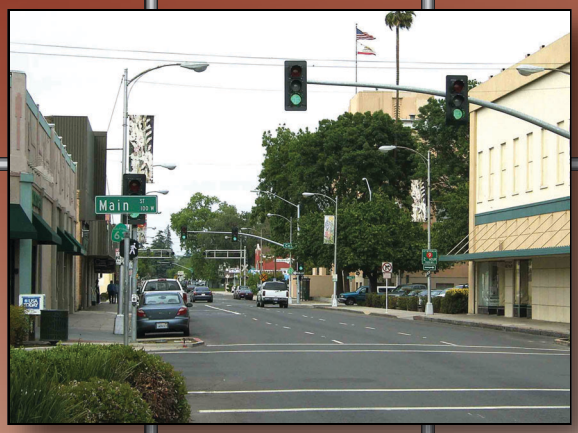
STATE ROUTE

CALIFORNIA 63

Transportation Concept Report

Office of System Planning · District 6 · July 2006



Caltrans

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STATE ROUTE

CALIFORNIA 63

Transportation Concept Report

District 6

Office of System Planning July 2006

Approval Recommended:

7-28-06

Marc S. Birnbaum
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Planning and Local Programs

Date

7/28/06

D. Alan McCuen
Acting District Director

Date

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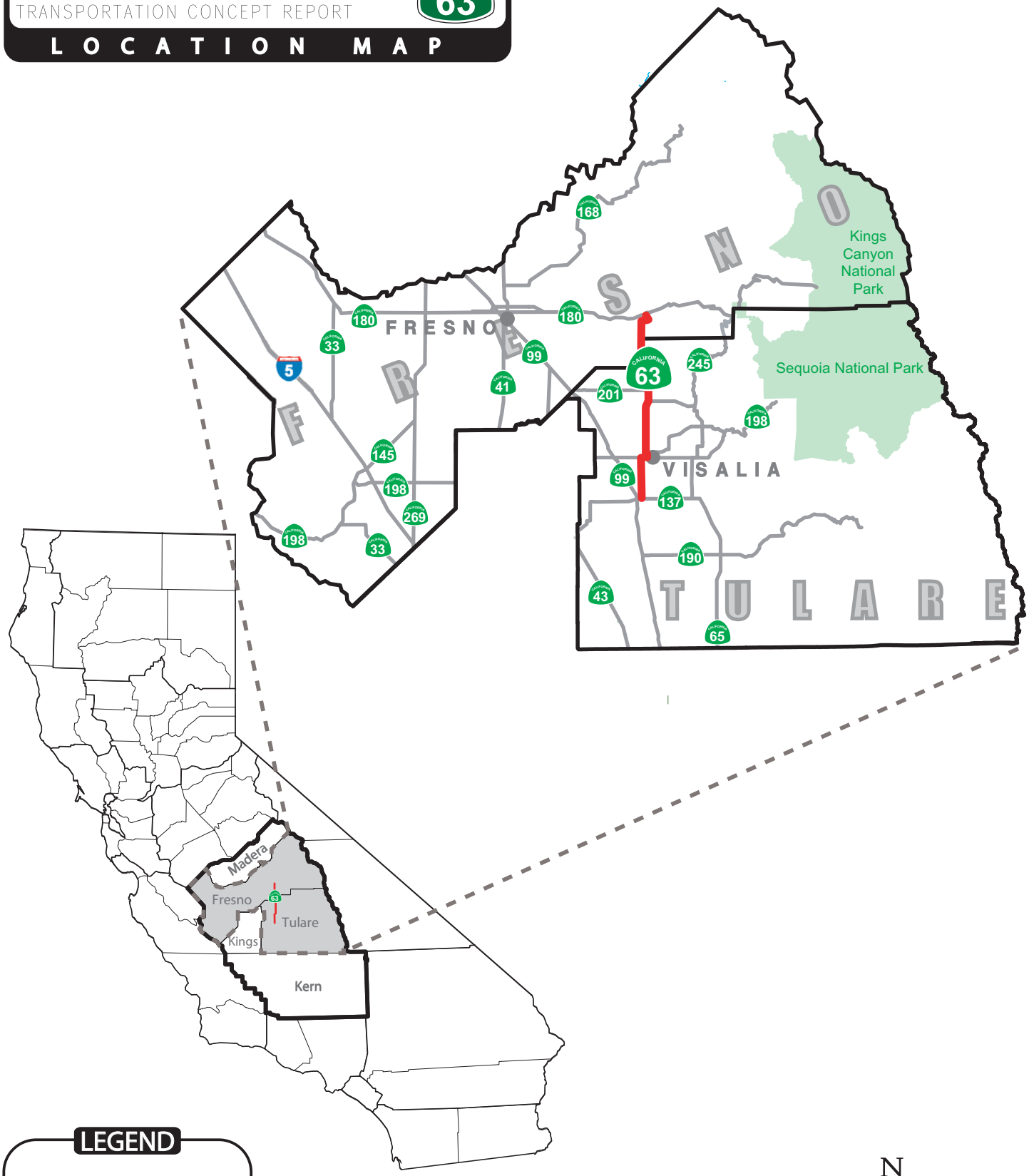
STATE ROUTE 63

TRANSPORTATION CONCEPT REPORT

LOCATION MAP



LEGEND

Counties within District 6 which SR 63 traverses

Caltrans District 6 Boundary

Caltrans

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Not To Scale

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Transportation Concept Report
State Route 63
July 2006

I. Introduction

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2030. It provides the route, traffic data, and operating characteristics for the current (2005) and future years (2015 and 2030) for Caltrans District 6 State highway corridors. Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS, which are generally capacity enhancing improvements such as lane additions.

Caltrans endeavors to maintain a target LOS at the transition between LOS of C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

For the purpose of this document, capacity-enhancing improvements such as lane additions are the primary focus for LOS attainment. Operational improvements, such as intersection modifications and passing or weaving lanes, are discussed as interim measures. This TCR also identifies mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. The UTC does not consider funding as a constraint. The System Planning unit should be consulted for the interim right-of-way prior to ultimate construction at a specific location along the corridor. This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a "living document," subject to amendments as condition change and projects are completed. Caltrans District 6 System planning staff will update the TCR on a three-to-five year cycle or as needed. This TCR for Route 63 was prepared and completed by the Caltrans District 6 System Planning unit in cooperation with local and regional agencies and other Caltrans functional units.

Caltrans District 6 is comprised of the Counties of Fresno, Kern, Kings, Madera, and Tulare. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. Route Description and Purpose

Begins: At Route 137 in the City of Tulare
Ends: At Route 180 in the vicinity of Squaw Valley in Fresno County
Length: 38-mile highway

This report covers the entire 38 miles of the route, which shows a break at Route 198 in Tulare County. Thirty miles of the route traverse the cities of Tulare, Visalia, Cutler, and Orosi - all in Tulare County. The eight remaining miles of the route are in Fresno County and traverses the city of Orange Cove. The route serves as a north/south boundary for

the Counties of Fresno on the west and Tulare on the east. In Tulare and Visalia (south of Route 198), the route is known as Mooney Boulevard. In Cutler and Orosi, the route is known as Road 128.

