND SPRAYED WITH ASPHALT BINDER.

**TYPICAL STRUCTURAL SECTIONS**

- 1 20-YEAR DESIGN  
0.5' AC (TYPE B)  
1' AB (CLASS II)
- 2 BARRIER TYPE CURB AND GUTTER,
- 3 CONCRETE SIDEWALK, 4" THICK TYPICAL

**30% SUBMITTAL  
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FOR CONSTRUCTION**

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**COUNTY OF TULARE  
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**TYPICAL CROSS SECTIONS  
COMPLETE STREETS PHASE III  
TIPTON  
TULARE COUNTY**

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| SCALE     | 1"= 5'          |
| DIVISION  | DESIGN          |
| JOB NO.   | 16014-1         |
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| DRAWN     | JDF             |
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| FILE      | 16014-1X001.DWG |
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**X1**  
**2 OF 4**



CONSTRUCTION NOTES (SHEETS L1 & L2):

- 1 MINOR CONCRETE (CURB & GUTTER)
- 2 MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
- 3 MINOR CONCRETE (RAMP) CASE A
- 4 MINOR CONCRETE (RAMP) CASE C
- 5 MINOR CONCRETE (CONTINUOUS GUTTER CURB RETURN)
- 6 MINOR CONCRETE (DRIVEWAY)
- 7 MINOR CONCRETE STRUCTURES (DROP INLET)
- 8 MISCELLANEOUS AC RAMP
- 9 ADJUST UTILITY TO GRADE
- 10 RELOCATE CHAIN LINK FENCE
- 11 RELOCATE WOOD FENCE

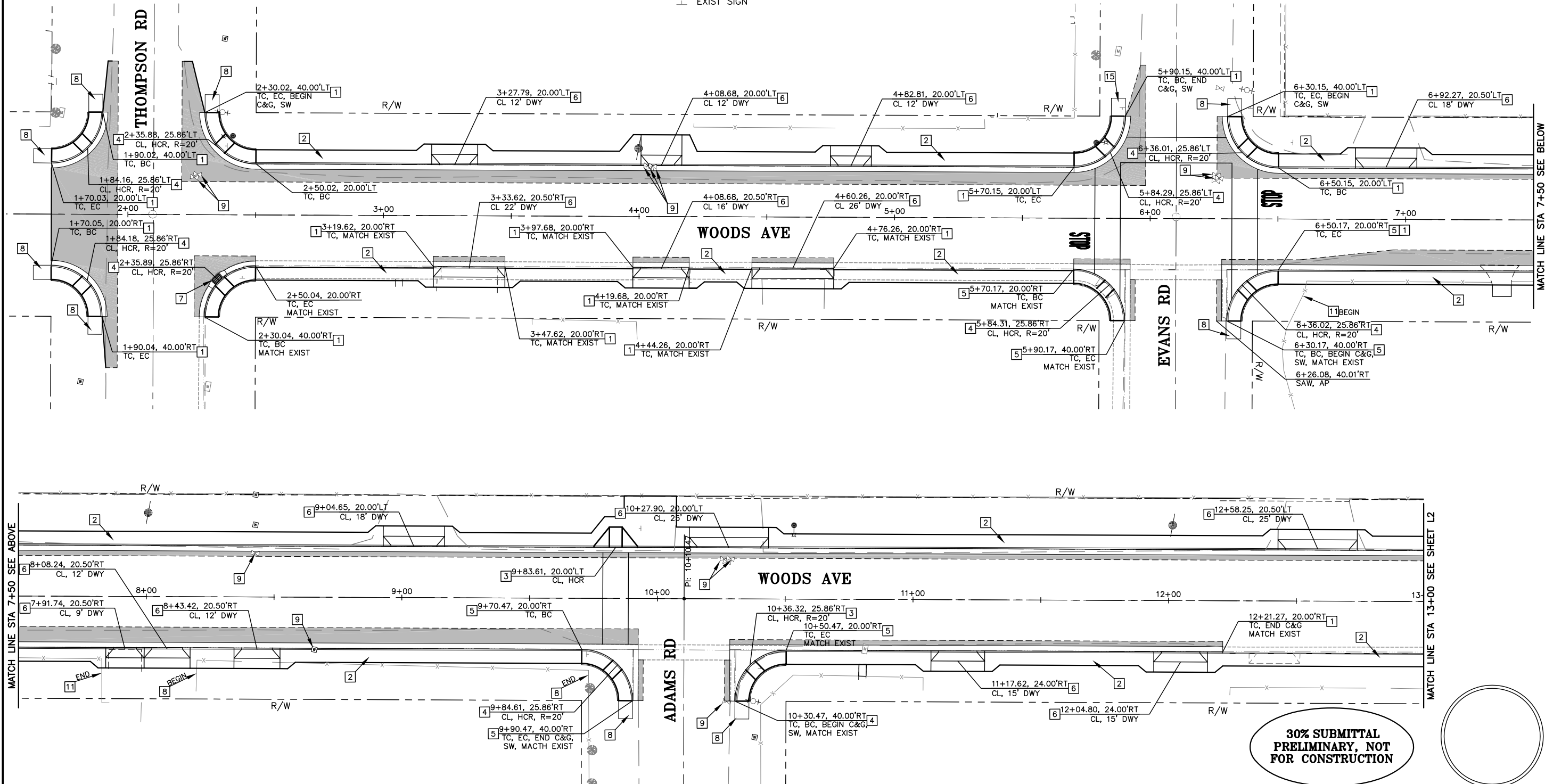
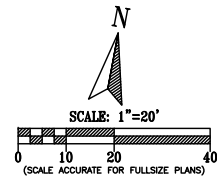
- 12 RELOCATE WROUGHT IRON FENCE
- 13 RELOCATE MAILBOX

