Transportation Concept Report

State Route 145
District 06
October 2013

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 6 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation
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Front cover photo: SR 145 in Madera County

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ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Stakeholders were consulted with during the research phase of this TCR for their input and the accuracy of the data. Contact was done mainly via e-mail or telephone. Once a draft was completed, it was circulated for comments with internal stakeholders. These stakeholders include: the divisions of Planning, Traffic, Maintenance, Environmental, Design, Right of Way, and the Native American Liaison. As comments were collected, the TCR was further edited and revised. As the TCR became more finely tuned, it was then sent out via e-mail or regular mail for input from external stakeholders. These stakeholders include, within the corridor: Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), city and county planning and public works agencies, transit agencies, Sierra Club Chapters, California Trucking Association, San Joaquin Valley Air Pollution, Control District, Chambers of Commerce, Native American Tribes, Farm Bureaus, and other transportation agencies. Upon signature of both the District 6 Planning Deputy Director and the District 6 Director, thus making the document official and final, copies were emailed, sent by regular mail, and posted to the District 6 Intranet site at: www.dot.ca.gov/dist6/planning/tcrs/.

EXECUTIVE SUMMARY

State Route (SR) 145 provides a connection from Interstate 5 in Fresno County to State Route 41 in Madera County. The route traverses mainly agricultural land in Fresno County with the exception being the City of Kerman. In Madera County it also traverses agricultural land, mainly grazing land, and the downtown of the City of Madera. It is mainly a two-lane conventional highway with four-lanes in the urban areas.

The base year used for this document is 2011, except where noted, and the horizon year is 2035.

Segment *	Segment Description	Existing Facility	20-25 Year Capital Facility Concept	20-25 Year System Operations and Management Concept	20-25 Year Facility Concept
1	South jct of I-5 to SR 269	2C	2C	AC overlay, changeable message sign, highway advisory radio	AC overlay, changeable message sign, highway advisory radio
2	SR 269 to Elkhorn Ave	2C	2C	AC overlay, changeable message sign	AC overlay, changeable message sign
3	Elkhorn Ave to Manning Ave	2C	2C with improvements	AC overlay	Highway improvements (i.e. signals, turn lanes, etc.), AC overlay
4	Manning Ave to American Ave	2C	2C with improvements	Maintain only	Highway improvements (i.e. signals, turn lanes, etc.)
5	American Ave to Church Ave	2C	2C with improvements, roundabout	Maintain only	Highway improvements (i.e. signals, turn lanes, etc.), roundabout
6	Church Ave to SR 180	4C	Maintain only	Changeable message sign	Changeable message sign
7	SR 180 to Belmont Ave	2C	4C	AC overlay, highway advisory radio	Widen to 4C, AC overlay, highway advisory radio
8	Belmont Ave to the Madera County line	2C	4C	AC overlay, changeable message sign	Widen to 4C, AC overlay, changeable message sign
9	Fresno County line to Ave 12	2C	4C	Maintain only	Widen to 4C
10	Ave 12 to Ave 13	2C	4C	Maintain only	Widen to 4C
11	Ave 13 to SR 99	2C/4C	4C	Maintain only	Widen to 4C
12	SR 99 to Yosemite Ave	2C	4C	Maintain only	Widen to 4C
13	Yosemite Ave to Fig Ave	4C	4C	Maintain only	Maintain only
14	Fig Ave to Tozer St	2C	4C	Maintain only	Widen to 4C
15	Tozer St to Rd 400	2C	4C	Changeable message sign	Widen to 4C, changeable message sign
16	Rd 400 to SR 41	2C	4C	Changeable message signs	Widen to 4C, changeable message signs

* Please see Segment Map, Page 5

Concept Rationale

Considering reasonable financial and physical constraints, this TCR defines the appropriate route concept level of service (LOS) and facility type(s) for SR 145. Level of service is a qualitative measure used to describe the operational conditions in a stream of traffic and the perception of conditions by users. It is a measure of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. They are

given letter designations from “A” to “F”, with LOS “A” representing the best operating conditions and LOS “F” representing the worst. Each LOS represents a range of operating conditions.

Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “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.

Please note: The number of lanes needed to meet the target LOS for the Ultimate Transportation Corridor (UTC) for this route is only a guideline. The need to widen the roadway beyond the UTC may be necessary to maintain the target LOS. The local jurisdictions should endeavor to maintain adequate right-of-way (ROW) to maintain the target LOS, which in an urban setting could exceed the UTC number of lanes. Where the State legislature has designated the route as part of the Freeway and Expressway System, interchange and freeway ROW should be part of the General Plan so as not to adversely affect development.

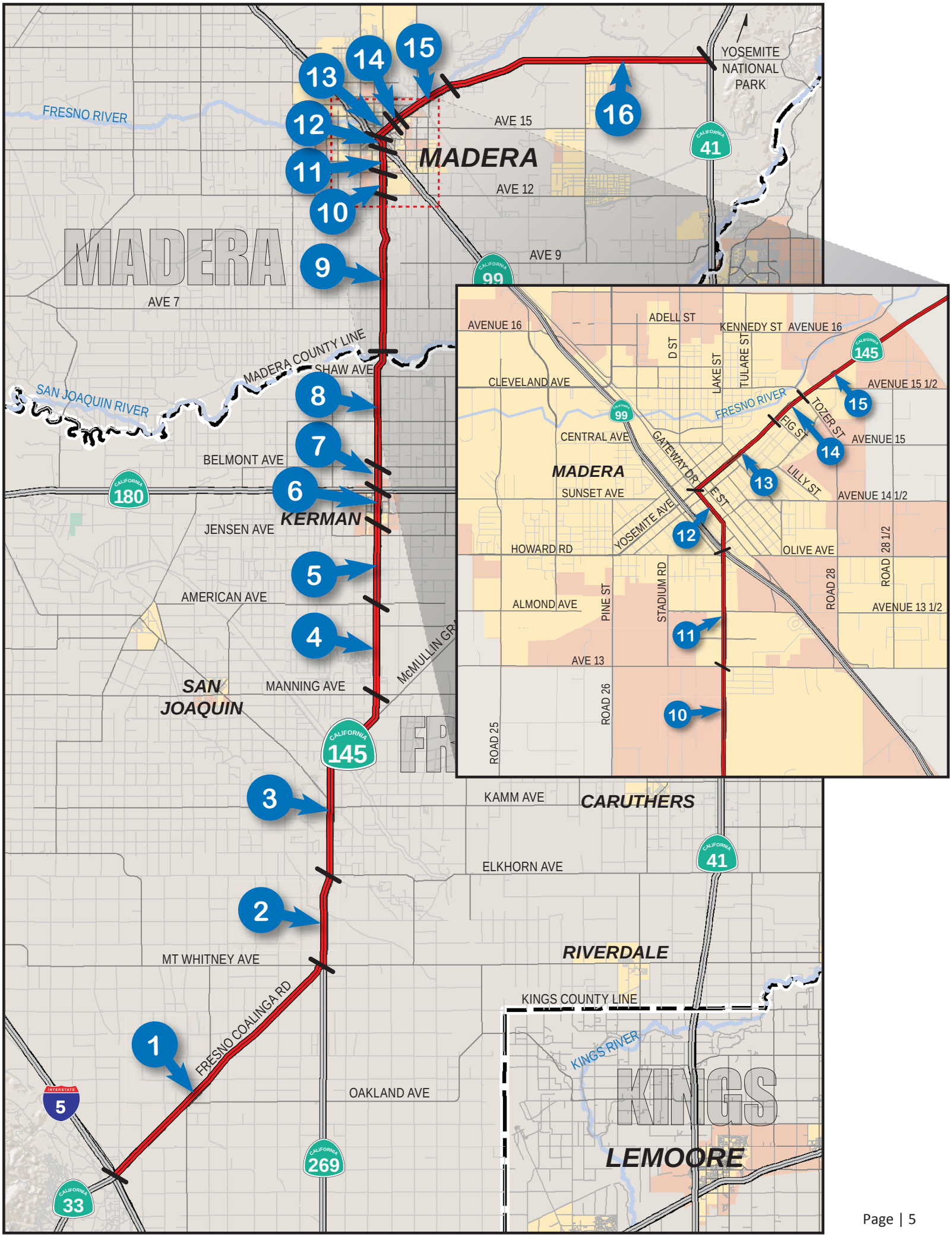
Proposed Projects and Strategies

The southern end of SR 145 in Fresno County has no programmed and no planned projects to widen to a four-lane conventional highway. There is a planned project for an AC overlay maintenance project in segments 1 through 3. South of the City of Kerman (segment 5), a roundabout is programmed to improve traffic flow. In the City of Kerman (segments 7 and 8), another AC overlay maintenance project is planned. There is also a long-range plan for widening to four-lanes just outside of the City of Kerman (segment 7). North of the City of Kerman and throughout Madera County (segments 8 through 16) there are long-range plans to widen to four-lanes, and even widening to six lanes in some portions of the urban area of Madera. For further details, please refer to “Planned and Programmed Projects and Strategies on pages 32 and 33 of this report. While it is always Caltrans intent to achieve the UTC, the UTC may not be achievable in some areas due to development. Widening to six-lanes may be infeasible in the City of Madera as the area around the highway is built out. In urban areas, it is also possible that the UTC may not reflect the local jurisdiction’s vision for community, and that they may not want the highway to be widened. Maintaining the route as it currently exists would necessitate the local jurisdiction accepting a lower level of service. Caltrans will work with our local partners to develop context sensitive solutions for those sections of the route that serve local communities. To obtain the right-of-way for a six-lane highway may be prohibitive financially and also detrimental to the local businesses and community.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

Segment #*	Location Description	County_Route_ Beg. PM	County_Route_ End PM
1	South junction of I-5 to SR 269	FRE_145_0.0	FRE_145_13.212
2	SR 269 to Elkhorn Ave	FRE_145_13.212	FRE_145_17.27
3	Elkhorn Ave to Manning Ave	FRE_145_17.27	FRE_145_26.09
4	Manning Ave to American Ave	FRE_145_26.09	FRE_145_30.11
5	American Ave to Church Ave	FRE_145_30.11	FRE_145_33.631
6	Church Ave to SR 180	FRE_145_33.631	FRE_145_35.149
7	SR 180 to Belmont Ave	FRE_145_35.149	FRE_145_36.154
8	Belmont Ave to the Madera County line	FRE_145_36.154	FRE_145_R41.283
9	Fresno County line to Ave 12	MAD_145_0.0	MAD_145_7.06
10	Ave 12 to Ave 13	MAD_145_7.06	MAD_145_8.06
11	Ave 13 to SR 99	MAD_145_8.06	MAD_145_9.077
12	SR 99 to Yosemite Ave	MAD_145_9.077	MAD_145_9.68
13	Yosemite Ave to Fig Ave	MAD_145_9.68	MAD_145_10.68
14	Fig Ave to Tozer St	MAD_145_10.68	MAD_145_11.02
15	Tozer St to Rd 400	MAD_145_11.02	MAD_145_13.66
16	Rd 400 to SR 41	MAD_145_13.66	MAD_145_25.458


YOSEMITE NATIONAL PARK
FRESNO RIVER
AVE 15
MADERA
AVE 12
MADERA
AVE 9
AVE 7
MADERA COUNTY LINE
SHAW AVE
SAN JOAQUIN RIVER
BELMONT AVE
KERMAN
JENSEN AVE
AMERICAN AVE
McMULLIN GR
SAN JOAQUIN
MANNING AVE
KAMM AVE
CARUTHERS
ELKHORN AVE
RIVERDALE
MT WHITNEY AVE
KINGS COUNTY LINE
FRESNO COALINGA RD
OAKLAND AVE
KINGS RIVER
KINGS
LEMOORE
AVENUE 16
ADELL ST
KENNEDY ST
AVENUE 16
D ST
LAKE ST
TULARE ST
CLEVELAND AVE
AVENUE 15 1/2
FRESNO RIVER
TOZER ST
FIG ST
CENTRAL AVE
GATEWAY DR
AVENUE 15
MADERA
LILLY ST
SUNSET AVE
AVENUE 14 1/2
E ST
YOSEMITE AVE
HOWARD RD
OLIVE AVE
ROAD 28 1/2
ROAD 28
STADIUM RD
PINE ST
ALMOND AVE
AVENUE 13 1/2
AVE 13
ROAD 26
ROAD 25
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ROUTE DESCRIPTION

Route Location: State Route 145 exists entirely in District 6. It covers nearly 67 miles in Fresno and Madera counties. It begins at I-5 in Fresno County and ends at SR 41 in Madera County.