Land Use: Currently, the route is two-thirds rural and one-third urban. This ratio may change by 2030 as certain segments of the route are rapidly becoming urbanized. Land use activities along Route 63 (Mooney Boulevard) in Visalia are comprised of agriculture, retail, office, and residential. Agricultural uses are predominant between Route 137 and Visalia Parkway mixed with some industrial, commercial, and residential uses. Mooney Grove Park is located east of the highway just south of Avenue 272. Concentrations of retail and office activities are found between Visalia Parkway and Route 198. The Sequoia Shopping Center, the Visalia Mall, and the College of the Sequoias (COS) are found on Route 63, south of Route 198. The COS Fall 2004 student population was 10,435. The COS projected student population for Fall 2025 is 16,696.

The highway traverses the Central Business District of Visalia (between Route 198 and Houston Avenue) on two one-way couplets. These one-way couplets are lined with residential, office, commercial, and medical facilities. Agriculture, retail, and residential uses are visible as one travels northward past Houston Avenue and through Cutler and Orosi (Road 128).

Terrain: The 30-mile stretch of Route 63 in Tulare County is on flat terrain. The eight-mile stretch of the highway in Fresno County is on rolling terrain.

A. Modal Alternatives

Amtrak: Passenger rail services are not currently provided along Route 63. Tracks of the San Joaquin Valley Railroad crosses Route 63 at PM 16.92. These tracks originate in Bakersfield and run through the cities of Porterville, Lindsay, Exeter, Reedley, and Ivanhoe and terminate in Fresno. Amtrak, via its San Joaquin Route, runs six passenger trains on a daily basis with connections in Bakersfield, Wasco, Corcoran, Hanford, and Fresno. However, none of these cities are traversed by Route 63.

Light Rail: Currently TCAG is sponsoring a study to evaluate the operation of a light rail system between the city of Tulare and Visalia within or along the Route 63 alignment.

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler along various portions of Route 63. Tulare Transit Express provides transit services to the southern end of Route 63. In and around Visalia, the Visalia City Coach and the Tulare County Transit provide transit services. In the northern segments of Route 63, transit service is provided by the Tulare County Transit system. Within Fresno County, the Fresno County Rural Transit Agency's (FCRTA) Orange Cove Transit serves Orange Cove. Transit services to Orange Cove are provided via Fresno and Reedley. No portion of Route 63 is utilized with these services. Additional common carriers in Kern and Fresno County include Greyhound Bus Lines and the Orange Belt Stage Lines. Neither of these buses operates on Route 63.

*Please refer to the "Transit Services" section of the Appendix for more detailed information on transit services available on or along Route 63***.**

Bicycle Routes/Facilities: Route 63 is open to bicycle travel from its beginning at Route 137 in the city of Tulare to its terminus at Route 180 in Fresno County. The shoulder width of this two and four lane highway ranges from minimal in most rural portions of the highway, to 6'-8' in the Visalia and Cutler/Orosi area. The southern portion of the route has flat terrain (Tulare PM 0.00 to PM R27.13). The route is slightly hilly from Tulare PM R27.13 to Fresno PM 2.50 and rolling from Fresno PM 2.50 to its terminus at SR 180 (Fresno PM 8.40).

The majority of the route is listed as a proposed Class II or III Bikeway in the Tulare County Association of Government's (TCAG) 2002 Countywide Bicycle Transportation Plan. Similarly, the 2000 Fresno County General Circulation Element lists this route as a proposed bikeway from the Tulare County Line (near Orange Cove) to the routes terminus at Route 180.

Please refer to the "Bicycle Routes/Facilities" section of the Appendix for more detailed information on bicycle facilities on or along Route 63.

Pedestrian Access/Facilities: Pedestrian and American with Disabilities Act (ADA) concerns on Route 63 are found at the following locations: near the route's beginning (Tulare PM 0.00 to PM 0.50); in and near Visalia (from approximately Tulare PM 5.50 to PM 10.10); and within the communities of Cutler and Orosi (from approximately Tulare PM 21.90 to PM R24.33). In each case there are large concentrations of residential and retail properties adjacent to Route 63 right-of-way. The remainder of the land uses along this route is rural with few if any pedestrian or ADA concerns to be addressed unless major projects are constructed within these segments.

Please refer to the "Pedestrian Access Facilities" section of the Appendix for more detailed information on pedestrian and ADA access on or along Route 63.

B. Intelligent Transportation Systems (ITS)

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. However, there are no Intelligent Transportation System (ITS) applications currently on Route 63. However, the proposal is to deploy a weather station and three changeable message signs by 2011 (see the ITS chart in the Appendix). Additionally, the 511 system is a new three-digit phone number program to access travel information that is being implemented throughout various areas of the country. Caltrans Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Deployment Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. Communication lines will be enhanced by the fiber optic network planned along the SR 99 corridor. Information is located in the ITS chart in the Appendix.

When fully implemented, 511 would be an easy to remember telephone number that can be accessed by travelers before and during their trip to obtain information about State highways, local roads, local transit, and State and local trains. At this time, the 511 system is not available in the Central Valley. Deployment of ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather, such as, blowing dust, fog, highway construction, and/or closings.

C. State Route 63 Highway Facts

- Route 63 was formerly known as Route 132 and was added to the State Highway System in 1933. It later became a part of the California Freeway and Expressway System in 1959.

- Route 63 is designated as a State Terminal Access Route for trucks allowed under the Surface Transportation Assistance Act of 1982 (STAA). The proportion of trucks in the average daily traffic is between 3% and 8% south of Ferguson Avenue and between 8% and 24% north of Ferguson Avenue. Between Route 137 and Route 198, the current average daily traffic (AADT) ranges from 16,800 to 34,500. From Route 198 to Avenue 422, the current AADT ranges from 7,200 to 14,700 vehicles. From Avenue 422 in Tulare County to Route 180 in Fresno County, the current AADT range is between 2,100 and 2,500 vehicles.

- Eight of the 13 segments of Route 63 are functionally classified as Principal Arterial. The other five segments are functionally classified as Minor Arterial. The route typically serves intra-regional commuter traffic and provides access to the Kings Canyon and Sequoia National Parks via Routes 198 and 180.

D. Specific Environmental Considerations

In Tulare County, the highway passes through the communities of Cutler and Orosi, both of which have substantial minority, low-income populations. The major environmental issues center on socioeconomic/ROW acquisition and environmental justice.