LEGEND

- PROPOSED STRUCTURAL SECTION
- EXIST FENCE
- EXIST MANHOLE
- PROP MANHOLE
- EXIST DI
- PROP DI
- EXIST UTILITY POLE
- EXIST TREE
- EXIST FIRE HYDRANT
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST SIGN
- EXIST MAILBOX
- MONUMENT

GENERAL NOTES:

- GRIND AREAS SHOWN ARE APPROXIMATE, EXACT GRIND & REPLACE AREAS SHALL BE MARKED BY ENGINEER.
- SAWCUT BOUNDARIES ARE APPROXIMATED FOR THE CONSTRUCTION LIMITS AND SHALL BE DEFINED IN THE FIELD BY THE ENGINEER.



MATCH LINE STA 7+50 SEE BELOW

MATCH LINE STA 7+50 SEE ABOVE

MATCH LINE STA 13+00 SEE SHEET L2

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COUNTY OF TULARE  
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LAYOUT SHEETS

COMPLETE STREETS PHASE III

TIPTON

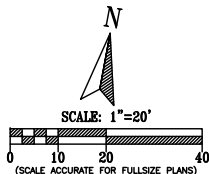
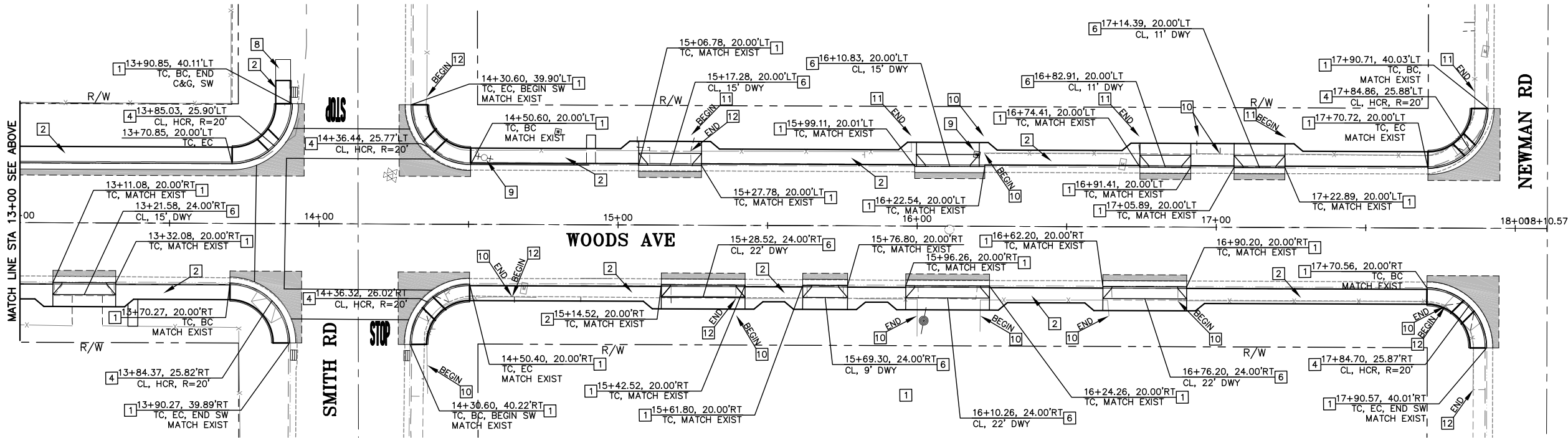
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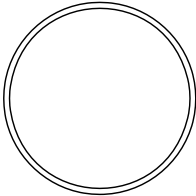
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LAYOUT SHEETS