Route Purpose: The route serves farming communities and is primarily an agricultural corridor. In the urban segments, it also serves as a commuter route. In the cities of Kerman and Madera, the route exists as a "main street" providing access to businesses, residential roads, and other nearby properties. It provides circulation as an important arterial roadway for these cities. The route also helps connect the western San Joaquin Valley to northeastern recreational areas, such as Millerton Lake and Yosemite National Park.

Major Route Features: State Route 145 forms a junction at I-5, then crosses the California Aqueduct. Major junctions include: Mt. Whitney Avenue in Five Points where SR 269 ends, Kamm Avenue in the community of Helm, Manning Avenue, American Avenue, Jensen Avenue, Kearney Avenue, SR 180 (Whites Bridge Avenue), Shields Avenue, and Shaw Avenue in Fresno County. After the route crosses the San Joaquin River, it enters Madera County. Major junctions in Madera County include: Avenue 7 (to Firebaugh), Avenue 12, Avenue 13 at the Madera city limits, Almond Avenue, Olive Avenue, Gateway Drive, Yosemite Avenue, "D" Street, Lake Street, Tozer Street, Road 36, and its endpoint at SR 41.

The route takes on various local street names. From I-5 to Mt. Whitney Avenue in Five Points it is known as the Fresno-Coalinga Road. From Mt. Whitney Avenue to the McMullin Grade, it is Lassen Avenue. As the route juts at an angle to the northeast, it becomes McMullin Grade. Upon leaving the northeast angling McMullin Grade it is known as Madera Avenue. The route remains Madera Avenue through the southern portion of the City of Madera. It then follows the Gateway Drive alignment through the heart of the city and then follows the Yosemite Avenue alignment and out of the city.

In Fresno County, the McMullin Grade portion of SR 145

Please see table on Page 7 for more information on the route designations and characteristics.

Route Designations and Characteristics:

Segment #		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Freeway & Expressway		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
National Highway System		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Strategic Highway Network		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Scenic Highway		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Interregional Road System		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
High Emphasis		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Focus Route		No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Federal Functional Classification		Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Minor Arterial
Goods Movement Route		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Truck Designation		Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)
Rural/Urban/Urbanized		Rural	Rural	Rural	Rural	Rural	Urban	Urban/Rural	Rural	Rural	Rural	Urban	Urban	Urban	Rural	Rural	Rural
Metropolitan Planning Organization		Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC
Regional Transportation Planning Agency		Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC
Congestion Management Agency		Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	Fresno COG	NA	NA	NA	NA	NA	NA	NA	NA
County Transportation Commission		NA	NA	NA	NA	NA	NA	NA	NA	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC	MCTC
Local Agency		Fresno County	Fresno County	Fresno County	Fresno County	Fresno County	City of Kerman	City of Kerman/Fresno County	Fresno County	Madera County	Madera County	City of Madera	City of Madera	City of Madera	Madera County	Madera County	Madera County
Tribes		Southern Valley Yokuts	Southern Valley Yokuts	Southern Valley Yokuts	Southern Valley Yokuts	Southern Valley Yokuts	Southern Valley Yokuts	Southern Valley and Northern Valley Yokuts	Southern Valley and Northern Valley Yokuts	Northern Valley Yokuts	Northern Valley Yokuts	Northern Valley Yokuts	Northern Valley Yokuts	Northern Valley Yokuts	Northern Valley Yokuts	Northern Valley Yokuts	Northern Valley and Foothill Yokuts
Air District		San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District	San Joaquin Valley Air Pollution Control District
Terrain		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Rolling

COMMUNITY CHARACTERISTICS

As SR 145 traverses north, it comes across Five Points and Helm, both small farming communities. The City of San Joaquin lies a little over six miles to the west on Manning Avenue from SR 145. According to the U.S. Census of 2010, San Joaquin had a population of 4,001, of that 95.6% were of Hispanic origin. San Joaquin is another farming community.

Northern entrance to the City of Kerman in Fresno County

At the intersection of SR 145 and 180 is the heart of the City of Kerman. According to the U.S. Census of 2010, Kerman had a population of 13,544, with 71.7% being of Hispanic origin. The City of Kerman was originally called Collis after Collis P. Huntington, the Southern Pacific Railroad Company's president. The Southern Pacific Railroad (SPRR) founded the site as a way station with a pump and water tank in 1891. The arid land thrived with the development of irrigation projects bringing much needed water to the area. In 1906, Collis was renamed Kerman from the first three letters of the last names of William G. Kerckhoff and Jacob Mansar. Kerckhoff and Mansar had purchased the land in the area and began the Fresno Irrigated Farms Company. In 1946, the City of Kerman was incorporated.

In Madera, Madera County Courthouse Park, at Yosemite Avenue and Gateway Drive (both parts of SR 145)

Services and agriculture make up most of Kerman's employment sector. The Kerman Unified School District is the city's largest employer with over 400 employees. Other major employers include Panoche Creek Packaging (paper boxes), Kerman Telephone, the City of Kerman, and Helena Chemical.

The community of Parkwood in southern Madera County near SR 145 and Avenue 13 has a population of 2,268 with 78.7% being of Hispanic origin, according to the 2010 U.S. Census. It consists of some residential developments and some commercial properties.

The City of Madera's heart lies at the intersection of SR 145 and SR 99. Madera's population is 61,416 with 76.7% being of Hispanic origin, according to the 2010 U.S. Census. Madera was founded in 1876 by the California Lumber Company. The name Madera comes from the Spanish word for wood or lumber. The California Lumber Company hauled logs down from the forests via flumes. Twenty years later, in 1896, the City of Madera became the county seat of the newly created Madera County. The city became incorporated in 1907. In those early days, the main street was Yosemite Avenue, now SR 145.

The Madera area has over 100 manufacturing and processing plants. These are major employers and include: Constellation Wines, US (Mission Bell Winery), Saint-Gobain Containers (glass bottles), Baltimore Aircoil Company of California (cooling systems), CertainTeed Corporation (fiberglass installation), Brake Parts, Incorporated, JBT Food Tech (food processing machinery), Lamanuzzi and Pantaleo (raisin manufacturing –

seasonal), Rain Creek Bakery (seasonal), Royal Madera Vineyards (fruit packing – seasonal), and Georgia-Pacific LLC (corrugated boxes). Other sources of employment include: Children's Hospital Central California, the State of California, Madera Unified School District, County of Madera, Chukchansi Gold Resort and Casino, Madera Community Hospital, US Government, City of Madera, and Span Construction and Engineering.

Tomatoes growing just outside of Kerman.

LAND USE

In much of Fresno County, the land use along the SR 145 corridor is primarily agriculture. Various types of lettuce, tomatoes, onions, cotton, alfalfa, and oats are grown in this area. Olive trees for the production of olive oil, almonds, pistachios, peaches, nectarines, and vineyards are the most common tree crops. There are also a few dairies along the route.

In Five Points and in Helm, some simple services exist, along with agricultural-related businesses.

The City of Kerman along the SR 145 corridor features a park in a wide median as one enters the city from the south. City Hall is on one side of the corridor at this location. This well maintained park provides a pleasant spot for city employees and others to enjoy during lunch. The city has over 47 acres of parks, with most neighborhoods having a park within walking distance. The city's growth rate is about five percent annually. The city has maintained its small town charm while growing. An industrial park at the south end of town, new shopping centers, and several health clinics along the corridor have contributed to the growth.

In Fresno County, olive trees grown for olive oil

There is some growth, mainly of residential developments along the corridor, in southern Madera County. North of Avenue 13, more development appears. The SR 145 Corridor runs through the heart of the City of Madera. The annual population growth rate is about two percent.

The Madera Courthouse and county library are just to the west of the corridor. On the corner of SR 145 and Yosemite Avenue, is Courthouse Park. The park is a venue for community events. This segment of SR 145 through Vineyard Avenue consists of a downtown area featuring banks, retail shopping, and services. Beyond Vineyard Avenue, the route consists of residential development with some shopping. Past Storey Road, the route becomes more rural. Small residential developments and individual homes appear on the remainder of the route. The corridor becomes more agricultural with pistachios and other tree crops. Cattle are raised on grazing land as the route heads eastward.

Many commute from Kerman and Madera to Fresno. However, SR 145 is not used for this commute as heavily as SR 180, SR 41, and SR 99.

Segment	Place Type
1	Rural settlements and Agricultural lands
2	Rural settlements and Agricultural lands
3	Rural settlements and Agricultural lands
4	Rural settlements and Agricultural lands
5	Rural settlements and Agricultural lands/Rural towns
6	Center – City of Kerman
7	Rural town
8	Rural settlements and Agricultural lands
9	Rural settlements and Agricultural lands
10	Rural town
11	Centers/Close-in Centers – City of Madera
12	Close-in Centers – City of Madera
13	Close-in Centers – City of Madera
14	Close-in Centers – City of Madera
15	Corridor
16	Rural settlements and Agricultural lands

SYSTEM CHARACTERISTICS

Currently, SR 145 is mostly a two-lane conventional highway throughout. Only through the City of Kerman and in parts of the City of Madera is it a four-lane conventional highway. The 2035 Concept shows a four-lane conventional highway from Segment 6 to 16. In Segments 3 through 5, a two-lane conventional highway with improvements, such as turn lanes, signals, passing lanes, and other operational improvements is the 2035 Concept. Most of the highway has no median. For more information on system characteristics, please see the table on Page 13.