The majority of the highway in Fresno County, north of Orange Cove, is in hilly terrain. The major environmental issues along this portion of the route are associated with archaelogical and biological resources. These sites are monitored by Caltrans Environmental staff and Native American consultants, and are subject to consideration under State and Federal laws relating to cultural resources management.

III. Segment Map

On the following page is an 11x17" foldout TCR Segment Map for Route 63. This map shows that 12 segments of Route 63 are in Tulare County and one segment is in Fresno County, for a combined total of 13 segments.

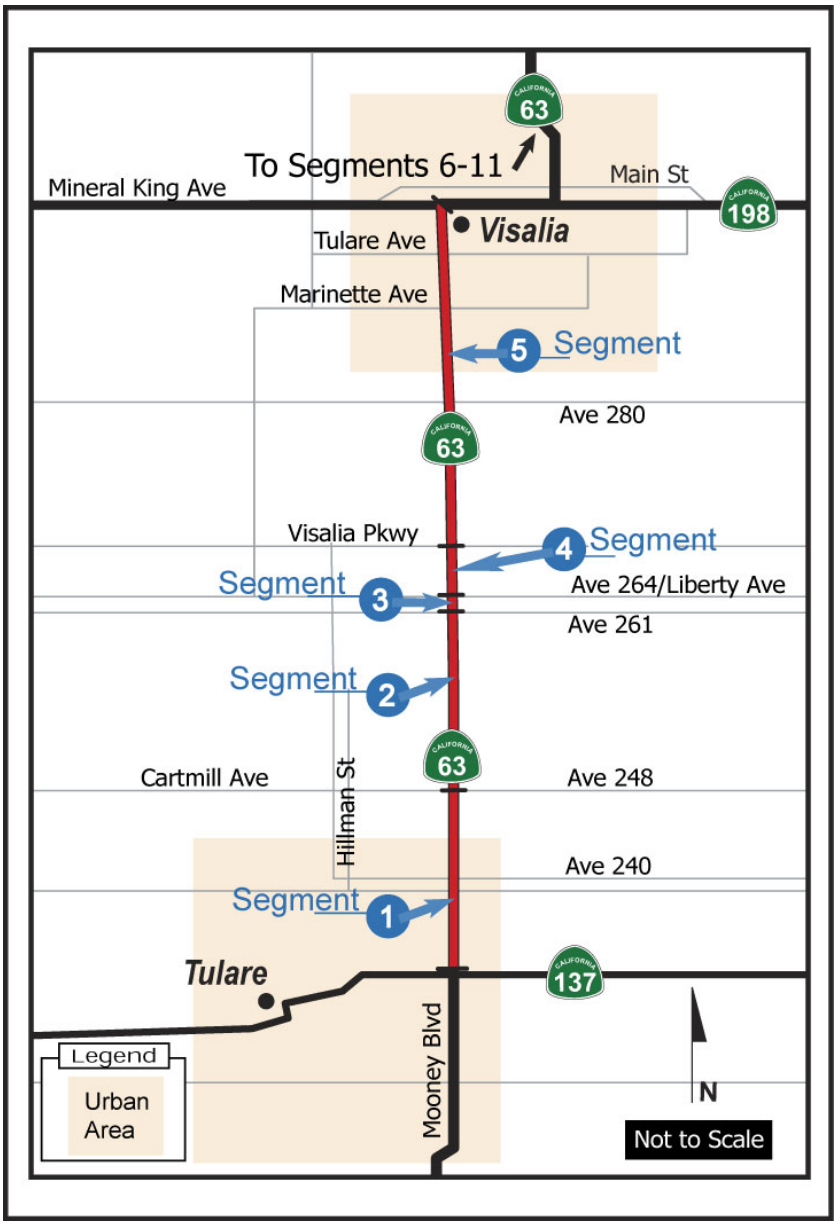
The Map shows a short break in the highway on Route 198. This portion of Route 198 acts only as a connector to Route 63. In Section IV, following the segment map, is an overview of Route 63 geometric (including segment detail maps), and land use considerations. The overview is split into several segment groups. See the attached four-page Summary Chart at the end of Section VII for more information on Route 63 in table form.

See the Segment Map on the following page.

IV. Geometric, Land Use, and Environmental Considerations

Segments 1-5: Route 137 to West Junction Route 63/198 Separation

Land Use: Agriculture, retail, residential, parks, entertainment, educational, religious, and governmental uses are interspersed throughout this eight-mile stretch of Route 63 (Mooney Boulevard) between Route 137 and Route 198.



Facility: Segments 1 –5 are currently a four-lane conventional highway within an urban six-lane ROW corridor. The concept facility for Segments 1 - 5 is a six-lane conventional highway.

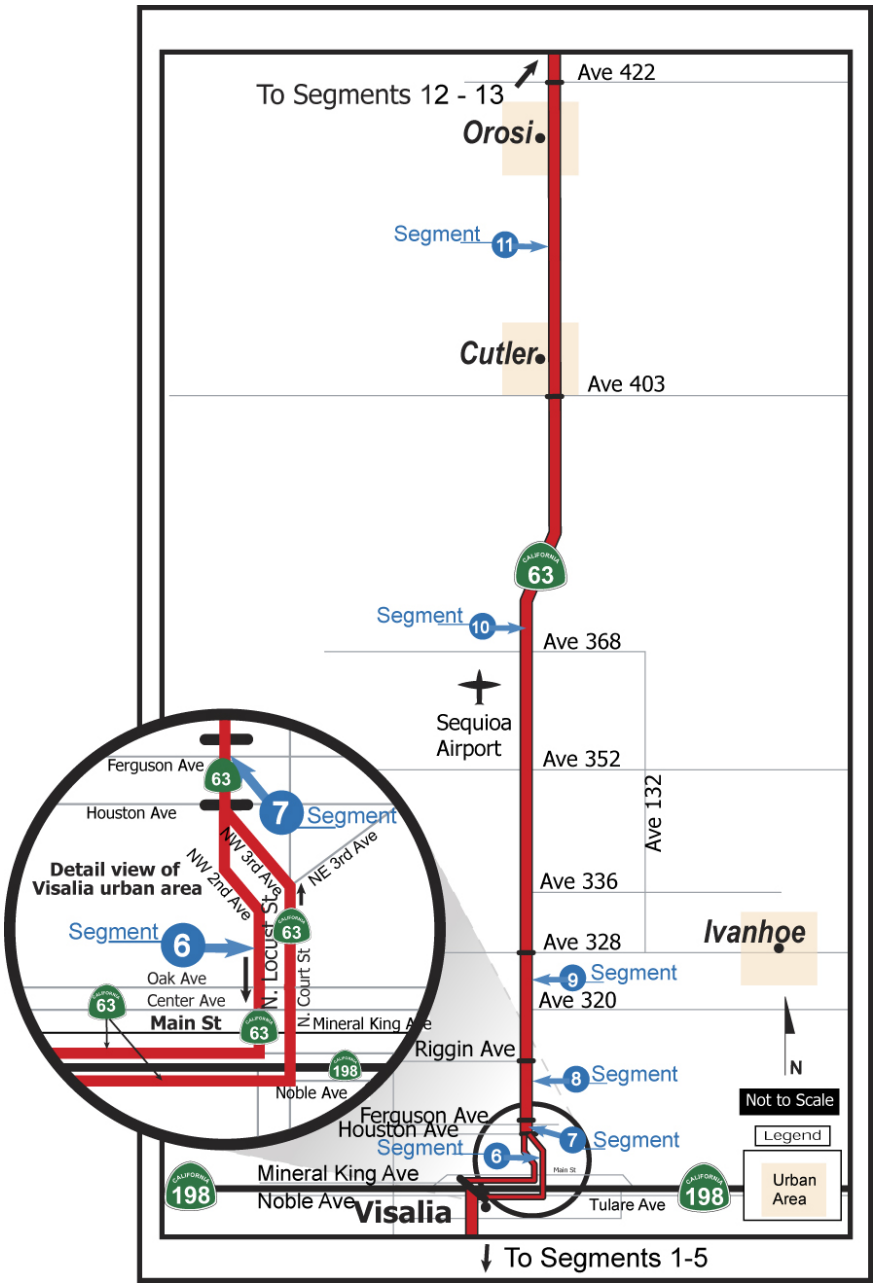
Sidewalks should have a landscaped buffer which will be widened. Between Route 137 and Prosperity Avenue, signals should be planned for quarter-mile intervals and for half-mile intervals north of Prosperity Avenue. There should be a signal at PM 0.25 where a street is being proposed at Seminole Avenue (PM 0.50), at Cross Avenue (PM 0.75), at Corvina Avenue (PM 1.51), at Avenue 252 (PM 2.51), at Avenue 256 (PM 3.01), and Avenue 261 (PM 3.66).