COMPLETE STREETS PHASE III

TIPTON

TULARE COUNTY

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| SCALE     | 1"=20'          |
| DIVISION  | DESIGN          |
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| DRAWN     | JDF             |
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| DATE      | 11-15-2016      |
| SHEET No. | L2              |

4 OF 4



# *Appendix G–*

## Complete Streets Outreach

### Planning Meeting Summary

**Tipton Community Council Meeting in conjunction with the Resource Management Agency  
Complete Streets Meeting/ Community Plan Kick off Meeting  
Tipton, CA  
Monday, February 2, 2015  
Tipton Memorial Building  
577 E. Spencer Avenue  
Tipton, CA 93272**

Tipton Communities Community Outreach

Told the Community, and they were in agreement that we would go up to the Board, as quickly as possible. Eric spoke about the new stop signs that would be located on Evans and Klindera. The community would like crosswalks added.

### Complete Streets

- #1. Evans – would like speed bumps and cross walks
- #2. Wood Ave. in front of school maybe future access point
- #3. Klindera – need to check ROW to expand bike lanes, if not addressed in complete streets please address in circulation plan.
- #4. Ave. 152 – Retailer was going to locate here. Had concerns about metal guard rail.
- #5. Burnet – on West side of community and kids mostly bussed on that side but good for economic development.

*County staff in attendance: Aaron Bock, Eric Coyne*

*The meeting started at 6:30p.m. and ended at 7:45 p.m.*





**Tipton Community Council**

**Regular Agenda**

**March 16, 2014, 6:30 p.m.**

Tipton Memorial Building

577 E. Spencer Avenue, Tipton, CA 93272

- I. Call to Order
- II. Invocation
- III. Pledge of Allegiance
- IV. Roll Call
- V. Reading and Approval of the Minutes
- VI. Treasurer's Report
  - Bills
  - Income Receipts
  - Closing of the Tipton branch: **Representative from Valley Business Bank**
- VII. Introduction of Visitors in Attendance:
- VIII. Guest Speakers: **Representatives of RMA**





## **Guest Speakers**

Aaron Bock and Eric Coyne of the Resource Management Agency informed the group that the Tipton Community Plan, which had been put on hold while the General Plan was completed, should be ready by May. It will involve zoning decisions, could include changes to mixed-use. The environmental study for CEQUA is already done. There is state funding available for the "Complete Streets" plan, for which five streets have been selected: 1-Klindera Overcrossing (Tipton Overpass), 2-Evans Road from 152 to 190, 3-Burnett Road, 4-Avenue 152 from Thompson to Callison, 5-Woods from Thompson to Newman. This project would replace sidewalks, provide drainage, curb, and gutter. Speed bumps could be considered. Some fences might have to be moved. The Overpass is a major concern, but is dependent on the CalTrans calendar. After general discussion and input from Dr. Guerrero, there was consensus that Evans Road should be the first choice; Woods could be included under the "Safe Routes to School" program. Burnett and Ave. 152 are fourth and fifth place.

Mr. Bock and Mr. Coyne displayed the town map showing the urban development boundary. They will bring a list of the roads the county plans to repair; the community can give input. Photos are helpful in this process. They announced that Johnny Wong will take the request for stop signs at Adams and Spencer to the Board on February 24, and those at Klindera and Evans soon. They would like to return each month until May to continue this process.







The Tulare County Resource Management Agency will be hosting a  
**Tipton Community Plan Update and**

**Complete Streets Workshop** on

***Monday, March 16, 2015, at 5:30p.m. at the***

**Tipton School Gym**

**370 North Evans Road**

**Tipton, CA 93272**

We will be discussing updating the existing Tipton 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/ATP 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 Ingeniería** para la comunidad de Cutler-Orosi el día

***Lunes, 16 de Marzo a las***

***5:30 p.m.*** en la

**Gimnasio de la escuela de Tipton**





**370 North Evans Road**

**Tipton, CA 93272**

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







**Tipton Community Plan Update Workshop  
Tulare County Resource Management Agency**

Monday, March 23, 2015

Tipton School Gym

370 N. Evans

5:30 p.m.

1. Introduction-Who we are
2. Housing Element Update/Survey
3. Complete Streets Policy
4. Community Plan Update
5. Public Input- Questions/ Comments
6. Conclusion

Thank you for attending