SYSTEM CHARACTERISTICS																
Segment #	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Existing Facility																
Facility Type	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
General Purpose Lanes	2	2	2	2	2	4	2	2	2	2	2-4	2	4	2	2	2
Lane Miles	26.424	8.116	17.64	8.04	7.042	6.072	2.01	10.258	14.12	2.0	2.034 -4.068	1.206	4.0	0.68	5.28	23.596
Centerline Miles	13.212	4.058	8.82	4.02	3.521	1.518	1.005	5.129	7.06	1.0	1.017	0.603	1.0	0.34	2.64	11.798
Median Width	None	None	None	None	None	0-99 feet	None	0 to 12 feet	None	0-12 feet	None	0-12 feet	0-4 feet	None	None	None
Median Characteristics	None - Undivided	None - Undivided	None - Undivided	None - Undivided	None - Undivided	None – Undivided/ Tree lined	None - Undivided	None - Undivided	None - Undivided	None – Undivided/ Continuous left turn lane	None – Undivided	None – Undivided/ 2-way left turn lane	None – undivided/ Paved	None – Undivided	None – Undivided	None - Undivided
HOV Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOT/Express Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Toll Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRT Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auxiliary Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passing Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck Climbing Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concept Facility																
Facility Type	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
General Purpose Lanes	2	2	2	2	2	4	4	4	4	4	4	4	4	4	4	4
Lane Miles	26.424	8.116	17.64	8.04	7.042	6.072	4.02	20.516	28.24	4.0	4.068	2.412	4.0	0.136	10.56	47.192
Centerline Miles	13.212	4.058	8.82	4.02	3.521	1.518	1.005	5.129	7.06	1.0	1.017	0.603	1.0	0.34	2.64	11.798
HOV Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOT Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRT Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Toll Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aux Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passing Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck Climbing Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TMS Elements																
TMS Elements (BY)	Changeable message sign, traffic count stations	Traffic count station	Traffic count stations	Traffic count stations	Traffic count stations	Traffic signals, traffic count stations	Traffic count station	Remote processing unit/roadside weather information system, traffic count stations	Changeable message sign, signal, traffic count stations	Changeable message sign, signal, traffic count stations	Signal, traffic count stations	Signals, traffic count stations	Signals, traffic count stations	Signals, traffic count station	Signal, traffic count station	Traffic count stations
TMS Elements (HY)	Changeable message sign, highway advisory radio	Changeable message sign	None	None	None	Changeable message sign	Highway advisory radio	Changeable message sign	None	None	None	None	None	None	Changeable message sign	Changeable message signs

BICYCLE FACILITY

State Route 145 is open to bicycle traffic, but there are no separate bicycle paths along the route. There is a frontage road, Conrad Street, in the southern part of the City of Madera, which could be used instead of the highway. The route is flat, but in many sections has little to no shoulders. For more information on bicycle facilities on specific segments, please see the table on Page 17. For more general information on bicycle facilities, please see Appendix C: Bicycle Information, Page 49.

BICYCLE FACILITIES								
Sement	**Segment ID**	**Post Mile**	**Location Description**	**Bicycle Access Prohibited**	**Facility Type**	**Outside Paved Shoulder Width**	**Facility Description**	**Posted Speed Limit**
1	A	0.00 – 13.212	South junction of I-5 to SR 269	No	Shared	0-4 ft.	Feedlot, California Aqueduct, Harris Ranch Private Airport, Farms, school crossing, unincorporated area of Five Points, flat terrain, arid climate	55 mph
2	B	13.212 – 17.27	SR 269 to Elkhorn Ave	No	Shared	8 ft.	Farmland, railroad tracks, flat terrain, arid climate	55 mph
3	C	17.27 – 26.09	Elkhorn Ave to Manning Ave	No	Shared	0 -8 ft.	Farmland, school, railroad tracks, unincorporated area of Helm, dairies, flat terrain, arid climate	25 – 55 mph
4	D	26.09 – 30.11	Manning Ave to American Ave	No	Shared	2-8 ft.	Farmland, dairies, flat terrain, arid climate	55 mph
5	E	30.11 – 33.631	American Ave to Church Ave	No	Shared	8 ft.	Farmland, dairy, City of Kerman, flat terrain, arid climate	55 mph
6	F	33.631 – 35.149	Church Ave to SR 180	No	Shared	8-10 ft.	City of Kerman, railroad tracks, flat terrain, arid climate	30 – 55 mph
7	G	35.149 – 36.154	SR 180 to Belmont Ave	No	Shared	0-2 ft.	Outskirts of the City of Kerman, farmland, flat terrain, arid climate	35 - 55 mph
8	H	36.154 – R41.283	Belmont Ave to the Madera County line	No	Shared	0-8 ft.	Farmland, flat terrain, arid climate	55 mph
9	I	0.0 – 7.06	Fresno County line to Ave 12	No	Shared	0-8 ft.	Farmland, narrow bridge, flat terrain, arid climate	45 – 55 mph
10	J	7.06 – 8.06	Ave 12 to Ave 13	No	Shared, frontage road	8 ft.	Farms, City of Madera, flat terrain, arid climate	45 – 55 mph
11	K	8.06 – 9.077	Ave 13 to SR 99	No	Shared	0-8 ft.	City of Madera, flat terrain, arid climate	45 -55 mph
12	L	9.077 – 9.68	SR 99 to Yosemite Ave	No	Shared	0-8 ft.	City of Madera, flat terrain, arid climate	30 - 35 mph
13	M	9.68 – 10.68	Yosemite Ave to Fig Ave	No	Shared	8-12 ft.	City of Madera, flat terrain, arid climate	30 – 40 mph
14	N	10.68 – 11.02	Fig Ave to Tozer St	No	Shared	8 ft.	City of Madera, school crossing, flat terrain, arid climate	25 – 40 mph
15	O	11.02 – 13.66	Tozer St to Rd 400	No	Shared	0-8 ft.	City of Madera, farmland, flat terrain, arid climate	40 – 55 mph
16	P	13.66 – 25.458	Rd 400 to SR 41	No	Shared	0-8 ft.	Farmland, flat terrain, arid climate	55mph

PEDESTRIAN FACILITY

Pedestrians are permitted along the route. The primary sections of SR 145 used by pedestrians are in the urban areas. In the urban areas, sidewalks and crosswalks are seen. In the rural areas there are little to no shoulders with no sidewalks or curbs. The only grade separations occur at I-5 and SR 99. The railroad crossing in the City of Madera has no grade separation. For more information by segment on pedestrian access, please see the table on page 21 .

PEDESTRIAN FACILITY								
Segment	Segment ID	Post mile	Location Description	Ped. Access Prohibited	Sidewalk Present	Junction		Alt. Facility
						Location	Type	
1	Q	0.0 – 13.212	South junction of I-5 to SR 269	No	No	I-5	Grade separated, not signalized	No
							No crosswalk, no sidewalk, curb	
						Post Mile 3.17	No grade separation, not signalized	
							No crosswalk, no sidewalk, curb	
						El Dorado Ave/Oakland Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
						Colusa Ave/Cadillac Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
						Paige Ave/Butte Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
						Excelsior Ave/Lake Ave	No grade separation, not signalized	
							School crosswalk, no sidewalk, no curb	
						Laguna Ave/Trinity Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
						Mt. Whitney Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
						SR 269	No grade separation, flashing signal	
							No crosswalk, no sidewalk, no curb	
2	R	13.212 – 17.27	SR 269 to Elkhorn Ave	No	No	Davis Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
3	S	17.27 – 26.09	Elkhorn Ave to Manning Ave	No	No	Elkhorn Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
						Kamm Ave	No grade separation, not signalized	
							No crosswalk, no sidewalk, no curb	
						Colorado Rd	No grade separation, not signalized	
							School crosswalk, no sidewalk, no curb	
						Railroad Crossing Post Mile 20.5	No grade separation, railroad signals	
							No crosswalk, no sidewalk, no curb	
						Colorado Rd (north)	No grade separation, not signalized	
							No crosswalk, no sidewalk, curb on east side	
						Post Mile 21.67	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Graham Rd	No grade separation, no signalization	
							No crosswalk, no sidewalk, curb and guardrail on north side	
						Manning Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
4	T	26.09 – 30.11	Manning Ave to American Ave	No	No	Lincoln Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						American Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
5	U	30.11 – 33.631	American Ave to Church Ave	No	No	Central Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						North Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Date Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Jensen Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Church Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, curb on northside	
6	V	33.631 – 35.149	Church Ave to SR 180	No	Varies	Post Mile 33.8	No grade separation, no signalization	
							No crosswalk, no sidewalk, curb	
						Railroad Crossing Post Mile 34.0	No grade separation, railroad signals	
							No crosswalk, no sidewalk, no curb	
						California Ave	No grade separation, no signalization, roundabout	
							Crosswalk, sidewalk on north and east sides, curb on southwest corner	
						"B" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						"C" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						"D" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						"E" St	No grade separation, signal	
							Crosswalk, sidewalk	
						"F" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						"G" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						Kearney Blvd	No grade separation, signal	
							Crosswalk, sidewalk	

PEDESTRIAN FACILITY								
Segment	Segment ID	Post mile	Location Description	Ped. Access Prohibited	Sidewalk Present	Junction		Alt. Facility
						Location	Type	
						Sunset Ave	No grade separation, no signalization	
							Crosswalk, sidewalk	
						Stanislaus Ave	No grade separation, signal	
							Crosswalk, sidewalk	
						San Joaquin Ave	No grade separation, no signalization	
							Crosswalk, sidewalk	
						Golden Wy	No grade separation, no signalization	
							No crosswalk, sidewalk	
						Kline St	No grade separation, no signalization	
							No crosswalk, sidewalk	
						SR 180	No grade separation, signal	
							Crosswalk, sidewalk	
7	W	35.149 – 36.154	SR 180 to Belmont Ave	No	No	Nielsen Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Belmont Ave	No grade separation, signal	
							Crosswalk, no sidewalk, curb	
8	X	36.154 – R41.283	Belmont Ave to the Madera County line	No	No	Olive Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						McKinley Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Clinton Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Shields Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Dakota Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ashlan Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Gettysburg Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Shaw Ave	No grade separation, flashing light	
							No crosswalk, no sidewalk, no curb	
						Barstow Ave	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
9	Y	0.0 – 7.06	Fresno County line to Ave 12	No	No	Ave 5 ½	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ave 6	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ave 7	No grade separation, flashing light	
							No crosswalk, no sidewalk, curb on two corners	
						Ave 7 1/2	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ave 8	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ave 8 ½	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ave 9	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ave 11	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Ave 11 ½	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
10	Z	7.06 – 8.06	Ave 12 to Ave 13	No	No	Ave 12	No grade separation, signal	
							No crosswalk, no sidewalk, curb	
						Stanford Ave	No grade separation, no signalization	Conrad St (frontage road)
							No crosswalk, no sidewalk, no curb	
						Perkins Rd	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
11	a	8.06 – 9.077	Ave 13 to SR 99	No	Varies	Ave 13 (Pecan Ave)	No grade separation, signal	No
							Crosswalk, some sidewalk, curb	
						Gary Ln	No grade separation, no signalization	
							No crosswalk, some sidewalk, one corner no curb	
						Almond Ave	No grade separation, signal	
							Crosswalk, some sidewalk, curb on corner without sidewalk	
						Clemmensen Ave	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
						Walnut St	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
						De Santi Ave	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	