The area between Avenue 248 and Avenue 261 (PM 2.00 to 3.60) is quickly becoming urbanized. There should also be an expanded intersection with dual left-turn lanes at the junction of Route 63 (Mooney Boulevard) and Route 137 (PM 0.00). Avenue 264 is the northern sphere of influence for the City of Tulare.

Mooney Grove Park exists east of the highway between Avenue 268 (PM 4.51) and Avenue 272 (PM 5.01). For future highway improvements, this segment should be preserved to allow for widening on the west side of the corridor. Avenue 272 is proposed for a future signal location.

Route 198/Noble Avenue/Mineral King Avenue:

There is a short break in the route at Route 198. The portion on Route 198 that connects the southbound and northbound Route 63 is signed as Route 198 and Route 63. However, it serves only as an alternate east west link for Route 63. From south to north, Route 63 continues eastward from Route 198 as Noble Avenue to its northbound alignment (see Segment Map in Section VII for details). From north to south, Route 63 continues westward from Route 198 as Mineral King Avenue to its southbound alignment.



Segments 6-11: Route 198 to Avenue 422

Land Use: The land use through downtown Visalia is predominately office, retail, and medical facilities. Past Houston Avenue, the land use consists mostly of agriculture, retail, and residential.

Facility: Segment 6 begins at the Route 198 separation and ends at Houston Avenue (PM 8.00 to R9.10). It is comprised of two, one-way couplets through downtown Visalia. This segment of highway is three lanes in the northbound direction between Route 198 and Center Street (PM 8.26) and three lanes in the southbound direction from Route 198 to Oak Avenue (PM 8.33). If needed, additional lanes may be added by eliminating street parking and implementing some widening projects in selected sections of the segment.

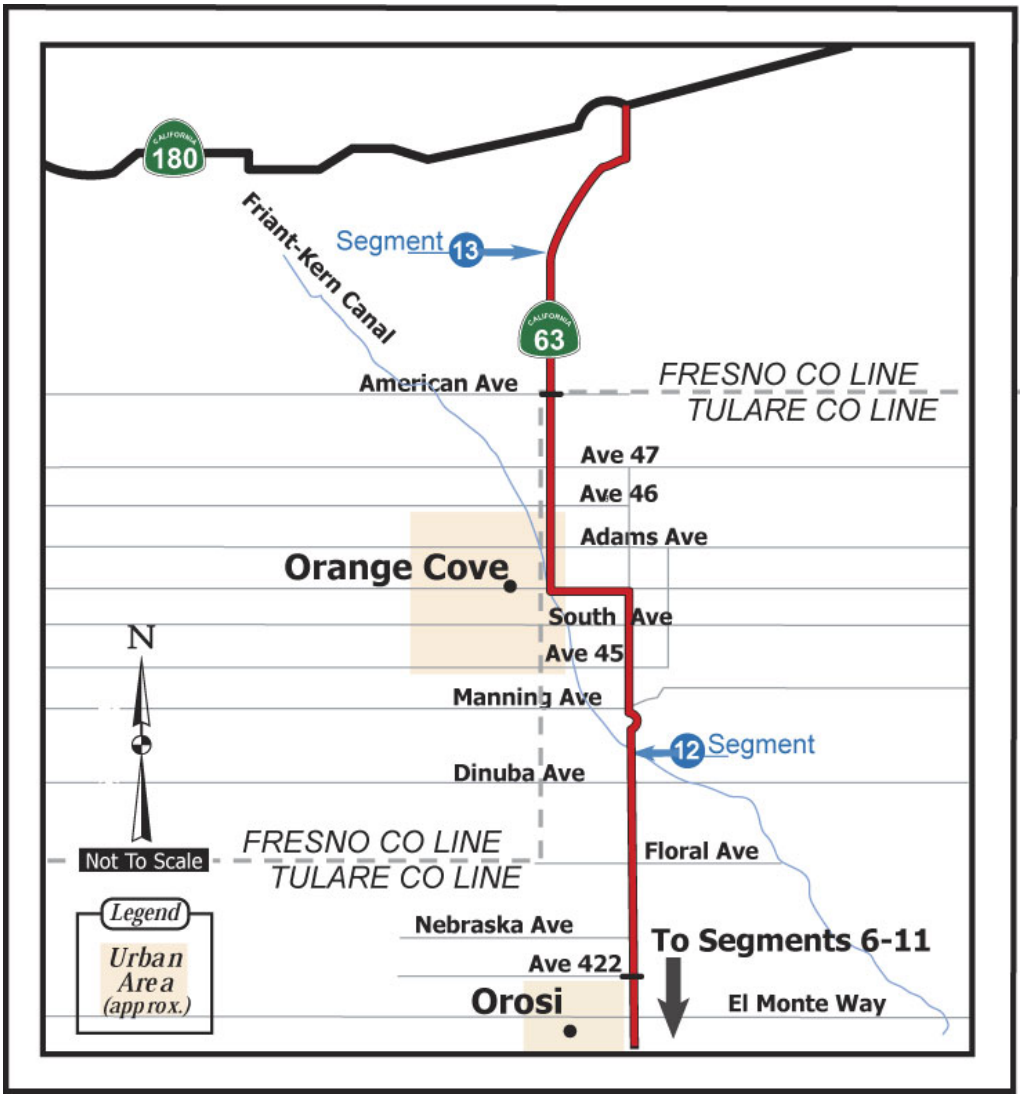
Segments 7 - 10 begin at Houston Avenue and end at slightly north of Avenue 403. Segment 7 is a four-lane conventional highway with a two-way left-turn lane. Segments 8 - 10 are comprised of two-lane conventional highways. The proposal is to widen Segments 7 and 8 from the current constrained ROW of 80' and 84' to a six-lane conventional highway within an ultimate 110' ROW corridor. While the proposal for Segment 9 is an urban six-lane conventional highway within an ultimate ROW corridor to be determined, the proposal for Segment 10 is a rural, undivided four-lane conventional highway within an ultimate 110' ROW corridor. Visalia and Cutler are the southern and northern limits of Segment 10 respectively.

Segment 11 is from Avenue 403 to Avenue 422 (PM 21.90 to R24.30). It is currently a constrained urban four-lane conventional highway within 80' right-of-way through the communities of Cutler and Orosi. Additional right-of-way should be required of new developments to accommodate an ultimate 110' right-of-way corridor.

Segments 12 - 13: Avenue 422 in Tulare County to Route 180 in Fresno County

Land Use: The land use is agriculture and residential through Cutler and Orosi, and agriculture and open range land through to Route 180 in Fresno County.

Facility: Segment 12 begins at Avenue 422 and ends at the Fresno/Tulare County line. It is a two-lane conventional highway, but should be planned for a four-lane conventional highway within a 110' ultimate ROW corridor. Segment 13 is from Fresno/Tulare County line to Route 180. This two-lane conventional highway segment is entirely in Fresno County. This segment should be planned as a four-lane conventional highway within a 110' ultimate right-of-way corridor.



V. Concept Rationale

Concept Level of Service

Route Concept LOS D was assigned to all segments on Route 63 because the route is functionally classified as Principal Arterial and Minor Arterial. Four of its 13 segments are located in an urban area. Route 63 is a commuter route. The route provides access to the main commercial strip and government centers in Visalia. Route 63 is signalized throughout Visalia. The signals contribute to the urban character and the Route's travel impacts.

Concept Facility/Ultimate Transportation Corridor (UTC)

The concept facility is to develop Route 63 to two-lane [2C(I)] conventional highway with improvements, four-lane (4C) conventional highway, and six-lane (6C) conventional highway where appropriate.

- ***Six-lane conventional highway*** is the concept facility for Segments 1 – 6.
- ***Four-lane conventional highway*** is the concept facility for Segments 7 – 11.
- ***Two-lane conventional highway with improvements*** is the concept facility for Segments 12 - 13. The improvements could be turning lanes, signals, passing lanes, or operational improvements.

No projects are recommended for five of the six segments (Segments 4, and 7 - 10) projected to be deficient by 2030. Therefore, these segments will not perform at the Concept LOS D proposed for 2030. Although Segment 5 will be improved from a four-lane to a six-lane conventional highway, it will perform below the Concept LOS D through 2030. That is because this segment is in a built-out section of Visalia.

The Ultimate Transportation Corridor for Segments 1 - 9 is a ***six-lane*** conventional highway. The UTC for Segments 9 to 13 is a ***four-lane*** conventional highway.

VI. Route 63 Performance: Current and Future

The first five segments of Route 63 are a four -lane divided conventional highway. They start at Route 137 and end at Noble Avenue (Route 198 ramps). Segments 1 - 3, from Route 137 to Avenue 264, will continue to perform above the Concept LOS D through 2030. Segment 4, from Avenue 264 to Visalia Parkway, will fall below the Concept LOS D by 2030. As development occurs between Route 137 and Visalia Parkway, the objective is to acquire the right-or-way by dedication in a coordinated manner for a six-lane highway from the cities of Tulare and Visalia, and Tulare County.Segment 5, from Visalia Parkway to Route 198, will continue to perform below the Concept LOS D through 2030, even with the proposed four-lane to six-lane conventional highway capacity improvement project. The widening project will begin and end in the 2008/2009 fiscal year. The current estimate for construction is $13,428,000 and for ROW is $5,423,000. The City of Visalia will begin its intersection widening projects on Mooney Boulevard in the summer of 2006.

Build out conditions has lead to severe operational problems on Route 63 within the City of Visalia. Caltrans recommends after the Route 63 4C to 6C project between Route 198 and Caldwell Avenue is completed that the City of Visalia, County and the City of Tulare review and consider options to relinquish the disconnected SR 63 alignment. One option is to relocate SR 63 on the Road 148 alignment from Avenue 328 to SR 137. Road 148 is the midpoint between the SR 198/ Lovers Lane and SR 198/ Road 156 interchanges and is the east leg of the Cities belt-way. Right-of-way should be preserved for a six lane urban conventional highway with expanded intersections per the SD-5 standard

Segment 6 is from Route 198 to Houston Avenue. The route continues north from Route 198 as part of a two-way couplet on a six-lane conventional highway. This segment of highway will continue to perform above the Concept LOS D through 2030. Construction of an asphalt concrete overlay project was completed in the early part of 2005.

Segment 7 - 8, from Houston Avenue to just north of Ferguson Avenue, is a four-lane conventional highway which will be deficient by 2030. No project is being recommended to address this deficiency.

Segments 9 - 10 are between Riggin Avenue and Avenue 403. This two-lane section will be deficient by 2030. No project is being recommended to address this deficiency, but right-of-way is being dedicated by the City of Visalia to accommodate a four-lane highway.

Segment 11, from Avenue 403 to Avenue 422, is four-lanes in Orosi and will continue to perform above the Concept LOS D through 2030. There are no programmed projects for this highway segment except for a beautification and planned safety project.

Segments 12 - 13 begin at Avenue 422 and continue north to the junction of Route 180 in Fresno County as a two-lane conventional highway. This two-lane section will continue to perform above the Concept LOS D through 2030.

Cutler-Orosi Community Outreach Outcome: In Fall 2001, Walkable Communities, Inc., organized a series of workshops over a five-day period with residents of Cutler and Orosi, along with Caltrans and Tulare County planners and engineers. The goal of these meetings was to find out what the residents' saw as the most important issues relating to how their "main street", which is SR 63, could be better integrated in their joint communities. As a result of these workshops, a vision plan for the joint communities was created. The goal was to establish a conceptual plan for land use and transportation improvements along the Route 63 corridor and the main intersecting streets. For a listing of planned projects resulting from this five-day gatherings or "charrette" see the Cutler-Orosi Route 63 Planned Projects Map following Section VIII, Planned and Programmed Projects.