PEDESTRIAN FACILITY								
Segment	Segment ID	Post mile	Location Description	Ped. Access Prohibited	Sidewalk Present	Junction		Alt. Facility
						Location	Type	
						Maple St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						Durham Ave	No grade separation, no signalization	
							No crosswalk, sidewalk	
						Lewis St	No grade separation, no signalization	
							Crosswalk, sidewalk	
12	b	9.077 – 9.68	SR 99 to Yosemite Ave	No	Varies	Olive Ave/SR 99	No grade separation (Olive Ave)/grade separation (SR 99), signal	
							Crosswalk, sidewalk	
						"H" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						"G" St	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
						10th St	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
						Gateway Dr	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
						9th St	No grade separation, signal	
							Crosswalk, some sidewalk, curb	
						8th St	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
						7th St	No grade separation, no signalization	
							No crosswalk, sidewalk	
						6th St	No grade separation, signal	
							Crosswalk, sidewalk	
13	c	9.68 – 10.68	Yosemite Ave to Fig Ave	No	Varies	Yosemite Ave	No grade separation, signal	
							Crosswalk, sidewalk	
						Railroad Crossing Post Mile 9.728	No grade separation, railroad signal	
							No crosswalk, sidewalk	
						"E" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						"D" St	No grade separation, signal	
							Crosswalk, sidewalk	
						"C" St	No grade separation, signal	
							Crosswalk, sidewalk	
						"B" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						"A" St	No grade separation, no signalization	
							Crosswalk, sidewalk	
						Lake St	No grade separation, signal	
							Crosswalk, sidewalk	
						Flume St	No grade separation, no signalization	
							No crosswalk, sidewalk	
						Vineyard Ave	No grade separation, no signalization	
							No crosswalk, sidewalk	
						High St	No grade separation, no signalization	
							No crosswalk, sidewalk	
						Lyons St	No grade separation, no signalization	
							No crosswalk, sidewalk	
						Mace St	No grade separation, no signalization	
							No crosswalk, sidewalk	
						Magnolia St	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
14	d	10.68 – 11.02	Fig Ave to Tozer St	No	Varies	Fig Ave	No grade separation, no signalization	
							No crosswalk, some sidewalk, curb	
						Elm St	No grade separation, no signalization	
							Crosswalk, some sidewalk, some curb	
15	e	11.02 – 13.66	Tozer St to Rd 400	No	Varies	Tozer St	No grade separation, signal	
							Crosswalk, sidewalk	
						Storey Rd/Ave 15 ½	No grade separation, no signalization	
							No crosswalk, no sidewalk, curb	
						Rd 29	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
16	f	13.66 – 25.458	Rd 400 to SR 41	No	No	Rd 400 and Island Dr	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rio Plaza Rd	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rd 30 ½	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rd 31	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	

PEDESTRIAN FACILITY								
Segment	Segment ID	Post mile	Location Description	Ped. Access Prohibited	Sidewalk Present	Junction		Alt. Facility
						Location	Type	
						El Dorado Dr	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						El Camino Rd	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rd 33	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rd 36	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rd 36 ½	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rd 37	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Rd 38	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						Wide Awake Ranch Rd	No grade separation, no signalization	
							No crosswalk, no sidewalk, no curb	
						SR 41	No grade separation, signal	
							No crosswalk, no sidewalk, curb	

TRANSIT FACILITY

Transit along SR 145 consists of Fresno County Rural Transit Agency's (FCRTA) and Kerman Dial-A-Ride (demand response) service in Fresno County, and Madera County Connection (MCC) and Madera Area Express (MAX) in Madera County. FCRTA operates the rural transit in Fresno County, with three different routes along the corridor. Coalinga Transit has two stops along the route, and Westside Transit has one along the route. Ridership numbers are for the 2011/2012 fiscal year.

Madera County Connection provides service for southern Madera County residents to the City of Madera and destinations in eastern Madera County. Two of the stops are along the route. Ridership numbers are for the 2011/2012 fiscal year.

Madera Area Express provides service within the City of Madera. The service is available all days of the week, except Sunday. Also, the City of Madera operates a Dial-A-Ride (demand response) service daily. Ridership numbers are for the 2011/2012 fiscal year. Please see table on page 26 for more information.

The Park and Ride Lot is a Caltrans lot. It is situated on the southwest corner of SR 145 and SR 41.

SR 145/SR 41 Park & Ride lot

The California High Speed Rail Authority (CHSRA) is a State agency responsible for planning, designing, building, and operating the first high-speed rail system in the nation. As such, CHSRA has developed a plan to build a high-speed rail line to service the major metropolitan areas of California by connecting San Diego and Los Angeles to San Francisco and Sacramento via the Central Valley. Extensive portions of the system will lie within, or adjacent to, existing rail or highway right-of-way to reduce potential environmental impacts and minimize land acquisition. A large part of the Initial Operating Section (IOS) will be constructed in the San Joaquin Valley and will connect proposed stops in Fresno, Kings County (servicing Hanford/Tulare/Visalia), and Bakersfield, all of which lie within Caltrans District 6.

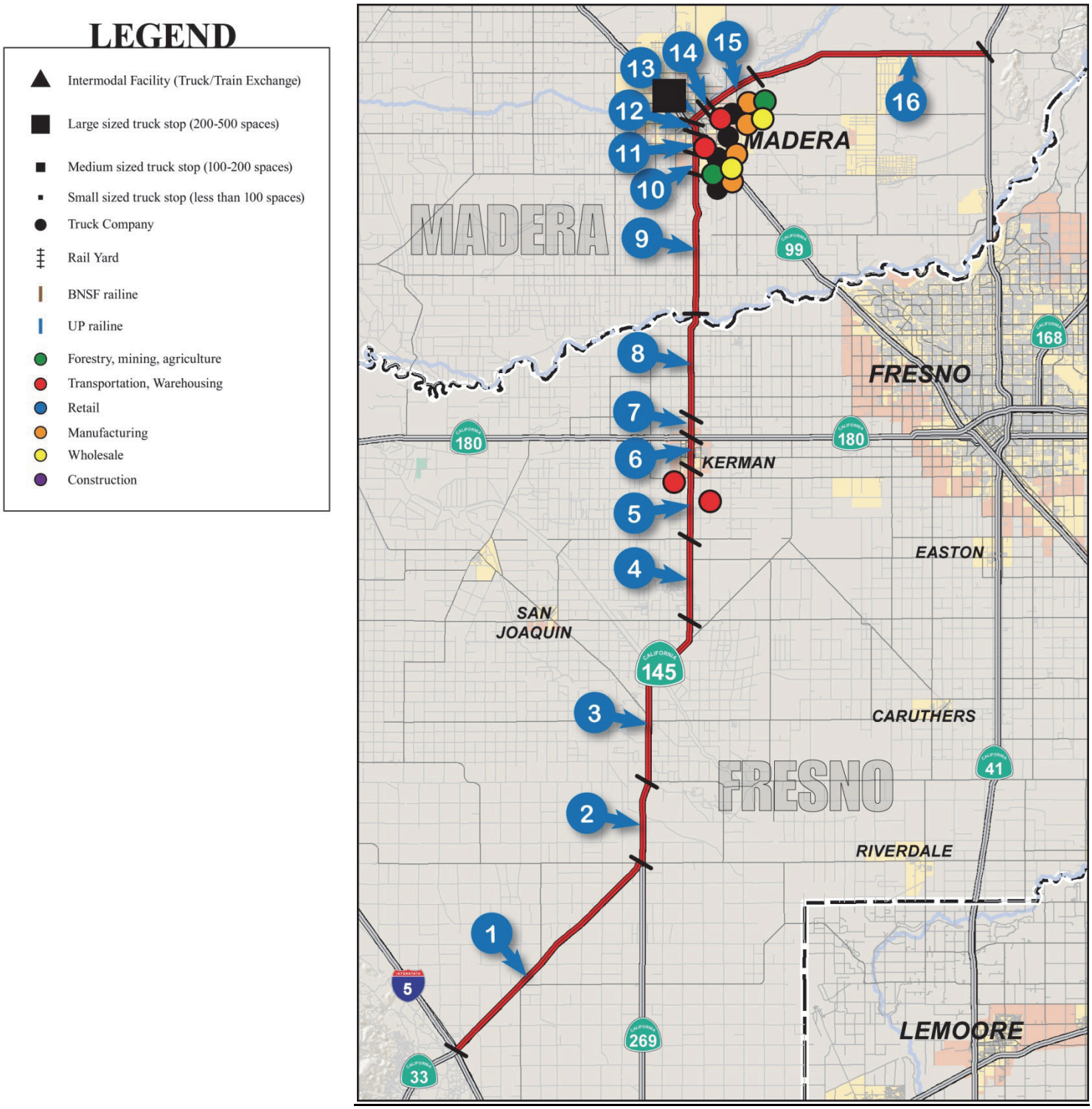
The future of California's High-Speed Rail (HSR) service will be a part of the State's transportation system and should be considered in concert with local and regional non-motorized transportation, transit, airports, and highways. Moreover, the HSR stations are envisioned to be multimodal transportation hubs, and the success of the HSR service will be critically affected by the degree to which healthy, sound multimodal transportation connections are established.

The Caltrans Division of Transportation Planning's High-Speed Rail Transit Connectivity Program was created on July 1, 2012 to assist Caltrans California Intercity Rail (CIR), CHSRA, regional and local agencies, and transit operators in providing connectivity to HSR and feeder services. Caltrans District contacts are available to provide support of connectivity activities.

TRANSIT FACILITIES										
Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Operating Period	Stations		Bikes Allowed on Transit	Location Description	# Parking Spaces
						Cities	Postmile			
1	Traditional Bus	FCRTA – Coalinga Transit	Coalinga to Fresno circuit	8,806	Demand Response – Monday through Friday, Fixed routes – Monday through Friday and one on Saturday	Coalinga, Avenal, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, Easton, Fresno	24.744, 8.912	Y	NA	NA
4 - 6	Traditional Bus	FCRTA – San Joaquin Transit	San Joaquin	9,454	Demand Response – Monday through Friday	San Joaquin, Kerman, Tranquillity, El Porvenir, Three Rocks, Halfway, Cantua Creek	VAR	Y	NA	NA
6 – 8	Traditional Bus	Kerman Dial-A-Ride	Within Kerman	7,248	Demand Response – Monday through Friday	Kerman	VAR	Y	NA	NA
7	Traditional Bus	FCRTA - Westside Transit	Firebaugh to Fresno circuit	12,743	Fixed route – Monday through Saturday	Firebaugh, Mendota, Kerman, Fresno with connection to San Joaquin Transit in Cantua Creek, El Porvenir, Halfway, San Joaquin, Three Rocks, Tranquillity	42.645	Y	NA	NA
9 - 16	Traditional Bus	Madera County Connection	Downtown Madera to Madera Community College	20,343	Eastern Madera County – Monday through Friday, Eastin Arcola/Ripperdan/LaVina – Wednesday and Friday	Eastern Madera County – Bass Lake, Oakhurst, Coarsegold, Madera, Madera Ranchos Eastin/Arcola/Ripperdan – Madera, Ripperdan	25.449, 1.994	Y	NA	NA
9 - 15	Traditional Bus	Madera Dial-A-Ride	City of Madera	35,709	Sunday through Saturday	City of Madera	NA	Y	NA	NA
11 - 14	Traditional Bus	Madera Area Express	City of Madera	144,411	Monday through Saturday	City of Madera	10.225	Y	NA	NA
16	Park and Ride			NA	NA	County of Madera	NA	NA	Southwest corner of SR 41 and SR 145	23

FREIGHT

FREIGHT FACILITIES				
Facility Type/Freight Generator	**Location**	**Mode**	**Name**	**Major Commodity/ Industry**
Large Truck Stop	Five miles north of the SR 99 and SR 145 intersection	Truck	Pilot Truck Center	NA
Truck Companies	From Ave 12 to Rd 400	Truck	Panella Trucking LLC, Cherokee Freight Lines, Frank Chavira Trucking, GGTI, Gill Trucking, KST Trucking, MPT Trucking, Urrutia Ranch	Agricultural products, food, paper products, lumber, hay, chemicals, livestock
Freight Generator	From Ave 12 to Rd 400	Truck	Various	Forestry, mining, agriculture, Wholesale, manufacturing, transportation, warehousing
Freight Generator	City of Kerman	Truck	Industrial Park	Transportation, Warehousing companies



This route is a STAA terminal access route. There are no “Weight in Motion” or weight scales of any type on this route.