VII. State Route 63 Transportation Concept Report – Summary Chart

The four-page Summary Chart on the following pages indicates that Route 63 is divided into 13 segments with a short break at SR 198 in Tulare County. Descriptive and technical information for the current and forecast years are provided for this State highway. The chart also has a linear geographic diagram that illustrates the major State and local highway facilities, key natural features, City/County boundaries, and the current highway geometric (conventional highway). A "Chart Explanation" column on the left-hand side of the page defines what is shown on the Chart. The Summary Chart also delineates the functional classification, various highway designations, and General Plan information.

See the following four-page Summary Chart for further information.

VIII. Planned and Programmed Improvements to State Route 63

See the following page for the Cutler-Orosi SR 63 Planned Projects Map and information.

The following table shows both the planned and programmed projects for Route 63 through 2030. The planned projects include *candidate* projects for the STIP, as well as ITSP and RTP projects. The programmed projects include *actual* projects in the STIP that are partially or fully funded. Both the planned and programmed projects are capacity increasing only.

The table shows:

1. The specific segment.

2. Route 63 Planned Projects-the listing document (RTP, STIP Candidate), description of the project, and projected completion dates.

3. Route 63 programmed projects-the listing document (STIP), description of the project, and projected beginning and completed construction dates.

Project scope and technical data are for general information purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.		
Segment PM From/To	**SR 63 Planned Projects**	**SR 63 Programmed Projects**
5 TULARE PM 5.50/8.00 VISALIA PARKWAY to WEST JCT 63/198 SEPARATION.	**2004 RTP:** Mooney Blvd – six-lane: PM 5.8/8.0. Widen from four-lane *to six-lane Conventional highway and improve channelization (2006/07)*	**1998 STIP:** Mooney Blvd – six-lane: PM 5.8/8.0. four-lane *to six-lane Conventional highway and improve channelization.* *Begin Construction: 2008/2009* *Complete Construction: 2009/2010*

See the attached Appendix for References (includes MPO/Air Quality District contact information and reference used in the TCR, transit services and traffic accident information), Glossary of terms used throughout the TCR, Intelligent Transportation Systems (ITS) information (by segment), Transit Services by county in Caltrans District 6 (by segment), and Bicycle Facilities.

Pages

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ITS ..... A-10 - A-13

Transit Services ..... A-14 - A-17

Bicycle Facilities ..... A-15 - A -16

Pedestrian Facilities ..... A-16 - A 17

New Standard Plan for a 6-lane Conventional Highway (Urban Constrained) A-18

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SR 63
References
May 2006

Local Jurisdictions – MPOs:

Tulare County Association of Governments (TCAG)
Resource Management Agency
5961 South Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Council of Fresno County Governments (COFCG)
2100 Tulare Street, Suite 619
Fresno, CA 93721
(559) 233-4148

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 East Gettysburg Avenue
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:
Severe non-attainment for ozone and serious for PM^{10} (Contact the Air District for more information).

Transit Services:

Tulare County Transit
5961 S Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Visalia City Coach
425 East Oak Street
Visalia, CA 93291
(559) 713-4100

Tulare Transit Express (City of Tulare)
360 North "K" Street
Tulare, CA 93274
(559) 685-2322

Fresno County Rural Transit Agency (FCRTA)
2100 Tulare Street, Suite 619
Fresno, CA 93721
(559) 233-6789

Sources of Information - Caltrans:

Traffic Congestion Relief Program, 2000

State Transportation Improvement Program (STIP), 1998

Interregional Improvement Track-Interregional Road System Plan (ITSP), 1998, 2000

Caltrans District 6 Bicycle Inventory, 2003 Office of System Planning (559) 444-2500

Chief of Traffic Management (Traffic/Accident Data) (559) 488-4163

Sources of Information - By County:

Tulare County:
Tulare County Regional Transportation Plan (RTP), 2004/05, TCAG Tulare County General Plan, 2000

Cutler-Orosi Charrette Report 2001, County of Tulare Redevelopment Agency and Local Government Commission

City of Visalia Bikeway Plan, January 1992

Tulare County Area Governments (TCAG) Countywide Bicycle Transportation Plan, May, 2002

Fresno County:
Fresno County, Regional Transportation Plan (RTP) 2004, COFCG

Fresno County General Plan, Transportation & Circulation Element - Rural Bikeway Plan

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Glossary
Transportation Concept Report

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C.**

Facility:
- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

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Transportation Concept Report

- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users **(**SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.

- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a

capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route: The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

Route Adoptions: Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4) designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

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- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

  State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

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STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road**.**
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line**.**

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

Intelligent Transportation Systems

Existing and Proposed
July 2006
For more information, contact the Central Valley Transportation Management Center at (559) 488-4163

Traffic Monitoring Stations (TMS)
Existing and Proposed
Status October 2005

EXISTING TRAFFIC MONITORING STATIONS					
Element Type	County	Route	Post Mile	Location	Status
D6TMS	TUL	63	N/A	N/A	None
D6TMS	FRE	63	N/A	N/A	None

PROPOSED TRAFFIC MONITORING STATIONS					
Element Type	County	Route	Post Mile	Location	Status
D6TMS	TUL	63	N/A	N/A	None Proposed
D6TMS	FRE	63	N/A	N/A	None Proposed

Ramp Metering Stations
Existing and Proposed
Status October 2005

EXISTING RAMP METERS					
Element Type	County	Route	Post Mile	Location	Status
D6RMS	TUL	63	N/A	N/A	None
D6RMS	FRE	63	N/A	N/A	None

PROPOSED RAMP METERS					
Element Type	County	Route	Post Mile	Location	Status
D6RMS	TUL	63	N/A	N/A	None Proposed
D6RMS	FRE	63	N/A	N/A	None Proposed

Note: The 511 system is a new three-digit phone number program to access travel information that is currently being implemented throughout various areas of the country. Caltrans' Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Development Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. When fully implemented, 511 will be an easy to remember telephone number.

Closed Circuit Television Locations (CCTV)
Existing and Proposed
Status October 2005

EXISTING CCTVs					
Element Type	County	Route	Post Mile	Location	Status
D6CCTV	TUL	63	N/A	N/A	None
D6CCTV	FRE	63	N/A	N/A	None

PROPOSED CCTVs					
Element Type	County	Route	Post Mile	Location	Status
D6CCTV	TUL	63	N/A	N/A	None Proposed
D6CCTV	FRE	63	N/A	N/A	None Proposed

Changeable Message Sign Locations (CMS)
Existing and Proposed
Status October 2005

EXISTING CHANGEABLE MESSAGE SIGNS					
Element Type	County	Route	Post Mile	Location	Status
D6CMS	TUL	63	N/A	N/A	None
D6CMS	FRE	63	N/A	N/A	None

PROPOSED CHANGEABLE MESSAGE SIGNS					
Element Type	County	Route	Post Mile	Location	Status
D6CMS	TUL	63	13.45	Between Avenue 336 & Avenue 340	Proposed 2011
D6CMS	TUL	63	18.50	Between Road 124 & Avenue 384	Proposed 2011
D6CMS	TUL	63	20.20	Between Avenue 394 & Avenue 396	Proposed 2011
D6CMS	FRE	63	N/A	N/A	None Proposed

Highway Advisory Radios (HAR)
Existing and Proposed
Status October 2005

EXISTING HIGHWAY ADVISORY RADIOS					
Element Type	County	Route	Post Mile	Location	Status
D6HAR	TUL	63	N/A	N/A	None
D6HAR	FRE	63	N/A	N/A	None

PROPOSED HIGHWAY ADVISORY RADIOS					
Element Type	County	Route	Post Mile	Location	Status
D6HAR	TUL	63	N/A	N/A	None Proposed
D6HAR	FRE	63	N/A	N/A	None Proposed

Vehicle Detection Station (VDS)
Existing and Proposed
Status October 2005

EXISTING VEHICLE DETECTION STATIONS					
County	**Route**	**Post Mile**	**Location**	**Direction**	**Status**
TUL	63	N/A	N/A	N/A	None
FRE	63	N/A	N/A	N/A	None

PROPOSED VEHICLE DETECTION STATIONS					
County	**Route**	**Post Mile**	**Location**	**Direction**	**Status**
TUL	63	N/A	N/A	N/A	None
FRE	63	N/A	N/A	N/A	None

Weather Stations (WS)
Existing and Proposed
Status October 2005

EXISTING WEATHER STATIONS					
Element Type	County	Route	Post Mile	Location	Status
	TUL	63	N/A	N/A	None
	FRE	63	N/A	N/A	None

PROPOSED WEATHER STATIONS					
Element Type	County	Route	Post Mile	Location	Status
RPU	TUL	63	21.56	Jct. Rte 201	Proposed 2011
WS	FRE	63	N/A	N/A	None Proposed

Call Boxes (CB)
Existing and Proposed
Status October 2005

EXISTING CALL BOXES					
Type	County	Route	Post Mile	Location	Status
CB	TUL	63	N/A	N/A	None
CB	FRE	63	N/A	N/A	None

PROPOSED CALL BOXES					
Type	County	Route	Post Mile	Location	Status
CB	TUL	63	N/A	N/A	None Proposed
CB	FRE	63	N/A	N/A	None Proposed

TRANSIT SERVICES

Status December 2005

Segment (s) PM From / To	Segment Details
1-3 Tulare County PM 0.00 - 4.00 SR 137 to Road 264/Liberty Ave	Within Segments 1-3 transit services are provided by the City of Tulare's Tulare Transit Express (TTE). Currently their Routes 4 an d 6 use Mooney Boulevard (Route 63) for some portion of their route.
4 Tulare County PM 4.00 - 5.50 Road 264/Liberty Ave to Visalia Parkway	Within this segment transit services are provided by both the TTE and the City of Visalia's Visalia City Coach (VCC). Currently TTE's Route 6 provides service from the city of Tulare to the Tulare County Government Center. VCC's Route 1 uses Mooney Boulevard (Route 63) from the Government Center to numerous points within Visalia.
5 Tulare County PM 5.50 - 8.50 Visalia Parkway to W. Jct 63/198 Sep	Within this segment transit services are provided by both the VCC and Tulare County's rural transit service Tulare County Transit (TCT). Currently VCC's Routes 2, 3, 5 and 7 use some portion of Route 63 for their route. Likewise, TCT's Northeast Route (Visalia to Woodlake) uses a short portion of SR 63 for its route.
6 Tulare County PM 8.50 - R9.10 W. Jct 63/198 Sep to Houston Ave	Within this segments transit services are provided by both the VCC and the TCT. Currently VCC's Routes 4, 7, 106 and 610 use some portion of Route 63 for their route. Likewise, TCT's North County Route (Visalia to Cutler/Orosi/Dinuba) uses SR 63 for a portion of its route.
7 Tulare County PM R9.10 - 9.70 Houston Ave to 0.1 Mi N. of Ferguson Ave	Within this segments transit services are provided by both the VCC and the TCT. Currently VCC's Routes 7 uses a portion of Route 63 for its route. Likewise, TCT's Northeast Route (Visalia to Cutler/Orosi/ Dinuba) uses SR 63 for its route.
8-11 Tulare County PM 9.70 - R24.30 0.1 Mi N. of Ferguson Ave to Ave 422/N UB of Orosi	Within this segments transit services are provided solely by the TCT. Currently, TCT's Northeast Route (Visalia to Cutler/Orosi/Dinuba) uses SR 63 for its route.
12 Tulare County PM R24.30 - R30.10 Ave 422/N UB of Orosi to Fresno Co Line	No transit services are provided within this segment.

Segment (s) PM From / To	TRANSIT SERVICES Segment Details
13 Fresno County PM 0.00 to 8.40 Tulare Co Line to Jct SR 180	Within Fresno County the City of Orange Cove is serviced by the Fresno County Rural Transit Agency's (FCRTA's) Orange Cove Transit via Fresno and Reedley. However at the present time no portion of Route 63 is used by the Orange Cove Transit in servicing Orange Cove.

BICYCLE FACILITIES [1]

Status December 2005

Segment (s) PM From / To	Segment Details
1-4 Tulare County PM 0.00 - 5.5 SR 137 to Visalia Parkway	Four- and six-lane divided conventional highway - open to bicycle travel. Level terrain. *Shoulder width 10'* . No direct alternate route currently exists within these segments. [2][3] **Designation:** The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" lists these four segments as a "Proposed Class II or Class III Bikeway."
5 Tulare County PM 5.50 - 8.00 Visalia Parkway to W. Jct 63/198 Sep	Four- and six-lane divided conventional highway - open to bicycle travel. Level terrain. *Shoulder width 6-10'. A*lternate routes currently exist for this segment. [2][3] **Designation:** The City of Visalia's 1992 Bicycle Plan shows Route 63 in this segment as a "Proposed Bikeway."
6 Tulare County PM 8.00 - R9.10 W. Jct 63/198 Sep to Houston Ave	Twin two-lane conventional highways on one-way alignments - open to bicycle travel. Level terrain. *Shoulder width 6'-8'.* Numerous alternate routes currently exist for this segment. [2][3] **Designation:** The City of Visalia's 1992 Bicycle Plan shows Route 63 in this segment as either an "Existing" or "Proposed Bikeway."
7-10 Tulare County PM R9.10 - 21.90 Houston Ave to Ave 403	Two lane conventional highway - open to bicycle travel. Level terrain. *Shoulder width 6'-10'* . No direct alternate route currently exists for these segments. [2][3] **Designation:** The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" lists these four segments as a "Proposed Class II or Class III Bikeway".