South of the Kerman city limits, there is a significant amount of warehousing on both sides of the highway, just south of the Kerman urban area. Significant forestry, mining, and manufacturing sources, exist in and near the City of Madera, along with a smaller amount of warehousing, wholesale, and agricultural land uses. Many trucking firms are located on this part of the route. One of the largest truck stops in the region, Pilot Truck

Center #365, is located approximately five miles north of SR 145 on SR 99. Just outside the Madera urban area, is an area that is home to a significant amount of manufacturing.

On average, 14% of the total traffic on this route consists of trucks, and 34% of all these trucks are 5-axle trucks. A typical highway is considered to have significant regional goods movement traffic if 10% of the total traffic on a highway is composed of trucks, and is considered to be a significant interregional goods movement route if 30% of the total trucks on a particular route are 5-axle, or "big haul" trucks. Thus, SR 145 is an interregional goods movement route.

Improving the movement of goods in California is a high priority. The State's economy and quality of life depend upon the efficient, safe delivery of goods to and from our ports and borders. It is important to ensure a dependable level of service for movement into and through major gateways and to ensure connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution centers. Improving goods movement infrastructure is also pivotal to relieve congestion on freeways and increase mobility for everyone in California.

Caltrans has the responsibility for developing, maintaining, and operating a multi-modal transportation network. This network must function at a high-level with respect to goods movement, interregional, interstate, and cross-border travel. In addition to continuing support for the regional Blueprint Planning programs, Caltrans is developing a statewide interregional, multi-modal blueprint to be known as the *California Interregional Blueprint (CIB).* It will be incorporated into the existing California Transportation Plan (CTP) at the time that plan is updated. The CIB will analyze the benefits of multi-modal, interregional projects on the transportation system, and will expand understanding of the interactions between land use and transportation investments in meeting critical strategic growth and sustainability goals. The benefit of this effort will be stronger partnerships with regional and local agencies and tribal governments, as well as better data for improved decision making at the State, regional, and local level. The CIB will establish a basis for integrating the interregional system into the Smart Mobility Framework, and to deliver support for economic stewardship, connectivity, and reliability valued by freight shippers and carriers. The Inter-regional Blueprint will synthesize the Blueprint Planning work by regional agencies while focusing on the interregional system that is Caltrans' responsibility.

ENVIRONMENTAL CONSIDERATIONS

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA – Greene's Tuctoria, Heartscale, Lesser Saltscale, Recurved Larkspur, Hairy Orcutt Grass, San Joaquin Valley Orcutt Grass, Succulent Owl's Clover

FAUNA – California Linderiella, California Tiger Salamander, Vernal Pool Fairy Shrimp, California Red-legged Frog, Swainson's Hawk, Valley Elderberry Longhorn Beetle, San Joaquin Kit Fox, San Joaquin Pocket Mouse, Tricolored Blackbird, Burrowing Owl

A Scenic Resource Evaluation and/or a Visual Impact Assessment of the area would need to be done by the Landscape Architecture Branch.

Native American coordination may be necessary due to the high potential of cultural resource findings and assessment of potential archaeological sites and architectural history (built environmental resources).

An evaluation of Section 4(f) resources defined as "park and recreational lands, wild life and waterfowl refuges and historic sites" would be required if such resources are found to exist.

Paleontological Resource studies may need to be conducted on projects where sensitivity is unknown or excavation exceeds depths known to contain fossil remains.

Hazardous waste issues may require additional work, including searches of databases for underground storage tanks, testing for aerial deposited lead, asbestos and/or heavy metals, and pesticides.

Based on individual project types, additional studies may include, Air Quality, Noise and Water Assessments, Community Impact Assessment, Environmental Justice, and Farmland Evaluations.

CORRIDOR PERFORMANCE

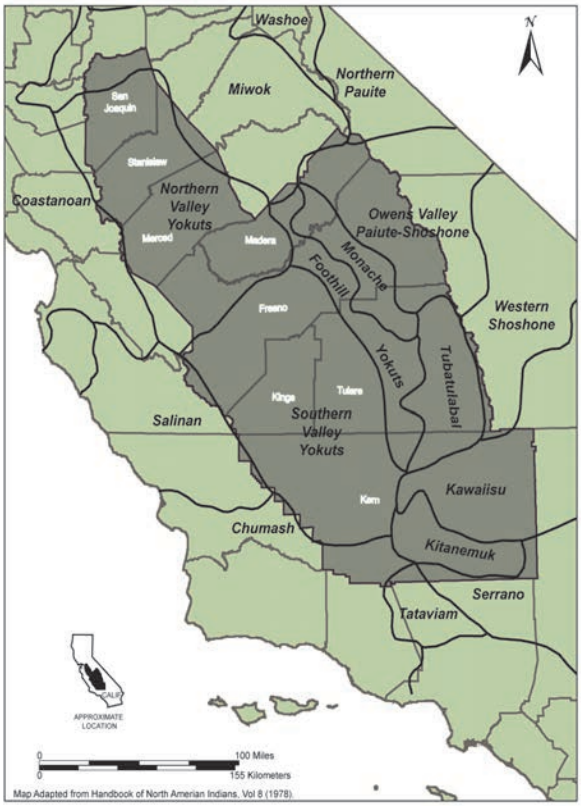
North of Kerman to the Madera County line, in the City of Madera, and towards the end of the route, growth is predicted to occur. Since much of the route exists as a two-lane conventional highway, much of the route is at a LOS "D". Within the City of Madera, from SR 99 to Yosemite Avenue, the route already is at a LOS "E", and is only a two-lane conventional highway. In the horizon year of 2035, most of the route falls below LOS "D" and segment 15 falls to a LOS "F".

The truck traffic is higher in the Fresno County segments of SR 145, with levels of only 7 to 15% in Madera County. The highest percentage of trucks is 28% in segment two. Please see the table for corridor performance, Page 31.

CORRIDOR PERFORMANCE																
Segment #		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Basic System Operations																	
AADT (BY) 2012		3,350	4,750	5,200	5,000	6,500	15,900	9,400	7,500	5,400	10,400	13,200	17,000	19,100	12,500	7,000	5,300
AADT (HY) 2035		4,400	7,200	7,900	7,400	10,200	25,500	17,900	14,600	8,200	26,400	21,700	22,400	40,000	23,200	19,600	13,800
AADT: Growth Rate/Year		1.1%	1.7%	1.7%	1.6%	1.8%	1.9%	2.6%	2.7%	1.7%	3.8%	2.0%	1.1%	3.0%	2.5%	4.2%	3.9%
LOS Method		HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM	HCM
LOS (BY) 2012		C	D	D	C	D	C	D	D	D	C	D	E	C	C	D	D
LOS (HY) 2035		D	E	E	D	E	C	E	E	D	E	E	E	E	E	F	E
LOS Concept		D	D	D	D	D	D	D	D	C	D	D	D	D	D	D	D
Truck Traffic																	
Total Average Annual Daily Truck Traffic (AADTT) (BY) 2011		809	1183	1183	1183	1183	1183	1233	1233	1233	1233	1233	875	875	875	570	570
Total Trucks (% of AADT) (BY) 2012		25%	28%	20%	18%	15%	15%	15%	15%	15%	8%	8%	7%	7%	7%	8%	10%
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)		416	478	478	478	478	478	622	622	622	622	622	35	35	35	71	71
5+ Axle Trucks (as % of AADT)(BY)		52.1%	41.6%	41.6%	41.6%	41.6%	41.6%	53%	53%	53%	53%	53%	4%	4%	4%	12.4%	12.4%

NATIVE AMERICAN CONSIDERATIONS

Many California roads and highways originated along Tribal hunting and trading routes. The study, "*California Central Valley Tribal Transportation Environmental Justice Collaborative Project*" identified a number of Tribes that consider portions of the counties of Fresno, Kern, Kings, Madera, and Tulare as their ancestral lands. This study was funded by a Caltrans Environmental Justice grant and was prepared for the Kern County Council of Governments (KCOG) and the Tubatulabals of Kern Valley Tribe on behalf of the eight San Joaquin Valley Metropolitan Planning Organizations (MPOs). These consist of the San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (StanCOG), Merced County Association of Governments (MCAG), Madera County Transportation Commission (MCTC), Fresno Council of Governments (FCOG), Kings County Association of Governments (KCAG), Kern Council of Governments (KCOG), and the Tulare County Association of Governments (TCAG), in coordination with the tribal governments and communities of the region. The final report is available at: http://www.kerncog.org/attachments/265_SJVTribalEJSummary.pdf.



Map of Ethnographic Territories in Eight County Study Area

According to the *"Map of Ethnographic Territories in Eight County Study Area*" from the "*California Central Valley Tribal Transportation Environmental Justice Collaborative Project"* report, SR 145 passes through areas considered to be the traditional indigenous territories of the Southern Valley Yokuts and the Northern Valley Yokuts. Please note that many of the ethnographic territories overlap.

Caltrans consulted and coordinated with Tribal Governments and Communities in developing the TCR.

KEY CORRIDOR ISSUES

The SR 145 corridor has one of the few San Joaquin River crossings. The bridge is only a two-lane. The 2035 concept has it as a four-lane. With the lack of river crossings, this is a critical point.

Growth in the City of Madera is occurring more rapidly than in some other Valley communities. With the corridor built out in downtown Madera, right-of-way constraints exist and will hinder the widening of the route to four-lanes. Right-of-way costs will be high and businesses may have to relocate if widening occurs.

Since the route is not a NHS, IRRS, High Emphasis Route, or a focus route, there are limited funds and sources available. The route is not eligible for federal funds. Most widening or improvements to the route will be far off in the future.

CORRIDOR CONCEPT

CONCEPT RATIONALE

City of Madera, SR 145 at Tozer St and Cleveland Ave

From Segment 6 through Segment 16 plans are in order for the highway to be widened to a four-lane conventional highway. Most of these projects are long-range and are shown only in the Regional Transportation Plans (RTPs) of the Metropolitan Planning Organizations (MPOs). No project initiation documents (PIDs) are underway for these widening projects.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Seg.	Description	Planned or Programmed	Location	Source
1 – 3	AC overlay	Planned	Near Five Points, from the I-5/SR 33 Jct to south of Manning Ave	Caltrans District 6 Status of Projects
5	Construct roundabout	Programmed	In Kerman, at Jensen Ave	Caltrans District 6 Status of Projects
6	2C to 4C	Planned	From the SPRR to SR 180	Fresno COG's 2011 RTP
7 – 8	AC overlay	Planned	Near Kerman, from SR 180 to the San Joaquin River Br	Caltrans District 6 Status of Projects
7 – 8	2C to 4C	Planned	From Nielsen Ave to Shaw Ave	Fresno COG's 2011 RTP
9	2C to 4C	Planned	From the Fresno County line to Ave 7	MCTC's 2011 RTP
9 – 10	2C to 4C	Planned	From Ave 7 to Ave 12	MCTC'S 2011 RTP
10 – 11	2C to 4C	Planned	From Ave 12 to Ave 13	MCTC's 2011 RTP
11	2C to 4C	Planned	From Ave 13 to Almond Ave (Ave 13 ½)	MCTC's 2011 RTP
11	4C to 6C	Planned	From Almond Ave (Ave 13 ½) to SR 99	MCTC's 2011 RTP
12 – 13	2C to 4C	Planned	From SR 99 to Yosemite Ave	MCTC's 2011 RTP
12 – 13	4C to 6C	Planned	From Gateway Ave to "C" St	MCTC's 2011 RTP
13	4C to 6C	Planned	"C" St to Lake St	MCTC's 2011 RTP
13 – 14	2C to 4C	Planned	Lake St to Tozer St	MCTC's 2011 RTP
13 – 15	2C to 4C	Planned	Tozer St to Rd 29	MCTC's 2011 RTP
15 – 16	2C to 4C	Planned	Rd 29 to Rd 32	MCTC's 2011 RTP
16	2C to 4C	Planned	Rd 32 to SR 41	MCTC's 2011 RTP