Segment (s) PM From / To	BICYCLE FACILITIES [1] Segment Details
11 Tulare County PM 21.90 - R24.30	Four lane conventional highway - open to bicycle travel. Level terrain. *Shoulder width 6'-8'* . No direct alternate route currently exists in the rural portions of this segment - alternate routes currently exist within the communities of Cutler and Orosi. [2][3] **Designation:** The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" lists this segment as a "Proposed Class II or Class III Bikeway".
12 Tulare County PM R24.30 - R30.10 Ave 422 to Fresno Co Line	Two lane conventional highway - open to bicycle travel. Level terrain. *Shoulder width 0'.* No direct alternate route currently exists for this segment. [2][3] **Designation:** The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" lists this segment as a "Proposed Class III Bikeway".
13 Fresno County PM 0.00 to 8.40 Tulare Co Line to Jct Rte 180	Two lane conventional highway - open to bicycle travel. Level to steep mountainous terrain. *Shoulder width 0'.* No direct alternate route currently exists for this segment. [2][3] **Designation:** The 2000 Fresno County General Plan - Circulation Element lists this segment as a "Existing or Planned Bikeway."

PEDESTRIAN FACILITIES [1]

Status December 2005

Segment (s) PM From / To	Segment Details
1-13 Tulare & Fresno County All Segments	Pedestrian and ADA concerns on Route 63, such as crosswalks, sidewalks, ramps, curb cuts, railings and pedestrian activated signal heads, will primarily to be found near the route's beginning at SR 137 (Tulare PM 0.00 to Tulare PM 0.50), within the city of Visalia (from approximately Tulare PM 5.50 to approximately Tulare PM 10.10) and within and between the communities of Cutler and Orosi (from approximately Tulare PM 21.90 to approximately Tulare PM R24.33). In each case there are large concentrations of residential, retail and/or commercial properties adjacent to this Route's right-of-way. Additionally, those same pedestrian and/or ADA concerns may need to be addressed near the community of Orange Cove (Fresno PM 0.00 to Fresno PM 0.50) if development were to take place in that area. The remainder of this route is very rural, with few, if any, pedestrian or ADA concerns to be addressed at this time.

[1] **Deputy Directive 64 (DD-64)** - "**Policy** - The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products."

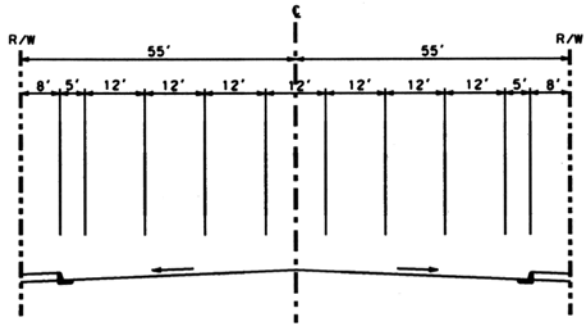
(2) **Streets and Highway Code - Section 888** - "The department (i.e. Caltrans) shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or unless such a route already exists."

(3) **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** "(a) The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized

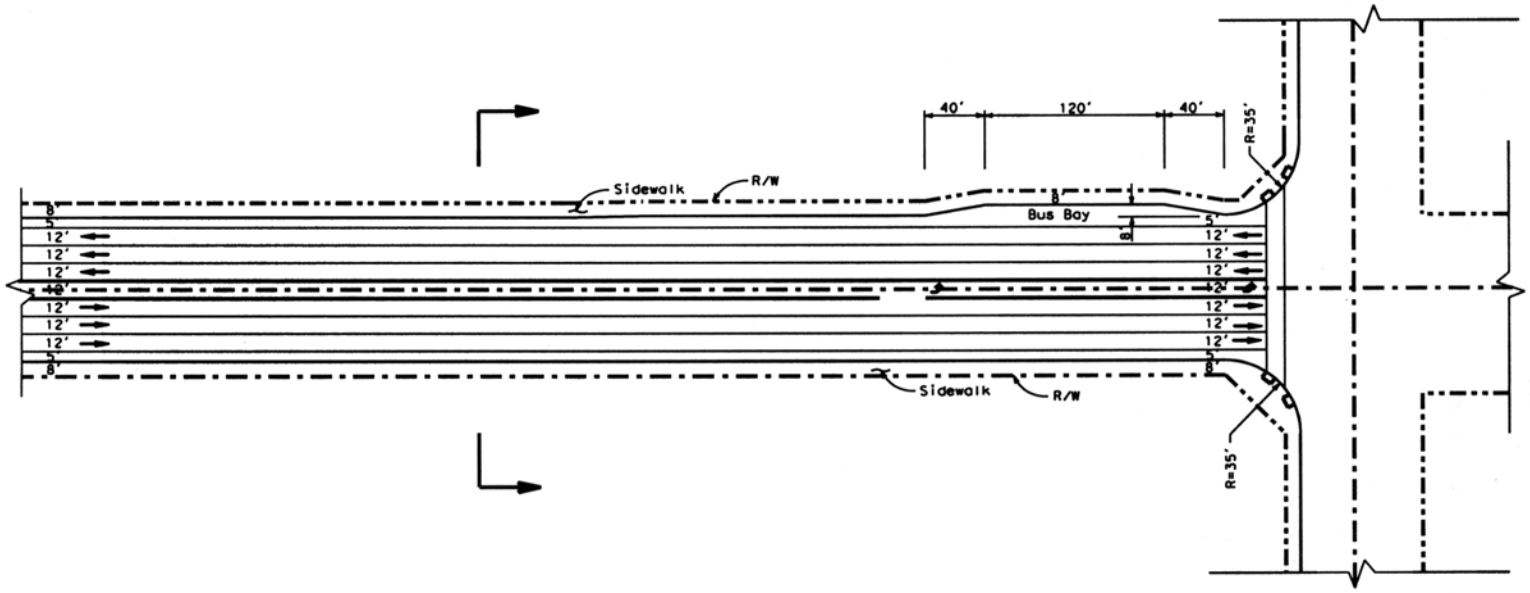
LAST REVISION	DRAWING No
03-08-06	SD-15

Notes:

1. This cross-section to be used only where right-of-way is limited to 110 ft.
2. A fact sheet for mandatory design exception will be needed for shoulder width less than standard.
3. Bus Bay as shown to be used when required.
4. No street parking is allowed.



SECTION



6 Lane Conventional Highway
Urban Constrained

NO SCALE

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

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