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source
6	2C to 4C	From the SPRR to SR 180	Fresno COG's 2011 RTP
7 – 8	2C to 4C	From Nielsen Ave to Shaw Ave	Fresno COG's 2011 RTP
9	2C to 4C	From the Fresno County line to Ave 7	MCTC's 2011 RTP
9 – 10	2C to 4C	From Ave 7 to Ave 12	MCTC's 2011 RTP
10 – 11	2C to 4C	Ave 12 to Ave 13	MCTC's 2011 RTP
11	2C to 4C	From Ave 13 to Almond Ave (Ave 13 ½)	MCTC's 2011 RTP
12 – 13	2C to 4C	From SR 99 to Yosemite Ave	MCTC's 2011 RTP
13 – 14	2C to 4C	Lake St to Tozer St	MCTC's 2011 RTP
13 – 15	2C to 4C	Tozer St to Rd 29	MCTC's 2011 RTP
15 – 16	2C to 4C	Rd 29 to Rd 32	MCTC's 2011 RTP
16	2C to 4C	Rd 32 to SR 41	MCTC's 2011 RTP

APPENDIX

GLOSSARY OF TERMS AND ACRONYMS

Acronyms

2C – Two-lane conventional highway
2E – Two-lane expressway
4C – Four-lane conventional highway
4E – Four-lane expressway
6C – Six-lane conventional highway (rare)
6E – Six-lane expressway
6F – Six-lane freeway
8E – Eight-lane expressway (rare)
8F – Eight-lane freeway
10F – Ten-lane freeway
AADT- Annual Average Daily Traffic
ADA – Americans with Disabilities Act of 1990
ADT- Average Daily Traffic
BRT-Bus rapid transit
CALTRANS – California Department of Transportation
CAPM-Capital Preventative Maintenance
CCTV-Closed Circuit Television Cameras
CEQA- California Environmental Quality Act
CMA- Congestion Management Agencies
CMAQ-Congestion Mitigation and Air Quality
CMIA-Corridor Mobility Improvement Account
CMS-Changeable Message Sign
COG-Council of Governments
CSMP-Corridor System Management Plan
CSS – Context Sensitive Solutions
CT-Caltrans
CTC-California Transportation Commission
FHWA – Federal highway Administration
FSR – Feasibility Study Report
FSTIP- Federal Statewide Transportation Improvement Program
FTIP – Federal Transportation Improvement Program
GHG- Green House Gas
GIS – Geographic Information System
HAR-Highway Advisory Radio
HCP- Habitat Conservation Plan
HOT-High occupancy toll lane
HOV-High occupancy vehicle lane
IIP-Interregional Improvement Plan
IGR-Intergovernmental Review
IRRS-Interregional Road System
ITIP-Interregional Transportation Improvement Program
ITMS-Intermodal Transportation Management System
ITS – Intelligent Transportation System
ITSP-Interregional Transportation Strategic Plan
LOS – Level of Service

MAP-21-Moving Ahead for Progress in the 21st Century Act
MOU-Memorandum of Understanding
MPO- Metropolitan Planning Organizations
MTC-Metropolitan Transportation Commission
MTCE-Maintenance (State program)
NA-Not available
NHS-National Highway System
NOA – Naturally Occurring Asbestos
NCCP- Natural Community Conservation Plan
NEPA- National Environmental Policy Act
OC-Overcrossing
OH-Overhead
PID-Project Initiation Document
PM-Post mile
PSR- Project Study Report
PSSR-Project Scope Summary Report
RCR-Route Concept Report
RHNA- Regional Housing Needs Allocation
RIP-Regional Improvement Program
ROW or R/W-Right-of-Way
RPU-Remote Processing Unit – was known as RWIS (Remote Weather Information Station)
RTIP – Regional Transportation Improvement Program
RTP- Regional Transportation Plan
RTPA- Regional Transportation Planning Agencies
SAFETEA - Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005
SCS- Sustainable Community Strategies
SHOPP- State Highway Operation Protection Program
SJVUAPCD-San Joaquin Valley Air Pollution Control District
STIP – State Transportation Improvement Program
TASAs-Traffic Accident Surveillance and Analysis System
TCM-Transportation Control Measure
TCR-Transportation Concept Report
TCS-Traffic Count Station
TDM – Transportation Demand Management
TEA-21 Transportation Equity Act for the 21st Century
TMC-Transportation Management Center
TMS – Transportation Management System
TSN- Transportation System Network
UC-Undercrossing
UTC-Ultimate Transportation Concept
VDS-Vehicle Detection System
VHT-Vehicle Hours Traveled
VMT – Vehicle Miles Traveled

Definitions

AADT – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a

statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Arterial Highway - A general term denoting a highway primarily for through travel usually on a continuous route.

Auxiliary Lane – The portion of the roadway for weaving, truck climbing, speed change, or for other purposes supplementary to through movement.

Base year – The year that the most current data is available to the Districts

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Bottlenecks – A bottleneck is a location where traffic demand exceeds the effective carrying capacity of the roadway. In most cases, the cause of a bottleneck relates to a sudden reduction in capacity, such as a lane drop, merging and weaving, driver distractions, a surge in demand, or a combination of factors.

Bypass – An arterial highway that permits users to avoid part or all of a city or town center, a suburban area or an urban area.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility (Intercity Passenger Rail, Mass Transit Guideway etc.), grade separation, and new managed lanes.

Channelization - The separation or regulation of conflicting movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of vehicles, bicycles, and pedestrians.

Collector Road – A route that serves travel of primarily intracountry rather than statewide importance in rural areas or a route that serves both land access and traffic circulation within a residential neighborhood, as well as commercial and industrial areas in urban and suburban areas.

Concept LOS – The minimum acceptable LOS over the next 20-25 years

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a fiscally constrained plan and is not currently programmed. It could be included in a General Plan or in the unconstrained section of a long-term plan.

Conventional Highway - A highway without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included as informational purposes and not analyzed in the TCR.

Crosswalk – That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street. Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Divided Highway – A highway with separated roadbeds for traffic traveling in opposing directions.

Expressway – An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

Facility Concept – Describe the Facility and strategies that may be needed within 20-25 years. This can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility, Non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, Transportation Demand Management and Incident Management.

Facility Type – The facility type describes the State Highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Freeway – A highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement access. A divided arterial highway with full control of access and with grade separations at intersections.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

Frontage Street or Road – A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

Grade Separation – A crossing of two highways, highway and local road, or a highway and a railroad at different levels.

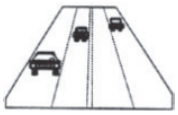
Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

Horizon Year – The year that the future (20-25 years) data is based on.

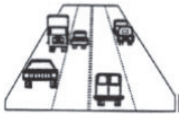
Intermodal Freight Facility – Intermodal transport requires more than one mode of transportation. An intermodal freight facility is a location where different transportation modes and networks connect and freight is transferred (or "transloaded") from one mode, such as rail, to another, such as truck.

ITS – Intelligent Transportation System improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

LOS – Level of Service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:



LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the
geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Median – The portion of a divided highway separating the traveled ways in opposite directions.

Multi-modal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Shoulder – The portion of the roadway contiguous with the traveled way for the accommodation of stopped vehicles, for emergency use, for errant vehicle recovery, and for lateral support of base and surface courses. The shoulder may accommodate bicyclists and pedestrians.

Sidewalk – A surfaced pedestrian way contiguous to a roadbed used by the public where the need for which is created primarily by the local land use.

System Operations and Management Concept – Describe the system operations and management elements that may be needed within 20-25 years. This can include Non-capacity increasing operational improvements (Aux. lanes, channelization's, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. HOV land to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6 percent and 10 percent of the ADT. The lower values are generally found on roadways with low volumes.

Peak Period – Is a part of the day during which traffic congestion on the road is at its highest. Normally, this happens twice a day, once in the morning and once in the evening; the time periods when the most people commute. Peak Period is defined for individual routes, not a District or statewide standard.

Planned Project – A planned improvement or action is a project in a fiscally constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post-25 Year Concept – This dataset may be defined and re-titled at the District's discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20-25 year horizon. The post-25 year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a count to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the reminder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Railroad Class I – The Surface Transportation Board (STB) defines a Class I railroad in the U.S. as a carrier having annual operating revenues of $250 million or more. This class includes the nation's major railroads. In California, Class I railroads include Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF).

Railroad Class II – STB defines a Class II railroad in the U.S. as having annual carrier operating revenues of less than $250 million but more than $20 million. Class II railroads are considered mid-sized freight-hauling railroad in terms of operating revenues. They are considered "regional railroads" by the Association of American Railroads.

Railroad Class III – Railroads with annual carrier operating revenues of $20 million or less. The typical Class III is a short line railroad, which feeds traffic to or delivers traffic from a Class I or Class II railroad.

Roadbed – That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

Roadway – That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Route Designation – A route's designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), Scenic Highway System,

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Scenic Highway – A State or county highway, in total or in part, that is recognized for its scenic value, protected by a locally adopted corridor protection program, and has been officially designated by the Department.

Segment – A portion of a facility between two points.

TDM – Transportation Demand Management programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

TMS – Transportation Management System is the business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

VMT – Is the total number of miles traveled by motor vehicles on a road or highway segments.

LEGEND

Existing Lanes
Planned or Programmed by 2035
Add Through Lanes
Conventional
Expressway
Number of Lanes 2 4
* Length of segments not to scale
Dir = Direction

Interstate 5 | State Route 269 | Elkhorn Ave | Manning Ave | American Ave | Church Ave | State Route 180 | Belmont Ave | Fre/Mad Co Line | Ave 12

PM 0.0 Dir W - E | PM 13.2 | PM 17.3 | PM 26.1 | PM 30.1 | PM 33.6 | PM 35.1 | PM 36.2 | PM R41.3/0.0 | PM 7.1

KERMAN

Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Range of treated surface (8' standard) for both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Typical ROW needed for the ultimate facility. Feet is the standard typical measure. UTC ROW - will be updated upon corridor plan lining on specific sections of highway.

Facility: Shows the Existing Facility and the desired facility type (2035 Concept) by 2035. RTPA's and Caltrans discuss Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with operational and safety improvments.

LOS: The current LOS (level of service), along with the expected calculated LOS in 2020 and 2035. The 2035 Concept is the target LOS desired, i.e., LOS C, for attainment by 2035.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

% Trucks: shows the percentage of trucks for AADT and Peak Hour.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

N/A : Not deficent, no project recommended/not applicable.

N/A- : Deficent, no project recommended.

***** Concept Facility meets Concept LOS.

+ The Ultimate ROW is generally the same as the existing ROW

++ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	MADERA / 145
Description Begin	INTERSTATE 5	STATE ROUTE 269	ELKHORN AVENUE	MANNING AVENUE	AMERICAN AVENUE	CHURCH AVENUE	STATE ROUTE 180	BELMONT AVENUE	FRESNO/MADERA CO LINE
Description End	STATE ROUTE 269	ELKHORN AVENUE	MANNING AVENUE	AMERICAN AVENUE	CHURCH AVENUE	STATE ROUTE 180	BELMONT AVENUE	FRESNO/MADERA CO LINE	AVENUE 12
Postmile Limits Begin/End (PM)	0.000 / 13.212	13.212 / 17.270	17.270 / 26.090	26.090 / 30.110	30.110 / 33.631	33.631 / 35.149	35.149 / 36.154	36.154 / R41.283	R0.000 / 7.060
Length (MI)	13.21	4.06	8.82	4.02	3.52	1.52	1.01	5.13	7.06
Rural / Urban	Rural	Rural	Rural	Rural	Rural	Urban	Rural	Rural	Rural
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	60 / 100	60/ 80	80 / 100	60 / 60	60 / 80	60/ 80	65 / 80	50 / 142	45 / 135
Median Range (FT)	0/0	0/0	0/0	0/0	0/0	0/99P^	0/0	0/12	0/0
Shoulder Range (FT) - Treated	4/8	8/8	0/8	2/8	8/8	2/10	0/0	0/8	0/8
Lane Width (FT)	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	103/160	103/160	103/160	103/160	103/160	103/160	103/160	103/160	103/160
Facility: Existing	2C	2C	2C	2C	2C	4C	2C	2C	2C
2035 Concept	2C	2C	2C(I)++	2C(I)++	2C(I)++	4C	4C	4C	4C
UTC	4C	4C	4C	4C	4C	4C	4C	4C	4C
LOS: 2012	C	D	D	C	D	C	D	D	D
LOS: 2020	C	D	D	C	D	C	E	E	D
LOS: 2035	D	E	E	D	E	C	E	E	D
LOS: Concept 2035	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	2035	2035	N/A	2035	N/A	2020	2020	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A-	N/A-	N/A-	N/A-	N/A-	N/A-	N/A-	N/A-	N/A-
Directional Split (Peak Hour)	51/49	52/48	51/49	50/50	52/48	59/41	53/47	53/47	60/40
AADT: 2012	3,350	4,750	5,200	5,000	6,500	15,900	9,400	7,500	5,400
AADT: 2020	3,900	6,100	6,700	6,300	8,500	21,100	13,800	11,200	7,000
AADT: 2035	4,400	7,200	7,900	7,400	10,200	25,500	17,900	14,600	8,200
Peak Hour: 2012	370	530	570	420	540	1,300	780	630	490
Peak Hour: 2020	440	680	730	530	710	1,720	1,150	940	630
Peak Hour: 2035	490	810	870	620	840	2,080	1,480	1,230	750
% Trucks: AADT	25%	28%	20%	18%	15%	15%	15%	15%	15%
% Trucks: Peak Hour	20%	22%	15%	15%	10%	10%	8%	8%	8%

LEGEND

Existing Lanes
Planned or Programmed by 2035
Add Through Lanes
Conventional
Expressway
Number of Lanes 2 4
* Length of segments not to scale
Dir = Direction

Interstate 5 | State Route 260 | Elkhorn Ave | Manning Ave | American Ave | Church Ave | State Route 180 | Belmont Ave | Fre/Mad Co Line | Ave 12

PM 0.0 Dir W - E | PM 13.2 | PM 17.3 | PM 26.1 | PM 30.1 | PM 33.6 | PM 35.1 | PM 36.2 | PM R41.3/0.0 | PM 7.1

KERMAN

Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: 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.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

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

NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	FRESNO / 145	MADERA / 145
Description Begin	INTERSTATE 5	STATE ROUTE 269	ELKHORN AVENUE	MANNING AVENUE	AMERICAN AVENUE	CHURCH AVENUE	STATE ROUTE 180	BELMONT AVENUE	FRESNO/MADERA CO LINE
Description End	STATE ROUTE 269	ELKHORN AVENUE	MANNING AVENUE	AMERICAN AVENUE	CHURCH AVENUE	STATE ROUTE 180	BELMONT AVENUE	FRESNO/MADERA CO LINE	AVENUE 12
Postmile Limits Begin/End (PM)	0.000 / 13.212	13.212 / 17.270	17.270 / 26.090	26.090 / 30.110	30.110 / 33.631	33.631 / 35.149	35.149 / 36.154	36.154 / R41.283	R0.000 / 7.060
Length (MI)	13.21	4.06	8.82	4.02	3.52	1.52	1.01	5.13	7.06
Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Fresno Co LOS C General Plan/RTP Regionally Significant System	Fresno Co LOS C General Plan/RTP Regionally Significant System	Fresno Co LOS C General Plan/RTP Regionally Significant System	Fresno Co LOS C General Plan/RTP Regionally Significant System	Fresno Co LOS C General Plan/RTP Regionally Significant System	Fresno Co LOS C General Plan/RTP Regionally Significant System	Fresno Co LOS D General Plan/RTP Regionally Significant System	Fresno Co LOS C General Plan/RTP Regionally Significant System	Madera Co LOS C General Plan/RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	No	No	Yes	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

LEGEND

Existing Lanes
Planned or Programmed by 2035
Add Through Lanes
Conventional
Expressway
Number of Lanes 2 4
* Length of segments not to scale
Dir = Direction

Ave 12 | Ave 13 | SR 99 | Yosemite Ave | Fig Ave | Tozer St | Road 400 | SR 41

PM 7.060 Dir W - E | PM 8.060 | PM 9.077 | PM 9.680 | PM 10.680 | PM 11.020 | PM 13.660 | PM 25.459

M A D E R A

Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Range of treated surface (8' standard) for both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Typical ROW needed for the ultimate facility. Feet is the standard typical measure. UTC ROW - will be updated upon corridor plan lining on specific sections of highway.

Facility: Shows the Existing Facility and the desired facility type (2035 Concept) by 2035. RTPA's and Caltrans discuss Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with operational and safety improvments.

LOS: The current LOS (level of service), along with the expected calculated LOS in 2020 and 2035. The 2035 Concept is the target LOS desired, i.e., LOS C, for attainment by 2035.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

% Trucks: shows the percentage of trucks for AADT and Peak Hour.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

N/A - Not deficent, no project recommended/not applicable.

N/A- : Deficent, no project recommended.

***** Concept Facility meets Concept LOS.

+ The Ultimate ROW is generally the same as the existing ROW

++ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

SEGMENT	10	11	12	13	14	15	16
County / Route	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145
Description Begin	AVENUE 12	AVENUE 13	STATE ROUTE 99	YOSEMITE AVENUE	FIG AVENUE	TOZER STREET	ROAD 400
Description End	AVENUE 13	STATE ROUTE 99	YOSEMITE AVENUE	FIG AVENUE	TOZER STREET	ROAD 400	STATE ROUTE 41
Postmile Limits Begin/End (PM)	7.060/ 8.060	8.060 / 9.077	9.077 / 9.680	9.680 / 10.680	10.680 / 11.020	11.020 / 13.660	13.660 / 25.459
Length (MI)	1.00	1.02	0.60	1.00	0.34	2.64	11.80
Rural / Urban	Urban	Urban	Urban	Urban	Urban	Rural	Rural
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Rolling
ROW: Range Existing (FT)	60/ 135	63 / 90	100/ 100	60/ 100	60 / 120	80 / 100	80 / 100
Median Range (FT)	0/0	0/0	0/12	0/4	0/0	0/0	0/0
Shoulder Range (FT) - Treated	0/8	0/8	0/12	8/12	8/8	0/8	0/1
Lane Width (FT)	12	12	12	12	12	11/12	11
Ultimate ROW (FT)	103/160	103/160	103/160	103/160	103/160	103/160	103/160
Facility: Existing	2C	2C/4C	2C	4C	2C	2C	2C
2035 Concept	4C	4C	4C	4C	4C	4C	4C
UTC	4C	4C	4C	4C	4C	4C	4C
LOS: 2012	C	D	E	C	C	D	D
LOS: 2020	E	E	E	D	E	E	E
LOS: 2035	E	E	E	E	E	F	E
LOS: Concept 2035	D	D	D	D	D	D	D
Deficiency/Year Deficient	2020	2020	2012	2035	2020	2020	2020
Project in STIP/RTP (Y/N)	NO	NO	YES	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A-	N/A-	E	N/A-	N/A-	N/A-	N/A-
Directional Split (Peak Hour)	53/47	60/40	60/40	54/46	57/43	56/44	56/44
AADT: 2012	10,400	13,200	17,000	19,100	12,500	7,000	5,300
AADT: 2020	18,200	17,800	20,000	29,800	18,100	13,000	9,400
AADT: 2035	26,400	21,700	22,400	40,000	23,200	19,600	13,800
Peak Hour: 2012	940	1,200	1,750	1,900	1,250	700	530
Peak Hour: 2020	1,650	1,620	2,060	2,960	1,810	1,300	940
Peak Hour: 2035	2,390	1,970	2,300	3,980	2,320	1,960	1,380
% Trucks: AADT	8%	8%	7%	7%	7%	8%	10%
% Trucks Peak Hour	6%	6%	5%	5%	3%	6%	8%

LEGEND

Existing Lanes
Planned or Programmed by 2035
Add Through Lanes
Conventional
Expressway
Number of Lanes 2 4
* Length of segments not to scale
Dir = Direction

Ave 12 | Ave 13 | SR 99 | Yosemite Ave | Fig Ave | Tozer St | Road 400 | SR 41

PM 7.060 | PM 8.060 | PM 9.077 | PM 9.680 | PM 10.680 | PM 11.020 | PM 13.660 | PM 25.459

Dir W - E

M A D E R A

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STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

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

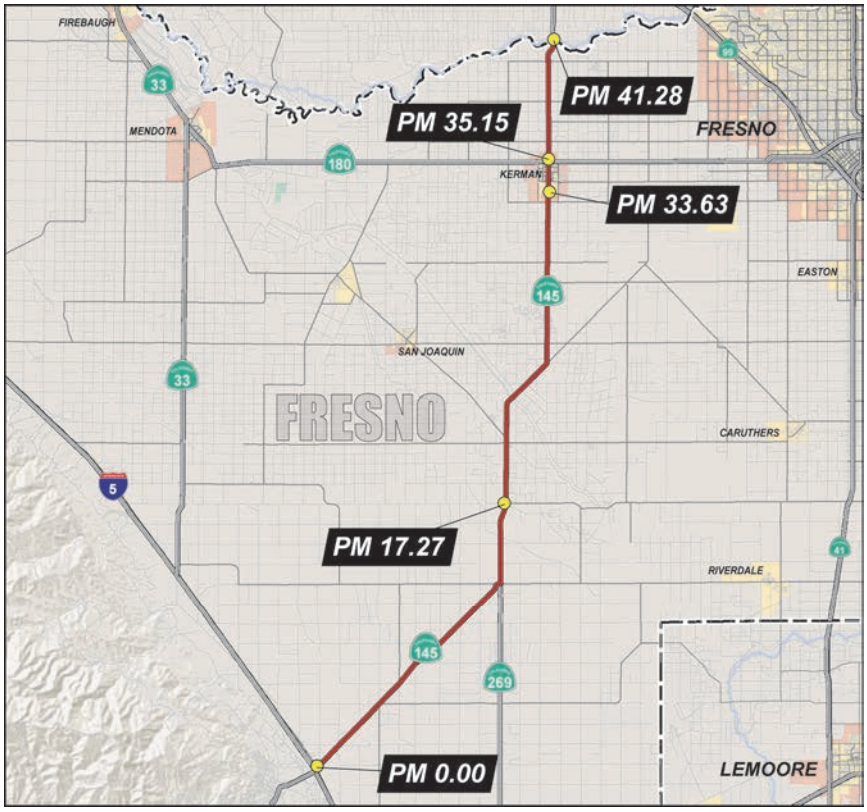
NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

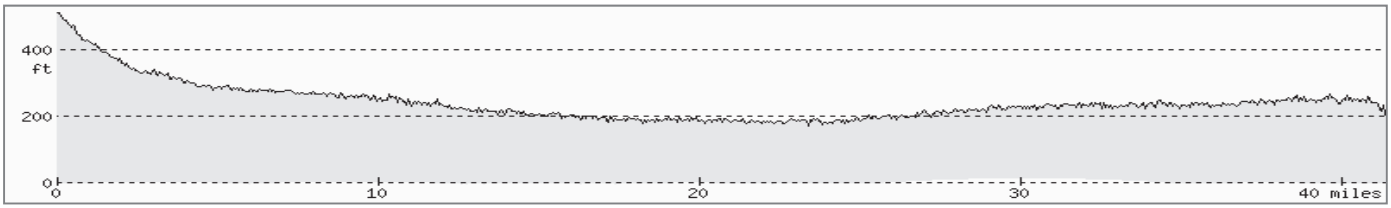
SEGMENT	10	11	12	13	14	15	16
County / Route	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145	MADERA / 145
Description Begin	AVENUE 12	AVENUE 13	STATE ROUTE 99	YOSEMITE AVENUE	FIG AVENUE	TOZER STREET	ROAD 400
Description End	AVENUE 13	STATE ROUTE 99	YOSEMITE AVENUE	FIG AVENUE	TOZER STREET	ROAD 400	STATE ROUTE 41
Postmile Limits Begin/End (PM)	7.060/ 8.060	8.060 / 9.077	9.077 / 9.680	9.680 / 10.680	10.680 / 11.020	11.020 / 13.660	13.660 / 25.459
Length (MI)	1.00	1.02	0.60	1.00	0.34	2.64	11.80
Functional Classification	Minor Arterial	Arterial (extension of minor arterial-rural to urban)	Arterial (extension of minor arterial-rural to urban)	Arterial (extension of minor arterial-rural to urban)	Arterial (extension of minor arterial-rural to urban)	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Madera Co LOS C General Plan/RTP Regionally Significant System	Madera Co LOS C General Plan/RTP Regionally Significant System	Madera Co LOS C General Plan/RTP Regionally Significant System	Madera Co LOS C General Plan/RTP Regionally Significant System	Madera Co LOS C General Plan/RTP Regionally Significant System	Madera Co LOS C General Plan/RTP Regionally Significant System	Madera Co LOS C General Plan/RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes

The amount of right-of-way identified in this document is based on the typical amount needed for this type of facility and is only meant to serve as a guideline. The TCR identifies the future right-of-way needs as a range with the intent to accommodate site-specific variations. These include site conditions (slope, environmental conditions, transit, etc.), operational needs, and potential design features that may require additional right-of-way. These design features include, but are not limited to, roundabouts, turn-lanes, on-street parking, bike lanes, and passing lanes. Additional right-of-way may also be needed on the facility to mitigate potential air quality impacts. Exact right of way needs will be determined on a case-by-case basis.

The amount of right-of-way identified in this document is based on the typical amount needed for this type of facility and is only meant to serve as a guideline. The TCR identifies the future right-of-way needs as a range with the intent to accommodate site-specific variations. These include site conditions (slope, environmental conditions, transit, etc.), operational needs, and potential design features that may require additional right-of-way. These design features include, but are not limited to, roundabouts, turn-lanes, on-street parking, bike lanes, and passing lanes. Additional right-of-way may also be needed on the facility to mitigate potential air quality impacts. Exact right of way needs will be determined on a case-by-case basis.

STATE ROUTE 145 Fresno County Bicycle Map

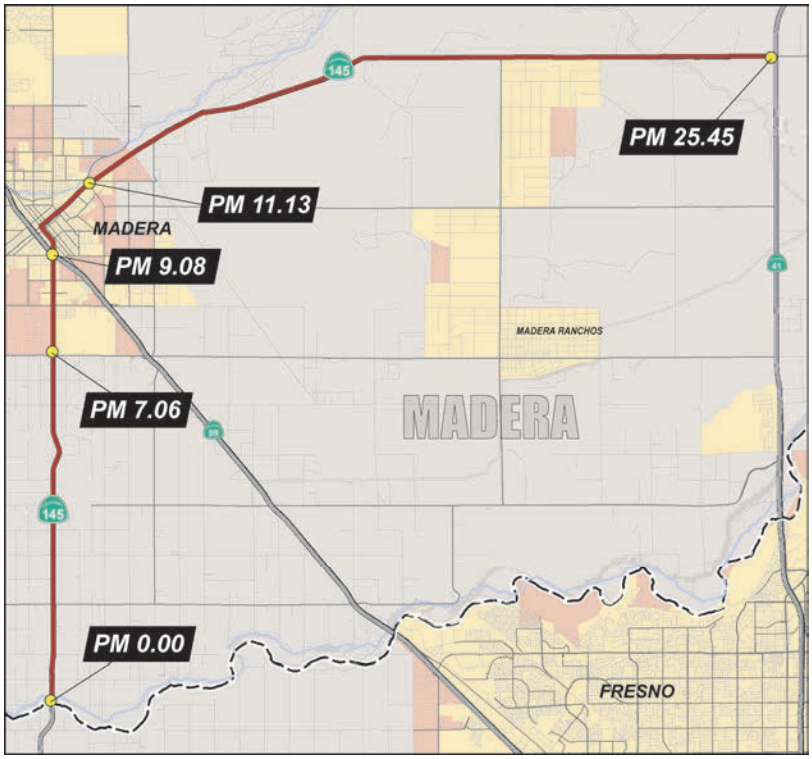


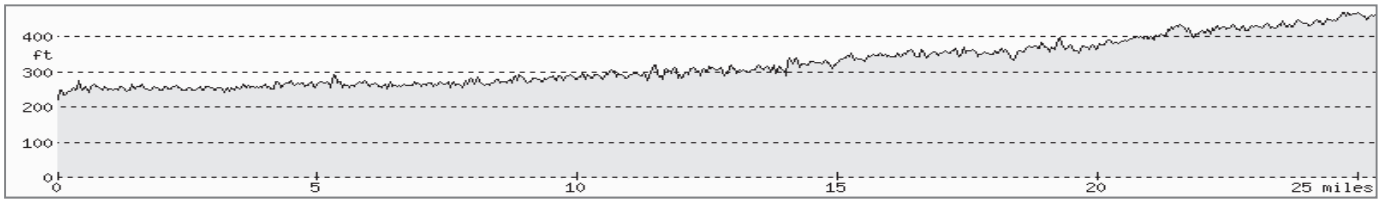


I-5 PM 0.0 | Elkhorn Ave PM 17.27 | Church Ave PM 33.63 | SR 180 PM 35.15 | Fre/Mad Co Line PM R41.28

Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Interstate 5 to Elkhorn Avenue *(PM 0.00 – 17.27)*	2 Lane Highway	Rural	4 - 8 feet	Level	55	Wide Shoulders mostly, Surrounding agricultural land with few structures
Elkhorn Avenue to Church Avenue *(PM 17.27 – 33.63)*	2 Lane Highway	Rural	0 - 8 feet	Level	55	Wide shoulders but narrow to 0 feet from *PM 25 to 29*, Surrounding agricultural land with few structures, Very flat land
Church Avenue to State Route 180 *(PM 33.63 – 35.15)*	4 Lane Highway	Urban	6 - 8 feet	Level	30	Wide shoulders, Downtown central business district in the City of Kerman
State Route 180 to Fresno/Madera County Line *(PM 35.15 – R41.28)*	2 Lane Highway	Rural	2 - 6 feet	Level	55	Narrow shoulders mostly, Surrounding agricultural land use, San Joaquin River crossing

STATE ROUTE 145 Madera County Bicycle Maps





Fre/Mad Co Line	Avenue 12	SR 99	Storey Rd	SR 41
PM 0.00	PM 17.27	PM 9.08	PM 11.13	PM 25.46

Location *(Postmile)*	Facility (Lanes)	Rural/ Urban	Shoulder (Treated)	Terrain	Speed Limit Posted	Facility Description
Fresno/Madera County Line to Avenue 12 *(PM 0.00 – 7.06)*	2 Lane Highway	Rural	0 - 8 feet	Level	45 & 55	Mostly narrow shoulders, Surrounding agricultural land with few structures, Community of Ripperdan PM 2.01, Gas station, foodmart and restaurant
Avenue 12 to State Route 99 *(PM 7.06 – 9.08)*	2/4 Lane Highway	Rural/ Urban	6 - 8 feet	Level	35, 45 & 55	Wide shoulders mostly, South of Madera and within the southern Madera city limits, Agriculture land use in rural segment, Commercial, industrial and residential use in urban area
State Route 99 to Storey Road *(PM 9.08 – 11.13)*	2/4 Lane Highway	Urban	3- 8 feet	Level	30 & 40	Wide shoulders mostly but on street parking is allowed which narrows bicycle travel way, Downtown central business district in the City of Madera
Storey Road to State Route 99 *(PM 11.13 – 25.46)*	2 Lane Highway	Rural	0 - 8 feet	Level	55	Mostly narrow shoulders, Surrounding agricultural and grazing land

APPENDIX D
RESOURCES

1) California Department of Finance, Demographic Research Unit, "Table 3A: Total Population by Race (1) and Hispanic or Latino: April 1, 2010 – Incorporated Cities and Census Designated Places (CDP) by County in California," Census 2010
2) California Department of Transportation: District 6, "California State Highway Log," 2002
3) California Department of Transportation: District 6, "Status of Projects," January 2013
4) California Department of Transportation: District 6, Traffic Data Branch, 2011 Truck
5) California Department of Transportation: District 6, "Transportation Concept Report (TCR) State Route 145," October 2006
6) California Department of Transportation: District 6, "Transportation Management Center (TMC) Element Search Engine
7) California Department of Transportation: District 6, "Weight in Motion Scales," http://www.dot.ca.gov/hq/traffops/trucks/datawim/wim06.pdf
8) California Department of Transportation, "Weigh Stations" scales, http://www.dot.ca.gov/hq/traffops/trucks/weigh-stations/weigh-sta-map.pdf
9) California Highways Organization, "California Highways, Route 145," www.cahighways.org
10) Cambridge Systemics, Inc., "San Joaquin Valley Interregional Goods Movement Plan: Task 1: Existing Conditions Assessment Technical Memorandum," January 2012
11) City of Kerman, http://www.cityofkerman.net
12) City of Kerman, "Kerman 2007 General Plan," http://www.codepublishing.com/CA/Kerman/generalplan/
13) City of Madera, "Our History," http://www.cityofmadera.org/web/guest/our-history1
14) City of Madera, "Transit," http://www.cityofmadera.org/web/guest/transit
15) Fresno Council of Governments, "Regional Transportation Plan," 2011
16) Fresno County Rural Transit Agency (FCRTA), http://www.ruraltransit.org/
17) Kerman Chamber of Commerce, "Kerman Community History and Statistics," http://www.kermanchamber.org/Community.aspx
18) Madera Chamber of Commerce, "Demographics," http://www.maderachamber.com/?page_id=761
19) Madera County Transportation Commission, "Regional Transportation Plan," 2011
20) Quick Transport Solutions, Inc., "California Trucking Companies – Kerman and Madera," http://www.quicktransportsolutions.com/carrier/california
21) Miranda-Begay, Dr. Donna, Grant Project Manager and Tribal Chairwoman of Tubatulabals of Kern Valley, "California Central Valley Tribal Transportation Environmental Justice Collaborative Project," 2010